

# HIGHWAY WORK PROPOSAL

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

Proposal Number: **015**

<u>COUNTY</u>	<u>STATE PROJECT</u>	<u>FEDERAL</u>	<u>PROJECT DESCRIPTION</u>	<u>HIGHWAY</u>
Outagamie	1130-66-76	N/A	Appleton - De Pere; CTH N Intchg	CTH N

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

Proposal Guaranty Required: \$100,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: May 14, 2024 Time (Local Time): 11:00 am	Firm Name, Address, City, State, Zip Code  <div style="text-align: center;"><b>SAMPLE NOT FOR BIDDING PURPOSES</b></div>
Contract Completion Time December 13, 2024	
Assigned Disadvantaged Business Enterprise Goal <b>0%</b>	
This contract is exempt from federal oversight.	

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

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

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

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

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

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

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

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

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

Notary Seal

<b>Type of Work:</b>		<b>For Department Use Only</b>	
Grading, Base, Concrete Pavement, Asphalt Pavement, Culvert Pipe, Curb and Gutter, Sidewalk, Storm Sewer, Guardrail, Fencing, Bridge Rehabilitation, Signs, Sign Structures, Pavement Markings, Traffic Signals, Street Lighting.			
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](http://www.bidx.com) web site or by contacting:

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

- (5) The department will address equipment and process failures, if the bidder can demonstrate that those failures were beyond their control.
- (6) Contractors are responsible for checking on the issuance of addenda and for obtaining the addenda. Notice of issuance of addenda is posted on the department's web site at:

<https://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**

**NOTARY FOR SURETY**

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

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

State of Wisconsin )  
 ) ss.  
 \_\_\_\_\_ County )

State of Wisconsin )  
 ) ss.  
 \_\_\_\_\_ County )

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

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

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

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

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

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

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

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

**Notary Seal**

**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.

# Special Provisions

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## STSP'S Revised January 5, 2024

### SPECIAL PROVISIONS

#### 1. Administrative.

##### 1.1. General.

Perform the work under this construction contract for Project 1130-66-76, Appleton – De Pere, CTH N Intchg, CTH N, Outagamie 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 (20240105)

##### 1.2. Scope of Work.

The work under this contract shall consist of grading, base aggregate dense, select crushed material, HMA pavement, concrete pavement, Structure B-44-0179 modifications, concrete curb & gutter, storm sewer, pavement marking, signing, traffic control, traffic signals and lighting, ITS/FTMS, erosion control, finishing items, and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

##### 1.3. Other Contracts.

The following projects will be under construction concurrently with the work under this contract. Coordinate trucking activities, detours, work zone traffic control, roadway and lane closures, and other work items as required with other contracts.

**CTH CC, Project 1130-66-83:** Appleton – De Pere, Rose Hill Road/CTH CC Overpass, CTH CC in Outagamie County. Proposed work includes replacement of the bridge over IH 41 and reconstructing CTH CC/Rose Hill Road. Work under this contract is anticipated to begin in May 2024, with completion anticipated in October 2024. During construction, CTH CC/Rose Hill Road will be closed to through traffic, with no posted detour. During construction, lane closures and full freeway closures are anticipated. Coordinate activities with Project 1130-66-83.

**IH 41, Project 1130-64-76:** Appleton – De Pere, Northland/WIS 15 Intchg B440315/16 in Outagamie County. Proposed work includes reconstruction of the IH 41/STH 15 interchange including replacement of the STH 15 bridges over IH 41, and pavement widening along IH 41. Work under this contract is anticipated to begin in September 2024, with completion anticipated in November 2025. STH 15 will be closed during construction with a posted detour route following CTH CB, STH 96 and CTH A. Lane closures will be used on IH 41. There is no anticipated impact to this contract.

**IH 41, Project 1130-64-81:** Appleton – De Pere, Capitol Dr Overpass in Outagamie County. Proposed work includes replacement of the Capitol Drive bridge structure over IH 41 and reconstruction of the approach roadways. Work under this contract is anticipated to begin in April 2024, with completion anticipated in September 2024. Capitol Drive will be closed to traffic during construction. Single lane closures will be used along IH 41 to facilitate construction, and full freeway closures will be used during off peak hours to facilitate bridge demolition. There is no anticipated impact to this contract.

**Southbridge Interchange, Project 1130-68-81:** Appleton – De Pere, SBC Early Fill & Frontage Roads in Brown County. Proposed work includes early embankment placement and frontage road reconstruction for the proposed southbridge interchange. Work under this contract is anticipated to begin in July 2024, with completion anticipated in July 2025. Mid Valley Drive will be closed to through traffic for portions of the construction project, both French Road and CTH GV will be closed to through traffic throughout construction. There is no anticipated impact to this contract.



**East Evergreen Drive, Holland Road to Vandenbroek Road:** East Evergreen Drive in the Village of Little Chute. Proposed work includes reconstructing the roadway. Work under this contract is anticipated to begin in spring 2024, with completion anticipated in fall 2024. The roadway is anticipated to be detoured during the contract. Coordinate activities with the Village of Little Chute, (920) 423-3865.

ner41-105 (12052023)

#### **1.4. Work by Others.**

At the intersection of IH 41 SB & CTH N, IH 41 NB & CTH N the Wisconsin Department of Transportation Northeast Region Electrical Unit, (920) 366-7521, will perform the following work:

- Provide and install the Microwave detectors and cables.
- Terminate all electrical wire in the signal control cabinet.

#### **1.5. Notice to Contractor, Project Storage and Staging Areas.**

*Supplement standard spec 106.4(2) and 107.9 with the following:*

To accommodate staged construction of the department planned contracts for the IH 41 corridor expansion project, the department will implement a review and approval process for use of storage and staging areas within the right-of-way and adjacent to the project.

Equipment and materials can be stored within the slope intercepts shown on the plan and within the footprint of the roadway or structures within the project limits. Storage of equipment and materials will not be allowed in areas which are restricted by traffic and other requirements provided in the special provisions.

Make any requests for storage and staging areas located outside of the slope intercepts or outside of the proposed roadway and structure footprints to the engineer. The request should include the anticipated date for occupying the area, the anticipated date for vacating the area, and a proposed restoration plan for the area. The planned project storage and staging areas shall be submitted to the engineer for review and approval a minimum of 14 calendar days prior to the anticipated implementation. Review by the engineer does not constitute approval.

ner41-106 (12052023)

#### **1.6. Notice to Contractor, Electronic Load Tickets.**

*Replace standard spec 109.1.4.3 (1) with the following:*

Submit an electronic ticket for each load of material for the following bid items:

502.0100 Concrete Masonry Bridges

Include the information as specified in 109.1.4.2 on each electronic ticket. If there is a failure in the electronic ticket system, provide a printed ticket for each load of material as a substitute for electronic tickets.

#### **1.7. Notice to Contractor, Safety and Personnel Identification Program.**

All workers shall wear OSHA and ANSI compliant safety head protection, safety glasses, safety-toe protective footwear, and safety vest at all times while within the project footprint.

The contractor and respective subcontractors shall provide a copy of their current Company Safety Plans to the department at the preconstruction meeting. All workers shall comply with the Safety Plans of their employer.

All contractor personnel will be required to register in the program prior to performing work. Valid photo identification which includes unexpired driver's license, government issued identification cards, military identification, passport, or other identification approved by the department will be required to register. All personnel registered will be issued a hard hat sticker with an identification number by the department. Stickers shall be placed in a visible location on the hard hat. Register at the IH 41 corridor field office during normal business hours.

Noncompliance with this contract provision may result in removal of contractor personnel from the project or suspension of work according to standard spec 108.6 applicable under the contract.

ner41-108 (12052023)

### **1.8. Notice to Contractor, Containment System.**

The contractor shall provide a containment system throughout bridge construction over live traffic lanes capable of protecting underlying facilities and vehicles from falling construction debris, as approved by the engineer. The containment system shall be in place before beginning operations that may generate debris. Operations may include but not limited to; false decking installation, deck repair, parapet removal, and deck and parapet pours. The containment system is incidental to the bridge construction items.

ner41-108 (12052023)

### **1.9. Notice to Contractor, Right-of-Way Fencing.**

Maintain existing right-of-way fencing, as shown in plans, until construction operations require removal, or as directed by the engineer. Notify the department 7 calendar days in advance of existing fence removal. Do not remove any existing fence without prior approval from the engineer.

Provide temporary connections between existing and proposed fencing as needed to maintain continuous right-of-way fencing at all times. A quantity of Fence Safety has been included in the contract for this purpose.

Submit a fence staging plan to the engineer detailing existing fence removal, proposed fence placement, and temporary fence use. Temporary fencing use to be kept to a minimum. Staging of installation shall provide adequate measures to protect the general public.

Maintain all existing freeway right-of-way fencing or temporary fencing disturbed by operations.

ner41-616 (12052023)

### **1.10. Notice to Contractor, Containment System.**

The contractor shall provide a containment system throughout bridge construction over live traffic lanes capable of protecting underlying facilities and vehicles from falling construction debris, as approved by the engineer. The containment system shall be in place before beginning operations that may generate debris. Operations may include but not limited to; false decking installation, deck repair, parapet removal, and deck and parapet pours. The containment system is incidental to the bridge construction items.

ner41-108 (12052023)

### **1.11. Notice to Contractor, Roadway Maintenance During Construction.**

*Supplement 104.6.1 of the standard specifications with the following:*

Assist with maintenance of existing roadways and bridges, including work to maintain the existing freeway and local streets during construction and accommodating local repair forces within the work zones. The department will pay for necessary work and materials at the contract unit prices of the bid items used or as extra work if the necessary bid items are not included in the contract.

ner41-100 (031824)

### **1.12. Field Facilities.**

The department will provide primary field facilities for this project located at 3600 Commerce Court, Appleton, WI 54911.

The contractor is required to schedule and attend all meetings at the department provided field office facility. Formal meetings, unless otherwise specified, will not be scheduled at any offsite locations other than the field facility provided by the department.

ner41-105 (12052023)

## 2. Prosecution and Progress.

### 2.1. Prosecution and Progress.

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

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

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

The contract time for completion is based on an expedited work schedule and may require extraordinary forces and equipment.

Stockpile excess fill material and cleared and grubbed material on upland areas an adequate distance, as approved by the engineer, away from wetlands, storm sewer inlets, floodplains, and the waterways. Provide erosion control devices for stockpiled soil to avoid erosion and nuisance dust emissions.

### Construction Overview

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 ahead within the proposed construction staging unless modifications to the staging and schedule are approved in writing by the engineer. Staging modifications shall address traffic and construction.

Construct the project in four main phases, with some phases and subphases being constructed concurrently, as follows and as shown in the plans.

#### Phase 1A:

- Work Activities
  - At CTH N & Moasis Drive / Patriot Drive intersection, construct temporary pavement in southeast quadrant and in existing corrugated median in west leg.
- Vehicular Traffic
  - IH 41: Maintain two lanes of traffic in each direction.
  - IH 41 / CTH N ramps: Maintain traffic on exit and entrance ramps.
  - CTH N: Maintain traffic except close the northbound outside lane.
  - Moasis Drive / Patriot Drive: Maintain traffic in one lane each direction by closing the center portion of the west leg, and by closing the eastbound outside lane on the east leg.
- Pedestrian Traffic
  - CTH N: Maintain pedestrian traffic as shown in the plans.

#### Phase 1B:

- Work Activities
  - Remove the existing CTH N median island noses at approximately Station 61'N'+10 LT and Station 67'N'+15 LT and place temporary pavement.
  - Begin work on CTH N from Station 56+96.16 to the north, except do not work in the ramp intersections and do not work on bridge B-44-0179.
  - Do not perform work on the IH 41 / CTH N ramps, and through the intersections of CTH N with the ramps, until the partial bridge deck demolition is performed in Phase 1C.

- Vehicular Traffic
  - IH 41: Maintain two lanes of traffic in each direction except when lane closures are allowed as stated within these special provisions.
  - IH 41 / CTH N ramps: Closed to traffic and detoured.
  - CTH N: Closed to traffic and detoured.
  - Moasis Drive / Patriot Drive: Maintain one lane of east-west traffic in each direction through the south half of the intersection.
- Pedestrian Traffic
  - CTH N: Maintain pedestrian traffic as shown in the plans.

#### Phase 1C:

- Work Activities
  - Perform partial bridge deck demolition on B-44-0179. Do not perform work on the IH 41 / CTH N ramps, and through the intersections of CTH N with the ramps, until the partial bridge deck demolition is completed.
  - Continue work on CTH N from Station 56+96.16 to the north, except do not work in the ramp intersections.
- Vehicular Traffic
  - IH 41: While performing the partial bridge deck demolition on B-44-0179, utilize a full freeway closure on IH 41 northbound and southbound, detouring traffic along the IH 41 / CTH N exit and entrance ramps. Up to two nights of full freeway closures will be allowed for this purpose according to the requirements of the Traffic article. At all other times, maintain two lanes of traffic in each direction except when lane closures are allowed as stated within these special provisions.
  - IH 41 / CTH N ramps: Closed to traffic and detoured, except when used as the detour route for the IH 41 full freeway closure for the partial bridge deck demolition on B-44-0179.
  - CTH N: Closed to traffic and detoured.
  - Moasis Drive / Patriot Drive: Maintain one lane of east-west traffic in each direction through the south half of the intersection.
- Pedestrian Traffic
  - CTH N: Maintain pedestrian traffic as shown in the plans.

#### Phase 1D:

- Work Activities
  - Complete work on CTH N from Station 56+96.16 to Station 62+89.30, except permanent above-ground traffic signal monotube work may be completed in Phase 4. Continue work on CTH N from Station 62+89.30 to the north.
  - Begin and complete work on the IH 41 / CTH N northbound exit and entrance ramps.
  - Begin work on bridge B-44-0179.
  - Begin work on the IH 41 / CTH N southbound exit and entrance ramps.
- Vehicular Traffic
  - IH 41: Maintain two lanes of traffic in each direction except when lane closures are allowed as stated within these special provisions.
  - IH 41 / CTH N ramps: Closed to traffic and detoured.
  - CTH N: Closed to traffic and detoured.
  - Moasis Drive / Patriot Drive: Maintain one lane of east-west traffic in each direction through the south half of the intersection.

- Pedestrian Traffic
  - CTH N: Maintain pedestrian traffic as shown in the plans.

### Phase 2

- Work Activities
  - Begin and complete work on CTH N from Station 56+10.55 to Station 56+96.16.
  - Continue work on CTH N from Station 62+89.30 to the north.
  - Continue work on bridge B-44-0179.
  - Continue work on the IH 41 / CTH N southbound exit and entrance ramps.
- Vehicular Traffic
  - IH 41: Maintain two lanes of traffic in each direction except when lane closures are allowed as stated within these special provisions.
  - IH 41 / CTH N ramps: Maintain traffic on northbound exit and entrance ramps. Southbound exit and entrance ramps are closed to traffic and detoured.
  - CTH N: Maintain traffic from Station 56+96.16 through Station 61+50 as shown in the plans, one lane northbound and one lane southbound. From Station 61+50 to north, roadway is closed and detoured.
  - Moasis Drive / Patriot Drive: Maintain one lane of east-west traffic in each direction through the north half of the intersection.
- Pedestrian Traffic
  - CTH N: Maintain pedestrian traffic as shown in the plans.

### Phase 3

- Work Activities
  - Complete work on CTH N from Station 62+89.30 to the north, except permanent above-ground traffic signal monotube work may be completed in Phase 4. Install and turn on temporary above-ground traffic signals as shown in the plans.
  - Complete work on bridge B-44-0179.
  - Complete work on the IH 41 / CTH N southbound exit and entrance ramps.
- Vehicular Traffic
  - IH 41: Maintain two lanes of traffic in each direction except when lane closures are allowed as stated within these special provisions.
  - IH 41 / CTH N ramps: Maintain traffic on northbound exit and entrance ramps. Southbound exit and entrance ramps are closed to traffic and detoured.
  - CTH N: Maintain traffic from Station 56+96.16 through Station 61+50 as shown in the plans, one lane northbound and two lanes southbound. From Station 61+50 to north, roadway is closed and detoured.
  - Moasis Drive / Patriot Drive: Maintain traffic in all directions.
- Pedestrian Traffic
  - CTH N: Maintain pedestrian traffic as shown in the plans.

