

HIGHWAY WORK PROPOSAL

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

Proposal Number: **017**

<u>STATE ID</u>	<u>FEDERAL ID</u>	<u>PROJECT DESCRIPTION</u>	<u>HIGHWAY</u>	<u>COUNTY</u>
3170-09-70	WISC 2027059	C Lake Geneva, W Main St, Wells St to Grand Geneva Way	STH 050	Walworth
3170-09-71	WISC 2027060	C Lake Geneva, W Main St, Forest St to Wells St	STH 050	Walworth
3170-09-81	N/A	C Lake Geneva, W Main St, Forest St to Wells St	STH 050	Walworth

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: \$380,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: November 10, 2026 Time (Local Time): 11:00 am	Firm Name, Address, City, State, Zip Code
Contract Completion Time November 13, 2028	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)

(Bidder Signature)

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

(Print or Type Bidder Name)

(Date Commission Expires)

(Bidder Title)

Notary Seal

Type of Work: Removals, Milling, Grading, Aggregate, Asphalt Pavement, Culvert Pipe, Sign Structure, Curb and Gutter, Concrete Sidewalk, Storm Sewer, Beam Guard, Erosion Control, Permanent Signing, Traffic Control, Pavement Marking, Lighting, Traffic Signals, Sanitary, Water, Restoration.	For Department Use Only
Notice of Award Dated	Date Guaranty Returned

**PLEASE ATTACH
PROPOSAL GUARANTY HERE**

PROPOSAL REQUIREMENTS AND CONDITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

BID PREPARATION

Preparing the Proposal Schedule of Items

A. General

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

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

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

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

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

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

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

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

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

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

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

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

- (1) Download the latest schedule of items from the Wisconsin pages of the Bid Express web site reflecting the latest addenda posted on the department's web site at:
<https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx>
Use Expedite™ software to prepare and print the schedule of items. Provide a valid amount for all price fields. Follow instructions and review the help screens provided on the Bid Express™ web site to assure that the schedule of items is prepared properly.
- (2) Staple an 8 1/2 by 11 inch printout of the Expedite™ generated schedule of items to the other proposal documents submitted to the department as a part of the bidder's sealed bid. As a separate submittal, not in the sealed bid envelope but due at the same time and place as the sealed bid, also provide the Expedite™ generated schedule of items on a 3 1/2 inch computer diskette or CD ROM. Label each diskette or CD ROM with the bidder's name, the 4 character department-assigned bidder identification code from the top of the bidding proposal, and a list of the proposal numbers included on that diskette or CD ROM as indicated in the following example:

Bidder Name

BN00

Proposals: 1, 12, 14, & 22

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

- (5) In addition to the reasons specified in section 102 of the standard specifications, proposals are irregular and the department may reject them for one or more of the following:
1. The check code printed on the bottom of the printout of the ExpediteTM generated schedule of items is not the same on each page.
 2. The check code printed on the printout of the ExpediteTM generated schedule of items is not the same as the check code for that proposal provided on the diskette or CD ROM.
 3. The diskette or CD ROM is not submitted at the time and place the department designates.

B Waiver of Electronic Submittal

- (1) The bidder may request a waiver of the electronic submittal requirements. Submit a written request for a waiver in lieu of bids submitted on the internet or on a printout with accompanying diskette or CD ROM. Use the waiver that was included with the paper bid document sent to the bidder or type up a waiver on the bidder's letterhead. The department will waive the electronic submittal requirements for a bidding entity (individual, partnership, joint venture, corporation, or limited liability company) for up to 4 individual proposals in a calendar year. The department may allow additional waivers for equipment malfunctions.
- (2) Submit a schedule of items on paper conforming to section 102 of the standard specifications. The department charges the bidder a \$75 administrative fee per proposal, payable at the time and place the department designates for receiving bids, to cover the costs of data entry. The department will accept a check or money order payable to: "Wisconsin, Dept. of Transportation."
- (3) In addition to the reasons specified in section 102 of the standard specifications, proposals are irregular and the department may reject them for one or more of the following:
 1. The bidder fails to provide the written request for waiver of the electronic submittal requirements.
 2. The bidder fails to pay the \$75 administrative fee before the time the department designates for the opening of bids unless the bidder requests on the waiver that they be billed for the \$75.
 3. The bidder exceeds 4 waivers of electronic submittal requirements within a calendar year.
- (4) In addition to the reasons specified in section 102 of the standard specifications, the department may refuse to issue bidding proposals for future contracts to a bidding entity that owes the department administrative fees for a waiver of electronic submittal requirements.

PROPOSAL BID BOND

DT1303 1/2006

Wisconsin Department of Transportation

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

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

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

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

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

PRINCIPAL

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

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

NOTARY FOR PRINCIPAL

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

(Signature of Attorney-in-Fact)

NOTARY FOR SURETY

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

CERTIFICATE OF ANNUAL BID BOND

DT1305 8/2003

Wisconsin Department of Transportation

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

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

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

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

(Signature of Authorized Contractor Representative)

(Date)

LIST OF SUBCONTRACTORS

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

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

[illegible]

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

Instructions for Certification

1. By signing and submitting this proposal, the prospective contractor is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective contractor shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective contractor to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department determined to enter into this transaction. If it is later determined that the contractor knowingly rendered an erroneous certification in addition to other remedies available to the Federal Government the department may terminate this transaction for cause or default.
4. The prospective contractor shall provide immediate written notice to the department to whom this proposal is submitted if at any time the prospective contractor learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the department to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective contractor agrees by submitting this proposal that, should this contract be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department entering into this transaction.
7. The prospective contractor further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," which is included as an addendum to PR- 1273 - "Required Contract Provisions Federal Aid Construction Contracts," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. The contractor may rely upon a certification of a prospective subcontractor/materials supplier that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A contractor may decide the method and frequency by which it determines the eligibility of its principals. Each contractor may, but is not required to, check the Disapproval List (telephone # 608/266/1631).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a contractor in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department may terminate this transaction for cause or default.

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

1. The prospective contractor certifies to the best of its knowledge and belief, that it and its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offense enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this proposal had one or more public transactions (Federal, State or local) terminated for cause or default.
2. Where the prospective contractor is unable to certify to any of the statements in this certification, such prospective contractor shall attach an explanation to this proposal.

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STSP'S Revised July 1, 2026

SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for the following projects:

3170-09-70	3170-09-71	3170-09-81
C Lake Geneva, W Main St	C Lake Geneva, W Main St	C Lake Geneva, W Main St
Wells St to Grand Geneva Way	Forest St to Wells St	Forest St to Wells St
STH 50	STH 50	STH 50
Walworth County	Walworth County	Walworth County

Perform the work 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 (20260701)

2. Scope of Work.

The work under this contract shall consist of removals, excavation common, base aggregate, pit run, base patching, curb ramps, curb and gutter, sidewalks, shared-use path, asphaltic surface milling, HMA pavement, storm sewer, sanitary sewer, water main, erosion control, permanent signing, sign structures, traffic signals, temporary and final pavement marking, traffic control, and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

3. Prosecution and Progress.

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

Do not start construction earlier than February 1, 2027.

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

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

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

Interim Completion and Liquidated Damages – Segment 1 (Station 618+50.00 – 660+97.54) Roadway: October 15, 2027

Complete Segment 1 (Station 618+50.00 – 660+97.54) sanitary sewer, water main, storm sewer, utility work, base aggregate, curb and gutter, sidewalk, and surface HMA paving and all other roadway items required to open the roadway within Segment 1 to traffic by October 15, 2027. Final pavement markings and seeding/sodding are not included in within this Interim Completion Date.

If the contractor fails to complete the Segment 1 Roadway by October 15, 2027, the department will assess the contractor \$6,000 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 12:01 AM on October 16, 2027. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

Interim Completion and Liquidated Damages – Segment 3 - storm sewer, shared use path, curb and gutter (Station 690+00 to 724+00), and Segment 2 temporary paving: November 12, 2027

Complete Segment 3 (Stage 5A - Station 690+00 – 724+00) storm sewer, shared use path, and curb and gutter, base aggregate, HMA patch, and all other roadway items required to open the roadway within Segment 3 to traffic by October 31, 2027. In addition, complete the temporary paving in Segment 2 (Stage 3A and Stage 3B) by November 12, 2027.

If the contractor fails to complete the Segment 2 and Segment 3 items listed above by November 12, 2027, the department will assess the contractor \$6,000 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 12:01 AM on November 13, 2027. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

Interim Completion and Liquidated Damages –Stage 3C-3 water main: 7 Calendar Days

At the beginning of Stage 3C-3, close STH 50 between Mill Street to Wells Street to complete the water main in stage 3C-3 for a maximum of 7 Calendar Days. Do not reopen until completing the following work: water main within Stage 3C-3.

If the contractor fails to complete the work necessary to reopen STH 50 to traffic within 7 Calendar Days, the department will assess the contractor \$6,000 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 7 Calendar Days. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

Interim Completion and Liquidated Damages – Segment 2 (Station 660+97.54 – 682+76.86) Roadway: October 13, 2028

Complete Segment 2 (Sta. 660+94.54 – 682+76.86) roadway, including but not limited to: sanitary sewer, water main, storm sewer, utility work, base aggregate, curb and gutter, sidewalk, final surface HMA paving and all other roadway items required to open the roadway within Segment 2 of the contract by October 13, 2028. Final pavement markings, seeding/sodding, and final traffic signal installation is not included in within this Interim Completion Date.

If the contractor fails to complete the Segment 2 items listed above by October 13, 2028, the department will assess the contractor \$6,000 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 12:01 AM on October 14, 2028. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

Interim Completion and Liquidated Damages – HMA Paving: November 3, 2028

Complete HMA paving on STH 50 within the project limits to the stage necessary to reopen it to through traffic by November 3, 2028. Do not reopen until completing the following work: HMA Paving.

If the contractor fails to complete the work necessary to reopen STH 50 within the project limits to traffic by November 3, 2028, the department will assess the contractor \$6,000 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 12:01 AM on November 4, 2028. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

Interim Completion and Liquidated Damages – USH 12 EB Off Ramp: 2 Calendar Days

Close USH 12 EB Off Ramp for a maximum of 2 Calendar Days. Do not reopen until completing the following work: all milling, paving, traffic control devices, and aggregate shoulder.

If the contractor fails to complete the work necessary to reopen USH 12 EB Off Ramp to traffic within 2 Calendar Days, the department will assess the contractor \$4,000 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 2 Calendar Days. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

Interim Completion and Liquidated Damages – USH 12 WB Off Ramp: 2 Calendar Days

Close USH 12 WB Off Ramp for a maximum of 2 Calendar Days. Do not reopen until completing the following work: all milling, paving, traffic control devices, and aggregate shoulder on the USH 12 WB Off Ramp. Traffic will be detoured to the adjacent ramp as shown in the plans.

If the contractor fails to complete the work necessary to reopen USH 12 WB Off Ramp to traffic within 2 Calendar Days, the department will assess the contractor \$4,000 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 2 Calendar Days. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

Interim Completion and Liquidated Damages – USH 12 EB Off Ramp: 1 Calendar Day

Close USH 12 EB Off Ramp for a maximum of 1 calendar day. Do not reopen until completing the following work: all permanent pavement markings on the USH 12 EB Off Ramp.

If the contractor fails to complete the work necessary to reopen USH 12 EB Off Ramp to traffic within 1 calendar day, the department will assess the contractor \$4,000 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 1 calendar day. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

Interim Completion and Liquidated Damages – USH 12 WB Off Ramp: 1 Calendar Day

Close USH 12 WB Off Ramp for a maximum of 1 calendar day. Do not reopen until completing the following work: all permanent pavement markings on the USH 12 WB Off Ramp. Traffic will be detoured to the adjacent ramp as shown in the plans.

If the contractor fails to complete the work necessary to reopen USH 12 WB Off Ramp to traffic within 1 calendar day, the department will assess the contractor \$4,000 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 1 calendar days. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

Winter Shutdown

Winter shutdown will commence with the completion of:

- HMA paving in Segment 1
- storm sewer/sidewalk, shared use path, curb & gutter work in Segment 3 (Stage 5A)
- Temporary asphalt widening in Segment 2 in the Fall of 2027

Remove all construction equipment, materials, stockpiles, temporary drums, barricades and temporary traffic devices. Restore traffic to the pre-construction configuration prior to the winter shutdown. The OSOW detour signage is to be removed when the roadway width is not restricted. The OSOW signage must be re-erected in 2028 to be compatible with the staging restrictions in 2028. No lane closures will be allowed during the winter shut down unless approved by the engineer.

Do not resume work until at least February 1, 2028 unless approved by the engineer. Provide a start date in writing at least 14 days prior to the planned recommencement of work in 2028. Upon approval the engineer will issue the notice to proceed within 10 days of the approved start date.

Schedule of Operations

All work is to be performed during allowed lane closures, excepted as identified in the special provisions.

3170-09-70, 3170-09-71, 3170-09-81

Stage 1A - Construction

- Install sanitary sewer and water improvements within lane 2 of STH 50 WB and at Forest Street intersection.
- Construct curb line along north half of STH 50 and curb return at Forest Street.
- Construct pavement replacement up to top of surface course within work zone.
- Complete Stage 1A construction before Stage 2A construction begins.

Stage 2A - Construction

- Continue installation of water main crossing of STH 50 at Snake Road intersection.
- Construct pavement replacement up to top of surface course within work zone.
- The Dodge Street detour must be in place before Stage 2A/2B/2C work begins.

Stage 2B - Construction

- Continue installation of sanitary sewer and water main improvements.
- Install storm sewer.
- Reconstruct curb ramps.
- Install temporary traffic signals at Cook Street, Broad Street, Center Street, and Wells Street. Coordinate traffic control and lane closures required for temporary traffic signal installation with the engineer. This work is incidental to the traffic control bid items.
- Construct pavement replacement up to bottom of surface course from Station 618+50 to Station 652+49.

Stage 2C - Construction

- Complete Stage 2A and Stage 2B construction before proceeding to Stage 2C unless approved by the engineer.
- Continue installation of sanitary sewer and water main improvements.
- Reconstruct curb ramps between Warren Street to Madison Street.
- Install storm sewer structures along STH 50 and at Warren Street and Madison Street.
- Mill existing surface layer from Station 652+49 to Station 660+98.
- Place surface layer from Station 620+32 to Station 660+98.
- Construct temporary widening in SW quadrant of STH 50 and Cook Street.
- Place temporary asphaltic surface in pedestrian walkway in SW quadrant of STH 50 and Cook Street.
- Install parking stalls from Warren Street to Madison Street.
- Install Rectangular Rapid Flashing Beacons (RRFB)'s.

Stage 2D – Construction

- Mill existing surface layer of EB traffic and EB parking lane from Cook Street to Broad Street.
- Place temporary asphaltic surface in milled area.
- Remove WB existing pavement markings from Cook Street to Broad Street.

Stage 3A - Construction

- Complete Stage 2D work before proceeding to Stage 3A unless approved by the engineer. Construct temporary widening and pedestrian travel ways for STH 50 EB traffic.
- Remove existing pavement marking that conflict with Stage 3A traffic control.
- Install temporary pavement markings and traffic control devices necessary for Stage 3A.
- Install temporary drainage at temporary widening locations.
- Install RRFB at West Street so that it is operational before Stage 4A.

Stage 3B/Winter Shutdown – Construction

- Remove traffic control devices for winter shutdown.
- Restore parking along STH 50 to existing configuration with modifications per plans.

Stage 3C-1 – Construction

- Install sanitary sewer and water main improvements from Broad Street to west of Wells Street.
- Water main construction between Station 676+00 to Station 678+00 to be completed in Stage 3C-3. Exact limits are shown in the plans.

Stage 3C-2 – Construction

- Complete water main construction along Center Street.

Stage 3C-3 – Construction

- Complete water main construction between 676+00 to 678+00, exact limits are shown in the plans.

Stage 4A-1, 2 - Construction

- Install/adjust/reconstruct storm sewer on WB segment of STH 50.
- Construct temporary widening in preparation for Stage 4B traffic shift.
- Install traffic signal equipment on WB side of STH 50.
- Construct pavement replacement on STH 50 WB from Cook Street to Wells Street.
- Intersection construction to be staged per plan details.
- Install temporary pavement markings and traffic control devices necessary for Stage 4B.

Stage 4B-1, 2, 3 - Construction

- Install/adjust/reconstruct storm sewer on EB STH 50.
- Install traffic signal equipment on EB side of STH 50.
- Intersection construction to be staged per plan details.
- Install temporary pavement markings and traffic control devices necessary for Stage 4C.
- Construct pavement replacement on STH 50 EB from Cook Street to Wells Street.

Stage 4C - Construction

- Remove temporary widening and construct final curb and gutter line.
- Install final pavement markings.

Stage 5A - Construction

- Install new storm sewer along new curb and gutter line.
- Construct curb and gutter, sidewalk and shared use path on north half of road between Curtis Street and Edwards Boulevard.
- Construct curb ramps on north half of STH 50.

Stage 5B - Construction

- Construct curb ramps on south half of STH 50.
- Install driveway culvert at Station 705+35 RT (Lake Geneva Lanes east driveway).

Stage 5C - Construction

- Mill and overlay EB and WB STH 50 one direction at a time.

Stage 6A - Construction

- Construct new islands at SW, SE, and NE quadrants of STH 50 and STH 120/Edwards Boulevard intersection.
- Construct new curb return at SE quadrants of STH 50 and STH 120/Edwards Boulevard intersection.
- Install overhead sign structure S-64-610.
- Mill and overlay outside lane of EB and WB directions of STH 50.
- USH 12 ramp work; this work cannot begin until Stages 5A, 5B, and 5C have been completed.

Stage 6B - Construction

- Construct new median at west leg of intersection of STH 50 and STH 120/Edwards Boulevard.
- Mill and overlay inside lanes of EB and WB directions of STH 50.

Contractor Coordination

Attend weekly scheduling meetings to discuss the near-term schedule activities, address any long-term schedule issues, and discuss any relevant technical issues. Develop a rolling three-week schedule identifying the previous week worked and a two week "look ahead". Provide sufficient detail to include actual and planned activities and all the subcontractors for offsite and construction activities, addressing all activities including ramp and lane closure schedules to be performed and identifying issues requiring engineering action or input. Submit plans for all traffic control for review by the engineer and approval a minimum of two weeks prior to implementation.

Contractor shall ensure that STH 50 and all public roads within the construction limits can be snow plowed during construction. Snow plowing to be completed throughout construction so that public roads remain open at all times.

Protection of Endangered Bats

Federally protected bats have the potential to inhabit the project limits because they roost in trees, bridges, culverts, and other structures. 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.

Tree Clearing/Trimming:

To avoid adverse impacts upon protected bats, do not perform tree clearing/trimming between April 15 and October 31, both dates inclusive. If the required tree clearing/trimming is not completed by April 14, the department will suspend all tree clearing/trimming and associated work directly impacted by clearing/trimming. Tree clearing/trimming is limited to that which is specified in the plans. Contractor means and methods to remove additional trees/branches will not be allowed. If it is determined that additional trees with a 3-inch or greater diameter at breast height (dbh), or branches of any size on those sized trees, 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.

Branch trimming is incidental to other work if no other tree clearing work is necessary.

Milling and HMA Resurfacing

West of Pellar Road, after milling operations, the exposed milled surface shall be paved within 96 hours unless approved by the engineer.

4. Lane Rental Fee Assessment.

A General

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

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

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

B Lane Rental Fee Assessment

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

- Night time- \$1,000 per lane, per direction of travel, per hour broken into 15-minute increments
- Service Ramp- \$2,000 per lane, per direction of travel, per hour broken into 15-minute increments
- Off Peak- \$1,000 per lane, per direction of travel, per hour broken into 15-minute increments
- On Peak- \$2,000 per lane, per direction of travel, per hour broken into 15-minute increments

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

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

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

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

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

stp-108-070 (20161130)

5. Traffic.

Maintain through traffic at all times on STH 50 except as shown in the plans. Prior to closing STH 50 implement the detour routes as shown on the plans. Maintain local access on STH 50 within Segment 1 at all times as directed by the engineer.

Maintain emergency access to the project area at all times.

Maintain two 11-foot travel lanes (except as noted in the plans) on STH 50 using the details provided in the plan or as directed by the engineer. STH 50 may be reduced to one lane using flagging operations as shown in the plans or as allowed by the engineer.

Add to standard spec 643.3.1 the following:

STH 50 is an OSOW route. All fixed message and width restricted signs must be in place prior to the beginning of the width restricted stage to inform multi trip permit holders to utilize alternate routes. See Wisconsin Lane Closure System (LCS) Advance Notification article to address lane restrictions in LCS.

Provide the Walworth County Sheriff's Department, the Wisconsin State Patrol, and City of Lake Geneva, Police Departments and the project engineer a current telephone number with which the contractor or his representative can be contacted during non-working hours in the event a safety hazard develops.

Yield to all through traffic at all locations. Equip all vehicles or equipment operating in the live traffic lanes with a hazard identification beam (flashing yellow signal light) that is visible from 360 degrees. Operate the flashing yellow beam only when merging or exiting live traffic lanes or when parked or operating on shoulders, except when parked behind barrier wall. Do not park personal vehicles along STH 50 from Station 618+50 to Station 697+50 at any time, or along any official detour route. Do not cross live traffic lanes of STH 50 with equipment or vehicles.

Obtain prior approval from the engineer for the locations of egress or ingress for construction vehicles to prosecute the work.

Provide minimum 24-hour advance notification to the engineer for any LCS cancellations (not related to weather).

Do not disturb, remove, or obliterate any traffic control signs, advisory signs, sand barrel array, shoulder delineators or beam guard in place along the traveled roadways without the approval of the engineer.

Provide the property owners whose driveways will be affected by the project a 48-hour minimum notice of the impending work/closure.

Allow emergency vehicles, city maintenance, snow plows, and garbage pickup, etc. access throughout the construction zone at all times.

Replace standard spec 643.3.1.(7) with the following:

Provide equipment, forces, and materials to promptly restore any traffic control devices or pavement markings damaged or disturbed within 2 hours of being contacted.

SER-643-001 (20211227)

Peak Hours

Peak hours are defined as:

Monday – Friday, 5:00 AM – 9:00 AM, 3:00 PM – 7:00 PM

Saturday – Sunday, 7:00 AM – 10:00 AM, 5:00 PM – 7:00 PM

Off-Peak Hours

Off-peak hours are defined as:

Monday – Friday, 9:00 AM – 3:00 PM, 7:00 PM – 11:00 PM

Saturday – Sunday, 5:00 AM - 7:00 AM, 10:00 AM - 5:00 PM, 7:00 PM – 11:00 PM

Nighttime Hours

Nighttime hours are defined as:

Sunday – Saturday, 11:00 PM – 5:00 AM

Definitions

Segment 1 – Station 618+50.00 – Station 660+97.54 (Project 3170-09-71)

Segment 2 – Station 660+97.54 – Station 682+76.86 (Project 3170-09-71)

Segment 3 – Station 682+76.86 – Station 750+73.69 (Project 3170-09-70)

Downtown Work Restrictions

Within Segment 2, construction will not be allowed in 2027, with the exception of the milling and resurfacing work that is immediately west of Cook Street, and temporary widening necessary for traffic shift in early 2028. The sanitary sewer, water main work and pavement replacement from Station 660+97.54 to 682+76.86 of STH 50 within this segment shall not begin until 2028.

Within Segment 2, construction will not be allowed during the following dates/times in 2028:

Friday 5:00 PM to Monday 6:00 AM every weekend from June 16th to Monday, September 4th. See the Holiday and work restriction section for additional work restrictions.

Schedule of Operations – Traffic Control

3170-09-70 / 3170-09-71

Stage 1A - Traffic

- STH 50 reduced to one lane in each direction adjacent to work zone.
- Forest Street intersection to be closed. Traffic will be detoured to Francis Drive, Pearson Street.
- All other traffic outside of work zone impacts to remain in existing configuration.

Stage 2A - Traffic

- STH 50 through traffic on detour route (Forest Street, Dodge Street, Broad Street).
- Snake Road intersection to be closed. Traffic will be detoured along Snake Road to west end intersection with STH 50.
- STH 50 open to Local Traffic Only within Segment 1 within the limits of the Dodge Street detour.
- Lake View Drive access to be maintained at all times on temporary driving surface west of sanitary sewer installation.
- STH 50 open to traffic between Warren Street to Cook Street.

- Street parking on STH 50 between Warren Street and Cook Street to remain. Any parking within work zone to be removed during construction.
- Both ends of STH 50 must be open to local traffic within the work zone, and continuous access provided through the work zone unless approved by the engineer.
- All other traffic outside of work zone impacts to remain in existing configuration.

Stage 2B - Traffic

- STH 50 through traffic on detour route installed in Stage 2A.
- STH 50 Traffic and parking within Segment 1 to remain in Stage 2A configuration.
- STH 50 open to Local Traffic Only within Segment 1 within the limits of the Dodge Street detour.
- Both ends of STH 50 must be open to local traffic within the work zone, and continuous access provided through the work zone unless approved by the engineer.
- All other traffic outside of work zone impacts to remain in existing configuration.

Stage 2C - Traffic

- STH 50 through traffic on detour route installed in Stage 2A.
- STH 50 Traffic within Segment 1 to remain in Stage 2A configuration.
- No parking within work zone. On street parking from Warren Street to Cook Street will be prohibited.
- STH 50 open to Local Traffic Only within Segment 1 within the limits of the Dodge Street detour.
- Both ends of STH 50 must be open to local traffic within the work zone, and continuous access provided through the work zone unless approved by the engineer.
- All other traffic outside of work zone impacts to remain on existing configuration.

Stage 2D – Traffic

- STH 50 through traffic on detour route installed in Stage 2A.
- STH 50 Traffic within Segment 1 to remain in Stage 2A configuration.
- No parking within work zone. On street parking from Warren Street to Broad Street will be prohibited.
- Close Cook Street at STH 50.

Stage 3A - Traffic

- Remove detour along Forest Street, Dodge Street, Broad Street.
- Maintain one lane of through traffic on STH 50 in each direction
- Shift traffic to north half of STH 50.
- Combine EB through and right turn lanes at Lake Shore Drive and Wells Street.
- Combine WB through and left turn lane at Wells Street.
- All other traffic outside of work zone impacts to remain in existing configuration.

Stage 3B/Winter Shutdown - Traffic

- Restore traffic to existing configuration for winter shut down.
- Pavement marking modifications at Cook Street, Lake Shore Drive and Wells Street are shown in the plans.

Stage 3C-1 Traffic

- Bi-directional traffic between Cook Street and Wells Street on EB STH 50.
- Utilize flaggers for water main service and sanitary sewer construction.
- Consecutive intersections are not to be closed at the same time; exceptions are shown in the plans. See sub-Stage plans for details.
- All other traffic outside of work zone impacts to remain in existing configuration.

Stage 3C-2 Traffic

- Bi-directional traffic between Cook Street and Wells Street on EB STH 50, except during water main construction on Center Street.
- Utilize flaggers for water main construction at Center Street.
- Consecutive intersections are not to be closed at the same time; exceptions are shown in the plans. See sub-Stage plans for details.
- All other traffic outside of work zone impacts to remain in existing configuration.

Stage 3C-3 Traffic

- Bi-directional traffic between Cook Street and Wells Street on EB STH 50, except during water main construction from Station 676+00 to Station 678+00.
- During water main construction between Station 676+00 to Station 678+00, fully close STH 50. Detour traffic to Broad Street and Wells Street.
- All other traffic outside of work zone impacts to remain in existing configuration.

Stage 4A - Traffic

- Bi-directional traffic between Cook Street and Wells Street on EB STH 50.
- Consecutive intersections are not to be closed at the same time; exceptions are shown in the plans. See sub-Stage plans for details.
- All other traffic outside of work zone impacts to remain in existing configuration.

Stage 4B - Traffic

- Bi-directional traffic between Cook Street and wells Street on WB STH 50.
- Consecutive intersections are not to be closed at the same time; exceptions are shown in the plans. See sub-Stage plans for details.
- During Stage 4B, only one of the following side roads may be closed at a given time: Center Street, Lake Shore Drive, Wells Street.
- All other traffic outside of work zone impacts to remain in existing configuration.

Stage 4C - Traffic

- WB shoulder closure to allow for bi-directional traffic.
- Close WB STH 50 left turn lane at Wells Street.
- EB STH 50 traffic on final configuration.
- All other traffic outside of work zone impacts to remain in existing configuration.

Stage 5A - Traffic

- Shoulder closure along work zone.
- Two-way left turn lane to be removed during construction.
- All other traffic outside of work zone impacts to remain on existing configuration.

Stage 5B - Traffic

- Shoulder closure along work zone.
- Two-way left turn lane to be removed during construction.
- Close Curtis Street at STH 50.
- All other traffic outside of work zone impacts to remain on existing configuration.

Stage 5C - Traffic

- One lane flagging operation through two lane section.
- Flaggers to be a maximum of a half mile apart. Adjust signs and flagger locations as directed by the engineer.
- All other traffic outside of work zone impacts to remain on existing configuration.

Stage 6A - Traffic

- Traffic reduced to one lane in both EB and WB directions with single lane closures at USH 12 interchange.
- Access to USH 12 on and off ramps to remain open except for short term milling/paving/pavement marking operations.
- Detour USH 12 ramps during active milling/paving/pavement marking operations only.
- Restrict right turns at STH 120/Edwards intersection.
- All other traffic outside of work zone impacts to remain on existing configuration.

Stage 6B - Traffic

- Traffic reduced to one lane in both EB and WB directions with single lane closures at USH 12 interchange.
- Access to on and off ramps to remain open except for short-term paving operations.
- Restrict left turns at STH 120/Edwards Boulevard intersection.
- All other traffic outside of work zone impacts to remain on existing configuration.

Off-peak Nighttime Partial Closures

Partially close the STH 50 and STH 120 (Edwards Boulevard) for intersection milling/paving over four nights, during nighttime hours. Open STH 50 and connecting roadways to traffic prior to peak hours each day. Contractor to provide access to and from Lake Geneva along STH 50 and Edwards Boulevard with flaggers.

Wisconsin Lane Closure System Advance Notification

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

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

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

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

Local Traffic Access

STH 50 will remain open to through traffic except as noted for the roadway reconstruction within 3170-09-71 section (Segment 1), and for the STH 50/STH 120 (Edwards Blvd) nighttime closures. Maintain a minimum lane width of 11 feet at all times during construction unless shown otherwise in the plans.

Local Businesses

Contact businesses which have entrances within the project limits seven days prior to performing work which may affect the entrances including flagging operations at the STH 50 and STH 120 (Edwards Blvd) intersection. Confirm the closure with the property owner 48 hours prior to use. If a business has two driveways, keep one open while constructing the other driveway. If a property has one driveway, construct one half at a time or coordinate full closure only with prior approval of the property owner and engineer. Contractor shall restore access changes and restrictions immediately upon completion of the construction operations that require the closure.

Construct driveway approaches to businesses in stages or provide temporary access such that access to properties is provided at all times. Temporary access may be constructed with base course at the contract unit price for Base Aggregate Dense 1¼-inch.

Coordinate the milling and paving operations within and adjacent to the STH 50 and STH 120 (Edwards Blvd) intersection with the local businesses and other traffic generators that will be affected by either lane closures and/or flagging operations at, or near the STH 50/STH 120 intersection. Ensure that access to the business is provided at all times, and that deliveries can be accommodated. For side road closures associated with the STH 50/STH 120 intersection closure, post an advance notice of the closures at least 7 calendar days before the closure, and provide an alternate route during side road closures.

Road Closed to Through Traffic

Within roadways closed to through traffic the following requirements shall be met at all times without written approval of the engineer:

- Acceptable driving surfaces include 6 inches or more of: compacted and uniformly graded base aggregate dense, cold patch, asphaltic surface temporary, or permanent HMA Pavement.

- Maintain a minimum travel lane width that is 11-feet.
- Short segments of one lane roadways may be used to complete certain construction operations within roadways closed to through traffic.
- One lane roadways shall not be left in place when active work operations are not taking place and shall not be left in place overnight or on weekends without the approval of the engineer.
- Access through the work zone to be available from both directions, and to be continuous through the work zone unless approved by the engineer.
- Ensuring that the driving surface within road closed to through traffic sections meets these requirements is incidental to the traffic control items.

Single Access Point Side Roads

Lakeview Drive, Country Club Drive, Havenwood Drive and Peller Road are all single access point roadways. There are no alternative access points to the properties along these roadways. Access to these side roads must be available at all times.

Pedestrian Access

Maintain existing pedestrian accommodations including the sections of roadway closed to through traffic at all times during construction. Stage the construction to divert pedestrians around the construction work activities which may require sidewalk on one side of the roadway to remain open. If sidewalks on either side of the road cannot be maintained, guide pedestrians around the work zone using a detour. Limit work at intersections to maintain at least one crossing in each direction. Maintain an ADA compliant surface for pedestrian accommodations at all times.

Notifications

Notify the following emergency services two weeks prior to the beginning of construction to discuss access issues during construction:

City of Lake Geneva	Edward Gritzner	Chief of Police	262-248-4455
City of Lake Geneva/Town of Geneva	N/A	Fire Chief	262-248-7228
Town of Geneva	Anthony Miceli	Chief of Police	262-248-9926
Walworth County	Dave Gerber	Sheriff	262-741-4400
Wisconsin State Patrol	Tim Carnahan	Superintendent	844-847-1234

6. Holiday and Special Event Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying STH 50 traffic, and entirely clear the traveled way and shoulders of such portions of the highway of equipment, barricades, signs, lights, and any other material that might impede the free flow of traffic during the following holiday and special event periods:

- From noon Tuesday, January 26th, 2027 to 6:00 AM Monday, February 1st, 2027 for Winterfest;
- From noon Friday, May 28th, 2027 to 6:00 AM Tuesday, June 1st, 2027 for Memorial Day;
- From noon Friday, July 2nd, 2027 to 6:00 AM Tuesday, July 6th, 2027, for Independence Day;
- From noon Friday, August 20th, 2027 to 6:00 AM Monday, August 23rd, 2027, for Venetian Festival;
- From noon Friday, September 3rd, 2027 to 6:00 AM Tuesday, September 7th, 2027, for Labor Day;
- From noon Friday, October 8th, 2027 to 6:00 AM Monday, October 11th, 2027, for Octoberfest;
- From noon Tuesday, November 23rd, 2027 to 6:00 AM Monday, November 29th, 2027, for Thanksgiving;
- From noon Thursday, December 23rd, 2027 to 6:00 AM Monday, December 27th, 2027, for Christmas;
- From noon Friday, December 31st, 2027 to 6:00 AM Monday, January 3rd, 2028, for New Years.
- From noon Tuesday, January 25th, 2028 to 6:00 AM Monday, January 31st, 2028 for Winterfest;
- From noon Friday, May 26th, 2028 to 6:00 AM Tuesday, May 30th, 2028 for Memorial Day;
- From noon Friday, June 30th, 2028 to 6:00 AM Wednesday, July 5th, 2028, for Independence Day;
- From 6:00 AM Friday, August 11th, 2028 to 6:00 AM Saturday, August 12th, 2028, for Art in the Park;
- From noon Friday, August 18th, 2028 to 6:00 AM Monday, August 21st, 2028, for Venetian Festival;
- From noon Friday, September 1st, 2028 to 6:00 AM Tuesday, September 5th, 2028, for Labor Day;
- From noon Friday, October 6th, 2028 to 6:00 AM Monday, October 9th, 2028, for Octoberfest;

- From noon Tuesday, November 21st, 2028 to 6:00 AM Monday, November 27th, 2028, for Thanksgiving.
stp-107-005 (20210113)

7. Utilities.

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

The utility work plan includes additional detailed information regarding the location of known discontinued, relocated, or removed utility facilities. These can be requested from the department during the bid preparation process, or from the project engineer after the contract has been awarded and executed. Any utility facility locations (Stations, offsets, elevations, depths) listed in this article are approximate.

