

HIGHWAY WORK PROPOSAL

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

Proposal Number: **016**

<u>STATE ID</u>	<u>FEDERAL ID</u>	<u>PROJECT DESCRIPTION</u>	<u>HIGHWAY</u>	<u>COUNTY</u>
1058-22-60	N/A	Wittenberg - Shawano, CTH J to CTH M, Eb	STH 029	Shawano
1058-22-61	N/A	Wittenberg - Shawano, CTH J to Spruce Road, Wb	STH 029	Shawano

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: \$340,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: August 12, 2025 Time (Local Time): 11:00 am	Firm Name, Address, City, State, Zip Code
Contract Completion Time November 05, 2026	SAMPLE NOT FOR BIDDING PURPOSES
Assigned Disadvantaged Business Enterprise Goal 0%	This contract is exempt from federal oversight.

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

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

Subscribed and sworn to before me this date _____

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

(Bidder Signature)

(Print or Type Bidder Name)

(Bidder Title)

Type of Work: Removals, Milling, Grading, Aggregate, Concrete Pavement, Asphalt Pavement, Culvert Pipe, Curb and Gutter, Beam Guard, Erosion Control, Traffic Control, Pavement Marking and Restoration.	For Department Use Only
Notice of Award Dated	Date Guaranty Returned

**PLEASE ATTACH
PROPOSAL GUARANTY HERE**

PROPOSAL REQUIREMENTS AND CONDITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

BID PREPARATION

Preparing the Proposal Schedule of Items

A. General

- (1) Obtain bidding proposals as specified in section 102 of the standard specifications prior to 11:45 AM of the last business day preceding the letting. Submit bidding proposals using one of the following methods:
 1. Electronic bid on the internet.
 2. Electronic bid on a printout with accompanying diskette or CD ROM.
 3. Paper bid under a waiver of the electronic submittal requirements.
- (2) Bids submitted on a printout with accompanying diskette or CD ROM or paper bids submitted under a waiver of the electronic submittal requirements govern over bids submitted on the internet.
- (3) The department will provide bidding information through the department's web site at:

<https://wisconsin.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx>

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

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

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

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

<https://wisconsin.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx>

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

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

B. Submitting Electronic Bids**B.1 On the Internet**

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

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

- (1) Download the latest schedule of items from the Wisconsin pages of the Bid Express web site reflecting the latest addenda posted on the department's web site at:
<https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx>
Use Expedite™ software to prepare and print the schedule of items. Provide a valid amount for all price fields. Follow instructions and review the help screens provided on the Bid Express™ web site to assure that the schedule of items is prepared properly.
- (2) Staple an 8 1/2 by 11 inch printout of the Expedite□□ generated schedule of items to the other proposal documents submitted to the department as a part of the bidder's sealed bid. As a separate submittal, not in the sealed bid 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 ExpediteTM generated schedule of items is not the same on each page.
 2. The check code printed on the printout of the ExpediteTM 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)

NOTARY FOR PRINCIPAL

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

(Signature of Attorney-in-Fact)

NOTARY FOR SURETY

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

CERTIFICATE OF ANNUAL BID BOND

DT1305 8/2003

Wisconsin Department of Transportation

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

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

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

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

(Signature of Authorized Contractor Representative)

(Date)

LIST OF SUBCONTRACTORS

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

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

[illegible]

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

Table of Contents

Article	Description	Page #
1.	General.....	3
2.	Scope of Work.....	3
3.	Prosecution and Progress.....	3
4.	Traffic.	5
5.	Holiday and Special Event Work Restrictions.....	7
6.	Utilities.....	7
7.	Other Projects.	9
8.	Information to Bidders, U.S. Army Corps of Engineers Section 404 Permit.....	9
9.	Information to Bidders, WPDES Transportation Construction General Permit (TCGP) for Storm Water Discharges.....	9
10.	Notice to Contractor, Electronic Load Tickets.....	10
11.	Environmental Protection - Dewatering.	10
12.	Environmental Protection, Aquatic Exotic Species Control.	10
13.	Construction Over or Adjacent to Navigable Waters.	11
14.	Erosion Control.	11
15.	Public Convenience and Safety.	11
16.	Geotechnical Investigation Information.....	12
17.	Removing Apron Endwall, Item 204.9060.S.01.	12
18.	Removing Apron Endwall for Culvert Pipe Sloped Cross Drain Concrete, Item 204.9060.S.02.	12
19.	Removing Apron Endwalls for Underdrain Reinforced Concrete 6-Inch, Item 204.9060.S.03.....	13
20.	Rout and Seal, Item 415.6000.S.....	13
21.	QMP HMA Pavement Nuclear Density.	14
22.	Pipe Culverts.....	17
23.	Field Facilities.	17
24.	Traffic Control.....	18
25.	Digital Speed Reduction System (DSRS), Item 643.0370.S.	18
26.	Connected Arrow Board, Item 643.0810.S.	20
27.	Connected Work Zone Start and End Location Markers, Item 643.1220.S.....	21
28.	Marking Outfall Epoxy.....	22
29.	Apron Endwall for Culvert Pipe Sloped Cross Drain Reinforced concrete 15-Inch 6 to 1, Item SPV.0060.01; Apron Endwall for Culvert Pipe Sloped Cross Drain Reinforced Concrete 18-Inch 6 to 1, Item SPV.0060.02.	22
30.	Locate and Clean Existing Underdrain Outfalls, Item SPV.0060.03.....	23
31.	Removing Raised Pavement Markers and Filling Voids, Item SPV.0060.04.	23
32.	Culvert Pipe Plug Temporary, Item SPV.0060.05.	24
33.	Construction Staking Concrete Pavement Reference, Item SPV.0090.01.....	24
34.	Concrete Joint and Crack Cleaning, Repair and Sealing, Item SPV.0090.02.	25
35.	Removing Distressed Asphaltic Surface Milling, Item SPV.0180.01.	26

36. Embankment Special Compaction, Item SPV.0180.02.27

STSP'S Revised January 8, 2025

SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1058-22-60, Wittenberg – Shawano, CTH J to CTH M, EB, STH 29, Shawano County, Wisconsin; and Project 1058-22-61, Wittenberg – Shawano, CTH J to CTH M, WB, STH 29, Shawano 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, 2025 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 (20250108)

2. Scope of Work.

The work under this contract shall consist of milling, removing concrete pavement, excavation common, base aggregate dense, select crushed material, concrete pavement repairs, concrete pavement replacements, drilled tie bars, drilled dowel bars, continuous diamond grinding, concrete pavement, HMA pavement, rout and seal, apron endwalls, concrete masonry endwalls, MGS guardrail, steel thrie beam, geogrid, delineators, rumble strips, cleaning underdrains, erosion control, construction staking and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

3. Prosecution and Progress.

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

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

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

The notice to proceed will not be issued prior to March 30, 2026.

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

The department has existing traffic counting equipment at approximate Station 1091+30 WB and Station 1091+46 EB that will remain.

The department also has existing traffic counting loops and sensors in the pavement at approximate Station 1157+45 WB and Station 1157+45 EB that will be removed with this project.

Sequenced closures at intersections for HMA paving and marking operations is allowed as shown in the project plans or with approval of the engineer. Preceding intersections must be re-opened as soon as traffic control drums can safely be removed.

If intersection closures are required, stagger closures so adjacent intersections to the closure are kept open. Do not close adjacent side roads at the same time without the written permission of the engineer.

Construction of the following intersections must be staged as the side road does not have alternate outlets to STH 29:

- Maple Lane (Station 1216+25 WB)
- Bucholz Lane (Station 1489+55 WB)

Traffic at intersections is allowed to operate on a milled surface for up to 96 hours.

Do not shift traffic onto existing shoulder pavement. Milling and overlay operations must be completed prior to traffic being placed on shoulders.

Close westbound STH 29 and place bi-directional traffic on eastbound STH 29 from approximately Station 1080+00 to 1300+00. Immediately remove temporary crossovers following westbound STH 29 re-opening to traffic.

Construction Staging

Suggested construction staging is provided as follows. The sequence of construction staging may be altered by the contractor as approved by the engineer.

Stage 1 (Station 1075+61 'WB' to Station 1301+51 'WB')

- Stage 1a: Construct crossovers
- Stage 1b: Perform pavement replacement, pavement repairs and pipe replacement for STH 29 WB; Perform joint repairs, concrete pavement repairs and mill and overlay between 1079+00 WB to 1296+75 WB
- Stage 1c: Remove crossovers

Stage 2 (Station 1916+80 'EB' - Station 1968+20 'EB')

- Stage 2a: Construct temporary widening of inside lane of STH 29 EB
- Stage 2b: Perform pavement replacement and shoulder paving from Station 1916+80 – 1968+20 on outside lane of STH EB. Concrete repairs on outside lane from Station 1916+80 – 1986+20 can also be completed.
- Stage 2c: Perform pavement replacement from Station 1916+80 – 1968+20 on inside lane of STH 29 EB. Concrete repairs on inside lane from Station 1916+80 – 1986+20 can also be completed. Remove temporary widening.

