

HIGHWAY WORK PROPOSAL

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

Proposal Number: **004**

<u>STATE ID</u>	<u>FEDERAL ID</u>	<u>PROJECT DESCRIPTION</u>	<u>HIGHWAY</u>	<u>COUNTY</u>
5105-16-62	N/A	Regionwide Tree Clearing, Various Locations	NON HWY	Southwest Region Wide

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: \$20,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: November 11, 2025 Time (Local Time): 11:00 am	Firm Name, Address, City, State, Zip Code
Contract Completion Time May 08, 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: Region Wide Tree Clearing, Erosion Control.	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 envelop but due at the same time and place as the sealed bid, also provide the Expedite™ generated schedule of items on a 3 1/2 inch computer diskette or CD ROM. Label each diskette or CD ROM with the bidder's name, the 4 character department-assigned bidder identification code from the top of the bidding proposal, and a list of the proposal numbers included on that diskette or CD ROM as indicated in the following example:

Bidder Name

BN00

Proposals: 1, 12, 14, & 22

- (3) If bidding on more than one proposal in the letting, the bidder may include all proposals for that letting on one diskette or CD ROM. Include only submitted proposals with no incomplete or other files on the diskette or CD ROM.
- (4) The bidder-submitted printout of the Expedite□□ generated schedule of items is the governing contract document and must conform to the requirements of section 102 of the standard specifications. If a printout needs to be altered, cross out the printed information with ink or typewriter and enter the new information and initial it in ink. If there is a discrepancy between the printout and the diskette or CD ROM, the department will analyze the bid using the printout information.

- (5) In addition to the reasons specified in section 102 of the standard specifications, proposals are irregular and the department may reject them for one or more of the following:
1. The check code printed on the bottom of the printout of the 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

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STSP'S Revised July 1, 2025

SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 5105-16-62, Statewide Tree Clearing Project, Various Counties (SWR), 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 (20250701)

Bidding Information

This project will utilize the Indefinite Delivery/Indefinite Quantity (ID/IQ) procurement method. Specific sites for the initial work order are shown in the project plans for information only. Additional sites may be added by issuance of work orders from the department. The work orders will indicate the work to be performed at each site and the duration of each work order.

Furnish to the department, when and if ordered, the supplies or services specified in the proposal up to and including the quantity designated in the proposal as the Maximum. The department will order under this contract at least the quantity of supplies or services designated in the proposal as the Minimum.

The work will be scheduled by issuance of work orders to the contractor from the department. Each work order will represent an independent collection of work sites. Work orders will specify the work sites, planned items, quantities of work, site-specific requirements, and allowable time to perform the work.

Work orders will be issued. A Notice to Proceed for a specific work order will be once all necessary permits are obtained by the department. Any environmental commitments will be included in the work order(s) special provisions.

The unit prices as bid on the Schedule of Items (SOI) will be assigned to the items in the work orders and shall become the basis of pricing all work orders.

2. Scope of Work.

The work under this contract shall consist of tree clearing, erosion control, traffic control, and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

3. Waiving Bidder Prequalification.

Bidder prequalification is not required; however, prior to awarding a contract, the department may require the bidder to produce financial documentation similar to the prequalification statement (DT1621) and evidence that they have a history of performing work of a similar character in a satisfactory manner.

4. Consideration of Proposals.

Definitions

Contract Time: Number of days assigned to an individual work order based on the quantity of work in the work order.

ID/IQ: Indefinite Delivery/Indefinite Quantity. Type of contract that provides for an indefinite quantity of work during a fixed period of time.

Work Order: document executed to specify sites, contract time and scope of work, (including pay items)

Work Order Item List: complete list of bid items shown on SOI included in the ID/IQ contract advertisement that the contractor can anticipate being used repetitively to perform the work orders of this ID/IQ contract.

Contract Description

There are multiple sites where work shall be performed. There may be multiple work sites included in each work order.

Each work order will be executed separately. Do not begin work prior to execution. A separate Notice to Proceed will be issued for each work order. No work will be allowed to start prior to the Notice to Proceed for each work order.

Estimated Quantities

The current estimated Minimum and Maximum contract quantities for Clearing are as follows:

Bid Item	Unit	Current Contract Amount	Minimum	Maximum
201.0105	STA	63 STA	200 STA	350 STA
201.0120	ID	176 ID	700 ID	1000 ID

See plans for additional estimated bid item quantities.

Contract Schedule

The department anticipates the following additional contract milestone dates. This schedule subject to revision by the department.

Anticipated first work order: December 1, 2025.

Anticipated second work order: January 1, 2026.

Anticipated third work order: February 1, 2026.

Additional work orders will not be issued after March 1, 2025.

Replace standard spec 103.2(1) with the following:

The department is taking separate bids for the construction of this project under an alternate proposal, identified as project 5105-16-62.

The award of contract, if awarded, will be to the lowest responsible bidder among all bidders for either proposal, whose proposal complies with all requirements necessary to render it formal as determined conforming to standard spec 103.1.

stp-103-005 (20030820)

5. Prosecution and Progress.

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

Notice to Proceed will not be issued prior to November 1, 2025.

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 notification 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 department will not grant time extensions to the contract completion date.

The completion date for clearing trees under this project is set by federal law and will not be modified.

Complete all tree cutting by April 14, 2026. Other operations, such as removing trees from clear zone, stacking, or hauling away cleared trees, or removing traffic control or erosion control devices may take place after April 14, 2026.

Interim Completion and Liquidated Damages – Tree Cutting: March 27, 2026

Complete all tree cutting by March 27, 2026.

If the contractor fails to complete all tree cutting by March 27, 2026, the department will assess the contractor \$1000 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 12:01 AM on March 28, 2026. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

The department will not grant time extensions to the interim completion dates specified above for the following:

1. Severe weather as specified in standard spec 108.10.2.2.
2. Labor disputes that are not industry wide.
3. Delays in material deliveries.

Coordination

The work sites in this contract are referred to as areas. The tree clearing for each area is in preparation for different road projects. The areas and the project that they are in preparation for is listed in the table below:

AREA	SOURCE WISDOT PROJECT ID	COUNTY	HWY
1*	1016-05-67	JUNEAU	090
2*	1077-03-61	MONROE	090
3*	1690-04-62	GREEN	069
4*	1690-04-73	GREEN	069
5	5080-09-75	SAUK	023
6*	5110-06-70	VERNON	131
7*	5155-02-74	ROCK	014
8*	5290-02-71	DANE	019
9*	5571-00-72	ROCK	213
10*	5571-00-73	ROCK	213
11	5590-05-71	GREEN	078
12*	5620-00-72	SAUK	113
13*	5620-00-73	SAUK	113
14	5710-00-72	VERNON	082
15*	5845-16-73	DANE	051
16*	5845-16-74	DANE	051
17*	5845-16-76	DANE	051
18	5845-16-84	DANE	051
19	5865-02-64	VERNON	162
20*	5865-02-74	VERNON	162
21*	6085-02-76	DANE	019
22*	6630-00-81	COLUMBIA	044
23*	5155-02-65	DANE	014
24*	1204-05-07	DANE	018
25*	1530-06-09	BUFFALO	010

*: Projects not included in the PS&E but are anticipated to be included in future work orders.

Any coordination with utilities, environmental agencies or other outside contacts shall refer to the source project ID listed in the above table, not area.

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.

To avoid adverse impacts upon protected bats, no tree clearing is allowed between April 15 and October 31, both dates inclusive. If the required tree clearing is not completed by April 14, the department will suspend all tree clearing and associated work directly impacted by clearing.

Tree clearing is limited to that which is specified in the plans. Contractor means and methods to remove additional trees will not be allowed. If it is determined that additional 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.

Due to potential for erosion, do not perform grubbing operations at the time of tree clearing unless grading activities will commence in those areas immediately following the tree clearing, or as otherwise approved by the engineer. Provide information for the grubbing and grading activities, including the schedule of operations, in the Erosion Control Implementation Plan (ECIP).

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

Fish Spawning

Area 11

There shall be no instream disturbance of the *East Branch Pecatonica River* at Station 741+00 as a result of construction activity under or for this contract, from March 1 to June 15 both dates inclusive, in order to avoid adverse impacts to fish and other aquatic organisms during sensitive time periods.

Area 14

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

Area 19

There shall be no instream disturbance of Hohlfield Coulee Creek at Station 431+53 as a result of construction activity associated with B-62-984 under or for this contract, from May 1 to October 1 both dates inclusive, in order to avoid adverse impacts upon the spawning of trout.

There shall be no instream disturbance of Hunder Coulee Creek at Station 252+98 as a result of construction activity associated with B-62-083 under or for this contract, from May 15 to October 15 both dates inclusive, in order to avoid adverse impacts upon the spawning of trout.

Blanchard's Cricket Frog

Area 19

The Blanchard's cricket frog (*Acris blanchardi*), an endangered species in Wisconsin, prefers ponds, lakes, and a variety of habitats along and adjacent to streams and rivers including, marshes, fens, sedge

meadows, low prairies, and exposed mud flats. The species tends to breed in quiet water (no or low flow) and may also move from streams and rivers to adjacent wetlands and ponds. Cricket frogs cannot tolerate freezing or complete inundation for more than 24 hours during the winter and thus seek a variety of microhabitats that provide suitable overwintering conditions, including crayfish burrows, small mammal burrows, rotted-out root channels, seepage areas where groundwater flow prevents freezing at the surface, or spaces created by sloughing streambanks. Cricket frogs are active from early March through November. Breeding can occur from mid-May through mid-August, with some larvae not transforming until late September.

WisDOT has obtained coverage for this project under the Broad Incidental Take Authorization for Road, Railroad, and Trail Projects and Blanchard's Cricket Frog. This authorization covers project work in the following locations:

1. STH 162 and adjacent wetlands Station 105+00 to Station 486+00 LT and RT

Avoidance and minimization measures include:

- a. In stream disturbance will be avoided during breeding season, May 20 to August 15, both dates inclusive.
- b. Disturbance will be avoided in stream, in wetland, and within 75 feet of the stream or wetland during the inactive period from October 16 to April 7, both dates inclusive.
 - i. If construction will be extended past the start of the frog's inactive season, the contractor will ensure that the area is unsuitable as overwintering habitat, details to be coordinated with WisDOT Project Manager, WisDOT Environmental Coordinator, and WDNR Threatened and Endangered Resources Staff.
- c. Before any disturbance/construction takes place on site, the vegetation within the disturbance area must be cut by a non-suction mower (flail mower, sickle bar mower, manual reel mower, electric/gas weed trimmer), by hand (hand sickle, hand clippers), or grazed according to the following specifications:
 - a. Ground and shoreline vegetation must be cut to a height of 3 inches or less initially and maintained at 3-6 inches until all project related disturbance has been completed.
 - b. Any in-stream vegetation (emergent, submergent or floating) within 1 foot of the water's surface and within 1 foot of the disturbance area must be cut so that the tops of the plants are more than 1 foot below the surface. The vegetation must then be maintained at least 1 foot below the water's surface until disturbance has been completed.
 - c. Blanchard's Cricket Frog removals (as described in (d)) must take place prior to vegetation cutting occurring.
- d. All disturbed areas along the road within 75 ft of the stream will be top-dressed with 6" of soil and seeded to WisDOT #75 Seed Mix as marked on the plans.
 - a. The above requirement will apply to locations where riprap has been installed.
- e. Blanchard's Cricket Frog removals will be conducted in the disturbance footprint by a qualified biologist approved by the WDNR ER Transportation Liaison prior to each workday/restoration activity. Coordinate with WisDOT Southwest Region Environmental Coordinator two weeks in advance of construction activities to schedule a qualified biologist to be on site during construction activities. The biologist will be contracted through a master contract with the department at the department's cost. Contact Anna Jahns, SWR REC, at annah.jahns@dot.wi.gov or (608) 785-9961.
 - a. All Blanchard's Cricket Frogs (and preferably other amphibians and reptiles) found will be immediately removed from the disturbance area and relocated to suitable habitat at least 100 meters downstream from the project site. If Blanchard's Cricket Frogs are found on the first walk-through of the area, a second walkthrough will be conducted. This process should continue until the biologist feels confident he/she has removed as many Blanchard's Cricket Frogs as possible from the disturbance area.
 - b. All Blanchard's Cricket Frogs removed will be recorded (total number removed per walkthrough, i.e., 2 Blanchard's Cricket Frogs removed on first walk-through, 1 Blanchard's Cricket Frog removed on second walk-through, 0 Blanchard's Cricket Frogs removed on third walk-through) and reported to the ER Transportation Liaison (stacy.rowe@wisconsin.gov) on a weekly basis. For a sample data sheet that can be

used for reporting, see
http://dnr.wi.gov/topic/ERReview/documents/CA_SpeciesRemovalDatasheet.pdf.

2. The following requirements are included in a separate contract through a master biological contract with the department at the department's cost: All dead amphibians and reptiles found onsite will be recorded (species, approximate age, possible cause of death), photographed, and reported to the ER Transportation Liaison (stacy.rowe@wisconsin.gov) at the conclusion of the project. For a sample data sheet that can be used for reporting, see http://dnr.wi.gov/topic/ERReview/documents/CA_SpeciesRemovalDatasheet.pdf. A closing report must be submitted to the ER Transportation Liaison via email within 60 days of completion of project.
3. If erosion matting (also known as an erosion control blanket, erosion mat or erosion mesh netting) will be used, the following matting (or something similar) must be installed: North American Green S75BN, S150BN, SC150BN, or C125BN. These models are comprised of netting that contains biodegradable thread with the "leno" or "gauze" weave (contains strands that are able to move independently), which has the least impact on wildlife. Plastic netting without independent movement of strands can easily entrap wildlife.
4. Sediment control systems such as turbidity barriers will be installed in the areas of disturbance in the stream to limit sediment and run off into the stream during construction.

Environmentally Sensitive Areas

Area 8

Six Mile Creek is considered an environmentally sensitive area; no construction activities are permitted within Six Mile Creek.

6. Traffic.

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 less than 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 or greater)	MINIMUM NOTIFICATION
Lane and shoulder closures	3 business days
Ramp closures	3 business days
Modifying all closure types	3 business days

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

Railroad

Do not place any items within 50-feet of the railroad right-of-way, including items that could foul the same area. Including but not limited to signing, equipment, or material. This includes at-grade crossings and structures with RR under or over. If this is not adhered to Railroad Protective Liability Insurance will be required of the contractor and incidental to the project.

