

HIGHWAY WORK PROPOSAL

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

Proposal Number: **020**

<u>COUNTY</u>	<u>STATE PROJECT</u>	<u>FEDERAL</u>	<u>PROJECT DESCRIPTION</u>	<u>HIGHWAY</u>
Marinette	1150-64-71	N/A	Peshtigo-Marinette; Peshtigo Bypass-CTH T	USH 041

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: \$75,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: December 12, 2023 Time (Local Time): 11:00 am	Firm Name, Address, City, State, Zip Code
Contract Completion Time 65 Working Days	SAMPLE NOT FOR BIDDING PURPOSES This contract is exempt from federal oversight.
Assigned Disadvantaged Business Enterprise Goal 0%	

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

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

Subscribed and sworn to before me this date _____

(Signature, Notary Public, State of Wisconsin)

(Bidder Signature)

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

(Print or Type Bidder Name)

(Date Commission Expires)

(Bidder Title)

Notary Seal

Type of Work: Excavation, Base, HMA Pavement, Curb and Gutter, Culvert Pipe, Guardrail, Signs, Pavement Marking, Traffic Signals.	For Department Use Only
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://wisconsin.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://wisconsin.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://wisconsin.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 envelope 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

DT1303 1/2006

Wisconsin Department of Transportation

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

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

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

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

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

PRINCIPAL

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

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

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

(Signature of Attorney-in-Fact)

NOTARY FOR PRINCIPAL

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

NOTARY FOR SURETY

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

CERTIFICATE OF ANNUAL BID BOND

DT1305 8/2003

Wisconsin Department of Transportation

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

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

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

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

(Signature of Authorized Contractor Representative)

(Date)

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.

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STSP'S Revised June 29, 2023

SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1150-64-71, Peshtigo-Marquette, Peshtigo Bypass-CTH T, USH 41, Marinette 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, 2024 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 (20230629)

2. Scope of Work.

The work under this contract shall consist of concrete pavement repair and replacement, excavation, base aggregate dense, HMA milling and pavement overlay, concrete curb & gutter, MGS guardrail, erosion control, finishing, pavement marking, traffic control, 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 time frame for construction of the project within the 2024 construction season to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Assure that the time frame is consistent with the contract completion time. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the beginning of the approved time frame.

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

The Notice to Proceed will be issued such that work shall start no later than May 1, 2024, unless otherwise approved by the engineer.

Fish Spawning

There shall be no instream disturbance of an unnamed tributary to the Little River at Station 135+20 and The Little River at Station 212+00 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 to fish and other aquatic organisms during sensitive time periods such as spawning and migration.

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.

Contractor means and methods to remove trees will not allowed. If it is determined that trees with a 3-inch or greater diameter at breast height (dbh) need to be removed beyond contractor means and methods, notify the engineer to coordinate with the WisDOT REC to determine if consultation with United States Fish and Wildlife Service (USFWS) is required. The contractor must be aware that the WisDOT REC and/or USFWS may not permit modifications.

Advance Notification

Notify area first responders (police, fire, EMS). Marinette County Sheriff's Department, engineer, area school districts, garbage/recycling pick-up companies, and the post office two weeks in advance of all traffic switches and lane closures. Notifications should be confirmed with all parties one week before implementation. Parties shall also be notified if a closure is cancelled.

4. Traffic.

General

The work under this item shall conform to the requirements of standard spec 643, the Manual on Uniform Traffic Control Devices (MUTCD), and as hereinafter provided.

The traffic requirements are subject to change at the direction of the engineer in the event of an emergency, local event, or significant traffic delays.

Submit to engineer for approval a detailed traffic control plan for any changes to the proposed traffic control as shown on the plans. Submit the plan 14 days before the preconstruction conference, or if after the preconstruction conference, 14 days before the intended use of the revised traffic control. A request does not constitute approval.

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

Provide 24 hours-a-day availability of equipment and forces to expeditiously restore devices such as, but not limited to, pavement marking, lights, signs, drums, barricades, arrow boards or other traffic control devices that are damaged or disturbed. The department will pay for materials that the engineer deems necessary to maintain these items at contract unit prices, if the disturbance or damage is not the result of the contractor's operations, negligence or noncompliance with the requirements of the contract.

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

- Do not park or store any vehicle, piece of equipment, or construction materials within the roadway clear zone or on adjacent streets beyond the project limits without approval of the engineer.
- No operations shall take place until all traffic control devices for such work are in the proper location.
- All construction vehicles and equipment entering or leaving live traffic lanes shall yield to through traffic.
- Equip all vehicles and equipment entering or leaving the live traffic lanes with a hazard identification beam (flashing yellow signal) capable of being visible on a sunny day when viewed without the sun directly on or behind the device from a distance of 1,000 feet. Activate the beam when merging into or exiting a live traffic lane.
- Do not deliver and store materials and equipment within open travel lanes or open side roads during any stage of construction. Temporary lane closures and/or halting of traffic within open roadways is not permitted unless mentioned specifically below. Flagging operations will be incidental to the work item being performed for the contract according to the standard specifications.

Maintain a minimum of 1 foot of lateral clearance from the edge of live travel lanes to all traffic control devices.

Do not use flag persons to direct, control, or stop traffic, unless provided written approval from the engineer.

General Traffic Operations During All Stages

Maintain at least one travel lane in the northbound USH 41 direction and one travel lane in the southbound USH 41 direction at all times. Limit the length of the lane closure on USH 41 to what is necessary for the work being performed. Maintain at least one travel lane in each direction on all side roads at all times unless specifically mentioned within this article.

Maintain a minimum lane width of 12 feet at all times during construction unless shown otherwise in the plans.

Maintain a minimum clear width of 16 feet except as hereinafter for oversize overweight (OSOW) loads. During work hours this may include up to 2 feet of aggregate shoulder.

Maintain left-turn lanes at all intersections and median openings when construction operations are not occurring in the immediate area. Specific requirements for the CTH T (Roosevelt Road) intersection and other intersections, are discussed within this article.

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.

Work Zone Restrictions

No weaving of traffic is allowed within a work zone. The same lane must be closed through an entire continuous work zone.

Work on northbound and southbound USH 41 can occur concurrently.

Work in the median of the roadway is not permitted without the closure of the left lane or shoulder in each direction of USH 41.

Maintain sideroad cross access to USH 41 at all times unless work is immediately present. Closure of consecutive USH 41 median openings is not permitted.

Northbound and southbound USH 41 through traffic is not permitted to run on a milled surface.

Continuous lane closures will be allowed through the entire week, including weekends; however, if no work/curing is occurring within a particular lane closure for longer than 5 days, then the lane closure shall be removed and be re-established when work is planned to resume.

Temporary Work Zone Clear Zone Working Restrictions

Park equipment and store materials, including stockpiles, a minimum of 10-feet in the urban cross section and 15-feet in the freeway cross section from the edge of the traveled way unless protected by concrete barrier temporary precast.

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

ner-104-005 (20200227)

Temporary Regulatory Speed Limit Reduction

A reduction of the posted regulatory speed limit from 70 or 65 mph to 55 mph is required when any of the following conditions are created within the project limits: 1. Bi-directional traffic separated by tubular markers. 2. Lane(s) closed, and workers are present within 12 feet of live traffic without positive protection.

No portion of sign text shall be visible when not in use, regardless, if it is temporary or permanent regulatory speed limit sign.

During approved temporary regulatory speed limit reductions, install regulatory speed limit signs on the inside and outside shoulders of the roadway at the beginning of the reduced regulatory speed zone, after all locations where traffic may enter the highway segment or every 1/2 mile within the reduced regulatory speed zone. Signs shall be installed at the end of the temporary regulatory speed zone to designate the end of the temporary regulatory speed zone and inform drivers the posted regulatory speed limit reverts back to the original posted speed limit. To minimize possible confusion to the traveling public and to ensure appropriate speed enforcement, enhanced attention to placement and changing of speed limit signs is required.

During periods of no work activity when devices are pulled back and lanes re-opened, restore speed limit to normal posted speed.

When construction activities impede the location of a post mounted regulatory speed limit sign, mount the regulatory speed limit sign on portable supports that meet the "crashworthy" definition and height criteria in the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD).

ner-643-055 (20210921)

Traffic Control Operations

This information is included to assist the contractor and its subcontractors; do not interpret this information as a demonstration of specified means and methods. Coordinate the schedule of operations for the construction staging as shown in the plans and as noted in these special provisions. Do not move operations within the proposed construction staging unless modifications to the staging and schedule are approved in writing by the engineer. Address traffic and construction with any proposed staging modifications provided to the engineer.

Stage 1

Traffic:

- USH 41: Northbound: Close the outside lane. Southbound: Close the inside lane.
- CTH T (Roosevelt Road): No closures. Maintain full access.
- All other side road intersections: No closures. Maintain full access.

Construction:

- USH 41: Removal of existing asphaltic rumble strips in the southbound inside and northbound outside shoulders. Replace with asphaltic surface.
- CTH T (Roosevelt Road): No work. Maintain existing pavement.
- Side road intersections: No work. Maintain existing pavement.

Stage 2A**Traffic:**

- USH 41: Closure of the outside lanes. The northbound closure begins south of Flame Road and ends south of CTH T (Roosevelt Road). The southbound closure begins north of Roosevelt Road and ends at the southern project limits.
- CTH T (Roosevelt Road): No closures. Maintain full access.
- All other side road intersections: No closures. Maintain full access.

Construction:

- USH 41: Concrete base patching of outside lanes. Removal of existing asphaltic rumble strips in southbound outside shoulder at beginning of project. Replace with asphaltic surface.
- CTH T (Roosevelt Road): No work. Maintain existing pavement.
- All other side road intersections: Base patches in outside lane of USH 41 which are located within the intersection of sideroads are to be staged and access maintained. Flag sideroad traffic as necessary during work operations.

Stage 2B**Traffic:**

- USH 41: Closure of the inside lanes. The northbound closure begins south of Flame Road and ends south of CTH T (Roosevelt Road). The southbound closure begins north of Roosevelt Road and ends at the southern project limits.
- CTH T (Roosevelt Road): No closures. Maintain full access.
- All other side road intersections: No closures. Maintain full access. USH 41 median cross access to be maintained unless work is immediately present. Sideroad becomes right-in/right-out access during work. Closure of consecutive cross-access points is not permitted.

Construction:

- USH 41: Concrete base patching of inside lanes.
- CTH T (Roosevelt Road): No work. Maintain existing pavement.
- All other side road intersections: No closures. Maintain existing pavement.

Stage 3A**Traffic:**

- USH 41: Closure of the inside lanes. The northbound closure begins at the Business USH 41 overpass and ends at Cleveland Avenue. The southbound closure begins north of Cleveland Avenue and ends at the southern project limits.
- CTH T (Roosevelt Road): No closures. Maintain full access.
- West Cleveland Ave: Access at USH 41 limited to right-in/right-out to accommodate USH 41 traffic pattern.
- All other side road intersections: No closures. Maintain full access. USH 41 median cross access to be maintained unless work is immediately present. Sideroad becomes right-in/right-out access during work. Closure of consecutive cross-access points is not permitted.

Construction:

- USH 41: Removing asphaltic surface on inside lanes. Curb and gutter removal and replacement at various median openings. Installation of lower layer of HMA overlay. Removal of existing asphaltic rumble strips in northbound inside shoulder at beginning of project. Replace with asphaltic surface.
- CTH T (Roosevelt Road): No work. Maintain existing pavement.
- West Cleveland Ave: No work. Maintain existing pavement.
- All other side road intersections: No work. Maintain full access.

Stage 3A - Off Peak

Traffic:

- USH 41: Same as Stage 3A. Left turn lane closure on USH 41 may be permitted during off-peak hours as defined below in Stage 3A for one night. During the times when one lane is allowed to be closed, a minimum clear width of 16 feet, including the adjacent shoulder, shall be maintained at all times. Times listed for lane and shoulder closures include setup and breakdown of an equipment and traffic control devices.

Permitted USH 41 Left Turn Lane Closure Times For Stage 3A	
Day of the Week	Hours
Monday – Sunday	6:00 PM – 5:00 AM

- CTH T (Roosevelt Road) Intersection: Single lane closures on CTH T (Roosevelt Road) in each direction. Intersection becomes right-in/right-out between 9:00 PM and 5:00 AM for one night only. Closure of left turn lanes on USH 41.

Construction:

- USH 41: Same as Stage 3A.
- CTH T (Roosevelt Road) Intersection: Removing asphaltic surface and installation of lower layer of HMA overlay in inside and left turn lanes of USH 41 through CTH T (Roosevelt Road) intersection.

Stage 3B

Traffic:

- USH 41: Closure of the outside lanes. The northbound closure begins at the Business USH 41 overpass and ends at Cleveland Avenue. The southbound closure begins north of Cleveland Avenue and ends at the southern project limits. Between Roosevelt Road and Cleveland Avenue, northbound and southbound traffic run bi-directionally at the center of the roadway and are separated by flexible tubular markers.
- CTH T (Roosevelt Road): No closures. Maintain full access.
- West Cleveland Ave: Access at USH 41 limited to right-in/right-out to accommodate USH 41 traffic pattern.
- All other side road intersections: Maintain full access. Closure of intersection allowed when work is immediately present. Do not close consecutive intersections.

Construction:

- USH 41: Reconstruction of USH 41 shoulders at new MGS Guardrail locations. Removing asphaltic surface on outside lanes. Installation of lower layer of HMA overlay. Between Roosevelt Road and Cleveland Avenue, paving occurs only in the northbound outside lane.
- CTH T (Roosevelt Road): No work. Maintain existing pavement.
- West Cleveland Ave: No work. Maintain existing pavement.
- All other side road intersections: Removing asphaltic surface and installation of lower layer of HMA overlay. Curb and gutter removal and replacement at various side roads.

Stage 3C

Traffic:

- USH 41: Same as Stage 3B except that between Roosevelt Road and Cleveland Avenue, northbound and southbound traffic run bi-directionally on the right side of the roadway and are separated by flexible tubular markers.
- CTH T (Roosevelt Road): No closures. Maintain full access.
- West Cleveland Ave: Full closure at USH 41.
- All other side road intersections: Same as Stage 3B.

Construction:

- USH 41: Same as Stage 3B except that between CTH T (Roosevelt Road) and Cleveland Avenue, paving occurs only in the southbound outside lane.
- CTH T (Roosevelt Road): No work. Maintain existing pavement.
- West Cleveland Ave: No work. Maintain existing pavement.
- All other side road intersections: Same as Stage 3B.

Stage 3B/3C - Off Peak

Traffic:

- USH 41: Same as Stage 3B/3C. Left turn lane closure on USH 41 may be permitted during off-peak hours as defined below in Stage 3B/3C for one night. During the times when one lane is allowed to be closed, a minimum clear width of 16 feet, including the adjacent shoulder, shall be maintained at all times. Times listed for lane and shoulder closures include setup and breakdown of equipment and traffic control devices. Coordinate with WisDOT Region Traffic staff to place traffic signal into temporary flash mode for the duration of the closure.