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 notices of when the utility is to start work at this site. Provide this notice 14 to 16 calendar days in advance of when the prior work will be completed, and the site will be available to the utility owner or as noted below. Follow up with a confirmation notice to the engineer and the utility owner not less than three working days before the site will be ready for the utility owner to begin its work.

stp-107-066 (20240703)

Utility coordination items for 3170-09-70, 3170-09-71, and 3170-09-81 are below.

The following utility companies have facilities within the project area that need adjustments:

AT&T WI – Communications has existing facilities inside the project limits. The following work will be completed prior to construction:

- Station 631+34, 16' RT: AT&T contractor to move pedestal 3' south.
- Station 662+04, 37' LT: AT&T contractor to expose & adjust handhole 3.5' north to edge of sidewalk to avoid signal base, and adjust buried cables 2' east in & out of handhole 10' north & south.
- Station 698+12, 34' LT: AT&T contractor to bury pedestal/repeater in place.
- Station 707+20, 37' LT: AT&T contractor to bury pedestal in place.
- Station 709+45, 31' LT: AT&T contractor to bury pedestal/repeater in place.
- Station 709+45 – 718+70; AT&T to bore new facilities from pedestal at station 709+45, LT south crossing STH 50, then continue bore going east until crossing STH 50 to the north at station 718+70

The following work will take place during construction. Notify AT&T when the pavement surface will be removed. 3 days are required per location per adjustment/stage. 1 day is required per location for structure adjustments to grade.

- Station 639+07, 15' LT/RT: AT&T contractor to lower existing cable 1' to be below proposed pavement. 34.25" to bottom
- Station 648+06, 15' LT/RT: AT&T contractor to lower existing cable 1.5' to be below proposed pavement.
- Station 662+16, 30' RT: AT&T above proposed storm sewer.
- Station 662+04, 37' LT: AT&T contractor to adjust handhole to final grade.
- Station 662+16, 35' RT: AT&T contractor to adjust handhole to meet final grade.
- Station 670+82, 24' LT, 34' RT: AT&T contractor to lower existing conduit during stage 4A/4B.
- Station 670+76, 34' LT: AT&T to adjust manhole to final grade.
- Station 670+82 - 672+77, 29' LT: AT&T contractor to lower existing 4-way conduit 12" to be below subgrade.

- Station 672+82, 29' LT: AT&T contractor to adjust manhole to meet final grade.
- Station 676+79, 13' LT, 85' RT: AT&T contractor to lower existing 4-way conduit 18" during stage 4A/4B.
- Station 676+80 - 677+30, 16' LT: AT&T contractor to lower existing 4-way conduit 18".
- Station 677+30 - 677+80, 16' LT: AT&T contractor to lower existing 8-way conduit 18".
- Station 679+97, 20' LT: AT&T contractor to expose & adjust 8-way PVC conduit away from proposed signal base SB4.
- Station 679+97, 20' LT: AT&T contractor to expose & adjust 100 pair away from proposed signal base SB4.
- Station 684+73, 27' LT: AT&T contractor to adjust manhole to final grade.
- Station 684+95, 47' LT: AT&T contractor to adjust manhole to final grade.
- Station 692+64, 27' RT: AT&T contractor to adjust manhole cover to grade. 30" diameter lid.
- Station 697+28, 43' RT: AT&T contractor to adjust manhole to meet final grade.
- Station 697+89, 33' LT: AT&T contractor to raise existing handhole 2' to meet proposed grade.
- Station 718+87, 34' LT: AT&T contractor to expose & adjust cables 3' east during construction & raise 18" to avoid proposed pipe.
- Station 719+69, 55' LT: AT&T contractor to lower existing 1-way PVC 15" during storm sewer construction.
- Station 724+57, 81' LT: AT&T contractor to expose & adjust 600 pair to avoid SB15.

Alliant Energy – Electricity has existing facilities inside the project limits. The following work will be completed prior to construction:

- Station 619+32, 58' LT pole will be relocated to station 619+32, 67' LT. Anchor will be relocated to station 619+42, 67' LT
- Station 710+03, 42' LT pole will be relocated to station 710+03+50' LT.
- Station 712+73, 33' LT pole will be relocated to station 712+76, 47' LT with anchors at 712+73, 53' LT and 712+78, 65' LT.

The following work will take place during construction:

Provide notice prior to excavating near the below poles. Pole holds will take half a day to set up per location.

- Station 632+38, 17' RT; 639+22, 18' RT; 639+73, 18' RT

Provide notice prior to excavating/storm sewer installation at the areas below. Adjustments will take 2 days per location per stage.

- At Cook Street, Station 661+20, 34' LT to 20' RT line will be lowered below subgrade during stage 4A/4B.
- At Center Street, line will be adjusted away from SB2 during stage 4A.
- Station 715+75, 34' LT line will be adjusted during stage 5A to avoid storm sewer.

Bluebird Fiber – Communication has existing facilities inside the project limits. The following work has been completed prior to construction

Hand hole at station 680+62, RT has been removed and fiber lowered in place to avoid the temporary widening.

The following work will take place during construction and require a watchdog and one day per location to adjust during stage 4B:

- Adjust fiber around SB6 at Wells Street.
- Adjust fiber around SB7 at Wells Street.
- Lower in place fiber crossing Wells Street on the south side of STH 50.

Lake Geneva Utility Commission – Sewer has existing facilities inside the project limits. Lake Geneva sewer work will be completed by the contractor as part of the project. Construct Lake Geneva sewer items as shown in the plans and in the bid items for this project.

Lake Geneva Utility Commission – Water has existing facilities inside the project limits. Lake Geneva water work will be completed by the contractor as part of the project. Construct Lake Geneva water items as shown in the plans and in the bid items for this project.

The following items will be completed by Lake Geneva prior to construction:

The hydrant at 703+41 LT will be removed. A new hydrant will be installed at station 702+60, 45' LT and 707+92, 40' LT.

Spectrum – Communication has existing facilities inside the project limits. The following work will be completed prior to construction:

- Station 619+30, 58' LT Spectrum to transfer their facilities from the existing pole to Alliant Energie's new pole

The following work will take place during construction after the pavement has been removed and take 2 days per location per stage:

- Station 661+25, 38' LT to CL Spectrum to lower line below subgrade during stage 4A (2 days.)
- Station 661+25, CL to 50' RT - 661+25, 50' RT - 662+25, 28' RT - 666+50, 42' RT Spectrum to lower line below subgrade during stage 4B (2 days work)
- Station 671+00, 38' LT to CL Spectrum to lower line below subgrade during stage 4A (2 days.) and from CL to 38' RT Spectrum to lower line below subgrade during stage 4B (2 days.)
- Station 717+00, 36' LT Spectrum to lower below storm sewer (2 days.)

We Energies – Gas/Petroleum has existing facilities inside the project limits.

The following gas will be discontinued in place prior to construction:

- Station 621+00, 155' LT to 621+13, 43' RT; Station 621+00, 59' LT to 622+10, 51' LT
- Station 625+70, 42' RT to 627+70, 33' RT; Station 626+00 service crossing STH 50
- Station 638+70, 29' RT to 639+95, 25' RT; Station 639+19, 25' RT to 639+00, 55' LT; Station 639+22, 28' LT to 639+55, 99' LT
- Station 644+50, 36' RT to 644+50, 29' LT
- Station 621+28 65' LT to 621+28, 75' RT
- Station 677+30, 54' RT to 16' LT to 678+95, 23' LT to 628+40, 10' LT to 21' RT to 684+30, 23' RT

The following work will be completed prior to construction:

- Station 621+00, 155' LT to 621+00, 43' RT; Station 621+00, 52' LT to 622+10, 51' LT WE-Gas to install 2" PE main.
- Station 624+95, 37' LT to 625+80, 24' LT WE-Gas to install 2" PE main; Station 625+70, 50' RT to 627+40, 50' RT to 627+70, 33' RT WE-Gas to install 4" PE main.
- Station 638+70, 29' RT to 641+70, 25' RT; Station 639+15, 29' RT to 639+20, 36' LT to 639+00, 55' LT; Station 639+20, 36' LT to 639+55, 99' LT WE-Gas to install 4" PE main.
- Station 644+00, 36' RT to 644+00, 25' LT WE-Gas to install 2" PE main.
- Station 621+38 65' LT to 621+38, 75' RT WE-Gas to install 4" PE main.

- Station 677+30, 54' RT to 677+65, 40' RT to 678+75, 40' RT to 678+94, 37' RT to 679+90, 28' RT to 5' north of SB6, to 5' south of SB5 to 680+90, 33' RT to 24' RT to 684+30, 23' RT WE-Gas to install 4" PE main. Station 684+10, 25' RT to 684+05, 72' LT WE-Gas to install 2" PE main.

The following work will take place during construction and take 1 day per adjustment.

- Station 670+39, 48' RT valve adjustment.

Windstream – Communication has existing facilities inside the project limits. The following work will be completed prior to construction:

- Station 670+30 going north-south across STH 50, new fiber will be installed 2' off the right of way with a bury depth of 10' through the intersection to avoid the proposed traffic signal base at the northwest quadrant of Center Street. The existing fiber line crossing STH 50 at approximately station 670+30 will be discontinued in place.
- Station 697+85 going north-south across STH 50, new fiber will be installed. The existing crossing will be discontinued in place.
- Station 697+85, 29' LT going east new fiber will be installed 2' south of the exiting north right of way. It will be installed at the following depths to avoid the proposed storm sewer: 699+00 to 707+00 7' below existing grade, station 709+50 to 710+50 10' below existing grade, station 710+50 to 713+50 12' below existing grade, station 713+50 to 718+90 10' below existing grade. At 718+90, 40' LT, the new fiber will turn north along Peller Road and tie into the exiting pedestal at 719+05, 100' LT. Existing fiber on the north side of STH 50 in the station ranges listed will be discontinued in place.

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

ATC Management, Inc. – Electricity-transmission

8. Other Contracts.

Coordinate activities, detours, work zone traffic control, roadway and lane closures, and other work items as required with other contracts. All coordination is incidental to the project.

1. 3180-03-74/3180-05-71 STH 120; Bridge Over Nippersink Creek B64-007 and IL State Line to Willow Road – Start 2027, Completion in 2027
WisDOT Contact: Jonathan Gill, (262) 548-8812.
2. 1090-09-78 IH 43 Rock Freeway; USH 12 to Bowers Road – Start in 2028
WisDOT Contact: Evan Limberatos, (262) 548-8797.

9. Railroads.

Do not place any items within 50-feet of the railroad right-of-way, 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.

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

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

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

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

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

stp-107-054 (20230629)

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

The following Project IDs have one acre or more of land disturbing construction activity and are required to obtain coverage under the TCGP. The permit requirements are part of the contract:

Project ID	Design Calculated Amount of Land Disturbing Construction Activity (acres)
3170-09-70	14.828
3170-09-71	11.242

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

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

The department will apply for coverage under the TCGP upon submittal of the complete ECIP from the contractor, and concurrent with the department providing the ECIP to the Department of Natural Resources (DNR). The DNR will convey permit coverage upon the department's approval of the ECIP and DNR concurrence that the project has met the requirements for coverage under the TCGP.

Do not begin land disturbing construction activity until the ECIP is approved and the DNR conveys TCGP coverage for the project.

A "Certificate of Permit Coverage" will be provided by the DNR upon conveyance of coverage under the permit. Post the "Certificate of Permit Coverage" in a conspicuous place at the construction site.

Stormwater discharge permit coverage for additional land disturbing construction activities related to contractor means and methods, including temporary support activity sites, 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 TCGP applicability criteria.
- Must be for the exclusive use of WisDOT projects.
- Land disturbance first commences after the ECIP approval, and the areas are fully restored to meet the final stabilization criteria of the TCGP upon completion of the work.

Obtain any permits for areas that are not approved by the department for coverage under the TCGP.

stp-107-056 (20260701)

The following Project IDs have less than one acre of land disturbing construction activity and do not require coverage under the TCGP:

Project ID	Design Calculated Amount of Land Disturbing Construction Activity (acres)
3170-09-81	0.00

If additional land disturbance is necessitated for the project due to proposed contractor means and methods, including temporary support activity sites, and the additional land disturbance results in a total cumulative land disturbance for the project of one acre or more, TCGP coverage will need to be obtained. The department will be responsible for obtaining TCGP coverage for the project following department approval of the associated ECIP and DNR concurrence that the project has met the requirements for

coverage under the TCGP. Do not begin land disturbing construction activity until the ECIP is approved and the DNR conveys TCGP coverage for the project.

Contractor necessitated changes resulting in the need for permit coverage will not be cause for schedule delays or other damages.

Stormwater discharge permit coverage for additional land disturbing construction activities related to contractor means and methods, including temporary support activity sites, 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 the following:

- Must meet the TCGP 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.

If TCGP coverage is deemed necessary and obtained for the project, conform to all permit requirements and post the "Certificate of Permit Coverage" in a conspicuous place at the construction site.

Permit coverage, if necessary, will be under the Wisconsin Pollutant Discharge Elimination System, Transportation Construction General Permit, (WPDES Permit No. WI-S066796-2), and is located at :

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

Obtain any permits for areas that are not approved by the department for coverage under the TCGP.

stp-107-056 (20260701)

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. Archaeological Site.

Lake Geneva Mounds (47WL-38/BWL-0088) Mound(s)-Conical, Mounds(s)-Effigy, Engine House Burial (47WL42/BWL-0115) Campsite/village, Cemetery/burial sites are located approximately Station 650+00 to Station 664+00 RT & LT and Station 664+00 to Station 676+00 RT & LT within the limits shown on the plans.

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

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

stp-107-220 (20180628)

14. Notice to Contractor – Saw Cut Slurry.

Saw cut slurry that may be generated as part of this contract shall be collected and actively managed. Take appropriate measures to prevent saw cut slurry from entering inlets, wetlands, waterways, and other natural areas.

15. Notice to Contractor – Concrete Washout Containment.

All concrete trucks shall washout into a containment system located sufficiently away from the work area to prevent runoff into wetlands, waterways, inlets, and drainage courses. Provide a construction detail and location of the containment system with the ECIP and reviewed by the engineer prior to use.

16. Notice to Contractor – Traffic Signal Bases.

Traffic signal bases in close proximity to underground utilities may require hydro excavation to excavate for the traffic signal base. The cost of hydro excavation is incidental to the cost of the traffic signal base.

17. Coordination with Businesses and Residents.

The contractor shall arrange and conduct a meeting between the contractor, the department, affected residents, local officials and business people to discuss the project schedule of operations including vehicular and pedestrian access during construction operations. Hold the first meeting at least one week before the start of work under this contract and hold a meeting one week prior to each traffic staging change. The contractor shall arrange for a suitable location for meetings that provides reasonable accommodation for public involvement. The department will prepare and coordinate publication of the meeting notices and mailings for meetings. The contractor shall schedule meetings with at least 2 weeks' prior notice to the engineer to allow for these notifications.

stp-108-060 (20141107)

18. Coordination with Services and City of Lake Geneva.

Contractor shall provide vehicular access for garbage collection. Coordinate with Johns Disposal Service (888) 473-4701.

Coordinate mailbox relocations with affected property owners two weeks prior to impacts to mailboxes. Property owners are responsible for relocations. Contractor shall provide, as needed, temporary mail boxes for residents and businesses within the project corridor. Coordinate with Mr. Christopher A. Taylor

Jr., Postmaster, United States Postal Service, 672 W Main St, Lake Geneva, WI 53147-9998, (262) 248-3545. Contact the United States Postal Service postmaster one week prior to beginning construction operations.

Contractor shall provide vehicular access for Dousman Transport Company, Inc. regarding school bus pick-up and drop-off of students. Contact Lake Geneva School District Business Administrator George Chironis (262)348-1000 ext. 8152 and Dousman Transport Company, Inc. (262) 248-3289, two weeks prior to the beginning of construction to discuss school bus routes during construction and to address any issues caused by the construction.

Contractor shall provide vehicular access for Covenant Harbor camp. Coordinate with Eric Anderson eanderson@covenantharbor.org regarding Covenant Harbor's own planned construction on their facility. Check In/Out for Covenant Harbor weekly camp is between 4-6pm on Sundays, and 4-6pm on Fridays (respectively).

Drop off/Pick Up for Covenant Harbor daily camp is between 8-9am and 4-5pm (respectively), daily, Monday through Friday.

Detour Route

Parking will not be allowed along the Forest Street, Dodge Street, Broad Street detour route, with the exception of existing on street parking along Broad Street, and as noted in the plans. Coordinate with the City of Lake Geneva to cover existing parking signs along Forest Street and Dodge Street.

19. Referenced Construction Specifications.

Construct the work enumerated below conforming to the City of Lake Geneva Standard Sanitary Sewer Utility and Water Utility Specifications for WisDOT Let Projects, 2026. If there is a discrepancy or conflict between the referenced specification and the standard specifications regarding contract administration, part 1 of the standard specifications governs.

A copy of these specifications is available for viewing during normal working hours at the City of Lake Geneva City Hall at 626 Geneva St, Lake Geneva WI. An emailed electronic copy of the specifications may be obtained from the Lake Geneva Utility Commission Project Representative, Matt Wathke, MSA Professional Services at mwathke@msa-ps.com. Conform to the referenced construction specifications for the following:

- Sanitary sewer work
- Water main work

stp-105-002 (20130615)

20. Municipality Acceptance of Sanitary Sewer and Water Main Construction.

Performance of the work under this contract shall include the replacement of existing sanitary sewer collection and water distribution components and all incidental items necessary to complete the work as shown on the plans and included in contract #3170-09-70/71/81 STH 50. Both the Department and City of Lake Geneva designated personnel will inspect the construction of the new water main and sanitary sewer main under this contract. However, witness testing and final acceptance of the new water main and sanitary sewer will be by the City of Lake Geneva designated personnel. Lateral sizes shall be coordinated on a daily basis with the City for accuracy with City records. Accurate as-built drawings as well as photos of lateral work shall be provided to the City by the Contractor prior to final acceptance.

21. City of Lake Geneva Sanitary Sewer and Water Main.

The existing City of Lake Geneva sanitary sewer main and water main serve users along the existing STH 50 corridor. The sanitary sewer main and water main are to remain in service, or the area served shall be provided with temporary service until the new water main and sanitary sewer main are installed, tested, and accepted.

Sanitary sewer service shall not be interrupted. Water service interruptions to residences may not exceed 6 hours on any given working day. Water service interruptions to retail businesses shall be limited to the time required to make temporary and final water service connections and shall be coordinated with the

business so the work does not interrupt their business operations. Notification of water service interruption is required. Notify the City of Lake Geneva Public Works Department and all affected water users 24 hours in advance of service interruptions. Contact Josh Gajewski, Utility Director at (262) 248-2311 (office) for service outage coordination.

22. Backfilling for Sanitary Sewer Main and Water Main.

Backfill for sanitary sewer mains and water mains is the material placed between the bedding and the ground surface. Backfill shall be Type II. Type II backfill shall be suitable excavated material, or other approved material, placed in uniform layers and mechanically compacted, conforming to the requirements in the City of Lake Geneva Standard Sanitary Sewer Utility and Water Utility Specifications for WisDOT Let Projects, 2026.

All backfill materials, methods of backfilling and compaction shall meet or exceed all of the Department's specifications as specified in subsections 207.3.6.2, 608.2.2.3, and 608.3.5 of the standard specifications.

Costs for this work shall be included in the unit bid for related items. No payment shall be made for Backfilling for Sanitary Sewer Main and Water Main.

23. City of Lake Geneva – Decorative Lighting.

The City of Lake Geneva owns underground lighting facilities, light poles and pull boxes located along both sides of STH 50 within the project limits. The existing lighting system is to remain in service, until construction will impact the existing system or underground cable. Notify the City of Lake Geneva one month prior to construction activities that will impact the existing lighting system. The existing cable is direct buried cable, and the depth is very shallow below the existing curb & gutter and sidewalk. Special attention is needed so that the existing lighting cable and/or conduit is not damaged. Repairs will be the responsibility of the contractor. The City of Lake Geneva will be responsible for removing the existing decorative light poles, storing them in an offsite location, and reinstalling the decorative light poles affected by construction. In order to maintain existing light levels to the extent feasible, the existing decorative poles are to remain in service on the side of STH 50 that is not under construction.

The City of Lake Geneva will be making electrical upgrades during construction to the cable and conduit for the existing lighting system. Coordinate the reconstruction schedule with the City of Lake Geneva so that the new lighting conduit and cable can be constructed before the proposed final surface is constructed. The existing decorative light pole bases can remain in place if salvageable. If the existing light pole base can't be salvaged, a new light pole base will be installed as a part of this contract.

The field construction contact for City of Lake Geneva - Lighting is Tom Earle at: tearle@cityoflakegeneva.com or (262) 248-6644.

24. City of Lake Geneva – Rapid Flashing Beacons and Cameras.

The City of Lake Geneva owns four rapid flashing beacons and traffic cameras along both sides of STH 50 within the project limits. The beacons and cameras are to remain in service, until construction will impact the existing system or underground cable. Notify the City of Lake Geneva two weeks prior to construction activities that will impact the existing beacons and/or cameras. The City of Lake Geneva will be responsible for removing the existing rapid flashing beacons and/or cameras. The existing beacon bases will be removed as part of this contract. The existing Flock cameras are mounted on poles that will be removed separately as utility work by others or removed as part of the traffic signal work which is included in this contract.

The field construction contact for City of Lake Geneva – Rapid Flashing Beacons is Tom Earle at: tearle@cityoflakegeneva.com or (262) 248-6644.

25. Tree Protection.

Take all necessary precautions to protect trees within the project limits. If damage may occur to an existing tree to remain during construction, contact the City of Lake Geneva at (262) 248-6644 to request

a preconstruction meeting on site. If approved by the engineer and the City of Lake Geneva, tree roots may be sawed to facilitate construction of curb and gutter or sidewalk.

26. Erosion Control.

Add to standard spec 107.20 the following:

Erosion control best management practices (BMP's) shown on the plans are at suggested locations. The actual locations will be determined by the contractor's ECIP and by the engineer. Include dust control and each dewatering or by-pass (mechanical pumping) operation in the ECIP submittal. The ECIP will supplement information shown on the plans and not reproduce it. The ECIP will identify how to implement the project's erosion control plan. ECIP will demonstrate timely and diligently staged operations, continuing all construction operations methodically from the initial removals and topsoil stripping operations through the subsequent grading, paving, re-application of top soil, and restoration of permanent vegetation to minimize the period of exposure to possible erosion.

Provide the ECIP 14 days prior to the pre-construction meeting. Provide 1 copy of the ECIP to the department and 1 copy of the ECIP to the WDNR Liaison Craig Webster, (262) 574-2141, craig.webster@wisconsin.gov. Do not implement the ECIP without department approval and perform all work conforming to the approved ECIP.

Maintain Erosion Control BMP's until permanent vegetation is established or until the engineer determines that the BMP is no longer required.

Stockpile excess materials or spoils on upland areas away from wetlands, floodplains, and waterways. Prevent the discharge of sediment eroding from soil stockpiles. If soil stockpiles will be left for more than 7 days, install temporary stabilization measures within 72 hours, as the engineer orders and as identified in the approved ECIP.

Restore any disturbed soil or graded areas within 7 calendar days of disturbance or temporarily seed and mulch area within 72 hours of any disturbance, as the engineer orders and as identified in the approved ECIP.

Final stabilization activity shall commence when land disturbing activities cease and final grade has been reached on any portion of the site.

Dewatering (Mechanical Pumping) for Bypass Water (sediment-free) Operations

If dewatering bypass operations are required from one pipe structure to another downstream pipe structure or from the upstream to downstream end of a culvert and the bypass flow is not transporting sediments (sand, silt, and clay particles) from a tributary work site area, bypass pumping operations will be allowed provided that the department has been made aware of and approves operation. When pumping bypass flows, the discharge location will need to be stable and not produce any erosion from the discharge velocity that would cause release of sediment downstream. Dewatering is considered incidental to the contract.

Dewatering (Mechanical Pumping) for Treatment Water (sediment-laden) Operations

If dewatering operations require pumping of water containing sediments (sand, silt, and clay particles), the discharge will not be allowed to leave the work site or discharge to a storm water conveyance system without sediment removal treatment. Do not allow any excavation for; structures, utilities, grading, maintaining drainage that requires dewatering (mechanical pumping) of water containing sediments (sand, silt, and clay particles) to leave the work site or discharge to a storm water conveyance system without sediment removal treatment.

Prior to each dewatering operation, submit to the department a separate ECIP amendment for sediment removal. Guidance on dewatering can be found on the Wisconsin DNR website located in the Storm Water Construction Technical Standards, Dewatering Code #1061,

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

Include reasoning, location, and schedule duration proposed for each operation. Per Code 1061, include all selection criteria: site assessment, dewatering practice selection, calculations, plans, specifications, operations, maintenance, and location of proposed treated water discharge. Provide a stabilized discharge area. If directing discharge towards or into an inlet structure, provide additional inlet protection for back-up protection. Dewatering is considered incidental to the contract.

Maintaining Drainage

Maintain drainage at and through worksite during construction conforming to standard spec 107.20, 204.3.2.1(3), 205.3.3 and 520.3.1(2). Use existing storm sewers, existing culvert pipes, existing drainage channels, temporary culvert pipes, or temporary drainage channels to maintain existing surface and pipe drainage. Pumps may be required to drain the surface, pipe, and structure discharges during construction. Costs for furnishing, operating, and maintaining the pumps is considered incidental to the contract.

SER-107-003 (20251015)

27. Material Stockpile and Equipment Storage.

Submit a map showing all proposed material stockpile and equipment storage locations to the engineer 14 calendar days before either the preconstruction conference or proposed use, whichever comes first. Identify the purpose; length, width & height; and duration of material stockpile or equipment storage at each location. Do not stockpile material or store equipment until the engineer approves.

Material stockpiles and equipment storage on STH 50 is limited to a height of 5 feet and 60 calendar days unless the engineer approves otherwise in writing.

Material stockpiles and equipment storage on STH 50 between Cook Street and Mill Street is not allowed unless the engineer approves otherwise in writing.

SER-107-011 (20220412)

28. Abandoning Sewer, Item 204.0291.S.

A Description

This special provision describes abandoning existing sewer by filling it with cellular concrete as the plans show and conforming to standard spec 204 and standard spec 501 as modified in this special provision.

B Materials

Provide cellular concrete meeting the following specifications: 1 part cement, 1 part fly ash, 8 parts sand, or an approved equal, and water. Provide cement meeting the requirements of standard spec 501.2.4.1 for Type 1 Portland Cement. Provide sand meeting the requirements of standard spec 501.2.7.2. Provide water meeting the requirements of standard spec 501.2.6.

C Construction

Fill the abandoned sewer pipe with cellular concrete as the engineer directs. In the event that the sewer cannot be completely filled from existing manholes, tap the sewer where necessary and fill from these locations.

D Measurement

The department will measure Abandoning Sewer in volume by the cubic yard as specified in standard spec 109.1.3.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
204.0291.S	Abandoning Sewer	CY

Payment is full compensation for furnishing all materials and excavating and backfilling where necessary.

stp-204-050 (20210708)

29. Removing Overhead Sign Support, Item 204.9060.S.001.

A Description

This special provision describes removing overhead sign support conforming to standard spec 204

B (Vacant)

C Construction

Remove the entire overhead mast arm and upright pole associated with the sign support. Remove the footing to 2' below grade. Contact Tom Earle at tearle@cityoflakegeneva.com or (262) 248-6644 of City of Lake Geneva Public Works at least five working days prior to arrange for pickup of the materials.

D Measurement

The department will measure Removing Overhead Sign Support in each, acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.001	Removing Overhead Sign Support	EACH

30. Removing Apron Endwalls, Item 204.9060.S.002.

A Description

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

B (Vacant)

C (Vacant)

D Measurement

The department will measure Removing Apron Endwalls in each, acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.002	Removing Apron Endwalls	EACH
stp-204-025 (20230113)		

**31. Removing Traffic Signals STH 50 & Cook St, Item 204.9060.S.601;
Removing Traffic Signals STH 50 & Broad St, Item 204.9060.S.602;
Removing Traffic Signals STH 50 & Center St, Item 204.9060.S.603;
Removing Traffic Signals STH 50 & Wells St, Item 204.9060.S.604;
Removing Traffic Signals STH 50 & Edwards Blvd, Item 204.9060.S.605;
Removing Traffic Signals STH 50 & USH 12 SB Ramp, Item 204.9060.S.606.**

A Description

This special provision describes removing existing traffic signals as shown on the plans conforming to standard spec 204.

B (Vacant)

C Construction

Notify the City Public Works Department at (262) 248-6644 at least five (5) working days prior to the removal of the traffic signals. Complete the removal work as soon as possible following shut down of this equipment.

The City assumes that all equipment is in good condition and in working order prior to the contractor's removal operation. Prior to removal, inspect and provide a list of any damaged or non-working traffic signal equipment to the engineer.

Remove all standards and poles per plan from their concrete footings and disassemble out of traffic. Remove the transformer bases from each pole. Remove the signal heads, emergency vehicle preemption heads (evp), mast arms, luminaires, wiring/cabling, and traffic signal mounting devices from each signal standard, arm or pole. Remove the signal cabinet and associated signal cabinet equipment from the site. Ensure that all access hand-hole doors and all associated hardware remain intact. Dispose of the underground signal cable, internal wires and street lighting cable off the City right of way. Contact the City at (262) 248-6644 to arrange for pickup of the materials.

At the STH 50 intersections with Cook Street, Broad Street, Center Street, and Wells Street, existing radio antenna equipment is incidental to this pay item.

D Measurement

The department will measure Removing Traffic Signals (Location) as each intersection, acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.601	Removing Traffic Signals STH 50 & Cook St	EACH
204.9060.S.602	Removing Traffic Signals STH 50 & Broad St	EACH
204.9060.S.603	Removing Traffic Signals STH 50 & Center St	EACH
204.9060.S.604	Removing Traffic Signals STH 50 & Wells St	EACH
204.9060.S.605	Removing Traffic Signals STH 50 & Edwards Blvd	EACH
204.9060.S.606	Removing Traffic Signals STH 50 & USH 12 SB Ramp	EACH

32. Removing Loop Detector and Lead-In Cable STH 50 & Wells St, Item 204.9060.S.607; Removing Loop Detector and Lead-In Cable STH 50 & Edwards Blvd, Item 204.9060.S.608; Removing Loop Detector and Lead-In Cable STH 50 & USH 12 SB Ramp, Item 204.9060.S.609.

A Description

This special provision describes removing loop detector wire and lead-in cable as shown on the plans, in accordance to the pertinent provisions of 204 of the standard specs, and as hereinafter provided.

B (Vacant)

C Construction

Notify the City Public Works Department at (262) 248-6644 at least five working days prior to the removal of the loop detector wire and lead-in cable.

Remove and dispose of detector lead-in cable including loop wire for abandoned loops off the project site.

D Measurement

The department will measure Removing Loop Detector and Lead-In Cable (Location) as each intersection acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.607	Removing Loop Detector Wire and Lead-In Cable STH 50 & Wells St	EACH
204.9060.S.608	Removing Loop Detector Wire and Lead-In Cable STH 50 & Edwards Blvd	EACH
204.9060.S.609	Removing Loop Detector Wire and Lead-In Cable STH 50 & USH 12 SB Ramp	EACH

stp-204-025 (20150630)

33. QMP Base Aggregate Dense 1 1/4-Inch Compaction, Item 371.2000.S.

A Description

- (1) This special provision describes modifying the compaction and density testing and documentation requirements of work done under the Base Aggregate Dense 1 1/4-Inch bid items. Conform to standard spec 305 as modified in this special provision and to the contract QMP Base Aggregate article.
- (2) Provide and maintain a quality management program. A quality management program is defined as all activities, including process control, inspection, sampling and testing, and necessary adjustments in the process related to construction of dense graded base which meets all the requirements of this provision.

- (3) Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes sampling and testing procedures.

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

- (4) This special provision applies to Base Aggregate Dense 1 1/4-Inch material placed: above at least 16 inches of subgrade improvement, 12 inches of subgrade improvement and geogrid or QMP subgrade provisions, between shoulder hinge points and lower than mainline pavement. Unless otherwise specified by the contract, all Base Aggregate Dense 1 1/4-Inch material placed on side roads, private and public entrances, individual ramps less than 1500 feet, passing lanes less than 1500 feet, tapers, turn lanes, and other undefined locations are exempt from the compaction and density requirement modifications and testing contained within this special provision.

B (Vacant)

C Construction

C.1 General

- (1) The engineer shall approve the grade before placement of the base. Approval of the grade shall be in accordance with applicable provisions of the standard specifications.

Add the following to standard spec 305.3.2.2:

- (3) For 1 1/4-Inch dense graded base composed of < or = 20% reclaimed asphaltic pavement (RAP) or crushed concrete (RCA), as determined by classification of material (aggregate or RAP and/or RCA) and percentage by weight of each material type retained on the No. 4 Sieve, the contractor must determine the material target density in accordance with:

Method 1: Maximum dry density in accordance with AASHTO T-180, Method D, with correction for coarse particles and modified to require determination of Bulk Specific Gravity (G_m) in accordance with AASHTO T 85. Bulk Specific Gravities determined in accordance with standard spec 106.3.4.2.2 for aggregate source approval may be utilized.

- (4) For 1 1/4-Inch dense graded base composed of >20% RAP or RCA, as determined by classification of material (aggregate or RAP and/or RCA) and percentage by weight of each material type retained on the No. 4 Sieve, the contractor may choose from the following options to determine the material target density:

Method 2: Maximum dry density as determined by AASHTO T-180, Method D, with correction for coarse particles, and modified to require determination of Bulk Specific Gravity (G_m) in accordance with AASHTO T 85.

Method 3: Maximum wet density as determined by AASHTO T-180, Method D, modified to define *Maximum Density* as the wet density in pounds per cubic foot of soil at optimum moisture content using Method D specified compaction, with correction for coarse particles, and modified to require determination of Bulk Specific Gravity (G_m) in accordance with AASHTO T 85.

Method 4: Average of 10 random control strip wet density measurements as described in section C.2.5.1.

- (5) Compact the 1 1/4-Inch dense graded base to a minimum of 93.0% of the material target density for methods 1, 2 and 3. Compact 1 1/4-inch dense graded base to a minimum of 96% of the material target density for method 4. Ensure that adequate moisture is present during placement and compaction operations to prevent segregation and to help achieve compaction.
- (6) Base Aggregate Dense 1 1/4-Inch will be accepted for compaction on a lot basis.
- (7) Field density tests on materials using contractor elected target density methods 3 or 4 will not be considered for lot acceptance on the basis of compaction under the requirements of this provision until the moisture content of the in-place material is less than 2.0 percentage points above the maximum wet density optimum moisture or 2.0 percentage points of the average moisture content of the 10 density tests representing a control strip, respectively. Determine moisture content using AASHTO T255 as modified in CMM chapter 8 or a nuclear density gauge. If conducting AASHTO T255, sample materials after watering but before compaction.