Stage 3 (Station 1058+50 'EB' - Station 2108+00 'EB'; Station 1058+50 'WB' - Station 1844+00 'WB')

- Stage 3a: Mill and overlay STH 29 EB and WB outside shoulders and intersections. Beamguard replacement and pipe repairs on outside of STH 29.
- Stage 3b: Mill and overlay STH 29 EB and WB inside shoulders and median crossovers. Concrete repair on inside lanes of STH 29 EB and WB. Beamguard replacement and pipe repairs on inside of STH 29.
- Stage 3c: Concrete repair on outside lanes of STH 29 EB and WB

Stage 4 (Station 1058+50 'EB' - Station 2108+00 'EB'; Station 1058+50 'WB' - Station 1844+00 'WB')

- Stage 4a: Diamond grind outside concrete lanes and install rumble strips on outside shoulders of STH 29 EB and WB.
- Stage 4b: Diamond grind inside concrete lanes and install rumble strips on inside shoulders of STH 29 EB and WB.

Stage 5 (Station 1058+50 'EB' - Station 2108+00 'EB'; Station 1058+50 'WB' - Station 1844+00 'WB')

- Pavement marking and grooving of STH 29 EB and WB lanes.

Fish Spawning

There shall be no instream disturbance of Middle Branch Embarrass River at Station 1071+00, North Branch Embarrass River at Station 1399+00, Spencer Creek at Station 1558+00, Mill Creek at Station 1623+00 as a result of construction activity under or for this contract, from March 1 to June 15 both dates inclusive, in order to avoid adverse impacts upon the spawning of fish and other aquatic organisms.

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

Wood Turtle

No ground disturbance, heavy equipment operation or supply/equipment storage within habitat (exposed sand or gravel areas within 200' of a suitable stream/river) during the nesting season (May 20 – September 18) unless exclusion fencing has been installed or the habitat has been made unsuitable outside of these dates. Install exclusionary fencing prior to May 1.

Instream work and drawdowns during the maximum overwintering period (October 1 – April 30) is not allowed. In stream work includes, but is not limited to barge anchoring, streambank/riprap installation, ford installation, open cut trenching, and dredging.

Project personnel (individuals on site for project purposes rather than for the purpose of looking for turtles) must move any turtles observed on site out of harm's way.

Land conservation activities (e.g., new development, road expansion, etc.) that permanently alter or reduce habitat are not allowed unless avoidance measures are put into place.

Protection of Endangered Bats (Tree Clearing)

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

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

Direct temporary lighting, if used, away from wooded areas during the bat active season April 15 to October 31, both dates inclusive.

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

4. Traffic.

General

Do not exceed a maximum lane closure length of 6 miles.

Maintain a 1.5-mile minimum spacing between simultaneous lane closures. The 2-mile spacing is measured from the end of the first lane closure to the beginning of taper for the next lane closure.

Keep intersections open at all times unless shown to be closed in the project plans.

Maintain at least one travel lane in the eastbound and westbound directions on STH 29 at all times. The single lane remaining open to traffic during lane closures on STH 29 shall have a minimum effective width of 12' (including paved shoulders) unless otherwise noted within this article, or in the project plans.

All lane and shoulder closures shall be removed when work is not in progress. Place drums and other temporary traffic control on the outer edge of the shoulder when not in use.

When no work is occurring in the intersection, move traffic control devices to the shoulder and fully open the intersection to traffic.

Do not switch traffic to the next construction stage until all signing, pavement marking, and traffic control devices for the stage are in place, and conflicting pavement markings and signs are covered or removed, and as directed by the engineer.

Do not reopen a closed lane prior to replacing any removed beamguard within the closure.

Traffic Staging

Use single lane closures on both STH 29 EB and WB throughout the project with exceptions noted below. Stage work to maintain access to intersections and properties.

Stage 1 (Station 1075+61 'WB' to Station 1301+51 'WB')

- Stage 1a: Shift traffic to outside lanes and close the inside lanes of STH 29 EB and WB.
- Stage 1b: Place bidirectional traffic on the STH 29 EB lanes.
- Stage 1c: Shift traffic to outside lanes and close the inside lanes of STH 29 EB and WB.

Stage 2 (Station 1916+80 'EB' - Station 1968+20 'EB')

- Stage 2a: Shift traffic to the outside lane and close the inside lane of STH 29 EB.
- Stage 2b: Shift traffic to the inside lane and close the outside lane of STH 29 EB.
- Stage 2c: Shift traffic to the outside lane and close the inside lane of STH 29 EB.

Stage 3 (Station 1058+50 'EB' - Station 2108+00 'EB'; Station 1058+50 'WB' - Station 1844+00 'WB')

- Stage 3a: Shift traffic to the inside lane and close the outside lane of STH 29 EB or WB.
- Stage 3b: Shift traffic to the outside lane and close the inside lane of STH 29 EB or WB.
- Stage 3c: Shift traffic to the inside lane and close the outside lane of STH 29 EB or WB.

Stage 4 (Station 1058+50 'EB' - Station 2108+00 'EB'; Station 1058+50 'WB' - Station 1844+00 'WB')

- Stage 4a: Shift traffic to the inside lane and close the outside lane of STH 29 EB or WB.
- Stage 4b: Shift traffic to the outside lane and close the inside lane of STH 29 EB or WB.

Stage 5 (Station 1058+50 'EB' - Station 2108+00 'EB'; Station 1058+50 'WB' - Station 1844+00 'WB')

- Shift traffic to the inside or outside lanes using moving pavement marking operations.

Emergency and Property Access

Maintain emergency access to properties and businesses within the work zone at all times. Maintain access to properties along the project for local residents and businesses. Access to all driveways where alternative access is not available shall remain open at all times. Concrete repair work shall be staged to maintain driveway access. Repair concrete pavement in front of driveways so that one-half of the entrance is open. For properties that have multiple driveways, the contractor can close one at a time. Inform all impacted property owners two business days prior to closing a driveway.

Wisconsin Lane Closure System Advance Notification

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

TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION

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

Temporary Regulatory Speed Limit Reduction

During engineer-approved regulatory speed limit reductions, install temporary speed limit signs on the inside and outside shoulders of divided roadways to enhance visibility. When construction activities impede the location of a post-mounted regulatory speed limit sign, relocate the sign for maximum visibility to motorists. If work lasts less than seven days, mount the regulatory speed limit sign on a portable sign support.

Post 55 mph temporary regulatory speed limit signs in work zone only during continuous worker activity during Stages 1A, 1C, 2A, 3, and 4. Post 55 mph temporary regulatory speed limit signs in work zone continuously during Stage 1B. Post 60 mph temporary regulatory speed limit signs in work zone continuously during Stages 2B and 2C. During periods of no work activity or when the traffic controls are removed from the roadway, cover, remove, or modify the temporary speed limit signs.

5. Holiday and Special Event Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying STH 29 traffic, and entirely clear the traveled way and shoulders of such portions of the highway of equipment, barricades, signs, lights, and any other material that might impede the free flow of traffic during the following holiday and special event periods:

- None

Single lane closures and bidirectional traffic are allowed during the following holiday and special event periods:

- From noon Friday, May 22, 2026 to 6:00 AM Tuesday, May 26, 2026 Memorial Day;
- From noon Thursday, July 2, 2026 to 6:00 AM Monday, July 6, 2026 Independence Day;
- From noon Friday, September 4, 2026 to 6:00 AM Tuesday, September 8, 2026 Labor Day.

stp-107-005 (20210113)

6. Utilities.

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

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

stp-107-065 (20240703)

Any utility facility locations (stations, offsets, elevations, depths) listed in this article are approximate.

The following utility owners have facilities within the project area.

Project 1058-22-60

Alliant Energy (Electricity)

Alliant Energy has overhead facilities within the project limits.

No conflicts are anticipated.

Central Wisconsin Electric Cooperative (Electricity)

Central Wisconsin Electric Cooperative has overhead facilities within the project limits.

No conflicts are anticipated.

Frontier Communications (Communications)

Frontier Communication has buried communication facilities within the project limits including:

- Along the south side of STH 29 from CTH J to Maple Lane, from Range Line Road to Spruce Road, and from Sycamore Road to CTH M
- Crossing STH 29 at Station 1402+35 and 2102+39.

Frontier Communications will adjust these facilities prior to construction:

- Lower and replace buried cable at Station 1070+50 RT
- Install buried cable around proposed beamguard at Station 1402+55 LT to Station 1402+60 RT

Shawano Municipal Utilities (electricity)

Shawano Municipal Utilities has facilities within the project limits.

No conflicts are anticipated.

Spectrum (Communications)

Spectrum has communication facilities located in the project area near CTH U.

No conflicts are anticipated.

WE Energies (Gas/Petroleum)

We Energies has underground gas facilities located in the project area along CTH MMM.

No conflicts are anticipated.

Project 1058-22-61

Alliant Energy (Electricity)

Alliant Energy has overhead facilities within the project limits.

No conflicts are anticipated.

Central Wisconsin Electric Cooperative (Electricity)

Central Wisconsin Electric Cooperative has overhead facilities within the project limits.

No conflicts are anticipated.

Frontier Communications (Communications)

Frontier Communication has buried communication facilities within the project limits including:

- Along the north side of STH 29 from Old 29 Road to CTH G, from Rock Road to Range Line Road, from Spruce Road to CTH MMM
- Crossing STH 29 at Station 1402+35 and 2102+39.