Permitted USH 41 Left Turn Lane Closure Times For Stage 3B/3C	
Day of the Week	Hours
Monday – Sunday	9:00 PM – 5:00 AM

- CTH T (Roosevelt Road) Intersection: Full Closure of CTH T (Roosevelt Road) at USH 41 between 9:00 PM and 5:00 AM for one night only. No detour provided. Maintain through movement on USH 41 at all times. Left turn lanes on USH 41 closed.

Construction:

- USH 41: Same as Stage 3B or Stage 3C.
- CTH T (Roosevelt Road) Intersection: Removing asphaltic surface and installation of lower layer of HMA overlay in outside lanes of USH 41 through CTH T (Roosevelt Road) intersection and to project limits on CTH T (Roosevelt Road).

Stage 4A

Traffic:

- USH 41: Closure of the outside lanes. The northbound closure begins at the Business USH 41 overpass and ends at Cleveland Avenue. The southbound closure begins north of Cleveland Avenue and ends at the southern project limits. Between Roosevelt Road and Cleveland Avenue, northbound and southbound traffic run bi-directionally on the right side of the roadway and are separated by flexible tubular markers.
- CTH T (Roosevelt Road): No closures. Maintain full access.
- West Cleveland Ave: Full closure at USH 41.
- All other side road intersections: Maintain full access. Closure of intersection allowed when work is immediately present. Do not close consecutive intersections.

Construction:

- USH 41: Reconstruction of USH 41 shoulders at new MGS Guardrail locations. Installation of upper layer of HMA overlay. Between Roosevelt Road and Cleveland Avenue, paving occurs only in the southbound outside lane. Installation of base aggregate shoulders and MGS Guardrail.
- CTH T (Roosevelt Road): No work. Maintain existing pavement.
- West Cleveland Ave: No work. Maintain existing pavement.
- All other side road intersections: Installation of the upper layer of HMA overlay.

Stage 4B

Traffic:

- USH 41: Same as Stage 4A except that between Roosevelt Road and Cleveland Avenue, northbound and southbound traffic run bi-directionally at the center of the roadway and are separated by flexible tubular markers.
- CTH T (Roosevelt Road): Same as Stage 4A.
- West Cleveland Ave: Access at USH 41 limited to right-in/right-out to accommodate USH 41 traffic pattern.
- All other side road intersections: Same as Stage 4A.

Construction:

- USH 41: Same as Stage 4A except that between Roosevelt Road and Cleveland Avenue, paving occurs only in the northbound outside lane.
- CTH T (Roosevelt Road): Same as Stage 4A.
- West Cleveland Ave: No work. Maintain existing pavement.
- All other side road intersections: Same as Stage 4A.

Stage 4A/4B - Off Peak

Traffic:

- USH 41: Same as Stage 4A or Stage 4B. Coordinate with WisDOT Region Traffic staff to place traffic signal into temporary flash mode for the duration of the closure.
- CTH T (Roosevelt Road) Intersection: Full Closure of CTH T (Roosevelt Road) at USH 41 between 9:00 PM and 5:00 AM for one night only. No detour provided. Maintain through movement on USH 41 at all times. Left turn lanes on USH 41 closed.

Construction:

- USH 41: Same as Stage 4A or Stage 4B.
- CTH T (Roosevelt Road) Intersection: Installation of upper layer of HMA overlay in outside lanes of USH 41 through CTH T (Roosevelt Road) intersection and to project limits on CTH T (Roosevelt Road).

Stage 4C

Traffic:

- USH 41: Closure of the inside lanes. The northbound closure begins at the Business USH 41 overpass and ends at Cleveland Avenue. The southbound closure begins north of Cleveland Avenue and ends at the southern project limits.
- CTH T (Roosevelt Road): No closures. Maintain full access.
- West Cleveland Ave: Access at USH 41 limited to right-in/right-out to accommodate USH 41 traffic pattern.
- All other side road intersections: No closures. Maintain full access. USH 41 median cross access to be maintained unless work is immediately present. Sideroad becomes right-in/right-out access during work. Closure of consecutive cross-access points is not permitted.

Construction:

- USH 41: Installation of upper layer of HMA overlay and base aggregate shoulders.
- CTH T (Roosevelt Road): No work. Maintain existing pavement.
- West Cleveland Ave: No work. Maintain existing pavement.
- All other side road intersections: No work. Maintain full access.

Stage 4C - Off Peak

Traffic:

- USH 41: Same as Stage 4C. Left turn lane closure on USH 41 may be permitted during off-peak hours as defined below in Stage 4C for one night. During the times when one lane is allowed to be closed, a minimum clear width of 16 feet, including the adjacent shoulder, shall be maintained at all times. Times listed for lane and shoulder closures include setup and breakdown of equipment and traffic control devices.

Permitted USH 41 Left Turn Lane Closure Times For Stage 4C	
Day of the Week	Hours
Monday – Sunday	9:00 PM – 5:00 AM

- CTH T (Roosevelt Road) Intersection: Single lane closures on CTH T (Roosevelt Road) in each direction. Intersection becomes right-in/right-out between 9:00 PM and 5:00 AM for one night only. Closure of left turn lanes on USH 41.

Construction:

- USH 41: Same as Stage 4C.
- CTH T (Roosevelt Road) Intersection: Installation of upper layer of HMA overlay in inside and left turn lanes of USH 41 through CTH T (Roosevelt Road) intersection.

Stage 5A

Traffic:

- USH 41: Closure of the inside lanes. The northbound closure begins at the Business USH 41 overpass and ends at Cleveland Avenue. The southbound closure begins north of Cleveland Avenue and ends at the southern project limits.
- All other side road intersections: No closures. Maintain full access. USH 41 median cross access to be maintained unless work is immediately present. Sideroad becomes right-in/right-out access during work. Closure of consecutive cross-access points is not permitted.

Construction:

- USH 41: Installation of permanent pavement markings and asphaltic rumble strips, roadway finishing.
- All other side road intersections: No work. Maintain full access.

Stage 5B

Traffic:

- USH 41: Closure of the outside lanes. The northbound closure begins at the Business USH 41 overpass and ends at Cleveland Avenue. The southbound closure begins north of Cleveland Avenue and ends at the southern project limits.
- All other side road intersections: Maintain full access. Closure of intersection allowed when work is immediately present. Do not close consecutive intersections.

Construction:

- USH 41: Installation of permanent pavement markings and asphaltic rumble strips, roadway finishing.
- All other side road intersections: Installation of permanent pavement markings and roadway finishing.

Drop-Offs

Delineate and eliminate vertical drop-offs greater than 2 inches and edge slopes steeper than 3:1 according to standard spec 104.6.1.2.3.

Same-day asphaltic surface milling and HMA paving will be necessary during Stage 3A in the following locations to meet drop-off requirements adjacent to the open lane of traffic:

Station 133+88.67 to Station 169+38.00 NB

Station 184+83.00 to Station 241+04.00 SB

Station 255+52.00 to Station 276+16.09 NB/SB

Emergency and Property Access

Maintain emergency access to properties and businesses within the work zone at all times. Maintain access to properties along the project for local residents and businesses. Access to all driveways and parking lots where alternative access is not available shall remain open at all times. Properties that have multiple driveways, the contractor may close one at a time. Inform all impacted property owners two business days prior to closing a driveway. Additional intermediate construction staging or staging gaps, not shown on the plans, may be necessary to maintain continuous access to all properties.

When the inside lane is closed on USH 41 restrict property accesses to right-in/right-out when milling and paving operations are occurring within the median opening.

Traffic Control Signs PCMS

Install Traffic Control Signs PCMS at the project ends to notify motorists of upcoming construction activities one week before the start of construction activities, and one week prior to the night closure and night turning restriction at the CTH T (Roosevelt Road) intersection. These timeframes may be adjusted by the engineer.

Coordinate the locations of Traffic Control Signs PCMS with the engineer. Obtain acceptance from the engineer for all messages for all Traffic Control Signs PCMS.

Temporary Width Restriction

Maintenance of an available width of 16 feet is not anticipated to be possible in the following stages and approximate locations.

- Stage 2A: +/- Station 254+71 - Station 255+52 NB/SB.
- Stage 3B/3C: +/- Station 254+71 - Station 264+44 NB/SB.
- Stage 4A/4B: +/- Station 254+71 - Station 264+44 NB/SB.
- Stage 5B: +/- Station 254+71 - Station 264+44 NB/SB.

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 41 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 24, 2024 to 6:00 AM Tuesday, May 28, 2024 for Memorial Day;
- From noon Wednesday, July 3, 2024 to 6:00 AM Monday, July 8, 2024 for Independence Day;
- From noon Friday, August 30, 2024 to 6:00 AM Tuesday, September 3, 2024 for Labor Day.

stp-107-005 (20210113)

6. **Utilities.**

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

stp-107-065 (20080501)

The following utility owners have facilities within the project area; however, the owner had indicated that no adjustments are anticipated.

ANR Pipeline Co. (gas/petroleum)

ATC Management, Inc. (electric)

Brightspeed (communications)

Marinette Water Utility-Sewer (sewer)

Marinette Water Utility-Water (water)

Spectrum (communications)

WPS - Electric (electric)

WPS - Gas/Petroleum (gas/petroleum)

7. **Work by Others.**

At the intersection of USH 41 and CTH T, the Wisconsin Department of Transportation Northeast Region Electrical Unit will perform the following work:

- Terminate all cables and wire in the new traffic signal cabinet

8. **Railroad Insurance and Coordination - Sault Ste.Marie Bridge Company (CN)**

A Description

Comply with standard spec 107.17 for all work affecting Sault Ste.Marie Bridge Company (CN) property and any existing tracks.

A.1 Railroad Insurance Requirements

In addition to standard spec 107.26, provide railroad protective liability insurance coverage as specified in standard spec 107.17.3 Insurance is filed in the name of Sault Ste.Marie Bridge Company and Its Parents (CN) .

Notify evidence of the required coverage, and duration to Matthew Turner, Public Works Officer; 1625 Depot Street, Stevens Point, WI 54481; Telephone (715) 345-2503; E-mail: matthew.turner@cn.ca.

Also send a copy to the following: Jared Kinziger, NE Region Railroad Coordinator; 944 Vanderperren Way, Green Bay, WI 54304; Telephone (920) 492-7713; E-mail: jared.kinziger@dot.wi.gov.

Include the following information on the insurance document:

- Project ID: 1150-64-71
- Project Location: USH 41
- Work Performed on or within 50' of RR right-of-way: Grading, paving, signing, marking, traffic control, beamguard, box culvert maintenance

#	Route Name	City/County	Crossing ID	RR Subdivision	RR Milepost
1	Country Meadows Rd	City of Marinette Marinette County	910730L	Manistique	46.93
2	Roosevelt Rd	City of Marinette Marinette County	181588V	Manistique	47.28
3	Cleveland Ave	City of Marinette Marinette County	181590W	Manistique	47.73

A.2 Train Operation

Approximately 4 through freight trains operate daily at up to 49 mph.

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

Construction Contact

Matthew Turner, Public Works Officer; 1625 Deport Street, Stevens Point, WI 54481; Telephone (715) 345-2503; E-mail matthew.turner@cn.ca 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

Submit by US Mail a "Request for Flagging Services and Cable Location" form with prepayment to: Contact Flagging-US, 17641 South Ashland Avenue, Homewood, IL 60430; E-mail Flagging_US@CN.CA for flagging arrangements.

The form can be obtained at:

<https://www.cn.ca/en/safety/utility-installations/>

Requests for flagging and cable locates can take up to five business days after the railroad receives the paperwork. Reference the Wisconsin Milepost and Subdivision located in A.1. Advise Sault Ste. Marie Bridge Company (CN) that the flagging services are to be billed at the rate for a public highway project.

Cable Locate Contact

In addition to contacting Diggers Hotline, follow the procedure listed under Flagging Contact.

Sault Ste. Marie Bridge Company (CN) will only locate railroad owned facilities buried 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. None.

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.

stp-107-026 (20230629)

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

The department has assumed coverage under the U.S. Army Corps of Engineers Section 404 Transportation Regional General Permit (TRGP). The department has determined that a pre-construction notification (permit application) to U.S. Army Corps of Engineers and their written verification of TRGP coverage is not necessary for this project.

A copy of the Section 404 Transportation Regional General Permit can be obtained on USACE's website:

<https://www.mvp.usace.army.mil/Portals/57/docs/regulatory/RGP/Transportation.pdf>

If the contractor requires work outside the proposed slope intercepts, based on their method of operation to construct the project, it is the contractor's responsibility to determine whether a pre-construction notification (permit application) and written verification from U.S. Army Corps of Engineers under the Section 404 Transportation Regional General permit is required. If written verification under the TRGP is necessary, submit a pre-construction notification to U.S. Army Corps of Engineers and obtain written verification of permit coverage prior to beginning construction operations requiring the permit. No time extensions as discussed in standard spec 108.10 will be granted for the time required to apply for and obtain the written verification of permit coverage. The contractor must be aware that the U.S. Army Corps of Engineers may not grant the permit request.

stp-107-054 (20230629)

10. 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 (>104° 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)

11. 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. Station 257-90 SB to 258+55 SB from 65 feet LT of centerline.

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: Kurt Vogel, P.E., (920) 362-1732.
stp-107-100 (20230113)

12. Coordination with Businesses

The contractor will arrange and conduct a meeting between the contractor, the department, local officials and business people to discuss the project schedule of operations including vehicular and pedestrian access during construction operations. Hold the first meeting 7 days prior to the start of work under this contract and monthly thereafter. The contractor shall notify all parties in writing a minimum of 10 days before the first meeting being held.

ner-105-005 (20180212)

13. Removing Endwalls, Item 204.9060.S.01.

A Description

This special provision describes removing endwalls conforming to standard spec 204.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Removing Endwalls as each, acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.01	Removing Endwalls	EACH

stp-204-025 (20230113)

14. Protection of Concrete.

Add to standard spec 415.3.14:

The contractor shall provide for a minimum of one concrete finisher to remain on the project site after final finishing of all concrete surfaces until the concrete has hardened sufficiently to resist surface scarring caused by footprints, handprints, or any other type of imprint, malicious or otherwise. The finisher shall actively and continuously patrol on foot the newly placed concrete and repair any damage to the surface that might be sustained as described above.

The cost for providing the finisher(s), the necessary equipment, and materials is incidental to the contract.
ner-415-015 (20180326)

15. QMP HMA Pavement Nuclear Density.

A Description

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

- (1) This special provision describes density testing of in-place HMA pavement with the use of nuclear density gauges. Conform to standard spec 460 except as modified in this special provision.
- (2) Provide and maintain a quality control program defined as all activities and documentation of the following:
 1. Selection of test sites.
 2. Testing.
 3. Necessary adjustments in the process.
 4. Process control inspection.
- (3) Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes required procedures.

<https://wisconsindot.gov/rdwy/cmm/cm-08-00.pdf>

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

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

B Materials

B.1 Personnel

- (1) Nuclear gauge owners and personnel using nuclear gauges shall comply with WisDOT requirements according to 460.3.3 and CMM 815.

B.2 Testing

- (1) Conform to WTM T355 and CMM 815 for density testing and gauge monitoring methods. Conform to CMM 815.10.4 for test duration and gauge placement.

B.3 Equipment

B.3.1 General

- (1) Furnish nuclear gauges according to CMM 815.2.
- (2) Furnish nuclear gauges from the department's approved product list at:

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

B.3.2 Comparison of Nuclear Gauges

B.3.2.1 Comparison of QC and QV Nuclear Gauges

- (1) Compare QC and QV nuclear gauges according to WTM T355.