C.2 Quality Management Program

C.2.1 Quality Control Plan

- (1) Submit a comprehensive written quality control plan to the engineer no later than 10 business days before placement of material. Do not place any dense graded base before the engineer reviews and accepts the plan. Construct the project as the plan provides.

- (2) Do not change the quality control plan without the engineer's review and acceptance. Update the plan with changes as they become effective. Provide a current copy of the plan to the engineer and post in the contractor's laboratory as changes are adopted. Ensure that the plan provides the following elements:
1. An organizational chart with names, telephone numbers, current certifications and/or titles, and roles and responsibilities of QC personnel.
 2. The process used to disseminate QC information and corrective action efforts to the appropriate persons. Include a list of recipients, the communication process that will be used, and action time frames.
 3. A list of source locations, section and quarter descriptions, for all aggregate materials requiring QC testing.
 4. Descriptions of stockpiling and hauling methods.
 5. An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.
 6. Location of the QC laboratory, retained sample storage, and other documentation.
 7. Lot layout and random test location plan.
 8. A description of placement methods and operations. Including, but not limited to: staging, construction of an initial working platform, lift thicknesses, and equipment.

C.2.1 Pre-Placement Meeting

A minimum of two weeks before placement of Base Aggregate Dense 1 1/4-Inch material, hold a pre-placement meeting at a mutually agreed upon time and location. Present the Quality Control Plan at the meeting. Attendance at the pre-placement meeting is mandatory for the project superintendent, quality control manager, project inspection and testing staff, all appropriate contractor personnel involved in the sampling, testing, and quality control including subcontractors, and the engineer or designated representatives.

C.2.2 Personnel

- (1) Perform the quality control sampling, testing, and documentation required under this provision using technicians certified by the Department's Highway Technician Certification Program (HTCP). Have a HTCP Nuclear Density Technician I, or ACT certified technician, perform field density and field moisture content testing. Adhere to the minimum required certifications for aggregate testing per part 7 of the standard specification. AASHTO T180 proctor testing requires a minimum certification level of AGGTEC-1.
- (2) If an ACT is performing sampling or testing, a certified technician must coordinate and take responsibility for the work an ACT performs. Have a certified technician ensure that all sampling and testing is performed correctly, analyze test results, and post resulting data. No more than one ACT can work under a single certified technician.

C.2.3 Equipment

- (1) Furnish the necessary equipment and supplies for performing quality control testing. Ensure that all testing equipment conforms to the equipment specifications applicable to the required testing methods. The engineer may inspect the measuring and testing devices to confirm both calibration and condition. Calibrate all testing equipment according to the CMM and maintain a calibration record at the laboratory.
- (2) Furnish nuclear gauges from the department's approved product list at:
<http://wisconsin.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/tools/appr-prod/default.aspx>
- (3) Ensure that the nuclear gauge manufacturer or an approved calibration service calibrates the gauge the same calendar year it is used on the project. Retain a copy of the calibration certificate with the gauge.
- (4) For all target density methods, conform to AASHTO T310 and CMM 8-15 for wet density testing and gauge monitoring methods.
- (5) For the specified target density determined using method 1 in section C.1, compute the dry densities for the compacted dense graded base, composed of < or = 20% RAP or RCA, according to AASHTO T310.
- (6) For contractor elected target density method 2 in section C.1, compute dry densities of dense graded base composed of >20% RAP or RCA using a moisture correction factor and the nuclear wet density value. Determine the moisture correction value, for each Proctor produced under the requirements of C.2.5, using the moisture bias as shown in CMM 8.15.12.1 and 8.15.12.2, except the one-point Proctor tests of the 5 random tests is not required. Conduct a moisture bias test for every 7500 feet of Base Aggregate Dense 1 1/4-Inch placed. Determine natural moistures in the laboratory.
- (7) Perform nuclear gauge measurements using gamma radiation in the backscatter or direct transmission position. Backscatter may be used only if the material being tested cannot reliably maintain an undistorted

direct transmission test hole. Direct transmission tests must be performed at the greatest possible probe depth of 2 inches, 4 inches, or 6 inches, but not to exceed the depth of the compacted layer being tested. Perform each test for at least one minute of nuclear gauge count time.

C.2.5 Contractor Testing

- (1) Perform compaction testing on the mainline dense graded base material, as defined by A.(4). Perform the quality control sampling, testing, and documentation required under this provision using HTCP certified technicians as required in C.2.3. Conform to CMM 8-15 for testing and gauge monitoring methods.
- (2) Select test sites randomly using ASTM Method D3665. Random numbers may be determined using an electronic random number generator. Guidance for determining test locations can be found in section 8-30.9 of the Construction and Materials Manual (CMM). Test locations must be kept a minimum of 3 feet from the unsupported edge of dense graded base layers.
- (3) When a density target is determined in accordance methods 3 or 4 in section C.1, conduct density testing on same date of final compaction.

C.2.5.1 Contractor Required Quality Control (QC) Testing

- (1) Conduct testing at a minimum frequency of one test per lot. A lot is 1500 feet for each layer with a maximum width of 18 feet, minimum width of 6 feet, and minimum lift thickness of 2" of Base Aggregate Dense 1 1/4-Inch material placed. Each lot of compacted Base Aggregate Dense 1 1/4-Inch material, as defined by A.(4), will be accepted when the lot field density meets the required minimum density. Lots that don't achieve density requirements must be addressed and approved in accordance with C.2.7.
- (2) Add separate lots for passing lanes and individual ramps greater than 1500 feet.
- (3) Combine partial lots less than 750 feet with the previous lot. Partial lots greater than or equal to 750 feet are standalone lots.
- (4) Notify the engineer, if a lot field density test falls below the required minimum value. Document and perform corrective actions in accordance with C.2.7. Deliver documentation of all compaction testing results to the engineer at the time of testing.

C.2.5.1.1 Target Density Determination

C.2.4.1.1.1 Maximum Wet and/or Dry Density Methods

- (1) For contractor elected target density methods 2 and 3 in section C.1, and contractually specified target density method 1 in section C.1; perform one gradation and 5-point Proctor test before placement of 1 1/4-Inch dense graded base. Perform additional gradations every 3000 tons in accordance with standard spec 305 and 730. If sampling requirements are identical, samples/testing performed for the QMP Base Aggregate specification may be used to fulfill the gradation testing requirements of this specification.
- (2) Perform additional 5-point Proctor tests, at a minimum, when:
 1. The four point moving average gradation on any one sieve differs from the original gradation test result for that sieve, by more than 10 percentage points. The original gradation test is defined as the gradation of the material used to create a 5-point Proctor. Each 5-point Proctor test will remain valid for any material with gradation for all sieves within 10.0 percentage points of that Proctor's original gradation test.
 2. The source of base aggregate changes.
 3. Percent target density exceeds 103.0% on two consecutive density tests.
- (3) Provide Proctor test results to the engineer within two business days of sampling. Provide gradation test results to the engineer within one business day of sampling.
- (4) Split each contractor QC Proctor sample and identify it according to CMM 8-30. Deliver the split to the engineer within one business day for department QV Proctor testing.
- (5) Split each non-Proctor contractor QC sample and identify it according to CMM 8-30. Retain the split for 7 calendar days in a dry, protected location. If requested for department comparison testing, deliver the split to the engineer within one business day.

C.2.5.1.1.2 Density Control Strip Method

- (1) For contractor elected target density method 4 in section C.1, construct a control strip for each layer of placement to identify the target wet density for the base aggregate dense material. The control strip construction and density testing will occur under the direct observation and/or assistance of the department QV personnel. For blended material, reprocessed material and crushed concrete, perform additional gradations every 3000 tons in accordance with standard spec 305 and 730. If sampling

frequencies are identical, samples/testing performed for the QMP Base Aggregate specification may be used to fulfill the gradation testing requirements of this specification.

- (2) Unless the engineer approves otherwise, construct control strips to a minimum dimension of 300 feet long and one full lane width.
- (3) Completed control strips may remain in-place to be incorporated into the final roadway cross-section.
- (4) Construct additional control strips, at a minimum, when:
 1. The source of base aggregate changes.
 2. The four point moving average percentage of blended recycled materials, from classification of material retained on the No. 4 sieve in the original gradation test, differs by more than 10 percentage points. The original gradation test is defined as the gradation of the material used to construct the control strip.
 3. The layer thickness changes more than 2.0 inches.
 4. The percent target density exceeds 103.0% on two consecutive density measurements.
- (5) Construct control strips using equipment and methods representative of the operations to be used to place and compact the remaining 1 1/4-Inch Base Aggregate Dense material. Wet the base, as mutually agreed upon by the contractor and engineer, to obtain and/or maintain adequate moisture content to ensure proper compaction. Discontinue water placement if the base begins to exhibit signs of saturation or instability.
- (6) After compacting the control strip with a minimum of 2 passes, mark and take density measurements at 3 random locations. Subsequent density measurements will be taken at the same 3 locations. Test locations must be kept a minimum of 3 feet from the unsupported edge of dense graded base layers.
- (7) After each subsequent pass of compaction equipment over the entirety of the control strip, take wet density measurements at the 3 marked locations. Continue compacting and testing until the increase in wet density measurements are less than 2.0 lb/ft³, or the density measurements begin to decrease.
- (8) Upon completion of control strip compaction, take 10 randomly located wet density measurements within the limits of the control strip. The final measurements recorded at the 3 locations under article C.2.4.1.1.2 may be included as 3 of the 10 measurements. Average the ten measurements to obtain the control strip target density and target moisture for use in contractor elected method 4 in section C.1. Test locations must be kept a minimum of 3 feet from the unsupported edge of dense graded base layers.

C.2.6 Department Testing

C.2.6.1 General

- (1) The department will conduct verification testing to validate the quality of the product and independent assurance testing to evaluate the sampling and testing. The department will provide the contractor with a listing of names and telephone numbers of all QV and IA personnel for the project and provide test results to the contractor within two business days after the department obtains the sample.
- (2) When a density target is determined in accordance methods 3 and 4 in section C.1, conduct density testing on same date of final compaction.

C.2.6.2 Quality Verification (QV) Testing

- (1) The department will have an HTCP technician, or ACT working under a certified technician, perform QV sampling and testing. Department verification testing personnel must meet the same certification level requirements specified in C.2.3 for contractor testing personnel for each test result being verified. The department will notify the contractor before sampling so the contractor can observe QV sampling.
- (2) The department will conduct QV tests at the minimum frequency of 20% of the required gradation, density and Proctor contractor tests.
- (3) The department will utilize contractor's QC Proctor results for determination of the material target density. The department will verify QC Proctor values by testing QC Proctor split sample. The department will use QC Proctor value as a target density if the QC and QV Proctor test results meet the tolerance requirements specified in section C.2.6.2(7).
- (4) The department will locate gradation and nuclear density test samples, at locations independent of the contractor's QC work, collecting one sample at each QV location. Sampling for gradation may be done independently of nuclear density tests, before watering and before compacting. The department will split each QV sample, test half for QV, and retain the remaining half for 10 calendar days.

- (5) The department will conduct QV tests in a separate laboratory and with separate equipment from the contractor's QC tests. The department will use the same methods specified for QC testing.
- (6) The department will utilize control strip target density testing results in lieu of QV Proctor sampling and testing when the contractor elected target density method 4 in section C.1 is used.
- (7) The department will assess QV results by comparing to the appropriate specification limits. If QV test results conform to this special provision, the department will take no further action. If QV test results are nonconforming, take corrective actions in accordance with C.2.7 until the requirements of this special provision are met. Differing QC and QV nuclear density values of more than 2.0 pcf will be investigated and resolved. Differing QC and QV Proctor values of more than 3.0 pcf will be investigated and resolved.

C.2.6.3 Independent Assurance (IA)

- (1) Independent assurance is unbiased testing the department performs to evaluate the department's QV and the contractor's QC sampling and testing, including personnel qualifications, procedures, and equipment. The department will perform an IA review according to the department's independent assurance program. That review may include one or more of the following:
 - 1. Split sample testing.
 - 2. Proficiency sample testing.
 - 3. Witnessing sampling and testing.
 - 4. Test equipment calibration checks.
 - 5. Requesting that testing personnel perform additional sampling and testing.
- (2) If the department identifies a deficiency, and after further investigation confirms it, correct that deficiency. If the contractor does not correct or fails to cooperate in resolving identified deficiencies, the engineer may suspend placement until action is taken. Resolve disputes as specified in C.2.6.4.

C.2.6.4 Dispute Resolution

- (1) The engineer and contractor should make every effort to avoid conflict. If a dispute between some aspect of the contractor's and the engineer's testing program does occur, seek a solution mutually agreeable to the project personnel. The department and contractor shall review the data, examine data reduction and analysis methods, evaluate sampling and testing methods/procedures, and perform additional testing. Use ASTM E 178 to evaluate potential statistically outlying data.
- (2) Production test results, and results from other process control testing, may be considered when resolving a dispute.
- (3) If project personnel cannot resolve a dispute, and the dispute affects payment or could result in incorporating non-conforming product or work, the department will use third party testing to resolve the dispute. The department's central office laboratory, or a mutually agreed on independent testing laboratory, will provide this testing. The engineer and contractor will abide by the results of the third party tests. The party in error will pay service charges incurred for testing by an independent laboratory. The department may use third party test results to evaluate the quality of questionable materials and determine the appropriate payment. The department may reject material or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.

C.2.7 Corrective Action

- (1) Lots not achieving the minimum density requirements may be addressed and accepted for compaction in accordance with the requirements of this section. Unless directed by the engineer, corrective actions taken to address an unacceptable lot must be applied to the entire lot corresponding to the non-conforming test.
- (2) Investigate the moisture content of material in an unacceptable lot. Moisture content testing/samples collected under the QC and/or QV testing articles of this specification may be used to complete this investigation. Obtain moisture content readings in accordance with ASTM D 6938. For material composed of >20% RAP or RCA, correct the moisture content with the moisture correction value using the moisture bias, as shown in CMM 8.15.12.1 and 8.15.12.2, except the one-point Proctor tests of the 5 random tests is not required.
- (3) Lots with moisture contents within 2.0 percentage points of optimum moisture for target density methods 1, 2 and 3 in section C.1, or within 2.0 percentage points of the target moisture content for target density method 4 in section C.1, and exhibiting no signs of deflection when subjected to loading by the heaviest roller used in the placement and compaction operations, shall be compacted a minimum of one more pass using equipment and methods representative of the operations used to place and compact the Base

Aggregate Dense 1 1/4-Inch, and density tested at the same location (station and offset) as the failing QC and/or QV density tests. If the change in density exceeds 2.0 lb/ft³ continue subsequent compactive efforts and density testing on that lot, at no additional cost to the department. If the change in density is less than or equal to 2.0 lb/ft³, the lot is accepted as satisfying the compaction requirements of this provision.

- (4) Lots with moisture contents within 2.0 percentage points of optimum moisture for target density methods 1, 2, or 3 in section C.1, or within 2.0 percentage points of the target moisture content for target density method 4 in section C.1 and exhibiting signs of deflection when subjected to loading by the heaviest roller used in the placement and compaction operations, will be reviewed by the engineer. The engineer may request subgrade improvement methods, such as excavation below subgrade (EBS), installation of geotextile fabrics, installation of breaker run material, or others to be completed, or may request an additional pass of compactive effort using equipment and methods representative of the operations used to place and compact the base aggregate dense and density test.
 1. If, after an additional pass, the change in density at the same location (station and offset) as the failing QC and/or QV density tests exceeds 2.0 lb/ft³ in a lot continue subsequent compactive efforts and density testing on that lot. If the change in density at the same location (station and offset) as the failing QC and/or QV density tests is less than or equal to 2.0 lb/ft³, and subgrade improvement methods are not requested by the engineer, the lot is accepted as satisfying the compaction requirements of this provision.
 2. If subgrade improvement methods are requested by the engineer, upon completion, including compaction of the restored base material, conduct a density test within the improved subgrade limits. This density test result will replace the prior field density value. If the lot field density equals or exceeds the minimum density requirement defined in section C.1, the lot is accepted as satisfying the compaction requirements of this provision. If the lot field density fails to achieve the minimum density requirement defined in section C.1, compact the lot a minimum of one more pass using equipment and methods representative of the operations used to place and compact the base aggregate dense; and density test at the same location (station and offset) as the failing QC and/or QV density tests. If the change in density exceeds 2.0 lb/ft³ continue subsequent compactive efforts and density testing on that lot, at no additional cost to the department. If the change in density is less than or equal to 2.0 lb/ft³, the lot is accepted as satisfying the compaction requirements of this provision.
- (5) Unacceptable lots, with moisture contents in excess of 2.0 percentage points above or below optimum moisture for target density methods 1, 2 or 3 in section C.1; or in excess of 2.0 percentage points above or below the target moisture content for target density method 4 in section C.1; shall receive contractor performed and documented corrective action; including additional density testing.
- (6) Density tests completed subsequent to any corrective action will replace previous field density test results for that lot. Continue corrective actions until the minimum density requirement is achieved or an alternate compaction acceptance criteria is met in accordance with this section.
- (7) Field moisture contents of materials tested using contractor elected target density methods 3 or 4 in section C.1 cannot exceed 2.0 percentage points of the optimum moisture content or 2.0 percentage points of the target moisture content, respectively. Density tests on materials using contractor elected target density methods 3 or 4 in section C.1 will not be considered for lot compaction acceptance until the moisture content of the corresponding density test of the in-place material is less than 2.0 percentage points above of the optimum moisture content or 2.0 percentage points of the target moisture content, respectively.

D Measurement

- (1) The department will measure the QMP Base Aggregate Dense 1 1/4-Inch Compaction bid item by each lot, acceptably completed per C.2.5.1.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
371.2000.S	QMP Base Aggregate Dense 1 1/4-Inch Compaction	EACH
- (2) Payment is full compensation for performing compaction testing; for sampling and laboratory testing; and for developing, completing, and documenting the compaction quality management program. The department will pay separately for providing aggregate under the Base Aggregate Dense 1 1/4-Inch bid item.
- (3) The department will pay for additional tests directed by the engineer. One engineer directed test is equal to one acceptably completed lot of the QMP Base Aggregate Dense 1 1/4 -Inch Compaction bid item. The department will not pay for additional corrective action tests required due to unacceptable material.

34. QMP HMA Pavement Nuclear Density.

A Description

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

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

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

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

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

B Materials

B.1 Personnel

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

B.2 Testing

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

B.3 Equipment

B.3.1 General

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

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

B.3.2 Comparison of Nuclear Gauges

B.3.2.1 Comparison of QC and QV Nuclear Gauges

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

B.3.2.2 Reference Site Monitoring

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

B.4 Quality Control Testing and Documentation

B.4.1 Lot and Sublot Requirements

B.4.1.1 Mainline Traffic Lanes, Shoulders, and Appurtenances

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

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

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

B.4.2 Pavement Density Determination

B.4.2.1 Mainline Traffic Lanes and Appurtenances

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

B.4.2.2 Mainline Shoulders

B.4.2.2.1 Width Greater Than 5 Feet

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

B.4.2.2.2 Width of 5 Feet or Less

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

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

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

B.4.2.4 Documentation

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

B.4.3 Corrective Action

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

B.5 Department Testing

B.5.1 Verification Testing

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

B.5.2 Independent Assurance Testing

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

B.6 Dispute Resolution

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

B.7 Acceptance

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

C (Vacant)

D (Vacant)

E Payment

E.1 QMP Testing

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

E.2 Disincentive for HMA Pavement Density

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

E.3 Incentive for HMA Pavement Density

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

35. Echelon Paving.

The paving is required to be done in echelon for the lower and upper HMA layers where shown in the plans. Refer to the traffic control staging typical sections for location and stage information.

For echelon paving, the trailing paver must stay close enough to the lead paver to maintain a temperature greater than 200 degrees Fahrenheit where the joint from the two pavers comes together.

Joints that are required to be paved in echelon within the contract documents are not eligible for the Incentive Density HMA Pavement Longitudinal Joints incentive/disincentive item.

36. Cold Patch, Item 495.1000.S.**A Description**

This special provision describes furnishing cold patch and filling potholes and other voids in existing pavement surfaces as the engineer directs.

B Materials

Furnish a mixture of course aggregate, natural sand, and MC-250 bituminous material designed to have a workability range of 15-100° F without heating. Ensure that the mixture:

- Adheres to wet surfaces.
- Resists damage from water, salt, and deicing products.
- Requires no mixing or special handling before use.
- Supports traffic immediately after placement and compaction.

Conform to the following gradation:

SIEVE SIZE	PERCENT PASSING (by weight)
1/2-inch (12.5 mm)	100
3/8-inch (9.5 mm)	90 - 100
No. 4 (4.75 mm)	90 max
No. 8 (2.38 mm)	20 - 65
No. 200 (0.074 mm)	2 - 10
Bitumen	4.8 - 5.4

The department will accept cold patch based primarily on the engineer's visual inspection. The department may also test for gradation.

C Construction

Stockpile cold patch on site on a smooth, firm, well-drained area cleared of vegetation and foreign material. Cover the stockpile and ensure that it is easily accessible. Replenish the stockpile throughout the project duration but limit the size at any given time to 10 tons on site unless the engineer approves otherwise. Dispose of unused material at project completion unless the engineer directs otherwise.

Place cold patch by hand. Remove ponded water and loose debris before placement. Compact flush with a tamper, roller, or vehicle tire after placement.

Refill patched areas as necessary to maintain a flush pavement surface until project completion.

D Measurement

The department will measure Cold Patch by the ton, acceptably stockpiled on site.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
495.1000.S	Cold Patch	TON

Payment for Cold Patch is full compensation for providing and maintaining patches; for furnishing and replenishing stockpiled material on-site; and for disposing of excess material at project completion.

37. Riprap.

Replace standard spec 606.2.1 (3) with the following:

Do not substitute waste concrete slabs for stone. Furnish clean quarry stone, free of all rebar and recycled concrete, and conforming to the size requirements specified for stone.

38. Adjusting Manhole Covers, Item 611.8110.

This special provision describes adjusting manhole covers conforming to standard spec 611 as modified in this special provision.

Adjust manhole covers located in pavement areas in two separate operations. Initially, remove designated manhole covers along with sufficient pavement to permit installation of temporary cover plate over the opening. Fill the excavated area with asphaltic pavement mixture, which shall remain in place until contract milling and paving operations permit setting the manhole frames to grade. During the second phase, remove the asphaltic pavement mixture surrounding the manhole plus the temporary cover plate, and set the manhole cover to final grade. The department will measure and pay for the items of asphaltic pavement mixture, temporary cover plate, milling, and paving separately.

Add to standard spec 611.3.7 the following:

Set the manhole frames so that they comply with the surface requirements of standard spec 450.3.2.9. At the completion of the paving, a 6-foot straightedge shall be placed over the centerline of each manhole frame parallel to the direction of traffic. A measurement shall be made at each side of the frame. The two measurements shall be averaged. If this average is greater than 5/8 inches, reset the manhole frame to the correct plane and elevation. If this average is 5/8 inches or less but greater than 3/8 inches, the manhole frame shall be allowed to remain in place but shall be paid for at 50 percent of the contract unit price.

If the manhole frame is higher than the adjacent pavement, the two measurements shall be made at each end of the straightedge. These two measurements shall be averaged. The same criteria for acceptance and payment as above, shall apply.

stp-611-005 (20200629)

39. Cover Plates Temporary, Item 611.8120.S.

A Description

This special provision describes providing and removing steel plates to cover and support asphaltic pavement and traffic loading at manholes, inlets and similar structures during milling and paving operations.

B Materials

Provide a 0.25 inch minimum thickness steel plate that extends to the outside edge of the existing masonry.

C (Vacant)

D Measurement

The department will measure Cover Plates Temporary as each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
611.8120.S	Cover Plates Temporary	EACH

Payment is full compensation for furnishing, installing, and removing the cover plates.

The steel plates shall become the property of the contractor when no longer needed in the contract work.
stp-611-006 (20151210)

40. Reconstructing Manholes and Inlets.

Add the following to standard specification 611.3.5:

- (3) The repair work may include, but is not limited to sealing leaks, repairing damaged pipe connections, grouting cracks, and patching concrete manhole and inlet walls.

41. Topsoil and Salvaged Topsoil.

Replace 625.2 (1) with the following:

- (1) Topsoil consists of loam, sandy loam, silt loam, silty clay loam, or clay loam humus-bearing soils adapted to sustain plant life, and ensure the topsoil consists of the following:

Topsoil Requirements	Minimum Range	Maximum Range
pH	6.0	8.0
Organic Matter*	5%	20%
Clay	5%	30%
Silt	10%	70%
Sand	10%	70%

*Organic matter determined by loss on ignition test of samples oven dried to constant weight at 212 F (100 C).

Add the following to standard spec 625.2:

- (3) Furnish material that is free from large roots, sticks, weeds, brush, stones, litter, and waste products.
(4) Do not furnish surface soils from ditch bottoms, drained ponds, and eroded areas, or soils which are supporting growth of NR 40 listed plants and noxious weeds or other undesirable vegetation.

Replace 625.3.3 (3) with the following:

- (3) Ensure that for the upper 2 inches, 100 percent of the material passes a one-inch sieve and at least 90 percent passes the No. 10 sieve.

SER-625-001 (20221007)

42. Fertilizer Type B.

Replace 629.2.1.3 with the following:

- (1) Fertilizer Type B Special will conform to the following requirements:

Nitrogen, not less than 24% with 6% percent of the nitrogen being slow release.

Phosphorus, not less than 15%

Potash, not less than 9%

- (2) The total nitrogen, phosphorus, and potash shall equal at least 48 percent.

Replace 629.3.1.3 with the following:

- (1) Apply fertilizer containing at least 48 percent total nitrogen, phosphorus, and potash at 5 pounds per 1,000 square feet unless otherwise directed by the engineer. For Fertilizer Type B Special that contains a different percentage of components, determine the new application rate by multiplying the specified rate by a dimensionless conversion factor determined as follows:

$$\text{Conversion Factor} = 48 / \text{New Percentage of Components}$$

Replace 629.4(1):

(1) The department will measure Fertilizer Type B, Special by the hundred pounds (CWT) acceptably completed, measured based on the application rate of 5 pounds per 1,000 square feet. The department will not measure fertilizer used for the bid items under 632. The measured quantity equals the number of hundred-weight (CWT) of material determined by multiplying the actual number of cwt. of material incorporated by the ratio of the actual percentage of fertilizer components used to 48 percent for Fertilizer Type B Special.

SER-629-001 (20230109)

43. Signs Type I and II.

Furnish and install aluminum vertical support beams for type I and II signs on overhead sign supports incidental to sign. For type I and II signs on sign bridges use aluminum vertical support beams noted above incidental to sign.

Add the following to standard spec 637.3.3.3(3):

Furnish and install new aluminum vertical sign support beams on each sign and new U-bolts to attach each beam to the top and bottom cord of the sign bridge truss for Type I or Type II Signs and Type I and II signs on overhead sign supports incidental to sign. See State Plates A4-7a and A4-7b for installation requirements

Furnish and install mounting brackets per approved product list for type II signs (overhead street name signs) on signal monotube arms incidental to sign.

Add the following to standard spec 532.3.2.1:

Submit shop drawings for sign bridges and overhead sign supports to SE Region Traffic Operations Engineer, Karen Martens and Tom Heydel and Bureau of Structures, Fabrication Library. Along with Shop drawings, DT2326 is required to be filled out and submitted with the shop drawings. DT 2334 is also required for status report document for sign structures. Follow specification 105.2.2 for Fabrication Library requirements

DT 2321 (Anchor Rod installation form) and DT 2322 (ancillary Structures Pre-installation verification test of high strength bolts form) shall be filled out as part of installation and fabrication.

44. Covering Signs.

Replace standard spec 643.2.3.3(2) with the following:

- (2) Ensure that covers are flat black, blank, and opaque.

Add the following to standard spec 643.3.4.1 as paragraph five:

- (4) If multiple messages on a single sign are required to be covered, minimize the number of holes created by covering the sign with a single rectangular shaped covering. Multiple coverings on a single sign is only permissible where necessary to avoid covering necessary content or as directed by the engineer. Submit sign covering plans to the engineer for single signs requiring multiple coverings 3 days before performing work. Obtain engineer approval before covering signs. Remove sign coverings before placing fixed messages signs unless otherwise directed by the engineer.

45. Temporary Tape Rumble Strip Orange, Item 643.0320.S.

A Description

This special provision describes providing, maintaining, and removing temporary tape rumble strips orange.

B Materials

Provide temporary rumble strips according to the following:

1. Rumble Strip:

Composition: Polymer with pre-applied adhesive

Color: Orange
Tensile Strength: 250 psi
Cross-Section: 0.25 inch thick by 4 inches wide

2. Primer: Provide primer according to the manufacturer's recommendation.

C Construction

C.1 Placement

Place temporary rumble strips per manufacturer's recommendation.

Ensure that the rumble strip covers the entire width of the roadway from outside shoulder edge line to inside shoulder edge line.

Place the temporary tape rumble strips per plan or as directed by engineer.

C.2 Maintenance

If the temporary tape rumble strips lose their adhesion to the pavement, replace or re-adhere them, as directed by the engineer.

Upon completion of the project, or before the first snow fall, or as directed by the engineer, entirely remove temporary tape rumble strips in accordance with standard spec 646.3.1.4.

D Measurement

The department will measure Temporary Tape Rumble Strips Orange by the linear foot, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
643.0320.S	Temporary Tape Rumble Strip Orange	LF

Payment is full compensation for providing, maintaining, and removing temporary tape rumble strips.

The department will not pay for replacement of temporary rumble strips not applied per manufacturer's recommendation.

stp-643-032 (20250108)

46. Nighttime Work Lighting-Stationary.

A Description

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

B (Vacant)

C Construction

C.1 General

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

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

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

7. Detail information on any other auxiliary equipment.

C.2 Portable Lighting

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

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

C.3 Light Level and Uniformity

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

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

C.4 Glare Control

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

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

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

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

C.5 Continuous Operation

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

D (Vacant)

E Payment

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

stp-643-010 (20100709)

47. Temporary Audible Message Devices, Item 644.1900.S.

A Description

This special provision describes providing, maintaining, and removing temporary audible message devices. These devices are used on temporary pedestrian facilities to guide individuals with sight disabilities.

B Materials

Furnish temporary audible message devices from the approved products lists.

C Construction

Provide and maintain temporary audible message device. Maintain and repair devices within two hours of being notified by the project engineer of an issue.

Contractors record messages as approved by the engineer.

Mount temporary audible message devices on drums, temporary sign supports, or other locations approved by the engineer. Locate motion detection areas that will be effective in activating the device to operate properly. Avoid locating motion detection areas that will cause activation by trees, traffic, or other known regular activity.

Move and adjust devices after disruptions by the work or the public.

Maintain devices in a working condition and replace batteries as needed. Replace any devices that are not working properly within 2 hours of being notified of an issue.

Use tamper-proof hardware for mounting.

D Measurement

The department will measure temporary audible message devices by the day, 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
644.1900.S	Temporary Audible Message Device	DAY

Payment is full compensation for providing, maintaining, and removing temporary audible message device.

The department will not pay for devices that are inoperable.

stp-644-190 (20250108)

48. General Requirements for Electrical Work.

Add the following to 651.3.3 (3) of the standard specifications:

The construction engineer will perform the inspection for the City owned and maintained traffic signals.

For material to be returned to City of Lake Geneva, notify the City five (5) working days in advance during normal business hours Monday through Thursday. Contact Tom Earle, tearle@cityoflakegeneva.com or (262) 248-6644.

49. Traffic Signals, General.

Notify the City of Lake Geneva Public Works Department at (262) 248-6644 at least five (5) working days prior to the beginning of the traffic signal work.

50. Electrical Conduit.

Replace 652.5(2) of the standard specifications with the following:

(2) Payment for Conduit Rigid Metallic, Conduit Rigid Nonmetallic, Conduit Reinforced Thermosetting Resin, and Conduit Special bid items is full compensation for providing the conduit, conduit bodies, and fittings; for providing all conduit hangers, clips, attachments, and fittings used to support conduit on structures; for pull wires or ropes; for expansion fittings and caps; for making necessary connections into an existing conduit, pull box, manhole, junction box or communication vault; for excavating, bedding, and backfilling, including any sand, concrete, or other required materials; for disposing of surplus materials; and for making inspections.

51. Concrete Bases Type 5.

Add the following to standard specification 654.3

Modify the bolt pattern to be compatible with the existing City of Lake Geneva decorative light poles. Modifications shall be incidental to the Concrete Bases Type 5 bid item.

- 52. Electrical Service Meter Breaker Pedestal, STH 50 & Cook St, Item 656.0201.601;
Electrical Service Meter Breaker Pedestal, STH 50 & Broad St, Item 656.0201.602;
Electrical Service Meter Breaker Pedestal, STH 50 & Center St, Item 656.0201.603;
Electrical Service Meter Breaker Pedestal, STH 50 & Wells St, Item 656.0201.604;
Electrical Service Meter Breaker Pedestal, STH 50 & Edwards Blvd, Item 656.0201.605;
Electrical Service Meter Breaker Pedestal, STH 50 & USH 12 SB Ramp, Item 656.0201.606.**

Add the following to standard specification 656.2.3:

The City of Lake Geneva will be responsible for the electric service installation request for any City maintained facility.

Electric utility company service installation and energy cost will be billed to and paid for by the maintaining authority.

Add the following to standard specification 656.3.4:

Install the cabinet base and meter breaker pedestal first, so the electric utility company can install the service lateral. Finish grade the service trench, replace topsoil that is lost or contaminated with other materials, fertilize, seed, and mulch all areas that are disturbed by the electric utility company.

Add the following to standard specification 656.5(3):

Payment for grading the service trench, replacing topsoil, fertilizer, seed, and mulch will be incidental to this work.

53. Traffic Signals.

Replace 658.2(4) of the standard specifications with the following:

For pedestrian signal faces: furnish polycarbonate resin housings, doors, and visors. For Project ID 3170-09-70, use yellow, Federal Standard 595 – FS13538, housings and dull black door faces and visors. For 16-inch heads, mount a z-crate visor and gasket to the door with stainless steel tabs. Drill the housing for top and bottom pipe mounting with the ability to rotate 270 degrees on the poly mounting brackets.

Add the following to standard specification 658.3:

- (5) Connect all ungrounded conductors with wire nuts in the sections of the signal heads. Connect the neutral conductors to the terminal strip. Be certain to twist wires prior to installing the wire nuts. All wire nuts must be installed facing up to prevent the entrance of water.

- 54. Signal Mounting Hardware STH 50 & Cook St, Item 658.5070.601;
STH 50 & Broad St, Item 658.5070.602;
STH 50 & Center St, Item 658.5070.603;
STH 50 & Wells St, Item 658.5070.604;
STH 50 & Edwards Blvd, Item 658.5070.605;
STH 50 & USH 12 SB Ramp, Item 658.5070.606.**

Replace 658.2(7) of the standard specifications with the following:

Furnish weather tight mounting hardware. Protect mounting hardware from the elements before installation. Use corrosion resistant poly bracket shims. Use an approved type of pole or standard vertical mounting brackets/clamps for signal faces from an approved manufacturer.