Area-Specific Traffic

Area 5

Ensure all commercial entrances, private entrances, and field entrances remain accessible at all times, unless the contractor obtains written permission from the property owner 48 hours in advance of closing the access.

Maintain through traffic on STH 23 while construction is occurring and keep STH 23 open to two-way traffic at all times, except through the work zone as described below.

Restrict traffic to a single lane within the area of construction operations during daylight working hours.

Limit the single lane restriction to a single continuous length not exceeding 1.5 miles. Maintain an 11-foot lane at all times within the work zone. No work is allowed in the lane utilized by traffic in the flagged section.

If traffic delays become longer than 15 minutes, coordinate with the engineer to limit or alter construction operations to prevent undue inconvenience to the traveling public as specified under standard spec 108.5. The engineer may direct additional action or temporarily suspend work to mitigate recurring delays. The department will not make additional payment or extend contract time for suspensions the engineer directs under this paragraph.

Area 8

Notify the engineer if there are any changes in the schedule, early completions, or cancellations of scheduled work. Coordinate all arrangements for handling traffic with the engineer before work is started on a new stage of construction that will change the traffic pattern existing at the time. Ensure that all traffic control devices are in place and approved by the engineer before beginning each stage.

Do not park or store equipment or material not being used during actual performance of the work with the right-of-way unless otherwise approved by the engineer.

Place drums and other temporary traffic control devices on the outer edge of the shoulder when not in use.

Equip all vehicles and equipment which are operated on the roadway pavement or shoulders with a flashing yellow light that operates when the vehicle is operating at speeds less than the speed of normal traffic.

Employ such flaggers, signs, barricades, and drums as may be necessary to safeguard local traffic at all locations affected by construction operations. Make arrangements and be responsible for the prompt replacement of damaged or dislocated traffic control or guidance devices, day or night.

Conduct all operations in a manner that will cause the least interference to traffic movements. Use drums or barricades to protect hazards in the work zone, such as exposed manholes, removed sidewalk areas, or drop-offs for vehicles and pedestrians.

Provide and maintain at least one access to businesses along the project at all times. Maintain local vehicular access to driveways and side streets at all times during the construction period. If access needs to be eliminated due to construction operations, notify the engineer and property owner or occupant of the property at least 24 hours prior to closing a driveway access. Schedule and conduct construction operations in a manner so as not to deny access to driveways for period longer than three calendar days.

Perform work in a manner that ensures pedestrian access to adjacent residents and businesses is maintained at all times. At the direction of the engineer, a temporary pedestrian surface shall be provided to replace removed concrete sidewalk.

Prior to any traffic control being placed, provide the engineer, the Dane County Sheriff's Department, and the Village of Waunakee Police Department with the name and number of a local person responsible for the emergency maintenance of traffic control.

72 hours in advance of all switchovers of traffic lanes, full closures of roadways, closure of traffic lanes or turning movements, notify the Dane County Sheriff's Department, The Village of Waunakee Engineering Department, the Village of Waunakee Police Department, the Village of Waunakee Fire Departments &

Emergency Medical Services and the Dane County 911 Center. Notifications must be given by 4:00 pm on Thursday for any such work to be done the following Monday.

Maintain pedestrian access at the STH 19 and Division Street intersection during construction. Provide a 4-foot-wide minimum temporary sidewalk or equivalent, temporary pedestrian curb ramps and pedestrian barricade, if needed. The engineer on site can approve eliminating temporary pedestrian curb ramps if an alternative path is deemed reasonable in the field.

Provide emergency vehicles with adequate access to all properties along the project at all times.

Maintain access for mail delivery and garbage/recycling pickup for all properties in the project area.

Area 11

Use flaggers, signs and barricades as necessary to safeguard and direct traffic at all locations where construction operations may interfere with or restrict local traffic.

Additional flaggers, signs and barricades should be used at intersections to direct traffic where necessary.

Pedestrian traffic shall be maintained in all locations at all times utilizing pedestrian detours or pedestrian diversions.

Maintain access through the work zone for local traffic and emergency vehicles. Maintain access to all commercial, private, and field entrances. If temporary access closures are required to accommodate construction operations, contact property owner 3 business days prior to closing access to any existing entrance.

During non-working hours do not park or store any equipment, vehicles or construction materials within 30 feet of STH 78 lanes.

Area 14

Maintain through traffic on STH 82 and intersecting roads during construction from the Kickapoo River to State St (STH 131). Traffic may be restricted to a single 16-foot-wide minimum clear roadway with a flagging operation during working hours. Utilize traffic control and flaggers according to the standard detail drawing entitled "Traffic Control for Lane Closure with Flagging Operation" for all construction occurring under one lane of traffic. No work shall be allowed on the opposing side of the roadway in a flagged section.

The project shall be open to two lanes of traffic at the end of the day.

If traffic delays become longer than 15 minutes, coordinate with the engineer to limit or alter construction operations to prevent undue inconvenience to the traveling public as specified under standard spec 108.5.

Bicycle and Pedestrian Accommodations:

Bicycles and pedestrians shall be accommodated through the work zone on the existing sidewalks and through temporary pedestrian accommodations. Maintain a continuous pedestrian path by means of existing, finished, or approved temporary facilities throughout the project at all times. At all crosswalk locations eliminate all drop-offs greater than ¼" with a hard surface slope not to exceed a 12:1 slope at all times.

Private and Commercial Access:

Maintain access at all times to all commercial entrances, private entrances, and field entrances, unless the contractor obtains written permission from the property owner a minimum of 48 hours in advance of closing the access.

Maintain a clearly delineated, suitable driving surface of at least 10-ft for residents, businesses, school busses, and emergency vehicles throughout construction. A suitable driving surface is defined as a material capable of withstanding a fully loaded quad axle truck without yielding as approved by the engineer.

The contractor shall provide the engineer and local law enforcement with a 24-hour, 7 days/week contact person responsible for the maintenance of the 10-foot driving lane for residents.

Contact farmers and businesses operating along STH 82 to coordinate their specific needs for agricultural equipment usage and deliveries along the corridor with the contractor's work operations. Employ such flaggers, signs, barricades, and drums as may be necessary to safeguard local traffic at all locations affected by construction operations. Make arrangements and be responsible for the prompt replacement of damaged or dislocated traffic control or guidance devices, day or night.

Do not store vehicles, equipment, or materials on adjacent streets beyond the project limits without specific approval from the engineer.

Notify the engineer if there are any changes in the schedule, early completions, or cancelations of scheduled work.

Bus Route Access:

The contractor is responsible for coordinating with the following school districts to ensure bus routes are maintained and accessible throughout construction.

La Farge School District

Superintendent, Meaghan Gustafson, (608) 625-0107
Transportation Supervisor, Phil Campbell, (608) 625-0148

Kickapoo Area School District

District Administrator, Kim Johnson, (608) 627-0101, kimjohnson@kickapoo.k12.wi.us
Transportation Supervisor, Jeff Wendorf, (608) 627-0137, jwendorf@kickapoo.k12.wi.us

Hillsboro School District

Superintendent, Rich Moyer, (608) 489-2221, rich.moyer@hillsboroschools.org

Post Office Access:

The contractor is responsible for coordinating with the following post offices to ensure mail delivery is maintained for residents along the project:

La Farge

205 W Main St, La Farge, WI 54639, (608) 625-2220

Hillsboro

713 Water Ave, Hillsboro, WI 54634, (608) 489-3528

Provide an advanced notification to the engineer for incorporation into the Wisconsin Lane Closure System (LCS) with the following minimum days to provide a notification. 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.

Area 18

Provide and maintain at least one access to residents and businesses along the project at all times, including field entrances. Maintain local vehicular access to driveways and side streets at all times during the construction period, unless otherwise defined in this article. If access needs to be eliminated due to construction operations, notify the Engineer and property owner and occupant of the property at least 24 hours prior to closing a driveway access. Schedule and conduct construction operations in such a manner so as not to deny access to driveways for a period longer than three calendar days.

Advance Notification

Notify Village of McFarland Police, EMS, Fire Department and Dane County Sheriff at least 3 days (72 hours) in advance of all closures. The contractor is responsible for coordinating with the following school districts to ensure that bus routes are maintained and accessible throughout construction.

McFarland Area School District

District Administrator – Aaron Tarnutzer: (608) 838-4550

The contractor is also responsible for coordinating with the following post office to ensure that mail delivery is maintained for residents along the project:

McFarland

5315 Long Street
McFarland, WI 53558
(608) 838-6535

Area 19

STH 162 may be reduced to one lane using flagging operations during working hours as allowed by the engineer. The contractor shall conduct his operations in a manner that will cause the least interference to traffic movements. The minimum number of vehicles of the contractor, his suppliers, and his employees necessary for the prosecution of the work shall be permitted to park at the various work sites for the minimum time necessary for the performance of the work.

During nighttime hours, no equipment or materials shall be parked or stored within 12 feet of the near edge of the shoulder being used during the actual performance of the work and shall not be parked or stored within the right-of-way unless otherwise approved by the engineer.

Both lanes of STH 162 shall be reopened to vehicular traffic at the end of each day with a minimum roadway width of 22-feet prior to and during nighttime hours.

If traffic delays become longer than 15 minutes, coordinate with the engineer to limit or alter construction operations to prevent undue inconvenience to the traveling public as specified under standard spec 108.5.

Maintain local access to all sideroads, businesses and residences at all times. Maintain emergency access to the project area at all times. Keep all private entrances and field entrances accessible at all times unless written permission is obtained from the property owner 48 hours in advance of closing the access.

Construction operations shall be conducted in such a manner as to provide access to emergency vehicles at all times.

7. Holiday Work Restrictions.

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

- From noon Friday, November 21, 2025 to 6:00 AM Monday, November 24, 2025 Deer Hunting Season.
- From noon Wednesday, November 26, 2025 to 6:00 AM Monday, December 1, 2025 Thanksgiving.
- From noon Wednesday, December 24, 2025 to 6:00 AM Friday, December 26, 2025 Christmas.
- From noon Wednesday, December 31, 2025 to 6:00 AM Friday, January 2, 2026 New Year's Day.
- From noon Friday, January 16, 2026 to 6:00 AM Tuesday, January 20, 2026 MLK Day.

stp-107-005 (20210113)

8. Utilities.

This contract does not come under the provision of Administrative Rule Trans 220.

stp107-066(2008501)

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.

Some of the utility work described below is dependent on prior work being performed by the contractor at a specific site. In such situations, provide the engineer and the affected utility a good faith notice of when the utility is to start work at the site. Provide this notice 14 to 16 calendar days in advance of when the prior work will be completed and the site will be available to the utility. Follow-up with a confirmation

notice to the engineer and the utility not less than 3 working days before the site will be ready for the utility to begin its work.

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

Area 5

Alliant Energy (Electricity) has overhead electricity facilities within the project limits and will remain in place. No conflicts with the tree clearing project.

Frontier Communications (Communication) has underground facilities within the project limits, no conflicts with the tree clearing project.

Reedsburg Utility Commission (Communication) has underground facilities within the project limits, no conflicts with the tree clearing project.

Sauk County Building Services (Communication) has underground facilities located within the project limits. Sauk County Building Services will relocate existing underground fiber line from Station 430+00 to Station 430+50 in conflict with proposed asphaltic flume prior to construction. This work may take place during the tree clearing activities.

Area 8

AT&T Wisconsin (Communications) has a fiber optic cable along the north side of STH 19 from Station 104+60 LT to 184+57 LT. No conflict is anticipated.

AT&T Wisconsin has a fiber optic hand hole at Station 107+88, 80' LT that is located between the back of curb and shared-use path. No conflict is anticipated.

ATC Management, Inc. (Electricity Transmission) has 138 kV transmission facilities running north/south along the east side of STH 113, crossing STH 19 in the net exception area. No conflict is anticipated.

Alliant Energy (Electricity) has a power pole at Station 279+80 LT. No conflicts anticipated.

Everstream (Communications) has a fiber optic cable along the north side of STH 19 from the Division Street intersection – Station 107+30 LT to 184+57 LT. Underground fiber optic cable crosses Division Street from Station 107+30 to 108+00 LT and Hogan Road from Station 173+50 to 174+60 LT. Underground fiber optic cable crosses STH 19 at Station 107+30 and 135+10. No conflicts anticipated.

MCI (Communications) has a fiber optic cable along the south side of STH 19 from Station 107+30 to 134+50 RT. No conflict is anticipated.

MCI has underground fiber optic crossings at Division Street from Station 107+30 to 108+00 RT, Marshall Drive from Station 118+00 to 118+50 RT, and Raemisch Road from Station 133+75 to 134+50 RT. No conflict is anticipated.

The vault at Station 107+30, 55' RT will be adjusted to match the new slope during construction. No conflict is anticipated.

Madison Gas and Electric Company (Gas) has underground gas facilities throughout the project. All the existing facilities will be discontinued in place. The location of existing facilities are as follows: north side of STH 19 from Station 108+00 to 185+00 LT, east side of Division Street from Station 10+50 "D" to 11+50 "D" RT, crossing at Station 108+00, under both lanes of Division Street from Station 12+25 "D" to 13+50 "D", crossing at Station 120+80, crossing at Station 130+25, crossing at Station 132+50, crossing at Station 174+00, and along the west side of Hogan Road from Station 32+40 "H" to 38+00 "H".

New 4" underground gas facilities will be installed throughout the project to replace the discontinued facilities and avoid conflicts with the project. New facilities will be installed along the south side of STH 19 from Station 108+75 to 185+00 RT, roughly 20' off the south R/W. Crossings under STH 19 will be located at Station 108+75, 119+05, 132+00, 145+25, 149+25, 184+80. All crossings will be installed a minimum depth of 6'. Crossings on the south side of STH 19 under Marshall Road, Raemisch Road, and Hogan Road will be installed a minimum depth of 4'. New facilities will also be installed along the east side of Division Street from Station 10+25 "D" to 13+50 "D", which includes the crossing at Station 108+75. New facilities will also be installed along the west side of Hogan Road from Station 32+50 "H" to 36+25 "H". It is anticipated to take 25 working days to install the new gas facilities, this work may take place during tree clearing activities.

Spectrum (Communications) has underground fiber optic facilities along the north side of STH 19 from Station 107+30 to 120+50 LT, underground fiber optic facilities along the west side of Division Street from Station 10+85 "D" to 12+65 "D", and overhead facilities from Station 120+50 LT to 139+00 LT. Underground fiber optic crossings are located on Division Street at Station 11+25 "D" and 12+65 "D". Underground fiber optic crossings are located on STH 19 at Station 107+30 and 139+00. Underground coax cable crossing located on STH 19 at Station 105+50.