B.3.2.2 Reference Site Monitoring

- (1) Conduct reference site monitoring for both QC and QV gauges according to WTM T355.

B.4 Quality Control Testing and Documentation

B.4.1 Lot and Sublot Requirements

B.4.1.1 Mainline Traffic Lanes, Shoulders, and Appurtenances

- (1) Divide the pavement into lots and sublots for nuclear density testing according to CMM 815.10.2.
- (2) Determine required number of tests according to CMM 815.10.2.1.
- (3) Determine random testing locations according to CMM 815.10.3.

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

- (1) Divide the pavement into lots and sublots for nuclear density testing according to CMM 815.10.2.
- (2) Determine required number of tests according to CMM 815.10.2.2.
- (3) Determine random testing locations according to CMM 815.10.3.

B.4.2 Pavement Density Determination

B.4.2.1 Mainline Traffic Lanes and Appurtenances

- (1) Calculate the average subplot densities using the individual test results in each subplot.
- (2) If all subplot averages are no more than one percent below the target density, calculate the daily lot density by averaging the results of each random QC test taken on that day's material.
- (3) If any subplot average is more than one percent below the target density, do not include the individual test results from that subplot when computing the lot average density and remove that subplot's tonnage from the daily quantity for incentive. The tonnage from any such subplot is subject to disincentive pay as specified in standard spec 460.5.2.2.

B.4.2.2 Mainline Shoulders

B.4.2.2.1 Width Greater Than 5 Feet

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

B.4.2.2.2 Width of 5 Feet or Less

- (1) If all subplot test results are no more than 3.0 percent below the minimum target density, calculate the daily lot density by averaging all individual test results for the day.
- (2) If a subplot test result is more than 3.0 percent below the target density, the engineer may require the unacceptable material to be removed and replaced with acceptable material or allow the nonconforming material to remain in place with a 50 percent pay reduction. Determine the limits of the unacceptable material according to B.4.3.

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

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

B.4.2.4 Documentation

- (1) Document QC density test data as specified in CMM 815. Provide the engineer with the data for each lot within 24 hours of completing the QC testing for the lot.

B.4.3 Corrective Action

- (1) Notify the engineer immediately when an individual test is more than 3.0 percent below the specified minimum in standard spec 460.3.3.1. Investigate and determine the cause of the unacceptable test result.
- (2) The engineer may require unacceptable material specified in B.4.3(1) to be removed and replaced with acceptable material or allow the nonconforming material to remain in place with a 50 percent pay reduction. Determine limits of the unacceptable area by measuring density of the layer at 50-foot increments both ahead and behind the point of unacceptable density and at the same offset as the original test site. Continue testing at 50-foot increments until a point of acceptable density is found as specified in standard spec 460.5.2.2(1). Removal and replacement of material may be required if extended testing is in a previously accepted subplot. Testing in a previously accepted subplot will not be used to recalculate a new lot density.
- (3) Compute unacceptable pavement area using the product of the longitudinal limits of the unacceptable density and the full subplot width within the traffic lanes or shoulders.
- (4) Retesting and acceptance of replaced pavement will be as specified in standard spec 105.3.
- (5) Tests indicating density more than 3.0 percent below the specified minimum, and further tests taken to determine the limits of unacceptable area, are excluded from the computations of the subplot and lot densities.
- (6) If two consecutive subplot averages within the same paving pass and same target density are more than one percent below the specified target density, notify the engineer and take necessary corrective action. Document the locations of such sublots and the corrective action that was taken.

B.5 Department Testing

B.5.1 Verification Testing

- (1) The department will have a HTCP certified technician, or ACT working under a certified technician, perform verification testing. The department will test randomly at locations independent of the contractor's QC work. The department will perform verification testing at a minimum frequency of 10 percent of the sublots and a minimum of one subplot per mix design. The sublots selected will be within the active work zone. The contractor will supply the necessary traffic control for the department's testing activities.
- (2) The QV tester will test each selected subplot using the same testing requirements and frequencies as the QC tester.
- (3) If the verification subplot average is not more than one percent below the specified minimum target density, use the QC tests for acceptance.
- (4) If the verification subplot average is more than one percent below the specified target density, compare the QC and QV subplot averages. If the QV subplot average is within 1.0 lb/ft³ of the QC subplot average, use the QC tests for acceptance.
- (5) If the first QV/QC subplot average comparison shows a difference of more than 1.0 lb/ft³ each tester will perform an additional set of tests within that subplot. Combine the additional tests with the original set of tests to compute a new subplot average for each tester. If the new QV and QC subplot averages compare to within 1.0 lb/ft³, use the original QC tests for acceptance.
- (6) If the QV and QC subplot averages differ by more than 1.0 lb/ft³ after a second set of tests, resolve the difference with dispute resolution specified in B.6. The engineer will notify the contractor immediately when density deficiencies or testing precision exceeding the allowable differences are observed.

B.5.2 Independent Assurance Testing

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

B.6 Dispute Resolution

- (1) The testers may perform investigation in the work zone by analyzing the testing, calculation, and documentation procedures. The testers may perform gauge comparison according to B.3.2.1.
- (2) The testers may use comparison monitoring according to B.3.2.2 to determine if one of the gauges is out of tolerance. If a gauge is found to be out of tolerance with its reference value, remove the gauge from the project and use the other gauge's test results for acceptance.
- (3) If the testing discrepancy cannot be identified, the contractor may elect to accept the QV subplot density test results or retesting of the subplot in dispute within 48 hours of paving. Traffic control costs will be split between the department and the contractor.
- (4) If investigation finds that both gauges are in error, the contractor and engineer will reach a decision on resolution through mutual agreement.

B.7 Acceptance

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

C (Vacant)

D (Vacant)

E Payment

E.1 QMP Testing

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

E.2 Disincentive for HMA Pavement Density

- (1) The department will administer density disincentives as specified in standard spec 460.5.2.2.

E.3 Incentive for HMA Pavement Density

- (1) The department will administer density incentives as specified in standard spec 460.5.2.3.
stp-460-020 (20230629)

16. HMA Pavement 4 SMA 58-28 H, Item 460.8424; HMA Pavement Test Strip Volumetrics, Item 460.0115.S; HMA Pavement Test Strip Density, Item 460.0120.S.

A Description

Conform to standard spec 450 and 460 except as modified in this special provision.

B (Vacant)

C Construction

Add the following to standard spec 450.3.1.3 to require transfer vehicle for SMA:

- (2) Use a Material Transfer Vehicle when constructing SMA pavement.

Add the following to standard spec 450.3.1.5 to prohibit rubber-tire roller on SMA:

- (3) Do not use a rubber-tired roller for compaction of SMA pavement.

Add the following to standard spec 460.3.3.2 to require and define approval criteria for SMA test strips:

- (5) Construct a test strip according to CMM 815.13 to correlate nuclear gauges to pavement cores according to WTM T 355, confirm SMA in-place density using cores and determine mixture air voids. 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. The department will assess the contractor \$2,000 for each instance according to Section E of this special provision if paving does not begin within 2 hours of the submitted start time, delaying the test strip. 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.

Construct the test strip at the beginning of work for each SMA mixture, for each layer and for each thickness. All SMA test strip material produced shall meet the requirements in Tables 460-1 and 460-2 and conform to the JMF limits presented herein except as follows:

ITEM	JMF Limits
Asphaltic content in percent ^[1]	- 0.5
VMA in percent ^[2]	- 1.0
Air Voids in percent	According to the SMA Test Strip Approval Criteria Below

^[1] Asphalt content more than -0.5% below the JMF will be referee tested by BTS using automated extraction according to WTM D8159.

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

The test strip shall remain in place and become part of the completed pavement when acceptably produced, acceptably compacted, and meets finish and smoothness requirements. CMM 815 describes the SMA density and volumetric testing tolerances required for the test strip.

- (6) The test strip is to be treated as a single/separate lot and will have densities and pay adjustments calculated accordingly. The department will test one of the two split samples for volumetrics to determine test strip approval. If the QV air void sample is outside of the limits for 100% pay (i.e., $3.2 \leq Va \leq 5.8$), send both QV-retained split samples to BTS for dispute resolution testing. The results from the BTS dispute resolution testing will determine material conformance and payment for the test strip according to the SMA Prorated Pay Factors Table in CMM 836.9.3.3. If QV and QC test results exceed testing

tolerances (0.015 for Gmm or Gmb), both retained split samples will be tested by BTS. In this case, additional investigation shall be conducted to identify the source of the difference between QV and QC data and BTS referee test data will be used to determine material conformance and pay.

Pay adjustments made as part of dispute resolution on test strip material will be limited to the test strip and will not extend to material placed during main production nor will pay adjustments made on main production extend into the test strip. The department will notify the contractor within 24 hours of the start of test strip construction regarding approval to proceed with paving beyond the test strip. The department will evaluate mixture air voids, test strip density, and nuclear gauge to core correlation in determining test strip approval and material conformance according to the following:

SMA Test Strip Approval Criteria

Approval / Material Conformance ^[1]	QV Air Voids	Average Density of All Cores ^[2]	Outcome of Test Strip for Contractor
Approved / Material Conforming	$3.2 \leq Va \leq 5.8$	$\geq 93.0 \%$	Proceed with production
Test Strip Approved / Material Nonconforming	$2.8 \leq Va \leq 3.2$ or $5.8 < Va \leq 6.2$	$\geq 91.0 \%$	Propose solution and proceed with production. Payment for material will be based on BTS referee tests.
Test Strip Not Approved / Material Nonconforming	$2.5 \leq Va < 2.8$ or $6.2 < Va \leq 6.5$	$< 91.0 \%$	Stop production, submit cause and solution, make additional 500-ton test strip. Payment for material will be based on BTS referee tests.
Test Strip and Material are Unacceptable ^[3]	$Va < 2.5$ or $Va > 6.5$	$< 90.0 \%$	Stop production, submit cause and solution, make additional 500-ton test strip, and complete new core to nuclear density gauge correlation.

^[1] The overall result of each test strip will coincide with the more restrictive result from air voids or density.

^[2] Individual nuclear density test results more than 3.0% below the minimum density requirement must be addressed according to CMM 815.11.

^[3] Unacceptable material will be removed and replaced at no additional cost to the department. Alternatively, the engineer may allow the material to remain in place with a 50 percent payment factor. Material allowed to remain in place requires another test strip prior to additional paving.

- (7) An acceptable core to nuclear density gauge correlation must be completed by both the contractor and department according to CMM 815 as part of the test strip.
- (8) A maximum of two test strips will be allowed to remain in place per layer per contract. 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 each additional test strip according to Section E of this special provision.

D Measurement

Add the following to standard spec 460.4:

- (2) The department will measure HMA Pavement Test Strip Volumetrics and HMA Pavement Test Strip Density as each unit of work, acceptably completed, as described in CMM 815. Material quantities will be determined according to standard spec 450.4.

E Payment

Replace standard spec 460.5.1 with the following:

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

ITEM NUMBER	DESCRIPTION	UNIT
460.8424	HMA Pavement 4 SMA 58-28 H	TON
460.0115.S	HMA Pavement Test Strip Volumetrics	EACH
460.0120.S	HMA Pavement Test Strip Density	EACH

Payment for SMA is full compensation for providing SMA mixture designs; for preparing foundation; for volumetric and density testing and aggregate source testing; for asphalt binder from recycled sources; for asphalt binder modification or processes; and addition of fibers, fines, or filler.

Payment for HMA Pavement Test Strip Volumetrics is full compensation for volumetric sampling, splitting, and testing; and for proper labeling, handling; and retention of split samples.

Payment for HMA Pavement 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.

The department will pay separately for a material transfer vehicle.

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 standard spec 460.3.3.2(5) as modified herein, 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.

stp-460-030 (20230629)

17. Material Transfer Vehicle, Item 460.9000.S.

A Description

This special provision describes providing Material Transfer Vehicles (MTV) and operators for use during HMA upper layer paving operations of the travel lanes as shown in the plan or as directed by the engineer.

B Materials

Furnish a self-propelled MTV with the ability to remix, maintain constant temperature, and continually feed the paver hopper. MTV storage capacity shall be adequate to provide continuous forward movement of the paver. Coordinate paver speed to match the delivery of material and capacity of the MTV to minimize stopping of the paver.

C Construction

Ensure that an operator stays with the MTV at all times during moving operations. Keep the paver's hopper full at all times and the MTV's hopper filled such that the conveying augers are never exposed to avoid segregation of the material. Placement of HMA upper layer pavement in the travel lanes will not be allowed without the MTV. Tie ins of intersections, shoulders paved separately, and other non-travel lane areas will not require the use of the MTV.

D Measurement

The department will measure Material Transfer Vehicle once for the contract, acceptably completed, regardless the number of vehicles in use.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
460.9000.S	Material Transfer Vehicle	EACH

Payment is full compensation for furnishing all material transfer vehicles and operators.

stp-460-900 (20230113)

18. Silt Fence Heavy Duty, Item 628.1530.S; Silt Fence Heavy Duty Maintenance, Item 628.1535.S.

A Description

This special provision describes furnishing, installing, maintaining, repairing, and removing heavy duty silt fence as the plans show, as directed by the engineer, and as hereinafter described.

B Materials

Provide Silt Fence Heavy Duty consisting of a composite of fence posts, fence fabric, geotextile fabric, sand bags or rock bags, and fasteners to be assembled by the contractor.

Furnish new or salvaged notched conventional metal "T" or "U" shaped fence posts with a length of 8 feet and minimum weight of 1.25 lb/ft.

Furnish new fence fabric, or salvaged fence fabric that is free of rust or other structural defects, conforming to standard spec 616.2.2.1 or 616.2.3.2, or one of the following alternatives:

- Woven wire fence - Standard field fence type, minimum 14-½ gauge wire, maximum mesh spacing of 6 inches, and a height of 4 feet.
- Chain link fence – minimum 12-½ gauge, maximum 2.5-inch diamond pattern, and a height of 4 feet.
- Welded wire fence – minimum 14 gauge, maximum mesh spacing of 4 inches, and a height of 4 feet.

Furnish Geotextile Fabric Type HR according to standard spec 645.2.2.7.

Furnish sand bags according to standard spec 628.2.8 or rock bags according to standard spec 628.2.13.

Furnish wire ties, nylon zip ties, or other engineer approved materials.

C Construction

Complete the installation prior to any ground disturbing activities within the drainage area adjacent to the required location. Construct according to the plan details and as described below.

Install posts with a minimum embedment of two feet and as necessary to provide a stable fence system.

Attach fence fabric to posts with at least three ties on each post (top, middle, bottom).

Attach geotextile fabric to fence fabric and/or posts at a maximum spacing of every 2 feet along the top and additionally as necessary to prevent displacement or damage by wind and wave actions. Overlap joints in the geotextile fabric by a minimum of 12 inches. Excess geotextile fabric may be cut or draped over the backside of the fence system.