Frontier Communications will adjust these facilities prior to construction:

- Lower and replace buried cable at Station 1284+42 LT
- Install buried cable around proposed beamguard at Station 1402+55 LT to Station 1402+60 RT

Spectrum (Communications)

Spectrum has communication facilities located in the project area near CTH U.

No conflicts are anticipated.

7. Other Projects.

Work may be occurring concurrently on:

1058-25-62, STH 29, Shawano – Green Bay, Slope Stabilization B-58-0075, Shawano County

Work includes constructing a heavy riprap toe berm along the west bank of the Wolf River and re-grading the slope up to the STH 29 WB Wolf River west abutment. Construction is currently scheduled for 2026.

Contact Zach Gruling, WisDOT Project Manager at 715-365-5764 or Zachary.Gruling@dot.wi.gov for more information.

1058-25-60, 80, STH 29, Shawano – Green Bay, CTH M to South Highline Road, Shawano County

Work includes concrete pavement repairs, concrete pavement, guardrail removal and replacement, apron endwall removal and replacement and concrete masonry endwalls. Construction is currently scheduled for 2027.

Contact Zach Gruling, WisDOT Project Manager at 715-365-5764 or Zachary.Gruling@dot.wi.gov for more information.

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

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

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

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

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

stp-107-054 (20230629)

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

The calculated land disturbance for the project site is 3.48 acres.

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 Zachary Gruling, WisDOT Project Manager at 715-365-5764. Post the "Certificate of Permit Coverage" in a conspicuous place at the construction site.

Permit coverage for additional land disturbing construction activities related to contractor means and methods will be considered as part of the ECIP review and approval process. Coverage under the TCGP for additional land disturbance areas will be considered if the areas meet all of the following:

- Must meet the permit's applicability criteria.

- Must be for the exclusive use of a WisDOT project.
- Land disturbance first commences after the ECIP approval, and the areas are fully restored to meet the final stabilization criteria of the permit upon completion of the work.

The contractor is responsible for obtaining any permits for areas that are not approved by the department for coverage under the TCGP.

stp-107-056 (20250108)

10. Notice to Contractor, Electronic Load Tickets.

Replace standard spec 109.1.4.3 (1) with the following:

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

- 415.0080 Concrete Pavement 8-Inch
- 415.0100 Concrete Pavement 10-Inch
- 416.1710 Concrete Pavement Repair
- 416.1720 Concrete Pavement Replacement

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.

stp-107-230 (20250108)

11. Environmental Protection - Dewatering.

Add the following to standard spec 107.18:

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

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

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

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

ncr-107-025 (20160401)

12. 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)

13. Construction Over or Adjacent to Navigable Waters.

The Middle Branch Embarrass River, East Branch Embarrass River, Spencer Creek and Mill Creek is classified as a state navigable waterway under standard spec 107.19.

stp-107-060 (20171130)

14. Erosion Control.

Add the following to standard spec 107.20:

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

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

ncr-107-050 (20141015)

15. Public Convenience and Safety.

Replace standard spec 107.8 (4) with the following:

Notify the following organizations and departments at least 2 business days before road closures, lane closures, or detours are put into effect:

Shawano County Sheriff's Department
Wisconsin State Patrol
Shawano County Highway Department
Town of Morris
Town of Seneca
Town of Herman

Town of Richmond
City of Shawano
School District of Tigerton
School District of Bowler
School District of Shawano
Marion School District
Shawano Post Office

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

ncr-107-005 (20200729)

16. Geotechnical Investigation Information.

Available information relative to subsurface exploration, borings, water levels, etc. are available for review from Westwood Professional Services. Contact Zach Gruling, WisDOT Project Manager at 715-365-5764 or Zachary.Gruling@dot.wi.gov for more information. The use or non-use of geotechnical information does not relieve the contractor from performing the work in accordance with the plans and specifications.

17. Removing Apron Endwall, Item 204.9060.S.01.

A Description

This special provision describes removing Apron Endwall conforming to standard spec 204.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Removing Apron Endwall as each individual unit, acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.01	Removing Apron Endwall	EACH

18. Removing Apron Endwall for Culvert Pipe Sloped Cross Drain Concrete, Item 204.9060.S.02.

A Description

This special provision describes removing Apron Endwall for Culvert Pipe Sloped Cross Drain Concrete conforming to standard spec 204.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Removing Apron Endwall for Culvert Pipe Sloped Cross Drain Concrete as each individual unit, acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.02	Removing Apron Endwall for Culvert Pipe Sloped Cross Drain Concrete	EACH

19. Removing Apron Endwalls for Underdrain Reinforced Concrete 6-Inch, Item 204.9060.S.03.

A Description

This special provision describes removing Apron Endwalls for Underdrain Reinforced Concrete conforming to standard spec 204.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Removing Apron Endwalls for Underdrain Reinforced Concrete as each individual unit acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.03	Removing Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH

Payment is full compensation for removal of apron endwall, properly disposing of all material, and for repair of any damage caused by removal.

20. Rout and Seal, Item 415.6000.S.

A Description

This special provision describes routing, cleaning, drying, and sealing the longitudinal edge of pavement joints in new asphaltic pavement shoulders immediately adjacent to the edge of the concrete mainline pavement.

B Materials

Furnish material that conforms to the requirements of the Specifications for Joint Sealants, Hot-Poured, for Concrete and Asphalt Pavements, ASTM Designation: D 6690, Type II, modified to require that the bond strength test be run at -20 degrees F. (The unmodified ASTM D 6690, Type II allows this test to be run at either 0 degrees F or -20 degrees F.)

Deliver each lot or batch of sealing compound to the jobsite in the manufacturer's original sealed container. Mark each container with the manufacturer's name, batch or lot number, and the safe heating temperature. Present the manufacturer's certification stating that the compound meets the requirements of this specification. Before applying the sealant, furnish to the engineer a certificate of compliance and a copy of the manufacturer's recommendations on heating and applying the sealant.

C Construction

C.1 Equipment

Heat the sealing compound to the pouring temperature recommended by the manufacturer in an approved kettle or tank, constructed as a double boiler, with the space between the inner and outer shells filled with oil or other satisfactory heat transfer medium. If, and when, using the heating kettle on concrete or asphaltic pavement, properly insulate the heating kettle to ensure heat is not radiated to the pavement surface.

Make rout cuts in a single pass. Two-pass cutting will not be allowed. Use a self-propelled mechanical router capable of routing the bituminous pavement to provide a 1.0:1.0 depth to width ratio of all routed cracks. The router blade or blades shall be of such size and configuration to cut the desired joint reservoir in one pass. No spacers between blades shall be allowed unless the contractor can demonstrate to the engineer that the desired reservoir and rout cut can be obtained with them. Either wet or dry routing will be permitted provided the above conditions are met. Use a pressure distributor for applying sealing material through a hand-operated wand or nozzle according to sealant manufacturer's instructions.

C.2 Methods

Conduct the operation so that the routing, cleaning, and sealing are continuous operations. Traffic shall not be allowed to knead together or damage the routed joints. Rerout, if necessary, routed joints not

sealed before traffic is allowed on the pavement when routing and sealing operations resume. Do not perform rout cutting, cleaning, and sealing, within 48 hours of the placement of the shoulder's surface course.

Rout the longitudinal joint to a minimum width of 3/4 inches and a minimum depth of 3/4 inches. Use a power vacuum or equivalent to immediately remove any routing slurry, dirt, or deleterious matter adhering to the joint walls or remaining in the joint cavity, or both. Before sealing, dry the cleaned joints either by air-drying or by using a high capacity torch. Immediately before sealing, blow out the dried crack with a blast of compressed air, 80-psi minimum. Continue cleaning until the joint is dry, and until all dirt, dust, or deleterious matter is removed from the joint and adjacent pavement to the satisfaction of the engineer. If the air compressor produces dirt or other residue in the joint cavity, the contractor shall be required to clean the joint again.

If cleaning operations could cause damage to, or interfere with, traffic in adjacent lanes, or both, provide protective screening that is subject to the approval of the engineer to the cleaning operation.

Following cleaning, dry the routed joints and warm them with a hot air lance. Take care not to burn the pavement surface. Under no circumstances shall more than two minutes elapse between the time the hot air lance is used, and the sealant is placed.

Provide positive temperature control and mechanical agitation. Do not heat the sealant to more than 20 degrees F below the safe heating temperature. The safe heating temperature can be obtained from the manufacturer's shipping container. Provide a direct connecting pressure type extruding device with nozzles shaped for insertion into the joint. Immediately remove sealant spilled on the surface of the pavement.

Seal the joints when the sealant material is at the pouring temperature recommended by the manufacturer. Fill the joint such that after cooling, the sealant is flush with the adjacent pavement surface. Do not overfill the joint; the engineer may allow a very slight overband. Sand shall not be spread on the sealed joints to allow for opening to traffic. Before opening to traffic, the sealant shall be tack free.