- 55. Temporary Traffic Signal for Intersections STH 50 & Cook St, Item 661.0201.601;
Temporary Traffic Signal for Intersections STH 50 & Broad St, Item 661.0201.602;
Temporary Traffic Signal for Intersections STH 50 & Center St, Item 661.0201.603;
Temporary Traffic Signal for Intersections STH 50 & Wells St, Item 661.0201.604;
Temporary Traffic Signal for Intersections STH 50 & Edwards Blvd, Item 661.0201.605;
Temporary Traffic Signal for Intersections STH 50 & USH 12 SB Ramp, Item 661.0201.606.**

Replace 661.2.1(1) of the standard specifications with the following:

- (1) Furnish control cabinet, controller, and control equipment. Provide a cabinet with a Corbin #2 door lock and an access door that allows placing the controller in emergency flash. Provide keys to the access door to the engineer and law enforcement agencies as required. Also provide a manual control accessible by the police. Supply a controller capable of executing the timing program supplied in this contract for this temporary traffic signal. Test traffic signal control cabinets before installation. Provide primary and secondary temporary traffic signal contact names and phone numbers who will be responsible for implementing temporary traffic signal timing changes. The City may request traffic signal timing changes to an approved timing plan during the project. Implement any approved timing plan change within 24 hours upon notification of the change. Record the times of operation of the timing change and provide this information to the City.

Replace 661.2.1(3) of the standard specifications with the following:

- (3) Use existing underground electric service and meter breaker pedestal for the operation of the Temporary Traffic Signal. Arrange any additional service connection to the temporary signal. The contractor will pay for all energy costs for the operation of the Temporary Traffic Signal.

Add the following to standard specification 661.2.1:

- (6) Furnish pedestrian signal faces as shown in the plans, in accordance to 658.2.3 of the standard specifications.

Replace 661.3.1(2) of the standard specifications with the following:

- (2) Request a signal inspection of the completed temporary traffic signal installation to the engineer at least five working days prior to the time of the requested inspection. Construction engineer will perform the inspection.

Add the following to standard specification 661.3.1:

- (4) Install pedestrian signal faces on the wood pole or wood post as the plans show. Maintain the height to the bottom of the pedestrian signal face as indicated in SDD Traffic Signal Standard Poly Bracket Mountings (Typical) 13 FT. or 15 FT.

Replace 661.3.1.1(2) of the standard specifications with the following:

- (2) Place the pole in the ground to no less than 1/5 of the pole's length as the plans show. Sawcut existing pavement and concrete curb and gutter as needed to install the wood poles and guy wire anchors. Sawcut existing pavement in accordance with the pertinent provisions in Section 690.3. Remove pavement and concrete curb and gutter as shown on the plans and if needed to install the wood poles and guy wire anchors. Remove only as much pavement as needed to install the wood poles. Remove pavement and curb and gutter in accordance to the pertinent provisions in Section 204.3, Construction. Hold any wood poles in place and/or move wood poles during construction due to conflicts with proposed work. All wood poles shall be plumb and level.

Replace 661.3.2.2(2) of the standard specifications with the following:

- (2) Install the tether wire at 20 feet to 22 feet over the roadway.

Replace 661.3.2.4(1) of the standard specifications with the following:

- (1) Install the span wires free of any splices or kinks. Install the span wire mounted signal faces so the bottom is a maximum of 22 feet above the roadway (minimum height is 20 feet). Compute the vertical height of the span wire on the span pole using the following formula:

$$HD (0.05) + RC + HH = SH$$

Replace 661.5(2) of the standard specifications with the following:

- (2) Payment for the Temporary Traffic Signals for Intersections bid item is full compensation for providing, operating, maintaining, and repairing the complete temporary installation; and for removal. Payment also includes the following:

1. Furnishing and installing the replacement equipment.
2. All utility charges for installation, disconnection, and energy service through project completion
3. The cost of delivery and pick-up of the cabinet assemblies.
4. Traffic signal timing change requests from the City

Payment is full compensation for drilling holes; furnishing and installing all materials, including bricks, and coarse aggregate; for excavation, bedding, and backfilling, including any sand or other required materials; furnishing and placing topsoil, fertilizer, seed, and mulch in disturbed areas; for properly disposing of surplus materials; for making inspections; for cleaning up and properly disposing of waste.

56. Crack and Damage Survey, Item 999.1501.S.

A Description

This special provision describes conducting a crack and damage survey of the residences and business located at the following:

Project 3170-09-71:

101 Wells St	835 W Main St	736 W Main St
529 W Main St	843 W Main St	738 W Main St
617 W Main St	851 W Main St	744 W Main St
619 W Main St	859 W Main St	748 W Main St
629 W Main St	867 W Main St	752 W Main St
645 W Main St	875 W Main St	756 W Main St
647 W Main St	883 W Main St	772 W Main St
703 W Main St	891 W Main St	804 W Main St
711 W Main St	899 W Main St	806 W Main St
717 W Main St	638 W Main St	808 W Main St
719 W Main St	640 W Main St	812 W Main St
725 W Main St	642 W Main St	814 W Main St
729 W Main St	672 W Main St	820 W Main St
731 W Main St	704 W Main St	830 W Main St
737 W Main St	706 W Main St	836 W Main St
741 W Main St	708 W Main St	846 W Main St
747 W Main St	712 W Main St	848 W Main St
755 W Main St	714 W Main St	858 W Main St
757 W Main St	718 W Main St	1506 W Main St
759 W Main St	720 W Main St	1536 W Main St
771 W Main St	724 W Main St	145 W Lake View Dr
214 W Broad St	728 W Main St	
803 W Main St	732 W Main St	
827 W Main St	734 W Main St	

This Crack and Damage Survey shall consist of two parts. The first part, performed before construction activities, shall include a visual inspection, digital images, and a written report describing the existing defects in the building(s) being inspected. The second part, performed after the construction activities, shall also include a visual inspection, digital images, and written report describing any change in the building's condition.

B (Vacant)

C Construction

Before any construction activities, thoroughly inspect the building structures for existing defects, including interior and exterior walls. Electronically submit a written report with the inspector's name, date of inspection, descriptions and locations of defects, and digital images. The intent of the written report and digital images is to procure a record of the general physical condition of the building's interior and exterior walls and foundation.

Use a digital camera capable of producing sharp, grain free, high-contrast colored digital images with good shadow details. Label each digital image with the following information:

ID: _____
Building Location: _____
View looking: _____
Date: _____
Photographer: _____

Before the start of any construction activities related to this survey, submit a copy of the written report and digital images to the engineer electronically.

After the construction activities are complete, conduct another survey in the same manner, take digital images, and submit another written report to the engineer electronically.

Instead of digital images, a digital video camera capable of producing sharp, high contrast, colored digital video with good shadow detail may be used to perform this work.

D Measurement

The department will measure Crack and Damage Survey as single unit for each location, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
999.1501.S	Crack and Damage Survey	EACH

Payment is full compensation for providing the before and after written reports, and for photographs or video.

stp-999-010 (20210708)

57. Backfill Slurry, Item SPV.0035.001.

A Description

This special provision describes furnishing and placing backfill. Conform to 209 of the standard specs except as follows.

B Materials

Replace 209.2.2 of the standard spec with the following:

- (1) Use well graded fine and coarse aggregate conforming to the standard combined aggregate gradation specified in table 501-4. Weigh aggregates at a batch plant suitable for batching concrete masonry. Mix and deliver to the project site using a truck mixer. Add enough water meeting the requirements of 501.2.6 of the standard specs to enable the mixture to flow readily.
- (2) Backfill Slurry is considered a class III concrete mix. Follow the procedure in 716.2.2 of the standard spec for mix design certification and submittal.

C Construction

Use backfill slurry for, but not limited to, removing and abandoning utility pipes and structures, installation of storm sewer, sanitary sewer, and water pipes and structures, and exposing existing utility items as shown on the plans.

Prior to placement of backfill slurry provide for positive drainage of the area to be backfilled. Discharge from the truck in a manner to prevent segregation. Consolidation or compaction effort will not be required. Twelve hours shall elapse before paving over the backfill.

D Measurement

Replace 209.4 of the standard spec with the following:

The department will measure Backfill Slurry in volume by the cubic yard of material placed acceptably completed. Such volume shall be computed from actual measurements of the dimensions of the area to be backfilled. In irregular or inaccessible areas, the engineer may allow volume to be determined by other appropriate methods.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.001	Backfill Slurry	CY

Payment is full compensation conforming to 209.5.(2) and 209.5.(5) of the standard specs.

**58. Utility Trench Slurry Backfill for Sanitary Sewer, SPV.0035.500;
Utility Trench Slurry Backfill for Water Main, SPV.0035.501.**

A Description

This special provision describes furnishing and installing Utility Trench Slurry Backfill for Sanitary Sewer (Undistributed); Utility Trench Slurry Backfill for Water Main (Undistributed).

B Materials

Conform to City of Lake Geneva Standard Sanitary Sewer Utility and Water Utility Specifications for WisDOT Let Projects, 2026.

C Vacant

D Measurement

The department will measure Utility Trench Slurry Backfill for Sanitary Sewer (Undistributed); Utility Trench Slurry Backfill for Water Main (Undistributed) by the cubic yard as acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.500	Utility Trench Slurry Backfill for Sanitary Sewer	CY
SPV.0035.501	Utility Trench Slurry Backfill for Water Main	CY

Payment is full compensation necessary to complete the contract for all work herein as specified in accordance with the City of Lake Geneva Standard Sanitary Sewer Utility and Water Utility Specifications for WisDOT Let Projects, 2026.

59. Utility Line Opening (ULO), Item SPV.0060.001.

A Description

This special provision describes excavating to uncover utilities/infrastructure for the purpose of determining location and elevation and potential conflicts with proposed work as directed by the engineer.

B (Vacant)

C Construction

Comply with s.182.0175 (2), Stats., with respect to precautions to be taken to avoid and prevent damage to utility facilities.

All ULO shall be directed by the engineer in writing. Notify the engineer and infrastructure/utility owner or their agents 3 working days in advance so that they may be present when excavation work commences.

Provide documentation to the engineer including coordinates/elevations or referenced to alignment/offset. Document the size and/or diameter, composition, and a description of each infrastructure/utility. Supply digital photographs of the uncovered infrastructure to the engineer in .jpeg format for future reference.

Backfill the excavation with suitable backfill, thoroughly compact, replace pavement over utility line opening trenches which are within the staged traffic area as directed by the engineer. Replace pavement and open to traffic within 24 hours of the excavation.

D Measurement

The department will measure ULO by each individual unit, acceptably completed. Where utilities are within 6 feet of each other at a potential conflict location, only one utility line opening will be called for. In these cases, a single utility line opening will be considered full payment to locate multiple utilities. ULO include a trench up to 10 feet long as measured at the trench bottom, and of any depth required to locate the intended utility.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.001	Utility Line Opening (ULO)	EACH

Payment is full compensation for the excavation required to expose the utility line; measuring lateral and depth measurements of the utility line; providing required documentation of measurements to the engineer; backfilling with engineer approved material; compacting the backfill material; restoring the site; cleanup, and maintenance of ULO location during construction.

Existing pavement, concrete curb and gutter, and sidewalk removals necessary to facilitate utility line openings are not considered part of or paid for under ULO but are considered separate and measured and paid for separately as removal items. Pavement replacement material, concrete curb, gutter, and sidewalk items will also be considered separate from ULO and will be measured and paid for separately.

60. Field Facilities Office Space, Item SPV.0060.002.

A Description

This special provision describes furnishing, equipping, and maintaining a field office as required in the contract at engineer-approved locations conforming to standard spec 642 and as follows.

B Materials

Provide Field Facilities Office Space conforming to standard spec 642.2.1 except delete paragraphs (1), (8), and (10).

Replace standard spec 642.2.1(4) with the following:

Provide and maintain suitable interior sanitary facilities conforming to State and local health requirements, in clean and good working condition, and stock with sanitary supplies for the duration of the contract. Furnish office space in an existing office building or existing building converted to office space with a minimum of 1200 square feet. The facility shall have no fee parking with a minimum parking for 15 cars. The space shall include a meeting room with a minimum of 350 square feet. The exterior door(s) shall have locks in good working order and keys provided for all field staff. The office space shall be located within 2 miles of the construction project, and is subject to engineer approval. Trailers will not be allowed for the office space.

Equip the office as specified in standard spec 642.2.2.1 except delete paragraph (1) and (5) and add the following:

1. 6 suitable office desks with drawers and locks.
2. 6 ergonomically correct office chairs in working condition with at a minimum: 5-legged base with casters, seat adjustable from 15 to 22 inches from the floor with a seamless waterfall, rounded, front edge, and high backrest with no arms or adjustable arms.

3. Within the office footprint, there should be 2 private rooms with a minimum of 100 SF each. Each room should include a door for the intended use of private offices. Ensure each room is equipped with two 110V electrical outlets and a desk.
4. 4 six foot folding tables.
5. 1 ten foot folding table.
6. 5 two-drawer file cabinets.
7. 3 four-shelf bookcases.
8. 20 folding chairs.

Provide for the professional cleaning of the field office during regular business hours twice monthly. Provide clearly marked recycling and waste receptacles within the field office, and separate recycling and waste dumpsters near the field office. Cover outdoor containers to keep out rain, snow, and wind-driven debris. Provide regularly scheduled recycling and waste pick-up.

C Construction

Conform to standard spec 642.3 except delete paragraph (2).

D Measurement

The department will measure the Field Facilities Office Space as each office 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.0060.002	Field Facilities Office Space	EACH

Payment is full compensation for providing, equipping, securing, and maintaining the facility; for parking, for telecommunications equipment, installation, and service fees; and for providing bottled water, utilities, fuel, ventilation, and toilet facilities as required, either independently or jointly with the field laboratory, for the time specified in 642.3.

The department will pay for the cost of telecommunications usage fees incurred by department staff.

61. Inlet Covers Type B Special, Item SPV.0060.003.

A Description

This special provision describes furnishing and installing inlet covers according to the plan details, the pertinent requirements of standard spec 611 and as provided in this special provision.

B Materials

Provide an Inlet Cover Type B frame and grate with the curb box. Neenah R-3234-B1 casting or approved equal.

C Construction

Construct according to standard spec 611.3.

D Measurement

The department will measure Inlet Covers Type B Special as each individual unit acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.003	Inlet Covers Type B Special	EACH

Payment is full compensation for providing covers, including frames, grates, curb box and all other required materials and for installing and adjusting each cover.

62. Curb Ramp Grading, Shaping, and Finishing, Item SPV.0060.004.

A Description

This special provision describes grading, shaping, and finishing as necessary to construct the area adjacent to each curb ramp and the area adjacent to sidewalks on approaches to curb ramps.

B Materials

Furnish materials as the plans show and engineer directs conforming the standard specs for the following:

Common excavation	205.2
Embankment	207.2
Borrow	208.2
Topsoil or Salvaged Topsoil	625.2
Mulching	627.2
Erosion Control	628.2
Fertilizer	629.2
Seeding and seed watering	630.2
Sodding and sod watering	631.2

C Construction

Construct as the plans show and engineer directs conforming the standard specs for the following:

Common excavation and material disposal	205.3
Embankment	207.3
Borrow	208.3
Topsoil or Salvaged Topsoil	625.3
Mulching	627.3
Erosion Control	628.3
Fertilizer	629.3
Seeding and seed watering	630.3
Sodding and sod watering	631.3

D Measurement

The department will measure the Curb Ramp Grading, Shaping, and Finishing each bid item as each individual unit acceptably completed at the individual locations the plans show.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.004	Curb Ramp Grading, Shaping, and Finishing	EACH

Payment for Curb Ramp Grading, Shaping, and Finishing is full compensation for excavation, borrow, topsoil, salvaged topsoil, mulch, erosion control, fertilizer, seeding, seed water, sod lawn, and sod water when the curb ramp location is outside the contract grading limits. If the work specified falls within the contract grading limits, the department will pay separately for that work under the associated contract bid items.

The department will pay separately for sidewalk removal as specified in 204.5. The department will pay separately for curb ramp detectable warning field, and concrete sidewalk as specified in 602.5. The department will pay separately for construction staking as specified in 650.5.

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63. Tension Anchor Rods, S-64-204, Item SPV.0060.005.

A Description

This special provision describes re-tensioning loose anchor rod nuts as shown on the plans, and as hereinafter provided.

B Materials

Furnish materials that are in accordance with the pertinent provisions of section 531 and 532 of the standard specifications and as shown in the plans.

C Construction

Use construction methods that are in accordance with the pertinent provisions of section 531 and 532 of the standard specifications and as shown in the plans. This work will consist of re-tensioning all loose anchor rod nuts as specified in the plans. The contractor shall follow the re-tensioning procedure outlined herein:

1. Verify the grade of the anchor rod. If an anchor rod grade cannot be verified, the Department shall be contacted for direction. Note that A36 rods have different tensioning requirements.
2. Verify the size and number of nuts required to be replaced. Note that if one or more are found to be loose at a foundation, all are required to be re-tensioned.
3. Remove all jam nuts¹.
4. Furnish flat washers and heavy hex nuts conforming to Section 531.2.2. Existing jam nuts¹ may be reused.
5. Remove rodent screen¹.
6. Remove and dispose of the grout pad¹ in accordance to standard spec 509.3.4.
7. Tighten all nuts that are loose to snug tight (leveling and top nut). Reference the Department's Form DT2321 for snug tight torque values.
8. Contact the department for direction of the top nut is not fully snugged or cannot be turned.
9. Once all nuts are snug, remove one top nut at a time² and follow the remaining procedure. Top nuts, flat washers, and locking washers (if applicable) shall be discarded, the leveling nuts shall remain, and jam nuts¹ may be reused.
10. Remove rust and dirt, from anchor rod and base plate with a wire wheel or brush.
11. Apply one light coat of fast drying zinc rich primer or spray-on cold galvanized (if rust is present) to the full length of the anchor bolt and at damaged base plates. Repair of any damaged galvanized coating is incidental to the re-tensioning process.
12. Apply wax-based lubricant to the anchor rod and nut.
13. Install top nut to snug tight. Reference the Department's form DT2321 for snug tight torque values.
14. Repeat steps 3 thru 12 in this specification until all washers and nuts have been replaced.
15. Tension the anchor rod nuts. Follow the Department's Form DT2321 procedure steps 5 thru 7 and record the tensioning process.
16. Clean, lubricate and install jam nut¹ per step 8 of Form DT2321.
17. Apply two coats of zinc rich primer to any damaged areas of the structure base plates and used jam nuts.
18. Reinstall the rodent screen¹.
19. Complete Form DT2321 for each structure and submit to structure inspector for transmittal to Bureau of Structures and inclusion in HSIS.

Note1 – Only for structures that have jam nuts, grout, or rodent screens.

Note2 – If it is a cantilever structure with a connection which has 6 or less anchors, the truss or mast arm shall be supported by a crane during re-tensioning. In lieu of a supporting crane, the contractor may instead submit a structural analysis of the structure addressing proposed constructability which ensure the stability and safety of workers and the traveling public. Analysis computation and support document shall be signed, sealed, and dated by a professional engineer licensed in Wisconsin, and shall be submitted to the project engineer and BOS for permanent record.

All work for this item, including site clean-up, shall be completed in one shift, defined as one 16-hour period.

D Measurement

The department will measure Tension Anchor Rods, S-64-204 as each individual anchor rod 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.0060.005	Tension Anchor Rods, S-64-204	EACH

Payment is full compensation for tensioning loose anchor rod nuts; for removing and properly disposing of existing materials being replaced; for furnishing all materials and miscellaneous items to complete the repair; for fabricating, handling, transporting, and erecting; for removing and reinstalling rodent screen if present.

64. Remove, Salvage, and Reinstall City Owned Signs, Item SPV.0060.007.

A Description

This special provision describes removing, salvaging, and reinstalling street signs as shown in the plans.

B Materials

The salvaged complete sign unit includes sign, pole, and hardware. Any new or additional hardware required is incidental to this bid item.

C Construction

Document existing City Owned Sign locations prior to removal. Remove the complete sign unit from the locations shown in the plans and/or as designated by the engineer. Place any equipment on blocks so it is not in direct contact with the ground. Where required, store the removed signing units, and protect from damage or theft until reinstalled.

Reinstall the complete signing unit in locations shown on the plans or as directed by the engineer. If pole and/or hardware is damaged or non-salvageable, a new pole and/or hardware to be provided.

Complete work according to standard spec 638.

D Measurement

The department will measure Remove, Salvage, and Reinstall City Owned Signs by each individual signing unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.007	Remove, Salvage, and Reinstall City Owned Signs	EACH

Payment is full compensation for documentation, coordination, for removal of all existing sign unit components, stockpiling, protecting, reinstalling the pole and sign, any additional pole and/or hardware needing replacement due to damage or condition, and for disposal of all excess materials.

65. Remove, Salvage, and Reinstall City Owned Tree Grate, Item SPV.0060.009.

A Description

This special provision describes removing, salvaging, and reinstalling tree grates as shown in the plans.

B Materials

The salvaged complete tree grate unit includes grate, frame, and hardware. Any new or additional hardware required is incidental to this bid item.

C Construction

Remove the complete tree grate from the locations shown in the plans and/or as designated by the engineer. Where required, store the removed tree grate, and protect from damage or theft until reinstalled.

Reinstall the complete tree grate in locations shown on the plans or as directed by the engineer.

Complete work according to standard spec 638.

D Measurement

The department will measure Remove, Salvage, and Reinstall City Owned Tree Grates by each individual tree grate, 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.0060.009	Remove, Salvage, and Reinstall City Owned Tree Grate	EACH

Payment is full compensation for coordination, for removal of all existing tree grate components, storing, protecting, reinstalling the tree grate, concrete and steel reinforcement adjacent to the tree grate as shown in the plans, any additional hardware needing replacement due to damage, and for disposal of all excess materials.

66. Pipe Connection to Existing Structure, Item SPV.0060.010.

A Description

This special provision describes connecting new storm sewer pipes to a new opening in an existing drainage structure, manhole, or pipe.

B Materials

Conform to standard specs 608.2 and 611.2.

C Construction

Conform to standard specs 608.3 and 611.3.

D Measurement

The department will measure Pipe Connection to Existing Structure as each pipe connection 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.0060.010	Pipe Connection to Existing Structure	EACH

Payment is full compensation for excavating, backfilling, masonry and fittings; coring holes in existing structures, manholes, or pipes; installing couplings and concrete collars, and for disposing of surplus material.

67. Baseline CPM Progress Schedule, Item SPV.0060.011; Monthly CPM Progress Schedule Updates, Item SPV.0060.012.

Replace standard spec 108.4 with the following:

108.4 Critical Path Method Progress Schedule

108.4.1 Definitions

(1) The department defines terms used in 108.4 as follows:

Activity	An administrative or construction task performed during the course of the project with a defined duration, and scheduled (or actual) start and finish dates.
Critical Path	The longest continuous chain of activities through the CPM schedule that establishes the minimum overall project duration.
Construction Activity	Construction activities are discrete work activities performed by the contractor, subcontractors, utilities, or third parties within the project limits.
CPM Progress Schedule	A Critical Path Method (CPM) Progress Schedule is a network of logically related activities. The CPM schedule calculates when activities can be performed and establishes the critical or longest continuous path or paths of activities through the project.
Float	Float, as used in this special provision, is the total float of an activity; i.e., it is the amount of time between the date when an activity can start (the early start), and the date when an activity must start (the late start). In cases where the total float of an activity has a different value when calculated based on the finish dates, the lower (more critical) value will govern.
Forecast Completion Date	The completion date predicted by the latest accepted CPM Update, which may be earlier or later than the contract completion date, depending on progress.
Fragnet	A group of logically-related activities, typically inserted into an existing CPM schedule to model a portion of the project, such as the work associated with a change order.
Initial Work Plan	The initial work plan is a time-scaled CPM schedule showing detailed activities for the first 90 calendar days of work and summary level activities for the remainder of the project.
Intermediate Milestone Date	A contractually required date for the completion of a portion of the work, so that a subsequent portion of the work or stage of traffic phasing may proceed.
Department's Project Schedule Template	The department's project schedule template for the overall STH 50 project, including interim and final contract completion dates, and containing codes for use as a template for the development of the contractor's schedule.
Work Breakdown Structure (WBS)	A framework for organizing the activities that make up a project by breaking the project into successively greater detail by level. A WBS organizes the project work. It does not address the sequencing and scheduling of project activities.

108.4.2 Department's Project Schedule Template

108.4.2.1 Project Schedule

⁽¹⁾ Within five business days after award, the department will provide its current Project Schedule Template, containing intermediate milestone constraints, standard activity codes, and a standard WBS for the contractor to use to develop its schedule.

108.4.2.2 Use of Project Schedule Template

⁽¹⁾ The Project Schedule Template provides information to assist the contractor in preparing its schedule. The Project Schedule Template is not a contract document. The logic contained in the Project's

Schedule Template is not intended to alter or supplement contract requirements for the phasing of the work, but to reflect those requirements.

108.4.3 Contractor's Scheduling Responsibilities

(1) Prepare and submit a CPM progress schedule that accurately reflects the plan for the performance of the work, based on the physical requirements of the Work, and Traffic Phasing requirements. The CPM schedule is the contractor's committed plan to complete all work within the completion deadlines. Full responsibility is assumed for the prosecution of the work as shown. The CPM schedule is not part of the contract. Schedule the Work in the manner required to achieve the completion date and interim completion dates specified in the Prosecution and Progress Special Provision. The contractor will schedule and attend a CPM Initial Workshop. If necessary, the engineer may modify the workshop schedule to ensure attendance by the necessary department and contractor personnel; however, the CPM Initial Workshop must be completed prior to issuing the Notice to Proceed. The CPM Initial workshop will include:

1. Department presentation of the use of CPM scheduling on the project and presentation of the department's master schedule.
2. Contractor presentation of the conceptual work plan for the project.
3. Department and contractor discussion of the level of detail on features in the CPM Initial Work Plan and the Baseline CPM Progress Schedule.

(2) Use the department-provided Project Schedule Template to develop the Initial Work Plan and the Baseline CPM Progress Schedule. Use the Project's Schedule Template ID coding structure to categorize activities by Contract, Stage, Location, and Responsibility to ensure compatibility with the Project Schedule Template and with schedules prepared by other contractors. Add additional activity codes as necessary, but do not delete the coding structure provided.

(3) To ensure compatibility with the Project Schedule Template, use the latest version of Microsoft Project, by Microsoft, Redmond, WA, to prepare the Initial Work Plan, Baseline CPM Progress Schedule, and Monthly CPM Updates.

(4) Designate a Project Scheduler who will be responsible for scheduling the Work and submit a professional resume describing a minimum of three years of scheduling experience on urban, highway reconstruction work of similar size and complexity, including recent experience with Microsoft Project. Obtain approval of the submitted resume before scheduling the work.

108.4.4 Submittals

108.4.4.1 Initial Work Plan

(1) Within ten business days after the CPM Initial Work Plan Workshop, submit an Initial Work Plan as follows:

1. Develop the Initial Work Plan using the Project Schedule Template. Identify the contemplated start and completion dates for each activity.
2. Provide a detailed plan of activities to be performed within the first 90 calendar days of the contract. Provide construction activities with durations not greater than 28 calendar days (20 business days), unless the engineer accepts requested exceptions.
3. Provide activities as necessary to depict administrative work, including submittals, reviews, and procurements that will occur within the first 90 calendar days of the contract. Show additional activities that require department review or approval. Activities other than construction activities may have durations greater than 28 calendar days (20 business days). Allow 21 calendar days (15 business days) for department review of submittals.
4. Provide summary activities for the balance of the project. Summary activities may have durations greater than 28 calendar days (20 business days).
5. Submit electronic copies of the Initial Work Plan and the corresponding Microsoft Project schedule (XER) in a format acceptable to the engineer.
6. The engineer will accept the contractor's Initial Work Plan or provide comments within five business days after receipt of the Initial Work Plan. Address comments and resubmit the Initial Work Plan as necessary. Do not begin work until the engineer accepts the Initial Work Plan. The department will use the initial work plan to monitor the progress of the work until the Baseline CPM Progress Schedule is accepted.

7. Submit an updated version of the Initial Work Plan monthly until the engineer accepts the Baseline CPM Progress Schedule. With each update, include actual start dates, completion percentages, and remaining durations for activities started but not completed. Include actual finish dates for completed activities.
8. Ensure the Initial Work Plan shows completing the work within the interim completion dates and specified completion date.
9. Include activities that describe essential features of the work and activities that might potentially delay contract completion. Identify activities that are controlling items of work.

108.4.4.2 Baseline CPM Progress Schedule

- (1) Within 15 business days after the CPM Initial Workshop, submit a Baseline CPM Progress Schedule and written narrative. The department will use the schedule to monitor the progress of the work.
 1. Develop the Baseline CPM using the Project Schedule Template. The Baseline CPM is the contractor's committed plan to complete the Work within the time frames required to achieve the contract completion date and intermediate milestone dates.
 - 1.1. Provide a detailed plan of activities to be performed during the entire contract duration, including all administrative and construction activities required to complete the work as described in the contract documents. Provide construction activities with durations not greater than 28 calendar days
(20 business days), unless the engineer accepts requested exceptions.
 - 1.2. Provide activities as necessary to depict administrative work, including submittals, reviews, procurements, inspections, and all else necessary to complete the work as described in the contract documents. Activities other than construction activities may have durations greater than 28 calendar days (20 business days). Allow 21 calendar days (15 business days) for department review of submittals.
 - 1.3. Submit a temporary drainage plan showing the interface between various stages of a project as well as the interface with adjacent projects.
 - 1.4. Include activities that describe essential features of the work and activities that might potentially delay contract completion. Identify activities that are controlling items of work.
 - 1.5. Show completing the work within interim completion dates and the specified completion date.
 - 1.6. Provide summary activities for the balance of the project. Summary activities may have durations greater than 28 calendar days (20 business days).
 - 1.7. Provide activities as necessary to depict third party work related to the contract.
 - 1.8. Make allowance for specified work restrictions, non-working days, time constraints, calendars, and weather; and reflect involvement and reviews by the department, and coordination with adjacent contractors, utility owners, and other third parties.
 - 1.9. With the exception of the Project Start Milestone and Project Completion Milestone, all activities must have predecessors and successors. The start of an activity shall have a Start-to-Start or Finish-to-Start relationship with preceding activities. The completion of an activity shall have a Finish-to-Start or Finish-to-Finish relationship with succeeding activities. Do not use Start-to-Finish relationships. Do not use Finish-to-Start relationships with a lag unless the engineer accepts requested exceptions.
 - 1.10. Schedule all intermediate milestones in the proper sequence and input as either a "Start-no-Earlier-Than" or "Finish-no-Later-Than" date. Provide predecessors and successors for each intermediate milestone as necessary to model each Stage of the Work. Unless the engineer accepts a requested exception, the schedule should encompass all the time in the contract period between the starting date and the specified completion date.
 - 1.11. Using the bid quantities and unit prices, develop an anticipated cash-flow curve for the project, based on the Baseline CPM.

2. Provide three hard copies of a hand-drawn or electronically drafted logic diagram depicting the CPM network. Organize the logic diagram by grouping related activities, based on the activity codes in the CPM.
 3. Provide a written narrative with the baseline CPM explaining the planned sequence of work, as-planned critical path, critical activities for achieving intermediate milestone dates, traffic phasing, and planned labor and equipment resources. Use the narrative to further explain:
 - 3.1. The basis for activity durations in terms of production rates for each major type of work (number of shifts per day and number of hours per shift), and equipment usage and limitations.
 - 3.2. Use of constraints.
 - 3.3. Use of calendars.
 - 3.4. Estimated number of adverse weather days on a monthly-basis.
 - 3.5. Scheduling of permit and environmental constraints, and coordination of the schedule with other contractors, utilities, and public entities.
- (1) Submit electronic copies of the Baseline CPM and the corresponding Microsoft Project schedule file (XER) in a format acceptable to the engineer.
 - (2) Within ten business days of receiving the Baseline CPM, the engineer will provide comments and schedule a meeting for the contractor to present its Baseline CPM and answer questions raised in the engineer's review.
 - (3) At the meeting scheduled by the engineer, provide a presentation of the Baseline CPM. In the presentation, include a discussion of the staging and sequencing of the work, understanding of traffic phasing, and application of labor and equipment resources to the Work. Address comments raised in the engineer's review.
 - (4) Within five business days after the meeting, the engineer will accept the contractor's Baseline CPM schedule or provide comments. Address the engineer's comments and resubmit a revised Baseline CPM within ten business days after the engineer's request. If the engineer requests justification for activity durations, provide information that may include estimated labor, equipment, unit quantities, and production rates used to determine the activity duration.
 - (5) The department will only make progress payments for the value of materials, as specified in standard spec 109.6.3.2, until the contractor has submitted the Baseline CPM Schedule. The department will retain 10 percent of each estimate until the department accepts the Baseline CPM Schedule.
 - (6) The engineer will accept the Baseline CPM based solely on whether the schedule is complete as specified in this section. The engineer's acceptance of the schedule does not modify the contract or validate the schedule.
 - (7) The department will not consider requests for contract time extensions as specified in 108.10 or additional compensation for delay specified in standard spec 109.4.7 until the department accepts the Baseline CPM schedule.

108.4.4.3 Monthly CPM Updates

- (1) Submit CPM Updates on a monthly basis after acceptance of the Baseline CPM as follows:
 1. Include actual start dates, completion percentages, and remaining durations for activities started but not completed, and actual finish dates for completed activities, through the final acceptance of the project.
 2. Include additional activities as necessary to depict additions to the contract by changes and logic revisions as necessary to reflect changes in the contractor's plan for prosecuting the work.
 3. Include a narrative report that includes a brief description of monthly progress, changes to the critical path from the previous update, sources of delay, potential problems, work planned for the next 30 calendar days, and changes to the CPM schedule. Changes to the logic of the CPM schedule include the addition or deletion of activities and changes to activity descriptions, original durations, relationships, constraints, calendars, or previously recorded actual dates. Justify changes to the CPM schedule in the narrative by describing associated changes in the planned methods or manner of performing the work.

or changes in the work itself.

4. Submit electronic copies of each CPM Update and the corresponding Microsoft Project schedule file (XER) in a format acceptable to the engineer.
 5. If additions or changes were made to the CPM schedule since the previous update, submit an updated hard copy of the revised logic diagram.
- (2) Within five business days of receiving each CPM Update, the engineer will provide comments and schedule a meeting as necessary to address comments raised in the engineer's review. Address the engineer's comments and resubmit a revised CPM Update within five business days after the engineer's request.

108.4.4.4 Three-Week Look-Ahead Schedules

- (1) Submit Three-Week Look-Ahead Schedules on a weekly basis after the notice to proceed (NTP). The schedule can be hand drawn or generated by computer. With each Three-Week Look-Ahead include:
1. Activities underway and as-built dates for the past week.
 2. Actual as-built dates for completed activities through final acceptance of the project.
 3. Planned work for the upcoming two-week period.
 4. The activities underway and critical RFIs and submittals, based on the CPM schedule.
 5. Details on other activities not individually represented in the CPM schedule.
- (2) On a weekly basis, the department and the contractor shall agree on the as-built dates depicted in the Three-Week Look-Ahead schedule or document all disagreements. Use the as-built dates from the Three-Week Look-Ahead schedules for the month when updating the CPM schedule.