Secure the bottom of the geotextile fabric by either of the following methods:

- For installation in wet conditions, anchor the lower flap of the geotextile fabric to the ground using a continuous line of sand bags or rock bags. The lower flap shall be a minimum width of 1 foot.
- For installation in dry conditions, bury the bottom edge in a trench that is a minimum of 4 inches wide and 6 inches deep. Fold material to fit trench and backfill and compact trench with excavated soil.

Maintain the fence throughout construction and until removal. Repair or replace fence materials as necessary. Remove sediment whenever it accumulates to approximately one-half the original fence height and as directed by the engineer. Remove all sediment prior to final stabilization.

Keep system in place until the site is permanently vegetated and is ordered for removal by the engineer. Clean up and restore the surface after removal.

D Measurement

The department will measure Silt Fence Heavy Duty by the linear foot, acceptably completed, measured along the base of the fence, center-to-center of end post, for each section of fence.

The department will measure Silt Fence Heavy Duty Maintenance by the linear foot, acceptably completed, measured along the base of the fence, end-to-end of the section maintained, for each time a section of fence is cleaned and repaired.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
628.1530.S	Silt Fence Heavy Duty	LF
628.1535.S	Silt Fence Heavy Duty Maintenance	LF

Payment for Silt Fence Heavy Duty is full compensation for erecting fence, including excavating or trenching, posts, geotextile fabric, sand bags or rock bags, backfilling, removal, restoration, and disposal.

Payment for Silt Fence Heavy Duty Maintenance is full compensation for required cleaning and repairing; for removing and disposing sediment or spreading accumulated sediment to form a surface suitable for seeding; and for replacing fence and damages caused by overloading sediment material or ponding water adjacent to fence.

stp-628-005 (20220628)

19. Portable Changeable Message Signs-Message Prior Approval.

After coordinating with department construction field staff, notify the Northeast Region Traffic Section at (920) 366-8033 (secondary contact number is (920) 360-3107) 3 business days before deploying or changing a message on a PCMS to obtain approval of the proposed message. The Northeast Region Traffic Unit will review the proposed message and either approve the message or make necessary changes.

PCMS boards must be deployed 7 days before the project startup and closure of the USH 41/CTH T intersection.

ner-643-035 (20171213)

20. Digital Speed Limit Sign Assembly.

A Description

This special provision describes providing, relocating, operating, maintaining, monitoring, and removing a digital speed limit (DSL) sign assembly at engineer-allowed locations, in place of covering/uncovering speed limit signs, at the contractor's option.

B Materials

Lay out signs according to the plans.

Use materials and methods specified in standard spec 637 to manufacture the sign.

Provide a digital speed display legend with a minimum of 18-inch-tall numbers.

Use posts from the FHWA list of accepted breakaway sign supports.

Provide a control unit that can be accessed remotely.

Provide a battery power supply with a solar powered charging system and a backup power source.

C Construction

C.1 General

Provide, install, maintain, operate and remove DSL sign assemblies and related signage.

Mount the sign so that the bottom is a minimum 7 feet above the roadway.

Install and operate DSL sign assembly 7 days in advance of the start of temporary speed declaration start date. Perform a successful field test for each sign.

Provide in-person training to the department on the use and operation of the field hardware and the website for the DSL sign assembly.

Ensure the system operates continuously when deployed on the project.

Provide a local specialist, to respond to emergency situations within 2 hours of being notified and who is equipped with sufficient resources to correct deficiencies in the system.

C.2 Programming

Program the DSL sign assembly to ensure the following operations are performed:

- The digital display portion automatically adjusts the brightness under varying light conditions to maintain legibility.
- Speed limit values shown on the digital display legend continuously displays without animation. Brief blanking may be experienced, up to 10 seconds, only during digital display legend user input utilizing the hard-wired hand control.
- The digital display changes between the original posted speed limit and the approved temporary speed limit when directed by the engineer.
- The system autonomously restarts in case of power failure in any part of the system.

D Measurement

The department will not measure the work performed under this special provision.

E Payment

The department will not pay directly for providing the digital speed limit assembly. Providing digital speed limit assembly shall be incidental to the Traffic Control Signs bid item.

stp-643-035 (20180628)

21. Basic Traffic Queue Warning System, Item 643.1205.S.

A Description

This special provision describes providing, repositioning, operating, maintaining, monitoring, calibrating, testing and removing a basic traffic queue warning system (QWS) capable of measuring vehicular speeds at downstream sections of a roadway, and activating the system.

B Materials

Provide Basic Traffic QWS components and software that is National Transportation Communications for ITS Protocol (NCTIP) compliant.

B.1 Portable Traffic Sensors (PTS)

Provide PTS that are nonintrusive and capable of capturing vehicle speed in mph. Integrate each sensor with a modem to communicate with the automated system manager.

B.2 Static Traffic Control Signs with Temporary Flashing Beacon Signs (FBS)

Provide static traffic control signs with temporary flashing beacon signs conforming to standard spec 658.2(2) for Traffic Signal Faces. Ensure each FBS is integrated with a modem, and other equipment (e.g., automated system manager) mounted on it, and acts as a single device for communicating with similarly integrated devices and displaying real-time traffic conditions.

B.3 Automated System Manager (ASM)

Provide an ASM that assesses current traffic data captured by the PTS and activates/deactivates the FBS based on predetermined speed thresholds.

B.4 System Communications

Ensure Basic Traffic QWS communications meet the following requirements:

1. Perform required configuration of the Basic Traffic QWS's communication system automatically during system initialization.
2. Communication between the server and any individual FBS or PTS are independent through the full range of deployed locations, and do not rely upon communications with any other FBS or PTS.
3. Incorporate an error detection/correction mechanism into the Basic Traffic QWS communication system to ensure the integrity of all traffic condition data.

B.5 System Acceptance

Submit vendor verification to the engineer and Bureau of Traffic Operations (DOTBTOWorkzone@dot.wi.gov) 14 calendar days before the pre-construction meeting that the system will adequately perform the functions specified in this special provision. Adequate verification includes past successful performance of the system, literature and references from successful use of the system by other agencies, and/or demonstration of the system.

Provide contact information for a designated representative responsible for monitoring the performance of the system and for making modifications to the operational settings as the engineer directs. Provide all testing and calibration equipment.

C Construction

C.1 General

Install and reposition Basic Traffic Queue Warning System per plan or as the engineer directs. Provide plan to the engineer and Bureau of Traffic Operations (DOTBTOWorkzone@dot.wi.gov) 14 calendar days before the pre-construction meeting.

PTS may be mounted on FBS, arrow board or other trailer devices.

Install PTS at the following locations:

1. Place first PTS within the lane closure taper.
2. Place second PTS 5,700 feet upstream of the lane closure taper or on FBS #3.
3. Place third PTS 2 miles upstream of the lane closure taper or on FBS #2.

Install FBS at the following locations, delineated by 5 drums:

1. Place first FBS (FBS #3) 5,700 feet upstream of the lane closure taper.
2. Place second FBS (FBS #2) 2 miles upstream of the lane closure taper.
3. Place third FBS (FBS #1) 3 miles upstream of the lane closure taper.

If there are more than 2 lanes or specified in the plans, place FBS on both sides of the roadway.

Number the devices in chronological order so they are visible from the shoulder with 6-inch white high reflective sheeting.

Provide technical personnel for all system calibration, operation, maintenance, and timely on-call support services.

Promptly correct the system within 24 hours of becoming aware of a deficiency in the operation or individual part of the system. A minimum of three days before deployment, place the Basic Traffic QWS and demonstrate to the department that the Basic Traffic QWS is operational.

Maintain the Basic Traffic QWS for the duration of the project. Ensure the system operates continuously (24 hours, 7 days a week) in the automated mode throughout the duration of the project.

Remove the system upon completion.

C.2 Reports

Provide an electronic copy of a weekly summary report of all data via email to the engineer. Ensure the report includes, at a minimum, the average speed per sensor, time in congestive state per sensor and number of triggers per day.

C.3 Meetings

Attend mandatory in-person pre-construction meetings with the department. Attend additional meetings as deemed necessary by the department. These meetings may be held in person or via teleconference, as scheduled by the department.

C.4 Programming

C.4.1 General

Program the Basic Traffic QWS to ensure that the following general operations are performed:

1. Provide a password protected login to the ASM, website and all other databases.
2. Automatic setting of the FBS to reflect current traffic flow status updated every 60 seconds for congestion. Ensure to remove a congestion message when 180 seconds of average traffic speeds above the current level are observed, or utilize a customized frequency as determined by the engineer.
3. The FBS activate based on pre-determined speed thresholds from the next downstream sensor.
 - FBS #3 shall activate based on traffic speeds at the PTS located within the lane closure taper.
 - FBS #2 shall activate based on traffic speeds at the PTS located approximately 1 mile upstream of lane closure taper, or at FBS #3.
 - FBS #1 shall activate based on traffic speeds at the PTS located 2 miles upstream of lane closure taper, or at FBS #2.
4. Provide real-time data from the ASM to a website with a full color mapping feature and refresh every 60 seconds. Make data on website available to the department staff at all times for the duration of the work zone activity. Ensure website includes:
 - Vehicle speeds
 - FBS triggers
 - Device locations
5. Archive all traffic data in a Microsoft Excel format with date and time stamps.
6. Configure the website to quantify system failures which includes communication disruption between any devices in the system configuration, FBS malfunctioning, PTS malfunction, loss of power, low battery, etc.
7. Automatically generate and send an email alert any time a user specified queue is detected by the system.
8. Ensure the system autonomously restarts in case of any power failure.

C.4.2 System Operation Strategy

Arrange for the vendor/manufacturer to coordinate system operation, detection, and trends/thresholds with the engineer.

The sequences below are a minimum requirement, but can be adjusted at the discretion of the engineer, are as follows:

Free Flow:

If the current PTS speed on a downstream section is at or above 40 mph, the next upstream FBS will not flash.

Slow or Stopped Traffic:

If the current PTS speed on a downstream section of the roadway is between the 39 mph and 0 mph (for example, 35 mph), the next upstream FBS shall flash.

C.5 Calibration and Testing

At the beginning of the project perform a successful field test and calibration at the Basic Traffic QWS location to verify the system is detecting accurate vehicle speeds, and accurately relaying the information to the ASM and the FBS.

Send email of successful calibration and testing to the engineer.

D Measurement

The department will measure Basic Traffic Queue Warning System by the day, acceptably completed, measured as each complete system per roadway.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
643.1205.S	Basic Traffic Queue Warning System	DAY

Payment is full compensation for providing, repositioning, operating, maintaining, monitoring, calibrating, testing, and removing the complete system consisting of FBS, PTS, ASM, and system communications.

Failure to correct a deficiency to the FBS, PTS, or ASM within 24 hours after notification from the engineer or the department will result in a one-day deduction of the measured quantity for each day in which the deficiency is not corrected.

Failure to correct the website within 24 hours after notification from the engineer will result in a 10% reduction of the day quantity for each day the website is down.

The engineer will have sole discretion to assess the deductions for an improperly working Basic Traffic QWS.

stp-643-046 (20210113)

22. Concrete Joint and Crack Cleaning and Repair, Item SPV.0090.01.

A Description

This special provision describes removing loose or spalled concrete and asphalt patching, cleaning joints and cracks, and filling with asphaltic surface, prior to installing an asphaltic overlay.

B Materials

Furnish asphaltic mixture as specified for asphaltic surface under standard spec 465.2.

Furnish tack coat as specified for tack coat under standard spec 455.2.5.

C Construction

Prepare the existing concrete per standard spec 211.3.5.4 and as indicated in the plans. Blow out repair areas with 80 psi minimum compressed air immediately prior to applying tack coat. Compact the asphalt mixture per standard spec 450.3.2.6.1

D Measurement

The department will measure Concrete Joint and Crack Cleaning and Repair by the linear foot, per lane, acceptably completed. Lane includes adjacent gutters and concrete shoulders less than or equal to 5-foot in width.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.01	Concrete Joint and Crack Cleaning and Repair	LF

Payment is full compensation for removing and disposing of all loose or spalled concrete and asphalt patching; for cleaning joints and cracks; for furnishing asphaltic materials for filling joints and cracks including asphaltic surface; and tack coat.

ner-415-030 (20220923)

23. Concrete Curb & Gutter 18-Inch Type J, Item SPV.0090.02.

A Description

Perform the work according to the applicable provisions of standard spec 601 and as detailed in the plans.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Concrete Curb & Gutter 18-Inch Type J by the linear foot, 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.0090.02	Concrete Curb & Gutter 18-Inch Type J	LF

Payment will be according to the applicable provisions of standard spec 601.5.

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:

108 Prosecution and Progress

Add subsection 108.9.4.1 effective with the November 2023 letting:

108.9.4.1 Winter Suspension for Completion Date Contracts

- (1) The contractor may request a winter suspension for a completion date contract. If the department determines weather conditions do not allow for the completion of the remaining work, the department may approve the contractor’s request and determine the start date of the winter suspension. The end date of the winter suspension is March 31 or a date mutually agreed upon by both parties. For multi-year contracts, the department will only consider winter suspension for the final year of the contract.
- (2) During winter suspension, store all materials in a manner that does not obstruct vehicular and pedestrian traffic and protect the materials from damage. Install traffic control and other safety devices necessary to protect the traveling public and pedestrians. Provide suitable drainage and install temporary erosion control where necessary. If the winter suspension begins when liquidated damages are being assessed, or when the work has not progressed as scheduled and would not have been completed prior to the completion date, the cost of necessary pre-suspension work is incidental. If the winter suspension begins prior to the contract completion date, and the work has progressed as scheduled and would have been completed prior to the completion date, the cost of pre-suspension work will be paid as specified under 109.4.
- (3) For a winter suspension that begins prior to the contract completion date and the work has progressed as scheduled and would have been completed prior to the completion date, the engineer will extend contract time to correspond with the end of the winter suspension and liquidated damages will not be assessed during the winter suspension.
- (4) For a winter suspension that begins when liquidated damages are being assessed or when the work has not progressed as scheduled and would not have been completed prior to the completion date, the engineer will not extend contract time. Time will be suspended until the end of the winter suspension. Liquidated damages will not be assessed during the winter suspension and liquidated damages will resume at the end of the winter suspension.

310 Open Graded Base

310.2 Materials

Replace paragraph two with the following effective with the November 2023 letting:

- (2) The contractor may substitute material conforming to the gradation requirements for crushed aggregate specified in Table 310-01 if that material conforms to the fracture requirements for open-graded crushed gravel specified in 301.2.4.5.

TABLE 310-01 COARSE AGGREGATE (% passing by weight)

SEIVE	AASHTO No. 67 ^[1] COARSE AGGREGATE (% PASSING by WEIGHT) AASHTO No. 67
2-inch	-
1 1/2-inch	-
1-inch	100
3/4-inch	90 – 100
1/2-inch	-
3/8-inch	20 – 55
No. 4	0 – 10
No. 8	0 – 5
No. 16	-
No. 30	-

No. 50	-
No. 100	-
No. 200	<=1.5

[1] Size according to AASHTO M43.

390 Base Patching

390.4 Measurement

Replace entire section with the following effective with the November 2023 letting:

- (1) The department will measure Removing Pavement for Base Patching by the cubic yard acceptably completed. Measure the depth from the bottom of the adjacent pavement to the top of the patch.
- (2) The department will measure Base Patching Asphaltic by the ton acceptably completed as specified for asphaltic pavement in 450.4.
- (3) The department will measure Base Patching Concrete HES and Base Patching Concrete SHES by the cubic yard acceptably completed. Measure the depth from the bottom of the adjacent pavement to the top of the patch.