Spectrum will be discontinuing in place the coax cable crossing at Station 105+50 on STH 19 and replacing with a new coax cable at Station 105+33. The new cable will be bored at a depth of 8' under STH 19 to avoid conflicts with grading and storm sewer. The coax cable will run to an existing pedestal south of STH 19 and a new pedestal north of STH 19, both are located outside the project limits.

Spectrum will be discontinuing the underground fiber optic from Station 10+85 "D" to 12+65 "D" and Station 107+30 LT to 109+40 LT, including the crossing at Station 107+30 on STH 19 and crossing at Station 12+65 "D" on Division Street.

The discontinued facilities will be replaced with new underground fiber optic facilities from Station 10+85 "D" to 12+80 "D" along the west side of Division Street, including a new crossing at Station 107+20 on STH 19. The crossing will be bored under STH 19 at a depth of 10' to avoid conflicts with grading work. A new vault will be installed at Station 12+80 "D" (107+20, 90' LT). New underground fiber optic will also be installed from Station 107+20, 90' LT to 109+40, 75' LT to an existing vault located near the north R/W at Station 109+40 LT. This will include a new crossing under Division Street at Station 12+80 "D". The crossing will be bored under Division Street at a minimum depth of 42" to avoid conflicts with grading work.

It is anticipated to take 60 working days to install the new underground coax cable and fiber optic facilities, this work may take place during tree clearing activities.

TDS Telecom (Communications) has underground fiber optic and telephone facilities throughout the project limits.

Fiber optic cable at Station 271+70, 50'RT will be lowered in place to avoid conflicts with the new culvert installation at this location. The 6 pair copper cable at this location will be discontinued in place, it can be removed by the contractor if encountered. The lowering in place work for the fiber optic is anticipated to take 1 working day, and may take place during tree clearing activities.

Fiber optic cable at Station 279+60 to 279+80, 50'RT will be lowered in place to avoid conflicts with the new culvert installation at this location. The 6 pair copper cable at this location will be discontinued in place, it can be removed by the contractor if encountered. The lowering in place work for the fiber optic is anticipated to take 1 working day, and may take place during tree clearing activities.

Waunakee Utilities (Electricity) has underground and overhead electric facilities from Station 105+45 to 175+25.

Underground electric facilities run along the north side of STH 19 from Station 107+30 to 109+50 LT and Station 117+00 to 120+50 LT. Underground electric crossings of STH 19 are located at Station 105+45, 107+30, 107+35, 129+15, 139+00, and 166+10. Underground electric facilities run along the west side of Division Street from Station 11+00 "D" to 13+00 "D", including the STH 19 crossings at Station 107+30 and 107+35. Underground electric facilities cross under Division Street at Station 12+65 "D". Underground electric facilities are also located along the west side of Raemisch Road from Station 21+50 "S" to 22+00 "S" LT.

Overhead electric facilities run along the north side of STH 19 from Station 120+50 to 175+25 LT and along the west side of Hogan Road from Station 30+50 "H" to 38+40 "H", which includes an overhead crossing of STH 19 at Station 173+40 and overhead crossing of Hogan Road at Station 38+40 "H".

Waunakee Utilities will relocate overhead electric facilities to underground electric facilities from Station 30+50 "H" to 38+40 "H" along the west side of Hogan Road and Station 173+40 to 175+20 LT along the north side of STH 19. The overhead crossing at Station 173+40 (Station 36+50 "H" to 38+40 "H") will be bored under STH 19 at a depth of 96". The overhead crossing at Station 38+40 "H" (Station 173+40 to 175+20 LT) will be bored under Hogan Road at a depth of 84". It is anticipated to take 10 working days to complete relocations, this work may take place during tree clearing activities.

No other conflicts are anticipated.

Waunakee Utilities (Sewer) has an underground sewer main crossing at Station 106+20. No conflict is anticipated.

Waunakee Utilities (Water) has watermain facilities on the project. No conflict is anticipated.

Area 11

Alliant Energy – Electricity has facilities within the project limits. This work may take place during the tree clearing activities.

Alliant Energy will complete the following prior to and during construction:

- 728+19, 20' RT – existing pole to remain, contractor to work around pole
- 729+25, 16' LT – existing pole to remain, hold pole during construction
- 729+82, 32' RT – new pole installed
- 730+22, 24' RT – remove pole
- 731+38, 23' LT – existing pole to be removed
- 743+34, 24' RT – existing pole to remain, contractor to work around pole
- 744+86, 21' RT – existing pole to be relocated 1' south

Alliant Energy – Gas/Petroleum has facilities within the project limits. This work may take place during the tree clearing activities.

Alliant Energy will complete the following prior to construction:

- 716+23 LT to 733+80 LT – discontinued existing gas main
- 716+23 LT to 733+80 LT – install new gas main 3' off row at 4' depth
- New main across Cross Street, Fairview Street and Prospect Street at a 6' depth
- 716+30 LT to 716+30 RT – discontinue existing gas main
- 716+30 LT to 716+30 RT – install new main within 2' of existing at a 4' depth
- 720+74 LT to 720+74 RT – discontinue existing gas main
- 720+28 LT to 720+28 RT – install new main 48" deep crossing E School St.
- 720+28 LT to 720+74 RT – install new main 48" deep crossing Cross St.
- 720+74 RT – install new main 48" deep for 85' heading south
- 722+37 LT – install new main at a 6' depth heading north to tie in the new main
- 723+70 LT to 723+70 RT – discontinue existing main
- 725+50 LT – discontinue existing main from STH 78 heading south
- 725+50 LT – install new main at a 6' depth heading north to tie in the new main along STH 78
- 732+85 LT – discontinue existing gas main from STH 78 heading west
- 735+00 LT to 734-70 RT – install new gas main at a 4' depth, be 6' under storm sewer
- 737+95 LT to 737+95 RT – discontinue existing gas main
- 737+95 LT to 737+95 RT – install new gas main at 7' depth
- 740+30 LT to 739+90 RT – discontinue existing gas main crossing STH 78
- 718+45 LT – discontinue existing gas service and install new service at 4' depth
- 718+90 LT – discontinue existing gas service and install new service at 4' depth
- 719+95 LT – discontinue existing gas service and install new service at 4' depth
- 726+05 LT – discontinue existing gas service and install new service at 4' depth
- 727+10 LT – discontinue existing gas service and install new service at 6' depth
- 727+35 LT – discontinue existing gas service and install new service at 6' depth
- 730+90 LT – discontinue existing gas service and install new service at 4' depth

732+10 LT – discontinue existing gas service and install new service at 4' depth

733+40 LT – discontinue existing gas service and install new service at 4' depth

TDS Telecom – Communication Line has facilities within the project limits. This work may take place during the tree clearing activities.

The following work will be done during construction:

736+50 support buried cable crossing

738+00 support buried fiber and copper cable crossing

Pole transfers will be coordinated with Alliant Energy.

Village of Blanchardville Water Utility – Sewer has facilities within the project limits. This work may take place during the tree clearing activities.

The Village of Blanchardville will be installing new sanitary sewer:

Station 725+25 to 728+75

Station 729+95 to 740+20

Station 738+15 to the west along West Elm Street

Station 732+45 to the east along East Olson Street

Station 732+55 to the west along West Olson Street

Village of Blanchardville Water Utility – Water has facilities within the project limits. This work may take place during the tree clearing activities.

The Village of Blanchardville will be installing new water main:

Station 728+75 to 740+10

Station 740+10 to the east along Mill Street

Station 738+05 to the east along East Elm Street

Station 738+08 to the west along West Elm Street

Station 735+35 to the west along Pine Street

Station 732+50 to the east and to the west along Olson Street

The following utility owners have facilities within the project area however, no conflicts are anticipated.

No conflict with tree clearing project activity:

ATC Management, Inc. – Electricity Transmission

Bug Tussel Wireless, LLC – Communication Line

Area 14

La Farge Municipal Utilities – Electric has overhead and underground electric facilities within the project limits.

No conflict with tree clearing project activity.

La Farge Municipal Utilities – Sewer has facilities within the project limits. La Farge Municipal Utilities – Sewer will be performing utility work within the limits of the project.

No conflict with tree clearing project activity.

La Farge Municipal Utilities – Water has facilities within the project limits. La Farge Municipal Utilities – Water will be performing utility work within the limits of the project.

No conflict with tree clearing project activity.

Midwest Natural Gas – Gas/Petroleum has underground gas main within the project limits. Midwest Natural Gas will be performing utility work within the limits of the project.

No conflict with tree clearing project activity.

Vernon Communication Coop – Communication has underground fiber optic facilities within the project limits. Prior to construction Vernon Communications Coop will relocate the underground fiber and handhole at approximately Station 215+60 Lt to approximately Station 215+75 Lt on the east side of the proposed driveway. Relocations are planned to Station and complete in 2024. Arrange for a locator to be on site to provide depths during construction operations over Vernon Communication Coop facilities from Station 212+50 to Station 216+50 by notifying the Vernon Communication Coop representative.

The following utility owners have facilities within the project area; however, no adjustments are anticipated:

Dairyland Power Coop – Electric

Hillsboro Telephone – Communication

Mediacom WI LLC – Communication

Vernon Electric Coop - Electric

Area 18

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

Alliant Energy – Electric has overhead electric facilities that run along the east side of USH 51, the north side of Tower Road, the south side of Crane Court, and the south side of Exchange Street. The overhead facilities cross USH 51 at approximately Station 807+85 NB, Station 816+00 NB, and Station 823+30 NB, cross Crane Court at approximately Station 18+60 RT, and cross Exchange Street at approximately Station 9+75 EX. Alliant Energy proposes to remove overhead facilities and convert to underground, approximately 2 feet to 4 feet from the east right of way line, and to replace overhead service connections with underground for each customer. These underground facilities will also provide provisions for future service for lighting cabinets at the Tower Road and Exchange Street roundabouts. This work may take place during tree clearing activities.

Frontier Communications has underground lines that run along both the east and west side of USH 51, the north side of Tower Road, the south side of Crane Court, and the north side of Exchange Street. The underground lines cross USH 51 at approximately Station 815+55 NB and Station 828+25 NB, cross Tower Drive at approximately Station 16+90 TR, and cross Exchange Street at approximately Station 10+25 EX. Frontier will address conflicts at the following locations:

Station 835+89 NB to Station 828+18 NB: Place buried copper and fiber cable within the right of way limits along the east side of USH 51. Fiber placement will begin at a depth of 36 inches along USH 51 from proposed handhole at Station 835+89 NB and head towards the south to an existing pedestal at Station 835+79 NB, then continue fiber cable and place a copper cable along USH 51 at a depth of 48 inches towards the south from the existing pedestal at Station 835+79 NB to a bore pit at Station 834+28 NB, then continue both placements towards the southwest at a depth of 48 inches from the bore pit at Station 834+28 NB to a bore pit at Station 830+43 NB, then continue at the same depth towards the south from the bore pit at Station 830+43 NB to an existing pedestal at Station 828+18 NB. Copper will be spliced at the existing pedestal at Station 835+79 NB and the existing pedestal at Station 828+18 NB, and fiber will be spliced at the proposed handhole at Station 835+89 NB.

Station 828+18 NB to Station 817+78 NB: Continue fiber cable within the right of way limits along the east side of USH 51. Placement will be buried at a depth of 48 inches towards the south from the existing pedestal at Station 828+18 NB to a proposed handhole at Station 825+84 NB, then continue at same depth towards the southwest from the proposed handhole at Station 825+84 NB to a bore pit at Station 824+93 NB, then continue at the same depth towards the south from the bore pit at Station 824+93 to a proposed pedestal at Station 817+78 NB.

Station 817+78 to 16+63 TR: Continue fiber cable and place new copper cable within the right of way limits along the east side of USH 51. Both placements will be buried at a depth of 48 inches towards the south from the proposed pedestal at Station 817+78 NB to Station 817+10, then continue at the same depth towards the southwest to a proposed handhole and pedestal at Station 16+63 TR. Copper will be spliced at the proposed pedestal at Station 817+78 NB and the proposed pedestal at Station 16+63 TR.

Station 16+63 TR to 12+99 TR: Place copper cable within the right of way limits along the north side of Tower Road. Placement will be buried at a depth of 48 inches towards the west from the proposed pedestal at Station 16+63 TR to a proposed pedestal at Station 12+99 TR and spliced at both ends.

Station 16+63 TR to 808+11 NB: Continue fiber cable and place a new copper cable within the right of way limits along the east side of USH 51. Fiber placement continues at a depth of 48 inches from the proposed handhole at Station 16+63 TR to a proposed pedestal at Station 808+11 NB, and copper placement will continue from the proposed pedestal at Station 16+63 TR to a proposed handhole at Station 16+63 TR at a depth of 36 inches, then move towards the south at a depth of 48 inches to a proposed pedestal at Station 808+11 NB, LT. Cross the ditch and Tower Road at a minimum depth of 9 feet from Station 16+63 TR to 814+12 NB, and cross the culvert at a minimum depth of 6 feet from Station 809+00 NB to 810+00 NB. The copper placement then moves towards the east, across USH 51, at a depth of 10 feet to an existing pedestal at Station 808+11 NB, RT. Copper will be spliced at the proposed pedestal at Station 16+63 TR and the existing pedestal at Station 808+11 NB, RT.

Station 808+11 NB to Station 804+09: Continue fiber cable within the right of way limits along the east side of USH 51. Placement will be buried at a depth of 48 inches towards the south from the proposed pedestal at Station 808+11 NB, LT, to a proposed handhole at Station 804+09 NB. Fiber will be spliced at the proposed handhole at Station 804+09. Cross the ditch at a minimum depth of 7 feet from Station 805+50 NB to Station 807+50 NB.

Station 30+78 TR: Remove existing copper pedestal and terminal along the south side of Tower Road (Crane Court) at Station 30+78 TR.

This work may take place during tree clearing activities.

Kegonsa Sanitary District – Sewer has an underground force main that runs parallel to the east side of USH 51. The force main crosses Crane Court at approximately Station 19+50 TR and crosses Exchange Street at approximately Station 9+90 EX. Kegonsa Sanitary District proposes to relocate the force main from Station 814+00 NB to Station 838+80 NB. Approximately 2,480 linear feet of 10-inch force main will be relocated on the east side of USH 51 further to the east and inside the proposed WisDOT right of way. This work may take place during tree clearing activities.