D Measurement

The department will measure Rout and Seal in length by the linear foot, completed according to the contract and accepted.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
415.6000.S	Rout and Seal	LF

Payment is full compensation for rout cutting; cleaning the joint; sealing the joint; and cleanup.

stp-415-100 (20210113)

21. QMP HMA Pavement Nuclear Density.

A Description

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

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

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

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

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

B Materials

B.1 Personnel

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

B.2 Testing

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

B.3 Equipment

B.3.1 General

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

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

B.3.2 Comparison of Nuclear Gauges

B.3.2.1 Comparison of QC and QV Nuclear Gauges

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

B.3.2.2 Reference Site Monitoring

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

B.4 Quality Control Testing and Documentation

B.4.1 Lot and Sublot Requirements

B.4.1.1 Mainline Traffic Lanes, Shoulders, and Appurtenances

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

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

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

B.4.2 Pavement Density Determination

B.4.2.1 Mainline Traffic Lanes and Appurtenances

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

B.4.2.2 Mainline Shoulders

B.4.2.2.1 Width Greater Than 5 Feet

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

B.4.2.2.2 Width of 5 Feet or Less

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

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

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

B.4.2.4 Documentation

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

B.4.3 Corrective Action

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

B.5 Department Testing

B.5.1 Verification Testing

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

- (6) If the QV and QC subplot averages differ by more than 1.0 lb/ft³ after a second set of tests, resolve the difference with dispute resolution specified in B.6. The engineer will notify the contractor immediately when density deficiencies or testing precision exceeding the allowable differences are observed.

B.5.2 Independent Assurance Testing

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

B.6 Dispute Resolution

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

B.7 Acceptance

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

C (Vacant)

D (Vacant)

E Payment

E.1 QMP Testing

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

E.2 Disincentive for HMA Pavement Density

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

E.3 Incentive for HMA Pavement Density

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

22. Pipe Culverts.

Replace standard spec 520.3.3(5) with the following:

Provide joint ties at all joints of circular or horizontal elliptical concrete culvert pipes and concrete cattle pass installations, including endwalls. Ties are not required between culverts and concrete masonry endwalls unless shown on plan.

ncr-520-005 (20180319)

23. Field Facilities.

Add the following to standard spec 642.3:

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

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

ncr-642-005 (20160406)

24. Traffic Control.

Add the following to standard spec 643.3.1:

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

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

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

ncr-643-005 (20190703)

25. Digital Speed Reduction System (DSRS), Item 643.0370.S.

A Description

This special provision describes furnishing, installing, repositioning, operating, maintaining, monitoring, testing and removing a Digital Speed Reduction System (DSRS) per plan or as the engineer directs.

B Materials

B.1 Digital Speed Limit Trailer (DSLTL)

Furnish items from the department's approved products list.

B.2 Automated System Manager (ASM)

Furnish an ASM from the department's approved products list to remotely change the speed limit on the DSRS devices.

C Construction

C.1 General

Trailer-mount the speed limit sign so that the bottom is a minimum 7 feet above the roadway.

Provide training to the department as needed on the use and operation of the field hardware and the website for the DSRS.

Ensure the DSRS operates continuously when deployed on the project.

Provide a local specialist to respond to emergency situations within 2 hours of being notified. Equip the local specialist with sufficient resources to correct deficiencies in the DSRS.

The Contractor will be responsible for coordinating with the engineer when the work zone speed limits are to be changed.

Place DSLTL at the following locations or per plan:

- 1,500 feet upstream of start of lane closure taper
- At existing post-mounted speed limit sign after the end of the acceleration lane of each entrance ramp. If there is not an existing sign, place 1,500 feet beyond the end of the acceleration lane of each entrance ramp
- Minimum of every 1 mile

Place DSLTLs on the right side of the roadway unless located in advance warning area, infeasible or as directed by the engineer.

Place DSLTL in a location that does not interfere with the function of existing signs or roadside devices.

R2-1 sign shall be 48" x 60" and follow standard spec 643 for sign requirements.

C.2 Programming

C.2.1 General

Program the DSRS to ensure the following operations are performed:

1. Provide a password protected login to the ASM, website and all other databases.
2. Provide real-time data from the ASM to a website and refresh every 60 seconds. The website should have a full-color mapping feature. Data on the website should be available to the department staff at all times for the duration of the work zone activity and should include:
 - Dates and times of speed limit changes
 - Device locations
3. Archive all data in a spreadsheet format with date and time stamps.
4. Configure the website to quantify system failures which includes DSLT malfunction, loss of power, low battery, etc.
5. Ensure the devices autonomously restart in case of any power failure.
6. Provide the department access to manually override the DSRS for a user-specified duration. Document all override messages.
7. The digital display portion automatically adjusts the brightness under varying light conditions to maintain legibility.
8. Speed limit values shown on the digital display legend continuously displays without animation. Brief blanking may be experienced, up to 10 seconds, only during digital display legend user input utilizing the hard-wired hand control.
9. The digital display changes between the original posted speed limit and the approved temporary speed limit on the digital speed limit trailer when directed by the engineer.
10. The beacon on the DSLT shall flash when the speed limit has been reduced per the temporary speed declaration.

C.2.2 System Operation Strategy

When active work is taking place, the nearest upstream DSLT of the work area and any DSLT in the active work area shall display the work zone speed limit and the beacons on the DSRT shall flash. All other DSLT shall display the posted speed limit.

If there is more than one work area and the distance between the work areas is greater than 3 miles, the DSLT between the work areas shall display the posted speed limit. If the distance between multiple work areas is less than 3 miles, the DSLT between the work areas shall display the work zone speed limit.

C.3 Reports

Provide an electronic copy of a weekly summary report and end of project summary report via email to the engineer and Bureau of Traffic Operations (DOTBTOWorkzone@dot.wi.gov). Include timestamped information on the date, time, messages, and speed limit for when the DSRS was changed.

D Measurement

The department will measure DSRS 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
643.0370.S	Digital Speed Reduction System	DAY

Payment is full compensation for furnishing, installing, repositioning, operating, maintaining, monitoring, testing and removing the DSRS consisting of DSLT and ASM.

The department will deduct one day for each calendar day the DSRS is required but out of service for more than 2 hours.

The engineer will have the sole discretion to assess the deductions for an improperly working DSRS.
stp-643-037 (20250108)

26. Connected Arrow Board, Item 643.0810.S.

A Description

This special provision describes providing, repositioning, operating, maintaining, monitoring, and removing connected arrow board(s) capable of reporting real-time work zone lane closure information to Wisconsin 511 and third-party vendors.

B Materials

Furnish items from the department's approved products list.

C Construction

C.1 General

Follow all requirements in Spec 643.3.

Place connected arrow board per plan or as the engineer directs.

Ensure the connected arrow board operates continuously when deployed on the project.

Ensure the connected arrow board and work zone location markers are from the same manufacturer.

Provide a local specialist to respond to emergency situations within 2 hours of being notified. Equip local specialist with sufficient resources to correct deficiencies in the connected work zone start and end location markers.

C.2 Testing and Configuration

Prior to deployment, test the connected arrow board with the engineer to ensure the device is showing in the WZDx Device Feed. Send an email to DOTBTOworkzone@dot.wi.gov to notify BTO that the devices have been turned on.

C.3 Programming

Connected arrow board may be switched between the following pattern displays per the plan:

- Blank
- Right Arrow Static
- Right Arrow Flashing
- Right Arrow Sequential
- Left Arrow Static
- Left Arrow Flashing
- Left Arrow Sequential

When the connected arrow board is not displaying a pattern, the display shall be blank and the connected arrow board transmits its status to the data feed. When a connected arrow board is switched to a pattern, the connected arrow board transmits its location and its current operating mode to the data feed.

The connected arrow board and the remote management software shall provide a public GeoJSON/API feed, updated at least every minute, compliant with FHWA's Work Zone Data Exchange (WZDx) v4.2 (<https://www.transportation.gov/av/data/wzdx>) Device Feed specification.

C.3 Reporting

If requested by the engineer, provide real-time status change alerts to a list of designated personnel via text and/or email. Send an alert each time a connected arrow board is switched between operating modes (e.g., each time a connected arrow board is switched between blank, flashing left arrow mode and flashing right arrow mode). Include the current operating mode, the previous operating mode, the date and time of the mode switch, and the location (latitude and longitude) of the device at the time of the mode switch in the alert.

D Measurement

The department will measure the connected arrow board by the day, acceptably completed, measured per roadway.

The department will not measure the connected arrow board on days it is not required.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
643.0810.S	Connected Arrow Board	DAY

Payment is full compensation for providing, repositioning, operating, maintaining, monitoring, testing, and removing the connected arrow board.

The department will deduct one day for each calendar day the connected work zone start and end location markers is required but out of service for more than 2 hours.

stp-643-012 (20250108)

27. Connected Work Zone Start and End Location Markers, Item 643.1220.S.

A Description

This special provision describes providing, repositioning, operating, maintaining, monitoring, and removing connected work zone start and end location markers capable of reporting real-time work zone location information to Wisconsin 511 and third-party vendors.

B Materials

Furnish items from the department's approved products list.

C Construction

C.1 General

Follow all requirements in Spec 643.3.

Place work zone start location marker at the beginning of the work zone per plan or as the engineer directs. Clearly label the work zone start location marker so that it is easily distinguishable by field personnel.

Place work zone end location marker at the end of the work zone per plan or as the engineer directs. Clearly label the work zone end location marker so that it is easily distinguishable by field personnel.

Ensure the connected work zone start and end location markers operate continuously when deployed on the project.