390.5 Payment

Replace entire section with the following effective with the November 2023 letting:

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

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
390.0100	Removing Pavement for Base Patching	CY
390.0201	Base Patching Asphaltic	TON
390.0305	Base Patching Concrete HES	CY
390.0405	Base Patching Concrete SHES	CY

- (2) Payment for Removing Pavement for Base Patching is full compensation for removing old pavement; for preparing the foundation and bringing up to grade. If the engineer orders the contractor to excavate yielding or unstable subgrade materials and backfill with suitable materials, the department will pay for that work with contract bid items or as agreed upon using 109.4.
- (3) Payment for Base Patching Asphaltic is full compensation for providing and compacting asphaltic mixture including asphaltic binder.
- (4) Payment for Base Patching Concrete HES and Base Patching Concrete SHES is full compensation for providing, curing, and protecting concrete. Payment also includes providing tie bars and dowel bars in unhardened concrete and steel within the patch. For tie bars and dowel bars provided in concrete not placed under the contract, the department will pay separately under the Drilled Tie Bars and Drilled Dowel Bars bid items as specified in 416.5.
- (5) Payment for Base Patching SHES also includes providing test data to the engineer as specified in 416.2.4.
- (6) The department will pay for sawing existing concrete pavement for removal under the Sawing Concrete bid item as specified in 690.5.

460 Hot Mix Asphalt Pavement

460.2.8.2.1.3.1 Contracts with 5000 Tons of Mixture or Greater

Replace paragraph four with the following effective with the November 2023 letting:

- (4) Use the test methods identified below, or other methods the engineer approves, to perform the following tests at the frequency indicated:

Blended aggregate gradations:

Drum plants:

- Field extraction by ignition oven according to WTM T308, chemical extraction according to AASHTO T-164 method A or B; or automated extraction according to WTM D8159. Gradation of resulting aggregate sample determined according to WTM T30.
- Belt samples, optional for virgin mixtures, obtained from stopped belt or from the belt discharge using an engineer-approved sampling device and performed according to WTM T11 and T27.

Batch plants:

- Field extraction by ignition oven according to WTM T308, chemical extraction according to AASHTO T-164 method A or B; or automated extraction according to WTM D8159. Gradation of resulting aggregate sample determined according to WTM T30.

Asphalt content (AC) in percent:

Determine AC using one of the following methods:

- AC by ignition oven according to WTM T308.
- AC by chemical extraction according to AASHTO T-164 method A or B.
- AC by automated extraction according to WTM D8159.
- If the department is using an ignition oven to determine AC, conform to WTP H003.
- If the department is not using an ignition oven to determine AC, ignition oven correction factor (IOCF) must still be reverified for any of the reasons listed in WTP H003 Table 2 and conform to WTP H-003 sections 3 through 6.
- Gradation of resulting aggregate sample determined according to WTM T30.

Bulk specific gravity of the compacted mixture:

According to WTM T166.

Theoretical maximum specific gravity:

According to WTM T209.

Air voids (V_a) by calculation according to WTM T269.

VMA by calculation according to WTM R35.

460.2.8.3.1.4 Department Verification Testing Requirements

Replace paragraph three with the following effective with the November 2023 letting:

- (3) The department will perform testing conforming to the following standards:

Bulk specific gravity (G_{mb}) of the compacted mixture according to WTM T166.

Maximum specific gravity (G_{mm}) according to WTM T209.

Air voids (V_a) by calculation according to WTM T269.

VMA by calculation according to WTM R35.

Asphalt content by ignition oven according to WTM T308, chemical extraction according to AASHTO T-164 method A or B, or automated extraction according to WTM D8159. If using an ignition oven to determine AC, conform to WTP H-003.

503 Prestressed Concrete Members

503.2.2 Concrete

Replace paragraph five with the following effective with the November 2023 letting:

- (5) Furnish prestressed concrete members cast from air-entrained concrete, except I-type girders may use non-air-entrained concrete. Use type I, IL, IS, IP, IT, II, or III cement. The contractor may replace up to 30 percent of type I, IL, II, or III cement with an equal weight of fly ash, slag, or a combination of fly ash and slag. Ensure that fly ash conforms to 501.2.4.2.2 and slag conforms to 501.2.4.2.3. Use only one source and replacement rate for work under a single bid item. Use a department-approved air-entraining admixture conforming to 501.2.5.2 for air-entrained concrete. Use only coarse aggregate conforming to 310.2(2).

604 Slope Paving

604.2 Materials

Replace paragraph three with the following effective with the November 2023 letting:

- (3) Under the Slope Paving Crushed Aggregate bid item, furnish crushed stone or crushed gravel conforming to the gradation in Table 604-01, but with the additional requirements that at least 75 percent of the particles, by count, have at least one fractured face. Determine fracture according to WTM D5821.

TABLE 604-01 COARSE AGGREGATE (% passing by weight)

AASHTO No. 4^[1]	
SEIVE	COARSE AGGREGATE (% PASSING by WEIGHT) AASHTO No. 4
2-inch	100
1 1/2-inch	90 - 100
1-inch	20 - 55
3/4-inch	0 - 15
1/2-inch	-
3/8-inch	0 - 5
No. 4	-
No. 8	-
No. 16	-
No. 30	-
No. 50	-
No. 100	-
No. 200	<=1.5

^[1] Size according to AASHTO M43.

612 Underdrains

612.3.9 Trench Underdrains

Replace paragraph one with the following effective with the November 2023 letting:

- (1) Under the Underdrain Trench bid item, excavate and backfill underdrain trenches. Backfill with coarse aggregate gradation conforming to 604.2(3). Before backfilling place geotextile as the plans show.

614 Semi-rigid Barrier Systems and End Treatments

614.2.6 Sand Barrel Arrays

Replace paragraph one with the following effective with the November 2023 letting:

- (1) Furnish sand barrels from the APL. Use fine aggregate conforming to gradation shown in Table 614-2 mixed with sodium chloride conforming to AASHTO M143. Apply an object marker to front-most barrel in the array.

TABLE 614-2 FINE AGGREGATE GRADATION

SEIVE	FINE AGGREGATE (% PASSING by WEIGHT)
3/8-inch	100
No. 4	90 - 100
No. 8	-
No. 16	45 - 85
No. 30	-
No. 50	5 - 30
No. 100	0 - 10
No. 200	<=3.5

628 Erosion Control**628.2.13 Rock Bags**

Replace paragraph two with the following effective with the November 2023 letting:

- (2) Fill the bags with a clean, sound, hard, durable, engineer-approved coarse aggregate conforming by visual inspection to the gradation specified for coarse aggregate gradation in 604.2(3).

639 Drilling Wells**639.2.1 General**

Replace paragraph two with the following effective with the November 2023 letting:

- (2) For grout use fine aggregate conforming to 501.2.7.2; and gradation conforming to 614.2.6(1); and type I, IL, IS, IP, or IT cement.

652 Electrical Conduit**652.3.1.2 Installing Underground**

Replace paragraph two with the following effective with the November 2023 letting:

- (2) Excavate trenches true to line and grade to provide the conduit uniform bearing throughout its length. Do not backfill the trench before inspecting the conduit. Carefully tamp the backfill in place as specified for placing backfill in layers in 651.3. Place at least 0.7 cubic feet of coarse aggregate gradation conforming to 604.2(3) directly under each drainage hole.

ERRATA

390.3.4 Special High Early Strength Concrete Patching

Correct errata link in paragraph (1) by changing from 416.3.8 to 416.3.7.

- (1) Construct as specified for special high early strength repairs under [416.3.7](#) except as follows:
 - The contractor may delay removal for up to 14 calendar days after cutting the existing pavement.
 - Open to traffic as specified for concrete base in [320.3](#).

ADDITIONAL SPECIAL PROVISION 7

A. Reporting 1st Tier and DBE Payments During Construction

1. Comply with reporting requirements specified in the department's Civil Rights Compliance, Contractor's User Manual, Sublets and Payments.
2. Report payments to all DBE firms within 10 calendar days of receipt of a progress payment by the department or a contractor for work performed, materials furnished, or materials stockpiled by a DBE firm. Report the payment as specified in A(1) for all work satisfactorily performed and for all materials furnished or stockpiled.
3. Report payments to all first tier subcontractor relationships within 10 calendar days of receipt of a progress payment by the department for work performed. Report the payment as specified in A(1) for all work satisfactorily performed.
4. All tiers shall report payments as necessary to comply with the DBE payment requirement as specified in A(2).
5. 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 Schedule of Items

Proposal ID: 20231212020 Project(s): 1150-64-71

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	203.0100 Removing Small Pipe Culverts	6.000 EACH	_____.	_____.
0004	204.0105 Removing Concrete Pavement Butt Joints	5.600 SY	_____.	_____.
0006	204.0115 Removing Asphaltic Surface Butt Joints	141.600 SY	_____.	_____.
0008	204.0120 Removing Asphaltic Surface Milling	42,676.000 SY	_____.	_____.
0010	204.0150 Removing Curb & Gutter	5,092.000 LF	_____.	_____.
0012	204.0165 Removing Guardrail	850.000 LF	_____.	_____.
0014	204.9060.S Removing (item description) 01. Removing Endwalls	8.000 EACH	_____.	_____.
0016	205.0100 Excavation Common	1,156.000 CY	_____.	_____.
0018	211.0101 Prepare Foundation for Asphaltic Paving (project) 01. 1150-64-71	1.000 EACH	_____.	_____.
0020	211.0400 Prepare Foundation for Asphaltic Shoulders	16.000 STA	_____.	_____.
0022	213.0100 Finishing Roadway (project) 01. 1150-64- 71	1.000 EACH	_____.	_____.
0024	305.0110 Base Aggregate Dense 3/4-Inch	2,915.000 TON	_____.	_____.
0026	305.0120 Base Aggregate Dense 1 1/4-Inch	1,950.000 TON	_____.	_____.
0028	305.0500 Shaping Shoulders	192.000 STA	_____.	_____.
0030	312.0110 Select Crushed Material	80.000 TON	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20231212020 Project(s): 1150-64-71

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0032	390.0100 Removing Pavement for Base Patching	69.000 CY	_____.	_____.
0034	390.0405 Base Patching Concrete SHES	69.000 CY	_____.	_____.
0036	416.0610 Drilled Tie Bars	45.000 EACH	_____.	_____.
0038	416.0620 Drilled Dowel Bars	225.000 EACH	_____.	_____.
0040	455.0605 Tack Coat	10,502.000 GAL	_____.	_____.
0042	460.0115.S HMA Pavement Test Strip Volumetrics	1.000 EACH	_____.	_____.
0044	460.0120.S HMA Pavement Test Strip Density	1.000 EACH	_____.	_____.
0046	460.2000 Incentive Density HMA Pavement	11,510.000 DOL	1.00000	11,510.00
0048	460.7224 HMA Pavement 4 HT 58-28 S	7,795.000 TON	_____.	_____.
0050	460.8624 HMA Pavement 4 SMA 58-28 V	10,190.000 TON	_____.	_____.
0052	460.9000.S Material Transfer Vehicle	1.000 EACH	_____.	_____.
0054	465.0105 Asphaltic Surface	210.000 TON	_____.	_____.
0056	465.0110 Asphaltic Surface Patching	100.000 TON	_____.	_____.
0058	465.0315 Asphaltic Flumes	94.000 SY	_____.	_____.
0060	465.0520 Asphaltic Rumble Strips, Shoulder	1,036.000 LF	_____.	_____.
0062	520.1018 Apron Endwalls for Culvert Pipe 18-Inch	2.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20231212020 Project(s): 1150-64-71

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0064	520.8000 Concrete Collars for Pipe	6.000 EACH	_____.	_____.
0066	521.1012 Apron Endwalls for Culvert Pipe Steel 12-Inch	4.000 EACH	_____.	_____.
0068	521.1018 Apron Endwalls for Culvert Pipe Steel 18-Inch	1.000 EACH	_____.	_____.
0070	521.1036 Apron Endwalls for Culvert Pipe Steel 36-Inch	1.000 EACH	_____.	_____.
0072	530.0112 Culvert Pipe Corrugated Polyethylene 12-Inch	44.000 LF	_____.	_____.
0074	530.0118 Culvert Pipe Corrugated Polyethylene 18-Inch	22.000 LF	_____.	_____.
0076	530.0136 Culvert Pipe Corrugated Polyethylene 36-Inch	16.000 LF	_____.	_____.
0078	601.0415 Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	1,547.000 LF	_____.	_____.
0080	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	377.000 LF	_____.	_____.
0082	606.0200 Riprap Medium	4.000 CY	_____.	_____.
0084	611.8115 Adjusting Inlet Covers	5.000 EACH	_____.	_____.
0086	614.2300 MGS Guardrail 3	412.500 LF	_____.	_____.
0088	614.2330 MGS Guardrail 3 K	112.500 LF	_____.	_____.
0090	614.2340 MGS Guardrail 3 L	337.500 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20231212020 Project(s): 1150-64-71

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0092	614.2610 MGS Guardrail Terminal EAT	3.000 EACH	_____.	_____.
0094	614.2620 MGS Guardrail Terminal Type 2	3.000 EACH	_____.	_____.
0096	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1150-64-71	1.000 EACH	_____.	_____.
0098	619.1000 Mobilization	1.000 EACH	_____.	_____.
0100	620.0300 Concrete Median Sloped Nose	120.000 SF	_____.	_____.
0102	624.0100 Water	38.200 MGAL	_____.	_____.
0104	625.0500 Salvaged Topsoil	1,145.000 SY	_____.	_____.
0106	627.0200 Mulching	1,425.000 SY	_____.	_____.
0108	628.1504 Silt Fence	430.000 LF	_____.	_____.
0110	628.1520 Silt Fence Maintenance	855.000 LF	_____.	_____.
0112	628.1530.S Silt Fence Heavy Duty	1,005.000 LF	_____.	_____.
0114	628.1535.S Silt Fence Heavy Duty Maintenance	2,010.000 LF	_____.	_____.
0116	628.1905 Mobilizations Erosion Control	10.000 EACH	_____.	_____.
0118	628.1910 Mobilizations Emergency Erosion Control	10.000 EACH	_____.	_____.
0120	628.2008 Erosion Mat Urban Class I Type B	725.000 SY	_____.	_____.
0122	628.7005 Inlet Protection Type A	9.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20231212020 Project(s): 1150-64-71

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0124	628.7015 Inlet Protection Type C	17.000 EACH	_____.	_____.
0126	628.7020 Inlet Protection Type D	3.000 EACH	_____.	_____.
0128	628.7555 Culvert Pipe Checks	34.000 EACH	_____.	_____.
0130	628.7560 Tracking Pads	6.000 EACH	_____.	_____.
0132	629.0210 Fertilizer Type B	10.600 CWT	_____.	_____.
0134	630.0120 Seeding Mixture No. 20	499.000 LB	_____.	_____.
0136	630.0200 Seeding Temporary	499.000 LB	_____.	_____.
0138	630.0300 Seeding Borrow Pit	13.000 LB	_____.	_____.
0140	630.0500 Seed Water	459.000 MGAL	_____.	_____.
0142	631.0300 Sod Water	7.800 MGAL	_____.	_____.
0144	631.1000 Sod Lawn	108.000 SY	_____.	_____.
0146	633.5200 Markers Culvert End	8.000 EACH	_____.	_____.
0148	634.0614 Posts Wood 4x6-Inch X 14-FT	14.000 EACH	_____.	_____.
0150	637.2210 Signs Type II Reflective H	30.000 SF	_____.	_____.
0152	637.2230 Signs Type II Reflective F	72.000 SF	_____.	_____.
0154	638.2602 Removing Signs Type II	2.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20231212020 Project(s): 1150-64-71