MCI – Communications has an underground line that runs along the west side of USH 51. MCI proposed to relocate their fiber optic cable. Beginning at existing MCI HH ADA8, located in the USH 51 west right of way at Station 11+05 SB, MCI will place new fiber optic cable near the back of the right of way and extend north to Station 14+77 SB. The fiber optic line will then run north and west along the proposed USH 51 west right of way (parcel 2 Vitruvian Farms) and extend to Tower Road. The fiber optic line will then cross under Tower Road at Station 19+00 SB (Station 16+15 TR). Existing MCI HH ADA9 will be relocated in the proposed right of way (parcel 3 Allen Trust) at Station 20+50 SB, 110 feet west. The fiber optic line will continue north along the USH 51 west right of way to Station 23+50 SB, where it will move into proposed right of way (parcel 3 Allen Trust & parcel 5 Schoep Trust). The fiber optic line will continue north along the USH 51 west right of way to Station 34+24 SB, where it will move into proposed right of way (parcel 4 Herro Trust). Existing MCI HH ADA10 at Station 35+78 SB will be relocated to Station 35+78 SB, 104 feet west. The fiber optic line will continue north in the USH 51 west right of way to the intersection with Bible Camp Road, cross Bible Camp Road, and continue north along the USH 51 west right of way to existing MCI HH ADA11. The MCI relocation will end at HH ADA11. This work may take place during tree clearing activities.

Spectrum – Communications has overhead facilities that run along the east side of USH 51, the north side of Tower Road, and the south side of Exchange Street. The overhead facilities cross USH 51 at approximately Station 816+00 NB and cross Exchange Street at approximately Station 10+25 EX. Spectrum proposes to remove overhead facilities and convert to underground. This work will include the following:

Station 11+00 TR, LT to Station 17+00 TR, LT: Bore buried conduit and cable along right of way.

Station 14+00 TR, LT: Place pedestal and cross Tower Road to RT side. Continue placement along the Tower Road south right of way to Station 14+40 TR and then turn south into private property for service to home.

Station 20+50 SB, LT: Bore cable along right of way past Station 42+00 SB, LT, and outside of road work.

Station 21+10 SB, LT: Place handhole/vault for storage.

Station 28+40 SB, LT: Place pedestal for service to home.

Station 10+30 EX, LT: Bore cable along right of way past Station 14+10 EX, LT, and outside of road work.

Station 20+00 SB, RT to Station 42+00 SB, RT: Remove aerial cable on existing poles.

Station 10+00 TR, LT to Station 18+00 TR, LT: Remove aerial cable on existing poles.

This work may take place during tree clearing activities.

TDS Metrocom LLC – Communications has overhead facilities that run along the east side of USH 51 and the south side of Exchange Street. TDS has underground facilities that run along the north side of Tower Road. The overhead facilities cross Exchange Street at approximately Station 10+25 EX. The underground facilities cross USH 51 at approximately Station 815+55 NB and Station 816+55 NB. TDS has facilities that are in conflict with the new roundabout intersections, and Alliant Energy is going to a buried solution along USH 51, so TDS cannot collocate aerial on the poles and will have to go buried.

TDS proposed to bury their facilities (144F), starting along the north side of Tower Road with a new handhole about 250 feet west of the existing handhole near Station 14+50 TR LT, and about 27 feet off the north edge of the Tower Road pavement. TDS will then follow the edge of the right of way north in a 3 foot deep trench along Tower Road and north along the right of way edge of the Tower Road and USH 51 intersection. Near Station 21+00 SB LT to Station 817+00 NB RT, TDS will bore under USH 51 at a minimum of 5 feet below grade, north of the Tower Road and USH 51 intersection, to a new handhole placed 50 feet off the USH 51 east edge of pavement. TDS plans to then go joint with Alliant Energy along the east side of USH 51 from about Station 817+00 NB to Station 830+75 NB. Through this section, the fiber will be buried in a joint trench about 36 inches deep on the east side of USH 51 (2 to 4 feet off the new and/or existing right of way). This line will pass existing customers and reach a new handhole placed in the southeast quadrant of the USH 51 and Exchange Street intersection about 40 feet off the south edge of the Exchange Street pavement., near Station 12+70 EC. Around Station 10+75 EX, TDS will bore a minimum of 4 feet below grade under Exchange Street and place a new pedestal about 18 feet north of the edge of Exchange Street pavement to serve a customer on the north side of the street. Along the south side of Exchange Street, TDS will bury in a joint trench with Alliant Energy about 36 inches deep to pole 064, near Station 13+90 EX (2 to 4 feet off the new and/or existing right of way), and install a handhole next to the pole and rise up since Alliant Energy will keep the poles in place east along Exchange Street. This work may take place during tree clearing activities.

Area 19

Coon Valley Farmers Telephone Co – Communication line has facilities within the project limits.

All work to be completed prior to construction.

Station 143+50 LT thru 45+30 LT: Watchdog on site to locate & expose fiber. Fiber at 3'-10"

Mediacom – Communication line has facilities within the project limits.

No conflict with tree clearing project activity.

Vernon Electric Cooperative – Electricity has facilities within the project limits.

All work to be completed prior to construction. This work may take place during the tree clearing activities.

Overhead horizontal clearance is 20' at all Stations noted below. Line de-energizing can be arranged, and line guards can be installed upon request at each of these locations:

Overhead Line running along STH 162 at Station 184+00 – LT.

Overhead Line running across STH 162 at Station 224+80.

Overhead Line running across STH 162 at Station 226+00.

Village of Stoddard – Sewer has facilities within the project limits.

No conflict with tree clearing project activity.

Village of Stoddard – Water has facilities within the project limits.

No conflict with tree clearing project activity.

Xcel Energy – Electricity has facilities within the project limits.

No conflict with tree clearing project activity.

The following utility owners have facilities within the project area; however, no adjustments are anticipated. No conflict with tree clearing project activity:

Chaseburg Water & Sewer Utility – Water

Chaseburg Water & Sewer Utility - Sewer
Dairyland Power Cooperative – Electricity
Windstream KDL LLC - Communication line
Windstream NTI LLC - Communication line

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

Area 11

There are wetlands within the right-of-way; however, impacts are not anticipated based on the proposed slope intercepts. Therefore, the department has not requested or obtained a U.S. Army Corps of Engineers Section 404 Permit for this project.

Methods of operations, including preparatory work, staging, site clean-up, storing materials, or causing impacts to wetlands or waters are not permitted. If the contractor requires work outside the proposed slope intercepts, based on their method of operation to construct the project, it is the contractor's responsibility to determine whether a U.S. Army Corps of Engineers Section 404 Permit is required. If a Section 404 Permit is necessary, obtain the permit prior to beginning construction operations requiring the permit. No time extensions as discussed in standard spec 108.10 will be granted for the time required to apply for and obtain the permit. The contractor must be aware that the Corps of Engineers may not grant the permit request.

Information on USACE Section 404 permits is available on the USACE's website:

<https://www.mvp.usace.army.mil/Missions/Regulatory.aspx>

stp-107-054 (20230629)

Area 14

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)

Area 18

The department has received written verification of coverage under the Section 404 Transportation Regional General Permit from the U.S. Army Corps of Engineers. Comply with the requirements of the permit in addition to requirements of the special provisions.

A copy of the permit is available from the regional office by contacting Kevin Drunasky, P.E., WisDOT Design Project Manager at (608) 609-5460.

If the contractor requires work outside the proposed slope intercepts, based on their method of operation to construct the project, it is the contractor's responsibility to determine whether a U.S. Army Corps of Engineers Section 404 permit modification is required. If a Section 404 permit modification is necessary,

obtain the permit modification prior to beginning construction operations requiring the permit. No time extensions as discussed in standard spec 108.10 will be granted for the time required to apply for and obtain the permit modification. The contractor must be aware that the U.S. Army Corps of Engineers may not grant the permit modification request.

stp-107-054 (20230629)

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

Area 5

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 Mahesh Shrestha at (608) 245-2674. Post the permit certificate in a conspicuous place at the construction site.

stp-107-056 (20230629)

Area 8

The calculated land disturbance for the project site is 17.2 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 Kevin Drunasky at (608) 246-3811. 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)

Area 11

The calculated land disturbance for the project site is 3.68 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 Anthony Buerger, P.E. at (608) 246-7901. 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)

Area 14

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 John Bainter at 608-785-9729. Post the permit certificate in a conspicuous place at the construction site.

stp-107-056 (20230629)

Area 18

The calculated land disturbance for the project site is 14.4 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 Kevin Drunasky, P.E., WisDOT Design and Construction Project Manager at (608) 609-5460. 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)

11. Construction Over or Adjacent to Navigable Waters.

Area 11

The Pecatonica River is classified as a state navigable waterway under standard spec 107.19.

stp-107-060 (20171130)

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. Environmental Protection.

Restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Protect and restore disturbed soil areas as soon as feasible.

Keep all public roadways clean and free from dirt and debris at all times, as designated by the engineer. Provide a self-contained mechanical or air conveyance street sweeper on the project at all times and dispose of the accumulated material after swiping operations. All street sweeping due to contractor hauling operations is considered incidental to the contract.

Do not wash out equipment in drainage ways or direct conduits to waters of the state. Keep slurry out of inlets and drainage ways. Remove all temporary erosion control measures after disturbed areas are stabilized or at the direction of the engineer.

14. Archaeological Site Protection.

Area 18

Obtain a qualified professional that meets or exceeds the Department of Interior Standards to conduct archaeological field surveys for all non-commercial select borrow sites, waste sites, batch plants, and staging areas. If requested, WisDOT-CR (Cultural Resources) [Lynn Cloud, 608-266-0099] can offer assistance with obtaining these services provided a two-week advance notice is given to ensure availability of the archaeologist.

15. Archaeological Site.

Area 11

Graceland Cemetery site is located approximately at Station 22+00 – Station 22+45, LT within the limits shown on the plans.

Work near the property will not extend beyond the existing shoulder point and will not affect the cemetery property.

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

Area 18

The following archaeological sites are located within the project limits:

- Uncatalogued burial site 47DA0480 (BDA0339) Bird Effigy is located approximately Station 827+22 NB to Station 831+35 NB, RT within the environmentally sensitive limits shown on the plans.
- Uncatalogued burial site 47DA0087 (BDA0547) Holver Johnson Group is located approximately Station 833+28 NB to Station 842+27 NB, RT/LT within the environmentally sensitive limits shown on the plans.

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

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

stp-107-220 (20180628)

16. Tree Clearing.

Modify standard spec 201.3(7) to state the following:

Unless the contract specifies otherwise, the contractor owns timber salvaged from the required clearing of right-of-way acquired by the highway authority in fee simple title, or from clearing of trees acquired by and for the public in the acquisition of easement of the right-of-way. Set aside logs and timber greater than 4 inches in diameter to the extent feasible for commercial or fuel use. Do not burn or bury this material on the right-of-way or lands adjacent to the right-of-way.

17. Site Mobilization, Item SPV 0060.01.

A Description

This special provision describes providing mobilization conforming to standard spec 619.

B (Vacant)**C (Vacant)****D Measurement**

The department will measure Site Mobilization once for each site acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.01	Site Mobilization	EACH

Payment for Site Mobilization is full compensation for supplying and providing materials, facilities, and services, and for performing all work necessary to complete this contract bid item.

18. Site Traffic Control, Item SPV 0060.02.**A Description**

Provide traffic control conforming to standard spec 643.

B (Vacant)**C (Vacant)****D Measurement**

The department will measure Site Traffic Control once for each site 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.0060.02	Site Traffic Control	EACH

Payment is full compensation for supplying and providing all materials, facilities, and services, and for performing all work necessary to complete this contract bid item.

19. Semi-Permanent Restoration, Item SPV.0060.03.**A Description**

This special provision describes providing erosion control after inadvertent ground disturbances that occur during clearing operations that will last until the source project at each area begins.

B Materials

Furnish erosion control materials, including temporary seed, topsoil, and erosion mat as directed by the engineer and according to the pertinent requirements of standard spec 628 and 630.

C Construction

Provide and maintain erosion control and restoration located at inadvertent ground disturbances or as the engineer directs in accordance with standard spec 628 and 630.

D Measurement

The department will measure Semi-Permanent Erosion Control by each area, 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	Semi-Permanent Restoration	EACH

Payment is full compensation for providing, protecting and storing erosion mat materials on the project; for placing and anchoring the mat, including staples; for preparing the seeded areas; for installing end

and junction slots; and for repairing and reseeding damaged areas; the staged moving of personnel, equipment and materials; emergency moving of personnel, moving equipment and materials; providing, handling and storing seed; for providing and inoculating seed as specified in standard spec 630; and for preparing the seed bed, sowing, covering, and firming the seed.

20. Work on Shoulder or Parking Lane, Item SPV. 0060.04.

A Description

This special provision describes providing a traffic control setup as shown in SDD 15D28, "Traffic Control, Work on Shoulder or Parking Lane, Undivided Roadway."

B Materials

Furnish traffic control devices, including Drums and Signs according to the pertinent requirements of standard specification 643.

C Construction

Provide and maintain traffic control devices located where the plans show or engineer directs in accordance with standard specification 643.

D Measurement

The department will measure Work on Shoulder or Parking Lane, Undivided Roadway by each site 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.0060.06	Work on Shoulder or Parking Lane	EACH

Payment is full compensation for furnishing and maintaining devices as well as costs associated with traffic control required under SPV.0060.02 but not included in SPV.0060.02.

21. Shoulder Closure on Divided Roadway, Item SPV.0060.05.

A Description

This special provision describes providing a traffic control setup as shown in SDD 15D27, "Traffic Control, Shoulder Closure on Divided Roadway, Speeds Greater Than 40 M.P.H."

B Materials

Furnish traffic control devices, including Drums and Signs according to the pertinent requirements of standard specification 643.

C Construction

Provide and maintain traffic control devices located where the plans show or engineer directs in accordance with standard specification 643.

D Measurement

The department will measure Work on Shoulder or Parking Lane, Undivided Roadway by each site 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.0060.07	Shoulder Closure on Divided Roadway	EACH

Payment is full compensation for furnishing and maintaining devices as well as costs associated with traffic control required under SPV.0060.02 but not included in SPV.0060.02.

22. Lane Closure with Flagging Operation, Item SPV.0060.06.

A Description

This special provision describes providing a traffic control setup as shown in SDD 15C12, "Traffic Control for Lane Closure With Flagging Operation".