Ensure the work zone location markers and connected arrow board are from the same manufacturer.

Provide a local specialist to respond to emergency situations within 2 hours of being notified. Equip local specialist with sufficient resources to correct deficiencies in the connected work zone start and end location markers.

C.2 Testing and Configuration

Prior to deployment, test the connected work zone start and end location markers with the engineer to ensure devices are showing in the WZDx Device Feed. Send an email to DOTBTOworkzone@dot.wi.gov to notify BTO that the devices have been turned on.

C.3 Programming

When the work zone start location marker is switched to the ON mode, the begin location marker transmits to the data feed its location and identity as a work zone start location marker. The end location marker functions similarly.

The connected work zone start and end location markers and their remote management software shall provide a public GeoJSON/API feed, updated at least every minute, compliant with FHWA's Work Zone Data Exchange (WZDx) v4.2 (<https://www.transportation.gov/av/data/wzdx>) Device Feed specification.

Switch the work zone start and end location markers to OFF mode when temporary traffic control is removed, and the normal traveled way is restored.

C.4 Reporting

If requested by the engineer, provide real-time status change alerts to a list of designated personnel via text and/or email. Send an alert each time the connected work zone start and end location markers are switched between operating modes (e.g., each time a work zone start/end location marker is switched between ON mode and OFF mode). Include the date and time of the mode switch, and the location (latitude and longitude) of the device at the time of the mode switch in the alert.

D Measurement

The department will measure the connected work zone start and end location markers by the day, acceptably completed, measured per roadway.

The department will not measure the connected work zone start and end location markers on days they are not required.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
643.1220.S	Connected Work Zone Start and End Location Markers	DAY

Payment is full compensation for providing, repositioning, operating, maintaining, monitoring, testing, and removing the complete system consisting of connected work zone start and end location markers.

The department will deduct one day for each calendar day the connected work zone start and end location markers is required but out of service for more than two hours.

stp-643-122 (20250108)

28. Marking Outfall Epoxy.

Add the following to 646.3.1.1

Locate and stake all outfalls before milling the pavement with existing outfall markings.

Add the following to 646.5.1(2)

Payment for bid items under this section includes locating and staking outfalls.

29. Apron Endwall for Culvert Pipe Sloped Cross Drain Reinforced concrete 15-Inch 6 to 1, Item SPV.0060.01; Apron Endwall for Culvert Pipe Sloped Cross Drain Reinforced Concrete 18-Inch 6 to 1, Item SPV.0060.02.

A Description

This special provision describes providing and installing apron endwall for concrete pipe according to applicable sections of standard spec 520 and 522.

B Materials

The contractor shall install in accordance with standard specs 520.2 and 522.2.

C Construction

The contractor shall install in accordance with standard specs 520 and 522.

D Measurement

The department will measure Apron Endwall for Culvert Pipe Sloped Cross Drain Reinforced Concrete 15-Inch 6 to 1 and Apron Endwall for Culvert Pipe Sloped Cross Drain Reinforced Concrete 18-Inch 6 to 1, as each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.01	Apron Endwall for Culvert Pipe Sloped Cross Drain Reinforced Concrete 15-Inch 6 to 1	EACH
SPV.0060.02	Apron Endwall for Culvert Pipe Sloped Cross Drain Reinforced Concrete 18-Inch 6 to 1	EACH

Payment is full compensation for providing apron endwalls; and for excavating, constructing the foundation, and backfilling.

30. Locate and Clean Existing Underdrain Outfalls, Item SPV.0060.03.

A Description

This special provision describes locating and cleaning of existing underdrain outfalls within the project limits.

B (Vacant)

C Construction

Locate and stake existing underdrain outfall locations before construction begins. Take care not to damage or cover any existing underdrain outfalls to remain after construction. Remove all material in underdrain endwalls and any material off end of underdrain endwall to ensure that water can flow unimpeded away from the underdrain endwall. Dispose of all removed material off of the right of way. Ensure existing underdrain outfalls are clear of any base aggregate or other debris.

D Measurement

The department will measure Locate and Clean Existing Underdrain Outfalls as each individual unit, acceptably completed

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.03	Locate and Clean Existing Underdrain Outfalls	EACH

Payment is full compensation for locating, staking outfalls, and cleaning of the outfalls and disposing of all material removed.

31. Removing Raised Pavement Markers and Filling Voids, Item SPV.0060.04.

A Description

This special provision describes removing raised pavement markers.

B (Vacant)

C Construction

Remove and dispose of raised pavement markers (RPM) as shown on the plans. Prepare the existing concrete per standard spec 211.3.5.4 and as indicated in the plans. Blow out repair areas with 80 psi minimum compressed air immediately prior to applying epoxy. Fill hole left by RPM removal with epoxy, which is to be 2-part conforming to AASHTO M237, type IV. Use epoxy formulated to hard cure in 30-45 minutes at the field temperature. Mix the epoxy with an automatic mixer, to a uniform color before dispensing. Do not place epoxy when the pavement surface temperature or the ambient air temperature is less the 40 degrees Fahrenheit. Place a traffic cone over each area until the epoxy is cured.

D Measurement

The department will measure Removing Raised Pavement Markers and Filling Voids by each raised pavement marker, acceptably removed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.04	Removing Raised Pavement Markers and Filling Voids	EACH

Payment is full compensation for removing and properly disposing of raised pavement markers; removing and disposing of all loose or spalled concrete and asphalt patching; for cleaning joints and cracks; for filling the hole with epoxy; and for placing and removing traffic cones.

32. Culvert Pipe Plug Temporary, Item SPV.0060.05.

A Description

Install a Culvert Plug at locations specified in the plans.

B (Vacant)

C Construction

Place a watertight plug in the end of the culvert pipe in a manner that seals the pipe but allows for future removal of the plug without damaging the culvert pipe.

D Measurement

The department will measure Culvert Pipe Plug Temporary as each individual unit acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.05	Culvert Pipe Plug Temporary	EACH

Payment is full compensation for furnishing and installing plug, for removal of plug, and for replacement or repair of any damage caused by installation or removal.

33. Construction Staking Concrete Pavement Reference, Item SPV.0090.01.

A Description

This special provision describes field surveys identifying the current location and elevation of both edges of the existing pavement and the centerline of the existing pavement within the areas identified within the plan, then reestablishing these locations and elevations for new concrete pavement to provide a smooth ride with appropriate super elevation.

B Materials

(Vacant)

C Construction

The contractor shall survey and stake in accordance with standard spec 650.

D Measurement

The department will measure Construction Staking Concrete Pavement Reference by the linear foot acceptable completed, measured along the roads reference line for each location identified within the plans.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.01	Construction Staking Concrete Pavement Reference	LF

Payment is full compensation for surveying the current location and elevation of both edges of the existing pavement and the centerline of the existing concrete pavement within the areas identified within the plan, then reestablishing these locations and elevations for new concrete pavement.

34. Concrete Joint and Crack Cleaning, Repair and Sealing, Item SPV.0090.02.

A Description

This special provision describes removing loose or spalled concrete and asphalt patching, cleaning joints and cracks, and sealing the longitudinal edge of pavement joints in concrete shoulder immediately adjacent to the edge of the concrete mainline pavement.

B Materials

Furnish material that conforms to the requirements of the Specifications for Joint Sealants, Hot-Poured, for Concrete and Asphalt Pavements, ASTM Designation: D 6690, Type II, modified to require that the bond strength test be run at -20 degrees F. (The unmodified ASTM D 6690, Type II allows this test to be run at either 0 degrees F or -20 degrees F.)

Deliver each lot or batch of sealing compound to the jobsite in the manufacturer's original sealed container. Mark each container with the manufacturer's name, batch or lot number, and the safe heating temperature. Present the manufacturer's certification stating that the compound meets the requirements of this specification. Before applying the sealant, furnish to the engineer a certificate of compliance and a copy of the manufacturer's recommendations on heating and applying the sealant.

C Construction

C.1 Equipment

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

Heat the sealing compound to the pouring temperature recommended by the manufacturer in an approved kettle or tank, constructed as a double boiler, with the space between the inner and outer shells filled with oil or other satisfactory heat transfer medium. If, and when, using the heating kettle on concrete or asphaltic pavement, properly insulate the heating kettle to ensure heat is not radiated to the pavement surface. Use a pressure distributor for applying sealing material through a hand-operated wand or nozzle according to sealant manufacturer's instructions.

C.2 Methods

Conduct the operation so that the cleaning and sealing are continuous operations. Traffic shall not be allowed to knead together or damage the cleaned joints. Do not perform cleaning and sealing, within 48 hours of the placement of the shoulder's surface course.

Before sealing, dry the cleaned joints either by air-drying or by using a high capacity torch. Immediately before sealing, blow out the dried crack with a blast of compressed air, 80-psi minimum. Continue cleaning until the joint is dry, and until all dirt, dust, or deleterious matter is removed from the joint and adjacent pavement to the satisfaction of the engineer. If the air compressor produces dirt or other residue in the joint cavity, the contractor shall be required to clean the joint again.

If cleaning operations could cause damage to, or interfere with, traffic in adjacent lanes, or both, provide protective screening that is subject to the approval of the engineer to the cleaning operation.