108.4.4.5 Weekly Production Data

- (1) Provide estimated and actual weekly production rates for items of work on a weekly basis as follows:
1. Data on the following items by area or station:
 - 1.1. Roadway Excavation—CY per week
 - 1.2. Roadway Structural Section
 - 1.2.1. Grading/Subgrade Preparation—SY
 - 1.2.2. Base Material Placement—Ton
 - 1.2.3. Base Material Subgrade Preparation—SY
 - 1.2.4. Asphalt Pavement—Ton
 - 1.2.5. Concrete Pavement – SY
 - 1.2.6. Storm Sewer – LF and EACH
 - 1.2.7. Sanitary Sewer – LF and EACH
 - 1.2.8. Water Main – LF
 2. The actual daily production for the past week and the anticipated weekly production for the next week.
- (2) Submit the data in an electronic spreadsheet format at the same time the Three-Week Look-Ahead is submitted. On a weekly basis, the department and the contractor shall agree on the production data or document all disagreements.

108.4.5 Progress Review Meetings

108.4.5.1 Weekly Progress Review Meetings

- (1) After completing the weekly submittal of the Three-Week Look-Ahead and production data, attend a weekly meeting to review the submittals with the department. At the meeting, address comments as necessary, and document agreement or disagreement with the department.

108.4.5.2 Monthly Update Review Meetings

- (1) After submitting the monthly update and receiving the engineer's comments, attend a job-site meeting, as scheduled by the engineer, to review the progress of the schedule. At that meeting, address comments

as necessary, and document agreement or disagreement with the department. The monthly meeting will be coordinated to take place on the same day and immediately before or after a weekly meeting, whenever possible.

108.4.6 CPM Progress Schedule Revisions

- (1) Revision by the contractor if necessary due to changes in the Work or project conditions and authorized by the engineer, a CPM Progress Schedule Revision may be submitted, although the next Monthly CPM Update is not yet due. Prepare the CPM Revision in the same format as required for Monthly CPM Updates, including justification for changes to the schedule. The process for comment and acceptance of a CPM Revision will be the same as for Monthly CPM Updates. If the CPM Revision is accepted, prepare the next monthly update based on the revised CPM. If the CPM Revision is rejected, prepare the next monthly update based on the previous month's update.
- (2) Engineer's Right to Request Revisions—The engineer will monitor the progress of the work and may request revisions to the CPM schedule. Revise the schedule as requested by the engineer, and submit a CPM Progress Schedule Revision within ten business days of the request. The process for comment and acceptance of a CPM Revision will be the same as for Monthly CPM Updates. The engineer may request that the contractor revise the CPM schedule for one or more of the following reasons:
 1. The forecast completion date is scheduled to occur more than 14 calendar days after the contract completion date.
 2. An intermediate milestone is scheduled to occur more than 14 calendar days after the date required by the contract.
 3. The engineer determines that the progress of the work differs significantly from the current schedule.
 4. A contract change order requires the addition, deletion, or revision of activities that causes a change in the contractor's work sequence or the method and manner of performing the work.

108.4.7 Documentation Required for Time Extension Requests

- (1) To request a time extension to an intermediate milestone date or the contract completion date associated with changes to the work, provide a narrative detailing the work added or deleted and the other activities affected, based on the latest accepted CPM Update. For added work, submit a proposed fragnet of activities to be added or revised in the CPM schedule, indicating how the fragnet is to be tied to the CPM schedule.
- (1) To request a time extension to an intermediate milestone date or the contract completion date associated with delays to the work, provide a narrative detailing the affected activities and the cause of the delay, based on the latest accepted CPM Update. Requests for time extensions due to delays should meet the following criteria:
 1. For requests to extend the contract completion date, include a description of how the delay affected the project's critical path, based on the latest accepted CPM Update.
 2. For requests to extend an intermediate milestone date, include a description of how the delay affected the controlling (longest) path to the milestone, based on the latest accepted CPM Update.
 3. The department and the contractor agree that the float is not for the exclusive use or financial benefit of either party. Either party has the full use of the float on a first come basis until it is depleted.

108.4.8 Payment for CPM Progress Schedule

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.011	Baseline CPM Progress Schedule	EACH
SPV.0060.012	Monthly CPM Progress Schedule Updates	EACH

- (2) The department will only make progress payments for the value of materials, as specified in 109.6.3.2.1, until the Baseline CPM schedule has been submitted. The department will retain ten percent of each estimate until the department accepts the Baseline CPM schedule.

- (3) The department will only make progress payments for the value of materials, as specified in 109.6.3.2.1, until the Monthly CPM schedule updates have been submitted. The department will retain ten percent of each estimate until the department accepts the Monthly CPM schedule update.
- (4) Payment is full compensation for all work required under these bid items. The department will pay the contract unit price for the Baseline CPM schedule after the department accepts the schedule. Then, the department will pay the contract unit price for each Monthly CPM Update acceptably completed.

**68. RRFB System STH 50 NW Quad Maxwell St, Item SPV.0060.020;
RRFB System STH 50 SW Quad Maxwell St, Item SPV.0060.021;
RRFB System STH 50 NE Quad Maxwell St, Item SPV.0060.022;
RRFB System STH 50 SE Quad Maxwell St, Item SPV.0060.023;
RRFB System STH 50 NW Quad Mill St, Item SPV.0060.024;
RRFB System STH 50 SW Quad Mill St, Item SPV.0060.025;
RRFB System STH 50 NE Quad Sky Ln, Item SPV.0060.420;
RRFB System STH 50 SE Quad Sky Ln, Item SPV.0060.421;
RRFB System STH 50 NE Quad Elmwood Ave, Item SPV.0060.422;
RRFB System STH 50 SE Quad Elmwood Ave, Item SPV.0060.423;
RRFB System STH 50 NW Quad Warren St, Item SPV.0060.424;
RRFB System STH 50 SW Quad Warren St, Item SPV.0060.425;
RRFB System STH 50 NE Quad Warren St, Item SPV.0060.426;
RRFB System STH 50 SE Quad Warren St, Item SPV.0060.427;
RRFB System STH 50 NW Quad Madison St, Item SPV.0060.428;
RRFB System STH 50 SW Quad Madison St, Item SPV.0060.429;
RRFB System STH 50 NE Quad Madison St, Item SPV.0060.430;
RRFB System STH 50 SE Quad Madison St, Item SPV.0060.431;
RRFB System STH 50 NW Quad West St, Item PV.0060.432;
RRFB System STH 50 SW Quad West St, Item SPV.0060.433.**

A Description

This work shall consist of furnishing and installing to the department a solar powered rectangular rapid flashing beacon (RRFB) system consisting of multiple assemblies as described herein and as shown in the plans. Each assembly shall be solar powered and pedestrian activated. The pedestal shaft and pedestal base shall be painted black. The assemblies shall be wirelessly controlled and multiple units shall be synchronized. This specification is in accordance with requirements contained in FHWA interim approval 1A-21 dated March 20, 2018 for flashing requirements and beacon operation.

B Materials

Furnish a RRFB system with multiple assemblies. Each assembly may consist of, but not limited to, light indications, and electrical components (wiring, solid-state circuit boards, etc). An assembly may include the following items:

- (1) Light Indications
 - a. Each indication shall be a minimum size of approximately 7" wide x 3" high with 8 high power LEDs
 - b. Two indications shall be installed on an assembly facing in the direction of approaching vehicular traffic. The two indications shall be aligned horizontally, with the longer dimension of the indication horizontal, and a minimum space between the two indications of approximately 7" measured from inside edge of one indication to inside edge of second indication.
 - c. A 6 LED or approved equal indication shall be installed on an assembly facing in the direction of approaching pedestrian traffic to serve as a confirmation for the pedestrian that the system has been activated.
 - d. The outside edges of the two indications, including any housing, shall not protrude beyond the outside edges of the integral signage of the assembly.
 - e. The light intensity of the indications shall be certified to meet the minimum specifications of the Society of Automotive Engineers (SAE) standard J595 Class 1 (Directional Flashing Optical Warning Devices for Authorized Emergency,

- Maintenance, and Service Vehicles) dated January 2005 and be available upon request
- f. Each indication shall be located between the bottom of the crossing warning sign and the top of the supplemental downward diagonal arrow plaque.
 - g. All exposed hardware shall be anti-vandal.
 - h. All individual components of the system shall be replaceable to allow for easy field repair and maintenance.
 - i. To minimize excessive glare during nighttime conditions, an automatic signal dimming device should be used to reduce the brilliance of the RRFB indications during nighttime conditions.
- (2) Signs
- a. All W11-2 signs and W16-7L, W16-7R plaques are shown on the signing plans and misc qtys under a separate bid item. However, the assemblies must be constructed to allow the appropriate space for the installation of the signs in the field. The R10-25 push button signs shall be supplied as part of the RRFB assembly.
- (3) Control Circuit
- a. The control circuit shall have the capability of independently flashing up to two independent outputs. The LED light outputs and flash pattern shall be FHWA approved and engineer programmed.
 - b. The controller shall be one of the following:
 - 1) web enabled to allow for remote programming and system diagnostics. Including flash time, flash pattern and report system information, such as battery voltage, and temperature.
 - 2) on-board user interface that provides system diagnostics and allows system setting changes
 - 3) Approved equal
 - c. The flashing output shall have 75 flashing sequences per minute during each 800 millisecond flashing sequence, the left and right RRFB indications shall operate using the following sequence:
 - 1) The RRFB indication on the left hand side shall be illuminated for approximately 50 milliseconds.
Both RRFB indications shall be dark for approximately 50 milliseconds.
 - 2) The RRFB indication on the right-hand side shall be illuminated for approximately 50 milliseconds.
Both RRFB indications shall be dark for approximately 50 milliseconds.
 - 3) Both RRFB indications shall be illuminated for approximately 50 milliseconds.
Both RRFB indications shall be dark for approximately 50 milliseconds.
 - d. Flash rates with the frequencies of 5 to 30 flashes/second shall not be used to avoid inducing seizures.
 - e. The control circuit shall be installed in an IP67 NEMA rated enclosure or NEMA 3R.
 - f. All circuit connectors shall conform to Ingress Protection, IP-67 rating, dust proof, and protected from temporary immersion in water up to 3 feet deep for 30 minutes. Connectors shall be Deutsch DTM series, Carmanah RRFB or approved equal
 - g. All individual components of the system shall be replaceable to allow for easy field repair and maintenance.
 - h. The control panel shall be mounted below the sign assembly so it is accessible without using a ladder.
 - i. The assembly shall be equipped with Blinklink software for monitoring by the school.
- (4) Beacon Operation:
- a. The RRFB shall be normally dark, shall initiate operation only upon pedestrian actuation, and shall cease operation at a predetermined time after the pedestrian actuation or, with passive detection, after the pedestrian clears the crosswalk.
 - b. All RRFB units associated with a given crosswalk (including those with an advance crossing sign, if used) shall, when actuated, simultaneously commence operation of their rapid-flashing indications and shall cease operation simultaneously.

- c. Pedestrian pushbutton detectors (rather than passive detection) are used to actuate the RRFB indications, a Push Button To Turn On Warning Lights (R10-25) sign shall be installed explaining the purpose and use of the pedestrian pushbutton detector.
 - d. The duration of a predetermined period of operation of the RRFBs following each actuation should be based on the procedures provided in the 11th edition of the MUTCD Part 4 for the timing of pedestrian clearance times for pedestrian signals.
 - e. The predetermined flash period shall be immediately initiated each and every time that a pedestrian pressing a pushbutton detector.
 - f. A small pilot light may be installed integral to the RRFB or pedestrian pushbutton detector to give confirmation that the RRFB is in operation.
- (5) Battery
- a. The Battery shall be a 12VDC Absorbed Glass Mat (AGM) sealed lead-acid, maintenance-free battery.
 - b. The Battery shall be rated at 45AH minimum and shall conform to Battery Council International (BCI) specifications or battery system that is 14Ah or 48AR Gel Battery and is suitable for usage model and system autonomy requirements or approved equal. All batteries shall be sealed in a plastic film to provide moisture and corrosion resistance.
 - c. The Battery shall have a minimum operating temperature range of -76° to 140°F (-60° to 60°C).
 - d. All battery connectors shall conform to Ingress Protection, IP-67 rating, dust proof, and protected from temporary immersion in water up to 3 feet deep for 30 minutes. Connectors shall be Deutsch DTM series or approved equal
 - e. The Battery shall be solar-charged with a capacity up to 30 days of autonomy without sunlight, varying with ambient temperature and number of activations. Solar calculations shall be provided.
- (6) Wireless Radio
- a. Radio control shall operate on 900 MHz frequency hopping spread spectrum network or 2.4 GHz ISM band mesh network radio
 - b. Radio shall integrate with communication of RRFB system control circuit to activate light indications from pushbutton input.
 - c. The Radio shall synchronize all of the remote light indications so they will turn on within 120 msec of each other and remain synchronized through-out the duration of the flashing cycle.
 - d. Radio systems shall operate from 3.6 vdc to 15vdc
 - e. The Radio unit shall have an LCD display to program flash time and communicate system information, such as battery voltage, battery temperature and solar charge level an onboard diagnostics.6.All individual components of the system shall be replaceable to allow for easy field repair and maintenance.
- (7) Pushbutton
- a. The pushbutton shall be capable of continuous operation over a temperature range of -30 degrees F to 165 degrees F (-34 degrees C to 74 degrees C).
 - b. Pushbutton shall be ADA compliant.
 - c. Pushbutton facing sidewalk area that is accessible to wheelchair person
- (8) Solar Panel
- a. The Solar Panel shall provide a minimum of 10 watts and maximum of 55 watts at peak total output or approved equal.
 - b. The Solar Panel shall be affixed to an aluminum plate and bracket, at minimum angle of 45 degrees to allow for maximum solar collection and optimal battery strength or approved equal.
 - c. The Solar Panel Assembly (panel, plate and bracket) shall be mounted on a pole cap mount or aluminum mounting bracket, to allow for maximum solar collection and optimal battery strength or approved equal.
 - d. The Solar Panel shall have a minimum operating temperature range of -40° to 185°F (-40° to 85°C).
- (9) Pedestal Shaft
- a. Shall meet the requirements as set forth in section 657.2.4 of the standard specifications for highway and structure construction, except that all aluminum

- pedestal shafts shall be anodized and factory painted black. All steel pedestal shafts shall have a powder coated enamel finish that is black.
 - b. Shall be a standard 4.5" OD aluminum pedestal pole. Supplied with one end threaded for easy installation into a pedestal base.
 - c. Shall be a 13' or 15' as needed Schedule 80 pipe raw aluminum
 - d. Incidental to RRFB.
 - e. See signing plan for locations.
- (10) Pedestal Base
 - a. Shall meet the requirements as set forth in section 657.2.5 of the standard specifications for highway and structure construction, except that all aluminum pedestal bases shall be anodized and factory painted black. All steel pedestal bases shall have a powder coated enamel finish that is black. The pedestal base shall match the color of the pedestal shaft after anodizing, and factory painted black.
 - b. The pedestal base shall be a cast aluminum pedestals mount on a concrete base attached by four internal anchor bolts imbedded in the base.
 - c. The Base shall have a large 8.5" square hand hole cover allowing access to the interior of the base.
 - d. Incidental to RRFB.
- (11) Concrete Base
 - a. Shall meet the requirements as set forth in section 654.2.1 of the standard specifications for highway and structure construction, as applicable.
 - b. The concrete base shall be a Type 1 base (WisDOT bid item 654.0101) or approved equivalent.
 - c. Incidental to RRFB.
- (12) Anchor Bolts
 - a. The anchor bolts shall be galvanized steel 1" x 42".
 - b. Set of 4 includes lock washer and nut.
 - c. Incidental to RRFB.

C Construction

The RRFB system will consist of multiple assemblies.

Touch-up and repair damage to black equipment with matching material. All black equipment, whether department or contractor provided, must be touched-up, repaired, and accepted by the department prior to operation.

The solar panels shall face south. The complete type I post assembly shall be furnished and as part of these items.

The system shall have a minimum of 1 year manufacturer's warranty.

Cabinet shall be mounted for easy access without having to use a ladder.

D Measurement

The department will measure furnishing to the department a rectangular rapid flashing beacon (RRFB) system as Each individual installation, as shown on the plans, acceptably completed.

E Payment

The department will pay for the measured quantity at the contract unit price under the following bid item.

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.020	RRFB System STH 50 NW Quad Maxwell St	EACH
SPV.0060.021	RRFB System STH 50 SW Quad Maxwell St	EACH
SPV.0060.022	RRFB System STH 50 NE Quad Maxwell St	EACH
SPV.0060.023	RRFB System STH 50 SE Quad Maxwell St	EACH
SPV.0060.024	RRFB System STH 50 NW Quad Mill St	EACH
SPV.0060.025	RRFB System STH 50 SW Quad Mill St	EACH
SPV.0060.420	RRFB System STH 50 NE Quad Sky Ln	EACH
SPV.0060.421	RRFB System STH 50 SE Quad Sky Ln	EACH
SPV.0060.422	RRFB System STH 50 NE Quad Elmwood Ave	EACH
SPV.0060.423	RRFB System STH 50 SE Quad Elmwood Ave	EACH

SPV.0060.424	RRFB System STH 50 NW Quad Warren St	EACH
SPV.0060.425	RRFB System STH 50 SW Quad Warren St	EACH
SPV.0060.426	RRFB System STH 50 NE Quad Warren St	EACH
SPV.0060.427	RRFB System STH 50 SE Quad Warren St	EACH
SPV.0060.428	RRFB System STH 50 NW Quad Madison St	EACH
SPV.0060.429	RRFB System STH 50 SW Quad Madison St	EACH
SPV.0060.430	RRFB System STH 50 NE Quad Madison St	EACH
SPV.0060.431	RRFB System STH 50 SE Quad Madison St	EACH
SPV.0060.432	RRFB System STH 50 NW Quad West St	EACH
SPV.0060.433	RRFB System STH 50 SW Quad West St	EACH

Payment is full compensation for providing and installing a fully operational RRFB system consisting of multiple assemblies necessary to complete the contract work.

69. Construction Staking Shared-Use Path (3170-09-70), Item SPV.0060.300.

A Description

This special provision describes providing construction stakes for the shared-use path according to standard spec 650.

B (Vacant)

C Construction

Set construction stakes according to standard spec 650.3, and specifically 650.3.15.

D Measurement

The department will measure Construction Staking Shared-Use Path (3170-09-70) by each individual project, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.300	Construction Staking Shared-Use Path (3170-09-70)	EACH

Payment is full compensation for locating and setting construction stakes; staking for the base underlying the Shared-Use Path, for adjusting stakes to ensure compatibility with existing field conditions; and for relocating and resetting damaged or missing construction stakes. Staking for the subgrade under the Shared-Use Path will be paid for separately

- 70. Construction Staking Sanitary Sewer, SPV.0060.500;
Abandon Existing Sanitary Manhole, SPV.0060.501;
Sanitary Sewer Manhole, 48-Inch, SPV.0060.502;
Sanitary Sewer Manhole Outside Drop, SPV.0060.503;
Connect to Existing Sanitary Sewer, SPV.0060.504;
Wye 12-Inch X 6-Inch, SPV.0060.505;
Wye 8-Inch X 6-Inch, SPV.0060.506;
Dewatering (For Sanitary Sewer), SPV.0060.507;
Utility Line Opening (For Sanitary Sewer), SPV.0060.508;
Construction Staking Water Main, SPV.0060.509;
Remove Existing Hydrant Assembly, SPV.0060.510;
Remove Existing Valve Box, SPV.0060.511;
Remove Water Structure, SPV.0060.512;
Abandon Existing Watermain (6 Inch DIA and Less), SPV.0060.513;
Connect to Existing Water Main, SPV.0060.514;**

Hydrant, SPV.0060.515; Valve & Box 16-Inch, SPV.0060.516;
 Valve & Box 12-Inch, SPV.0060.517;
 Valve & Box 10-Inch, SPV.0060.518;
 Valve & Box 8-Inch, SPV.0060.519;
 Valve & Box 6-Inch, SPV.0060.520;
 Cross 16-Inch X 16-Inch, SPV.0060.521;
 Tee 16-Inch X 16-Inch, SPV.0060.522;
 Tee 16-Inch X 12-Inch, SPV.0060.523;
 Tee 12-Inch X 6-Inch, SPV.0060.524;
 Tee 16-Inch X 8-Inch, SPV.0060.525;
 Tee 16-Inch X 6-Inch, SPV.0060.526;
 Tee 8-Inch X 6-Inch, SPV.0060.527;
 Bend 16-Inch, SPV.0060.528;
 Bend 8-Inch, SPV.0060.529;
 Bend 6-Inch, SPV.0060.530;
 Reducer 16-Inch X 12-Inch, SPV.0060.531;
 Reducer 16-Inch X 8-Inch, SPV.0060.532;
 Reducer 8-Inch X 6-Inch, SPV.0060.533;
 Reducer 8-Inch X 4-Inch, SPV.0060.534;
 Cap 8-Inch, SPV.0060.535;
 Plug 16-Inch, SPV.0060.536;
 Corporation, Curb Stop, Box, & Reconnect 2 Inch, SPV.0060.537;
 Corporation, Curb Stop, Box, & Reconnect 1.5 Inch, SPV.0060.538;
 Corporation, Curb Stop, Box, & Reconnect 1 Inch, SPV.0060.539;
 Temporary Water Service, SPV.0060.540;
 Dewatering (For Water Main), SPV.0060.541;
 Utility Line Opening (For Water Main), SPV.0060.542;
 Temporary Testing Items, SPV.0060.543;
 Adjust Existing Water Main Valve Box And Lid, SPV.0060.544;
 Replace Water Main Valve Box And Lid, SPV.0060.545;
 Adjust Existing Sanitary Sewer Manhole, SPV.0060.546;
 Replace Manhole Casting And Lid, SPV.0060.547;
 Abandon Existing Water Valve Manhole; SPV.0060.548;
 Adjust Existing Water Main Manhole And Lid, SPV.0060.549.

A Description

This special provision describes Construction Staking Sanitary Sewer; Abandon Existing Sanitary Manhole; Sanitary Sewer Manhole; Sanitary Sewer Manhole Outside Drop; Connect to Existing Sanitary Sewer; Wye 12-Inch X 6-Inch; Wye 8-Inch X 6-Inch; Dewatering (For Sanitary Sewer); Utility Line Opening (For Sanitary Sewer); Construction Staking Water Main; Remove Existing Hydrant Assembly; Remove Existing Valve Box; Remove Water Structure; Abandon Existing Watermain (6-Inch DIA and Less; Connect to Existing Water Main; Hydrant; Valve & Box 16-Inch; Valve & Box 12-Inch; Valve & Box 10-Inch; Valve & Box 8-Inch; Valve & Box 6-Inch; Cross 16-Inch X 16-Inch; Tee 16-Inch X 16-Inch; Tee 16-Inch X 12-Inch; Tee 12-Inch X 6-Inch; Tee 16-Inch X 8-Inch; Tee 16-Inch X 6-Inch; 8-Inch X 6-Inch; Bend 16-Inch; Bend 8-Inch; Bend 6-Inch; Reducer 16-Inch X 12-Inch; Reducer 16-Inch X 8-Inch; Reducer 8-Inch X 6-Inch; Reducer 8-Inch X 4-Inch; Cap 8-Inch; Plug 16-Inch; Corporation, Curb Stop, Box, & Reconnect 2 Inch; Corporation, Curb Stop, Box, & Reconnect 1.5 Inch; Corporation, Curb Stop, Box, & Reconnect 1 Inch; Temporary Water Service; Dewatering (For Water Main); Utility Line Opening (For Water Main); Temporary Testing Items; Adjust Existing Water Main Valve Box And Lid; Replace Water Main Valve Box And Lid; Adjust Existing Sanitary Sewer Manhole; Replace Manhole Casting And Lid; Abandon Existing Water Valve Manhole; Adjust Existing Water Main Manhole And Lid.

B Materials

Conform to City of Lake Geneva Standard Sanitary Sewer Utility and Water Utility Specifications for WisDOT Let Projects, 2026.

C Vacant

D Measurement

The department will measure Construction Staking Sanitary Sewer; Abandon Existing Sanitary Manhole; Sanitary Sewer Manhole; Sanitary Sewer Manhole Outside Drop; Connect to Existing Sanitary Sewer; Wye 12-Inch X 6-Inch; Wye 8-Inch X 6-Inch; Dewatering (For Sanitary Sewer); Utility Line Opening (For Sanitary Sewer); Construction Staking Water Main; Remove Existing Hydrant Assembly; Remove Existing Valve Box; Remove Water Structure; Abandon Existing Watermain (6-Inch DIA and Less; Connect to Existing Water Main; Hydrant; Valve & Box 16-Inch; Valve & Box 12-Inch; Valve & Box 10-Inch; Valve & Box 8-Inch; Valve & Box 6-Inch; Cross 16-Inch X 16-Inch; Tee 16-Inch X 16-Inch; Tee 16-Inch X 12-Inch; Tee 12-Inch X 6-Inch; Tee 16-Inch X 8-Inch; Tee 16-Inch X 6-Inch; 8-Inch X 6-Inch; Bend 16-Inch; Bend 8-Inch; Bend 6-Inch; Reducer 16-Inch X 12-Inch; Reducer 16-Inch X 8-Inch; Reducer 8-Inch X 6-Inch; Reducer 8-Inch X 4-Inch; Cap 8-Inch; Plug 16-Inch; Corporation, Curb Stop, Box, & Reconnect 2 Inch; Corporation, Curb Stop, Box, & Reconnect 1.5 Inch; Corporation, Curb Stop, Box, & Reconnect 1 Inch; Temporary Water Service; Dewatering (For Water Main); Utility Line Opening (For Water Main); Temporary Testing Items; Adjust Existing Water Main Valve Box And Lid; Replace Water Main Valve Box And Lid; Adjust Existing Sanitary Sewer Manhole; Replace Manhole Casting And Lid; Abandon Existing Water Valve Manhole; Adjust Existing Water Main Manhole And Lid. - by each individual unit 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.0060.500	Construction Staking Sanitary Sewer	EACH
SPV.0060.501	Abandon Existing Sanitary Manhole	EACH
SPV.0060.502	Sanitary Sewer Manhole, 48-Inch	EACH
SPV.0060.503	Sanitary Sewer Manhole, Outside Drop	EACH
SPV.0060.504	Connect To Existing Sanitary Sewer	EACH
SPV.0060.505	Wye 12-Inch X 6-Inch	EACH
SPV.0060.506	Wye 8-Inch X 6-Inch	EACH
SPV.0060.507	Dewatering (For Sanitary Sewer)	EACH
SPV.0060.508	Utility Line Opening (For Sanitary Sewer)	EACH
SPV.0060.509	Construction Staking Water Main	EACH
SPV.0060.510	Remove Existing Hydrant Assembly	EACH
SPV.0060.511	Remove Existing Valve Box	EACH
SPV.0060.512	Remove Existing Water Main Structure	EACH
SPV.0060.513	Abandon Existing Water Main (6 Inch Dia And Less)	EACH
SPV.0060.514	Connect To Existing Water Main	EACH
SPV.0060.515	Hydrant	EACH
SPV.0060.516	Valve & Box 16-Inch	EACH
SPV.0060.517	Valve & Box 12-Inch	EACH
SPV.0060.518	Valve & Box 10-Inch	EACH
SPV.0060.519	Valve & Box 8-Inch	EACH
SPV.0060.520	Valve & Box 6-Inch	EACH
SPV.0060.521	Cross 16-Inch X 16-Inch	EACH
SPV.0060.522	Tee 16-Inch X 16-Inch	EACH
SPV.0060.523	Tee 16-Inch X 12-Inch	EACH
SPV.0060.524	Tee 12-Inch X 6-Inch	EACH
SPV.0060.525	Tee 16-Inch X 8-Inch	EACH
SPV.0060.526	Tee 16-Inch X 6-Inch	EACH
SPV.0060.527	Tee 8-Inch X 6-Inch	EACH
SPV.0060.528	Bend 16-Inch	EACH
SPV.0060.529	Bend 8-Inch	EACH
SPV.0060.530	Bend 6-Inch	EACH
SPV.0060.531	Reducer 16-Inch X 12-Inch	EACH
SPV.0060.532	Reducer 16-Inch X 8-Inch	EACH
SPV.0060.533	Reducer 8-Inch X 6-Inch	EACH
SPV.0060.534	Reducer 8-Inch X 4-Inch	EACH
SPV.0060.535	Cap 8-Inch	EACH
SPV.0060.536	Plug 16-Inch	EACH

SPV.0060.537	Corporation, Curb Stop, Box & Reconnect 2 Inch	EACH
SPV.0060.538	Corporation, Curb Stop, Box & Reconnect 1.5 Inch	EACH
SPV.0060.539	Corporation, Curb Stop, Box & Reconnect 1 Inch	EACH
SPV.0060.540	Temporary Water Service	EACH
SPV.0060.541	Dewatering (For Water Main)	EACH
SPV.0060.542	Utility Line Opening (For Water Main)	EACH
SPV.0060.543	Temporary Testing Items	EACH
SPV.0060.544	Adjust Existing Water Main Valve Box And Lid	EACH
SPV.0060.545	Replace Water Main Valve Box And Lid	EACH
SPV.0060.546	Adjust Existing Sanitary Sewer Manhole	EACH
SPV.0060.547	Replace Manhole Casting And Lid	EACH
SPV.0060.548	Abandon Existing Water Valve Manhole	EACH
SPV.0060.549	Adjust Existing Water Main Manhole And Lid	EACH

Payment is full compensation necessary to complete the contract for all work herein as specified in accordance with the City of Lake Geneva Standard Sanitary Sewer Utility and Water Utility Specifications for WisDOT Let Projects, 2026. Excavating, bedding materials, backfilling, fittings, reaction blocking, and joint restraint shall be included in the contract price.

71. Remove, Salvage, and Reinstall Decorative Stone Wall, Item SPV.0060.599.

A Description

This special provision describes work consisting of removing, salvaging, and reinstalling the decorative stone wall and pillar (The Manor) in the southwest corner of Lake View Drive in accordance to the applicable provisions of standard spec 204 and as hereinafter provided. Contact Tom Earle of the City of Lake Geneva for details used to remove and reinstall this wall and pillar.

B Materials

Provide structure backfill in accordance with section 210 of the standard specification for backfilling behind the decorative wall.

Provide base aggregate dense 1 ¼-inch in accordance with section 305 of the standard specification for leveling under the retaining wall.

C Construction

C.1 Removal and Salvage Stone Retaining Wall Components

Provide equipment necessary to carefully remove stone wall in accordance with Section 204 of the standard specification. Remove only those portions of existing stone wall as needed to provide room for the construction of the temporary access road. Salvage sufficient materials to complete the reinstallation of the stone retaining wall up to the removal limits.

Store the salvaged stone items at a location such as to preserve the integrity, quality, and condition of the existing stone removed. Reinstall the stone wall to a similar quality and condition as the existing wall prior to removal.

C.2 Excavation and Backfill

Excavation and preparation of the foundation for the wall and the leveling pad shall be in accordance to standard spec 206. Do not stockpile or store materials or large equipment within 10 feet of the back of the wall.

Backfill lifts shall be no more than 6-inches in depth, after compaction.

Conduct backfilling operations in such a manner as to prevent damage or misalignment of the wall components. At no expense to the department, correct any such damage or misalignment as directed by the engineer.

Do not operate tracked or wheeled equipment on the backfill.

C.3 Compaction

Compact wall backfill with each backfill lift.

Compaction of backfill should be accomplished using lightweight compaction devices.

C.4 Reinstall Salvaged Stone Wall Components

Reinstall stone wall upon completion of sanitary sewer, utility work and paving along Lakeview Drive. Select stone that have not been damaged by removal and the integrity has been maintained.

Prior to reinstallation, attain engineer approval of condition and quality that is sound, hard, dense, free from seams or cracks, or other structural defects of the existing stone for use in reinstallation.

Erect wall elements according to the elevations to match preconstruction conditions.

Remove all debris on the top of each layer of facing units, before placing the next layer of facing units.

C.5 Lighting and Electrical

Reconnect lighting and electrical components to match existing configuration.

D Measurement

The department will measure Remove, Salvage, and Reinstall Decorative Stone Wall as Each individual wall 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.0060.599	Remove, Salvage, and Reinstall Decorative Stone Wall	EACH

Payment is full compensation for preparing the site, including all necessary excavation and disposal of materials; salvaging existing stone materials; supplying new materials if necessary to complete the reinstallation; constructing the wall and providing temporary drainage; providing base aggregate dense and constructing the leveling pad; providing backfill; backfilling; and compacting.

- 72. Traffic Signal Cabinet & Controller STH 50 & Cook St, Item SPV.0060.600;
Traffic Signal Cabinet & Controller STH 50 & Broad St, Item SPV.0060.601;
Traffic Signal Cabinet & Controller STH 50 & Center St, Item SPV.0060.602;
Traffic Signal Cabinet & Controller STH 50 & Wells St, Item SPV.0060.603;
Traffic Signal Cabinet & Controller STH 50 & Edwards Blvd, Item SPV.0060.604;
Traffic Signal Cabinet & Controller STH 50 & USH 12 SB Ramp, Item SPV.0060.605.**

A Description

This work shall consist of furnishing and installing McCain traffic signal controller(s) and Mobotrex TS2 cabinet(s) as shown on the plans and as hereinafter provided.

B Materials

Provide shop drawings for Traffic Signal Controller & Cabinet to be approved by City of Lake Geneva prior to ordering equipment.

Submit two copies of the following to the City of Lake Geneva: Detection wiring diagrams, cable and routing diagrams, pole to pull box wiring diagrams, conductor layout standards and the associated head arrangements and other pertinent details.

The controller shall be a fully traffic actuated, solid state, digital microprocessor controller, capable of providing the number and sequence of phases, overlaps, and any special logic as described herein and shown on the accompanying plan. The controller shall provide a functional Ethernet port.

The controller shall be fully programmed and shall be mounted in a control cabinet to operate as a complete and functioning intersection traffic signal control system. The equipment items included shall be, but not necessarily limited to, cabinet, microprocessor controller, monitor, detector amplifiers, power supply, power distribution panel, interior cabinet wiring, and other associated electrical and electronic equipment interior to the control cabinet that is necessary to provide the type of operation described in these specifications.

Dual ring, programmable for both single and dual entry concurrent timing, eight-phase frame or equivalent shall be provided. Volume density and pedestrian timing shall be provided for all phases. MUTCD flashing

capability shall be provided. All controls shall be according to the accompanying plans and with NEMA Standards Publication No. TS2-2003.

The intersection controller unit shall be capable of up to 8-phase operation plus four programmable overlaps regardless of whether preemption, coordination or the special programming is used. The intersection cabinet shall be wired for a minimum of twelve and include twelve 3 circuit load switches.

The traffic controllers and cabinets at the intersection shall include any necessary provisions to accommodate fiber optic interconnect.

B.1 Electrical and Operational Aspects

B.1.1 Buffering

All logic circuit inputs shall be internally buffered to withstand transients and noise, such as might result from normal usage, without damage to any mechanism components.

B.1.2 Timing Features

All controller timing parameters shall be fully programmable from the front panel using switches and/or keyboard inputs, and memory storage features shall be nonvolatile under power off conditions for at least 30 days. The locking, nonlocking detection mode and recall switches shall also be accessible on the front panel.

B.1.3 Minimum Green Timing

The passage timer shall time concurrently with the minimum green timer, so that the duration of the minimum green time is directly adjustable and is independent of the passage time setting.