### Phase 4

- Work Activities
  - Begin and complete permanent above-ground traffic signal monotube work.
- Vehicular Traffic
  - Maintain traffic in final permanent configurations on all roadways, ramps, and intersections, except as follows.

- During overnight hours, traffic may be restricted as follows:
  - § IH 41 / CTH N ramps: Maintain traffic on exit and entrance ramps. Shoulders, and turn lanes at ramp terminals, may be closed if approved by the engineer.
  - § CTH N: Maintain at least one lane of traffic in each direction. Single lanes, turn lanes, and shoulders may be closed if approved by the engineer.
  - § IH 41 / CTH N ramp intersections: While working on above-ground traffic signal monotube work, the intersections may be signed as temporary all-way stop.
- Overnight hours are defined as:
  - § Monday – Thursday 8:00 PM to 5:00 AM
  - § Friday 8:00 PM – Saturday 7:00 AM
  - § Saturday 8:00 PM – Sunday 8:00 AM
  - § Sunday 8:00 PM – Monday 5:00 AM
- Pedestrian Traffic
  - CTH N: Maintain pedestrian traffic on all sidewalks at all times.

Prior to closing and detouring CTH N, complete all railroad crossing and railroad crossing signing/pavement marking improvements along the detour route, as indicated in the plans.

Prior to the partial bridge deck demolition work in Phase 1C and using the IH 41 / CTH N exit and entrance ramps for the full freeway closure, cover or remove existing signs which would conflict with the through-only movements for the detours on the ramps and cover or remove existing traffic signals. Remove the existing traffic signals in Phase 1B, 1C, or 1D. Reuse some of the signal hardware as indicated in the plans and special provisions for temporary traffic signals.

In Phases 1 and 2, at the CTH N & Moasis Drive / Patriot Drive intersection, construct the curb ramps one quadrant at a time, with pedestrians accommodated as shown in the plans.

In Phases 1, 2, and 3, at the IH 41 / CTH N ramp intersections, construct the curb ramps and sidewalk while the pedestrian traffic is detoured to the other side, as shown in the plans.

In Phase 3, perform the methacrylate flood seal in stages to maintain pedestrian traffic on one sidewalk on the bridge at a time.

### **Migratory Birds**

No evidence of swallow or other migratory bird nests have been observed on or under the following structures(s) during the preconstruction inspection. However, if nesting is later observed prior to or during construction, the contractor shall implement avoidance/deterrent measures or obtain a depredation permit. All active nests (when eggs or young are present) of migratory birds are protected under the federal Migratory Bird Treaty Act. The nesting season for swallows and other birds is from April 15 to August 31.

- B-44-0179

### **Interim Completion and Liquidated Damages – CTH N Station 56+96.16 to 62+89.30 and IH 41 / CTH N Northbound Ramps: August 29, 2024**

Complete construction operations on CTH N from Station 56+96.16 to 62+89.30, and on IH 41 / CTH N Northbound Ramps, as shown in the plans, to the stage necessary to reopen them to through traffic by August 29, 2024. Do not reopen until completing the following work: all work except permanent above-ground traffic signal monotube work.

If the contractor fails to complete the work necessary to reopen CTH N from Station 56+96.16 to 62+89.30, and IH 41 Northbound Ramps, to traffic by August 29, 2024, the department will assess the contractor \$18,250 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 12:01 AM on August 30, 2024. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

## **Interim Completion and Liquidated Damages – CTH N Station 56+10.55 to 56+96.16: 14 Calendar Days**

At the beginning of Phase 2, close CTH N from Station 56+10.55 to 56+96.16 to through traffic for a maximum of 14 calendar days. Do not reopen until completing all work, as shown in the plans.

If the contractor fails to complete the work necessary to reopen CTH N from Station 56+10.55 to 56+96.16 to traffic within 14 calendar days, the department will assess the contractor \$5,000 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 14 calendar days. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

## **Interim Completion and Liquidated Damages – CTH N Station 62+89.30 to 70+34.30 and IH 41 / CTH N Southbound Ramps: September 20, 2024**

Complete construction operations on CTH N Station 62+89.30 to 70+34.30, and on IH 41 / CTH N Southbound Ramps, as shown in the plans, to the stage necessary to reopen it to through traffic by September 20, 2024. Do not reopen until completing the following work: all work except permanent above-ground traffic signal monotube work.

If the contractor fails to complete the work necessary to reopen CTH N Station 62+89.30 to 70+34.30 and IH 41 / CTH N Southbound Ramps to traffic by September 20, 2024, the department will assess the contractor \$10,000 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 12:01 AM on September 21, 2024. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

## **2.2. Lane Rental Fee Assessment.**

### **A General**

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

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

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

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

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

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

- \$3,000 per lane, per direction of travel, per hour broken into 15-minute increments

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

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

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

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

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

stp-108-065 (20161130)

### **2.3. Notice to Contractor, Multiple Mobilizations.**

The contractor is advised that there may be multiple mobilizations for such items as traffic control, detours, signing items, temporary pavement markings and other incidental items related to the staging. The department will make no additional payment for said mobilizations.

ner41-100 (12052023)

### **2.4. Tree removal.**

Tree removal is completed by others. Notify the engineer of any trees not identified in the plan that require removal. No trees will be removed without the approval of the engineer. Tree removal may occur after October 31 and prior to April 1. Tree removal outside of this time frame is not allowed.

ner41-100 (12052023)

## **3. Meetings.**

### **3.1. Partnering Meetings Monthly.**

#### **A Description**

The department will implement mandatory monthly leadership partnering meetings. Unless the department and contractor agree otherwise, the contractor, project design engineers, and department field personnel shall meet monthly from project start until the contractor accepts the tentative final estimate. The contractor and department field personnel may mutually agree to invite other attendees.

The department will develop all meeting agendas and compile all meeting notes to be shared with the meeting attendees.

This meeting is intended to facilitate a cooperative team environment that defines roles and responsibilities, determines common goals and objectives, and provides a platform to build trust and accountability. Meeting topics may include:

- (1) Issue and risk management
- (2) Dispute resolution procedures
- (3) Safety
- (4) Public outreach
- (5) Traffic management
- (6) Cost reducing incentives
- (7) Claim resolution
- (8) Scheduling issues
- (9) Quality control

All cost associated with these meetings are incidental to the contract work.

ner41-103 (12052023)

### **3.2. Coordination with Businesses and Residents.**

Participate in department-sponsored public involvement meetings as directed by the engineer. Ensure that representatives of subcontractors responsible for activities to be discussed at the public involvement meeting are also available to participate in the meeting if directed by the engineer.



The department will schedule meetings as necessary and will notify the contractor seven days prior to the meeting date of the time and location of the meeting such that the contractor can make appropriate accommodations to attend the meeting.

Anticipated meetings include, but are not limited to:

- (1) Quarterly basis
- (2) Before each traffic shift
- (3) Access changes
- (4) Long term closures
- (5) As directed by the engineer

ner41-105 (12052023)

### **3.3. Traffic Meetings and Traffic Control Scheduling.**

Every Wednesday by 10:00 AM, submit a detailed proposed 2-week look-ahead traffic closure schedule to the engineer. Type the detailed proposed 2-week look-ahead closure schedule into an excel spreadsheet provided by the engineer. Enter information such as closure dates, duration, work causing the closure and detours to be used. Also enter information such as ongoing long-term closures, emergency contacts and general 2-month look-ahead closure information into the excel spreadsheet.

The prime contractor and traffic control contractor are required to attend traffic control meetings as scheduled by the engineer. The meeting will bring local agencies, project stakeholders, owner managers, owner engineers, contractors, document control and construction engineering personnel together to discuss traffic staging, closures and general impacts. Upon obtaining feedback from the meeting attendees, edit, delete and add information to the detailed 2-week look-ahead closure schedule, as needed. Submit the revised 2-week look-ahead to the engineer.

Obtain approval from the engineer for any mid-week changes to the closure schedule. Revise the 2-week look-ahead as required and obtain engineer approval.

ner41-105 (12052023)

## **4. Traffic and Restrictions to Work.**

### **4.1 Traffic.**

#### **General**

The construction sequence, including the associated traffic control, shall be substantially accomplished as detailed in the Traffic Control Plans, and described herein.

Maintain emergency vehicle access at all times. Attend weekly construction meetings to provide updates on available emergency access routes.

Prior to any traffic control being placed, provide engineer, Wisconsin State Patrol and Outagamie County highway department(s) with the name and telephone number of local person responsible for the emergency maintenance of traffic control.

Unless detailed in the plans, do not begin or continue any work that closes traffic lanes outside of the allowed time periods specified in this article.

No lane or shoulder closures will be permitted during Special Events listed below or over holiday weekends listed under the Holiday Work Restrictions article.

Shoulders may be closed if required by the work operation, but the right and left shoulder may not be closed in the same area at the same time without the approval of the engineer.

At least five days prior to implementing the detour route, contact WisDOT Signal Operations at (920) 366-8033 to modify signal timing along the detour route.

#### **Freeway Service Team (FST)**

The department has contracted with a private towing vendor to patrol parts of IH 41 during peak hours, holidays and special events. To improve safety and minimize delay, contact 911 immediately for breakdowns or incidents in or near the construction work zone. The FST will be dispatched directly to the scene to aid the vehicles that need to be removed.

### Freeway Traffic Control Meeting

The contractor shall conduct a traffic control meeting before:

1. Initial traffic control set up.
2. Intermediate traffic switches.
3. Full freeway closures.
4. Reopening of the highway to traffic.
5. Closures involving multiple projects or over-lapping project limits.

Notify the IH 41 Traffic Management Engineer, Susan Paulus, at (414) 460-3409 seven business days before setting up the meeting.

### Freeway Work Restrictions

Maintain the following lanes during work on each roadway unless otherwise allowed. Each hour shown in the lane requirement tables is defined as a sixty-minute period (example: Hour 7 is the period from 7:00 to 7:59).

Freeway/Expressway Lane Requirements																										
Limits:	Northbound IH 41, project 1130-66-76																									
	AM												PM													
From Hour to Hour	1	2	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Monday through Thursday	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1
Friday	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	
Saturday	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	
Sunday	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	
Limits:	Southbound IH 41, project 1130-66-76																									
	AM												PM													
From Hour to Hour	1	2	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Monday through Thursday	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	
Fridays	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	
Saturdays	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	
Sundays	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	
Legend																										
1	Provide at least one through freeway lane open in each direction of travel																									
2	Open all IH 41 lanes to travel																									

## Full Freeway Closure Hours

### NB and SB Lanes

11:00 PM – 4:30 AM

Sunday PM to Monday AM, Monday PM to Tuesday AM, Tuesday PM to Wednesday AM, Wednesday PM to Thursday AM and Thursday PM to Friday AM

11:00 PM – 6:00 AM

Friday PM to Saturday AM and Saturday PM to Sunday AM

No lane or shoulder closures will be permitted during Special Events listed below or over holiday weekends listed under the Holiday Work Restrictions article.

Shoulders may be closed if required by the work operation, but the right and left shoulder may not be closed in the same area at the same time without the approval of the engineer.

## Full Freeway Closure

Full closure and detouring of freeway roads will be restricted to Full Freeway Closure/Hours unless otherwise specified. The freeway may be closed to facilitate the removal/demolition of structures, deck pours, or other work approved by the engineer. Provide signed detour routes using the IH 41 / CTH N exit and entrance ramps as shown in the plans, fully open and free of construction during all full roadway closures. Do not store equipment or materials on the IH 41 / CTH N ramps when using the ramps for full freeway closures.

Bridge superstructure demolition activities will require a full freeway closure in both directions. These closures are to be utilized only for bridge demolition for the following locations:

- CTH N Bridge B-44-0179 partial deck demolition

Submit requests for closures 14 calendar days prior to the planned closure events. Notify State Patrol 7 calendar days prior to closures.

## Wisconsin Lane Closure System Advance Notification

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

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

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

## Portable Changeable Message Signs (PCMS)

After coordinating with department construction field staff, obtain approval of the proposed message from the IH 41 Traffic Management Engineer, Susan Paulus, at (414) 460-3409 at least 3 business days before deploying or changing a message on a PCMS board.

The following are requirements for deploying PCMS boards:

- 7 days in advance of a full freeway closure.

- 7 days advance of a service ramp closure.
- Long-term daytime contractor access points on IH 41.
  - Use PCMS board for first 7 days for each acceleration/deceleration lane is used.
  - Fixed signage used after first 7 days has expired.
- 7 days in advance of a local road closure

### **Portable Speed Trailers**

The Wisconsin State Patrol (State Patrol) will be supplying and operating portable speed trailers during the construction of this project. These portable units will be parked inside and outside the construction limits to help assist with law enforcement during the construction activities.

The State Patrol and department will coordinate the placement of these devices with the contractor. The contractor will be required to accommodate the placement of these devices within the project. The general accommodations include an area to park the devices but still visible to traffic and access to and from the devices. Accommodation of these devices and necessary coordination with the State Patrol and department is incidental to other items of work under this contract and no additional compensation will be made to accommodate these devices with the project area. Coordinate with the IH 41 Traffic Management Engineer, Susan Paulus, at (414) 460-3409, for specific details regarding the portable speed trailers.

### **Temporary Work Zone Clear Zone Working Restrictions**

The temporary work zone clear zone for this project for IH 41, and for the IH 41 / CTH N ramps when open to traffic, is 18-feet from the edge of traveled way.

Do not perform work within the clear zone unless protected by concrete barrier temporary precast or a lane closure during the allowed closure periods.

Do not perform work in the IH 41 median at any time unless protected by a lane closure in both directions as allowed during lane closure periods.

*Supplement standard spec 104.6.1.2.3 with the following:*

For IH 41, and for the IH 41 / CTH N ramps when open to traffic, if a drop-off greater than 2-inches occurs within the 18-foot clear zone, eliminate the drop-off prior to completing that day's work. Unless the special provisions specify otherwise, provide aggregate shoulder material compacted to a temporary 3:1 or flatter cross slope from the surface of the pavement edge.

*Supplement standard spec 104.6.1.2.4 (1) with the following:*

For IH 41, park equipment a minimum of 30-feet from the edge of the IH 41 traveled way. Equipment may be parked in the IH 41 median if it meets the minimum distance requirement from both traveled ways or if it is protected by concrete barrier.

Do not perform heavy equipment work within 18 feet of the edge of the IH 41 traveled way unless protected by concrete barrier or a lane closure during the allowed closure periods.

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.

### **Business Property Access**

Maintain access to properties along Moasis Drive and Patriot Drive for businesses and emergency vehicles at all times. After CTH N is reopened to traffic between Moasis Drive / Patriot Drive and the IH 41 / CTH N northbound ramps, maintain access to properties along CTH N for businesses and emergency vehicles.

Notify each business on the property a minimum of 5 business days prior to any driveway closures.

## **IH 41 Traffic**

Submit any traffic control change request to the engineer at least 72 hours prior to an actual traffic control change. A request does not constitute approval.

## **Freight Width Restrictions**

IH 41 is designated WisDOT Freight Network Route. During periods no lane closures are allowed, maintain a width restriction no less than 16 feet in each direction. Movement of OSOW freight is scheduled to occur during this construction project that will require a minimum of 16 feet of horizontal clearance.

Enter in the correct minimum width restriction in Wisconsin Lane Closure System.

## **Construction Access**

Unless shown in the plans, contractors must propose all access points a minimum of 14-days in advance for approval by the engineer.

During the period when lane closures are allowed on IH 41, access into the ramp work zones from IH 41 can be made from the closed lane, subject to the approval of the engineer. Construction traffic from the work zone entering IH 41 shall use an approved acceleration lane or run out of the closed lane. All construction traffic re-entering IH 41 must come to within 10 mph of posted speed before re-entering the live IH 41 lane.