B Materials

Furnish traffic control devices, including Signs according to the pertinent requirements of standard specification 643.

C Construction

Provide and maintain traffic control devices located where the plans show or engineer directs in accordance with standard specification 643.

D Measurement

The department will measure Lane Closure With Flagging Operation by each site acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.08	Lane Closure With Flagging Operation	EACH

Payment is full compensation for furnishing and maintaining devices as well as costs associated with traffic control required under SPV.0060.02 but not included in SPV.0060.02.

23. Pedestrian Accommodations, Item SPV.0060.07.

A Description

This special provision describes providing a traffic control setup as shown in SDD 15D30, "Traffic Control, Pedestrian Accommodation".

B Materials

Furnish traffic control devices, including Signs, Temporary Pedestrian Accommodations, and Drums according to the pertinent requirements of standard spec 643 and 644.

C Construction

Provide and maintain traffic control devices located where the plans show or engineer directs in accordance with standard spec 643 and 644.

D Measurement

The department will measure Pedestrian Accommodations by each area, 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.0060.04	Pedestrian Accommodations	EACH

Payment is full compensation for furnishing and maintaining devices and any incidental work associated with this item.

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

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

Make the following revisions to the standard specifications.

104 Scope of Work

104.6.1.2.3 Drop-Off Protection

Replace subsection with the following effective with the November 2025 letting.

- (1) Eliminate vertical drop-offs greater than 2 inches and edge slopes steeper than 3:1 between adjacent lanes open to traffic.
- (2) If the roadway remains open to through traffic during construction and a greater than 2-inch drop-off occurs within 3 feet or less from the edge of the traveled way, eliminate the drop-off within 48 hours after completing that day's work. Provide aggregate shoulder material compacted to a temporary 3:1 or flatter cross slope from the surface of the pavement edge.
- (3) Unless the engineer allows otherwise address drop-offs when they exist greater than 3 and less than 8 feet from the travelled way as follows:
 - Delineate vertical drop-offs 2 inches or greater and edge slopes steeper than 3:1 with drums, barricades, and signs, by the end of the workday.
 - Eliminate vertical drop-offs 2 inches or greater and edge slopes steeper than 3:1 within 72 hours or before a weekend or holiday whichever comes first.
 - Eliminate or use temporary concrete barrier to protect vertical drop-offs 4-inches or greater after 72 hours or before a weekend or holiday whichever comes first.
- (4) If a 4-inch or greater vertical drop-off or an edge slope steeper than 3:1 exists greater than 8 and less than 15 feet from the traveled way, delineate that drop-off or edge slope with drums, barricades, and signs by the end of the workday.
- (5) If a 12-inch or greater vertical drop-off exists greater than 8 and less than 15 feet from a traveled way with a posted speed limit of 55 mph or greater, eliminate or use temporary concrete barrier to protect that drop-off within 72 hours or before a weekend or holiday whichever comes first.

104.6.1.2.4 Hazard Protection on Roads Open to All Traffic

Replace subsection with the following effective with the November 2025 letting.

- (1) On roads open to all traffic; conform to the following construction clear zone requirements:
 - Posted speeds 45 mph or less: within 8 feet of the travelled way.
 - Posted speeds from 45 mph to 55 mph inclusive: within 10 feet of the travelled way.
 - Posted speeds above 55 mph: within 15 feet of the travelled way.
 - (2) Remove all construction debris, stored materials, and equipment not in use from the construction clear zone; or if the engineer allows, delineate and shield with concrete barrier.
 - (3) Delay removal of existing permanent roadside safety devices until necessary. When located within the construction clear zone and not shielded by concrete barrier, use temporary traffic control drums to delineate bridge abutments, concrete barrier blunt ends, sign bridge foundations, drainage structures, and slopes exposed by removing permanent protective measures.
 - For exposed bridge abutments, concrete barrier blunt ends, sign bridge foundations, and drainage structures, eliminate the need for delineation within 5 calendar days.
 - For exposed slopes steeper than 3:1, eliminate the need for delineation within 14 calendar days, or duration approved by the engineer.
-

107 Legal Relations and Responsibility to the Public

Add section 107.27 (Drones or Unmanned Aircraft Systems (UAS)) 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.

305 Dense Graded Base

305.3.3.3 Shoulders Adjacent to Asphaltic Pavement or Surfacing

Replace subsection with the following effective with the November 2025 letting.

- (1) If the roadway is closed to through traffic during construction, construct the aggregate shoulders before opening the road.
- (2) If the roadway remains open to through traffic during construction, conform as specified in 104.6.1.2.3.
- (3) Provide and maintain signing and other traffic protection and control devices, as specified in 643, until completing shoulder construction to the required cross-section and flush with the asphaltic pavement or surfacing.

310 Open-Graded Base**310.2 Materials**

Replace paragraph (2) with the following effective with the November 2025 letting.

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

TABLE 310-01 COARSE AGGREGATE (% passing by weight)**AASHTO No. 67^[1]**

SIEVE	COARSE AGGREGATE (% PASSING by WEIGHT) AASHTO No. 67
2-inch	-
1 1/2-inch	-
1-inch	100
3/4-inch	90 - 100
1/2-inch	-
3/8-inch	20 - 55
No. 4	0 - 10
No. 8	0 - 5
No. 16	-
No. 30	-
No. 50	-
No. 100	-
No. 200	-

^[1] Size according to AASHTO M43.

415 Concrete Pavement**415.3.16.4.1.2 Magnetic Pulse Induction**

Replace subsection with the following effective with the November 2025 letting.

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

416 Concrete Pavement - Repair and Replacement**416.2 Materials****416.2.1 General**

Replace paragraph (3) with the following effective with the November 2025 letting.

- (3) The contractor may use accelerating admixtures for concrete placed under SHES bid items as follows:
1. If using calcium chloride,
 - AASHTO M144, type S as grade N1 or grade N2, class A.
 - AASHTO M144, type L in a concentration of approximately 30 percent for premixed solutions.
 2. If using non-chloride accelerators, conform to:
 - AASHTO M194, type C accelerating admixtures.
 3. Do not exceed the manufacturer's recommended maximum dosage.
 4. If the engineer requests, provide a written copy of the manufacturer's dosage recommendations.

416.2.4 Special High Early Strength Concrete Pavement Repair and Replacement**416.2.4.1 Composition and Proportioning of Concrete**

Add paragraph (4) to subsection effective with the November 2025 letting.

- (4) The contractor may use pre-packaged horizontal rapid set concrete patch material from the APL for partial and full-depth pavement repairs instead of specified grades of concrete.

506 Steel Bridges**506.3.12.3 High-Strength Bolts****506.3.12.3.1 Materials**

Replace subsection with the following effective with the November 2025 letting.

- (1) Install bolts according to AASHTO LRFD Bridge Construction Specifications, article 11.5.5, with the following exceptions:
1. If connections are assembled, install bolts with a hardened washer under the nut or bolt head, whichever is the element turned in tightening.
 2. If using oversized holes, 2 hardened washers are required, one under the bolt head and one under the nut.
 3. Bring the bolted parts into solid contact bearing before final tightening. Use not less than 25 percent of the total number of bolts in a joint to serve as fitting up bolts.
 4. For steel diaphragms on prestressed concrete bridges do the following:
 - 4.1. For steel-to-steel connections within diaphragms:
 - Tension by the turn-of-nut method.
 - 4.2. For steel-to-concrete girder connections:
 - No PIV or field rotational capacity (RoCAP) testing is required.
 - Tighten as the plan details specify.
- (2) Before fasteners are delivered to the site, provide documentation of rotational capacity testing in accordance with ASTM F3125, Annex A2, Rotational Capacity (RoCap) Test. The fasteners must be received in packages that match the fastener assembly combination as tested. If documentation of RoCap testing is not received; then perform this testing in the field prior to installation.
- (3) Install bolt, nut, and washer combinations from the same rotational-capacity lot.
- (4) Check galvanized nuts to verify that a visible dyed lubricant is on the threads and at least one bolt face.
- (5) Ensure that uncoated bolts are oily to the touch over their entire surface when delivered and installed.
- (6) Provide and use a Skidmore-Wilhelm Calibrator or an acceptable equivalent tension measuring device at each job site during erection. Perform pre-installation verification (PIV) testing in the field conforming to the procedures enumerated in department form DT2114 no earlier than 14 calendar days prior to permanent bolting. Submit 2 copies of form DT2114 to the engineer.
- (7) Prior to installation, ensure that the fastener condition has not changed due to accumulation of rust or dirt, weathering, mixture of tested assembly lots, or other reasons. If changes have occurred, including cleaning and re-lubricating of weathered bolts, the engineer will require re-qualification using RoCap testing in the field, for a minimum of two fastener assemblies of each combination to be used in permanent bolting, and PIV re-testing.

- (8) Additional RoCap or PIV tests are required whenever the condition of the fasteners or understanding of the bolting crew is in question by the Engineer. Do not allow permanent bolting until PIV testing is completed.
- (9) Tighten threaded bolts by the turn-of-nut method while holding the bolt head. Where clearance is an issue, the contractor may tighten the bolt head while holding the nut.
- (10) The contractor may use alternate tightening methods if the engineer approves before use.
- (11) The contractor may use a flat washer if the surface adjacent to and abutting the bolt head or nut does not have a slope of more than 1:20 with respect to a plane normal to the bolt axis. For slopes greater than 1:20, use smooth, beveled washers to produce parallelism.
- (12) Snug all bolts during installation according to AASHTO LRFD Bridge Construction Specifications, article 11.5.5.4.1.
- (13) Tighten each fastener to provide, if all fasteners in the joint are tight, at least the minimum bolt tension as follows:

TABLE 506-1 BOLT TENSION

BOLT SIZE	REQUIRED MINIMUM BOLT TENSION ^[1]
1/2-inch.....	12 kips
5/8-inch.....	19 kips
3/4-inch.....	28 kips
7/8-inch.....	39 kips
1-inch	51 kips
1 1/8-inch.....	64 kips
1 1/4-inch.....	81 kips
1 3/8-inch.....	97 kips
1 1/2-inch.....	118 kips

^[1] Equal to the proof load by the length measurement method as specified in ASTM F3125 for grade A35 bolts.

- (14) Do not reuse galvanized F3125 A325 bolts. The contractor may reuse uncoated F3125 A325 bolts, if the engineer approves, but not more than once. The department will not consider re-tightening previously tightened bolts that become loosened by the tightening of adjacent bolts as reuse.

506.3.19 Welding

Replace subsection title and text with the following effective with the November 2025 letting.

506.3.19.4 Welding Inspection

- (1) Inspect welding according to the current edition of AWS D1.5. Unless specified otherwise, test butt welds in main members by either the radiographic or the ultrasonic method.
- (2) Test fillet welds and groove welds not covered otherwise in main members in a non-destructive manner by the magnetic particle method according to ASTM E709, utilizing the yoke method. This includes, but is not limited to, a minimum of 12 inches in every 10 feet or portion thereof of each weld connecting web to flange, bearing stiffener to web or flange, framing connection bar to web or flange, and longitudinal stiffener to web or vertical bar.

506.3.31 Cleaning of Surfaces

506.3.31.2 Coated Surfaces

Replace subsection with the following effective with the November 2025 letting.

- (1) Blast clean structural steel and ferrous metal products to be coated as specified in 517.3.1.3.3.
- (2) Blast clean steel that will be encased in concrete to SSPC-SP 6 standards or cleaner.

506.3.32 Painting Metal

Replace subsection with the following effective with the November 2025 letting.

- (1) Unless the contract provides otherwise, apply 3 coats of paint to structural steel and ferrous metal products. Furnish and apply paints according to the epoxy system or as specified in the special provisions. The requirements for this system are set forth in 517.
- (2) For structural steel, including weathering steel, and miscellaneous metals that will be encased in concrete, paint as specified in 517.3.1.
- (3) For galvanized surfaces paint as specified in 517.3.1.
- (4) Use the 3-coat epoxy system to paint the end 6 feet of structural weathering steel at the abutments, the 6 feet on each side of piers, joints, downspouts, hinges, and galvanized bearings in contact with weathering

steel. Use a coat of brown urethane matching AMS Standard 595A: AMS-STD 20059. Apply one coat of zinc-rich paint to surfaces of expansion joint assemblies and other surfaces not in contact with the weathering steel but inaccessible after assembly or erection.

- (5) Do not paint structural steel to be welded before completing welding. If welding only in the fabricating shop and subsequently erecting by bolting, coat it after completing shop welding. Apply one coat of weldable primer or other engineer-approved protective coating to steel surfaces to be field welded after completing shop welding and shop fabrication. Protect machine-finished surfaces that do not receive a paint or galvanizing from contamination during the cleaning and painting process.
- (6) Upon fabrication and acceptance, coat pins and pinholes with a plastic or other engineer-approved coating before removing from the shop.
- (7) Mark members weighing 3 tons or more with their weights on areas that will be encased in concrete, or paint with a compatible paint on zinc-rich primer, or mark with soapstone on an epoxy-coated surface. Wait until material is dry, inspected, and approved for shipment before loading for shipment.

509 Concrete Overlay and Structure Repair

509.2 Materials

Replace subsection with the following effective with the November 2025 letting.

- (1) Furnish a neat cement bonding grout. Mix the neat cement in a water-cement ratio approximately equal to 5 gallons of water per 94 pounds of cement. Pre-packaged non-shrink grout from the APL may be used instead of site mixed or ready mixed grout.
- (2) Furnish grade E conforming to 501 for overlays.
- (3) Furnish grade C or E concrete conforming to 501 for surface repairs. The contractor may increase the slump for grade E concrete to a maximum of 4 inches. For vertical and overhead repairs, use pre-packaged vertical and overhead repair material from the APL unless a different material is approved by the engineer in writing.
- (4) Furnish grade C or E concrete conforming to 501 for joint repairs, curb repairs, and full-depth deck repairs; except as follows:
 1. The contractor may increase slump of grade E concrete to 3 inches.
 2. The contractor may use ready-mixed concrete.
- (5) Provide QMP for class II ancillary concrete as specified in 716 if using concrete mixtures conforming to 501.

513 Railing

513.2.3 Steel Railing

Replace subsection with the following effective with the November 2025 letting.

- (1) Furnish steel railing components as follows:

Structural steel	506.2.2
High strength bolts	506.2.5
Steel guardrail	614.2
Round structural steel tubing for steel pipe railing	ASTM A500 grade B
Structural steel tubing used with other steel railings	ASTM A500 grade B or C
- (2) Furnish a two-coat paint system from the APL for structure painting systems under paint - galvanized surfaces.