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0156	638.3000 Removing Small Sign Supports	2.000 EACH	_____.	_____.
0158	642.5201 Field Office Type C	1.000 EACH	_____.	_____.
0160	643.0300 Traffic Control Drums	4,153.000 DAY	_____.	_____.
0162	643.0420 Traffic Control Barricades Type III	2,863.000 DAY	_____.	_____.
0164	643.0500 Traffic Control Flexible Tubular Marker Posts	114.000 EACH	_____.	_____.
0166	643.0600 Traffic Control Flexible Tubular Marker Bases	114.000 EACH	_____.	_____.
0168	643.0705 Traffic Control Warning Lights Type A	276.000 DAY	_____.	_____.
0170	643.0715 Traffic Control Warning Lights Type C	3,381.000 DAY	_____.	_____.
0172	643.0800 Traffic Control Arrow Boards	290.000 DAY	_____.	_____.
0174	643.0900 Traffic Control Signs	7,429.000 DAY	_____.	_____.
0176	643.0920 Traffic Control Covering Signs Type II	506.000 EACH	_____.	_____.
0178	643.1050 Traffic Control Signs PCMS	70.000 DAY	_____.	_____.
0180	643.1070 Traffic Control Cones 42-Inch	37,060.000 DAY	_____.	_____.
0182	643.1205.S Basic Traffic Queue Warning System	64.000 DAY	_____.	_____.
0184	643.3170 Temporary Marking Line Epoxy 6-Inch	1,810.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20231212020 Project(s): 1150-64-71

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0186	643.3180 Temporary Marking Line Removable Tape 6-Inch	17,902.000 LF	_____.	_____.
0188	643.3280 Temporary Marking Line Removable Tape 10-Inch	375.000 LF	_____.	_____.
0190	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0192	645.0120 Geotextile Type HR	16.000 SY	_____.	_____.
0194	646.2020 Marking Line Epoxy 6-Inch	8,658.000 LF	_____.	_____.
0196	646.2025 Marking Line Grooved Black Epoxy 6-Inch	6,570.000 LF	_____.	_____.
0198	646.2040 Marking Line Grooved Wet Ref Epoxy 6-Inch	46,848.000 LF	_____.	_____.
0200	646.2050 Marking Line Grooved Permanent Tape 6-Inch	6,570.000 LF	_____.	_____.
0202	646.4020 Marking Line Epoxy 10-Inch	230.000 LF	_____.	_____.
0204	646.4040 Marking Line Grooved Wet Ref Epoxy 10-Inch	595.000 LF	_____.	_____.
0206	646.4050 Marking Line Grooved Permanent Tape 10-Inch	795.000 LF	_____.	_____.
0208	646.5020 Marking Arrow Epoxy	2.000 EACH	_____.	_____.
0210	646.5120 Marking Word Epoxy	1.000 EACH	_____.	_____.
0212	646.5320 Marking Railroad Crossing Epoxy	4.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20231212020 Project(s): 1150-64-71

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0214	646.6120 Marking Stop Line Epoxy 18-Inch	364.000 LF	_____	_____
0216	646.7120 Marking Diagonal Epoxy 12-Inch	1,220.000 LF	_____	_____
0218	646.8120 Marking Curb Epoxy	150.000 LF	_____	_____
0220	646.8220 Marking Island Nose Epoxy	2.000 EACH	_____	_____
0222	646.9000 Marking Removal Line 4-Inch	4,155.000 LF	_____	_____
0224	646.9002 Marking Removal Line 6-Inch	1,565.000 LF	_____	_____
0226	650.4500 Construction Staking Subgrade	1,525.000 LF	_____	_____
0228	650.5000 Construction Staking Base	30,410.000 LF	_____	_____
0230	650.5500 Construction Staking Curb Gutter and Curb & Gutter	5,092.000 LF	_____	_____
0232	650.6000 Construction Staking Pipe Culverts	8.000 EACH	_____	_____
0234	650.8000 Construction Staking Resurfacing Reference	27,070.000 LF	_____	_____
0236	650.9911 Construction Staking Supplemental Control (project) 01. 1150-64-71	1.000 EACH	_____	_____
0238	650.9920 Construction Staking Slope Stakes	1,525.000 LF	_____	_____
0240	652.0800 Conduit Loop Detector	338.000 LF	_____	_____
0242	653.0105 Pull Boxes Steel 12x24-Inch	2.000 EACH	_____	_____



Proposal Schedule of Items

Proposal ID: 20231212020 Project(s): 1150-64-71

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0244	655.0700 Loop Detector Lead In Cable	2,488.000 LF	_____.	_____.
0246	655.0800 Loop Detector Wire	1,538.000 LF	_____.	_____.
0248	690.0150 Sawing Asphalt	585.000 LF	_____.	_____.
0250	690.0250 Sawing Concrete	428.000 LF	_____.	_____.
0252	740.0440 Incentive IRI Ride	43,120.000 DOL	1.00000	43,120.00
0254	SPV.0090 Special 01. Concrete Joint and Crack Cleaning and Repair	2,055.000 LF	_____.	_____.
0256	SPV.0090 Special 02. Concrete Curb & Gutter 18- Inch Type J	3,168.000 LF	_____.	_____.
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

November 28, 2023

NOTICE TO ALL CONTRACTORS:

**Proposal #20: 1150-64-71
Peshtigo-Marinette
Peshtigo Bypass-CTH T
USH 41
Marinette County**

Letting of December 12, 2023

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
16	HMA Pavement 4 SMA 58-28 H, Item 460.8624; HMA Pavement Test Strip Volumetrics, Item 460.0115.S; HMA Pavement Test Strip Density, Item 460.0120.s

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. 01

1150-64-71

November 28, 2023

Special Provisions

- 16. HMA Pavement 4 SMA 58-28 H, Item 460.8624;
HMA Pavement Test Strip Volumetrics, Item 460.0115.S;
HMA Pavement Test Strip Density, Item 460.0120.S.**

Replace entire article with the following:

- 16. HMA Pavement 4 SMA 58-28 V, Item 460.8624;
HMA Pavement Test Strip Volumetrics, Item 460.0115.S;
HMA Pavement Test Strip Density, Item 460.0120.S.**

A Description

Conform to standard spec 450 and 460 except as modified in this special provision.

B (Vacant)

C Construction

Add the following to standard spec 450.3.1.3 to require transfer vehicle for SMA:

- (2) Use a Material Transfer Vehicle when constructing SMA pavement.

Add the following to standard spec 450.3.1.5 to prohibit rubber-tire roller on SMA:

- (3) Do not use a rubber-tired roller for compaction of SMA pavement.

Add the following to standard spec 460.3.3.2 to require and define approval criteria for SMA test strips:

- (5) Construct a test strip according to CMM 815.13 to correlate nuclear gauges to pavement cores according to WTM T 355, confirm SMA in-place density using cores and determine mixture air voids. 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. The department will assess the contractor \$2,000 for each instance according to Section E of this special provision if paving does not begin within 2 hours of the submitted start time, delaying the test strip. 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. Construct the test strip at the beginning of work for each SMA mixture, for each layer and for each thickness. All SMA test strip material produced shall meet the requirements in Tables 460-1 and 460-2 and conform to the JMF limits presented herein except as follows:

ITEM	JMF Limits
Asphaltic content in percent ^[1]	- 0.5
VMA in percent ^[2]	- 1.0
Air Voids in percent	According to the SMA Test Strip Approval Criteria Below

^[1] Asphalt content more than -0.5% below the JMF will be referee tested by BTS using automated extraction according to WTM D8159.

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

The test strip shall remain in place and become part of the completed pavement when acceptably produced, acceptably compacted, and meets finish and smoothness requirements. CMM 815 describes the SMA density and volumetric testing tolerances required for the test strip.

(6) The test strip is to be treated as a single/separate lot and will have densities and pay adjustments calculated accordingly. The department will test one of the two split samples for volumetrics to determine test strip approval. If the QV air void sample is outside of the limits for 100% pay (i.e., $3.2 \leq Va \leq 5.8$), send both QV-retained split samples to BTS for dispute resolution testing. The results from the BTS dispute resolution testing will determine material conformance and payment for the test strip according to the SMA Prorated Pay Factors Table in CMM 836.9.3.3. If QV and QC test results exceed testing tolerances (0.015 for Gmm or Gmb), both retained split samples will be tested by BTS. In this case, additional investigation shall be conducted to identify the source of the difference between QV and QC data and BTS referee test data will be used to determine material conformance and pay.

Pay adjustments made as part of dispute resolution on test strip material will be limited to the test strip and will not extend to material placed during main production nor will pay adjustments made on main production extend into the test strip. The department will notify the contractor within 24 hours of the start of test strip construction regarding approval to proceed with paving beyond the test strip. The department will evaluate mixture air voids, test strip density, and nuclear gauge to core correlation in determining test strip approval and material conformance according to the following:

SMA Test Strip Approval Criteria

Approval / Material Conformance ^[1]	QV Air Voids	Average Density of All Cores ^[2]	Outcome of Test Strip for Contractor
Approved / Material Conforming	$3.2 \leq Va \leq 5.8$	$\geq 93.0 \%$	Proceed with production
Test Strip Approved / Material Nonconforming	$2.8 \leq Va \leq 3.2$ or $5.8 < Va \leq 6.2$	$\geq 91.0 \%$	Propose solution and proceed with production. Payment for material will be based on BTS referee tests.
Test Strip Not Approved / Material Nonconforming	$2.5 \leq Va < 2.8$ or $6.2 < Va \leq 6.5$	$< 91.0 \%$	Stop production, submit cause and solution, make additional 500-ton test strip. Payment for material will be based on BTS referee tests.
Test Strip and Material are Unacceptable ^[3]	$Va < 2.5$ or $Va > 6.5$	$< 90.0 \%$	Stop production, submit cause and solution, make additional 500-ton test strip, and complete new core to nuclear density gauge correlation.

^[1] The overall result of each test strip will coincide with the more restrictive result from air voids or density.

^[2] Individual nuclear density test results more than 3.0% below the minimum density requirement must be addressed according to CMM 815.11.

^[3] Unacceptable material will be removed and replaced at no additional cost to the department. Alternatively, the engineer may allow the material to remain in place with a 50 percent payment factor. Material allowed to remain in place requires another test strip prior to additional paving.

(7) An acceptable core to nuclear density gauge correlation must be completed by both the contractor and department according to CMM 815 as part of the test strip.

(8) A maximum of two test strips will be allowed to remain in place per layer per contract. 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 each additional test strip according to Section E of this special provision.

D Measurement

Add the following to standard spec 460.4:

(2) The department will measure HMA Pavement Test Strip Volumetrics and HMA Pavement Test Strip Density as each unit of work, acceptably completed, as described in CMM 815. Material quantities will be determined according to standard spec 450.4.

E Payment

Replace standard spec 460.5.1 with the following:

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

ITEM NUMBER	DESCRIPTION	UNIT
460.8624	HMA Pavement 4 SMA 58-28 V	TON
460.0115.S	HMA Pavement Test Strip Volumetrics	EACH
460.0120.S	HMA Pavement Test Strip Density	EACH

Payment for SMA is full compensation for providing SMA mixture designs; for preparing foundation; for volumetric and density testing and aggregate source testing; for asphalt binder from recycled sources; for asphalt binder modification or processes; and addition of fibers, fines, or filler.

Payment for HMA Pavement Test Strip Volumetrics is full compensation for volumetric sampling, splitting, and testing; and for proper labeling, handling; and retention of split samples.

Payment for HMA Pavement 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.

The department will pay separately for a material transfer vehicle.

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 standard spec 460.3.3.2(5) as modified herein, 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.

stp-460-030 (20230629)

END OF ADDENDUM

111	Miscellaneous Quantities: Added "Additional Quantities Listed Elsewhere" note to Asphaltic Items table
112	Miscellaneous Quantities: Added "Additional Quantities Listed Elsewhere" note to Asphaltic Items table
120	Miscellaneous Quantities: Added "Additional Quantities Listed Elsewhere" note to Sawing Asphalt table

Schedule of Items

Attached, dated December 5, 2023, are the revised Schedule of Items Pages 2 and 9.

Plan Sheets

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

Revised: 12, 107, 108, 110, 111, 112, and 120.

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

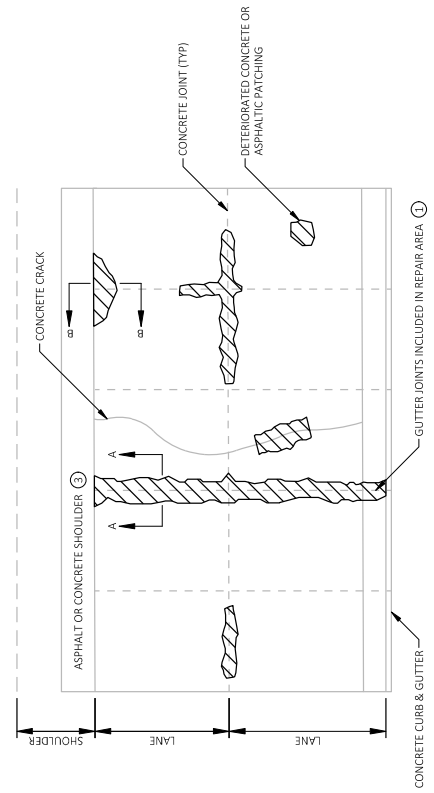
Sincerely,

Mike Coleman

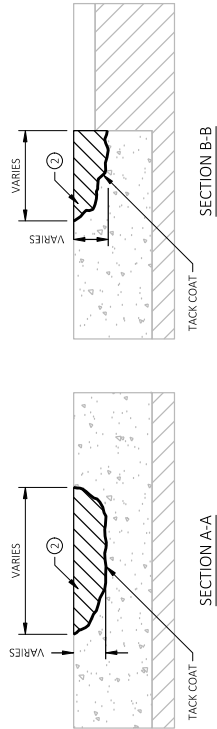
Proposal Development Specialist
Proposal Management Section

END OF ADDENDUM

- NOTES:
- ① PERFORM CONCRETE JOINT AND CRACK CLEANING AND REPAIR IF ASPHALT OVERLAY WILL BE PLACED ON CONCRETE GUTTER
 - ② REMOVE UNDESIRABLE AND DETERIORATED MATERIAL INCLUDING EXISTING ASPHALT PATCHING
 - ③ EXISTING CONCRETE SHOULDER 5-FOOT OR LESS INCLUDED IN REPAIR AREA OF ADJACENT LANE