B.1.4 Dual Ring Timing

In the dual ring application, no more than two phases shall be permitted to time concurrently, and no more than one phase per ring. The controller shall provide barrier protection against concurrent timing of two conflicting phases; no phases assigned to one side of the barrier shall be permitted to time concurrently, if a conflict will occur. The controller shall service calls on a single entry basis, and both rings shall cross the barrier simultaneously according to the following logic:

1. Phases timing concurrently shall terminate simultaneously if both have a gap out due to excessive time between actuations.
2. Phases timing concurrently shall terminate simultaneously if both have a maximum time out.
3. In the event that one phase has not achieved a gap out or maximum time out, the other gapped out phase shall be Permitted to leave the gapped out condition and retime an extension when an actuation is received.

B.1.5 Manual (Police) Control

If manual control is used, actuation of the manual control shall permit manual advance of the Walk, Pedestrian Clearance, and Green interval terminations only. Manual termination of Yellow or All Red clearance intervals shall not be permitted.

B.1.6 Red Revert

An adjustable red revert control shall be provided to assure adequate red display when recycling a phase during call-away or red rest mode operation. A call for service to a different phase shall be preceded by an all-red clearance interval, as programmed.

B.1.7 Coordination

The controller shall be capable of operation in progressive coordination systems and mutual coordination and shall contain, but not be limited to, the following external inputs, with all functions brought out (continued next page):

1. Vehicle/Pedestrian Detectors
2. Pedestrian Omit per phase per phase
3. Hold per phase
4. Phase Omit per phase
5. Internal Maximum Inhibit per ring
6. Omit Red Clearance per ring
7. Red rest per ring
8. Maximum II per ring
9. Force-Off per ring

10. Stop Timing per ring
11. Manual Control per controller
12. Select Minimum Recall per controller
13. External Start per controller
14. Semi-Mode per controller

B.1.8 Minimum Safe Timings Control

Controllers shall not accept any operator input or stored timing parameters that would result in intervals shorter than the following: yellow clearance - 3.0 seconds, minimum walk - 4.0 seconds, minimum pedestrian clearance - 6.0 seconds. At the beginning of each of the above intervals, the controller shall check the previously stored data against these minimums. If an operator attempts to load an incorrect timing parameter, the controller unit shall output a unique error code on the front panel display. As an alternate to minimum timing control, a coded keyboard entry security feature may be provided.

B.1.9 Indicator Lights and Switches

Indicator lights shall be provided to show the status of each signal phase on. Indicator lights shall also be used to show interval status, phase termination information, and presence of vehicular and pedestrian calls for each phase. An indicator light shall also be provided to show the status of the backup battery charging circuit.

The controller shall have an on off switch and fuse for AC power.

B.1.10 Data Display

The data panel shall be a removable handheld unit. The panel shall contain a display panel consisting of LED display characters. The face of the display shall be scratch, chemical, and solvent resistant. In the case of writing data or parameters into the controller there shall be a visual indication that the data has been accepted. The number of characters shall be adequate to read or write all data and parameters in decimal format together with a data descriptor in either alpha numeric format, or thumbwheel switch display. A data key shall be provided.

B.1.11 Diagnostic Program

A diagnostic program shall be prepared by the manufacturer of the controller unit which will demonstrate the proper operation of all the inputs, outputs, controls and indicators in the controller, and shall have visual conformation on the front panel. The diagnostic program shall be either resident in the controller or furnished as a separate plug in module. A flow chart and listing of the diagnostic routine shall be furnished with the controller unit.

B.1.12 Preemption

B.1.12.1 General

These specifications detail a preemptor program for use with 2 through 8 phase actuated controller.

The preemptor shall be capable of being adaptable to meet the various types of applications such as railroad, fire station, and bridge preempts.

The preemptor shall be internal to the controller and shall not alter controller capability or interchangeability under normal operation. The preemptor shall be completely programmable by the user.

B.1.12.2 Preempt Program

B.1.12.2.1 Preempt Registration

The preempt call input shall initialize preempt registration and start preempt sequence unless a priority call input is activated which would treat the current controller preemptions state as normal operation and reinitiate call registration.

B.1.12.2.2 Preempt Delay

As soon as the preempt call is registered the preempt delay will begin timing unless preempt delay is set zero or preempt delay omit was active during preempt call registration. Delay shall be programmable from 0 to 255 seconds minimum.

As soon as preempt delay is timed out, current running phases not next to be common in preempt sequence are cleared. If the running phases are green and must be cleared, special programmable values of minimum green, walk and pedestrian intervals will time normal times. Concurrently a special

preempt clearance is generated. This clearance is designed for advance track signals and any overlaps that may be green and require yellow clearance.

B.1.12.2.3 Entry Clearance Phase(s) Select

Two sequential phases or phase pairs shall be available to be run as programmable fixed time intervals as an entry sequence. Two entry options shall be available, each programmable. The entry sequence shall be capable of being omitted entirely.

B.1.12.2.4 Dwell Sequence

After the entry sequence, the preemptor shall enter the dwell sequence. During the dwell sequence the controller shall cycle between selected phases on a pre-timed or actuated basis. Pedestrian phasing may be normal or omitted entirely. When the dwell sequence is entered, a preempt dwell output shall be generated. The preemptor shall remain in dwell for the length of the dwell extension timer which shall be capable of being held in reset by the preempt call input. Dwell extension shall be omissible by setting the timer to zero.

B.1.12.2.5 Exit Sequence

After leaving dwell, the controller shall enter one or two programmed exit phases(s) or phase pairs sequences. The sequence will time programmed minimum green and place a vehicle call on all phases not omitted. After timing exit phase minimum green the controller shall time and sequence normally.

B.1.13 Time Base Coordination

These specifications detail a Time Base Coordinator program for use with 2 through 8 phase actuated controller.

The units shall allow traffic control equipment to be coordinated without requiring the use of interconnection cables. The units shall coordinate traffic control equipment based on signals from a precise time base which will allow output control signals to be changed at the proper pre-programmed time to achieve the coordinated operation of an intersection with other intersections or the desired operation of an isolated intersection. The coordinators may also use a programmer for a master intersection controller which in turn is interconnected with secondary intersection controllers. The units shall also be capable of providing a command for MUTCD flash, and shall allow a full year program to be initiated and carried out without the necessity of field adjustment for anticipated special events, etc.

The time base coordinator shall be internal to the controller and shall not alter controller capability or interchangeability under normal operation. The time base coordinator shall be completely programmable by the user.

B.2 Monitoring

A conflict monitor meeting the following requirements shall be provided.

B.2.1 General

Each cabinet assembly shall be wired to operate with one Malfunction Management Unit (MMU). The MMU shall be a Type 16.

This specification sets forth the minimum requirements for a shelf-mountable, sixteen channel, solid-state Malfunction Management Unit (MMU). The MMU shall meet, as a minimum, all applicable sections of the NEMA Standards Publication No. TS2-2003. Where differences occur, this specification shall govern.

B.2.2 Monitoring Functions

The following monitoring functions shall be provided in addition to those required by the NEMA Standard Section 4.

B.2.2.1 Dual Indication Monitor

Dual Indication monitoring shall detect simultaneous input combinations of active Green (Walk), Yellow, or Red (Don't Walk) field signal inputs on the same channel. In Type 12 mode this monitoring function detects simultaneous input combinations of active Green and Yellow, Green and Red, Yellow and Red, Walk and Yellow, or Walk and Red field signal inputs on the same channel.

When voltages on two inputs of a vehicle channel are sensed as active for more than 450 msec, the MMU shall enter the fault mode, transfer the OUTPUT relay contacts to the Fault position, and indicate the DUAL INDICATION fault. The MMU shall remain in the fault mode until the unit is reset by the RESET button or the EXTERNAL RESET input. When voltages on two inputs of a vehicle channel are sensed as active for less than 200 msec, the MMU shall not transfer the OUTPUT relay contacts to the Fault position.

When operating with Port 1 communications enabled, Bit #68 (Spare Bit #2) of the Type #129 response frame shall be set to indicate a Dual Indication fault has been detected.

Dual Indication Monitoring shall be disabled when the RED ENABLE input is not active.

Programming shall be provided to enable the Dual Indication monitoring function for the Green and Red, Green and Yellow, and Yellow and Red combinations for each individual channel. In the Type 12 mode, the Walk inputs shall be logically OR'ed with the Green inputs for purposes of Dual Indication programming.

B.2.2.2 Field Check Monitoring

The Field Check Monitor function shall provide two modes of operation, Field Check Fault and Field Check Status.

Field Check Monitoring shall be disabled when the RED ENABLE input is not active.

B.2.2.2.1 Field Check Monitor

In the Field Check Fault mode, when the field signal input states sensed by the MMU do not correspond with the data provided by the Controller Unit in the Type #0 message for 10 consecutive messages, the MMU shall enter the fault mode, transfer the OUTPUT relay contacts to the Fault position, and indicate the FIELD CHECK FAIL fault. Bit #67 (Spare Bit #1) of the Type #129 response frame shall be set to indicate a Field Check fault has been detected. The MMU shall remain in the fault mode until the unit is reset by the RESET button or the EXTERNAL RESET input.

B.2.2.2.2 Field Check Status

The Field Check Status mode shall work in combination with the other fault monitoring functions of the MMU. When a Conflict, Red Fail, Clearance Fail, or Dual Indication Fail triggers the MMU, the Channel Status Display and Fault Status Display shall correspond to that detected fault. If Field Check errors were detected while the fault was being timed, the inputs on which the Field Check errors were detected shall be reported on the Channel Status display. Bit #67 (Spare Bit #1) of the Type #129 response frame shall also be set to indicate Field Check errors have been detected.

B.2.2.2.3 Field Check Programming

Programming shall be provided to enable the Field Check monitoring function for each Green, Yellow, and Red input individually. Programming shall be provided to enable the Field Check monitoring function for channel 2, 4, 6, and 8 Walk input individually when operating in the Type 12 with SDLC mode.

B.2.2.3 Recurrent Pulse Monitoring

The Signal Monitor shall detect Conflict, Red Fail, and Dual Indication faults that result from intermittent or flickering field signal inputs. These recurring pulses shall result in a latching fault with the RECURRENT PULSE STATUS indicated along with the resulting Conflict, Red Fail, or Dual Indication status. An option shall be provided to disable the RP detect function for testing purposes.

When operating with Port 1 communications enabled, Bit #69 (Spare Bit #3) of the Type #129 response frame shall be set to indicate a Recurrent Pulse status has been detected.

B.2.2.4 External Watchdog Monitoring

The MMU shall provide the capability to monitor an optional external logic level output from a Controller Unit or other external cabinet circuitry. If the MMU does not receive a change in state on the EXTERNAL WATCHDOG input for 1500 msec (± 100 msec), the MMU shall enter the fault mode, transfer the OUTPUT relay contacts to the Fault position, and indicate the WATCHDOG fault. The MMU shall remain in the fault mode until the unit is reset by the RESET button or the EXTERNAL RESET input. An MMU Power Failure shall reset the WATCHDOG fault state of the monitor. The EXTERNAL WATCHDOG input shall be wired to connector MSB-S.

When operating with Port 1 communications enabled, Bit #70 (Spare Bit #4) of the Type #129 response frame shall be set to indicate an External Watchdog fault has been detected.

B.2.2.5 Type Fault Monitor

The MMU shall verify at power-up that the Type 12 or Type 16 operating mode as determined by the TYPE SELECT input is consistent with the mode set by the last external reset.

Detection of a Type Fault shall place the MMU into the fault mode, transfer the OUTPUT relay contacts to the Fault position, and indicate the TYPE 12/16 fault. The MMU shall remain in the fault mode until the unit is reset by the RESET button or the EXTERNAL RESET input. An MMU Power Failure shall reset the Type Fault state of the monitor.

B.2.2.6 Flashing Yellow Arrow PPLT Support

The MMU shall be designed to monitor an intersection with up to four approaches using the four section Flashing Yellow Arrow (FYA) movement outlined by the NCHRP Research Project 3-54 on Protected/Permissive signal displays with Flashing Yellow Arrows. Two cabinet configurations shall be supported for both the MMU Type 16 and Type 12 modes depending on the number of loadswitches provided and the capabilities of the Controller Unit. In both modes the MMU shall be designed to provide the same fault coverage for the FYA approaches as it does for conventional protected left turn phases including Conflict, Red Fail, Dual Indication, and both Minimum Yellow and Minimum Yellow Plus Red Clearance monitoring.

B.2.3 Configuration Options

B.2.3.1 RYG ONLY Red Fail Option

The MMU shall provide the capability to exclude the Walk inputs from the Red Fail fault detection algorithm when operating in the Type 12 mode. When the option is selected, the absence of signals on the Green, Yellow, and Red field outputs of a channel will place the MMU unit into the fault mode, transfer the OUTPUT relay contacts to the Fault position, and indicate the RED FAIL fault.

B.2.3.2 LED Signal Threshold Adjust

The MMU shall provide the capability to sense field inputs signals with the following thresholds:

Conflict, Dual Indication Low Threshold Signal Inputs (Green, Yellow, and Red)	
No Detect	less than 15 Vrms
Detect	greater than 25 Vrms
Red Fail High Threshold Signal Inputs (Green, Yellow, and Red)	
No Detect	less than 50 Vrms
Detect	greater than 70 Vrms

B.2.3.3 CVM LOG Disable Option

The MMU shall provide a means to disable the logging of CVM fault events.

B.2.4 Display Functions

The following display functions shall be provided in addition to those required by the NEMA TS-2 Standard Section 4. A PC shall not be required to display the following parameters.

B.2.4.1 Field Signal Voltages Display

A mode shall be provided to display the RMS voltage of each field signal input. If the MMU is not in the fault mode, the displayed voltage will be the currently applied RMS voltage. If the MMU is in the fault mode, the displayed voltage will be the applied RMS voltage at the time of the fault.

B.2.4.2 Cabinet Control Signal Voltages Display

A mode shall be provided to display the RMS voltage of the AC Line and Red Enable, the frequency of the AC Line, and the ambient temperature measured at the MMU. If the MMU is not in the fault mode, the displayed values will be the currently applied values. If the MMU is in the fault mode, the displayed values will be the applied values at the time of the fault.

B.2.4.3 Field Check Status Display

When the MMU is in the fault mode, a display screen for the front panel display shall be provided to identify all field signal inputs with Field Check status.

B.2.4.4 Recurrent Pulse Status Display

When the MMU is in the fault mode, a display screen for the front panel display shall be provided to identify all field signal inputs with Recurrent Pulse status.

B.2.4.5 Configuration Display

A display mode for the front panel display shall be provided that allows the setting and viewing of all MMU configuration parameters. The configuration parameters provided on the program card shall be viewable only. A PC shall not be required to completely program or view the MMU configuration parameters.

B.2.4.6 Event Logs Display

A display mode for the front panel display shall be provided to review all details of the Previous Fail log, AC Line log, and the Monitor Reset log.

B.2.4.7 Clock Set Display

A display mode for the front panel display shall be provided to view and set the time and date of the MMU real time clock.

B.2.5 Operating Modes

The MMU shall operate in both the Type 12 mode and Type 16 mode as required by the NEMA Standard.

B.2.5.1 Help System

A context sensitive Help system shall be provided that is activated by a separate Help button. The Main Status display shall respond with text messages relevant to the position in the menu navigation level. When the MMU is in the fault mode the Help system shall respond with the Diagnostic mode described in 0.

B.2.5.2 Setup Wizard

A built-in setup mode shall be provided that automatically configures the Dual Indication enable, Field Check enable, Red Fail enable, and Minimum Yellow Plus Red Clearance enable parameters from user input consisting only of channel assignment and class (vehicle, ped, pp-turn, etc) responses.

B.2.5.3 Diagnostic Wizard

A built-in Diagnostic Wizard shall be provided that displays detailed diagnostic information regarding the fault being analyzed. This mode shall provide a concise view of the signal states involved in the fault, pinpoint faulty signal inputs, and provide guidance on how the technician should isolate the cause of the malfunction. The Diagnostic Wizard shall be automatically invoked when the MMU is in the fault mode and the HELP button is pressed. It shall also be automatically invoked when the MMU is in the Previous Fail (PF) event log display and the HELP button is pressed.

B.2.5.4 TS-1 Type 12 With SDLC Mode

The MMU shall be capable of operating in the Type 12 mode with SDLC communications enabled on Port 1. The Channel Status display shall operate in the Type 12 configuration and provide the field check function for up to four pedestrian Walk inputs.

B.3 Cabinet Materials

B.3.1 Enclosure

B.3.1.1 Size

The MMU shall be compact so as to fit in limited cabinet space. It shall be possible to install on a shelf that is at least 7" deep. Overall dimensions, including mating connectors and harness, shall not exceed 10.5" x 4.5" x 11" (H x W x D).

B.3.1.2 Material

The enclosure shall be constructed of sheet aluminum with a minimum thickness of 0.062", and shall be finished with an attractive and durable protective coating. Model, serial number, and program information shall be permanently displayed on the top surface.

B.3.2 Electronics

B.3.2.1 Microprocessor Monitor

A microprocessor shall be used for all timing and control functions. Continuing operation of the microprocessor shall be verified by an independent monitor circuit, which shall force the OUTPUT RELAY to the de-energized "fault" state and illuminate the DIAGNOSTIC indicator if a pulse is not received from the microprocessor within a defined period not to exceed 500 ms. Only an MMU Power Failure shall reset the DIAGNOSTIC fault state of the monitor.

B.3.2.2 RMS Voltage Measurement

High speed sampling techniques shall be used to determine the true RMS value of the AC field inputs. Each AC input shall be sampled at least 32 times per line cycle. The RMS voltage measurement shall be insensitive to phase, frequency, and waveform distortion.

B.3.2.3 Sockets

In the interest of reliability, no IC sockets shall be used.

B.3.2.4 Battery

All user programmed configuration settings shall be stored in an electrically erasable programmable read-only memory (EEPROM). Designs using a battery to maintain configuration data shall not be acceptable. If a battery is used, it shall provide power only to the real timeclock.

B.3.2.5 Field Input Terminals

All 120 VAC field terminal inputs shall provide an input impedance of at least 150K ohms and be terminated with a discrete resistor having a power dissipation rating of 0.5 Watts or greater.

B.3.2.6 Component Temperature Range

All electrical components used in the MMU except the front panel Status LCD shall be rated by the component manufacturer to operate over the full NEMA temperature range of -34oC to +74oC.

B.3.2.7 Printed Circuit Boards

All printed circuit boards shall meet the requirements of the NEMA Standard plus the following requirements to enhance reliability:

1. All plated-through holes and exposed circuit traces shall be plated with solder.
2. Both sides of the printed circuit board shall be covered with a solder mask material.
3. The circuit reference designation for all components and the polarity of all capacitors and diodes shall be clearly marked adjacent to the component. Pin #1 for all integrated circuit packages shall be designated on both sides of all printed circuit boards.
4. All printed circuit board assemblies shall be coated on both sides with a clear moisture-proof and fungus-proof sealant.

B.3.3 Front Panel and Connectors

B.3.3.1 MMU Status Display

Four line by 20 character alpha-numeric LCD display shall be provided to report MMU status, time and date, menu navigation, etc. This display shall be separate from the full intersection channel status display.

B.3.3.2 Full Intersection Channel Status Display

A separate Red, Yellow, and Green indicator shall be provided for the channel status LCD display for each channel to show full intersection status simultaneously. For Type 12 mode operation a separate Red, Yellow, Green and Walk indicator shall be provided for each channel to show full intersection status simultaneously. Individual icons shall also be provided to indicate channels involved in a fault.

B.3.3.3 LED Display Indicators

The following LED display indicators shall be provided:

1. Power Indicator The green POWER indicator shall flash at a rate of 2Hz when the AC LINE voltage is below the drop-out level. It shall illuminate steadily when the AC LINE voltage returns above the restore level. It shall extinguish when the AC Line voltage is less than 75 Vrms.
2. Fault Indicator The red FAULT indicator shall illuminate when the MMU is in the fault mode and the OUTPUT relay has transferred to the Fault position.
3. Port 1 Receive Indicator The yellow RECEIVE indicator shall illuminate for a 40 msec pulse each time a Port 1 message is correctly received from the Controller Unit.
4. Port 1 Transmit Indicator The yellow TRANSMIT indicator shall illuminate for a 40 msec pulse each time a Port 1 message is transmitted from the MMU.
5. EIA-232 Receive Indicator The yellow COMM indicator shall illuminate for a 40 msec pulse each time a message is correctly received on the EIA-232 port.
6. Diagnostic Indicator The red DIAGNOSTIC indicator shall illuminate when the MMU has detected an internal diagnostic failure.

B.3.3.4 Controls

All displays, controls, and connectors shall be mounted on the front panel of the MMU.

A momentary contact button shall be provided that initiates the context sensitive help system described in 0.

B.3.3.5 MS Connectors

The MS connectors on the MMU shall have a metallic shell and be attached to the chassis internally. The connectors shall be mounted on the front of the unit according to the following: Connector A shall intermate with a MS 3116 22-55 SZ, and Connector B shall intermate with a MS 3116 16-26 S.

In the interest of reliability and repair ability, printed circuit board mounted MS connectors shall not be acceptable. Internal MS harness wire shall be a minimum of AWG #22, 19 strands.

B.3.3.6 EIA-232 Port

The EIA-232 port shall be electrically isolated from the MMU electronics using optical couplers and shall provide a minimum of 2500 Vrms isolation. The connector shall be an AMP 9721A or equivalent 9 pin metal shell D subminiature type with female contacts. Pin assignments shall be as shown in the following table:

PIN	FUNCTION
1	DCD*
2	TX DATA
3	RX DATA
4	DTR (Data Terminal Ready)
5	SIGNAL GROUND
6	DSR*
7	DSR*
8	CTS*
9	NC

*Jumper options shall be provided to allow the connection of Pin #4 to be made with Pin #7, and the connection of Pin #8 to be made with Pin #1 and or Pin #6.

B.3.4 Monitor Configuration Parameters

All Nema standard configuration parameters shall be provided by a program card meeting the requirements of clause 4.3.6 of Nema TS-2. All configuration parameters for functions and options beyond the requirements of the standard shall be stored in non-volatile memory within the MMU. This memory shall be programmable from the front panel menu driven interface, data downloaded via the EIA-232 port, or loaded from shadow memory located on the program card (see 0).

B.3.5 Program Card Memory

The program card supplied with the MMU shall provide non-volatile memory that contains the configuration parameters for the enhanced features of the MMU, such that transferring the program card to a different MMU completely configures that MMU. The non-volatile memory device used on the program card shall not utilize any I/O pins designated as "Reserved" by Nema TS-2.

B.3.5.1 Event Logging Functions

The MMU shall be capable of storing in non-volatile memory a minimum of 100 events. Each event shall be marked with the time and date of the event. These events shall consist of fault events, AC Line events, reset events, and configuration change events. The capability to assign a four digit identification number and 30 character description to the unit shall be provided. The event logs shall be uploaded to a PC using the serial port of the MMU and Windows based software provided by the manufacturer.

Each event log report shall contain the following information:

1. Monitor ID#: a four digit (0000-9999) ID number and 30 character description assigned to the monitor.
2. Time and Date: time and date of occurrence.
3. Event Number: identifies the record number in the log. Event #1 is the most recent event.

B.3.5.2 Reports

B.3.5.2.1 Monitor Status Report (CS)

The Current Status report shall contain the following information:

1. Fault Type: the fault type description.
2. Field Status: the current GYR(W) field status and field RMS voltages if the monitor is not in the fault state, or the latched field status and field RMS voltages and fault channel status at the time of the fault.
3. Cabinet Temperature: the current temperature if the monitor is not in the fault state, or the latched temperature at the time of the fault.

4. C Line Voltage: the current AC Line voltage and frequency if the monitor is not in the fault state, or the AC Line voltage and frequency at the time of the fault.
5. Control Input Status: the current state and RMS voltages of the Red Enable input and Load Switch Flash bit input if the monitor is not in the fault state, or the status latched at the time of the fault.

B.3.5.2.2 Previous Fault Log (PF)

The Previous Fault log shall contain the following information:

1. Fault Type: the fault type description.
2. Field Status: the latched field status with RMS voltages, fault channel status, RP Detect status and Field Check status at the time of the fault.
3. Cabinet Temperature: the latched temperature at the time of the fault.
4. AC Line Voltage: the AC Line voltage and frequency at the time of the fault.
5. Control Input Status: the latched state of the Red Enable input at the time of the fault.

B.3.5.2.3 AC Line Even Log (AC)

The AC Line log shall contain the following information:

1. Event Type: describes the type of AC Line event that occurred.
 - a. Power-up AC on, monitor performed a cold start
 - b. Interrupt AC Line < Brownout level
 - c. Restore AC restored from AC brown-out or AC interruption (AC Off), no cold start
2. AC Line Voltage: the AC Line voltage and frequency at the time of the event.

B.3.5.2.4 Monitor Reset Log (MR)

The Monitor Reset log shall contain the following information:

The monitor was reset from a fault by the front panel Reset button, or External Reset input, or a non-latched event clear.

B.3.5.2.5 Configuration Change Log (CF)

The Configuration Change log shall contain the following information:

1. The status of all configuration programming including the contents of the Program Card.
2. Any configuration programming inputs such as 24V Inhibit, Port 1 Disable, Type Select.
3. Configuration Check Value: A unique check value that is based on the configuration of items #a and #b above.

The log shall also indicate which items have been changed since the last log entry.

B.3.5.2.6 Signal Sequence Log (SSQ)

A minimum of five logs shall be provided that graphically display all field signal states and Red Enable for up to 30 seconds prior to the current fault trigger event. The resolution of the display shall be at least 50 milliseconds.

B.4 Cabinet Equipment

B.4.1 General

Each controller shall be furnished completely housed in a door-in-door ground mounted metal cabinet that meets the requirements for a TS2 Type 1 traffic control cabinet assembly. The cabinet assembly shall meet, as a minimum, all applicable sections of the NEMA Standard Publication No. TS2-2003. Where differences occur, this specification shall govern.

Each eight phase cabinet shall consist of a size P cabinet capable of being base mounted, type three configuration main panel, 8 position (16 loop) detector rack, and auxiliary equipment as defined in this specification.

B.4.1 Cabinet Construction

Each cabinet shall be constructed from type 5052-H32 aluminum with a minimum thickness of 0.125 inches.

Each cabinet shall be designed and manufactured with materials that will allow rigid mounting, whether intended for pole, base or pedestal mounting. The cabinet must not flex on its mount.

A rain channel shall be incorporated into the design of the main door opening to prevent liquids from entering the enclosure. Each cabinet door opening must be a minimum of 80 percent of the front surface of the cabinet. A stiffener plate shall be welded across the inside of the main door to prevent flexing.

The top of each cabinet shall incorporate a 1-inch slope toward the rear to prevent rain accumulation.

Each cabinet shall be supplied with a natural aluminum finish unless otherwise noted. Sufficient care shall be taken in handling to ensure that scratches are minimized. All surfaces shall be free from weld flash. Welds shall be smooth, neatly formed, free from cracks, blowholes and other irregularities. All sharp edges shall be ground smooth.

All seams shall be sealed with RTV sealant or equivalent material on the interior of the cabinet.

All cabinets shall be supplied with two easily removable shelves manufactured from 5052-H32 aluminum. Shelves shall be a minimum of 10 inches deep.

The shelf shall have horizontal slots at the rear and vertical slots at the front of the turned down side flange. The shelf shall be installed by first inserting the rearedge of the shelf on the cabinet rear sidewall mounting studs, then lowering the shelf on the front sidewall mounting studs. The shelf shall be held in place by a nylon tie- wrap inserted through holes on the front edge of the shelf and around the front sidewall mounting studs.

The front edge of the upper shelf shall have holes punched every 6 inches to accommodate tie wrapping of cables/harnesses.

One set of vertical "C" channels shall be mounted on each interior wall of the cabinet for the purpose of mounting the cabinet components. The channels shall accommodate spring-mounted nuts or studs. All mounting rails shall extend to within 7 inches of the top and bottom of the cabinets. Sidewall rail spacing shall be 7.88 inches center-to-center. Rear wall rail spacing shall be 18.50 inches center-to-center. (Size 5 and 6 cabinets) or 7.88 inches in size 3 cabinets. The rails shall be mounted to the cabinet with bolts (pressed into plates welded to interior of cabinet) to form a modular assembly.

The main door and police door-in-door shall close against a weatherproof and dust- proof, closed-cell neoprene gasket seal. The gasket material for the main door shall be a minimum of 0.250 inches thick by 1.00 inch wide. The gasket material for the police door shall be a minimum of 0.250 inches thick by 0.500 inches wide. The gaskets shall be permanently bonded to the cabinet.

The lower section of the cabinet door shall be equipped with a louvered air entrance. The air inlet shall be large enough to allow sufficient airflow per the rated fan capacity. Louvers must satisfy the NEMA rod entry test for 3R ventilated enclosures. A non-corrosive, vermin- and insect-proof, removable air filter shall be secured to the air entrance. The filter shall fit snugly against the cabinet door wall.

The roof of the cabinet shall incorporate an exhaust plenum with a vent screen. Perforations in the vent screen shall not exceed 0.125 inches in diameter.

The main door hinge shall be a one-piece, continuous piano hinge with a stainless steel pin running the entire length of the door. The hinge shall be attached in such a manner that no rivets or bolts are exposed.

The main door of a size 5 or larger cabinet shall include a mechanism capable of holding the door open at approximately 90, 125, and 150 degrees under windy conditions. Manual placement of the mechanism shall not be required by the field technician. The main door of a size 3 cabinet shall include a mechanism capable of holding the door open at approximately 90 and 150 degrees under windy conditions.

The main door shall be equipped with a Corbin tumbler lock number 1548-1. Two keys shall be supplied.

The police door-in-door shall be provided with a treasury type lock Corbin No. R357SGS or exact equivalent and one key.

All cabinet inside and outside surfaces shall be primed with phosphate treatment and primer. After priming, all exterior surfaces shall receive a minimum of 2 coats of rust resistant silver grey enamel and interior surfaces shall be furnished with rust resistant high gloss white enamel.

Each cabinet shall be of sufficient size to accommodate all equipment. At a minimum, the minimal cabinet size is as follows:

- Size P cabinet - 56" H x 44" W x 26" D

B.4.2 Terminals and Facilities / Main Panel Design and Construction

The main panel shall be constructed from 5052-H32 brushed aluminum of 0.125 inches minimum thickness and formed so as to minimize any flexing when plug-in components are installed.

All position main panels shall be hinged at the bottom to allow easy access to all wiring on the rear of the panel.

The main panel shall be fully wired in the following configuration:

Type 3 Configuration - Twelve load switch sockets, six flash transfer relay sockets, one flasher socket and two main panel BIU rack slots.

All load switch and flash transfer relay socket reference designators shall be silk- screen labeled on the front and rear of the main panel to match drawing designations. Socket pins shall be marked for reference on the rear.

Up to eight load switch sockets may be positioned horizontally or stacked in two rows on the main panel. Main panels requiring more than eight load switch sockets shall be mounted in two horizontal rows.

All load switches shall be supported by a bracket extending at least half the length of the load switch.

Rack style mounting shall be provided to accommodate the required BIUs per the configuration listed in section 3.3 above. A dual-row, 64-pin female DIN 41612 Type B connector shall be provided for each BIU rack position. Card guides shall be provided for both edges of the BIU. Terminal and facilities BIU mounting shall be an integral part of the main panel. Detector rack BIU mounting shall be an integral part of the detector rack.

All BIU rack connectors shall have pre-wired address pins corresponding to the requirements of the TS2 specification. The address pins shall control the BIU mode of operation. BIUs shall be capable of being interchanged with no additional programming.

The 12- load switch position main panels shall have all field wires contained on two rows of horizontally mounted terminal blocks. The upper row shall be wired for the pedestrian and overlap field terminations. The lower row shall be reserved for phase one through phase eight vehicle field terminations.

All field output circuits shall be terminated on a barrier type terminal block with a minimum rating of 60 amps.

All field input/output (I/O) terminals shall be identified by permanent alphanumerical labels. All labels shall use standard nomenclature per the NEMA TS2 specification.

All field flash sequence programming shall be accomplished at the field terminals with the use of a screwdriver only.

Field terminal blocks shall be wired to use four positions per vehicle or overlap phase (green, yellow, red, flash). It shall not be necessary to de-bus field terminal blocks for flash programming.

It shall also be possible to program which flasher circuit the phase shall be connected to.

The main panel shall contain at least one flasher socket (silk screen labeled) capable of operating a 15-amp, 2-pole, NEMA solid state flasher. The flasher shall be supported by a bracket that extends at least half its length.

One RC network shall be wired in parallel with each group of three flash-transfer relays and any other relay coils.

All logic-level, NEMA-controller and Malfunction Management Unit input and output terminations on the main panel shall be permanently labeled. Cabinet prints shall identify the function of each terminal position.

At a minimum, two 20-position terminal blocks shall be provided at the top of the main panel to provide access to the controller unit's programmable and non- programmable I/O. Terminal blocks for DC signal interfacing shall have a number 6-32 x 7/32 inch screw as minimum.

All main panel wiring shall conform to the following wire size:

Green/Walk load switch output	- 14 gauge
Yellow load switch output	- 14 gauge
Red/Don't Walk load switch output	- 14 gauge
MMU (other than AC power)	- 22 gauge
Controller I/O	- 22 gauge

AC Line (power panel to main panel, 1 for each 4 LS)	- 10 gauge main panel
AC Line (main panel)	- 14 gauge
AC Neutral (power panel to main panel)	- 10 gauge
Earth ground (power panel)	- 8 gauge
Logic ground	- 22 gauge
Flash programming	- flasher terminal
	- 14 gauge
	- field terminal
	- 14 gauge

All wiring, 14 AWG and smaller, shall conform to MIL-W-16878/1, type B/N, 600V, 19-strand tinned copper. The wire shall have a minimum of 0.010 inches thick PVC insulation with clear nylon jacket and rated to 105 degrees Celsius. All 12 AWG and larger wire shall have UL listed THHN/THWN 90 degrees Celsius, 600V, 0.020 inches thick PVC insulation and clear nylon jacketed.

All controller and Malfunction Management Unit cables shall be of sufficient length to allow the units to be placed on either shelf or the outside top of the cabinet in the operating mode. Connecting cables shall be sleeved in a braided nylon mesh. The use of exposed tie-wraps or interwoven cables are unacceptable.

All cabinet configurations shall be provided with enough RS-485 Port 1 communication cables to allow full capabilities of that cabinet. Each communication cable connector shall be a 15-pin metal shell D subminiature type. The cable shall be a shielded cable suitable for RS-485 communications.

All main panels shall be pre-wired for a Type-16 Malfunction Management Unit. Provide necessary terminal for video detection.

All wiring shall be neat in appearance. All cabinet wiring shall be continuous from its point of origin to its termination point. Butt type connections/splices are not acceptable.

All control cables shall be protected by a nylon jacket or equivalent protection to prevent any contact with cabinet metal shelves, doors and any other sharp corners.

All connecting cables and wire runs shall be secured by mechanical clamps. Stick-on type clamps are not acceptable.

The grounding system in the cabinet shall be divided into three separate circuits (AC Neutral, Earth Ground, and Logic Ground). These ground circuits shall be connected together at a single point as outlined in the NEMA TS2 Standard.

All pedestrian pushbutton inputs from the field to the controller shall be opto-isolated through the BIU and operate at 12 VAC.