Following cleaning, dry the routed joints and warm them with a hot air lance. Take care not to burn the pavement surface. Under no circumstances shall more than two minutes elapse between the time the hot air lance is used, and the sealant is placed.

Provide positive temperature control and mechanical agitation. Do not heat the sealant to more than 20 degrees F below the safe heating temperature. The safe heating temperature can be obtained from the manufacturer's shipping container. Provide a direct connecting pressure type extruding device with nozzles shaped for insertion into the joint. Immediately remove sealant spilled on the surface of the pavement.

Seal the joints when the sealant material is at the pouring temperature recommended by the manufacturer. Fill the joint such that after cooling, the sealant is flush with the adjacent pavement surface. Do not overfill the joint; the engineer may allow a very slight overband. Sand shall not be spread on the sealed joints to allow for opening to traffic. Before opening to traffic, the sealant shall be tack free.

D Measurement

The department will measure Concrete Joint and Crack Cleaning, Repair and Sealing by the linear foot, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.02	Concrete Joint and Crack Cleaning, Repair and Sealing	LF

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

35. Removing Distressed Asphaltic Surface Milling, Item SPV.0180.01.

A Description

This special provision describes removing distressed asphaltic surface by milling at spot locations throughout the project as directed by the engineer.

B (Vacant)

C Construction

Remove the existing distressed asphaltic pavement without incorporating or damaging underlying material or adjacent pavement that will remain in place. Provide a uniform milled surface that is reasonably plane, free of large scarification marks, and has the grade and transverse slope the plans show or the engineer directs.

Use a self-propelled milling machine with depth, grade, and slope controls. Shroud the drum to prevent discharging loosened material into adjacent work areas or live traffic lanes. Provide an engineer-approved dust control system.

Unless using a continuous removal and pick-up operation, do not windrow or store material on the roadway. Clear the roadway of materials and equipment during non-working hours. Clean milled surfaces of material that may adversely affect bond before surfacing. Compact base course at full-depth patch locations. Apply tack coat to horizontal and vertical patch areas.

Install asphaltic surface patching in distressed pavement milling areas prior to opening to traffic. The engineer may waive one or more of these requirements if the highway is closed to traffic or if a particular operation does not endanger traffic.

The contractor may incorporate suitable material into the work or dispose of it outside the project limits.

D Measurement

The department will measure Removing Distressed Asphaltic Surface Milling 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.0180.01	Removing Distressed Asphaltic Surface Milling	SY

Payment is full compensation for removing the distressed asphaltic surface; cleaning the milled surface; compacting base course; preparing the foundation; and disposing of removed materials.

Tack Coat and Asphaltic Surface Patching will be paid for separately.

ncr-204-015 (20220820)

36. Embankment Special Compaction, Item SPV.0180.02.

A Description

This special provision describes placing material according to applicable sections of standard spec 207 as modified in this special provision.

B Material

Replace standard spec 207.2 Materials with the following:

Provide embankment material meeting the requirements of standard spec 209.2.2 Grade 2.

Existing subgrade material is anticipated to have similar properties of granular backfill. The contractor may utilize existing excavated material from within the pavement replacement section if all required tests show compliance with this specification and the engineer allows it.

C Construction

Place material in accordance with standard spec 207 and follow the requirements of Special Compaction as modified in this special provision.

Replace standard spec 207.3.6.3 (4) with the following:

The engineer will determine the maximum dry density according to WTM T180, Method C except, replace the fraction of material retained on the 3/4-inch sieve with No. 4 to 3/4-inch material. The engineer will determine the in-place dry density of compacted embankment material according to WTM T310 or by other engineer-approved methods.

Replace standard spec 207.3.6. (2) with the following:

On grading projects that require special compaction, compact the finished earth subgrade in cut sections to the width described in 207.3.6.4(1) and to a depth of at least 12 inches to at least 95 percent of maximum density. The engineer will determine the maximum density and attained density in the subgrade as specified for special compaction under 207.3.6.3.

Submit maximum dry density test results to the engineer at least three days prior to compaction of earth subgrade and three days prior to any placement of additional backfill. Test compacted embankment and compacted subgrade at a frequency of one test per 2,500 SF per lift. Document and review in-place dry density test results with the engineer as tests are completed.

D Measurement

The department will measure Embankment Special Compaction by the square yard acceptably completed as shown in the typical section.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.02	Embankment Special Compaction	SY

Payment is full compensation for placement, compaction, and testing of material. The department will pay separately for granular backfill regardless of source of material. The department will pay separately for excavation under section 205.

ADDITIONAL SPECIAL PROVISION 4

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

Payment to First-Tier Subcontractors

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

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

Payment to Lower-Tier Subcontractors

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

Acceptance and Final Payment

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

Additional Special Provision 6 (ASP-6)

Modifications to the standard specifications

Make the following revisions to the standard specifications.

107 Legal Relations and Responsibility to the Public

Add subsection 107.27 effective with the November 2024 letting.

107.27 Drones or Unmanned Aircraft Systems (UAS)

107.27.1 Licensing and Compliance

- (1) Obtain and possess the necessary Federal Aviation Administration (FAA) licenses and certifications to operate drones commercially (<https://www.faa.gov/uas>).
- (2) Comply with all FAA regulations, airspace restrictions, and local laws. Operators of small drones that are less than 55 pounds for work or business must follow all requirements as listed in Title 14, Chapter 1, Subchapter F, Part 107 of the Code of Federal Regulations (14 CFR) and obtain a remote pilot certificate (https://www.faa.gov/uas/commercial_operators).
- (3) Comply with Wisconsin State Statute 942.10. Limit operations to the specific approved purpose and employ reasonable precautions to avoid capturing images of the public except those that are incidental to the project.
- (4) Provide copies of waivers required for specific project conditions to the engineer prior to any flight.

107.27.2 Flight Approval, Safety, and Incident Reporting

- (1) Submit information in 107.27.2(2) to obtain written drone flight approval from the engineer at least 3 business days prior to operating a drone within the right-of-way. Do not operate a drone within the right-of-way unless approved by the engineer.
- (2) Drone flight application for review and approval must include:
 - UAS pilot information and qualifications, images of certification
 - UAS drone information and FAA tail numbers
 - Max/ Min allowable flight parameters (weather)
 - Specifics of flight mission: capture scope
 - Estimated flight duration
 - Pre-flight checklist
 - Site-specific parameters
 - Notification protocols - Federal/Local/Agency/Owner/Responsible in Charge
 - Confirmation and verification of approved operators and hardware
 - Flight plan map diagram (including launch and landing location)
 - FAA-Airspace flight map classification and confirmation with graphics
 - UAS incident management protocol
- (3) If contractor is requesting multiple types of the same flight, a simplified request can be submitted listing weekly flight plan.
- (4) Safety measures must include but are not limited to:
 - Regular training and updates on drone regulations are required and must be provided upon request.
 - Drones must be operated in accordance with safety guidelines, including maintaining a safe distance from people, structures, vehicles, etc.
 - Conduct a pre-flight safety assessment, considering weather conditions, airspace restrictions, and potential hazards.
 - Emergency procedures (e.g., drone malfunction, loss of control) must be documented and followed.
 - All incidents must be reported to the engineer.
- (5) If the drone has an incident during flight, report the following to the engineer:
 - Incident background and details.
 - FAA (14 CFR 107.9) and NTSB (49 CFR 870) notification protocol.
 - Contractor internal notification protocol.

107.27.3 Insurance Requirements

- (1) Maintain drone liability insurance with the following limits.
 1. For drones weighing 10 pounds or less, a liability policy with a minimum limit of \$1,000,000.00 is required.

2. For drones weighing more than 10 pounds and less than or equal to 20 pounds, a liability policy with a minimum limit of \$2,000,000.00 is required.
3. For drones weighing more than 20 pounds, notify engineer and department will determine appropriate liability policy coverage levels based on size, use, location, and other risk factors.

646 Pavement Markings

646.3.2.4 Black Epoxy

Replace paragraph (1) with the following effective with the November 2024 letting.

- (1) Apply black epoxy in a grooved slot directly after the white marking. Apply epoxy at a wet mil thickness of 20. Apply black aggregate at or exceeding 25 pounds per gallon of epoxy. Do not apply glass beads to black epoxy.

ERRATA

204.3.1.3 Salvaging or Disposal of Materials

Replace paragraph (2) to correct link from 203.3.4 to 203.3.5 effective with the November 2024 letting.

- (2) Dispose of concrete, stone, brick, and other material not designated for salvage as specified for disposing of materials under 203.3.5.

204.3.2.3 Removing Buildings

Replace paragraph (2) to correct link from 203.3.4 to 203.3.5 effective with the November 2024 letting.

- (2) Buildings removed and materials resulting from building removal become the contractor's property unless the contract specifies otherwise. Dispose of unclaimed and removed material as specified for disposing of materials in 203.3.5.

335.3.2 Rubblizing

Replace paragraph (6) to correct link from 203.3.4 to 203.3.5 effective with the November 2024 letting.

- (6) Remove reinforcing steel exposed at the surface by cutting below the surface and disposing of the steel as specified in 203.3.5. Do not remove unexposed reinforcing steel.

335.3.3 Compacting

Replace paragraph (2) to correct link from 203.3.4 to 203.3.5 effective with the November 2024 letting.