During the period when lane closures are not allowed on IH 41, no access into the work zones from IH 41 will be allowed.

Construction traffic cannot travel counter-directional adjacent to IH 41 traffic except behind temporary concrete barrier.

## **General Access**

U-Turns at existing maintenance crossovers will be allowed when lane closures are in place for inside northbound and southbound.

Construction operations affecting the traveling public's safety on IH 41 will not be allowed during snow and ice conditions, or any other adverse weather conditions, unless approved by the engineer.

If a 2-mile spacing between lane closures is not attainable, the upstream lane closure project/contractor shall extend that closure into the downstream closure.

## **Construction Overview**

See the article Prosecution and Progress for a construction overview. Maintain traffic or close roadways to traffic as detailed in the article Prosecution and Progress, the plans, and as described within these Special Provisions.

ner41-104 (12052023)

### **4.2 Temporary Regulatory Speed Limit Reduction – IH 41.**

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).

ner41-643 (12052023)

#### 4.3 Holiday and Special Event Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of highway carrying IH 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 may impede the free flow of traffic.

These restrictions apply to the following special event periods:

- § Lambeau Field events with anticipated attendance of 30,000 or more:
  - IH 41 Northbound
    - § Begin – 5 hours prior to the posted start time of the event.
    - § End – At the posted start time of the event.
  - IH 41 Southbound
    - § Begin – At the posted start time of the event.
    - § End – 8 hours after the posted start time of the event.

During special events, do not haul materials of any kind along or across any portion of the following marked State Trunk Highway including:

- (1) STH 441
- (2) STH 96
- (3) STH 47
- (4) STH 15
- (5) STH 55

These restrictions apply to the following holidays:

- 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;
- From noon Friday, November 22, 2024, to 6:00 AM Monday, November 25, 2024 for Gun Deer Season;
- From noon Wednesday, November 27 to 6:00 AM Monday, December 2, 2024 for Thanksgiving.

During holidays, do not haul materials of any kind along or across any portion of the following marked State Trunk Highway including:

- STH 441

Prior to preparing bids, verify the dates of each event listed to obtain current dates for work restrictions.

ner41-107 (12052023)

#### 4.4 Public Convenience and Safety.

*Delete standard spec 107.8 (4) and replace with the following:*

Notify the following organizations and departments at least 72 hours before road closures or detours are put into effect:

##### State of Wisconsin:

- (1) Wisconsin State Patrol (920) 929-3700

##### Outagamie County

###### Outagamie County

- (1) Highway Department (920) 832-5673
- (2) Public Safety Communications (920) 832-5000
- (3) Sheriff's Department (920) 832-5605

Village of Little Chute

- (1) Department of Public Works (920) 423-3865
- (2) Fox Valley Metropolitan Police Department (920) 788-7505
- (3) Fire Department (920) 788-7399
- (4) Little Chute Area School District (920) 788-7605

City of Kaukauna

- (1) Department of Public Works (920) 766-6337
- (2) Police Department (920) 766-6333
- (3) Fire Department (920) 766-6320
- (4) Kaukauna Area School District (920) 766-6100

Town of Vandebroek

- (1) Served by Outagamie Sheriff’s Department (920) 832-5605
- (2) Vandebroek – Kaukauna Fire Department (920) 419-6320
- (3) Kaukauna – Vandebroek First Responders (920) 213-8665
- (4) Served by Kaukauna Area School District (920) 766-6100

The Outagamie County Public Safety Communications 911 dispatches all area police, fire and ambulance services, and will relay any notification given by the contractor in the event of an emergency.

ner41-107 (12052023)

**4.5 Hauling Restrictions.**

Do not haul materials of any kind on any local roads without approval of the local Maintaining Authority and the department. Provide any proposals to haul on local roads with a written agreement between the contractor and the respective Maintaining Authority. Submit a letter to the department from the Maintaining Authority in agreement to the hauling prior to hauling. Contact the respective Maintaining Authority prior to bidding for approval of haul routes.

At all times, conduct operations in a manner that will cause minimum disruption to traffic on existing roadways.

This provision does not reduce or eliminate the contractor responsibility from restoring local roads under the item maintenance and repair of haul roads.

**4.6 Local Street Work Restrictions.**

Existing trees, street light poles, hydrants and other utility poles are to remain in place during construction unless otherwise noted in the plans or special provisions. Conduct an on-site visit prior to bidding to determine any special measures required for proper clearance between the trees, hydrants and poles and the paving equipment.

Keep sidewalks open unless otherwise shown on the plans. Maintain pedestrian access to adjacent properties, businesses, schools, and at bus stops or provide where necessary, as directed by the engineer. Protect pedestrians from debris at all times when sidewalks are open.

Provide adequate temporary sidewalk and bridging between the curb and right-of-way line over freshly paved concrete or other obstructions in the sidewalk area, as directed by the engineer.

ner41-643 (12052023)

**4.7 Nighttime Work Lighting-Stationary.**

**A Description**

This special provision describes furnishing portable lighting as necessary to complete nighttime work. Nighttime operations consist of work specifically scheduled to occur after sunset and before sunrise.

**B (Vacant)**

**C Construction**

**C.1 General**

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

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

1. Layout, including location of portable lighting – lateral placement, height, and spacing. Clearly show on the layout the location of all lights necessary for every aspect of work to be done at night.
2. Specifications, brochures, and technical data of all lighting equipment to be used.
3. The details on how the luminaires will be attached.
4. Electrical power source information.
5. Details on the louvers, shields, or methods to be employed to reduce glare.
6. Lighting calculations. Provide illumination with average to minimum uniformity ratio of 5:1 or less throughout the work area.
7. Detail information on any other auxiliary equipment.

## **C.2 Portable Lighting**

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

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

## **C.3 Light Level and Uniformity**

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

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

## **C.4 Glare Control**

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

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

1. Aim tower-mounted luminaires, either parallel or perpendicular to the roadway, so as to minimize light aimed toward approaching traffic.
2. Aim all luminaires such that the center of beam axis is no greater than 60 degrees above vertical (straight down).

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

## **C.5 Continuous Operation**

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

## **D (Vacant)**

## **E Payment**

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

stp-643-010 (20100709)



#### **4.8 Traffic Control.**

Perform this work according to the requirements of standard spec 643, and as shown on the plans or as approved by the engineer, except as hereinafter modified.

Submit to engineer for approval a detailed traffic control plan for any changes to the proposed traffic control detail as shown on the plans. Submit this plan 10 days prior to the preconstruction conference.

Submit any traffic control change request to the engineer at least 72 hours prior to an actual traffic control change. A request does not constitute approval.

Provide 24 hours-a-day availability of equipment and forces to expeditiously restore lights, signs, or other traffic control devices that are damaged or disturbed. The cost to maintain and restore the above items shall be considered incidental to the item as bid and no additional payment will be made.

Supply the name and telephone number of a local contact person for traffic control repair before starting work.

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

Cover or remove and reinstall existing signs which conflict with traffic control as directed by the engineer.

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

- Do not park or store any vehicle, piece of equipment, or construction materials on the right-of-way without approval of the engineer or as allowed elsewhere in these special provisions.
- 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 1000 feet. Activate the beam when merging into or exiting a live traffic lane.

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

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

ner41-643 (12052023)

#### **4.9 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](mailto: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](mailto: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)

## 5. Utilities.

### 5.1 Utilities.

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

stp-107-065 (20080501)

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

The location of utility installations as described in this article are approximate.

The utility work plan includes additional detailed information regarding the location of known discontinued, relocated, or removed utility facilities. These can be requested during the bid preparation process or from the project engineer after the contract has been awarded and executed.

**AT&T Wisconsin (COMLN)** with “**AT&T Wisconsin (COMLN)** has an underground communication line from Station 56’NSB’+10 to Station 69’NSB’+95 left, crossing under IH-41 at Station 59’NSB’+25, and an underground communication line from Station 57’NSB’+25 to Station 59’NSB’+19 left. AT&T Wisconsin does not anticipate any conflicts with these facilities. AT&T Wisconsin has existing manholes at Station 59’NSB’+22 left and Station 69’NSB’+50 left. AT&T Wisconsin will adjust the manholes during construction. Notify AT&T Wisconsin prior to working at Station 55’NSB’+22 left and Station 69’NSB’+50 left. Each manhole will require 1 working day for adjustment.

**Kaukauna Utilities (ELTCY)** has an overhead electric line from Station 56’N’+30 to Station 62’N’+48 right, Station 68’N’+24 to Station 70’N’+14.55 right and crossing CTH N at Station 57’N’+30. Kaukauna Utilities does not anticipate any conflicts with these facilities. Notify Kaukauna Utilities upon completion of this construction project.

**Little Chute Water Department (SEWR)** has an underground sanitary sewer line at Station 56’N’+69 extending right to the project limits with a manhole at Station 56’N’+70 right. Little Chute Water Department will adjust the manhole during construction. Contact Little Chute Water Department 30 days prior to working at Station 56’N’+70 right. The manhole adjustment will require 1 working day to complete.

**Little Chute Water Department (WATR)** has an underground water main from Station 56’N’+30.55 to Station 56’N’+76 right, Station 56’N’+37 to Station 57’N’+28 right and crossing CTH N at Station 56’N’+37. Water valves are located at Station 56’N’+26, Station 56’N’+42, and Station 56’N’+65 left. Little Chute Water Department will adjust water valves during construction. Contact Little Chute Water Department 30 days prior to working from Station 56’N’+26 to Station 57’N’+70. The water valve adjustments will require 5 working days to complete.

**Net Lec LLC (COMLN)** has an underground communication line at Station 56’N’+10 to Station 59’N’+60 left. Net Lec does not anticipate any conflicts with this facility.

**Spectrum (COMLN)** has an overhead communication line from Station 56’N’+30 to Station 60’N’+15 right and Station 68’N’+24 to Station 70’N’+14 right on Kaukauna Utility Electric poles. Spectrum does not anticipate any conflicts with these facilities.

**TDS Metrocom LLC (COMLN)** has an underground communication line from Station 56'N'+58 to Station 62'N'+60 right, Station 59'N'+77 to Station 62'N'+42 left and crossing CTH N at Station 59'N'+77 and Station 59'N'+84. TDS Metrocom LLC does not anticipate any conflicts with these facilities.

**We Energies (GSPTR)** has an underground gas line from Station 56'N'+10 to Station 57'N'+47 right and extending right on Moasis Drive past the project limits at Station 56'N'+73. We Energies does not anticipate any conflicts with this facility.

## 6. Railroads.

### 6.1 Railroad Insurance and Coordination - Wisconsin Central Ltd (CN).

#### A Description

Comply with standard spec 107.17 for all work affecting Wisconsin Central Ltd (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 Wisconsin Central Ltd and Its Parents (CN).

Notify evidence of the required coverage, and duration to Matthew Turner, Public Projects Officer, 1625 Depot Street, Stevens Point, WI 54481; Telephone (715) 345-2503; E-mail: [Matthew.turner@cn.ca](mailto: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](mailto:jared.kinziger@dot.wi.gov).

Include the following information on the insurance document:

- Project ID: 1130-66-76
- Work Performed on or within 50' of RR right-of-way: Detour, signing and pavement marking.

#	Route Name	City/County	Crossing ID	RR Subdivision	RR Milepost
1	CTH OO	Village of Little Chute, Outagamie County	180040S	Fox River	220.51
2	CTH N	Village of Little Chute, Outagamie County	180037J	Fox River	219.06

#### A.2 Train Operation

#	Passenger Train Volume	Passenger Train Speed	Freight Train Volume	Freight Train Speed	Frequency	Switch Train Comment*
1	NA	NA	0	NA	Daily	There are switch trains in addition to through trains
2	NA	NA	11	49	Daily	There are switch trains in addition to through trains

\* Switch trains are in addition to freight and passenger trains.

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

##### Construction Contact

Matthew Turner, Public Works Officer; 1625 Depot Street, Stevens Point, WI 54481; Telephone (715) 345-2503; E-mail [matthew.turner@cn.ca](mailto: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: Flagging-US, 17641 South Ashland Avenue, Homewood, IL 60430; [Flagging\\_US@CN.CA](mailto:Flagging_US@CN.CA). The form can be obtained at: <https://www.cn.ca/en/safety/regulations>

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 Wisconsin Central Ltd (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.

Wisconsin Central Ltd (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 (20240105)

## **7. Environmental.**

### **7.1 Information to Bidders, U.S. Army Corps of Engineers Section 404 Permit.**

The department has obtained an individual Section 404 Permit from the U.S. Army Corps of Engineers. Comply with the requirements of the permit in addition to requirements of the special provisions.

A copy of the permit is available from the regional office by contacting Scott Ebel, P.E. at (920) 492-5676.

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 U.S. Army Corps of Engineers Section 404 permit modification is required. If a Section 404 permit modification is necessary, obtain the permit modification 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 permit modification. The contractor must be aware that the U.S. Army Corps of Engineers may not grant the permit modification request.

stp-107-054 (20230629)

### **7.2 Information to Bidders, WPDES Transportation Construction General Permit (TCGP) for Storm Water Discharges.**

The department has obtained permit coverage through the Wisconsin Department of Natural Resources to discharge storm water associated with land disturbing construction activities under this contract. Conform to all permit requirements for the project.

This permit is the Wisconsin Pollutant Discharge Elimination System, Transportation Construction General Permit, (WPDES Permit No. WI-S066796-2). The permit can be found at:

<https://widnr.widen.net/s/s5mwp2gd7s/finalsignedwisdotcsgp>

A certificate of permit coverage is available from the regional office by contacting Scott Ebel, P.E. at (920) 492-5676. Post the permit certificate in a conspicuous place at the construction site.

stp-107-056 (20230629)

### 7.3 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)

### 7.4 Notice to Contractor, Notification of Demolition and/or Renovation No Asbestos Found.

John Roelke, License Number All-119523, inspected Structure B-44-0179 for asbestos on December 16, 2020. No Regulated Asbestos Containing Material (RACM) was found on this structure. A copy of the inspection report is included with the bid package or available from Scott Ebel, P.E., Phone: (920) 492-5676, Email: [Scott.Ebel@dot.wi.gov](mailto:Scott.Ebel@dot.wi.gov).

According to NR447 and DHS159, ensure that DNR or DHS receives a completed Notification of Demolition and/or Renovation (DNR Form 4500-113 (R 03/20), or subsequent revision) via U.S. mail, hand-delivery, or using the online notification system at least 10 working days before beginning any construction or demolition. Pay all associated fees. Provide a copy of the completed 4500-113 form to Scott Ebel, P.E., Phone: (920) 492-5676, Email: [Scott.Ebel@dot.wi.gov](mailto:Scott.Ebel@dot.wi.gov) and via e-mail to [dothazmatunit@dot.wi.gov](mailto:dothazmatunit@dot.wi.gov) or via U.S. mail to DOT BTS-ESS attn: Hazardous Materials Specialist, 5 South S.513.12, PO Box 7965, Madison, WI 53707-7965. In addition, comply with all local or municipal asbestos requirements.

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

- Site Name: Structure B-44-0179, CTH N over UH 41
- Site Address: 0.8M N JCT CTH OO
- Ownership Information: WisDOT Transportation NE Region, 944 Vanderperren Way, Green Bay, WI 54304-5344
- Contact: Scott Ebel, P.E.
- Phone: (920) 492-5676
- Age: 22 years old. This structure was constructed in 2002.
- Area: 21,186 SF of deck

Insert the following paragraph in Section 6.g.:

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

stp-107-125 (20220628)

## **7.5 Environmental Protection, Northern Long Eared Bat.**

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 Region 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.

Avoidance and Minimization Measures (AMMs) for Northern Long Eared Bat (NLEB) and Tri Colored Bat (TCB) include:

### **General AMM**

1. Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA and department environmental commitments, including all applicable AMMs.