All wire (size 16 AWG or smaller) at solder joints shall be hooked or looped around the eyelet or terminal block post prior to soldering to ensure circuit integrity. Lap joint soldering is not acceptable.

B.4.3 Power Panel Design and Construction

The power panel shall consist of a separate, wholly enclosed module, securely fastened to the right sidewall of the cabinet. The power panel shall be wired to provide the necessary power to the cabinet, controller, Malfunction Management Unit, cabinet power supply and auxiliary equipment.

B.4.4 Auxiliary Cabinet Equipment

The cabinet shall be provided with a thermostatically controlled (adjustable between 80-150 degrees Fahrenheit) ventilation fan in the top of the cabinet plenum. The fan shall be a ball bearing type fan and shall be capable of drawing a minimum of 100 cubic feet of air per minute. The fan unit shall not crack, creep, warp or have bearing failure within a 7 year duty cycle. The maximum noise level shall be less than 40 decibels. The fan unit shall be corrosion resistant.

A 25-watt incandescent lamp shall be included. The lamp shall be wired to a door activated switch mounted near the top of the door.

Provide a 15 amp circuit breaker for auxiliary equipment, 20 amp circuit breaker for street lights and a non-GFI outlet for additional equipment.

Provide all necessary hardware to accommodate fiber optic interconnect and Ethernet communications.

Provide a photocell and contactor for street lighting powered from signal cabinet.

Install all additional control units in cabinet per plans. Control units include, but are not limited to, audible pedestrian push button control unit, emergency vehicle preemption control device including card rack, and video detection processor.

Provide a sealable print pouch shall be mounted to the door of the cabinet. The pouch shall be of sufficient size to accommodate one complete set of cabinet prints.

Provide two sets of complete and accurate cabinet drawings shall be supplied with each cabinet.

Provide one set of manuals for each controller supplied.

B.4.5 Vehicle Detection

A vehicle detector amplifier rack shall be provided in each cabinet. Detector racks shall be in the following configuration.

Shall support up to 16 channels of loop detection and one BIU.

Each cabinet shall contain detector interface panels for the purpose of connecting field loops and vehicle detector amplifiers. The panels shall be manufactured from FR4 G10 fiberglass, 0.062 inches thick, with a minimum of 2 oz. of copper for all traces.

One 16-position interface panel shall be provided for each 16-channel rack. The interface panel shall be secured to a mounting plate and attached to the left sidewall of the cabinet.

Each interface panel shall allow for the connection of eight or sixteen independent field loops. A ground bus terminal shall be provided between each loop pair terminal to provide a termination for the loop lead-in cable ground wire.

Lightning protection device mounting holes shall be provided to accommodate an Edco SRA-16C, or Edco SRA-6, or Edco LCA-6, or a varistor lightning protection device. Lightning protection devices shall not be provided.

A cable consisting of 20 AWG twisted pair wires shall be provided to enable connection to and from the panel to a detector rack. The twisted pair wires shall be color-coded red and white wires.

All termination points shall be identified by a unique number and silk screened on the panel.

Each detector rack shall be powered by the cabinet power supply (refer to section 9.6 of this specification).

B.4.6 Cabinet Test Switches and Police Panel

A test switch panel shall be mounted on the inside of the main door. The test switch panel shall provide the following:

1. AUTO/FLASH SWITCH. When in the flash position, power shall be maintained to the controller and the intersection shall be placed in flash. The controller shall not be stop timed when in flash.
2. STOP TIME SWITCH. When applied, the controller shall be stop timed in the current interval.
3. CONTROL EQUIPMENT POWER ON/OFF. This switch shall control the controller, MMU, and cabinet power supply AC power.

The police door switch panel shall contain the following:

1. SIGNALS ON/OFF SWITCH. In the OFF position, power shall be removed from signal heads in the intersection. The controller shall continue to operate. When in the OFF position, the MMU shall not conflict or require reset.
2. FLASH/NORMAL SWITCH. In the flash position, power shall not be removed from the controller and stop time shall be applied.

All toggle type switches shall be heavy duty and rated 15 amps minimum. Single- or double-pole switches may be provided, as required.

Any exposed terminals or switch solder points shall be covered with a non-flexible shield to prevent accidental contact.

All switch functions must be permanently and clearly labeled.

All wire routed to the police door-in-door and test switch pushbutton panel shall be adequately protected against damage from repetitive opening and closing of the main door.

All test switch panel wiring shall be connected to the main panel via a multiple pin type connector.

B.4.7 Auxiliary Devices

Load switches shall be solid state and shall conform to the requirements of Section 6.2 of the NEMA TS2 Standard.

Load switches shall be dedicated per phase. The use of load switches for other partial phases is not acceptable.

The flasher shall be solid state and shall conform to the requirements of section 6.3 of the NEMA TS2 Standard.

All flash transfer relays shall meet the requirements of Section 6.4 of the NEMA TS2 Standard.

The coil of the flash transfer relay must be deenergized for flash operation.

All Bus Interface Units (BIUs) shall meet the requirements of Section 8 of the NEMA TS2 Standard.

The full complement of Bus Interface Units shall be supplied with each cabinet to allow for maximum phase and function utilization for which the cabinet is designed. BIU's shall be from the same manufacture as the controller manufacturer used in the city.

Each Bus Interface Unit shall include power on, transmit and valid data indicators. All indicators shall be LEDs.

The cabinet power supply shall meet the requirements of Section 5.3.5 of the NEMA TS2 Standard.

The cabinet power supply shall provide LED indicators for the line frequency, 12 VDC, 12 VAC, and 24 VDC outputs.

The cabinet power supply shall provide (on the front panel) jack plugs for access to the +24 VDC for test purposes.

One cabinet power supply shall be supplied with each cabinet assembly.

B.5 Equipment List and Drawings

Detailed shop drawings of the control cabinet, equipment layout drawings and wiring diagrams of all equipment installed in the controller cabinet shall be submitted to the city for approval. Two sets of cabinet wiring diagrams shall be contained in a heavy duty clear plastic envelope mounted on the inside of the front door.

At the time of delivery, the contractor shall furnish one set of instruction manuals and an itemized price list for each type of equipment, their subassemblies, and their replacement parts. The instruction book shall include the following information: a) Table of Contents, b) operating procedure, c) step-by-step maintenance and troubleshooting information for the entire assembly, d) circuit wiring diagrams, e) pictorial diagrams of parts locations, f) parts numbers, and g) theory of operation. The instructional manuals shall include itemized parts lists. The itemized parts lists shall include the manufacturer's name and parts number for all components (such as IC's, diodes, switches, relays, etc.) used in each piece of equipment. The list shall include cross references to parts numbers of other manufacturers who make the same replacement parts.

C Construction

Perform work in accordance with sections 651.3, 652.3, 653.3, 654.3, 655.3, 656.3, 657.3, 658.3 and 659.3 of the standard specifications except as specified below.

Equipment will be examined and tests will be performed to ensure that proper and sufficient equipment is furnished as is required to complete the signal plan operation and sequence in compliance with the intent of the contract specifications.

All testing and equipment examination shall be in the presence of the contractor's representative furnishing the equipment. The contractor's representative will be notified of any needed modifications or corrections to be accomplished by the contractor.

The cabinet shall not be installed until it is in proper working order and approved by City of Lake Geneva personnel or their designee. Install the traffic signal cabinet on the concrete control cabinet base the same day it is delivered to the site location. Mount the cabinet on the cabinet foundation and connect all the field wiring inside the controller cabinet and test the signal circuits for correct operation. Connect and test the signal circuits outside the controller cabinet as directed by the engineer. Connecting and testing signal circuits shall be considered part of this item of work.

Request a signal inspection of the completed signal installation to the project engineer at least five (5) working days prior to the time of the requested inspection. Construction engineer will perform the inspection.

D Measurement

The department will measure Traffic Signal Controller & Cabinet as each individual complete unit of work acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.600	Traffic Signal Controller & Cabinet STH 50 & Cook St	EACH
SPV.0060.601	Traffic Signal Controller & Cabinet STH 50 & Broad St	EACH
SPV.0060.602	Traffic Signal Controller & Cabinet STH 50 & Center St	EACH
SPV.0060.603	Traffic Signal Controller & Cabinet STH 50 & Wells St	EACH
SPV.0060.604	Traffic Signal Controller & Cabinet STH 50 & Edwards Blvd	EACH
SPV.0060.605	Traffic Signal Controller & Cabinet STH 50 & USH 12 SB Ramp	EACH

Payment is full compensation for furnishing and installing the signal controller and conflict monitor together with cabinet, all required control units, all additional harnesses for preemption, switches for flashing operation, and fittings as are necessary to assure that the controller will perform the said functions.

- 73. Emergency Vehicle Preemption System STH 50 & Cook St, Item SPV.0060.606;
Emergency Vehicle Preemption System STH 50 & Broad St, Item SPV.0060.607;
Emergency Vehicle Preemption System STH 50 & Center St, Item SPV.0060.608;
Emergency Vehicle Preemption System STH 50 & Wells St, Item SPV.0060.609;
Emergency Vehicle Preemption System STH 50 & Edwards Blvd, Item SPV.0060.610;
Emergency Vehicle Preemption System STH 50 & USH 12 SB Ramp, Item SPV.0060.611.**

A Description

This work shall consist of furnishing and installing an Emergency Vehicle Preemption (EVP) System at a single intersection, as shown on the plans and as hereinafter provided.

B Materials

The Emergency Vehicle Preemption System shall include Tomar EVP System detectors, detector cable, confirmation lights, discriminator, and all additional cabinet equipment required to provide full system functionality. This equipment shall be furnished and installed by the contractor.

C Construction

Perform work in accordance with sections 651.3, 652.3, 653.3, 654.3, 655.3, 656.3, 657.3, 658.3 and 659.3 of the standard specifications except as specified below.

Equipment will be examined and tests will be performed to ensure that proper and sufficient equipment is furnished as is required to complete the signal plan operation and sequence in compliance with the intent of the contract specifications.

All testing and equipment examination shall be in the presence of the contractor's representative furnishing the equipment. The contractor's representative will be notified of any needed modifications or corrections to be accomplished by the contractor.

The cabinet shall not be installed until it is in proper working order and approved by City of Lake Geneva personnel or their designee. Install the traffic signal cabinet on the concrete control cabinet base the same day it is delivered to the site location. Mount the cabinet on the cabinet foundation and connect all the field wiring inside the controller cabinet and test the signal circuits for correct operation. Connect and test the signal circuits outside the controller cabinet as directed by the engineer. Connecting and testing signal circuits shall be considered part of this item of work.

Request a signal inspection of the completed signal installation to the project engineer at least five (5) working days prior to the time of the requested inspection. Construction engineer will perform the inspection.

D Measurement

The department will measure Traffic Signal Controller & Cabinet as each individual complete unit of work acceptably completed.

E Payment

Emergency Vehicle Preemption System will be paid for measured quantities at the contract price under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.606	Emergency Vehicle Preemption System STH 50 & Cook St	EACH
SPV.0060.607	Emergency Vehicle Preemption System STH 50 & Broad St	EACH
SPV.0060.608	Emergency Vehicle Preemption System STH 50 & Center St	EACH
SPV.0060.609	Emergency Vehicle Preemption System STH 50 & Wells St	EACH
SPV.0060.610	Emergency Vehicle Preemption System STH 50 & Edwards Blvd	EACH
SPV.0060.611	Emergency Vehicle Preemption System STH 50 & USH 12 SB Ramp	EACH

Payment is full compensation for furnishing and installing all equipment, cabling, necessary additional items, testing and setting up the system.

- 74. Temporary Infrared EVP System STH 50 & Cook St, Item SPV.0060.612;
Temporary Infrared EVP System STH 50 & Broad St, Item SPV.0060.613;
Temporary Infrared EVP System STH 50 & Center St, Item SPV.0060.614;
Temporary Infrared EVP System STH 50 & Wells St, Item SPV.0060.615;
Temporary Infrared EVP System STH 50 & Edwards Blvd, Item SPV.0060.616;
Temporary Infrared EVP System STH 50 & USH 12 SB Ramp, Item SPV.0060.617.**

A Description

This special provision describes maintaining an emergency vehicle preemption system during construction at the temporary signalized intersection as shown in the plans.

B Materials

Furnish an emergency vehicle preemption system compatible with the City's systems and users. Contact the City for information to confirm the operational requirements of the temporary emergency vehicle preemption system.

C Construction

The Temporary EVP System, as shown in the temporary traffic signal plans or as directed by the engineer, shall be complete in place, tested, and in full operation during each stage and sub-stage of construction.

Install the EVP system as shown in the plans for each construction stage and according to the manufacturer's recommendations. Detectors may be mounted on the temporary traffic signal span wire or wood poles. Relocate the temporary EVP detectors to a suitable location if construction activities and/or construction staging changes impede the detector operation. Arrange for testing of equipment prior to acceptance of the installation for each construction stage.

All cables associated with the temporary EVP system shall be routed to the cabinet. Each lead shall be appropriately marked as to which EVP channel it is associated.

Periodic adjustment and/or moving of the temporary EVP detectors may be required due to changes in traffic control, staging, or other construction operations.

Ensure that the temporary EVP system stays in clean working order. Periodic cleaning of the equipment may be required due to dirt and dust build-up.

Remove the temporary EVP system upon project completion.

Provide the engineer records of all EVP settings used during construction.

D Measurement

The department will measure Temporary Emergency Vehicle Preemption System (Location) by the individual intersection acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.612	Temporary Infrared EVP System STH 50 & Cook St	EACH
SPV.0060.613	Temporary Infrared EVP System STH 50 & Broad St	EACH
SPV.0060.614	Temporary Infrared EVP System STH 50 & Center St	EACH
SPV.0060.615	Temporary Infrared EVP System STH 50 & Wells St	EACH
SPV.0060.616	Temporary Infrared EVP System STH 50 & Edwards Blvd	EACH
SPV.0060.617	Temporary Infrared EVP System STH 50 & USH 12 SB Ramp	EACH

Payment is full compensation for furnishing and installing a temporary emergency vehicle preemption system, complete and fully operational at an intersection.

- 75. Video Detection System STH 50 & Cook St, Item SPV.0060.618;
Video Detection System STH 50 & Broad St, Item SPV.0060.619;
Video Detection System STH 50 & Center St, Item SPV.0060.620;
Video Detection System STH 50 & Wells St, Item SPV.0060.621;
Video Detection System STH 50 & Edwards Blvd, Item SPV.0060.622;
Video Detection System STH 50 & USH 12 SB Ramp, Item SPV.0060.623.**

A Description

This specification defines the characteristics of and requirements for a No Traffic Video Detection System, also referred to as an Artificial Intelligence Tracked Entity Detection System (AI-TEDS).

The AI-TEDS detects traffic using fused video and radar sensors, object tracking, and machine learning algorithms, and incorporates a roadside unit (RSU) for V2X communications. It provides a secure cloud platform with a variety of ITS apps including those for turning movement counts, timing optimization, signal performance measures, safety analytics, priority/preemption, cabinet monitoring, alerting/notifications, and connected vehicle.

The AI-TEDS includes cellular data for remote connectivity and is backed by 24/7/365 live support and monitoring

B Materials

B.1 Hardware

B.1.1 General

All equipment and materials shall be new. All fasteners exposed to the elements shall be Type 304 or Type 316 passivated stainless steel. Sensor Units and Control Units shall have permanent labels that bear the name of the AI-TEDS manufacturer ("No Traffic"), description, part number, date of manufacture, and serial number.

All equipment shall be tested by an independent third-party laboratory for conformance with NEMA TS 2 environmental requirements per the following procedures:

- NEMA TS 2 Section 2.2.7: Transients, Temperature, Voltage, and Humidity (excepting Test A)
- NEMA TS 2 Section 2.2.8: Vibration
- NEMA TS 2 Section 2.2.9: Shock/Impact

B.1.2 Sensor Units

The AI-TEDS shall be supplied with one Sensor Unit per approach or as otherwise indicated on the contract documents. Sensor Units shall incorporate the traffic detection sensors comprising a 1080p HD video camera and 60 GHz radar, a Graphics Processing Unit (GPU), an Ethernet communications receptacle (8P8C), and a Wi-Fi radio. The Sensor Unit enclosure shall conform to IP-67 and MIL-STD-810G.

The Sensor Unit shall operate over a nominal input voltage range of 90 to 264 VAC at 50 or 60 Hz.

One variant of the Sensor Unit shall incorporate a roadside unit (RSU) comprising a V2X communications chipset with support for DSRC and C-V2X, as well as two omnidirectional V2X antennas. This variant of the Sensor Unit shall comply with all applicable FCC regulations for RSUs.

B.1.3 Control Unit

The AI-TEDS shall be supplied with a Control Unit. The Control Unit shall incorporate a Graphics Processing Unit (GPU), two Ethernet communications receptacles (8P8C), a Wi-Fi radio, a synchronous serial port that conforms to NEMA TS 2 Section 3.3.1 (Port 1), and a front panel user interface comprising an LCD and buttons.

B.1.4 Main Power & Communications Assembly

The AI-TEDS shall be supplied with a Main Power & Communications Assembly. The Main Power & Communications Assembly shall comprise a DIN rail to which the following components are mounted:

- Terminal blocks for utility AC power conductors
- Power supply for Control Unit
- Two cellular modems
- Firewall router

B.1.5 Sensor Unit Power Assembly

The AI-TEDS may be supplied with a Sensor Unit Power Assembly where power for Sensor Units is sourced from the transportation field cabinet. The Sensor Unit Power Assembly shall comprise a DIN rail to which the following components are mounted:

- Terminal blocks
- Web relay
- Surge suppressor and circuit breakers for Sensor Unit AC power conductors

B.1.6 Photocell Power Tap

The AI-TEDS may be supplied with Photocell Power Taps for Sensor Units whose power is sourced from photocontrol receptacles on street lighting luminaires. The Photocell Power Tap shall install in a NEMA three or seven prong twist lock photocontrol receptacle conforming to ANSI C136.10 and provide a pass-through receptacle for the photocontrol, allowing unhindered dusk-to-dawn operation of the street lighting luminaire. The Photocell Power Tap shall have an integral 10 ft power cord.

B.1.7 Antenna

The AI-TEDS shall be supplied with a nine-in-one Antenna along with all material and hardware required to securely mount the Antenna to the transportation field cabinet. The Antenna shall facilitate wireless communications for all AI-TEDS equipment in the transportation field cabinet including Wi-Fi, cellular, and GPS.

B.2 Software

B.2.1 Sensor Unit Software

The Sensor Unit shall include embedded software in non-volatile storage ("Sensor Unit Software"). The Sensor Unit Software shall be remotely upgradable via over-the-air (OTA) updates.

B.2.2 Control Unit Software

The Control Unit shall include embedded software in non-volatile storage ("Control Unit Software"). The Control Unit Software shall be remotely upgradable via over-the-air (OTA) updates.

The Control Unit Software shall have a browser user interface that supports viewing and editing all real-time and configuration data supported by the AI-TEDS. The browser user interface shall be compatible with the current versions of browsers based on the WebKit (Safari), Blink (Chrome, Edge), and Gecko (Firefox) rendering engines.

Access to the Control Unit Software shall be restricted to designated users. Users shall authenticate with the Control Unit Software via account credentials consisting of a username and password.

B.2.3 Cloud Software

The AI-TEDS shall include software-as-a-service ("Cloud Software") that is hosted by the Manufacturer on a secure cloud platform. The Cloud Software shall be accessible via an internet domain name that is unique to the Infrastructure Owner/Operator (IOO). The Cloud Software shall be hosted in a discrete instance ("Cloud Software Hosted Instance") that is unique to the IOO. The IOO's Cloud Software Hosted Instance shall not contain data for any other IOO's AI-TEDS, and no data for the IOO's AI-TEDSs shall reside on any other IOO's Cloud Software Hosted Instance.

The Cloud Software shall have a browser user interface that supports viewing and editing all real-time, historical, and configuration data supported by the AI-TEDS. The browser user interface shall be compatible with the current versions of browsers based on the WebKit (Safari), Blink (Chrome, Edge), and Gecko (Firefox) rendering engines.

Access to the Cloud Software shall be restricted to designed users. Users shall authenticate with the Cloud Software via account credentials consisting of a username and password. The Cloud Software shall support single sign on (SSO), allowing users to sign on with their existing IOO credentials.

The AI-TEDS shall include five years of access to and hosting of the Cloud Software.

B.3 Functionality

The AI-TEDS shall provide the following functionality.

B.3.1 Detection

The AI-TEDS shall provide stop bar and advance detection of traffic in a manner that is compatible with transportation field cabinets that conform to Caltrans TEES ("Model 33x"), NEMA TS 1, NEMA TS 2, ITS Cabinet, and ATC Cabinet (ATC 5301), as well as traffic signal controllers that conform to NTCIP 1202 and ATC 5201.

The AI-TEDS shall support at least 64 detection zones and report the presence of road users in these zones via detector inputs to a traffic signal controller. The AI-TEDS shall support the maximal quantity of detector inputs as are supported by the transportation field cabinet system. When a detection zone is occupied by the selected road user class(es), the associated detector input shall be ON; the detector input shall be OFF at all other times.

All processing of raw sensor data and computations performed thereon to detect, classify, and track road users shall occur in the Sensor Unit. The Sensor Unit shall transmit post-processed road user metadata to the Control Unit.

Detection shall be at least 98% accurate under typical environmental conditions. To substantiate detection accuracy, the Manufacturer shall provide at least four test reports, each from a different location. The test reports shall be accompanied by a letter from a licensed Professional Engineer employed by the Manufacturer that certifies the accuracy of the test reports and any claims made therein, and describes the methodologies used to conduct the tests and derive the results.

B.3.1.1 Sensor Fusion

The AI-TEDS shall automatically choose which data to use from the video sensor and which data to use from the radar sensor to achieve the most accurate detection for the given environmental conditions and detection zones. Detection zone configuration shall be performed via a single, unified interface per Sensor Unit and shall not require separate setup or configuration for individual sensors.

Upon a malfunction of either sensor, detection shall be provided by the remaining functional sensor.

B.3.1.2 Classification

The AI-TEDS shall classify each detected road user as one of six classes: automobile, truck, bus, motorcycle, bicycle, and pedestrian.

B.3.1.3 Tracking

The AI-TEDS shall track the position (lane, phase, and distance to stop bar) and trajectory (direction and speed) of each detected road user.

B.3.1.4 Failsafe Operation

Upon any anomaly that affects the ability of the AI-TEDS to provide accurate detection, including but not limited to equipment or communications failures, the AI-TEDS shall default to a safe condition via constant calls or other any other appropriate mechanism supported by the transportation field cabinet system.

B.3.2 Turning Movement Counts

The AI-TEDS shall store a count of the number of road users who turn right, proceed straight through, turn left, make a U-turn, and cross in the crosswalk ("Turning Movement Counts").

The AI-TEDS shall provide a graphical user interface (GUI) in the Cloud Software for viewing historical Turning Movement Count data. The GUI shall support filtering Turning Movement Count data by date/time for either a single period or two periods (for side-by-side comparisons), by maneuver (left, through, right, etc.) and by approach. The GUI shall support downloads of Turning Movement Count data in CSV and PDF formats.

B.3.3 Signal Performance Measures

The AI-TEDS shall provide industry standard automated traffic signal performance measures ("ATSPMs"). ATSPMs shall be automatically calculated upon commissioning of the AI-TEDS and shall not require additional setup or configuration by the user. ATSPMs shall be supported for all makes and models of traffic signal controllers, including those that do not natively support high-resolution data logging.

The AI-TEDS shall provide a GUI in the Cloud Software for viewing historical ATSPM data. The GUI shall support filtering ATSPM data by date/time for either a single period or two periods (for side-by-side comparisons) and by road user class (car, truck, bus, etc.). The GUI shall support downloads of ATSPM data in CSV and PDF formats.

B.3.3.1 Maximum Delay

The ATSPMs shall include maximum delay. Maximum delay shall be calculated as the time difference between the vehicle's arrival during the red interval and the time that the phase turned green.

B.3.3.2 Average Delay

The ATSPMs shall include average delay. Average delay shall be calculated as the sum of the time between the arrival of all vehicles during red and the time the phase turns green, divided by the number of vehicles.

B.3.3.3 Pedestrian Delay

The ATSPMs shall include pedestrian delay. Pedestrian delay shall be calculated as the time difference between the time that the pedestrian call was received (pedestrian button pushed) and the time that the pedestrian phase was served (beginning of the Walk interval).

B.3.3.4 Coordination Analysis

The ATSPMs shall include arrivals on green and arrivals on red. Arrivals on green and arrivals on red shall be calculated by tracking approaching vehicles and associating their arrival at the intersection with the signal state. Arrivals on green and arrivals on red shall be reported in percentages for each on a per-cycle basis.

B.3.3.5 Split Analysis

The ATSPMs shall include split monitor analytics. Split monitor analytics shall comprise the duration that each phase was On during the cycle and the reason that the phase terminated (gap out, max out, or force off).

B.3.3.6 Volume Analysis

The ATSPMs shall include approach volume analysis. Approach volume analysis shall comprise the number of vehicles crossing the intersection during a user-specified period and the directional distribution factor (D-factor) for each approach (the ratio of one direction to the total of two opposing directions of traffic traveling during a selected hour), expressed as a percentage.

B.3.4 Abnormality Detection

The AI-TEDS shall provide alerts for abnormalities that disrupt the normal flow of traffic, including, but not limited to, crashes, temporary road work, and disabled vehicles. The AI-TEDS shall be capable of being remotely updated to add support for new types of abnormalities.

B.3.5 Intersection Safety Insights

The AI-TEDS shall count road users who enter the intersection (cross the stop line) during the Yellow Change Interval, Red Clearance Interval, and Full Red/Phase Off.

The AI-TEDS may provide a GUI in the Cloud Software for viewing historical stop line crossing data ("Intersection Safety Insights" or "ISI"). The GUI shall support filtering ISI data by date/time for either a

single period or two periods (for side-by-side comparisons) and by road user class (car, truck, bus, etc.). The GUI shall support downloads of ISI data in CSV and PDF formats. The GUI shall provide tabular and graphical views of ISI data and a video clip of each event.

B.3.6 Video Streaming

The AI-TEDS shall provide high-definition RTSP video streams encoded using H.264 and H.265. There shall be one stream for each Sensor Unit and one stream that combines the video from four Sensor Units (quad view).

Video streams shall display the state of the traffic signals ("Signal State Icons"). Signal State Icons shall be located on the downstream side of the stop line at each approach lane.

Video streams shall display phase numbers ("Phase Number Icons"). Phase Number Icons shall be located on the downstream side of the stop line at each approach lane.

Video streams shall display detectors ("Detection Zones"). Detection Zones shall be displayed using one of two colors depending on whether the zone is occupied.

B.3.7 Cellular Data

The AI-TEDS shall include five years of cellular data connectivity for the Control Unit and Sensor Units.

C Construction

C.1 Documentation

The AI-TEDS shall include user manuals with installation, operations, troubleshooting, and maintenance information for the AI-TEDS software and hardware. User manuals shall be provided as PDFs or online web pages.

C.2 Service & Support

C.2.1 Installation Support

The Manufacturer shall provide remote turn-on assistance by phone during normal business hours, Monday through Friday. The Manufacturer or the Manufacturer's third-party representative shall provide on-site turn-on assistance, Monday through Friday, within five business days of being requested.

C.2.2 Training

The Manufacturer shall provide a maximum of two remote training sessions of a maximum of three hours each for up to 50 employees of the IOO and employees of the IOO's designated representatives. Topics shall include installation, configuration, operation, troubleshooting, and maintenance. Instructors shall be certified by the Manufacturer.

C.2.3 Monitoring

The AI-TEDS shall be monitored by the Manufacturer for detection accuracy, reliability, faults, incidents, alarms, and other anomalies during all hours of the day, every day of the year (24/7/365). Monitoring personnel shall be knowledgeable in principles, practices, concepts, and theories of traffic engineering, traffic signalization, and traffic signal equipment.

The AI-TEDS shall include five years of monitoring.

C.2.4 Technical Support

The Manufacturer shall provide live 24/7/365 technical support via email and telephone. Technical support shall be actively staffed by at least one on-shift employee of the Manufacturer at all times, including but not limited to weekends, overnights, and holidays; the use of technical support personnel who are on call during personal time, as well as other forms of passive, off-shift staffing, shall not fulfill this requirement.

The AI-TEDS shall include five years of technical support.

C.2.5 Software Updates

The AI-TEDS shall include five years of updates to the Sensor Unit Software, Control Unit Software, and Cloud Software.

C.3 Manufacturer Certifications

The Manufacturer of the AI-TEDS shall have SOC 2 Type II and ISO 27001 (Information Security Management) certifications.

D Measurement

The department will measure Video Detection System (Location) as each intersection acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.618	Video Detection System STH 50 & Cook St	EACH
SPV.0060.619	Video Detection System STH 50 & Broad St	EACH
SPV.0060.620	Video Detection System STH 50 & Center St	EACH
SPV.0060.621	Video Detection System STH 50 & Wells St	EACH
SPV.0060.622	Video Detection System STH 50 & Edwards Blvd	EACH
SPV.0060.623	Video Detection System STH 50 & USH 12 SB Ramp	EACH

Payment is full compensation for furnishing and installing the video detection system, cabling, mounting devices, and required accessories; and for programming and aiming the equipment to allow for full system operation.

**76. Radio Interconnect System STH 50 & Cook St, Item SPV.0060.624;
Radio Interconnect System STH 50 & Broad St, Item SPV.0060.625;
Radio Interconnect System STH 50 & Center St, Item SPV.0060.626;
Radio Interconnect System STH 50 & Wells St, Item SPV.0060.627.**

A Description

This section describes furnishing and installing a Radio Interconnect System utilizing an IP Wireless Bridge configurable to operate as a wireless bridge (point-to-point), wireless master (point-to-multipoint), or wireless subscriber (point-to-multipoint) as provided below. System components include, but are not limited to: ethernet radio, ethernet switch, and radio cabling.

B Materials

Furnish materials conforming to the following:

IP Wireless Bridges shall meet or exceed the following specifications:

Electrical

- The IP Wireless Bridge shall operate on 120V AC power
- The IP Wireless Bridge shall include any power supplies or adapters needed
- The IP Wireless Bridge shall provide any power needed between “indoor” and “outdoor” units via coaxial cable or Category 5e or better industrial outdoor rated using Power-Over-Ethernet (POE) power injectors.

Environmental

- The IP Wireless Bridge shall meet or exceed IP 67 protection
- The IP Wireless Bridge shall operate between -35 and +50 C
- The IP Wireless Bridge shall operate up to 95%, relative humidity non- condensing.

Wireless Interfaces

- The IP Wireless Bridge shall operate license free under FCC Part 15 as a Class B Device
- The IP Wireless Bridge shall be user programmable to function as a point-to-point system, or as a point-to-multipoint system
- The IP Wireless Bridge shall offer several frequency band options (not required on a single device) including 5.725 GHz to 5.875 GHz
- The 5.8 IP Wireless Bridge shall offer user-selectable network standards and data rates of up to 54 Mbps in 802.11a mode, and 300 Mbps in 802.11n mode.

- The IP Wireless Bridge shall offer user-selectable frequency channels to include no less than three non-overlapping channels
- The IP Wireless Bridge shall have visible Power and Received Signal Strength Indicator
- The IP Wireless Bridge shall support TCP/IP
- The IP Wireless Bridge shall support UDP/IP
- The IP Wireless Bridge shall support VLAN tagging
- The IP Wireless Bridge shall support IGMP V2 snooping
- The IP Wireless Bridge shall support user-configurable Quality of Service (QoS) settings
- The IP Wireless Bridge shall incorporate data encryption (WPA or equivalent)
- The IP Wireless Bridge shall support emax proprietary protocol to link to existing systems and Legacy emax.

Wired Interfaces

- The wired bridge shall have a minimum of one 10/100/1000BaseT Ethernet (802.2/802.3) port
- The wired bridge shall support TCP/IP
- The wireless bridge shall support TCP/IP
- The wireless bridge shall support UDP/IP
- The wireless bridge shall support VLAN tagging
- The wireless bridge shall support IGMP V2 snooping
- The wireless bridge shall support remote configuration via Telnet, HTTP, TFTP, and SNMP
- The wireless bridge shall support Spanning Tree Protocol (STP)

Hardware

- Include mounting hardware for the IP Wireless Bridge for mounting on a pole or other simple structure

Antenna

- The IP Wireless Bridge shall include a completely integrated panel antenna
- The IP Wireless Bridge shall include antenna configuration MIMO: 2x2
- The IP Wireless Bridge shall support Topology: Point-to-Point, Point-to-Multipoint

Ethernet Switch

- Furnish an ethernet switch with compatible power supply.
- The equipment shall meeting the NEMA environmental, power and surge ratings as set forth in NEMA TS2 specifications.
- Interfaces: This equipment must support a minimum of 12 Ethernet interfaces, with a minimum of three being shared or dedicated SFP interfaces for pluggable optical connections and support PoE+ on four or more interfaces.
- Management: This equipment must be a managed switch with the ability to support 802.1Q VLAN Tagging, 802.1D Spanning Tree Protocol, and 802.1p Quality of Service. Multicast, broadcast, and flooding storm control should be features.
- Mounting: This equipment must be DIN Rail mountable.
- LEDs: This equipment must have a minimum of 128MB of DRAM, and a minimum of 16MB of flash memory.

Cabling

- Include Belden OSP6U, Category 6, 300 volt, outdoor rated cable for power and communications, including all necessary hardware, fasteners and wiring connectors.

Firmware

- Any firmware upgrades issued by the manufacturer must be furnished at no cost.

Management Software

- Provide centralized management software with each wireless bridge. The management software must be capable of managing the configuration, monitoring overall status, installing and updating firmware. The cost of this software should be included in the individual cost for each wireless bridge. Firmware updates and bug fixes should be included at no additional charge to the Department.

C Construction

Equipment shall be installed according to manufacturer's recommendations and as the plans show.

D Measurement

The department will measure Radio Interconnect System (Location) as each intersection, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.624	Radio Interconnect System STH 50 & Cook St	EACH
SPV.0060.625	Radio Interconnect System STH 50 & Broad St	EACH
SPV.0060.626	Radio Interconnect System STH 50 & Center St	EACH
SPV.0060.627	Radio Interconnect System STH 50 & Wells St	EACH

Payment is full compensation for furnishing and installing the traffic signal interconnect equipment.

- 77. Accessible Pedestrian Push Button System STH 50 & Cook St, Item SPV.0060.628;
Accessible Pedestrian Push Button System STH 50 & Broad St, Item SPV.0060.629;
Accessible Pedestrian Push Button System STH 50 & Center St, Item SPV.0060.630;
Accessible Pedestrian Push Button System STH 50 & Wells St, Item SPV.0060.631;
Accessible Pedestrian Push Button System STH 50 & Edwards Blvd, Item SPV.0060.632.**

A Description

This special provision describes furnishing and installing Accessible Pedestrian Signal Push Button assembly on traffic signal poles.

B Materials

This item shall consist of vandal resistant Accessible Pedestrian Signal and push button assembly that provides a vibro-tactile ADA and MUTCD compliant 2" push button with a raised directional arrow. All sounds are emitted from inside the unit via a weatherproof speaker. The unit shall use 2 wires and interface with a single control unit located in the traffic control cabinet.