PLAN VIEW

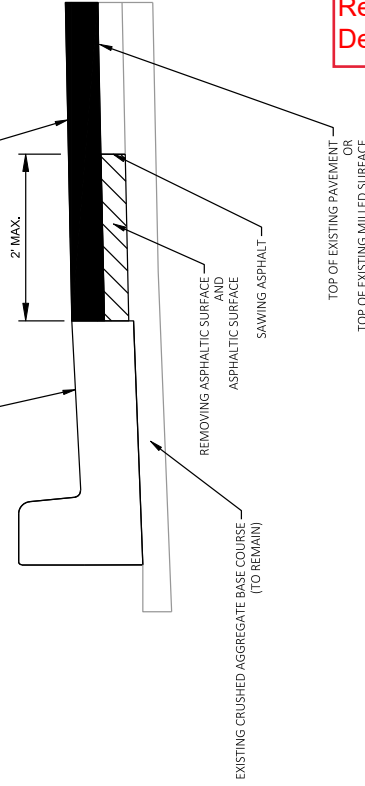


CONCRETE JOINT AND CRACK CLEANING AND REPAIR
SEE MISCELLANEOUS QUANTITIES FOR LOCATION

Addendum No. 02
ID 1150-64-71
Revised Sheet 12
December 5, 2023

1 3/4-INCHES HMA PAVEMENT 4 SMA 58-2 V (UPPER LAYER)
 1 3/4-INCHES HMA PAVEMENT 4 HT 58-28 S (LEVELING LAYER)

CONCRETE CURB & GUTTER 18-INCH TYPE J
 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J
 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
 (SEE INTERSECTION DETAILS FOR LOCATIONS)



CONCRETE CURB AND GUTTER ADJACENT TO EXISTING PAVEMENT DETAIL

REMOVING ASPHALTIC SURFACE

CATEGORY	STAGE	LOCATION	REMARK	204.0110 REMOVING ASPHALTIC SURFACE SY	*465.0105 ASPHALTIC SURFACE TON
0010	3A	3A	CURB AND GUTTER REPLACEMENT	85	10
0010	3B	3B	CURB AND GUTTER REPLACEMENT	1,050	115
TOTAL				1,135	125

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	LOCATION	REMARK	203.0100 EACH
0010	135+08	LT	12" X 14' RCCP	1
0010	135+32	LT	12" X 14' RCCP	1
0010	212+11	LT	12" X 8' RCCP	1
0010	212+93	LT	12" X 8' RCCP	1
0010	211+90 SB	LT	49" X 33" X 8' RCCP	1
0010	212+18 SB	LT	18" X 22' RCCP	1
TOTAL				6

REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	STAGE	STATION - STATION	LOCATION	204.0120 SY
0010	1	1675+00 - 1677+50	US 41 SB, RT, RUMBLE STRIP	56
0010	1	1675+00 - 1677+50	US 41 NB, RT, RUMBLE STRIP	56
SUBTOTAL (STAGE 1)				112
0010	2A	1675+00 - 1677+50	US 41 SB, LT, RUMBLE STRIP	56
SUBTOTAL (STAGE 2A)				56

CATEGORY	STAGE	STATION - STATION	LOCATION	21,599
3A	1675+00 - 1677+50	US 41 NB, LT, RUMBLE STRIP	56	
3A	133+88 - 169+38	US 41 NB, LT	5,915	
3A	184+83 - 241+04	US 41 SB, RT	9,368	
3A	255+52 - 264+44	US 41 SB, LT	1,567	
3A	255+52 - 264+44	US 41 NB, RT	1,567	
3A	264+44 - 274+00	US 41 SB, RT	1,275	
3A	264+44 - 274+00	US 41, NB, RT	1,275	
3A	274+00 - 276+16	US 41, SB, RT	288	
3A	274+00 - 276+16	US 41, NB, RT	288	
SUBTOTAL (STAGE 3A)				21,599
3B	133+88 - 169+38	US 41, NB, RT	4,733	
3B	184+83 - 241+04	US 41, SB, LT	9,368	
3B	255+52 - 264+44	US 41, SB, LT	1,487	
3B	255+52 - 264+44	US 41, NB, RT	1,487	
3B	264+44 - 274+00	US 41, NB, RT	1,593	
3B	274+00 - 276+16	US 41, NB RT	288	
SUBTOTAL (STAGE 3B)				18,956
3C	264+44 - 274+00	US 41, SB LT	1,593	
3C	274+00 - 276+16	US 41, SB, LT	360	
SUBTOTAL (STAGE 3C)				1,953
TOTAL				42,676

REMOVING ASPHALTIC SURFACE

CATEGORY	STAGE	LOCATION	REMARK	204.0110 SY	*465.0105 ASPHALTIC SURFACE TON
0010	3A	3A	CURB AND GUTTER REPLACEMENT	85	10
0010	3B	3B	CURB AND GUTTER REPLACEMENT	1,050	115
TOTAL				1,135	125

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

REMOVING CONCRETE PAVEMENT BUTT JOINTS

CATEGORY	STAGE	STATION	LOCATION	204.0105 SY
0010	3	133+88.67	LT	2.8
0010	4	133+88.67	LT & RT	2.8
TOTAL				5.6

REMOVING ENDWALLS

CATEGORY	STATION	LOCATION	204.9060.s.01 EACH
0010	135+08	LT	1
0010	135+32	LT	1
0010	212+11	LT	1
0010	212+93	LT	1
0010	154+00 SB	LT	1
0010	166+97 SB	LT	1
0010	211+90 SB	LT	1
0010	212+18 SB	LT	1
TOTAL			8

REMOVING ASPHALTIC SURFACE BUTT JOINTS

CATEGORY	STAGE	STATION - STATION	LOCATION	204.0115 SY
0010	3A/4C	133+88.67	LT & RT	0.1
0010	3A/4C	169+38 - 168+88	LT & RT	2.8
0010	3A/4C	253+52 - 256+02	RT	5.3
0010	3A/4C	276+16.09	LT & RT	0.2
0010	3A/4C	184+83 SB - 185+33 SB	LT & RT	3.5
0010	3A/4C	240+54 SB - 241+04 SB	LT & RT	3.9
0010	3A/4C	255+52 SB - 256+02 SB	LT	2.8
0010	3A/4C	10+19.81 W - 10+56.17 W	LT & RT	11.2
0010	3A/4C	9+24+03 F - 9+59+00 F	LT & RT	11.4
0010	3A/4C	9+78.34 A - 9+94.36 A	LT & RT	5.5
0010	3A/4C	9+78.23 C - 9+93.96 C	LT & RT	5.4
SUBTOTAL (STAGE 3A/4C)				52.1
0010	3B/4A	133+88.67	LT	0.1
0010	3B/4A	169+38 - 168+88	RT	2.8
0010	3B/4A	253+52 - 256+02	RT	3.5
0010	3B/4A	276+16.09	LT & RT	0.2
0010	3B/4A	184+83 SB - 185+33 SB	LT	3.5
0010	3B/4A	240+54 SB - 241+04 SB	LT	4.4
0010	3B/4A	255+52 SB - 256+02 SB	LT	4.2
0010	3B/4A	11+19.82 W	LT & RT	11.8
0010	3B/4A	10+12.06 F	LT & RT	0.5
0010	3B/4A	10+46.53 F	LT & RT	28.5
0010	3B/4A	10+52.96 M	LT & RT	12.7
0010	3B/4A	179+03.17 WF	LT & RT	12.3
0010	3B/4A	10+49.76 A	LT & RT	0.4
0010	3B/4A	10+47.91 C	LT & RT	0.5
0010	3B/4A	11+80.55 CM	LT & RT	0.8
0010	3B/4A	49+48.07 T	LT & RT	1.4
0010	3B/4A	50+50.42 T	LT & RT	1.9
SUBTOTAL (STAGE 3B/4A)				89.5
TOTAL				141.6

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REMOVING CURB & GUTTER

CATEGORY	STAGE	204.0150		*690.0150		*690.0250	
		STATION - STATION	LOCATION	LF	SAWING ASPHALT	SAWING CONCRETE	LF
0010	3A	151+44.62 SB - 151+58.81 SB	LT	49	49	3	
		152+20.76 SB - 152+67.35 SB	LT	52	52	3	
		161+56.23 SB - 161+84.52 SB	LT	30	30	3	
		162+39.13 SB - 162+68.00 SB	LT	31	31	3	
		170+85.42 SB - 171+17.84 SB	LT	37	37	3	
		171+72.50 SB - 172+15.77 SB	LT	47	47	3	
		179+04.61 SB - 179+33.86 SB	LT	31	31	3	
		179+87.28 SB - 180+17.01 SB	LT	31	31	3	
		SUBTOTAL (STAGE 3)		308	308	24	
0010	3B	151+32.95 SB - 151+33.17	LT & RT	64	64		
		152+67.90 - 152+67.90 SB	LT & RT	105	105		
		161+36.82 SB - 161+51.83	LT & RT	85	85		
		162+70.18 - 162+72.13 SB	LT & RT	73	73		
		170+80.34 - 170+80.05 SB	LT & RT	82	82		
		172+14.63 - 172+15.42 SB	LT & RT	105	105		
		177+47.56 SB - 177+47.93	LT & RT	365	365		
		180+27.68 SB - 180+28.04	LT & RT	63	63		
		202+56.24 - 204+13.53 SB	LT & RT	215	215		
		205+34.54 - 205+35.65 SB	LT & RT	100	100		
		222+57.06 - 224+35.15 SB	LT & RT	190	190		
		225+34.91 SB - 225+35.63	LT & RT	100	100		
		238+57.46 - 235+51.94	LT	1,700	1,700		
		239+46.62 - 239+74.72	RT	34	34		
		240+10.52 - 240+39.02	RT	35	35		
		256+99.72 - 257+05.72	LT	6	6		
		260+02.81 - 260+08.81	LT	6	6		
		262+26.09 - 262+32.09	LT	6	6		
		241+04.00 SB - 255+52.01 SB	RT	1,450	1,450		
		SUBTOTAL (STAGE 3B)		4,784	4,784	0	
		TOTAL		5,092	5,092	24	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

REMOVING GUARDRAIL

CATEGORY	STAGE	204.0165		*690.0165		*690.0250	
		STATION - STATION	LOCATION	LF	SAWING ASPHALT	SAWING CONCRETE	LF
0010	0010	1676+11.51 - 135+52.03	RT	300			
		209+91.12 - 212+34.38	RT	245			
		134+90.25 SB - 137+93.30 SB	LT	305			
		TOTAL		850			

BASE AGGREGATE DENSE SUMMARY

CATEGORY	STAGE	STATION	LOCATION	305.0110		305.0120		WATER*
				TON	TON	TON	TON	
0010	4A	1674+91 - 1677+50	NB OUTSIDE SHOULDER	20	290			3.1
		133+86 - 169+38	SB OUTSIDE SHOULDER	400	560			9.6
		133+86 - 169+38	NB OUTSIDE SHOULDER	510	310			8.2
		169+38 - 184+83	SB OUTSIDE SHOULDER	140				
		169+38 - 184+83	NB OUTSIDE SHOULDER	200				
		184+83 - 241+04	NB OUTSIDE SHOULDER	680	460			10.0
		241+04 - 255+52	SB OUTSIDE SHOULDER	190				
		241+04 - 255+52	NB OUTSIDE SHOULDER	200				
		SUBTOTALS (STAGE 4A)		2,340	1,620			30.9
0010	4C	133+88 - 169+38	SB INSIDE SHOULDER	190				
		169+38 - 184+83	SB INSIDE SHOULDER	65				
		169+38 - 184+83	NB INSIDE SHOULDER	60				
		184+83 - 241+04	NB INSIDE SHOULDER	260				
		241+04 - 255+52	MEDIAN		330			3.3
		SUBTOTALS (STAGE 4C)		575	330			3.3
		TOTALS		2,915	1,950			34.2

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

PREPARATION FOUNDATION FOR ASPHALTIC PAVING

CATEGORY	PROJECT	EACH
0010	1150-64-71	1
	211.0101	

PREPARATION FOUNDATION FOR ASPHALTIC SHOULDERS

CATEGORY	STATION	STATION	LOCATION	STA
0010	1674+91.11	136+85.35	RT	6
	133+88.67 SB	138+93.93 SB	LT	5
	209+11.65	213+68.73	RT	5
	TOTAL			16

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HMA PAVEMENT TEST STRIP ITEMS				
CATEGORY	STATION - STATION	EACH	REMARKS	
0010	133+89 - 276+16	1	1	

CATEGORY	LOCATION	TON	REMARKS
0010	UNDISTRIBUTED	100	MINOR REPAIRS

CATEGORY	STAGE	STATION - STATION	LOCATION	LF
0010	5A	1675+00 - 1677+50	LT	259
		1675+00 SB - 1677+50 SB	RT	259
SUBTOTAL (STAGE 5A)				518

CATEGORY	STAGE	STATION - STATION	LOCATION	LF
0010	5B	1675+00 - 1677+50	RT	259
		1675+00 SB - 1677+50 SB	LT	259
SUBTOTAL (STAGE 5B)				518
TOTAL				1,036

SHAPING SHOULDERS				
CATEGORY	STAGE	STATION - STATION	LOCATION	STA
0010	4A	136+85 - 161+32	NB RT	24.5
		162+89 - 169+38	NB RT	6.5
		255+52 - 257+54	NB RT	2.0
		259+50 - 274+04	NB RT	14.5
SUBTOTAL (STAGE 2B)				116.0

4C		136+89 - 151+33	NB LT	14.5
		152+68 - 159+92	NB LT	7.0
		162+71 - 169+38	NB LT	6.5
SUBTOTAL (STAGE 3B)				76.0
TOTAL				192.0

CATEGORY	STAGE	STATION - STATION	LOCATION	CY
0010	2A	133+88 - 184+83	SB, NB OUTSIDE	20
		169+38 - 255+52	SB, NB OUTSIDE	15
SUBTOTALS (STAGE 2A)				35

2B		133+88 - 184+83	SB, NB INSIDE	2
		169+38 - 255+52	SB, NB INSIDE	9
SUBTOTALS (STAGE 2B)				11
UNDISTRIBUTED				23
TOTALS				69

CATEGORY	STAGE	STATION - STATION	LOCATION	CY	CONCRETE AND REPAIR	DRILLED	DRILLED	DRILLED
0010	2A	133+88 - 184+83	SB, NB OUTSIDE	20	CONCRETE JOINT	---	15	15
		169+38 - 255+52	SB, NB OUTSIDE	15	CONCRETE CLEANING	20	20	95
SUBTOTALS (STAGE 2A)				35	CONCRETE AND REPAIR	20	110	
2B		133+88 - 184+83	SB, NB INSIDE	2	SAWING CONCRETE	---	15	
		169+38 - 255+52	SB, NB INSIDE	9	CONCRETE AND REPAIR	10	25	
SUBTOTALS (STAGE 2B)				11	CONCRETE AND REPAIR	10	40	
UNDISTRIBUTED				23	CONCRETE AND REPAIR	15	75	
TOTALS				69	CONCRETE AND REPAIR	45	225	

ADDITIONAL QUANTITIES LISTED ELSEWHERE.