### **Lighting AMM**

1. Direct temporary lighting away from suitable habitat during the active season.

### **Tree Removal AMM**

1. Apply time of year restrictions for tree removal, November 1 to March 31 of the calendar year.
2. Ensure tree removal is limited to that specified in the plans. Clearing limits shall be marked in the field by the engineer (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

### **Bridge AMM**

1. If bridge assessment or P/A surveys suggest presence of a small number of bats (<5 – not a colony), and work is conducted during the active season, the following types of bridge work can generally be conducted with the presence of bats:
  - a. Above deck work where construction equipment or materials do not extend to the underside of deck where bats may be located (e.g., materials that may drip down to underside of deck) and does not include percussives (vibration) or noise levels above general traffic (e.g., road line painting, wing-wall work). Below deck work that is conducted away from roosting bats and does not involve percussives or noise level above general traffic (e.g., wing-wall work, some abutment, beam end, scour, or pier repair).



- b. Any other bridge repair, retrofit, maintenance, and/or rehabilitation (which may include activities with percussives) conducted in the evening while the bats are feeding, starting one hour after sunset, and ending one hour before daylight excluding the hours between 10:00 PM and midnight and keep the lighting localized to the work operation.

Reasonable and Prudent Measures (RPMs) the following RPMs are necessary and appropriate to minimize impacts of incidental take of bats:

1. 1. The department will ensure that all of the AMMs are implemented.
  - a. Notify contractors and construction staff of conservation measures and ensure compliance with these measures.
  - b. Bridge/culvert surveys for bats will be conducted by the department a minimum of 24 months before construction activities begin. Construction activities should not begin until after appropriate agencies have been notified of survey results (if not already on-site during the survey).
  - c. Only individuals with authorization to capture bats will capture and handle bats.
  - d. If any AMMs cannot be implemented or require modification, contact the engineer and REC for further discussion before proceeding with work.
2. The contractor shall ensure that appropriate agencies are notified of construction initiation and completion dates, as well as any unforeseen circumstances.
  - a. Notify the department REC Mae Sommerfeld via email ([Mae.Sommerfeld@wi.dot.gov](mailto:Mae.Sommerfeld@wi.dot.gov)) or current REC when construction is expected to begin.
  - b. Provide contact information for REC Mae Sommerfeld or current REC to appropriate on-site staff so WisDOT can immediately notify agencies of any unforeseen or emergency circumstances or request clarification regarding conservation measures or terms and conditions.
  - c. Notify REC Mae Sommerfeld via email ([Mae.Sommerfeld@wi.dot.gov](mailto:Mae.Sommerfeld@wi.dot.gov)) or current REC when construction is complete.
3. Should a dead or injured bat be found during project activities; all contractors shall ensure that construction activities cease immediately and that the engineer is notified.
  - a. Cease all construction activities if a dead or injured bat is found during project activities and immediately notify the engineer and REC Mae Sommerfeld via email ([Mae.Sommerfeld@wi.dot.gov](mailto:Mae.Sommerfeld@wi.dot.gov)) or current REC.
  - b. Contractors should be aware that if dead or injured bats are found additional conservation measures to prevent additional injury or mortality throughout the remaining project activities may be required on a project specific basis.

## 7.6 Environmental Protection, Dewatering.

*Add the following to standard spec 107.18:*

If dewatering is required, treat the water to remove suspended sediments by filtration, settlement or other appropriate best management practice before discharge. The means and methods proposed to be used during construction shall be submitted for approval as part of the Erosion Control Implementation Plan for dewatering at each location it is required. The submittal shall also include the details of how the intake will be managed to not cause an increase in the background level turbidity before treatment and any additional erosion controls necessary to prevent sediments from reaching the project limits or wetlands and waterways. Guidance on dewatering can be found on the Wisconsin Department of Natural Resources website located in the Storm Water Construction Technical Standards, Dewatering Code #1061, "Dewatering". This document can be found at the WisDNR website:

[http://dnr.wi.gov/topic/stormwater/standards/const\\_standards.html](http://dnr.wi.gov/topic/stormwater/standards/const_standards.html)

The cost of all work and materials associated with water treatment and/or dewatering is incidental to the bid items the work is associated.

ner-107-040 (20180212)

## **7.7 Environmental Protection, Phragmites.**

*Add the following to standard spec 107.18:*

(7) Phragmites, an invasive species plant, is known to exist within the project limits and in areas that ground disturbance or excavation work is shown in the plans. All soils containing plant or root fragments within the roadway construction limits that will be excavated or salvaged as part of the work within the contract shall be used as fill per standard spec. 205.3.12, replaced in its original location as salvaged topsoil, hauled to locations designated for disposal as shown in the contract or wasted at a select site as approved by the engineer.

(8) All waste sites are subject to review and approval by the department and shall be suitable to the waste of material containing invasive species to control their spread in compliance with NR 40. Waste sites suitable for invasive species would prevent growth and spread of the plant by burying or other control practices. The contractor shall submit his methods for managing phragmites infested soil on this project for approval as part of the Erosion Control Implementation Plan.

(9) Known Locations of invasives are shown in the plans as a construction detail, but other locations may exist within the project limits. Notify the engineer of any addition areas of phragmites that are identified. The limits of all previously and newly identified locations of phragmites are to be verified by the engineer in the field prior to any soil disturbance taking place.

(10) Prior to moving equipment out of the infested area clean soils, seeds, plant, or invertebrates from exterior surfaces. Use most effective method that is practical by the following means: brush, broom, or other hand tools; high pressure air, steam cleaning; or portable wash station that contains runoff from washing equipment. Do not clean equipment, vehicles or trailers in or near waterways as it may promote the spread of invasive species downstream.

ner41-107 (12052023)

## **8. Clear – Demolition – Removal.**

### **8.1. Clearing and Grubbing.**

*Add to standard spec 201.3:*

The contractor is prohibited from open burning of weeds, brush, logs, limbs, stumps, roots, lumber and debris from clearing and grubbing or from demolition.

Dispose of stumps, roots, brush, waste logs and limbs, timber tops and debris resulting from clearing and grubbing or occurring within clearing and grubbing limits by chipping and removing from the highway right-of-way.

ner-201-005 (20190717)

### **8.2. Removing or Abandoning Miscellaneous Structures.**

*Supplement standard spec 204.3.2.2.1 with the following:*

Any mesh or reinforcement that is found in concrete pavements or other removal items is incidental to the removal bid item(s) included in the contract.

### **8.3. Removing Pedestrian Railing, Item 204.9090.S.0001.**

#### **A Description**

This special provision describes removing pedestrian railing conforming to standard spec 204.

#### **B (Vacant)**

#### **C (Vacant)**

#### **D Measurement**

The department will measure Removing Pedestrian Railing in linear feet, acceptably completed.

## E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9090.S.0001	Removing Pedestrian Railing	LF

stp-204-025 (20230113)

## 9. Earthwork.

### 9.1. Preparing the Foundation.

Add the following to standard spec 211.3.1:

The contractor shall plan construction activities such that the earth subgrade is covered by the roadway base in a timely manner upon completion of preparation of the subgrade or as the engineer directs. The contractor is responsible for the removal of any excess water from the subgrade as a result of rainfall events or natural drainage.

ner-211-005 (20171213)

## 10. Bases, Subbases, and Pavements.

### 10.1. 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)

## 11. Bridges.

### 11.1. Temporary Support B-44-0179, Item SPV.0060.0401.

#### A Description

This special provision describes the design, construction, maintenance, and removal of a temporary support system for staged construction of a bridge deck as shown on the contract plans.

#### B Materials

Furnish materials conforming to standard spec part 5: Structures.

#### B.1 Design

All dead, live, and construction loading conditions shall be determined by the contractor.

#### B.2 Plan Requirements and Submittals

Provide plans and submit conforming to standard spec 526.3.3.

#### C Construction

Construct the temporary support system conforming to standard spec 526.3.4.

#### D Measurement

The department will measure Temporary Support B-44-1039 as each support, acceptably completed.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0401	Temporary Support B-44-0179	EACH

Payment for Temporary Support B-44-0179 is full compensation for designing, constructing, maintaining, and removing the temporary support system as called for in the plans.

(20230209)

## 11.2. Methacrylate Flood Seal, Item SPV.0180.0401.

### A Description

This special provision describes surface preparation of bridge deck, furnishing and applying a protective methacrylate sealer and broadcast sand, and any incidentals necessary to complete the project as specified or as shown in plans or as authorized by the engineer.

### B Materials

The bridge deck sealer shall consist of a methacrylate sealant, sand to prefill cracks, and broadcast sand.

#### B.1 Methacrylate Sealant

The following methacrylate sealants are acceptable for use provided that the requirements of this specifications are met:

Product	Manufacturer
MasterSeal 630 (formerly Degadeck Crack Sealer Plus)	BASF
T-78	Transpo Industries
KBP 204 P SEAL	Kwik Bond Polymers

or an approved equal

#### B.2 Fine Grade Sand

Provide fine grade sand for prefilling large cracks unable to be prefilled with sealant alone. Fine grade sand shall pass the No. 20 sieve and be retained on the No. 40 sieve.

Submit sand material data to the engineer for review and address all written comments. Submit storage and use plan to the engineer documenting procedures for maintaining dry sand and within gradation requirements above.

#### B.3 Broadcast Sand

Provide a commercial quality dry blast sand with an average absorption of no more than 1%. 95% of the sand shall pass the No. 8 sieve and at least 95% shall be retained on the No. 20 sieve.

### C Construction

#### C.1 General

##### C.1.1 Pre-Installation Conference

Conduct a pre-installation conference with the manufacturer's representative prior to construction to establish procedures for maintaining optimum working conditions and coordination of work. Furnish the engineer with a copy of the recommended procedures and the manufacturer's instructions.

##### C.1.2 Contractor Personnel Requirements

Experienced personnel are required to be actively present during the seal application.

A technical representative from the sealer manufacturer must be present during first application. The need for manufacturer's representative may be waived if the contractor provides evidence and reference contacts for work involving at least five bridges treated with the same products and within the last two years. Contractor experience record in no way relieves the contractor from applying according to this specification and as recommended by the manufacturer.

### **C.1.3 Material Storage and Safety Plan**

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

Safety Plan: Prior to arrival of the product on the job site, provide a product shipping, storage, and use safety plan to detail how the product will be delivered and stored on site in a manner that will not allow the constituent components to come in contact with each other in the event of a spill or container leakage. This plan must also include a description of the safety training workers applying the product have received regarding the product's use, and list any and all safety precautions which must be taken during application of the product.

### **C.2 Surface Preparation**

Prepare the entire deck (or portion of the deck to be overlaid in one placement when staged construction is being employed) to ensure the concrete surface is dry, thoroughly clean, and free from dust or other loose material.

Remove substances such as dirt, oil, asphalt, rubber, curing compound, paint, carbonation, grease, slurry, membranes, rust, weak surface mortar, laitance, and other foreign or potentially detrimental materials by abrasive blasting. Thoroughly blast clean with hand-held equipment any areas inaccessible by the shotblasting equipment. Determine an acceptable abrasive blasting or shotblasting machine operation (size of shot, flow of shot, forward speed, and/or number of passes) that removes substances without damaging the underlying substrate. Concrete removals shall not exceed 1/16 inch in depth.

Do not remove or damage striping or traffic markings in sound condition.

Do not perform surface preparation more than 24 hours prior to the application of the methacrylate sealer. The prepared surface shall not be exposed to vehicular or pedestrian traffic other than that required for sealer placement and approved by the engineer. If the prepared surface is reopened to traffic prior to sealer placement, the surface shall be re-inspected for any contaminants and subsequently remove contaminants by use of abrasive blasting or shotblasting at no additional cost to the department.

The engineer may consider alternate surface preparation methods per the methacrylate sealer manufacturer's recommendations. The engineer must approve the final surface preparation and deck cleanliness prior to the contractor placing the methacrylate sealer. Prior to methacrylate sealer placement, cure concrete for a minimum of 21 days.

Just prior to methacrylate sealer placement, clean all dust, debris, and concrete fines from the deck surface including vertical faces of curbs and barrier walls up to a height of 2-in above the surface with compressed air. Use a direct 125 psi air blast, from a compressor unit with a minimum pressure of 365 ft<sup>3</sup> / min., over the entire surface to remove all dust and debris paying special attention to carefully clean all deck cracks. Use a suitable oil trap between the air supply and nozzle. Use ASTM D4285 "Standard Test Method for Indicating Oil or Water in Compressed Air" to ensure the compressed air is oil and moisture free. The air stream must be free of oil and moisture. Any grease, oil, or other foreign matter that rests on or has absorbed into the concrete shall be removed completely.

Perform a visual inspection of the surface that is to receive the methacrylate sealer. Locate and mark all cracks greater than 0.024 inch. Unless directed otherwise on the plans, prefill all cracks greater than 0.024 inch with the same methacrylate sealer or a pre-promoted version of the sealer prior to the methacrylate sealer. Where sealant soaks-in/withdraws from top of crack, place fine grade sand in crack and reapply methacrylate sealant to seal to top of crack. When sealant has not retreated after gel time, the crack is considered prefilled. Do not fill crack with sand beyond top of concrete surface.

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

Provide shielding as necessary to prevent dust or debris from striking vehicular traffic.

Air dry a wet deck for a minimum of 48 hours before applying the sealer. Dry time may be reduced to 24 hours if an approved ASTM D4263 moisture test reveals the concrete is dry. Do not apply sealer materials during wet weather conditions or if adverse weather conditions are anticipated within 12 hours of the completion of sealer application. Do not mix or apply any of these products at temperatures lower or higher than those specified in their product literature. Apply the sealant at the coolest time of the day within these limitations. Application by spray methods will not be permitted during windy conditions, if the engineer predicts unsatisfactory results.

The engineer shall approve the prepared surface prior to applying the methacrylate sealer.

### **C.3 Application of the Sealer**

Apply the sealer conforming to the manufacturer's instructions.

Apply an approved methacrylate to bridge deck or on surfaces as directed by the engineer. At least 30 calendar days before the start of the work, provide the engineer with the sealer Manufacturer's written instructions for application and use.

Do not thin or alter the methacrylate sealer unless specifically required in the Manufacturer's instructions.

Mix the sealer before and during its use as recommended by the Manufacturer. Distribute the sealant as a flood coat in a gravity-fed process by broom, roller, or with a spray bar near the surface so the spray pattern and coverage rates are reasonably uniform to the satisfaction of the engineer. Apply the sealant at a minimum rate of 90 square feet/gallon.

Protect all expansion joints and prevent the crack sealant from contacting the strip seal glands. Protect all striping and traffic markings from marring, sealant application and reduction in reflective properties. Replace any striping and traffic markings that are marred by sealant.

Prior to completion of gel time of the flood seal and before broadcasting sand, broom uncured sealant in the direction of tining or deck grooves to promote maintenance of the deck texture for traction.

Broadcast sand to refusal into uncured resin to create traction and absorb sealant that is not penetrating into cracks. Broadcast approved sand into the wet, uncured resin no sooner than 10 minutes after applying resin but within gel time of product, unless directed otherwise by the Manufacturer. Apply approved sand at a minimum rate of 250 lbs. per 1000 square feet.

Allow the sealant to dry according to the Manufacturer's instructions. Do not allow vehicular traffic onto the treated areas until the sealer has dried and the treated surfaces provide safe skid resistance and traction. Remove non-adhered sand from bridge deck and joints by power sweeping the deck and vacuuming the joints. Traffic or equipment will be allowed on the sealed deck after the engineer has determined:

1. The treated deck surface is tack-free and non-oily;
2. The sand cover adheres and resists brushing by hand;
3. Excess sand and absorbent material has been removed; and
4. No sealant material will be tracked beyond limits of treatment by traffic

### **D Measurement**

The department will measure Methacrylate Flood Seal bid item in area by the square yard, acceptably completed.

### **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.0401	Methacrylate Flood Seal	SY

Payment is full compensation for furnishing and applying the sealer to the bridge decks, as described above, including surface preparation, and all incidentals thereto. Cleanup of excess sand in joints and on bridge deck will not be paid for separately. Restoration of damaged or marred striping will be considered incidental to application requirements of Methacrylate Flood Seal.