517 Paint and Painting

517.3.1.3.3 Blast Cleaning

517.3.1.3.3.2 Epoxy Coating System

Replace subsection with the following effective with the November 2025 letting.

- (1) Blast clean structural steel receiving this coating to a near-white finish according to SSPC-SP 10.
- (2) Solvent clean oil and grease on surfaces receiving this coating according to SSPC-SP 1 and blast clean to a near-white finish according to SSPC-SP 10.
- (3) Remove fins, tears, slivers, and burred or sharp edges present on any steel member, or that appears during blasting, by grinding then re-blast the area to a one to 2 mils surface shape.

-
- (4) If using abrasives for blast cleaning, use either clean dry sand, steel shot, mineral grit, or manufactured grit of a gradation that produces a uniform one to 2 mils profile as measured with a department-approved impregnated surface profile tape.
 - (5) Remove abrasive and paint residue from steel surfaces with a commercial grade vacuum cleaner equipped with a brush-type cleaning tool, or by double blowing. If using the double blowing method, vacuum the top surfaces of structural steel, including top and bottom flanges; longitudinal stiffeners, splice plates, and hangers after completing the double blowing operations. Ensure that the steel is dust free when applying primer. Apply the primer within 8 hours after blast cleaning.
 - (6) Protect freshly coated surfaces from later blast cleaning operations. Brush any blast damaged primed surfaces with a non-rusting tool, or if visible rust occurs, re-blast to a near white condition. Clean the brushed or blast cleaned surfaces and re-prime within the manufacturer's recommended time.
 - (7) When coating galvanized surfaces, ensure tie-coat adhesion by brush blasting the cleaned surface according to SSPC-SP7 to create a slight angular surface profile according to manufacturer's recommendations of 1 mil to 1.5 mils. Blasting must not fracture the galvanized finish or remove dry film thickness. For the tie- and top-coat, furnish an epoxy coating system from the APL for paint systems for galvanized surfaces.

517.3.1.3.5 Galvanizing

Add subsection effective with the November 2025 letting.

- (1) After fabrication, blast clean assemblies per SSPC-SP6 and galvanize according to ASTM A123.
-

526 Temporary Structures

526.3.4 Construction, Backfilling, Inspection and Maintenance

Replace subsection with the following effective with the November 2025 letting.

- (1) Construct temporary structures conforming to 500. Backfill conforming to 206.3.13 with structure backfill conforming to 210.2.
- (2) Temporary highway bridges open to traffic less than or equal to 24 months: inspect temporary bridges conforming to the National Bridge Inspection Standards (NBIS) and the department's Structure Inspection Manual (SIM) before opening to traffic. Perform additional inspections, as the department's SIM requires, based on structure type, condition, and time in service. Submit inspection reports on department form DT2007 to the engineer and electronic copies to the Bureau of Structures (BOS) Maintenance Section. Ensure that a department-certified qualified team leader performs the inspections.
- (3) Temporary highway bridges open to traffic greater than 24 months: complete additional inspections and inventory data collection per the NBIS and SIM within 27 months of the bridge being opened to traffic. Contact the BOS to have a structure number assigned. Enter the inventory data and element level bridge inspection data in accordance with the SIM into WisDOT's Highway Structures Information System (HSIS) within 90 days of completing the field portion of the inspection. Continue to complete required inspections and data submittal at intervals according to the requirements of the NBIS and SIM.
- (4) 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; do not place on the finished surface.

526.5 Payment

Replace paragraph (2) with the following effective with the November 2025 letting.

- (2) Payment for the Temporary Structure bid items is full compensation for providing a temporary structure including design and construction; for construction staking; for temporary shoring and other secondary structure items; for backfilling with structure backfill; for maintaining; and for removing when no longer needed. The department will pay 70 percent of the contract amount when open to traffic and the balance after structure removal and associated site restoration.

621 Landmark Reference Monuments

Remove Standard Specification 621 (Landmark Reference Monuments) effective with the November 2025 letting. Refer to updated information in standard specifications 680 and 682.

643 Traffic Control**643.1 Description**

Replace paragraph (1) with the following effective with the November 2025 letting.

- (1) This section describes providing, maintaining, repositioning, and removing temporary traffic control devices as follows:

Drums	Warning lights	42-inch cones
Barricades type III	Connected arrow boards	Portable changeable message signs
Flexible tubular markers	Signs	Channelizing curb system
Speed feedback trailers	Connected work zone start and end location markers	

643.2.2 Department's Approved Products List (APL)

Replace paragraph (1) with the following effective with the November 2025 letting.

- (1) Furnish materials from the APL as follows:

- | | |
|--|-------------------------------------|
| - Drums | - Connected arrow boards |
| - Barricades type III | - Sign sheeting |
| - Flexible tubular marker posts including bases | - 42-inch cone assemblies |
| - Warning lights and attachment hardware | - Portable changeable message signs |
| - Channelizing curb systems | - Speed feedback trailers |
| - Connected work zone start and end location markers | |

643.3 Construction**643.3.1 General**

Add paragraphs (10), (11), (12) and (13) effective with the November 2025 letting.

- (10) For connected devices provide a local specialist to respond to emergency situations within 2 hours of being notified. Equip local specialists with sufficient resources to correct deficiencies in the connected work zone devices.
- (11) Prior to deployment, test all connected devices with the engineer to ensure the device is showing in the WisDOT approved data feed. Send an email to DOTBTOWorkzone@dot.wi.gov to notify Bureau of Traffic Operations (BTO) that the devices have been turned on.
- (12) Provide a WisDOT approved data feed from connected devices and the remote management software, updated at least every minute.
- (13) If requested by the engineer, provide real-time status change alerts to a list of designated personnel via text or email or both. Send an alert each time a connected device is switched between operating modes which 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.

643.3.3 Connected Arrow Boards

Revise subsection title, replace paragraph (3) and add paragraph (4) effective with the November 2025 letting.

- (3) The 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
 - Line flashing
 - Bi-directional arrow flashing.
- (4) 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.

643.3.7 Temporary Pavement Marking*Add paragraph (9) effective with the November 2025 letting.*

- (9) Install temporary markings on the final surface in the same location as permanent markings will be placed or as the plans show.

643.3.10 Connected Work Zone Start and End Location Markers*Add subsection effective with the November 2025 letting.*

- (1) 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.
- (2) 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.
- (3) Ensure the connected work zone start and end location markers operate continuously when deployed on the project.
- (4) Ensure the work zone location markers and connected arrow board are from the same manufacturer.
- (5) When the work zone start and end location markers are switched to the ON mode, verify the begin and end location markers transmit their location and identity as begin or end markers to the data feed.
- (6) 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.

643.4 Measurement**643.4.1 Items Measured by the Day***Add paragraphs (3) and (4) effective with the November 2025 letting.*

- (3) The department will measure Traffic Control Connected Arrow Boards by day for the days the device is reporting correct data.
- (4) The department will measure Traffic Control Connected Work Zone Start and End Location Markers by day per roadway segment for the days the devices are reporting correct data.

643.5 Payment**643.5.1 General***Replace paragraph (1) with the following effective with the November 2025 letting.*

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

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
643.0300	Traffic Control Drums	DAY
643.0420	Traffic Control Barricades Type III	DAY
643.0500	Traffic Control Flexible Tubular Marker Posts	EACH
643.0600	Traffic Control Flexible Tubular Marker Bases	EACH
643.0650	Traffic Control Channelizing Curb System	LF
643.0700 - 0799	Traffic Control Warning Lights (type)	DAY
643.0810	Traffic Control Connected Arrow Boards	DAY
643.0900	Traffic Control Signs	DAY
643.0910	Traffic Control Covering Signs Type I	EACH
643.0920	Traffic Control Covering Signs Type II	EACH
643.1000	Traffic Control Signs Fixed Message	SF
643.1050	Traffic Control PCMS	DAY
643.1051	Traffic Control PCMS with TMC Communications	DAY
643.1070 - 1079	Traffic Control Cones (height)	DAY
643.1220	Traffic Control Connected Work Zone Start and End Location Markers	DAY
643.1500	Traffic Control Speed Feedback Trailer	DAY
643.3100 - 3299	Temporary Marking Line (material/type) (width)	LF
643.3300 - 3399	Temporary Marking Crosswalk (material) 6-Inch	LF
643.3500 - 3599	Temporary Marking Arrow (material)	EACH
643.3600 - 3699	Temporary Marking Word (material)	EACH
643.3700 - 3799	Temporary Marking Raised Pavement Marker (type)	EACH
643.3800 - 3899	Temporary Marking Stop Line (material) 18-Inch	LF
643.3900 - 3959	Temporary Marking Diagonal (material) 12-Inch	LF

643.3960 - 3999	Temporary Marking Removable Mask Out Tape (width)	LF
643.4100	Traffic Control Interim Lane Closure	EACH
643.5000	Traffic Control	EACH

646 Pavement Marking**646.3.1.1 General Marking**

Replace paragraph (7) with the following effective with the November 2025 letting.

- (7) Apply marking to the width and color the bid item indicates. Distribute beads uniformly across the line. Provide a sharp cutoff for both sides and ends of the marking with a uniform cross-section. Achieve straight alignment, not to exceed a 3/8-inch variation in any 40-foot section of travelled way. Do not damage existing marking that will remain in place.

646.3.1.6.2 Retroreflectivity

Replace paragraph (1) with the following effective with the November 2025 letting.

- (1) For grooved-in markings, the engineer will also evaluate the percent failing retroreflectivity at the end of the proving period. Ensure that the 180-day reflectivity, in millicandelas/lux/m², meets or exceeds the following:

		180 DAY DRY
<u>MATERIAL</u>	<u>COLOR</u>	<u>RETROREFLECTIVITY</u>
Epoxy	White	150
	Yellow	100
Wet Reflective Epoxy	White	250
	Yellow	150
Permanent Tape	White	400
	Yellow	335

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.

650 Construction Staking**650.3.12 Supplemental Control Staking**

Replace paragraph (2) with the following effective with the November 2025 letting.

- (2) Document and provide to the engineer complete descriptions and reference ties of the control points, alignment points, and benchmarks to allow for quick reestablishment of the plan data at any time during construction and upon project completion. Document additional control on department form DT1291 as described in CMM 710, table 710-1.

680 Public Land Survey Monuments

Add section 680 (Public Land Survey Monuments) effective with the November 2025 letting.

680.1 Description

- (1) This section describes perpetuating US Public Land Survey System (USPLSS) monuments.

680.2 Materials

- (1) Furnish magnetic survey nails with center point a minimum of 2-1/2 inches long or engineer approved alternative.
 (2) Furnish minimum 3/4-inch reinforcement or 1 inch outside diameter (OD) iron pipe at least 24 inches long.
 (3) Furnish plastic survey marker cap with lettering that reads "Witness Monument".
 (4) Use alternative materials if requested and furnished by the county surveyor.

680.3 Construction**680.3.1 General**

- (1) Perform work under the direction and control of a professional land surveyor registered in the state of Wisconsin, following Wisconsin Administrative Code A-E 7 (https://docs.legis.wisconsin.gov/code/admin_code/a_e/7).

- (2) Preserve existing USPLSS monuments and witness monuments (ties) within the construction limits in their original position until monuments are verified and sufficiently tied off.

680.3.2 Pre-Construction

- (1) Notify the county surveyor at least 30 days prior to start of construction operations about all USPLSS monuments within the construction limits that might be disturbed.
- (2) Obtain the existing USPLSS Monument Record from the county surveyor. Verify existing monuments and witness monuments are in place and undisturbed.
- (3) Replace witness monuments that are missing or that could be disturbed by construction operations. Locate new witness monuments near the USPLSS monument but outside the construction limits. Submit a monument record as specified in 680.3.5.
- (4) Temporarily mark the location of all witness monuments to protect them during construction.

680.3.3 Removals

- (1) Remove or abandon existing monument and monument cover that interfere with construction operations. Remove and dispose of surplus excavation and materials as specified in 205.3.12.

680.3.4 Post-Construction

- (1) Verify the location of monuments and witness monuments when construction operations are complete.
- (2) Set new monuments and witness monuments where necessary. Recess magnetic survey nails 1/4 inch below the pavement surface for monuments located in pavement. Use reinforcement or iron pipe for monuments not in pavement and for witness monuments. Locate new witness monuments near the USPLSS monument and outside the roadbed. Install plastic caps on witness monuments.
- (3) Install marker posts next to all witness monuments if required and supplied by the county surveyor.
- (4) Omit setting monuments in the pavement if approved by the department's regional survey coordinator and county surveyor due to traffic or safety concerns.
- (5) Submit a monument record as specified in 680.3.5.

680.3.5 Monument Records

- (1) Submit a monument record on department form DT1291 to the county surveyor at locations where monuments were set. Provide a copy to the engineer and regional survey coordinator.

680.4 Measurement

- (1) The department will measure bid items under this section as each individual monument acceptably completed.

680.5 Payment

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

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
680.0100	Public Land Survey Monument Verify and Reset	EACH

- (2) Payment for the Public Land Survey Monument Verify and Salvage bid item is full compensation for providing all materials; for coordinating with county surveyors; for obtaining existing monument records; for verifying the existing location of monuments and witness monuments; for removing or abandoning existing monuments and monument covers; for resetting monuments; for setting or resetting temporary and permanent witness monuments; and for submitting monument records.

682 Geodetic Survey Monuments

Add section 682 (Geodetic Survey Monuments) effective with the November 2025 letting.

682.1 Description

- (1) This section describes salvaging geodetic survey discs and constructing geodetic survey monuments.

682.2 Materials

- (1) Furnish materials conforming to the following:

Concrete.....	501
Reinforcement.....	505.2
Foundation backfill	520.2

- (2) Furnish grade A concrete as modified in 716. Provide QMP for class III ancillary concrete as specified in 716.

682.3 Construction

- (1) Contact the WisDOT Geodetic Surveys Unit at (866) 568-2852 or "geodetic@dot.wi.gov" as required below.

682.3.1 Salvage Geodetic Survey Discs

- (1) Remove and salvage geodetic survey discs from existing structures or survey monuments being removed at the locations shown in the plan.
- (2) Notify the WisDOT Geodetic Surveys Unit 7 calendar days prior to removal operations.
- (3) Ship or deliver salvaged discs to following address:

WisDOT Bureau of Technical Services
 Geodetic Surveys Unit
 3502 Kinsman Boulevard
 Madison, WI 53704

Provide a tracking number to the Geodetic Surveys Unit upon shipment or contact the Geodetic Surveys Unit to schedule in-person delivery.