- (2) Remove loose asphaltic patching material, joint fillers, expansion material, or other similar materials from the compacted surface. Also remove pavement or patches that have a maximum dimension greater than or equal to 6 inches that are either not well seated or projecting more than one inch. Dispose of removed material as specified in 203.3.5.

526.3.4 Construction, Backfilling, Inspection and Maintenance

Replace paragraph (3) to correct link from 203.3.4 to 203.3.5 effective with the November 2024 letting.

- (3) Maintain temporary structures and approaches in place until no longer needed. Unless the engineer directs otherwise, completely remove and dispose of as specified in 203.3.5. Contractor-furnished materials remain the contractor's property upon removal.

602.3.6 Concrete Rumble Strips

Replace paragraph (5) to correct link from 203.3.4 to 203.3.5 effective with the November 2024 letting.

- (5) At the end of each workday, move equipment and material out of the clear zone and sweep or vacuum the traveled way pavement and shoulder areas. Sweep away or vacuum up milling debris before opening adjacent lanes to traffic. Dispose of waste material as specified in 203.3.5; do not place on the finished shoulder surface.

604.2 Materials

Replace paragraph (1) with the following information to remove line and link for crushed aggregate effective with the November 2024 letting. The crushed aggregate gradation information for slope paving is now found in 604.2(3).

- (1) Furnish materials conforming to the following:

Water.....	501.2
Select crushed material.....	312.2
Concrete.....	501
Reinforcement.....	505
Expansion joint filler	415.2.3
Asphaltic materials	455.2

ADDITIONAL SPECIAL PROVISION 7

A. Reporting 1st Tier and DBE Payments During Construction

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

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

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

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

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

ADDITIONAL SPECIAL PROVISION 9

Electronic Certified Payroll or Labor Data Submittal

- (1) Use the department's Civil Rights Compliance System (CRCS) for projects with a LET date on or before December 2024 and AASHTOWare Project Civil Rights and Labor (AWP CRL) for projects with a LET date on or after January 2025 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 or AWP CRL. 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 or AWP CRL 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, via the online AWP Knowledge Base, or by telephone. to schedule CRCS specific training. The AWP Knowledge Base is at: <https://awpkb.dot.wi.gov/>
- (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) For firms wishing to export payroll/labor data from their computer system, have their payroll coordinator contact:
 - For CRCS: Paul Ndon at paul.ndon@dot.wi.gov. Information about exporting payroll/labor data. Not every contractor's payroll system can produce 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>
 - For AWP CRL: Contact AWP Support at awpsupport@dot.wi.gov. Additional information can be found in the AWP Knowledge Base at <https://awpkb.dot.wi.gov/Content/crl/Payrolls-PrimesAndSubs/PayrollXMLFileCreationProcess.htm>

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 project¹; or
- The total amount of Federal financial assistance applied to the project, through awards or subaward, is below \$500,000²

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

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

Upon completion of the project, certify to the engineer, in writing using department form DT4567 that all iron and steel, manufactured products, and construction materials conform to this Buy America provision.

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

Attach a list of iron or steel and construction material exemptions and their associated costs to the certification form using the Buy America Exemption Tracking Tool, available at:

<https://wisconsindot.gov/hccidocs/contracting-info/buy-america-exemption-tracking-tool.xlsx>

¹ 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 assistant administered by FHWA. The de minimis threshold in 23 CFR 635.410(b)(4) continues to apply for iron and steel.

² 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

Page 1 of 10

Proposal ID: 20250812016 Project(s): 1058-22-60, 1058-22-61

Federal ID(s): N/A, N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	204.0100 Removing Concrete Pavement	15,380.000 SY	_____.	_____.
0004	204.0110 Removing Asphaltic Surface	5,490.000 SY	_____.	_____.
0006	204.0115 Removing Asphaltic Surface Butt Joints	622.000 SY	_____.	_____.
0008	204.0120 Removing Asphaltic Surface Milling	210,294.000 SY	_____.	_____.
0010	204.0165 Removing Guardrail	3,983.000 LF	_____.	_____.
0012	204.0180 Removing Delineators and Markers	458.000 EACH	_____.	_____.
0014	204.0185 Removing Masonry	3.000 CY	_____.	_____.
0016	204.0190 Removing Surface Drains	4.000 EACH	_____.	_____.
0018	204.9060.S Removing (item description) 01. Removing Apron Endwall	3.000 EACH	_____.	_____.
0020	204.9060.S Removing (item description) 02. Removing Apron Endwall for Culvert Pipe Sloped Cross Drain Concrete	1.000 EACH	_____.	_____.
0022	204.9060.S Removing (item description) 03. Removing Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	2.000 EACH	_____.	_____.
0024	205.0100 Excavation Common	13,365.000 CY	_____.	_____.
0026	209.2500 Backfill Granular Grade 2	407.000 TON	_____.	_____.
0028	211.0201 Prepare Foundation for Concrete Pavement (project) 01. 1058-22-60	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Page 2 of 10

Proposal ID: 20250812016 Project(s): 1058-22-60, 1058-22-61

Federal ID(s): N/A, N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0030	211.0201 Prepare Foundation for Concrete Pavement (project) 02. 1058-22-61	1.000 EACH	_____.	_____.
0032	211.0400 Prepare Foundation for Asphaltic Shoulders	22.000 STA	_____.	_____.
0034	213.0100 Finishing Roadway (project) 01. 1058-22-60	1.000 EACH	_____.	_____.
0036	213.0100 Finishing Roadway (project) 02. 1058-22-61	1.000 EACH	_____.	_____.
0038	305.0110 Base Aggregate Dense 3/4-Inch	15,820.000 TON	_____.	_____.
0040	305.0120 Base Aggregate Dense 1 1/4-Inch	14,070.000 TON	_____.	_____.
0042	310.0110 Base Aggregate Open-Graded	660.000 TON	_____.	_____.
0044	312.0110 Select Crushed Material	4,600.000 TON	_____.	_____.
0046	415.0080 Concrete Pavement 8-Inch	169.000 SY	_____.	_____.
0048	415.0100 Concrete Pavement 10-Inch	15,315.000 SY	_____.	_____.
0050	415.6000.S Rout and Seal	365,914.000 LF	_____.	_____.
0052	416.0610 Drilled Tie Bars	3,760.000 EACH	_____.	_____.
0054	416.0620 Drilled Dowel Bars	28,816.000 EACH	_____.	_____.
0056	416.1710 Concrete Pavement Repair	14,761.000 SY	_____.	_____.
0058	416.1720 Concrete Pavement Replacement	18,042.000 SY	_____.	_____.



Proposal Schedule of Items

Page 3 of 10

Proposal ID: 20250812016 Project(s): 1058-22-60, 1058-22-61

Federal ID(s): N/A, N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0060	420.1000 Continuous Diamond Grinding Concrete Pavement	57,693.000 SY	_____.	_____.
0062	455.0605 Tack Coat	13,182.000 GAL	_____.	_____.
0064	460.2000 Incentive Density HMA Pavement	15,400.000 DOL	1.00000	15,400.00
0066	460.5224 HMA Pavement 4 LT 58-28 S	24,065.000 TON	_____.	_____.
0068	465.0105 Asphaltic Surface	279.000 TON	_____.	_____.
0070	465.0110 Asphaltic Surface Patching	5,850.000 TON	_____.	_____.
0072	465.0125 Asphaltic Surface Temporary	2,610.000 TON	_____.	_____.
0074	465.0510 Asphaltic Rumble Strips, Shoulder Divided Roadway	174,468.000 LF	_____.	_____.
0076	504.0900 Concrete Masonry Endwalls	3.000 CY	_____.	_____.
0078	520.2015 Culvert Pipe Temporary 15-Inch	118.000 LF	_____.	_____.
0080	520.8000 Concrete Collars for Pipe	2.000 EACH	_____.	_____.
0082	522.0130 Culvert Pipe Reinforced Concrete Class III 30-Inch	56.000 LF	_____.	_____.
0084	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	1.000 EACH	_____.	_____.
0086	524.0136 Culvert Pipe Salvaged 36-Inch	32.000 LF	_____.	_____.
0088	524.0636 Apron Endwalls for Culvert Pipe Salvaged 36-Inch	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Page 4 of 10

Proposal ID: 20250812016 Project(s): 1058-22-60, 1058-22-61

Federal ID(s): N/A, N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0090	601.0590 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	159.000 LF	_____.	_____.
0092	602.3010 Concrete Surface Drains	6.900 CY	_____.	_____.
0094	602.3210 Concrete Rumble Strips, Shoulder Divided Roadway	183,500.000 LF	_____.	_____.
0096	603.8000 Concrete Barrier Temporary Precast Delivered	5,280.000 LF	_____.	_____.
0098	603.8125 Concrete Barrier Temporary Precast Installed	10,550.000 LF	_____.	_____.
0100	606.0200 Riprap Medium	6.000 CY	_____.	_____.
0102	612.0206 Pipe Underdrain Unperforated 6-Inch	80.000 LF	_____.	_____.
0104	612.0806 Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	4.000 EACH	_____.	_____.
0106	614.0220 Steel Thrie Beam Bullnose Terminal	4.000 EACH	_____.	_____.
0108	614.0230 Steel Thrie Beam	250.000 LF	_____.	_____.
0110	614.2300 MGS Guardrail 3	2,575.000 LF	_____.	_____.
0112	614.2500 MGS Thrie Beam Transition	236.400 LF	_____.	_____.
0114	614.2610 MGS Guardrail Terminal EAT	10.000 EACH	_____.	_____.
0116	614.2620 MGS Guardrail Terminal Type 2	4.000 EACH	_____.	_____.