(20200820)

## **12. Retaining Walls, Ground Support (Vacant).**

## 13. Drainage and Erosion Control.

### 13.1 Erosion Control.

*Add to standard spec 107.20 as follows:*

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

Re-topsoil finished graded areas within 24 hours, or as designated by the engineer. Seed, fertilize, and mulch or erosion mat all topsoiled areas within five working days after placement of topsoil.

At a minimum or as the engineer directs, for every 10 feet of fill placed or cut created, measured vertically, the contractor shall finish grade to the lines and sections the plans show and place permanent erosion control items including out to the slope intercepts. Permanent erosion control includes, but is not limited to, topsoil, mulch, matting, rip rap, and seeding. Do not construct the subsequent 10-foot fill or cut section until the previous 10-foot fill or cut section is restored.

### 13.2 Manhole, Inlet, and Catch Basin Adjusting Rings.

*Add to standard spec 611.3:*

#### **When using concrete adjustment rings:**

The height of the grade ring shall equal (to within an inch and not to exceed) the height of the adjustment to minimize the number of joints in the chimney section. Multiple grade rings will not be allowed where one will suffice. Concrete grade rings less than 2-inches in thickness are not allowed. Concrete rings shall be of a size that closely matches the inside and outside dimensions of the structures.

ner-611-050 (20190722)

### 13.3 Temporary Ditch Checks.

Complete work according to standard spec 628 and as herein provided. Erosion bales will not be allowed for construction of temporary ditch checks.

*Delete standard spec 628.3.14(2) and replace it with the following:*

- (2) Construct temporary ditch checks per guidance provided in the Wisconsin Erosion Control Product Acceptability List ([PAL](#)). Place temporary ditch checks across ditches at locations the plans show or as the engineer directs immediately after shaping the ditches or slopes. Excavate upstream sumps as the engineer directs.

*Delete standard spec 628.4.17 and replace it with the following:*

- (10) The department will measure Temporary Ditch Checks by the linear foot, acceptably completed.

### 13.4 Seeding Rates.

*Delete standard spec 630.3.5 and replace with the following:*

- (1) Use the following sowing rate for seeds in pounds per 1000 square feet:
  - Temporary seeding at 3 pounds
  - No. 10 at 3 pounds
  - No. 20 at 5 pounds
  - No. 30 at 5 pounds
  - No. 35 at 5 pounds
  - No. 40 at 5 pounds
  - No. 45 at 5 pounds
  - No. 60 at an equivalent seeding rate of 1.5 pounds<sup>[1]</sup>

- No. 75 at an equivalent seeding rate of 0.3 pounds<sup>[1]</sup>
- No. 80 at an equivalent seeding rate of 0.5 pounds <sup>[1]</sup>
- No. 85A, 85B, 90A and 90B at 0.25 pounds
- No. 95A and 95B at 0.128 pounds
- Nurse crop seeding at 0.8 pounds

**13.5 Street Sweeping, Item SPV.0075.0100.**

**A Description**

This special provision describes removing small dirt and dust particles from the roadway using a street sweeper periodically during the project as the engineer directs.

**B Materials**

Furnish a vacuum-type street sweeper equipped with a power broom, water spray system and a vacuum collection system.

Use vacuum equipment with a self-contained particulate collector capable of preventing discharge from the collection bin into the atmosphere.

Use a vacuum-type sweeper as the primary sweeper, except as specified in this special provision or approved by the engineer.

Use a vacuum, water spray system, or other engineer-approved method to clear debris from scuppers in existing concrete barrier walls.

**C Construction**

Provide sweeping of pavement, sidewalk, driveways, curb lanes and gutters on local-street active haul routes as directed by the engineer.

**D Measurement**

The department will measure Street Sweeping by the hour that the street sweeper is on the project actively picking up and removing debris from the roadway.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0075.0100	Street Sweeping	HRS

Payment is full compensation for mobilization; sweeping, vacuuming and water spray; disposing of materials; and submitting the hourly meter tickets each day the sweeper is used.

**14. Miscellaneous Concrete (Vacant).**

**15. Signing and Marking (Vacant).**

**16. Lighting and Electrical.**

**16.1. General Requirements for Electrical Work.**

Contact information for the Wisconsin Department of Transportation Northeast Region Electrical Unit:

- ITS - Kimberly Bradley, (920) 366-7521, [Kimberly.Bradley@dot.wi.gov](mailto:Kimberly.Bradley@dot.wi.gov)
- Traffic Signals – Kimberly Bradley, (920) 366-7521, [Kimberly.Bradley@dot.wi.gov](mailto:Kimberly.Bradley@dot.wi.gov)
- Lighting – Matthew Talcott, (920) 360-4749, [Matthew.Talcott@dot.wi.gov](mailto:Matthew.Talcott@dot.wi.gov)

Notify the department's Northeast Region Electrical Unit at (920) 366-7521 at least three weeks prior to beginning the electrical work.



## **16.2. Notice to Contractor, Electrical Equipment Lead Time.**

Order equipment for ITS, traffic signals and lighting as soon as possible to assure the equipment is procured in a timely fashion and, therefore, installed, inspected and ready for turn-on at the required date. Coordinate with the engineer on the latest material lead time within 14 days of the notice to proceed.

## **16.3. Electrical Meetings.**

### **Electrical Kick Off Meeting**

No later than 5 working days prior to starting any electrical installation construction activities, arrange and conduct an Electrical Kick Off Meeting between the department, the engineer, and electrical subcontractors to discuss the construction of the electrical elements of the project including traffic signals, roadway lighting systems, Intelligent Transportation Systems (ITS), and all other electrical facilities.

During the electrical kick off meeting, the contractor may be requested to provide additional workplan information related to the electrical installation activities. Upon completion of the electrical kick off meeting and acceptance of any additional requested workplan information, the contractor will be given authorization to proceed with electrical construction activities. The contractor shall not start work on electrical installation activities until after authorization has been given by the engineer.

### **Additional Electrical Meetings**

Arrange and conduct additional electrical progress meetings between the department, the engineer, and electrical subcontractors no later than 5 working days prior to:

- Energizing new systems.
- Opening roadway
- Final inspection

### **Electrical Meeting Requirements**

The contractor shall make meeting requests through the engineer not later than 10 working days prior starting any electrical installation construction activities. The engineer will arrange the meeting location and time. Electrical meetings shall be held during regular working hours between 9:00 AM and 5:00 PM Monday through Friday.

The department shall prepare and distribute an agenda 3 working days prior to the electrical meeting.

At the electrical meeting, prepare to discuss the following information as applicable to the electrical work included in the project:

1. Inspection Expectations:
  - a. Project walk-throughs.
  - b. Staking and verification of locations.
  - c. Location and orientation of cabinet bases.
  
2. Contractor Work Operations:
  - a. Provide names and qualifications of personnel that will be working on the project.
  - b. Provide shop drawings, materials documentation, and lead times.
  - c. Coordination of electrical service application, installation, and reimbursement.
  - d. Locations and elevations of electrical work.
  - e. Schedule and operations for contract work – include critical path items and responsible parties.
  - f. Electrical work completed by others.
  - g. Temporary installations and connections.
  - h. End of shift site requirements.

- i. Process for energizing new facilities.
- j. Timely measurement and agreement of quantities.
- 3. Traffic Control Requirements:
  - a. Traffic control requirements.
  - b. Roadway lighting requirements for opening roadways.
  - c. Staged ITS requirements.
- 4. Safety

The department will prepare meeting minutes.

The contractor and electrical subcontractor are required to attend all electrical meetings. Electrical meetings are considered incidental to the electrical work.

#### **16.4. Lamp, Ballast, LED, Switch Disposal by Contractor, Item 659.5000.S.**

##### **A Description**

This special provision describes the detachment and packaging of lamps, ballasts, LEDs, and mercury containing switches (e.g., overhead roadway lighting, underdeck bridge, wall packs, pedestrian signals, traffic control stop lights and warning flashers, fluorescent bulbs, and thermostats) removed under this contract for disposal as hazardous materials.

For Lamp, Ballast, LED, Switch Disposal by Contractor, coordinate removal from the work site by the department's hazardous waste disposal vendor. Disposal will be billed to the department by the hazardous waste disposal vendor.

For Lamp, Ballast, LED, Switch Disposal by Department, coordinate removal from the work site and delivery to the designated location for disposal by the department.

##### **B Materials**

###### **B.1 Disposal by Contractor**

Items removed under this contract will be considered the property of the department for waste generator identification. The contractor is responsible for coordinating with the department's hazardous waste vendor for disposal:

<https://wisconsin.gov/Documents/doing-bus/eng-consultants/cnslt-rsrcs/environment/hazwaste-contacts.pdf>

###### **B.2 Disposal by Department**

Items turned in to the department will be considered the property of the department for proper future disposal, and the contractor will have no further obligation for the disposal.

##### **C Construction**

###### **C.1 Removal**

Arrange for the de-energizing of luminaires after receiving approval from the engineer that the existing luminaires can be removed. Do not remove luminaires that cannot be replaced with proposed LED units and operational within the same workday. The new LED units need to be operational prior to sunset of the same workday.

Detach and remove luminaires and lamps from the existing traffic signal poles or respective structure. Avoid breaking fixtures whenever possible.

Lamps, ballasts, LED, and switches will become property of the department, and will be disposed of in an environmentally sound manner.

###### **C.2 Packaging of Hazardous Materials**

Provide a secure, level location removed from the travelled way for storage of the material for disposal.

Pack intact fixtures in the packaging of the new lamps used to replace them, or packaging affording the equivalent protection. Place in full, closed stackable cartons.

Pile cartons no more than four high if palletized and secure cartons with shrink wrap to prevent shifting or falling of the loads. Clearly mark each pallet with the words "Universal Waste Lamps" or "Universal Waste Ballasts", the date, and the number of fixtures on each pallet.

Pack broken fixtures into (min.) 6 mil thick plastic bags and place inside sturdy cardboard boxes or the equivalent. Mark the outer packaging with the term "Broken Fixtures/Lamps", the date and the number of broken fixtures clearly marked on the box.

The hazardous waste vendor will not accept fixtures improperly packaged. The vendor will reject any fixtures not removed as part of a contract pay item or otherwise required under this contract.

Pack ballasts and mercury containing switches in appropriate containers.

### **C.3 Disposal by Contractor**

Complete the lamp and ballast inventory (<https://wisconsin.gov/Documents/doing-business/eng-consultants/cnslt-rsrcs/environment/dotlampballastinventory.dotx>) and contact the hazardous waste vendor to coordinate pickup and disposal at a location specified by the contractor. Consolidate all pallets and boxes from one project at a single location. Contact the hazardous waste vendor to set up an appointment for pickup. The hazardous waste vendor requires a minimum of one week advance notice to schedule pickup.

### **D Measurement**

The department will measure Lamp, Ballast, LED, Switch Disposal by Contractor as each individual unit removed and received by the hazardous waste vendor, properly packaged and acceptably completed, matching the total number of units provided on the inventory form. The department will not measure broken fixtures that exceed a total of 10 percent of all fixtures to be disposed.

The department will measure Lamp, Ballast, LED, SWITCH Disposal by Department as each individual unit removed and delivered to the department, properly packaged and acceptably completed, matching the total number of units provided on the inventory form. The department will not measure broken fixtures that exceed a total of 10 percent of all fixtures to be disposed.

### **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH

Payment is full compensation for detachment, handling, packaging, labeling and scheduling disposal with the hazardous waste vendor; and scrapping and disposal of all other materials.

stp-659-500 (20220628)

## **16.5. Remove Traffic Signal IH 41 NB & CTH N (S44-2019), Item SPV.0060.0201; Remove Traffic Signal IH 41 SB & CTH N (S44-0579), Item SPV.0060.0202.**

### **A Description**

This work shall consist of removing the existing traffic signal equipment from the intersection of IH 41 SB & CTH N, IH 41 NB & CTH N according to the requirements of standard spec 657 and 658, standard detail drawings, and as hereinafter provided.

### **B (Vacant)**

### **C Construction**

After coordination with the NE Region Electrical Unit, Kim Bradley, (920) 366-7521, the existing traffic signal equipment shall be disconnected from the concrete bases and transported off site to the electrical subcontractor facilities and/or to a recycling/garbage facility.

### **D Measurement**

The department will measure Remove Traffic Signal bid item as each intersection, acceptably completed.

### **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0201	Remove Traffic Signal IH 41 NB & CTH N (S44-2019)	EACH
SPV.0060.0202	Remove Traffic Signal IH 41 SB & CTH N (S44-0579)	EACH

Payment is full compensation for removal and transporting to the appropriate facility and for all labor, tools, equipment, materials and incidentals necessary to complete the work.

**16.6. Temporary Traffic Signals IH 41 NB & CTH N (S44-2019), Item SPV.0060.0203;  
Temporary Traffic Signals IH 41 SB & CTH N (S44-0579), Item SPV.0060.0204.**

**A Description**

This special provision describes providing temporary traffic signals in lieu of late delivery of monotube equipment as the plans show.

**B Materials**

See standard spec 651.2, 652.2, 653.2, 654.2, 655.2, 656.2, 657.2, and 658.2.

For the screw in bases, provide 8" diameter helical streetlight foundations capable of supporting the signal hardware indicated in the plans and special provisions.

**C Construction**

Salvage existing trombone arms, poles, luminaires, as well as signal heads. Use state furnished signal adapter plates to follow the Phase 3 signal plan. Provide screw in bases to support signal head 8 on S44-2019, and signal head 6 on S44-0579, as shown in the plans.

For Phase 3 on S44-2019, ensure SB2 has a 25' trombone arm with luminaire, SB4 has a 20' trombone arm with luminaire, and SB5 has a 20' trombone arm with luminaire. Supply new heads during Phase 3 to be relocated on new monotubes during Phase 4. The new heads that are to be relocated are heads 1,2,3,4,6,8,9,11, and 14. Also relocate the pedestrian pushbutton that is to be on SB4. Follow the plans to see head installation locations, and all other components that are needed at each signal base. All heads shall be wired back to the cabinet.

For Phase 3 on S44-0579, ensure SB2 has a 25' trombone arm and luminaire, SB4 has a 20' trombone arm and luminaire, and SB5 has a 20' trombone arm and luminaire. Supply new heads during Phase 3 to be relocated on new monotubes during Phase 4. The new heads that are to be relocated are heads 2,3,4,5,6 7, 8, 11, and 16. Also relocate the pedestrian pushbutton that is to be on SB4. Follow the plans to see head installation locations, and all other components that are needed at each signal base. All heads shall be wired back to the cabinet.

Upon completion of Phase 4, ensure all salvaged trombone arms and poles are removed.

Once Phase 4 is completed, signal adapter plates must be returned to the NER office, located at 944 Vanderperren Way, Green Bay, WI. Coordinate with the NE Region Electrical Unit, Kim Bradley, (920) 366-7521.

**D Measurement**

The department will measure Temporary Traffic Signals bid item as each intersection, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0203	Temporary Traffic Signals IH 41 NB & CTH N (S44-2019)	EACH
SPV.0060.0204	Temporary Traffic Signals IH 41 SB & CTH N (S44-0579)	EACH

Payment is full compensation for providing, installing and removing the screw in bases; for relocating, installing, removing and salvaging the temporary signals; for installing, removing and returning the signal adapter plates; for splicing the wires at each location where a monotube base gets installed, and all hardware and incidentals necessary to complete the work.

## 17. Intelligent Transportation Systems (ITS).

### 17.1. Intelligent Transportation Systems – Control of Materials.

#### Standard spec 106.2 – Supply Source and Quality

*Add the following to standard spec 106.2:*

The department will furnish a portion of equipment to be installed by the contractor. This department-furnished equipment includes the following:

Department-Furnished Items
Fiber Optic Splice Enclosure

Pick-up small department-furnished equipment, such as communications devices, cameras, and controllers, from the department's Traffic Management Center (TMC), 433 W. St. Paul Ave., Milwaukee, WI 53203 at a mutually agreed upon time during normal state office hours. Contact the Statewide ITS Engineer, Dean Beekman at (414) 227-2154 to coordinate pick-up of equipment.