682.3.2 Geodetic Survey Monuments**682.3.2.1 Monument Location**

- (1) Stake the approximate location of monuments provided in the plan and contact the WisDOT Geodetic Surveys Unit 30 days prior to excavating holes for field verification and delivery of department furnished geodetic survey discs.

682.3.2.2 Placing Monuments

- (1) Excavate holes for monuments by use of a circular auger at the size and depth the plans show or as the engineer directs.
- (2) Remove and dispose of surplus excavation and materials as specified in 205.3.12.
- (3) Fill holes with concrete and strike off flush with the ground surface. Place circular forms and steel reinforcement in the concrete as the plans show. Place geodetic survey discs on monuments while the concrete is still plastic.

682.3.2.3 Protecting and Curing

- (1) Cure exposed portions of cast in place concrete monuments as specified in 415.3.12 except the contractor may use curing compound conforming to 501.2.8.
- (2) Protect placed concrete monuments as specified for concrete pavement as specified in 415.3.14
- (3) Protect cast in place concrete monuments from freezing for 7 days.

682.4 Measurement

- (1) The department will measure bid items under this section as each individual monument acceptably completed.

682.5 Payment

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

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
682.0100	Salvage Geodetic Survey Disc	EACH
682.0200	Geodetic Survey Monument	EACH

- (2) Payment for the Salvage Geodetic Survey Disc bid item is full compensation for removing and salvaging; and shipping or delivering the disc to the Geodetic Surveys Unit. Removing existing survey monuments will be paid separately under the Removing Concrete Bases bid item. Removing existing survey marker posts will be paid separately under the Removing Delineators and Markers bid item.
- (3) Payment for the Geodetic Survey Monument bid item is full compensation for staking; providing concrete; providing steel reinforcement; for placing department-furnished geodetic discs; and for excavating and backfilling.

710 General Concrete QMP**710.3 Certification Requirements**

Replace paragraph (1) and add paragraph (2) effective with the November 2025 letting.

- (1) Have a person certified from the Highway Technician Certification Program Portland Cement Concrete Technician 1 (HTCP - PCCTEC-1) or Assistant Certified Technician Program - Portland Cement Concrete (ACT-PCC) working under a certified technician, on the project site, prepared and equipped to perform required sampling and testing whenever placing concrete.

- (2) The department will have a certified HTCP Portland Cement Concrete Mix Design Certification (PCC MDC) technician to review and approve concrete mixes.

710.4 Concrete Mixes

Replace subsection with the following effective with the November 2025 letting.

- (1) The contractor is responsible for mix performance.
- (2) At least 7 business days before producing concrete, document that materials conform to 501 unless the engineer allows or individual QMP specifications provide otherwise. Include the following:
1. For mixes: quantities per cubic yard expressed as SSD weights and net water, water to cementitious material ratio, air content, and SAM number.
 2. For cementitious materials and admixtures: type, brand, and source.
 3. For aggregates: absorption, oven-dried specific gravity, SSD bulk specific gravity, wear, soundness, light weight pieces, freeze thaw test results if required, and air correction factor. Submit component aggregate gradations, aggregate proportions, and target combined blended aggregate gradations using the following:
 - DT2220 for combined aggregate gradations.
 - DT2221 for optimized aggregate gradations.
 4. For optimized concrete mixtures:
 - Complete the worksheets within DT2221 according to the directions.
 - Ensure the optimized aggregate gradations and the optimized mix design conform to WisDOT specifications and pass the built-in tests within DT2221.
 - Verify slip-form mixture workability and conformance to specifications through required trial batching.
 - Submit the completed DT2221 to the engineer electronically. Include the trial batch test results with the mix design submittal.
 5. For high early strength (HES) concrete mixtures required by contract, complete the HES mix modification section in the DT2220 or DT2221 form.
- (3) Document mix adjustments daily during concrete production.
- (4) Prepare, notify, and submit mixture design modifications to the engineer. Do not place material until the documentation is submitted and, when required, written approval of the mixture design modifications.
- (5) Report concrete mix design modifications as classified in levels as specified in table 710-1.

TABLE 710-1 MIX DESIGN MODIFICATION NOTIFICATION

NOTIFICATION	LEVEL I	LEVEL II	NEW MIX DESIGN DURING PROJECT
Prepare, notify, and submit mix design to Engineer	Prior to use	3 business days prior to use	5 business days prior to use
Approval required before placement	No	Yes	Yes

- (6) A mix design modification is when any modification occurs for a specific level as specified in table 710-2.
- (7) Dependent on the modification performed, documentation is required to be submitted to the engineer as specified in table 710-3.
- (8) For HES concrete, conform as specified in table 710-4.
- (9) HES concrete is not eligible for 28-day strength incentives.
- (10) Submit concrete mix designs into MRS as specified in 701.1.2.7.

TABLE 710-2 MATERIAL MIX DESIGN MODIFICATIONS

MODIFICATION TYPE		LEVEL I	LEVEL II	NEW MIX DESIGN DURING PROJECT
Change in:	Water source	X		
	Cement source, type, or brand			X
	Total cementitious ^[1]			X
	Aggregate blend	X		
	Aggregate source			X
	SCM replacement rate		X	
	SCM type and supplier			X
	Fly ash source (different class)			X
	Fly ash source (same class for pavements and cast-in-place barriers)		X	
	Fly ash source (same class for structures)			X
	Slag source (same grade)		X	
	Chemical admixture manufacturer or product name ^[2]			X
Removal of:	SCM			X
	Type B or Type D chemical admixture	X ^[3]	X ^[4]	
Addition of:	Non-fading, color pigment	X		
	Type B or Type D chemical admixture	X ^[3]	X ^[4]	
	New SCM			X

^[1] If not HES/SHES concrete.

^[2] Not including Type B or Type D chemical admixture.

^[3] Furnished from the APL.

^[4] Not furnished from the APL.

TABLE 710-3 MIX DESIGN MODIFICATION DOCUMENTATION

NEW REQUIRED DOCUMENTATION	LEVEL I	LEVEL II	NEW MIX DESIGN DURING PROJECT
Results from trial batching if required			X
Amendment to the quality control plan	X	X	X
Water source name and report ^[1]	X		
Cement mill certification			X
WisDOT aggregate quality report			X
SCM mill certification		X	X
Chemical additive product data sheet	X	X	X
Updated DT2220 or DT2221 form	X	X	
New DT2220 or DT2221 form			X
New mixture ID: Contractor ID and WisDOT ID	X	X	X
New maturity curve	X ^[2]	X	X
New lot/sublot layout ^[3]		X ^[4]	X

^[1] Water for concrete report conforming to 501.2.6 for private wells or surface water sources.

^[2] Required only when using a retarder.

^[3] Required for HES concrete.

^[4] Required when changing the SCM replacement rate.

TABLE 710-4 OPTIONS FOR HES CONCRETE

SCENARIO	MIXTURE MODIFICATION	
When the contract requires, or the HES is directed by the department	OPTION 1 ^[1]	Add 94 to 282 lb/cy of cement ^[2]
	OPTION 2	Use Type III cement
When the engineer allows HES when requested by the contractor in writing	Add up to 282 lb/cy of cement ^[1,2]	

^[1] Adjust water to maintain workability without raising the w/cm ratio.

^[2] Add to a previously accepted mixture.

710.5.6.2 Contractor Control Charts

710.5.6.2.1 General

Replace subsection with the following effective with the November 2025 letting.

- (1) Test aggregate gradations during concrete production except as allowed for small quantities under 710.2. Perform required contractor testing using non-random samples.
- (2) Sample aggregates from either the conveyor belt or from the working face of the stockpiles.
- (3) Complete aggregate testing as specified in table 710-5. Submit one pre-placement test within five days before anticipated placement. Include this gradation on the control charts.
- (4) Report gradation test results and provide control charts to the engineer within 1 business day of obtaining the sample. Submit results to the engineer and electronically into MRS as specified in 701.1.2.7.
- (5) Conduct aggregate testing at the minimum frequency specified in table 710-5 for each mix design, except as allowed for small quantities in 710.2. The contractor's concrete production tests can be used for the same mix design on multiple contracts.

TABLE 710-5 QC AGGREGATE TESTING FREQUENCY

CONCRETE CLASSIFICATION	PRE-PLACEMENT TESTING	PLACEMENT TESTING	
Class I: Pavement	One pre-placement test per aggregate source	Hand Placement: ≤ 250 CY > 250 CY Slip Formed Placement ^[1] ≤ 1500 CY > 1500 CY	One test per cumulative 250 CY One test per day One test per day Two tests per day
Class I: Structures ^{[2], [3], [4]}		One test per cumulative 150 CY, maximum one test per day	
Class I: Cast-in Place Barrier		≤ 250 CY > 250 CY	One test per cumulative 250 CY One test per day
Class II: Base	One pre-placement test per aggregate source	One test per calendar week of production	
Class II: Structure Repair - Joints		One test per cumulative 150 CY, maximum one test per day	
Class II: Concrete Overlay		One test per 400 CY, minimum one test per 10 business days, maximum one test per day	
Class II: Pavement Repair			
Class II: Pavement Replacement			
Class II: Base Patching			
Class II: Ancillary			
Class II: Structure Repair – Curb & Surface ^[5]		Preplacement testing only	

^[1] Frequency is based on project daily production rate.

^[2] Aggregate gradation testing must be performed on a per contract basis. If multiple structures are on the same contract and use the same aggregate source, then the samples must be collected based on cumulative concrete contract quantities within the same concrete classification.

^[3] WTM T255 (Fine and Coarse) required for each aggregate sample.

[4] Calculate trial batch weights for each mix design when production begins and whenever the moisture content of the fine or coarse aggregate changes by more than 0.5 percent, adjust the batch weights to maintain the design w/cm ratio.

[5] Aggregate gradation must meet the gradation previously approved by the engineer.

710.5.6.3 Department Acceptance Testing

Replace subsection with the following effective with the November 2025 letting.

- (1) Department testing frequency is based on the quantity of each mix design placed under each individual WisDOT contract as specified table 710-6. Aggregate gradation testing must be performed on a per contract basis.
- (2) The department will split each sample, test for acceptance, and retain the remainder for a minimum of 10 calendar days.
- (3) The department will obtain the sample and deliver to the regional testing lab in the same day. The department will report gradation test results to the contractor within 1 business day of being delivered to the lab. The department and contractor can agree to an alternative test result reporting timeframe. Document alternative timeframes in the contractor's quality control plan.
- (4) Additional samples may be taken at the engineer's discretion due to a changed condition.
- (5) If multiple bid items on the same contract use the same aggregate source, then the samples must be collected based on cumulative concrete contract quantities within the same concrete classification.
- (6) Department will test small quantities at the minimum frequency specified in table 710-7.

TABLE 710-6 QV AGGREGATE TESTING FREQUENCY

CONCRETE CLASSIFICATION	PLACEMENT TESTING
Class I: Pavement	One test per placement day for first 5 days of placement. - If all samples are passing, reduced testing frequency is applied. - Reduced frequency: One test per calendar week of placement
Class I: Structures	One test per 250 CY placed. - Minimum of one test per contract for substructure - Minimum of one test per contract for superstructure
Class I: Cast-in-Place Barrier	One test per 500 CY placed
Class II: Concrete Overlay	One test per 250 CY - Maximum one test per day
Class II: Base	No minimum testing
Class II: Structure Repair	
Class II: Pavement Repair	
Class II: Pavement Replacement	
Class II: Base Patching	
Class II: Ancillary	

TABLE 710-7 QV AGGREGATE TESTING FREQUENCY FOR SMALL QUANTITIES

CONCRETE CLASSIFICATION	PLACEMENT TESTING
Class I: Pavement	One test on the first day of placement.
Class I: Structures	
Class I: Cast-in-Place Barrier	

710.5.7 Corrective Action

710.5.7.1 Optimized Aggregate Gradations

Replace subsection with the following effective with the November 2025 letting.

- (1) If the contractor's 4-point running average or a department test result of the volumetric percent retained exceeds the tarantula curve limits by less than or equal to 1.0 percent on a single sieve size or limits listed in the additional requirements for optimized aggregate gradation in 501.2.7.4.2 table 501-4, notify the other party immediately and do the following:

Option A:

1. Perform corrective action documented in the QC plan or as the engineer approves.
2. Document and provide corrective action results to the engineer as soon as they are available.
3. Department will conduct two tests within the next business day after corrective action. Department will provide test results to contractor after each test is complete.
4. If blended aggregate gradations are within the tarantula curve limits by the second department test:
 - Continue with concrete production.
 - Include a break in the 4-point running average.
 - For Class I Pavements: The department will discontinue reduced frequency testing and will test at a frequency of 1 test per placement day. Once 5 consecutive samples are passing at the 1 test per placement day frequency, the reduced frequency testing will be reapplied.
5. If blended aggregate gradations are not within the tarantula curve limits by the second department test:
 - If the contract does not require optimized aggregate gradation under 501.2.7.4.2.1(2), stop concrete production and submit either a modified optimized aggregate gradation mix design or a new optimized aggregate gradation mix design or a new combined aggregate gradation mix design.
 - If the contract requires optimized aggregate gradations under 501.2.7.4.2.1(2), stop concrete production and submit a modified optimized aggregate gradation mix design or a new optimized aggregate gradation mix design.

Option B:

1. Submit a modified optimized aggregate gradation mix design or a new optimized aggregate gradation mix design.
2. Restart control charts for new mix design.
- (2) If the contractor's 4-point running average or a department test result of the volumetric percent retained exceeds the tarantula curve limits by more than 1.0 percent on one or more sieves, stop concrete production and submit a modified mix design or a new mix design.
- (3) Both the department and contractor must sample and test aggregate of the modified mix design or a new mix design at the frequency specified in 710.5.6.1.

710.5.7.2 Combined Aggregate Gradations

Replace subsection with the following effective with the November 2025 letting.

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

715 QMP Concrete Pavement, Cast-in-Place Barrier and Structures**715.3.1.2 Lot and Sublot Definition****715.3.1.2.1 General**

Replace subsection with the following effective with the November 2025 letting.

- (1) Designate the location and size of all lots before placing concrete. Ensure that no lot contains concrete of more than one mix design or placement method defined as follows:

Mix design change A modification to the mix requiring the engineer's approval under 710.4(5).
For paving and barrier mixes, follow 710.4(4) and 710.4(5) for concrete mixture design modifications.