Proposal Schedule of Items

Page 5 of 10

Proposal ID: 20250812016 Project(s): 1058-22-60, 1058-22-61

Federal ID(s): N/A, N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0118	618.0100 Maintenance and Repair of Haul Roads (project) 01. 1058-22-60	1.000 EACH	_____.	_____.
0120	618.0100 Maintenance and Repair of Haul Roads (project) 02. 1058-22-61	1.000 EACH	_____.	_____.
0122	619.1000 Mobilization	1.000 EACH	_____.	_____.
0124	624.0100 Water	180.000 MGAL	_____.	_____.
0126	625.0100 Topsoil	16,740.000 SY	_____.	_____.
0128	628.1104 Erosion Bales	8.000 EACH	_____.	_____.
0130	628.1504 Silt Fence	13,931.000 LF	_____.	_____.
0132	628.1520 Silt Fence Maintenance	13,931.000 LF	_____.	_____.
0134	628.1905 Mobilizations Erosion Control	4.000 EACH	_____.	_____.
0136	628.1910 Mobilizations Emergency Erosion Control	4.000 EACH	_____.	_____.
0138	628.2002 Erosion Mat Class I Type A	15,110.000 SY	_____.	_____.
0140	628.2006 Erosion Mat Urban Class I Type A	1,630.000 SY	_____.	_____.
0142	628.7005 Inlet Protection Type A	4.000 EACH	_____.	_____.
0144	628.7504 Temporary Ditch Checks	180.000 LF	_____.	_____.
0146	628.7555 Culvert Pipe Checks	30.000 EACH	_____.	_____.



Proposal Schedule of Items

Page 6 of 10

Proposal ID: 20250812016 Project(s): 1058-22-60, 1058-22-61

Federal ID(s): N/A, N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0148	628.7570 Rock Bags	50.000 EACH	_____.	_____.
0150	629.0210 Fertilizer Type B	10.610 CWT	_____.	_____.
0152	630.0130 Seeding Mixture No. 30	306.000 LB	_____.	_____.
0154	630.0500 Seed Water	94.520 MGAL	_____.	_____.
0156	633.0100 Delineator Posts Steel	566.000 EACH	_____.	_____.
0158	633.0500 Delineator Reflectors	566.000 EACH	_____.	_____.
0160	633.1100 Delineators Temporary	53.000 EACH	_____.	_____.
0162	633.5200 Markers Culvert End	4.000 EACH	_____.	_____.
0164	642.5001 Field Office Type B	1.000 EACH	_____.	_____.
0166	643.0300 Traffic Control Drums	38,778.000 DAY	_____.	_____.
0168	643.0370.S Digital Speed Reduction System (DSRS)	293.000 DAY	_____.	_____.
0170	643.0420 Traffic Control Barricades Type III	5,970.000 DAY	_____.	_____.
0172	643.0500 Traffic Control Flexible Tubular Marker Posts	420.000 EACH	_____.	_____.
0174	643.0600 Traffic Control Flexible Tubular Marker Bases	420.000 EACH	_____.	_____.
0176	643.0705 Traffic Control Warning Lights Type A	11,940.000 DAY	_____.	_____.



Proposal Schedule of Items

Page 7 of 10

Proposal ID: 20250812016 Project(s): 1058-22-60, 1058-22-61

Federal ID(s): N/A, N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0178	643.0715 Traffic Control Warning Lights Type C	4,791.000 DAY	_____.	_____.
0180	643.0810.S Connected Arrow Board	293.000 DAY	_____.	_____.
0182	643.0900 Traffic Control Signs	13,496.000 DAY	_____.	_____.
0184	643.0920 Traffic Control Covering Signs Type II	76.000 EACH	_____.	_____.
0186	643.1000 Traffic Control Signs Fixed Message	197.000 SF	_____.	_____.
0188	643.1070 Traffic Control Cones 42-Inch	45,600.000 DAY	_____.	_____.
0190	643.1220.S Connected Work Zone Start and End Location Markers	293.000 DAY	_____.	_____.
0192	643.3165 Temporary Marking Line Paint 6-Inch	77,645.000 LF	_____.	_____.
0194	643.3180 Temporary Marking Line Removable Tape 6-Inch	59,560.000 LF	_____.	_____.
0196	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0198	645.0111 Geotextile Type DF Schedule A	2.000 SY	_____.	_____.
0200	645.0120 Geotextile Type HR	9.000 SY	_____.	_____.
0202	645.0220 Geogrid Type SR	4,336.000 SY	_____.	_____.
0204	646.2025 Marking Line Grooved Black Epoxy 6-Inch	45,586.000 LF	_____.	_____.
0206	646.2040 Marking Line Grooved Wet Ref Epoxy 6-Inch	358,497.000 LF	_____.	_____.



Proposal Schedule of Items

Page 8 of 10

Proposal ID: 20250812016 Project(s): 1058-22-60, 1058-22-61

Federal ID(s): N/A, N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0208	646.2050 Marking Line Grooved Permanent Tape 6-Inch	45,586.000 LF	_____.	_____.
0210	646.4050 Marking Line Grooved Permanent Tape 10-Inch	12,007.000 LF	_____.	_____.
0212	646.5520 Marking Outfall Epoxy	734.000 EACH	_____.	_____.
0214	646.6120 Marking Stop Line Epoxy 18-Inch	60.000 LF	_____.	_____.
0216	646.6220 Marking Yield Line Epoxy 18-Inch	30.000 EACH	_____.	_____.
0218	646.6466 Cold Weather Marking Epoxy 6-Inch	11,757.000 LF	_____.	_____.
0220	646.7120 Marking Diagonal Epoxy 12-Inch	456.000 LF	_____.	_____.
0222	646.7320 Marking Chevron Epoxy 12-Inch	953.000 LF	_____.	_____.
0224	646.9012 Marking Removal Line Water Blasting 6-Inch	86,720.000 LF	_____.	_____.
0226	650.4500 Construction Staking Subgrade	1,320.000 LF	_____.	_____.
0228	650.5000 Construction Staking Base	1,320.000 LF	_____.	_____.
0230	650.5500 Construction Staking Curb Gutter and Curb & Gutter	159.000 LF	_____.	_____.
0232	650.7000 Construction Staking Concrete Pavement	1,320.000 LF	_____.	_____.
0234	650.8000 Construction Staking Resurfacing Reference	175,206.000 LF	_____.	_____.



Proposal Schedule of Items

Page 9 of 10

Proposal ID: 20250812016 Project(s): 1058-22-60, 1058-22-61

Federal ID(s): N/A, N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0236	650.9911 Construction Staking Supplemental Control (project) 01. 1058-22-60	1.000 EACH	_____.	_____.
0238	650.9911 Construction Staking Supplemental Control (project) 02. 1058-22-61	1.000 EACH	_____.	_____.
0240	650.9920 Construction Staking Slope Stakes	1,320.000 LF	_____.	_____.
0242	690.0150 Sawing Asphalt	4,587.000 LF	_____.	_____.
0244	690.0250 Sawing Concrete	103,371.000 LF	_____.	_____.
0246	715.0715 Incentive Flexural Strength Concrete Pavement	4,633.000 DOL	1.00000	4,633.00
0248	715.0720 Incentive Compressive Strength Concrete Pavement	4,633.000 DOL	1.00000	4,633.00
0250	740.0440 Incentive IRI Ride	2,618.000 DOL	1.00000	2,618.00
0252	SPV.0060 Special 01. AEW for Culvert Pipe Sloped Cross Drain Reinforced Concrete 15-Inch 6 to 1	3.000 EACH	_____.	_____.
0254	SPV.0060 Special 02. AEW for Culvert Pipe Sloped Cross Drain Reinforced Concrete 18-Inch 6 to 1	1.000 EACH	_____.	_____.
0256	SPV.0060 Special 03. Locate and Clean Existing Underdrain Outfalls	734.000 EACH	_____.	_____.
0258	SPV.0060 Special 04. Removing Raised Pavement Markers & Filling Voids	1,836.000 EACH	_____.	_____.
0260	SPV.0060 Special 05. Culvert Pipe Plug Temporary	2.000 EACH	_____.	_____.



Proposal Schedule of Items

Page 10 of 10

Proposal ID: 20250812016 Project(s): 1058-22-60, 1058-22-61

Federal ID(s): N/A, N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0262	SPV.0090 Special 01. Construction Staking Concrete Pavement Reference	4,110.000 LF	_____.	_____.
0264	SPV.0090 Special 02. Concrete Joint & Crack Cleaning, Repair & Sealing	414.000 LF	_____.	_____.
0266	SPV.0180 Special 01. Removing Distressed Asphaltic Surface Milling	50,830.000 SY	_____.	_____.
0268	SPV.0180 Special 02. Embankment Special Compaction	7,600.000 SY	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.

PLEASE ATTACH ADDENDA HERE