Pick up cabinets and solar power systems, including batteries, at the department's TMC equipment storage facility at 633 W. Wisconsin Ave., Milwaukee, WI 53203 at a mutually agreed upon time during normal state office hours. Contact Dean Beekman to coordinate pick-up of equipment.

Large department-furnished equipment, such as camera poles and dynamic message signs will be delivered by the supplier to a contractor-controlled site identified by the contractor. Delivery will not necessarily be in a "just in time" manner. Store the equipment until field installation.

Within two weeks of Notice to Proceed, contact the engineer and Dean Beekman. Provide the address and contact information for the contractor-controlled location for delivery and the desired delivery schedule for the large state-furnished materials.

Transportation of the equipment between the electric shop and the field or interim locations are the responsibility of the contractor.

#### Standard spec 106.3 – Approval of Materials

*Add the following to standard spec 106.3:*

##### Design/Shop Drawings

Before the purchase and/or fabrication of any of the components listed herein, and for any non-catalog item shown on the Material and Equipment List specified above, and no more than 30 days after notice to proceed, submit five copies of design drawings and shop drawings, as required, to the department for review. The items and the drawings that represent them shall meet the requirements of the standard specifications.

Design drawing submissions shall consist of signed and certified designs, design drawings, calculations, and material specifications for required items.

Shop drawings will be required for, but not limited to the following:

1. Mounting assemblies for the vehicle speed and classification sensors, including their attachment to the structure.
2. Mounting LED warning signs to the sign structure.
3. Mounting detail for dynamic message signs.
4. Any contractor-designed structure or foundation.

The department will complete its review of the material within 30 days from the date of receipt of the submission, unless otherwise specified. The department will advise the contractor, in writing, as to the acceptability of the material submitted. The department may determine that if no exceptions were taken for the item, it is approved, and no further action is required by the contractor; or the item may be partially or totally rejected, in which case modify and/or amend the submittal as required by the department and resubmit the item within 14 days. At this time, the review and approval cycle described above will begin again.

stp-670-005 (20230629)

## **17.2. Intelligent Transportation Systems – General Requirements.**

### **A Description**

#### **A.1 General**

This special provision describes providing elements for an Intelligent Transportation System (ITS) in or along the existing roadway as the plans show.

Unusual aspects of this project include:

1. The project includes working on cables and equipment that are carrying data between roadside equipment and the department's Traffic Management Center (TMC). Interruption of this service is not expected to perform this work. If an interruption is determined necessary, it must be done on a weekend, and must be done in a way that minimizes communication outages for the existing equipment. Notify the department's TMC at least 48 hours in advance of the planned interruption.
2. The department will furnish some of the equipment to be installed. Make a reasonable effort to discover defects in that equipment before installing it.

#### **A.2 Surge Protection**

Equip every ungrounded conductor wire entering or leaving any equipment cabinet with a surge protector. For purposes of this section, multiple cabinets on a single pole or foundation are considered a single cabinet.

### **B Materials**

#### **B.1 General**

Only furnish equipment and component parts for this work that are new and have high quality workmanship. All controls, indicators, and connectors shall be clearly and permanently labeled in a manner approved by the engineer. All equipment of each type shall be identical.

All electrical equipment shall conform to the standards and requirements of the Wisconsin Electrical Code, the National Electrical Manufacturers Association (NEMA), National Electric Safety Council (NESC), Underwriter's Laboratory Inc. (UL) or the Electronic Industries Association (EIA), when applicable. All materials and workmanship shall conform to the requirements of the National Electrical Code (NEC), Rural Electrification Administration (REA), Standards of the American Society for Testing and Materials (ASTM), American Association of State Highway and Transportation Officials (AASHTO), requirements of the plans these special provisions, the standard specifications, and to any other codes, standards, or ordinances that may apply. All system wiring, conduit, grounding hardware and circuit breakers shall be in conformance with the National Electrical Code. Whenever reference is made to any of the standards mentioned, the reference shall be considered to mean the code, ordinance, or standard that is in effect at the time of the bid advertisement.

#### **B.2 Outdoor Equipment**

All conductive connectors, pins (except pins connected by soldering), and socket contacts shall be gold plated. Acrylic conformal coating shall protect each circuit board side that has conductive traces. Except for integrated circuits containing custom firmware, all components shall be soldered to the printed circuit board.

To prevent galvanic corrosion, all connections between dissimilar metals shall incorporate a means of keeping moisture out of the connection. Where the connection need not conduct electricity, interpose a non-absorbing, inert material or washer between the dissimilar metals. Use nonconductive liners and washers to insulate fasteners from dissimilar metals. Where the connection must conduct electricity, use a conductive sealant between the dissimilar metals. Alternatively, use an insulating gasket and a bond wire connecting the two metal parts.

#### **B.3 Custom Equipment**

Equipment that is not part of the manufacturer's standard product line, or that is made or modified specifically for this project, shall conform to the following requirements:

Where practical, electronics shall be modular plug-in assemblies to facilitate maintenance. Such assemblies shall be keyed to prevent incorrect insertion of modules into sockets.

All components shall be available from multiple manufacturers as part of the manufacturers' standard product lines. All must be clearly labeled with the value, part number, tolerance, or other information sufficient to enable a technician to order an exact replacement part.

Lamps used for indicator purposes shall be light-emitting diodes.

The printed circuit boards shall be composed of "two-ounce" copper on 1/16-inch thick fiberglass epoxy or equivalent type construction. Holes that carry electrical connections from one side of the boards to the other shall be completely plated through. Multilayer printed circuit boards shall not be used. The name or reference number used for the board in the drawings and maintenance manuals supplied to the department shall be permanently affixed to each board.

All components shall be mounted so that the identifying markings are visible without moving or removing any part, if practical.

#### **B.4 Environmental Conditions**

Equipment shall continue to operate as specified under the following ranges of environmental conditions, except as noted in the specifications for individual pieces of equipment.

1. **Vibration and Shock:** Vehicle speed and classification sensors and any other equipment mounted atop poles or on structures shall not be impaired by the continuous vibration caused by winds (up to 90 mph with a 30 percent gust factor) and traffic.
2. **Duty Cycle:** Continuous
3. **Electromagnetic Radiation:** The equipment shall not be impaired by ambient electrical or magnetic fields, such as those caused by power lines, transformers, and motors. The equipment shall not radiate signals that adversely affect other equipment.
4. **Electrical Power:**
  - 4.1. **Operating power:** The equipment shall operate on 120-volts, 60-Hz, single-phase unless otherwise specified. It shall conform to its specified performance requirements when the input voltage varies from 89 to 135 volts and the frequency varies +3 Hz.
  - 4.2. **High frequency interference:** The equipment operation shall be unaffected by power supply voltage spikes of up to 150 volts in amplitude and 10 microseconds duration.
  - 4.3. **Line voltage transients:** The equipment operation shall be unaffected by voltage transients of plus or minus 20 percent of nominal line voltage for a maximum duration of 50 milliseconds. Equipment in the field shall meet the power service transient requirements of NEMA Standard TS-2 when connected to the surge protectors in the cabinets.
5. **Temperature and Humidity:**
  - 5.1. **Field equipment:** Equipment in the field shall meet the temperature and humidity requirements of NEMA Standard TS-2. Liquid crystal displays shall be undamaged by temperatures as high as 165 degrees F, and shall produce a usable display at temperatures up to 120 degrees F.
  - 5.2. **Equipment in Controlled Environments:** shall operate normally at any combination of temperatures between 50 degrees F and 100 degrees F, and humidity's between 5 percent and 90 percent, non-condensing, and with a temperature gradient of 9 degrees F per hour.

#### **B.5 Patch Cables and Wiring**

All cables and wiring between devices installed in a single cabinet, or in separate cabinets sharing a single concrete base, will be considered incidental to the installation of the devices and no separate payment will be made for them. It is anticipated that this will include fiber optic patch cables between termination panels and Ethernet switches, 10 / 100 MBPS Ethernet cables, RS-232 cables between individual devices and terminal servers, and power cables between individual devices and power sources within the cabinets.

#### **B.6 Surge Protection**

Low-voltage signal pairs, including twisted pair communication cable entering each cabinet shall be protected by two-stage, plug-in surge protectors and shall be installed on both ends of camera control cables. The protectors shall meet or exceed the following minimum requirements:

1. The protectors shall suppress a peak surge current of up to 10k amps.
2. The protectors shall have a response time less than one nanosecond.
3. The protector shall clamp the voltage between the two wires at a voltage that is no more than twice the peak signal voltage and clamp the voltage between each wire and ground at 50 volts.
4. The first stage of protection shall be a three-element gas discharge tube, and the second stage shall consist of silicon clamping devices.
5. The protector shall also contain a resettable fuse (PTC) to protect against excessive current.
6. There shall be no more than two pairs per protector.
7. It shall be possible to replace the protector without using tools.

Cables carrying power to curve signs shall be protected at the cabinet by grounded metal oxide varistors of appropriate voltages. The varistors must be at least 0.8 inch in diameter.

## **C Construction**

### **C.1 Thread Protection**

Provide rust, corrosion, and anti-seize protection at all thread assemblies of metallic parts by coating (non-spray) the mating surfaces with an approved compound. Failure to use an approved compound will result in no payment for the items to which coating was to have been applied.

### **C.2 Cable Installation**

When installing new cables into conduits containing existing cables, remove the existing cables and reinstall the existing cables simultaneously with the new cables. Take every precaution necessary to protect the existing cables. In the event of avoidable damage to the existing cables, replace all damaged cables, in-kind, at no additional expense to the department. When cables are pulled into conduit, use a cable pulling lubricant approved by the cable manufacturer. Submit documentation supporting manufacturer approval of the lubricant to the engineer.

### **C.3 Wiring**

Every conductor, except a conductor contained entirely within a single piece of equipment, must terminate either in a connector or on a terminal block. Provide and install the connectors and terminal blocks where needed, without separate payment. Use approved splice kits instead of connectors and terminal blocks for underground power cable splices.

Permanently label and key connectors to preclude improper connection. Obtain prior engineer approval for labeling methods before use.

Terminal blocks must be affixed to panels that permanently identify the block and what wire connects to each terminal. This may be accomplished by silk screening or by installing a laminated printed card under the terminal block, with the labels on portions of the card that extend beyond the block. Installation of terminal blocks by drilling holes in the exterior wall of the cabinet is not acceptable.

Use barriers to protect personnel from accidental contact with all dangerous voltages.

Do not install conductors carrying AC power in the same wiring harness as conductors carrying control or communication signals.

Arrange wiring, including fiber optic pigtails, so that any removable assembly can be removed without disturbing wiring that is not associated with the assembly being removed.

Communication and control cables may not be spliced underground, except where indicated on the plans.

Cables in the Traffic Management Center (TMC) or in communication hubs, which are not contained within a single cabinet, shall have at least 10 feet of slack.

### **C.4 System Operations**

If the contractor's operations unexpectedly interrupt Intelligent Transportation Systems (ITS) service, notify the engineer immediately and restore service within 24 hours. Repair all damaged facilities to the condition existing before the interruption. If service is not restored within 24 hours, the department may restore service to any operating device and deduct restoration costs from payments due the contractor.

### **C.5 Surge Protection**

Arrange the equipment and cabinet wiring to minimize the distance between each conductor's point of entry and its protector. Locate the protector as far as possible from electronic equipment. Ensure that all wiring between the surge protectors and the point of entry is free from sharp bends.

## **D Measurement**

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

## **E Payment**

The department will pay for the work performed under this special provision under the contract ITS bid items.

stp-670-010 (20230629)



### 17.3. Removing Communication Vault, Item 204.9060.S.0301.

#### A Description

This special provision describes removing Communication Vaults conforming to standard spec 204.

#### B (Vacant)

#### C (Vacant)

#### D Measurement

The department will measure Removing Communication Vault by each, acceptably completed.

#### E Payment

*Add the following to standard spec 204.5:*

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.0301	Removing Communication Vault	EACH
stp-204-025 (20230113)		

### 17.4. Removing Existing Pole, Item 204.9060.S.0302.

#### A Description

This special provision describes removing Existing Pole conforming to standard spec 204.

#### B (Vacant)

#### C (Vacant)

#### D Measurement

The department will measure Removing Existing Pole by each, acceptably completed.

#### E Payment

*Add the following to standard spec 204.5:*

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.0302	Removing Existing Pole	EACH
stp-204-025 (20150630)		

### 17.5. Install Conduit Into Existing Item, Item 652.0700.S.

#### A Description

This special provision describes installing proposed conduit into an existing manhole, pull box, junction box, communication vault, or other structure.

#### B Materials

Use Conduit HDPE 3-Duct 2-Inch, as provided and paid for under other items in this contract. Furnish backfill material, topsoil, fertilizer, seed, and mulch conforming to the standard spec.

#### C Construction

Expose the outside of the existing structure without disturbing existing conduits or cabling. Drill the appropriate sized hole for entering conduits at a location within the structure without disturbing the existing cabling and without hindering the installation of new cabling within the installed conduit. Fill void area between the drilled hole and conduit with an engineer-approved filling material to protect against conduit movement and entry of fill material into the structure. Tamp backfill into place.

#### D Measurement

The department will measure Install Conduit Into Existing System by the unit, acceptably installed. Up to five conduits entering a structure per entry point into the existing structure will be considered a single unit. Conduits in excess of five, or conduits entering at significantly different entry points into the existing pull box, manhole, or junction box will constitute multiple units of payment.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
652.0700.S	Install Conduit Into Existing Item	EACH

Payment is full compensation for excavating, drilling holes; furnishing and installing all materials, including bricks, coarse aggregate, sand, bedding, and backfill; for excavating and backfilling; and for furnishing and placing topsoil, fertilizer, seed, and mulch in disturbed areas; for properly disposing of surplus materials; and for making inspections.

stp-652-070 (20100709)

## 17.6. Salvage Microwave Detector Equipment, Item SPV.0060.0301.

### A Description

This special provision describes removing and salvaging a mounted controller microwave detector assembly.

### B (Vacant)

### C Construction

Carefully remove the existing microwave detector equipment at the location indicated on the drawings. Remove mounting hardware associated with the microwave detector assembly. Disconnect all wiring connected to the microwave detector assembly back to the control cabinet. Use caution not to damage any existing devices or processor assembly.

Prior to salvaging, the Field System Integrator must determine if the ITS equipment is fully functional. If any part of the ITS equipment is found to not meet original manufacturer's specifications, contact the department's Traffic Management Center at (414) 227-2166.

Disconnect all cables and wiring. Salvage and store the microwave detector equipment. The department will pick up to the microwave detector equipment. Contact Traffic Management Center staff at (414) 227-2166 at least 5 working days prior to when material is ready to be picked up. Properly dispose of the cabling and wiring away from the project site.

Storage and protection of the salvaged materials prior to pick up is the responsibility of the contractor and is included with this item.

Any materials which are lost or damaged during salvaging or storage shall be repaired or replaced by the contractor at the expense of the contractor or will be repaired or replaced by the department at the expense of the contractor, as determined by the engineer.

### D Measurement

The department will measure Salvage Microwave Detector Equipment as each unit, acceptably salvaged.

### E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0301	Salvage Microwave Detector Equipment	EACH

Payment is full compensation for removing of the microwave detector assembly; disconnecting any necessary wiring; removing the equipment mounted on the existing pole; and disposing of cabling and wiring.

## **17.7. Remove and Reinstall Ramp Gate System, Item SPV.0060.0302.**

### **A Description**

This special provision describes removing a ramp gate system, storing and protecting the equipment, and reinstalling equipment and wiring at new location.

### **B Materials**

The existing ramp gate system consists of a transformer base, pole, gear winch with cable, yoke assembly, gate pivots, supports, guides, collar, gate arm, bumper rods, and flashing LED lights, pedestal base, traffic signal standards, cabinets, solar power system, and all associated hardware.