Placement method Either slip-formed, not slip-formed, or placed under water.

- (2) Lots and sublots include ancillary concrete placed integrally with the class I concrete.

715.3.1.2.3 Lots by Cubic Yard

Replace paragraph (3) with the following effective with the November 2025 letting.

- (3) An undersized lot is eligible for incentive payment under 715.5 if the lot has 4 or more sublots for that lot.

715.3.2 Strength Evaluation

715.3.2.1 General

Replace subsection with the following effective with the November 2025 letting.

- (1) The department will make pay adjustments for strength on a lot-by-lot basis using the compressive strength of contractor QC cylinders or the flexural strength of contractor QC beams.
- (2) The department will evaluate the subplot for possible removal and replacement if the 28-day subplot average strength is:
 - Pavement (Compressive): < 2500 psi
 - Pavement (Flexural): < 500 psi
 - Structure: < f'_c - 500 psi ^[1]
 - Cast-in-Place Barrier: < f'_c - 500 psi ^[1]

^[1] f'_c is design strength found in plans or specials.

715.5 Payment

715.5.1 General

Replace paragraph (4) and add paragraphs (8) and (9) effective with the November 2025 letting.

- (4) The department will adjust pay for each lot using PWL of the 28-day subplot average strengths for that lot. The department will measure PWL relative to strength lower specification limits as follows:
 - Compressive strength of 3700 psi for pavements.
 - Flexural strength of 650 psi for pavements.
 - Compressive strength of 4000 psi for super structures and barrier, or as shown in the plan details.
 - Compressive strength of 3500 psi for substructures and culverts, or as shown in the plan details.
- (5) The department will not pay a strength incentive for concrete that is nonconforming in another specified property, for ancillary concrete accepted based on tests of class I concrete, or for high early strength concrete unless placed in pavement gaps as allowed under 715.3.1.2.2.
- (6) Submit test results to the department electronically using MRS software. The department will verify contractor data before determining pay adjustments.
- (7) All coring and testing costs under 715.3.2.2 including filling core holes and providing traffic control during coring are incidental to the contract.
- (8) If the contractor combines concrete of varying specified strengths in a single lot/sublot, the highest specified strength of the related concrete shall be used to calculate pay incentive/disincentive.
- (9) The department will apply one price adjustment to a given quantity of material. If the quantity in question is subject to more than one nonconforming test, apply the adjustment with the greater price reduction. In the absence of exact quantities affected by the subplot test results, pay reductions will be applied to the entire subplot.

715.5.4 Pay Adjustments for Nonconforming Air Content, Temperature, and Delivery Time

Add subsection 715.5.4 (Pay Adjustments for Nonconforming Air Content, Temperature, and Delivery Time) effective with the November 2025 letting.

- (1) The department will adjust pay for each subplot with nonconforming QC air content and temperature test results as specified in table 715-2 and table 715-3. If the quantity in question is subject to more than one of the following conditions, apply the adjustment with the greater price reduction.
- (2) For high temperatures, the engineer may consider the effectiveness of the contractor's temperature control plan and the contractor's compliance with their temperature control plan before taking a price reduction.
- (3) A 25% price reduction to the concrete invoice price will be applied if concrete is placed after the delivery time exceeds the limit specified in 501.3.5.2.

TABLE 715-2 PRICE REDUCTIONS FOR NONCONFORMING AIR CONTENT

LIMITS (%)		PERCENT PRICE REDUCTION OF THE CONTRACT UNIT PRICE
Above Specification	≥ 0.5 ^[1]	10
	0.1 to 0.4 ^[1]	5
Below Specification	0.1 to 0.5	20
	0.6 to 1.0	30
	> 1.0	50 or remove and replace

^[1] Evaluate the strength data. If the strengths are acceptable, do not take a price reduction for high air content. Contractor is responsible to provide additional strength data, if necessary.

TABLE 715-3 PRICE REDUCTIONS FOR NONCONFORMING TEMPERATURE

LIMITS (F) ^[1]	PERCENT PRICE REDUCTION OF THE CONTRACT UNIT PRICE
≤ 5	10
> 5	25

^[1] Applies only for Concrete Structures and Cast-in-Place Barrier.

716 QMP Ancillary Concrete

716.2 Materials

716.2.1 Class II Concrete

Replace paragraph (2) with the following effective with the November 2025 letting.

(2) Perform random QC testing at the following frequencies:

1. Test air content, temperature, and slump a minimum of once per 100 cubic yards for each mix design and placement method.
2. Cast one set of 3 cylinders per 200 cubic yards for each mix design and placement method. Cast a minimum of one set of 3 cylinders per contract for each mix design and placement method. Random 28-day compressive strength cylinders are not required for HES or SHES concrete.
3. For deck overlays, perform tests and cast cylinders once per 50 cubic yards of grade E concrete placed.
4. For concrete base, one set of tests and one set of cylinders per 250 cubic yards.

The department will allow concrete startup test results for small quantities as specified in 710.2(1). Cast one set of 3 cylinders if using startup testing for acceptance.

716.2.2 Class III Concrete

Replace paragraph (1) with the following effective with the November 2025 letting.

- (1) Acceptance of class III concrete is based on DT2220/ DT2221 certification page. Submit the certificate of compliance at least 3 business days before producing concrete along with the initial concrete mix documentation as required under 710.4(2).

Bid Items

600 Bid Items

Add the following bid items effective with the November 2025 letting.

611.0613	Inlet Covers Type DW	EACH
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Remove the following bid items effective with the November 2025 letting.

621.0100	Landmark Reference Monuments	EACH
621.1100	Landmark Reference Monuments and Cast-Iron Covers	EACH
621.1200	Landmark Reference Monuments and Aluminum Covers	EACH

Remove the following bid items effective with the November 2025 letting.

643.0405	Traffic Control Barricades Type I	DAY
643.0410	Traffic Control Barricades Type II	DAY
643.0800	Traffic Control Arrow Boards	DAY

Add the following bid items effective with the November 2025 letting.

643.0810	Traffic Control Connected Arrow Boards	DAY
643.1220	Traffic Control Connected Work Zone Start and End Location Markers	DAY

Add the following bid items effective with the November 2025 letting.

680.0100	Public Land Survey Monument Verify and Reset	EACH
682.0100	Salvage Geodetic Survey Disk	EACH
682.0200	Geodetic Survey Monuments	EACH

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.

460.3.3.2 Pavement Density Determination

Replace change description annotation with the following to revise implementation date. This change is effective with the November 2025 letting.

Add information to 460.3.3.2(1) and (3). Add reference to CMM, WTM, and WTP H-002. WTP H-002 contains the subplot layouts formerly in CMM 815. Definition of a lot is now defined here (460.3.3.2(3)) instead of CMM. This change was implemented via ASP-6 with the February 2024 letting.

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).

DOMESTIC MATERIALS PREFERENCE PROVISION

Domestic Materials Preference (in accordance with the Buy America Act per [23 CFR 635.410](#), and the Build America-Buy America Act (BABA) per [2 CFR Part 184](#), and [2 CFR Part 200](#)) shall be articles, materials, or supplies permanently incorporated in this project as classified in the following four categories, and as described in the Construction and Materials Manual (CMM):

1. Iron and Steel

To be considered domestic, all steel and iron products used, and all products predominantly manufactured from steel or iron must be produced in the United States in accordance with the steel and iron product standards in 23 CFR 635.410.

This includes smelting, coating, bending, shaping, and all other manufacturing processes performed on the product. Coating includes all processes which protect or enhance the value of the material to which the coating is applied.

Products that are predominantly iron or steel or a combination of both as defined in 23 CFR 635.410 are considered Steel and Iron products and must comply with this section.

2. Construction Materials

To be considered domestic, all construction materials used must be produced in the United States in accordance with the construction material standards in [2 CFR 184.6](#):

- Non-ferrous metals: All manufacturing processes, from initial smelting or melting through final shaping, coating, and assembly, occurred in the United States.
- Plastic and polymer-based products: All manufacturing processes, from initial combination of constituent plastic or polymer-based inputs, or, where applicable, constituent composite materials, until the item is in its final form, occurred in the United States.
- Glass: All manufacturing processes, from initial batching and melting of raw materials through annealing, cooling, and cutting, occurred in the United States.
- Fiber optic cable (including drop cable): All manufacturing processes, from the initial ribbing (if applicable), through buffering, fiber stranding and jacketing, occurred in the United States. All manufacturing processes also include the standards for glass and optical fiber, but not for non-ferrous metals, plastic and polymer-based products, or any others.
- Optical fiber: All manufacturing processes, from the initial preform fabrication stage through the completion of the draw, occurred in the United States.
- Lumber: All manufacturing processes, from initial debarking through treatment and planing, occurred in the United States.
- Drywall: All manufacturing processes, from initial blending of mined or synthetic gypsum plaster and additives through cutting and drying of sandwiched panels, occurred in the United States.
- Engineered wood: All manufacturing processes from the initial combination of constituent materials until the wood product is in its final form, occurred in the United States.

3. Manufactured Products

To be considered domestic, all manufactured products used must be produced in the United States as defined in [23 CFR 635.410\(c\)\(1\)\(vii\)](#):

- For projects with let dates on or after October 1, 2025, the final step in the manufacturing process must occur in the United States.
- For projects with let dates on or after October 1, 2026, the final step in the manufacturing process must occur in the United States and the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States must be greater than 55 percent of the total cost of all components of the manufactured product.

Manufactured products means articles, materials, or supplies that have been processed into a specific form and shape, or combined with other articles, materials, or supplies to create a product with different properties than the individual articles, materials, or supplies. If an item is classified as an iron or steel product, an excluded material, or construction material, then it is not a manufactured product. An article, material, or supply classified as a manufactured product may include components that are iron or steel

products, excluded materials, or construction materials. Mixtures of excluded materials delivered to a work site without final form for incorporation into a project are not a manufactured product.

Items that consist of two or more construction materials that have been combined together through a manufacturing process, and items that include at least one construction material combined with a material that is not a construction material (including steel/iron) through a manufacturing process are treated as manufactured products, rather than as construction materials.

Products that are classified as predominantly iron or steel do not meet the definition of a manufactured product and must comply with section 1.

With respect to precast concrete products **that are classified as manufactured products**, components of precast concrete products that consist wholly or predominantly of iron or steel or a combination of both shall meet the requirements of section 1. The cost of such components shall be included in the applicable calculation for purposes of determining whether the precast concrete product is produced in the United States.

With respect to intelligent transportation systems and other electronic hardware systems that are installed in the highway right of way or other real property **and classified as manufactured products**, the cabinets or other enclosures of such systems that consist wholly or predominantly of iron or steel or a combination of both shall meet the requirements of section 1. The cost of cabinets or other enclosures shall be included in the applicable calculation for purposes of determining whether systems referred to in the preceding sentence are produced in the United States.

4. Temporary and Excluded Materials

Temporary materials, and excluded materials meeting the definition of Section 70917(c) Materials as defined in [2 CFR 184](#), do not have any domestic materials requirements. Section 70917(c) Materials means cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives. Mixtures of excluded materials delivered to a work site without final form for incorporation into a project are not a manufactured product.

The classification of an article, material, or supply as falling into one of the categories listed in this section will be made based on its status at the time it is brought to the work site for incorporation into the project. Except as otherwise provided, an article, material, or supply incorporated into an infrastructure project must meet the Domestic Material Preference for only the single category in which it is classified.

Requirements do not preclude a minimal use of foreign steel and iron provided the cost of such materials do not exceed 0.1 percent (0.1%) of the total contract cost or \$2500 whichever is greater. The total contract cost is the contract amount at award.

For each iron or steel product subject to meeting domestic materials requirements, that doesn't fully meet Buy America Act requirements, the following documentation must be provided by the Contractor to verify the foreign steel value. Ensure the threshold is not exceeded and place the documentation in the project files.

- Pay Item,
- Description of associated foreign iron or steel product, or component,
- Invoiced cost of associated foreign iron or steel product, or component, and
- Current cumulative list of all foreign iron or steel products with the total dollar amount of foreign products in relation to the total contract amount.

The minimal use of foreign iron or steel under the minimal usage threshold must be approved by the Engineer prior to incorporation into the project and any associated payment under the contract. The use of foreign iron or steel under the minimal usage threshold does not need to be approved by FHWA. This amount is not considered a waiver to the domestic materials requirements. The Contractor must ensure that the minimal usage amount is not exceeded.

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

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

Effective with October 2025 Letting

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

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

Attach a list of foreign iron or steel and their associated costs to the certification form using the Domestic Material Exemption Tracking Tool, available at:

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



Proposal Schedule of Items

Page 1 of 2

Proposal ID: 20251111004 Project(s): 5105-16-62

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	201.0105 Clearing	63.000 STA	_____.	_____.
0004	201.0120 Clearing	176.000 ID	_____.	_____.
0006	213.0100 Finishing Roadway (project) .01 5105-16-62	1.000 EACH	_____.	_____.
0008	618.0100 Maintenance and Repair of Haul Roads (project) .01 5105-16-62	1.000 EACH	_____.	_____.
0010	627.0200 Mulching	18,750.000 SY	_____.	_____.
0012	628.1504 Silt Fence	750.000 LF	_____.	_____.
0014	628.1520 Silt Fence Maintenance	750.000 LF	_____.	_____.
0016	628.6510 Soil Stabilizer Type B	3.750 ACRE	_____.	_____.
0018	SPV.0060 Special .01 Site Mobilization	6.000 EACH	_____.	_____.
0020	SPV.0060 Special .02 Site Traffic Control	6.000 EACH	_____.	_____.
0022	SPV.0060 Special .03 Semi-Permanent Restoration	6.000 EACH	_____.	_____.
0024	SPV.0060 Special .04 Work on Shoulder or Parking Lane	6.000 EACH	_____.	_____.
0026	SPV.0060 Special .05 Shoulder Closure on Divided Roadway	6.000 EACH	_____.	_____.
0028	SPV.0060 Special .06 Lane Closure with Flagging Operations	6.000 EACH	_____.	_____.
0030	SPV.0060 Special .07 Pedestrian Accommodations	6.000 EACH	_____.	_____.



Proposal Schedule of Items

Page 2 of 2

Proposal ID: 20251111004 **Project(s):** 5105-16-62

Federal ID(s): N/A

Section: 0001

Total: _____.

Total Bid: _____.

PLEASE ATTACH ADDENDA HERE