CATEGORY	STAGE	STATION - STATION	LOCATION	LF
0010	5A	1675+00 - 1677+50	LT	259
		1675+00 SB - 1677+50 SB	RT	259
SUBTOTAL (STAGE 5A)				518
0010	5B	1675+00 - 1677+50	RT	259
		1675+00 SB - 1677+50 SB	LT	259
SUBTOTAL (STAGE 5B)				518
TOTAL				1,036

CATEGORY	STAGE	STATION - STATION	LOCATION	LF
0010	5A	1675+00 - 1677+50	LT	259
		1675+00 SB - 1677+50 SB	RT	259
SUBTOTAL (STAGE 5A)				518
0010	5B	1675+00 - 1677+50	RT	259
		1675+00 SB - 1677+50 SB	LT	259
SUBTOTAL (STAGE 5B)				518
TOTAL				1,036

CATEGORY	STATION	LOCATION	ASPHALTIC FLUMES	SY	631.0315	631.1000	631.0300
0010	151+33	LT	ASPHALTIC FLUMES	5	6	6	0.5
	152+65	LT	ASPHALTIC FLUMES	4	8	8	0.7
	161+50	LT	ASPHALTIC FLUMES	14	5	5	0.2
	162+70	LT	ASPHALTIC FLUMES	4	6	6	0.5
	170+83	LT	ASPHALTIC FLUMES	17	5	5	0.2
	172+14	LT	ASPHALTIC FLUMES	5	7	7	0.6
	180+28	LT	ASPHALTIC FLUMES	3	3	3	0.3
	205+40	LT	ASPHALTIC FLUMES	3	4	4	0.4
	225+45	LT	ASPHALTIC FLUMES	4	6	6	0.6
	151+33 SB	RT	ASPHALTIC FLUMES	4	6	6	0.5
	152+66 SB	RT	ASPHALTIC FLUMES	4	8	8	0.7
	162+70 SB	RT	ASPHALTIC FLUMES	4	6	6	0.5
	172+13 SB	RT	ASPHALTIC FLUMES	5	7	7	0.6
	180+23 SB	RT	ASPHALTIC FLUMES	4	3	3	0.3
	205+36 SB	RT	ASPHALTIC FLUMES	3	4	4	0.4
	225+45 SB	RT	ASPHALTIC FLUMES	5	6	6	0.6
	11+19 W	LT	ASPHALTIC FLUMES	6	18	18	0.2
TOTAL				94	108	108	7.8

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CATEGORY		STATION - STATION	LOCATION	TACK COAT	HWA PAVEMENT 4 HT 58-28 S	HWA PAVEMENT 4 SMA 58-28 V	ASPHALTIC SURFACE	
STAGE	STATION - STATION	LOCATION		GAL	TON	TON	TON	
0010	1674+91 - 1677+50	RUMBLE STRIP - SB INSIDE		4	0	0	*465.0105	
	1674+91 - 1677+50	RUMBLE STRIP - NB OUTSIDE		4	0	0	10	
	SUBTOTALS (STAGE 1)							20
STAGE 2A	1674+91 - 1677+50	RUMBLE STRIP - SB OUTSIDE		4	0	0	10	
	SUBTOTALS (STAGE 2A)							10
STAGE 3A	1674+91 - 1677+50	RUMBLE STRIP - NB INSIDE		4	0	0	10	
	133+88 - 169+38	US 41 - NB INSIDE		331	630	0	0	
	133+88 - 169+38	US 41 - SB INSIDE		296	440	0	0	
	169+38 - 184+83	US 41 - NB INSIDE		129	200	0	0	
	169+38 - 184+83	US 41 - SB INSIDE		129	190	0	0	
	184+83 - 241+04	US 41 - NB INSIDE		468	680	0	0	
	184+83 - 241+04	US 41 - SB INSIDE		656	970	0	0	
	241+04 - 255+52	US 41 - NB INSIDE & MEDIAN		137	190	0	0	
	241+04 - 255+52	US 41 - SB INSIDE		127	170	0	0	
	255+52 - 264+44	US 41 - NB INSIDE		110	140	0	0	
	255+52 - 264+44	US 41 - SB INSIDE		110	70	0	0	
	264+44 - 274+00	US 41 - NB&SB LANE		178	180	0	0	
	274+00 - 276+16	US 41 - NB&SB LANE		40	40	0	0	
	1674+91 - 276+16	MEDIANS/CROSSOVERS		136	140	0	0	
	SUBTOTALS (STAGE 3A)							10
STAGE 3B	1674+91 - 1677+50	US 41 - NB OUTSIDE		---	60	0	0	
	133+88 - 169+38	US 41 - SB OUTSIDE		237	465	0	0	
	133+88 - 169+38	US 41 - NB OUTSIDE		237	470	0	0	
	169+38 - 184+83	US 41 - NB OUTSIDE		129	180	0	0	
	169+38 - 184+83	US 41 - SB OUTSIDE		129	210	0	0	
	184+83 - 241+04	US 41 - NB OUTSIDE		375	710	0	0	
	184+83 - 241+04	US 41 - SB OUTSIDE		656	720	0	0	
	241+04 - 255+52	US 41 - NB OUTSIDE		121	180	0	0	
	241+04 - 255+52	US 41 - SB OUTSIDE		121	170	0	0	
	255+52 - 264+44	US 41 - NB OUTSIDE		83	130	0	0	
	255+52 - 264+44	US 41 - SB OUTSIDE		83	130	0	0	
	264+44 - 274+00	US 41 - NB OUTSIDE		89	110	0	0	
	274+00 - 276+16	US 41 - NB OUTSIDE		20	20	0	0	
	1674+91 - 276+16	SIDEROADS		49	50	0	0	
	SUBTOTALS (STAGE 3B)							0
STAGE 3C	264+44 - 274+00	US 41 - SB OUTSIDE		89	110	0	0	
	274+00 - 276+16	US 41 - SB OUTSIDE		20	20	0	0	
	SUBTOTALS (STAGE 3C)							0
STAGE 4A	1674+91 - 1677+50	US 41 - NB OUTSIDE		31	0	60	0	
	133+88 - 169+38	US 41 - NB OUTSIDE		317	0	620	0	
	133+88 - 169+38	US 41 - SB OUTSIDE		334	0	650	0	
	169+38 - 184+83	US 41 - NB OUTSIDE		128	0	250	0	
	169+38 - 184+83	US 41 - SB OUTSIDE		151	0	300	0	
	184+83 - 241+04	US 41 - NB OUTSIDE		498	0	980	0	
	184+83 - 241+04	US 41 - SB OUTSIDE		513	0	1,010	0	
	241+04 - 255+52	US 41 - NB OUTSIDE		128	0	250	0	
	241+04 - 255+52	US 41 - SB OUTSIDE		124	0	240	0	
	255+52 - 264+44	US 41 - NB OUTSIDE		94	0	180	0	
	255+52 - 264+44	US 41 - SB OUTSIDE		104	0	200	0	
	264+44 - 274+00	US 41 - NB OUTSIDE		81	0	160	0	
	274+00 - 276+16	US 41 - NB OUTSIDE		18	0	30	0	
	1674+91 - 276+16	SIDEROADS		35	0	70	0	
	SUBTOTALS (STAGE 4A)							0
	CON'T. ON NEXT PAGE							5,000

PROJECT NO: 1150-64-71	COUNTY: MARINETTE	MISCELLANEOUS QUANTITIES	SHEET: 111
FILE NAME: _____	PLOT DATE: _____	PLOT NAME: _____	PLOT SCALE: 1" = 1'

ASPHALTIC ITEMS (CON'T.)

CATEGORY	STAGE	STATION - STATION	LOCATION	TACK COAT	HMA PAVEMENT	HMA PAVEMENT	ASPHALTIC SURFACE	
				GAL	4 HT 58-28 S	4 SMA 58-28 V	TON	
0010	STAGE 4B	264+44 - 274+00	US 41 - NB OUTSIDE	82	0	160	0	
		274+00 - 276+16	US 41 - NB OUTSIDE	14	0	30	0	
SUBTOTALS (STAGE 4B)								0
	STAGE 4C	133+88 - 169+38	US 41 - NB INSIDE	317	0	620	0	
		133+88 - 169+38	US 41 - SB INSIDE	312	0	610	0	
		169+38 - 184+83	US 41 - NB INSIDE	146	0	290	0	
		169+38 - 184+83	US 41 - SB INSIDE	137	0	270	0	
		184+83 - 241+04	US 41 - NB INSIDE	487	0	950	0	
		184+83 - 241+04	US 41 - SB INSIDE	489	0	960	0	
		241+04 - 255+52	US 41 - NB INSIDE & MEDIAN	136	0	270	0	
		241+04 - 255+52	US 41 - SB INSIDE	124	0	240	170	
		255+52 - 264+44	US 41 - NB INSIDE	97	0	190	0	
		255+52 - 264+44	US 41 - SB INSIDE	51	0	100	0	
		264+44 - 274+00	US 41 - NB&SB LANE	127	0	250	0	
		274+00 - 276+16	US 41 - NB&SB LANE	29	0	60	0	
		1674+91 - 276+16	MEDIANS/CROSSOVERS	97	0	190	0	
SUBTOTALS (STAGE 4C)								170
				2,549	0	5,000		
TOTALS				10,502	7,795	10,190	210	

NOTES: HMA PAVEMENT (TYPE) WEIGHT CALCULATIONS ARE BASED ON 112 LB/(SY*IN)
 TACK COAT WAS MEASURED AT A RATE OF 0.07 GAL/SY ON MILLED SURFACES AND 0.05 GAL/SY ON NEW SURFACES

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

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TEMPORARY MARKING LINE EPOXY 6-INCH

CATEGORY	STAGE	STATION	STATION	LOCATION	643.3170	
					(WHITE)	(YELLOW)
					LF	LF
0010	2A	152+90 - 270+83	159+50 - 273+28	RT LT	660 ---	245 ---
SUBTOTALS (STAGE 2A)					660	245
0010	2B	152+91 - 265+75	159+51 - 268+20	RT LT	660 ---	245 ---
SUBTOTALS (STAGE 2B)					0	905
TOTALS					1,810	

CONSTRUCTION STAKING ITEMS

CATEGORY	STATION - STATION	LOCATION	650.4500		650.5000		650.9920	
			CONSTRUCTION STAKING SUBGRADE	CONSTRUCTION STAKING BASE	CONSTRUCTION STAKING SLOPE	CONSTRUCTION STAKING STAKES		
			LF	LF	LF	LF	LF	
0010	1674+91 - 136+85	GUARDRAIL RT	555	555	555	555		
	169+38 - 255+52	SHOULDER LT	---	8,615	---	---		
	169+38 - 209+12	SHOULDER RT	---	3,975	---	---		
	209+12 - 213+69	GUARDRAIL RT	460	460	460	460		
	213+69 - 236+40	SHOULDER RT	---	2,270	---	---		
	241+13 - 255+52	SHOULDER RT	---	1,440	---	---		
	133+89 SB - 138+94 SB	GUARDRAIL LT	510	510	510	510		
	133+89 SB - 184+83 SB	SHOULDER RT	---	5,095	---	---		
	138+94 SB - 184+83 SB	SHOULDER LT	---	4,590	---	---		
	241+04 SB - 255+52 SB	SHOULDER LT	---	1,450	---	---		
	241+04 SB - 255+52 SB	SHOULDER RT	---	1,450	---	---		
TOTALS			1,525	30,410	1,525			

CONSTRUCTION STAKING RESURFACING REFERENCE

CATEGORY	STATION - STATION	LOCATION	650.8000	
			CONSTRUCTION STAKING SUPPLEMENTAL CONTROL	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL
			LF	LF
0010	133+88.67 - 276+16.09	NB	14,230	650.9911.01
	133+88.67 SB - 262+28.80	SB	12,840	EACH
TOTAL			27,070	1

LOOP DETECTORS

CATEGORY	LOCATION	LOOP NO.	# OF TURNS	652.0800		655.0700		655.0800	
				CONDUIT	LOOP DETECTOR	LEAD IN CABLE	LOOP DETECTOR	LOOP DETECTOR	WIRE
				LF	LF	LF	LF	LF	LF
0010	USH 41 & CTH T (S38-0251)	12	5	92	328	468	---	---	---
		21	5	---	433	---	---	---	---
		22	5	77	318	393	---	---	---
		52	3	92	113	284	---	---	---
		61	5	---	738	---	---	---	---
		62	5	77	558	393	---	---	---
TOTALS				338	2,488	1,538			

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PULL BOXES STEEL 12X24-INCH

CATEGORY	LOCATION	653.0105
		EACH
0010	USH 41 & CTH T (S38-0251)	2

SAWING ASPHALT

CATEGORY	STATION - STATION	LOCATION	*690.0150
			LF
0010	1674+91 - 136+85	RT	518
	209+42	RT	3
	213+69	RT	3
	1677+50 SB	LT	3
	138+94 SB	LT	3
	UNDISTRIBUTED		55
TOTALS			585

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.



Proposal Schedule of Items

Proposal ID: 20231212020 Project(s): 1150-64-71

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0032	390.0100 Removing Pavement for Base Patching	69.000 CY	_____.	_____.
0034	390.0405 Base Patching Concrete SHES	69.000 CY	_____.	_____.
0036	416.0610 Drilled Tie Bars	45.000 EACH	_____.	_____.
0038	416.0620 Drilled Dowel Bars	225.000 EACH	_____.	_____.
0040	455.0605 Tack Coat	10,502.000 GAL	_____.	_____.
0042	460.0115.S HMA Pavement Test Strip Volumetrics	1.000 EACH	_____.	_____.
0044	460.0120.S HMA Pavement Test Strip Density	1.000 EACH	_____.	_____.
0046	460.2000 Incentive Density HMA Pavement	11,510.000 DOL	1.00000	11,510.00
0048	460.7224 HMA Pavement 4 HT 58-28 S	7,795.000 TON	_____.	_____.
0050	460.8624 HMA Pavement 4 SMA 58-28 V	10,190.000 TON	_____.	_____.
0052	460.9000.S Material Transfer Vehicle	1.000 EACH	_____.	_____.
0054	465.0105 Asphaltic Surface	335.000 TON	_____.	_____.
0056	465.0110 Asphaltic Surface Patching	100.000 TON	_____.	_____.
0058	465.0315 Asphaltic Flumes	94.000 SY	_____.	_____.
0060	465.0520 Asphaltic Rumble Strips, Shoulder	1,036.000 LF	_____.	_____.
0062	520.1018 Apron Endwalls for Culvert Pipe 18-Inch	2.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20231212020 Project(s): 1150-64-71

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0244	655.0700 Loop Detector Lead In Cable	2,488.000 LF	_____.	_____.
0246	655.0800 Loop Detector Wire	1,538.000 LF	_____.	_____.
0248	690.0150 Sawing Asphalt	5,677.000 LF	_____.	_____.
0250	690.0250 Sawing Concrete	452.000 LF	_____.	_____.
0252	740.0440 Incentive IRI Ride	43,120.000 DOL	1.00000	43,120.00
0254	SPV.0090 Special 01. Concrete Joint and Crack Cleaning and Repair	2,055.000 LF	_____.	_____.
0256	SPV.0090 Special 02. Concrete Curb & Gutter 18-Inch Type J	3,168.000 LF	_____.	_____.
0258	204.0110 Removing Asphaltic Surface	1,135.000 SY	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.