### **C Construction**

The department assumes that all equipment is in good condition and in working order prior to the contractor's removal operation. Prior to removal, inspect and provide a list of any damaged or non-working equipment to the engineer. Any equipment not identified as damaged or not working, prior to removal, and found to be damaged or not working shall be replaced by the contractor at no cost to the department.

Disconnect all cables and remove the ramp gate system from the concrete base. Associated traffic signal standard, pole mounted cabinet, and solar power system are included with the removal and reinstallation of the ramp gate system item. Dispose of the underground cable. Safeguarding all parts from damage or loss. Store and protect equipment until equipment is reinstalled. Reinstall equipment at new location as shown on the plans. Reinstall all wiring and make all wire terminations to equipment at new location.

### **D Measurement**

The department will measure Remove and Reinstall Ramp Gate System as each individual removed and reinstalled system, acceptably completed.

### **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0302	Remove and Reinstall Ramp Gate System	EACH

Payment is full compensation for removing, storing, protecting, disconnecting and disposing of cabling and reinstalling equipment.

## **18. Miscellaneous and Incidental Construction.**

### **18.1 Midwest Guardrail System (MGS).**

*Add to standard spec 614.2.1 the following:*

The Midwest Guardrail System installed along IH 41 ramps shall be attached to steel posts and notched plastic blockouts.

*Add to standard spec 614.3.2.1 the following:*

All posts will be installed through the proposed roadway Base Aggregate Dense 1 ¼" and subgrade improvement of Select Crushed.

### **18.2 Fence Safety, Item 616.0700.S.**

#### **A Description**

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

#### **B Materials**

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

Furnish fence fabric meeting the following requirements.

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

**C Construction**

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

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

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

**D Measurement**

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

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
616.0700.S	Fence Safety	LF

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

stp-616-030 (20160607)

**18.3 Construction Staking Survey Project 1130-66-76, Item SPV.0060.0001.**

**A Description**

This special provision describes providing all construction staking survey required to layout and construct the work. Conform to standard spec 650 and standard spec 105.6, and as follows.

**B (Vacant)**

**C Construction**

Perform all surveying required to construct the work under this contract as specified in standard spec 650. Include all other miscellaneous survey required to layout and construct all work under this contract.

Remove and replace standard spec 105.6 with the following:

**105.6 Construction Staking**

**105.6.1 General**

- (1) The department is responsible for errors or discrepancies found in previous department surveys, plans, specifications, special provisions, or work constructed under other department contracts. The department will pay for further studies and redesign required due to these errors or discrepancies.
- (2) The department will furnish data for the horizontal and vertical control points. Prosecute the work using these points for field control. The department is responsible for the accuracy of lines, slopes, and grades it provides. The engineer and contractor shall agree on the meaning of all stakes, measurements, and marks before the contractor begins work.

### 105.6.2 Contractor-Performed Staking

Provide the construction stakes or markings needed to prosecute the work as follows:

1. Additional staking or markings that might be needed to support the contractor's specific method of operations.
2. Staking required under standard spec 650 to lay out and construct the work for the individual construction items the contract includes.
3. Other staking or markings as required to successfully prosecute the work.

The contractor is responsible for the accuracy of lines, slopes, and grades the contractor provides. Construct the work conforming to the lines, grades, cross sections, and dimensions the contract specifies or the engineer establishes.

Notify the engineer immediately when finding errors or discrepancies in previous surveys, plans, specifications, special provisions, or work constructed under other contracts. Suspend related operations until the engineer gives approval to proceed.

The engineer may check the control of work, as established by the contractor, at any time. The engineer will provide the results of these checks to the contractor, but by doing so in no way relieves the contractor of the responsibility for the accuracy of their layout work.

Correct or replace deficient layout and construction work resulting from:

1. Inaccuracies in the contractor's staking operations.
2. Not reporting inaccuracies found in work done by the department or by others.

If, due to the inaccuracies in 105.6.2(5), the department is required to make further studies, redesign, or both, the department will deduct all expenses incurred from the payment due the contractor.

#### D Measurement

The department will measure Construction Staking Survey Project as a single unit, acceptably completed for the entire project.

#### E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0001	Construction Staking Survey Project 1130-66-76	EACH

Payment is full compensation for performing all survey work required to layout and construct all work under this contract.

ner-650-025 (20210716)

## **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.

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

*Make the following revisions to the standard specifications:*

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**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.
- 

**108.10.2 Excusable, Non-Compensable Delays**

**108.10.2.1 General**

*Replace entire section with the following effective with the January 2024 letting:*

- (1) Non-compensable delays, 108.10.2.1(3), are excusable delays not the contractor's or the department's fault. The engineer will not pay for the delay costs listed in 109.4.7 for non-compensable delays.
  - (2) For non-compensable delays under calendar day and completion date contracts, the engineer will extend contract time if the conditions specified in 108.10.1 are met. The department will relieve the contractor from associated liquidated damages, as specified in 108.11, if the engineer extends time under 108.10.1.
  - (3) The following are non-compensable delays:
    1. Delays due to earthquakes, other cataclysmic phenomena of nature the contractor cannot foresee and avoid, severe weather or job conditions caused by recent weather as specified in 108.10.2.2.
    2. Extraordinary delays in material deliveries the contractor or their suppliers cannot foresee and forestall resulting from strikes, lockouts, freight embargoes, industry-wide shortages, governmental acts, or sudden disasters.
    3. Delays due to acts of the government, a political subdivision other than the department, or the public enemy.
    4. Delays from fires or epidemics.
    5. Delays from strikes beyond the contractor's power to settle not caused by improper acts or omissions of the contractor, their subcontractors, or their suppliers.
    6. Altered quantities as specified in 109.3.
- 

**108.10.3 Excusable Compensable Delays**

*Replace entire section with the following effective with the January 2024 letting:*

- (1) Compensable delays are excusable delays due to the department's actions or lack of actions. The engineer will grant a time extension for a compensable delay if the conditions specified in 108.10.1 are met.
- (2) The following are compensable delays:

1. A contract change for revised work as specified for extra work under 104.2.2.1, for a differing site condition under 104.2.2.2, or for significant changes in the character of the work under 104.2.2.4.
  2. A contract change for an engineer-ordered suspension under 104.2.2.3.
  3. The unexpected discovery of human remains, an archaeological find, or historical find consistent with 107.25.
  4. The unexpected discovery of a hazardous substance consistent with 107.24.
  5. The non-completion of work that utilities or other third parties perform, if that work is not completed as specified in the contract.
- (3) For a compensable delay or a time extension, the department will relieve the contractor from associated liquidated damages under 108.11, and will pay the contractor for delay costs determined as follows:
1. Adjust the contract price as specified in 109.4.2 through 109.4.5 for delays under item 1 of 108.10.3(2).
  2. Adjust the contract price as specified in 109.4.7 for delays under items 2 through 5 of 108.10.3(2).

**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)**

AASHTO No. 67 <sup>[1]</sup>	
SEIVE	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 (Va) by calculation according to WTM T269.

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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.

#### 460.3.3.2 Pavement Density Determinations

Replace entire section with the following effective with the February 2024 letting:

- (1) The engineer will determine the target maximum density using department procedures described in WTM T355. The engineer will determine density according to CMM 815 and WTM T355 as soon as practicable after compaction and before placement of subsequent layers or before opening to traffic.
- (2) Do not re-roll compacted mixtures with deficient density test results. Do not operate continuously below the specified minimum density. Stop production, identify the source of the problem, and make corrections to produce work meeting the specification requirements.
- (3) A lot is defined as one day's production for each subplot type or one production shift if running 24 hours per day and placed within a single layer for each location and target maximum density category indicated in table 460-3. The lot density is the average of the tests taken for that lot. The department determines the number of tests per lot according to WTP H-002.
- (4) An HTCP-certified Nuclear Density Technician I (NUCDENSITYTEC-I) or a nuclear density ACT working under a NUCDENSITYTEC-I technician, will locate samples and perform the testing. A NUCDENSITYTEC-I technician will coordinate and take responsibility for the work an ACT performs. No more than one ACT can work under a single NUCDENSITYTEC-I technician. The responsible NUCDENSITYTEC-I technician will ensure that sample location and testing is performed correctly, analyze test results, and provide density results to the contractor weekly.

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### 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).

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### 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)**

<b>AASHTO No. 4<sup>[1]</sup></b>	
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.

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**ERRATA**

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**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 1<sup>st</sup> Tier and DBE Payments During Construction

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

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

<https://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](mailto:paul.ndon@dot.wi.gov). Not every contractor's payroll system is capable of producing export files. For details, see Section 4.8 CPR Auto Submit (Data Mapping) on pages 49-50; 66-71 of the CRCS Payroll Manual at:  
<https://wisconsindot.gov/Documents/doing-bus/civil-rights/labornwage/crcs-payroll-manual.pdf>

## NON-DISCRIMINATION PROVISIONS

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

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

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

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

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

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

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

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

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

**Pertinent Non-Discrimination Authorities:**

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



## BUY AMERICA PROVISION

Buy America (as documented in [88 FR 57750 \(2 CFR part 184 and 200\)](#) from the Office of Management and Budget: [Federal Register: Guidance for Grants and Agreements](#) ) 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 the initial melting stage through the application of coatings) 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 [88 FR 57750 \(2 CFR part 184 and 200\)](#) and as referenced in CMM 228.5) must comply with Buy America. All manufacturing process of construction materials must occur in the United States.

[88 FR 55817 \(DOT-OST-2022-0124\)](#) allows a limited waiver of Buy America requirements for de minimis costs and small grants.

- The Total value of the non-compliant products is no more than the lesser of \$1,000,000 or 5% of total applicable costs for the project<sup>1</sup>; or
- The total amount of Federal financial assistance applied to the project, through awards or subaward, is below \$500,000<sup>2</sup>

The contractor shall take actions and provide documentation conforming to CMM 228.5 to ensure compliance with this Buy America provision.

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

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

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<sup>1</sup> The de minimis public interest waiver does not apply to iron and steel subject to the requirements of 23 U.S.C. 313 on financial assistance administered by FHWA. The de minimis threshold in 23 CFR 635.410(b)(4) continues to apply for iron and steel.

<sup>2</sup> The small grant portion of the waiver does not apply to iron, steel, and manufactured goods subject to the requirements of 49 U.S.C. 22905(a).



Proposal Schedule of Items

Proposal ID: 20240514015 Project(s): 1130-66-76

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	201.0205 Grubbing	5.000 STA	_____.	_____.
0004	203.0100 Removing Small Pipe Culverts	1.000 EACH	_____.	_____.
0006	203.0220 Removing Structure (structure) 0001. B-44-0179	1.000 EACH	_____.	_____.
0008	204.0100 Removing Concrete Pavement	17,470.000 SY	_____.	_____.
0010	204.0120 Removing Asphaltic Surface Milling	270.000 SY	_____.	_____.
0012	204.0150 Removing Curb & Gutter	331.000 LF	_____.	_____.
0014	204.0155 Removing Concrete Sidewalk	530.000 SY	_____.	_____.
0016	204.0165 Removing Guardrail	354.000 LF	_____.	_____.
0018	204.0170 Removing Fence	2,155.000 LF	_____.	_____.
0020	204.0180 Removing Delineators and Markers	10.000 EACH	_____.	_____.
0022	204.0195 Removing Concrete Bases	20.000 EACH	_____.	_____.
0024	204.0220 Removing Inlets	5.000 EACH	_____.	_____.
0026	204.0245 Removing Storm Sewer (size) 0001. 12- Inch	91.000 LF	_____.	_____.
0028	204.9060.S Removing (item description) 0301. Communications Vault	2.000 EACH	_____.	_____.
0030	204.9060.S Removing (item description) 0302. Removing Existing Pole	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20240514015 Project(s): 1130-66-76

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	204.9090.S Removing (item description) 0001. Removing Pedestrian Railing	1,815.000 LF	_____.	_____.
0034	205.0100 Excavation Common	19,191.000 CY	_____.	_____.
0036	211.0500 Prepare Foundation for Base Aggregate	23.000 STA	_____.	_____.
0038	213.0100 Finishing Roadway (project) 0001. 1130-66-76	1.000 EACH	_____.	_____.
0040	305.0110 Base Aggregate Dense 3/4-Inch	620.000 TON	_____.	_____.
0042	305.0120 Base Aggregate Dense 1 1/4-Inch	11,553.000 TON	_____.	_____.
0044	310.0110 Base Aggregate Open-Graded	43.000 TON	_____.	_____.
0046	312.0110 Select Crushed Material	16,700.000 TON	_____.	_____.
0048	415.0090 Concrete Pavement 9-Inch	6,905.000 SY	_____.	_____.
0050	415.0100 Concrete Pavement 10-Inch	8,609.000 SY	_____.	_____.
0052	415.0410 Concrete Pavement Approach Slab	266.000 SY	_____.	_____.
0054	415.1100 Concrete Pavement HES 10-Inch	822.000 SY	_____.	_____.
0056	416.0610 Drilled Tie Bars	64.000 EACH	_____.	_____.
0058	416.0620 Drilled Dowel Bars	110.000 EACH	_____.	_____.
0060	455.0605 Tack Coat	459.000 GAL	_____.	_____.
0062	460.2000 Incentive Density HMA Pavement	320.000 DOL	1.00000	320.00



Proposal Schedule of Items

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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	460.5224 HMA Pavement 4 LT 58-28 S	497.000 TON	_____.	_____.
0066	460.6224 HMA Pavement 4 MT 58-28 S	31.000 TON	_____.	_____.
0068	465.0105 Asphaltic Surface	541.000 TON	_____.	_____.
0070	465.0120 Asphaltic Surface Driveways and Field Entrances	10.000 TON	_____.	_____.
0072	465.0125 Asphaltic Surface Temporary	21.000 TON	_____.	_____.
0074	502.0100 Concrete Masonry Bridges	163.000 CY	_____.	_____.
0076	502.3205 Pigmented Surface Sealer Reseal	179.000 SY	_____.	_____.
0078	502.4205 Adhesive Anchors No. 5 Bar	36.000 EACH	_____.	_____.
0080	505.0600 Bar Steel Reinforcement HS Coated Structures	44,700.000 LB	_____.	_____.
0082	509.1500 Concrete Surface Repair	6.000 SF	_____.	_____.
0084	520.8000 Concrete Collars for Pipe	5.000 EACH	_____.	_____.
0086	522.0142 Culvert Pipe Reinforced Concrete Class III 42-Inch	140.000 LF	_____.	_____.
0088	522.1042 Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	2.000 EACH	_____.	_____.
0090	531.2030 Drilling Shaft 30-Inch	52.000 LF	_____.	_____.
0092	531.5220 Foundation Single-Shaft Type MF-II (structure) 0501. S-44-0383	2.000 EACH	_____.	_____.



Proposal Schedule of Items

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SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0094	531.5220 Foundation Single-Shaft Type MF-II (structure) 0601. S-44-0384	2.000 EACH	_____.	_____.
0096	532.5220 Monotube Full Span Type II (structure) 0502. S-44-0383	1.000 EACH	_____.	_____.
0098	532.5220 Monotube Full Span Type II (structure) 0602. S-44-0384	1.000 EACH	_____.	_____.
0100	601.0405 Concrete Curb & Gutter 18-Inch Type A	2,256.000 LF	_____.	_____.
0102	601.0409 Concrete Curb & Gutter 30-Inch Type A	2,227.000 LF	_____.	_____.
0104	602.0405 Concrete Sidewalk 4-Inch	13,966.000 SF	_____.	_____.
0106	602.0505 Curb Ramp Detectable Warning Field Yellow	194.000 SF	_____.	_____.
0108	602.0605 Curb Ramp Detectable Warning Field Radial Yellow	45.000 SF	_____.	_____.
0110	602.0815 Concrete Driveway 7-Inch	222.000 SY	_____.	_____.
0112	602.3010 Concrete Surface Drains	16.000 CY	_____.	_____.
0114	606.0200 Riprap Medium	15.000 CY	_____.	_____.
0116	608.0312 Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	108.000 LF	_____.	_____.
0118	611.0530 Manhole Covers Type J	2.000 EACH	_____.	_____.
0120	611.0624 Inlet Covers Type H	6.000 EACH	_____.	_____.
0122	611.2003 Manholes 3-FT Diameter	2.000 EACH	_____.	_____.



Proposal Schedule of Items

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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	611.3230 Inlets 2x3-FT	6.000 EACH	_____.	_____.
0126	611.8110 Adjusting Manhole Covers	1.000 EACH	_____.	_____.
0128	611.8115 Adjusting Inlet Covers	19.000 EACH	_____.	_____.
0130	612.0106 Pipe Underdrain 6-Inch	980.000 LF	_____.	_____.
0132	614.2300 MGS Guardrail 3	548.000 LF	_____.	_____.
0134	614.2610 MGS Guardrail Terminal EAT	4.000 EACH	_____.	_____.
0136	614.2620 MGS Guardrail Terminal Type 2	4.000 EACH	_____.	_____.
0138	616.0206 Fence Chain Link 6-FT	2,241.000 LF	_____.	_____.
0140	616.0700.S Fence Safety	270.000 LF	_____.	_____.
0142	618.0100 Maintenance and Repair of Haul Roads (project) 0001. 1130-66-76	1.000 EACH	_____.	_____.
0144	619.1000 Mobilization	1.000 EACH	_____.	_____.
0146	620.0100 Concrete Corrugated Median	246.000 SF	_____.	_____.
0148	620.0300 Concrete Median Sloped Nose	270.000 SF	_____.	_____.
0150	624.0100 Water	263.000 MGAL	_____.	_____.
0152	625.0100 Topsoil	13,700.000 SY	_____.	_____.
0154	628.1504 Silt Fence	5,890.000 LF	_____.	_____.



Proposal Schedule of Items

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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	628.1520 Silt Fence Maintenance	5,890.000 LF	_____.	_____.
0158	628.1905 Mobilizations Erosion Control	3.000 EACH	_____.	_____.
0160	628.1910 Mobilizations Emergency Erosion Control	3.000 EACH	_____.	_____.
0162	628.2002 Erosion Mat Class I Type A	12,130.000 SY	_____.	_____.
0164	628.2008 Erosion Mat Urban Class I Type B	1,530.000 SY	_____.	_____.
0166	628.7005 Inlet Protection Type A	30.000 EACH	_____.	_____.
0168	628.7015 Inlet Protection Type C	40.000 EACH	_____.	_____.
0170	628.7504 Temporary Ditch Checks	450.000 LF	_____.	_____.
0172	628.7555 Culvert Pipe Checks	52.000 EACH	_____.	_____.
0174	628.7560 Tracking Pads	8.000 EACH	_____.	_____.
0176	628.7570 Rock Bags	20.000 EACH	_____.	_____.
0178	629.0210 Fertilizer Type B	10.300 CWT	_____.	_____.
0180	630.0130 Seeding Mixture No. 30	615.000 LB	_____.	_____.
0182	630.0200 Seeding Temporary	440.000 LB	_____.	_____.
0184	630.0500 Seed Water	310.000 MGAL	_____.	_____.
0186	633.5200 Markers Culvert End	2.000 EACH	_____.	_____.



Proposal Schedule of Items

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SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0188	634.0614 Posts Wood 4x6-Inch X 14-FT	12.000 EACH	_____.	_____.
0190	634.0616 Posts Wood 4x6-Inch X 16-FT	19.000 EACH	_____.	_____.
0192	634.0618 Posts Wood 4x6-Inch X 18-FT	13.000 EACH	_____.	_____.
0194	637.2210 Signs Type II Reflective H	597.750 SF	_____.	_____.
0196	637.2215 Signs Type II Reflective H Folding	125.040 SF	_____.	_____.
0198	638.2602 Removing Signs Type II	46.000 EACH	_____.	_____.
0200	638.3000 Removing Small Sign Supports	54.000 EACH	_____.	_____.
0202	643.0300 Traffic Control Drums	11,318.000 DAY	_____.	_____.
0204	643.0420 Traffic Control Barricades Type III	1,853.000 DAY	_____.	_____.
0206	643.0500 Traffic Control Flexible Tubular Marker Posts	21.000 EACH	_____.	_____.
0208	643.0600 Traffic Control Flexible Tubular Marker Bases	21.000 EACH	_____.	_____.
0210	643.0705 Traffic Control Warning Lights Type A	3,830.000 DAY	_____.	_____.
0212	643.0715 Traffic Control Warning Lights Type C	460.000 DAY	_____.	_____.
0214	643.0800 Traffic Control Arrow Boards	59.000 DAY	_____.	_____.
0216	643.0900 Traffic Control Signs	23,401.000 DAY	_____.	_____.
0218	643.0910 Traffic Control Covering Signs Type I	4.000 EACH	_____.	_____.





Proposal Schedule of Items

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0220	643.0920 Traffic Control Covering Signs Type II	22.000 EACH	_____.	_____.
0222	643.1000 Traffic Control Signs Fixed Message	822.000 SF	_____.	_____.
0224	643.1050 Traffic Control Signs PCMS	307.000 DAY	_____.	_____.
0226	643.1070 Traffic Control Cones 42-Inch	1,781.000 DAY	_____.	_____.
0228	643.1205.S Basic Traffic Queue Warning System	8.000 DAY	_____.	_____.
0230	643.3150 Temporary Marking Line Removable Tape 4-Inch	1,350.000 LF	_____.	_____.
0232	643.3180 Temporary Marking Line Removable Tape 6-Inch	1,640.000 LF	_____.	_____.
0234	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0236	644.1440 Temporary Pedestrian Surface Matting	238.000 SF	_____.	_____.
0238	644.1601 Temporary Pedestrian Curb Ramp	66.000 DAY	_____.	_____.
0240	644.1605 Temporary Pedestrian Detectable Warning Field	40.000 SF	_____.	_____.
0242	644.1810 Temporary Pedestrian Barricade	471.000 LF	_____.	_____.
0244	645.0111 Geotextile Type DF Schedule A	436.000 SY	_____.	_____.
0246	645.0120 Geotextile Type HR	45.000 SY	_____.	_____.
0248	646.1020 Marking Line Epoxy 4-Inch	186.000 LF	_____.	_____.



Proposal Schedule of Items

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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
0250	646.2020 Marking Line Epoxy 6-Inch	4,297.000 LF	_____.	_____.
0252	646.2040 Marking Line Grooved Wet Ref Epoxy 6-Inch	1,584.000 LF	_____.	_____.
0254	646.3020 Marking Line Epoxy 8-Inch	115.000 LF	_____.	_____.
0256	646.4020 Marking Line Epoxy 10-Inch	2,059.000 LF	_____.	_____.
0258	646.4040 Marking Line Grooved Wet Ref Epoxy 10-Inch	614.000 LF	_____.	_____.
0260	646.5020 Marking Arrow Epoxy	20.000 EACH	_____.	_____.
0262	646.5120 Marking Word Epoxy	8.000 EACH	_____.	_____.
0264	646.6020 Marking Stop Line Epoxy 12-Inch	213.000 LF	_____.	_____.
0266	646.7420 Marking Crosswalk Epoxy Transverse Line 6-Inch	874.000 LF	_____.	_____.
0268	646.8120 Marking Curb Epoxy	396.000 LF	_____.	_____.
0270	646.8220 Marking Island Nose Epoxy	6.000 EACH	_____.	_____.
0272	646.9010 Marking Removal Line Water Blasting 4-Inch	134.000 LF	_____.	_____.
0274	646.9110 Marking Removal Line Water Blasting 8-Inch	65.000 LF	_____.	_____.
0276	646.9310 Marking Removal Special Marking Water Blasting	3.000 EACH	_____.	_____.



Proposal Schedule of Items

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SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0278	652.0210 Conduit Rigid Nonmetallic Schedule 40 1-Inch	265.000 LF	_____.	_____.
0280	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	4,903.000 LF	_____.	_____.
0282	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch	3,682.000 LF	_____.	_____.
0284	652.0335 Conduit Rigid Nonmetallic Schedule 80 3-Inch	1,015.000 LF	_____.	_____.
0286	652.0605 Conduit Special 2-Inch	355.000 LF	_____.	_____.
0288	652.0700.S Install Conduit into Existing Item	2.000 EACH	_____.	_____.
0290	652.0800 Conduit Loop Detector	801.000 LF	_____.	_____.
0292	653.0154 Pull Boxes Non-Conductive 24x36-Inch	12.000 EACH	_____.	_____.
0294	653.0164 Pull Boxes Non-Conductive 24x42-Inch	55.000 EACH	_____.	_____.
0296	653.0905 Removing Pull Boxes	31.000 EACH	_____.	_____.
0298	654.0101 Concrete Bases Type 1	8.000 EACH	_____.	_____.
0300	654.0105 Concrete Bases Type 5	17.000 EACH	_____.	_____.
0302	654.0110 Concrete Bases Type 10	4.000 EACH	_____.	_____.
0304	654.0113 Concrete Bases Type 13	1.000 EACH	_____.	_____.
0306	654.0120 Concrete Bases Type 10-Special	1.000 EACH	_____.	_____.



Proposal Schedule of Items

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0308	654.0230 Concrete Control Cabinet Bases Type L30	2.000 EACH	_____.	_____.
0310	655.0230 Cable Traffic Signal 5-14 AWG	5,809.000 LF	_____.	_____.
0312	655.0240 Cable Traffic Signal 7-14 AWG	234.000 LF	_____.	_____.
0314	655.0260 Cable Traffic Signal 12-14 AWG	1,027.000 LF	_____.	_____.
0316	655.0305 Cable Type UF 2-12 AWG Grounded	1,458.000 LF	_____.	_____.
0318	655.0515 Electrical Wire Traffic Signals 10 AWG	2,179.000 LF	_____.	_____.
0320	655.0610 Electrical Wire Lighting 12 AWG	9,644.000 LF	_____.	_____.
0322	655.0615 Electrical Wire Lighting 10 AWG	18,494.000 LF	_____.	_____.
0324	655.0635 Electrical Wire Lighting 2 AWG	624.000 LF	_____.	_____.
0326	655.0700 Loop Detector Lead In Cable	1,937.000 LF	_____.	_____.
0328	655.0800 Loop Detector Wire	2,853.000 LF	_____.	_____.
0330	656.0201 Electrical Service Meter Breaker Pedestal (location) 0001. CB1100	1.000 EACH	_____.	_____.
0332	656.0401 Electrical Service Main Lugs Only Meter Pedestal (location) 0001. CB1000	1.000 EACH	_____.	_____.
0334	657.0100 Pedestal Bases	8.000 EACH	_____.	_____.
0336	657.0255 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	17.000 EACH	_____.	_____.



Proposal Schedule of Items

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0338	657.0322 Poles Type 5-Aluminum	16.000 EACH	_____.	_____.
0340	657.0350 Poles Type 10	4.000 EACH	_____.	_____.
0342	657.0352 Poles Type 10-Special	1.000 EACH	_____.	_____.
0344	657.0360 Poles Type 13	1.000 EACH	_____.	_____.
0346	657.0420 Traffic Signal Standards Aluminum 13-FT	6.000 EACH	_____.	_____.
0348	657.0430 Traffic Signal Standards Aluminum 10-FT	2.000 EACH	_____.	_____.
0350	657.0530 Monotube Arms 30-FT	4.000 EACH	_____.	_____.
0352	657.0541 Monotube Arms 40-FT-Special	1.000 EACH	_____.	_____.
0354	657.0550 Monotube Arms 50-FT	1.000 EACH	_____.	_____.
0356	657.0710 Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT	20.000 EACH	_____.	_____.
0358	657.0812 Luminaire Arms Steel 12-FT	6.000 EACH	_____.	_____.
0360	658.0173 Traffic Signal Face 3S 12-Inch	20.000 EACH	_____.	_____.
0362	658.0174 Traffic Signal Face 4S 12-Inch	4.000 EACH	_____.	_____.
0364	658.0416 Pedestrian Signal Face 16-Inch	8.000 EACH	_____.	_____.
0366	658.0500 Pedestrian Push Buttons	8.000 EACH	_____.	_____.
0368	658.5070 Signal Mounting Hardware (location) 0201. IH 41 NB & CTH N (S44-2019)	1.000 EACH	_____.	_____.



Proposal Schedule of Items

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Alt Set ID: Alt Mbr ID:

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0370	658.5070 Signal Mounting Hardware (location) 0202. IH 41 SB & CTH N (S44-0579)	1.000 EACH	_____.	_____.
0372	659.1120 Luminaires Utility LED B	26.000 EACH	_____.	_____.
0374	659.2130 Lighting Control Cabinets 120/240 30-Inch	1.000 EACH	_____.	_____.
0376	659.2230 Lighting Control Cabinets 240/480 30-Inch	1.000 EACH	_____.	_____.
0378	659.5000.S Lamp, Ballast, LED, Switch Disposal by Contractor	70.000 EACH	_____.	_____.
0380	670.0101 Field System Integrator	1.000 EACH	_____.	_____.
0382	670.0201 ITS Documentation	1.000 EACH	_____.	_____.
0384	671.0132 Conduit HDPE 3-Duct 2-Inch	962.000 LF	_____.	_____.
0386	671.0300 Fiber Optic Cable Marker	4.000 EACH	_____.	_____.
0388	673.0105 Communication Vault Type 1	2.000 EACH	_____.	_____.
0390	673.0110 Communication Vault Type Round	2.000 EACH	_____.	_____.
0392	673.0200 Tracer Wire Marker Posts	3.000 EACH	_____.	_____.
0394	678.0012 Install Fiber Optic Cable Outdoor Plant 12-CT	1,513.000 LF	_____.	_____.
0396	678.0024 Install Fiber Optic Cable Outdoor Plant 24-CT	2,078.000 LF	_____.	_____.
0398	678.0200 Fiber Optic Splice Enclosure	2.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20240514015 Project(s): 1130-66-76

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
0400	678.0300 Fiber Optic Splice	50.000 EACH	_____.	_____.
0402	678.0400 Fiber Optic Termination	4.000 EACH	_____.	_____.
0404	678.0501 Communication System Testing	1.000 EACH	_____.	_____.
0406	690.0150 Sawing Asphalt	241.000 LF	_____.	_____.
0408	690.0250 Sawing Concrete	633.000 LF	_____.	_____.
0410	715.0502 Incentive Strength Concrete Structures	978.000 DOL	1.00000	978.00
0412	715.0720 Incentive Compressive Strength Concrete Pavement	4,900.800 DOL	1.00000	4,900.80
0414	SPV.0060 Special 0001. Construction Staking Survey Project 1130-66-76	1.000 EACH	_____.	_____.
0416	SPV.0060 Special 0201. Remove Traffic Signal IH 41 NB & CTH N (S44-2019)	1.000 EACH	_____.	_____.
0418	SPV.0060 Special 0202. Remove Traffic Signal IH 41 SB & CTH N (S44-0579)	1.000 EACH	_____.	_____.
0420	SPV.0060 Special 0203. Temporary Traffic Signals IH 41 NB & CTH N (S44-2019)	1.000 EACH	_____.	_____.
0422	SPV.0060 Special 0204. Temporary Traffic Signals IH 41 SB & CTH N (S44-0579)	1.000 EACH	_____.	_____.
0424	SPV.0060 Special 0301. Salvage Microwave Detector Equipment	1.000 EACH	_____.	_____.
0426	SPV.0060 Special 0302. Remove and Reinstall Ramp Gate System	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20240514015 Project(s): 1130-66-76

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
0428	SPV.0060 Special 0401. Temporary Support B-44-0179	1.000 EACH	_____.	_____.
0430	SPV.0075 Special 0100. Street Sweeping	34.000 HRS	_____.	_____.
0432	SPV.0180 Special 0401. Methacrylate Flood Seal	2,459.000 SY	_____.	_____.
<b>Section: 0001</b>			<b>Total:</b>	_____.
			<b>Total Bid:</b>	_____.



**PLEASE ATTACH ADDENDA HERE**