Furnish a system of Polara iNS2 9"x15" Blk/Blk APS Pushbutton Station 2-Wire with MUTCD R10-3e sign for each location shown on the plans, a Polara iNS Navigator 2 Wire Control Unit iCCU Self Model with BIU Capability, and any Cabinet Cable Package with CABLE-A CABLE-C and iNS-ICD, or approved equal. Push buttons and frames for Project ID 3170-09-71 shall match the black exterior traffic signal poles they will be installed on (paint paid for under a separate item). Submit the proposed equipment to the City of Lake Geneva for final review and approval. Payment will not be made for materials ordered before final review and approval.

Furnish all materials required to complete connections between system components and between the system and the traffic signal controller and pedestrian traffic signal heads. Furnished materials shall conform to standard spec 651.2, 655.2, and 658.2.

Furnish pedestrian push buttons conforming to all of the following requirements:

Audible Pedestrian Signal Push Button

- Sunlight visible "Red LED" lights when the button is pushed and remains on until the walk phase goes into effect.
- Audible "Tick" sound is heard each time the button is pushed, as well as tactile feedback given.
- Extended push button can increase volumes, and/or mute all sounds except those on actuated crosswalk.
- All audible sounds automatically adjust in volume in relation to ambient noise level. Audible volume level over ambient noise shall be adjustable up to 10 dB.

- Audio Amplifier Power Output: 15 W, 8 ohm, weatherproof.
- Provide separate volume controls for locator tone, walk message, Clearance and extended button volumes.
- Volume Control Automatic Adjustment Range: 35 dB max.
- Microphone for Ambient Noise approximate frequency range: 170 Hz to 2.3 kHz.
- Options programmable from computer: Walk Sound, Walk Message, Rest In Walk, Location Message, Extended Push Activation and Locating Tone.
- Audible Locating Tone: All tones shall meet MUTCD requirements.
- Option standard locating tone, custom sound or verbal count down during PED Clearance and multiple voice message languages. Provide custom walk message, direction of travel and/or emergency vehicle warning message.
- All sounds are synchronized. Sound alternate in front of the pedestrian and behind the pedestrian during the walking and/or ped clearance phase ("Ping Pong" feature).
- Temperature Range: -40 degrees F to 165 degrees F.
- Wind sensor to prevent runaway volume during windy conditions.
- System can self-test and fault report to a remote site for real-time monitoring and system maintenance. Conflict Detect: WALK indication is ignored in the event of a WALK/DON'T WALK conflict.
- Pedestrian Push Button Interface accepts 12 to 48 AC/DC. Capable of global configuration changes and/or single unit changes.
- Frame: cast aluminum, powder coated yellow.
- Face Plate: aluminum, powder coated, painted black background.
- Arrow Push Button: aluminum, powder coated. Direction of arrow can adjust to one of four directions.
- Push Button: ADA compliant, cast aluminum, nickel plated, powder coated. Vibrator Power shall be 15 VDC pulsed. Operates during walk interval only. Speaker: 8 ohm, 15 W MAX, weather proof.
- Units shall be programmable from a standard Windows 7 laptop through the pedestrian control unit. If software is required for the programming of the units it shall be incidental to the contract.

Pedestrian Control Unit

The control unit is the power supply and signaling interface between the existing intersection traffic controller and the pedestrian push button unit. The pedestrian control unit shall control up to 16 push button units and 4 pedestrian phases. The pedestrian control unit shall be housed inside the traffic signal cabinet and powered by the AC supply mains (115 VAC). Any cable or equipment between the control unit and the pedestrian field wiring shall be considered incidental to the contract.

1. Pedestrian Walk/Don't Walk Inputs; Optically Isolated 80 – 150 Volts AC/DC 5mA Maximum.
2. General Purpose Outputs and Pedestrian Outputs; Optically Isolated 36 Volts AC/DC Peak, .3A Solid State Fused Contact Closure.
3. Fault Output; Normally Open and Closed Relay Contacts 125 Volts AC/DC 1A Maximum.
4. 4 Phase Pedestrian Push Button Power Output; Nominal 22 Volts DC, Short Circuit Protected – Auto Recovering.
5. General Purpose Inputs; 10 – 36 Volts AC/DC Peak 10mA Maximum, Optically Isolated.
6. Pedestrian control unit shall have an Ethernet port and shall be IP addressable for communications to programming computer.

C Construction

Construction shall be according to standard spec 651.3, 655.3, and 658.3, manufacturer's recommendations, the project plans, or as directed by the engineer. Perform testing and ensure that the system is in full operation prior to acceptance.

Audible push button messages shall be MUTCD compliant and identify the roadway to be crossed.

D Measurement

The department will measure Accessible Pedestrian Push Button System (Location) by each intersection, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.628	Accessible Pedestrian Push Button System STH 50 & Cook St	EACH
SPV.0060.629	Accessible Pedestrian Push Button System STH 50 & Broad St	EACH
SPV.0060.630	Accessible Pedestrian Push Button System STH 50 & Center St	EACH
SPV.0060.631	Accessible Pedestrian Push Button System STH 50 & Wells St	EACH
SPV.0060.632	Accessible Pedestrian Push Button System STH 50 & Edwards Blvd	EACH

Payment is full compensation for furnishing and installing all required equipment, materials, cabling, and supplies; and for programming and testing the system.

78. Install Cellular Modem, Item SPV.0060.633.

A Description

Furnish, install, and test a Cellular Modem according to the following standards.

B Materials

Furnish an LTE/CDMA wireless cellular modem with one (1) ethernet port. The cellular modem shall be compatible with Swarco McCain traffic controllers and Mobotrex TS2 traffic signal cabinet environments. Furnish cables and connectors between cellular modems and other devices.

The cellular modem shall have the following specifications:

- WWAN Modem LTE
 - Supported frequency bands:
 - LTE FDD: B1, B2, B3, B4, B5, B7, B8, B12, B13, B18, B19, B20, B26
 - TDD: 38/39/40/41
 - Maximum connectivity speeds: LTE DL 150 Mbps, UL50 Mbps
- WWAN Modem 3G/2G
 - Supported frequency bands:
 - GSM/GPRS/EDGE: 850/900/1800/1900 MHz (B2, B3, B5, B8)
 - UMTS/HSDPA/HSUPA/HSPA+: 800-850/900/AWS (1700/2100)/1800/1900/2100 MHz (B1, B2, B4, B5, B6, B8, B19)
 - Maximum connectivity speeds:
 - DC-HSPA+ DL 42 Mbps, UL 5, 76 MBps
 - RX Diversity
 - Simultaneous Equalization and Rx Diversity on all bands
- WWAN Antenna
 - 1 x SMA: WWAN Main
 - 1 x SMA: WWAN Div/GPS
- GPS
 - Standalone GPS, Assisted GPS, FPS OneXTRA
 - Wideband GPS processing (20MHz) for improved measurement accuracy
 - Passive/active GPS antenna support
- USIM/SIM connection – Class B and Class C
- Ethernet – 10/100Mb/s RJ45 connector
- Power control

- Timed Wakeup
- Ignition Sensing
- Battery
 - Li-Ion Battery with last gasp function and battery backup RTC (7 days)
- Power input
 - DC input voltage: 9-33 V DC
 - Connector: Micro-Fit 3.0TM, Dual row, 4-position
- USB, rear and front expansion cards
- Aluminum case – 4.52 x 4.17 x 1.77 in
- Operating temperature - -22 F to 158 F
- CE, FCC, PTCRB, ISED, AT&T, VZW, US Cellular certifications

C Construction

Install the cellular modem at the location shown in the plans according to 678.3 of the standard specifications.

D Measurement

The department will measure Install Cellular Modem by each item acceptably installed and operational.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.633	Install Cellular Modem	EACH

Payment is full compensation for furnishing and installing a cellular modem, complete and fully operational in the traffic signal cabinet.

79. Black Paint for Signal and Lighting Materials (Project ID 3170-09-71), Item SPV.0060.634.

A Description

This provision requires the components of the Traffic Signal, Lighting Units, and Permanent Signing including but not limited to poles, monotube arms, transformer bases, pedestal bases, traffic signal standards, traffic signal face housings, pedestrian signal face housings, visors, backplates, pedestrian push buttons, luminaire housings, luminaire arms, mast arms and signal mounting hardware to be painted black. The work under this item shall conform to standard spec 657, 658, and 659 and as hereinafter provided.

B Materials

Poles, Standards Arms: Poles, standards and Arms shall be factory black powder coat finished so as to produce a uniform appearance. Nut covers and pole caps shall be finished to match pole.

Transformer and Pedestal Bases: Shall be provided with a black powder coat finish. The black finish shall be applied to match the color/finish of the pole.

Luminaires: The luminaire housing shall have a black painted finish to match the color/finish of the pole/arm.

C Construction

Components when assembled shall appear as one uniformly colored unit. Touch up paint shall be included and applied by the contractor to all scratches and construction blemishes as to match the original black factory color and finish.

D Measurement

The department will measure Black Paint for Signal and Lighting Materials (Project ID 3170-09-71) by each individual project, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.634	Black Paint for Signal and Lighting Materials (Project ID 3170-09-71)	EACH

Payment is full compensation for furnishing and applying all paint materials.

80. Street Sweeping, Item SPV.0075.001.

A Description

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

B Materials

Furnish a vacuum-type street sweeper equipped with a power broom, water spray system and a vacuum collection system. Use vacuum equipment with a self-contained particulate collector capable of preventing discharge from the collection bin into the atmosphere.

C Construction

Provide sweeping of pavement, driveways, curb lanes, and gutters as directed by the engineer.

D Measurement

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

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0075.001	Street Sweeping	HRS

Payment is full compensation for furnishing and mobilizing the street sweeper; sweeping, vacuuming, and water spraying roadway; and disposing of the material collected.

81. Asphaltic Curb Temporary, Item SPV.0090.001.

A Description

This special provision describes constructing asphaltic curb at the location shown in the plans and removing it when no longer needed to direct temporary drainage and when ready to construct the final improvements.

B Materials

Furnish materials conforming to standard spec 465.2 (2) for temporary pavement.

C Construction

Perform work in conformance to standard spec 465.3.2. Approximate the shape of the existing concrete curb head matched into.

D Measurement

The department will measure Asphaltic Curb Temporary by the linear foot, acceptably completed, measured along the base of the curb face.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.001	Asphaltic Curb Temporary	LF

Payment is full compensation for furnishing, placing, and compacting the mixture; for forming the curb; and removing and disposing of the curb.

82. Concrete Curb & Gutter 24-Inch Type D, Item SPV.0090.002.

A Description

This special provision describes constructing concrete curb and concrete curb and gutter according to the details shown in the plans, the requirements of standard spec 601.

B Materials

Provide materials that conform to the requirements of the standard spec 601.2.

C Construction

Construct according to the requirements of the standard spec 601.3.

D Measurement

The department will measure Concrete Curb & Gutter 24-Inch Type D in length by the linear foot, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.002	Concrete Curb & Gutter 24-Inch Type D	LF

Payment will be made according to standard spec 601.5.

83. Sawing Curb Head, Item SPV.0090.003.

A Description

This special provision describes concrete curb head as shown on the plans and as hereinafter provided.

B (Vacant)

C Construction

Saw concrete curb head in accordance with the applicable portions of section 690 of the Standard Specification.

Remove and dispose of concrete head in accordance with the applicable portions of section 204 of the Standard Specification.

D Measurement

The department will measure Sawing Curb Head by the linear foot acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.002	Sawing Curb Head	LF

Payment is full compensation for providing all sawing and sludge removal, and for disposal of leftover curb head material debris.

84. Sanitary Sewer PVC 15 Inch, SPV.0090.500;
 Sanitary Sewer PVC 14 Inch, SPV.0090.501;
 Sanitary Sewer PVC 12 Inch, SPV.0090.502;
 Sanitary Sewer PVC 8 Inch, SPV.0090.503;
 RCP Class V 36 Inch, SPV.0090.504;
 Sanitary Lateral 6 Inch, SPV.0090.505;
 Abandon Existing Sanitary Sewer (Greater than 6 Inch Dia), SPV.0090.506;
 Water Main Ductile Iron 16 Inch, SPV.0090.507;
 Water Main Ductile Iron 12 Inch, SPV.0090.508;
 Water Main Ductile Iron 8 Inch, SPV.0090.509;
 Water Main Ductile Iron 6 Inch, SPV.0090.510;
 Water Main Ductile Iron 4 Inch, SPV.0090.511;
 Watermain Casing Pipe 30 Inch, SPV.0090.512;
 Water Service CST SDR 9 – 2 Inch, SPV.0090.513;
 Water Service CST SDR 9 – 1.5 Inch, SPV.0090.514;
 Water Service CST SDR 9 – 1 Inch, SPV.0090.515;
 Abandon Existing Water Main (Greater than 6 in DIA), SPV.0090.516
 Water Main Ductile Iron 10 Inch, SPV.0090.518.

A Description

This special provision describes Sanitary Sewer PVC 15 Inch; Sanitary Sewer PVC 14 Inch; Sanitary Sewer PVC 12 Inch; Sanitary Sewer PVC 8 Inch; RCP Class V 36 Inch, Sanitary Lateral 6 Inch; Abandon Existing Sanitary Sewer (Greater Than 6 Inch); Water Main Ductile Iron 16 Inch; Water Main Ductile Iron 12 Inch; Water Main Ductile Iron 8 Inch; Water Main Ductile Iron 6 Inch; Water Main Ductile Iron 4 Inch; Watermain Casing Pipe 30 Inch; Water Service CST SDR 9 – 2 Inch; Water Service CST SDR 9 – 1.5 Inch; Water Service CST SDR 9 – 1 Inch; Abandon Existing Water Main (Greater Than 6 Inch Dia); Water Main Ductile Iron 10 Inch.

B Materials

Conform to City of Lake Geneva Standard Sanitary Sewer Utility and Water Utility Specifications for WisDOT Let Projects, 2026.

C Vacant

D Measurement

The department will measure Sanitary Sewer PVC 15 Inch; Sanitary Sewer PVC 14 Inch; Sanitary Sewer PVC 12 Inch; Sanitary Sewer PVC 8 Inch; RCP Class V 36 Inch, Sanitary Lateral 6 Inch; Abandon Existing Sanitary Sewer (Greater Than 6 Inch); Water Main Ductile Iron 16 Inch; Water Main Ductile Iron 12 Inch; Water Main Ductile Iron 8 Inch; Water Main Ductile Iron 6 Inch; Water Main Ductile Iron 4 Inch; Watermain Casing Pipe 30 Inch; Water Service CST SDR 9 – 2 Inch; Water Service CST SDR 9 – 1.5 Inch; Water Service CST SDR 9 – 1 Inch; Abandon Existing Water Main (Greater Than 6 Inch Dia); Water Main Ductile Iron 10 Inch by the linear foot as acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.500	Sanitary Sewer PVC 15 inch	LF
SPV.0090.501	Sanitary Sewer PVC 14 Inch	LF
SPV.0090.502	Sanitary Sewer PVC 12 Inch	LF
SPV.0090.503	Sanitary Sewer PVC 8 Inch	LF
SPV.0090.504	RCP Class V 36 Inch	LF
SPV.0090.507	Water Main Ductile Iron 16 Inch	LF
SPV.0090.505	Sanitary Lateral 6 Inch	LF
SPV.0090.506	Abandon Existing Sanitary Sewer (Greater Than 6 inch Dia)	LF
SPV.0090.508	Water Main Ductile Iron 12 Inch	LF
SPV.0090.509	Water Main Ductile Iron 8 Inch	LF
SPV.0090.510	Water Main Ductile Iron 6 Inch	LF
SPV.0090.511	Water Main Ductile Iron 4 Inch	LF

SPV.0090.512	Water Main Casing Pipe 30 Inch	LF
SPV.0090.513	Water Service CST SDR 9 - 2 Inch	LF
SPV.0090.514	Water Service CST SDR 9 - 1.5 Inch	LF
SPV.0090.515	Water Service CST SDR 9 - 1 Inch	LF
SPV.0090.516	Abandon Existing Water Main (Greater Than 6 Inch DIA)	LF
SPV.0090.518	Water Main Ductile Iron 10 Inch	LF

Payment is full compensation necessary to complete the contract for all work herein as specified in accordance with the City of Lake Geneva Standard Sanitary Sewer Utility and Water Utility Specifications for WisDOT Let Projects, 2026. Excavating, bedding materials, backfilling, fittings, reaction blocking, and joint restraint shall be included in the contract price.

85. Salvaging and Reinstalling Brick Pavers, Item SPV.0165.001.

A Description

This special provision describes the salvaging and reinstalling of existing brick pavers at locations identified on the plans.

B Materials

Furnish bedding sand conforming to ASTM C33 with a 3/16-inch maximum aggregate size. Sand shall be washed free from deleterious or foreign materials, well graded, and angular.

Joint filling material shall be polymeric sand. The manufacturer shall be Techniseal, Series HP NextGel polymeric jointing sand or approved equal.

Aggregate base material shall conform to standard spec 305.2 for 3/4-inch gradation.

C Construction

Remove the existing brick pavers in a way that prevents damaging the bricks. If the bricks are damaged by means of the contractor, replace them at no expense to the department. Store materials in a safe location until they are ready to be installed.

Spread and compact aggregate base material in uniform layers not exceeding 4 inches. Compact to 95 percent maximum density. The surface of the aggregate base material shall be close-knit to prevent bedding sand from filtering and eroding the base.

Spread bedding sand evenly over the prepared aggregate base to a minimum thickness of 1 inch. Dampen and roller compact the sand to a level and even surface. Screed and scarify the top 1/2 inch of sand.

Reinstall salvaged bricks back to the original layout. Stockpile excess brick pavers and contact Tom Earle of the City of Lake Geneva, tearle@cityoflakegeneva.com or (262) 248-6644, to coordinate pickup.

Spread polymeric sand over the brick surface and sweep into the joints. Moisten joints and recover with additional sand until joints are firm. Remove excess sand. Tamp and level the pavers with a mechanical plate vibrator until pavers are firmly embedded, level, and to the correct elevation.

D Measurement

The department will measure Salvaging and Reinstalling Brick Pavers by the square foot, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0165.001	Salvaging and Reinstalling Brick Pavers	SF

Payment is full compensation for removing and salvaging the existing brick pavers; storing; constructing aggregate and bedding sand layers, reinstalling the pavers, and stockpiling excess pavers.

**86. 4 ft x 8 ft Insulation Board Polystyrene 2 inch thick (Sanitary Sewer), SPV.0165.500;
4 ft x 8 ft Insulation Board Polystyrene 2 inch thick (Watermain), SPV.0165.501.**

A Description

This special provision describes 4 Ft X 8 Ft Insulation Board Polystyrene 2 Inch Thick (Sanitary Sewer); 4 Ft X 8 Ft Insulation Board Polystyrene 2 Inch Thick (Watermain).

B Materials

Conform to City of Lake Geneva Standard Sanitary Sewer Utility and Water Utility Specifications for WisDOT Let Projects, 2026.

C Vacant

D Measurement

The department will measure 4 Ft X 8 Ft Insulation Board Polystyrene 2 Inch Thick (Sanitary Sewer); 4 Ft X 8 Ft Insulation Board Polystyrene 2 Inch Thick (Watermain) by the square foot as 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.0165.500	4 Ft X 8 Ft Insulation Board Polystyrene 2 Inch Thick (Sanitary Sewer)	SF
SPV.0165.501	4 Ft X 8 Ft Insulation Board Polystyrene 2 Inch Thick (Watermain)	SF

Payment is full compensation necessary to complete the contract for all work herein as specified in accordance with the City of Lake Geneva Standard Sanitary Sewer Utility and Water Utility Specifications for WisDOT Let Projects, 2026.

87. Excavation of Phragmites Contaminated Soil, Item SPV.0180.001.

A Description

This special provision describes excavating soils designated in the plans as containing Phragmites as directed by the engineer, hauling and disposing excavated material to a DNR licensed landfill site, backfilling the excavated area, and decontamination of equipment.

B Materials

Furnish backfill material in accordance with standard spec 207.2.

C Construction

Complete excavation of phragmites in a fully dewatered and isolated work area.

Excavate soils as delineated in the plan to a minimum depth of 24-inches to remove all plant root matter or as directed by the engineer. Allow a minimum of 10 days between the Herbicide Application and excavation of phragmites contaminated soil. Haul excavated material to a licensed landfill site.

Decontaminate equipment per Environmental Protection, Aquatic Exotic Species Control article of these special provisions.

D Measurement

The department will measure Excavation of Phragmites Contaminated Soil by the square yard, acceptably completed. The quantity measured for payment shall equal the actual number of square yards of excavated area as measured by the engineer.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.001	Excavation of Phragmites Contaminated Soil	SY

Payment is full compensation for dewatering, isolating work area, excavating, loading, hauling and wasting material, providing and placing backfill material, and decontamination of equipment. Payment for Herbicide Application, Seeding and Mulch will be paid under respective bid items.

88. Excavation, Hauling, and Disposal of Metals Contaminated Soil, Item SPV.0195.001.

A Description

A.1 General

This special provision describes excavating, loading, hauling, and disposing of metals-contaminated soil at a DNR approved landfill facility. The closest DNR approved landfill facilities are:

Waste Management Pheasant Run Landfill
19414 60th St
Bristol, WI 53104
(866) 909-4458

GFL Mallard Ridge Landfill
W8470 WI-11
Delavan, WI 53115
(262) 724-3257

Perform this work conforming to standard spec 205 and with pertinent parts of Chapters NR 700-754 of the Wisconsin Administrative Code, as supplemented herein. Per NR 718.07, a solid waste collection and transportation service-operating license is required under NR 502.06 for each vehicle used to transport contaminated soil.

A.2 Notice to the Contractor – Contaminated Soil Locations

The department completed testing for soil contamination for locations within this project where excavation is required. Testing indicated that metals-contaminated soil is present at the following location where excavation is required, as shown on the plans:

- STH 50 STA 662+75 to 664+00, from reference line to project limits right, from 1' below ground surface (bgs) to maximum excavation depth. Soil contains arsenic and must be managed. Approximately 380 cubic yards (approximately 640 tons at an estimated 1.7 tons per cubic yard) of soil will be excavated from this location.
- STH 50 STA 664+00 to 665+25, from reference line to project limits right, from 1' bgs to maximum excavation depth. Soil contains mercury and must be managed. Approximately 380 cubic yards (approximately 645 tons at an estimated 1.7 tons per cubic yard) of soil will be excavated from this location.
- STH 50 STA 665+25 to 666+15, from reference line to project limits right, from 1' bgs to 6' bgs. Soil contains mercury and must be managed. Approximately 380 cubic yards (approximately 645 tons at an estimated 1.7 tons per cubic yard) of soil will be excavated from this location.
- STH 50 STA 669+75 to 670+60, from reference line to project limits left, from 1' bgs to 6' bgs. Soil contains arsenic and must be managed. Approximately 640 cubic yards (approximately 1,080 tons at an estimated 1.7 tons per cubic yard) of soil will be excavated from this location.
- STH 50 STA 670+60 to 671+30, from reference line to project limits left, from 1' bgs to 5' bgs. Soil contains arsenic and selenium and must be managed. Approximately 450 cubic yards (approximately 760 tons at an estimated 1.7 tons per cubic yard) of soil will be excavated from this location.
- STH 50 STA 679+70 to 680+50, from reference line to project limits left, from 1' bgs to maximum excavation depth. Soil contains lead and must be managed. Approximately 245 cubic yards (approximately 415 tons at an estimated 1.7 tons per cubic yard) of soil will be excavated from this location.

Directly load soil excavated by the project at the above locations into trucks that will transport the soil to a WDNR-licensed landfill facility for treatment and disposal.

If contaminated soils are encountered elsewhere on the project, terminate excavation activities in the area and notify the engineer. If dewatering is required at the above locations, conduct the dewatering in accordance with Section C below.

The excavation management plan for this project has been designed to minimize the offsite treatment or disposal of contaminated material. The excavation management plan, including these special provisions, has been developed in cooperation with the WDNR. The WDNR concurrence letter is on file at the Wisconsin Department of Transportation. For further information regarding previous investigation and remediation activities near this project, contact:

Name: Mr. Andrew Malsom
Address: 141 NW Barstow Street, PO Box 798, Waukesha, WI 53187-0798
Phone: 262-548-6705
Fax: 262-548-6891
E-mail: Andrew.Malsom@dot.wi.gov

A.3 Coordination

Coordinate work under this contract with the environment consultant:

Consultant: Ramboll
Address: 234 W. Florida Street, Fifth Floor, Milwaukee, WI 53204
Contact: Mr. Graham Fazio
Phone: 414-791-6995
E-mail: Graham.Fazio@ramboll.com

The role of the environmental consultant will be limited to:

1. Determining the location and limits of contaminated soil to be excavated based on soil analytical results from previous investigations, visual observations, and field screening of soil that is excavated;
2. Identifying contaminated soils to be hauled to the landfill facility;
3. Documenting that activities associated with management of contaminated soil are in conformance with the contaminated soil management methods for this project as specified herein; and
4. Obtaining the necessary approvals for disposal of contaminated soil from the landfill facility.

Provide at least a 14-calendar day notice of the preconstruction conference date to the environmental consultant. At the preconstruction conference, provide a schedule for all excavation activities in the areas of contamination to the environmental consultant. Also notify the environmental consultant at least three calendar days before beginning excavation activities in each of the contaminated areas.

Coordinate with the environmental consultant to ensure that the environmental consultant is present during excavation activities in the contaminated areas. Perform excavation work in each of the contaminated areas on a continuous basis until excavation work is completed.

Identify the DNR approved landfill facility that will be used for disposal of contaminated soils and provide this information to the environmental consultant no later than 30 calendar days before beginning excavation activities in the contaminated areas or at the preconstruction conference, whichever comes first. The environmental consultant will be responsible for obtaining the necessary approvals for disposal of contaminated soils from the landfill facility. Do not transport contaminated soil offsite without prior approval from the environmental consultant.

A.4 Health and Safety Requirements

Add the following to standard spec 107.1:

During excavation activities, expect to encounter soil contaminated with metals. Site workers taking part in activities that will result in the reasonable probability of exposure to safety and health hazards associated with hazardous materials shall have completed health and safety training that meets the Occupational Safety and Health Administration (OSHA) requirements for Hazardous Waste Operations and Emergency Response (HAZWOPER), as provided in 29 CFR 1910.120.

Prepare a site-specific Health and Safety Plan, and develop, delineate, and enforce the health and safety exclusion zones for each contaminated site location as required by 29 CFR 1910.120. Submit the site-specific health and safety plan and written documentation of up-to-date OSHA training to the engineer before the start of work.

B (Vacant)

C Construction

Add the following to standard spec 205.3:

Control operations in the contaminated areas to minimize the quantity of contaminated soil excavated.

The environmental consultant will periodically evaluate soil excavated from the contaminated areas to determine if the soil will require offsite landfill disposal. The environmental consultant will evaluate excavated soil based on field screening results, visual observations, and soil analytical results from previous environmental investigations. Assist the environmental consultant in collecting soil samples for

evaluation using excavation equipment. The sampling frequency shall be a maximum of one sample for every 15 cubic yards excavated.

Directly load and haul soils designated by the environmental consultant for offsite landfill disposal to the DNR approved landfill facility. Use loading and hauling practices that are appropriate to prevent any spills or releases of contaminated soils or residues. Before transport, sufficiently dewater soils designated for off-site landfill disposal so as not to contain free liquids.

If dewatering is required in areas of known contamination, water generated from dewatering activities will likely contain metals. Such water may be discharged to the storm sewer or surface water with WDNR approval under a Wisconsin Pollution Discharge Elimination System (WPDES) General Permit, or to the sanitary sewer or at the treatment facility with approval from the local wastewater utility. Pretreatment may be required prior to discharge.

Contractor shall meet all applicable requirements, including the control of suspended solids. Perform all necessary monitoring to document compliance with requirements. Furnish, install, operate, maintain, disassemble, and remove treatment equipment necessary to comply with requirements.

Ensure continuous dewatering and excavation safety at all times. Provide, operate, and maintain adequate pumping equipment and drainage and disposal facilities.

Notify the engineer of any dewatering activities and obtain any permits necessary to discharge water. Provide copies of such permits to the engineer. Meet any requirements and pay any costs for obtaining and complying with such permit use. Follow all applicable legislative statutes, judiciary decisions, and regulations of the State of Wisconsin.

Costs associated with excavation dewatering in the contaminated areas are considered incidental to this pay item. The Wisconsin Department of Transportation will be the generator of regulated solid waste from this construction project.

D Measurement

The department will measure Excavation, Hauling, and Disposal of Metals-Contaminated Soil in tons of contaminated soil, accepted by the landfill facility as documented by weight tickets generated by the landfill facility.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0195.001	Excavation, Hauling, and Disposal of Metals Contaminated Soil	TON

Payment is full compensation for excavating, segregating, loading, hauling, and disposal of contaminated soil; obtaining solid waste collection and transportation service operating licenses; assisting in the collection soil samples for field evaluation; and dewatering of soils before transport, if necessary. Management and disposal of contaminated water is considered incidental to other bid items in the contract. The department will not pay directly for management and disposal/treatment of contaminated water.

89. Excavation, Hauling, and Disposal of VOC Contaminated Soil, Item SPV.0195.002.

A Description

A.1 General

This special provision describes excavating, loading, hauling, and disposing of volatile organic compound (VOC)-contaminated soil at a DNR approved bioremediation or landfill facility. The closest DNR approved bioremediation or landfill facilities are:

Waste Management Pheasant Run Landfill
19414 60th St
Bristol, WI 53104
(866) 909-4458

GFL Mallard Ridge Landfill
W8470 WI-11
Delavan, WI 53115

Perform this work conforming to standard spec 205 and with pertinent parts of Chapters NR 700-754 of the Wisconsin Administrative Code, as supplemented herein. Per NR 718.07, a solid waste collection and transportation service-operating license is required under NR 502.06 for each vehicle used to transport contaminated soil.

A.2 Notice to the Contractor – Contaminated Soil Locations

The department completed testing for soil contamination for locations within this project where excavation is required. Testing indicated that VOC-contaminated soil is present at the following locations where excavation is required, as shown on the plans:

- STH 50 STA 661+60 to 662+75, from reference line to project limits right, from 7' below ground surface (bgs) to maximum excavation depth. Soil contains VOCs and must be managed. Approximately 550 cubic yards (approximately 940 tons at an estimated 1.7 tons per cubic yard) of soil will be excavated from this location.
- STH 50 STA 678+25 to 679+10, from reference line to project limits left, from 8' bgs to maximum excavation depth. Soil and groundwater contain VOCs and must be managed. Approximately 435 cubic yards (approximately 740 tons at an estimated 1.7 tons per cubic yard) of soil will be excavated from this location.

Directly load soil excavated by the project at the above locations into trucks that will transport the soil to a WDNR-licensed bioremediation or landfill facility for treatment and disposal.

If contaminated soils are encountered elsewhere on the project, terminate excavation activities in the area and notify the engineer. If dewatering is required at the above locations, conduct the dewatering in accordance with Section C below.

The excavation management plan for this project has been designed to minimize the offsite treatment or disposal of contaminated material. The excavation management plan, including these special provisions, has been developed in cooperation with the WDNR. The WDNR concurrence letter is on file at the Wisconsin Department of Transportation. For further information regarding previous investigation and remediation activities near this project, contact:

Name: Mr. Andrew Malsom
Address: 141 NW Barstow Street, PO Box 798, Waukesha, WI 53187-0798
Phone: 262-548-6705
Fax: 262-548-6891
E-mail: Andrew.Malsom@dot.wi.gov

A.3 Coordination

Coordinate work under this contract with the environment consultant:

Consultant: Ramboll
Address: 234 W. Florida Street, Fifth Floor, Milwaukee, WI 53204
Contact: Mr. Graham Fazio
Phone: 414-791-6995
E-mail: Graham.Fazio@ramboll.com

The role of the environmental consultant will be limited to:

1. Determining the location and limits of contaminated soil to be excavated based on soil analytical results from previous investigations, visual observations, and field screening of soil that is excavated;
2. Identifying contaminated soils to be hauled to the bioremediation or landfill facility;
3. Documenting that activities associated with management of contaminated soil are in conformance with the contaminated soil management methods for this project as specified herein; and
4. Obtaining the necessary approvals for disposal of contaminated soil from the bioremediation or landfill facility.

Provide at least a 14-calendar day notice of the preconstruction conference date to the environmental consultant. At the preconstruction conference, provide a schedule for all excavation activities in the areas of contamination to the environmental consultant. Also notify the environmental consultant at least three calendar days before beginning excavation activities in each of the contaminated areas.

Coordinate with the environmental consultant to ensure that the environmental consultant is present during excavation activities in the contaminated areas. Perform excavation work in each of the contaminated areas on a continuous basis until excavation work is completed.

Identify the DNR approved bioremediation or landfill facility that will be used for disposal of contaminated soils and provide this information to the environmental consultant no later than 30 calendar days before beginning excavation activities in the contaminated areas or at the preconstruction conference, whichever comes first. The environmental consultant will be responsible for obtaining the necessary approvals for disposal of contaminated soils from the bioremediation or landfill facility. Do not transport contaminated soil offsite without prior approval from the environmental consultant.

A.4 Health and Safety Requirements

Add the following to standard spec 107.1:

During excavation activities, expect to encounter soil contaminated with VOCs. Site workers taking part in activities that will result in the reasonable probability of exposure to safety and health hazards associated with hazardous materials shall have completed health and safety training that meets the Occupational Safety and Health Administration (OSHA) requirements for Hazardous Waste Operations and Emergency Response (HAZWOPER), as provided in 29 CFR 1910.120.

Prepare a site-specific Health and Safety Plan, and develop, delineate, and enforce the health and safety exclusion zones for each contaminated site location as required by 29 CFR 1910.120. Submit the site-specific health and safety plan and written documentation of up-to-date OSHA training to the engineer before the start of work.

B (Vacant)

C Construction

Add the following to standard spec 205.3:

Control operations in the contaminated areas to minimize the quantity of contaminated soil excavated.

The environmental consultant will periodically evaluate soil excavated from the contaminated areas to determine if the soil will require offsite bioremediation or landfill disposal. The environmental consultant will evaluate excavated soil based on field screening results, visual observations, and soil analytical results from previous environmental investigations. Assist the environmental consultant in collecting soil samples for evaluation using excavation equipment. The sampling frequency shall be a maximum of one sample for every 15 cubic yards excavated.

Directly load and haul soils designated by the environmental consultant for offsite bioremediation or landfill disposal to the DNR approved bioremediation or landfill facility. Use loading and hauling practices that are appropriate to prevent any spills or releases of contaminated soils or residues. Before transport, sufficiently dewater soils designated for off-site bioremediation or landfill disposal so as not to contain free liquids.

If dewatering is required in areas of known contamination, water generated from dewatering activities will likely contain VOCs. Such water may be discharged to the storm sewer or surface water with WDNR approval under a Wisconsin Pollution Discharge Elimination System (WPDES) General Permit, or to the sanitary sewer or at the treatment facility with approval of the local wastewater treatment utility. Pretreatment may be required prior to discharge.

Contractor shall meet all applicable requirements, including the control of suspended solids. Perform all necessary monitoring to document compliance with requirements. Furnish, install, operate, maintain, disassemble, and remove treatment equipment necessary to comply with requirements.

Ensure continuous dewatering and excavation safety at all times. Provide, operate, and maintain adequate pumping equipment and drainage and disposal facilities.

Notify the engineer of any dewatering activities and obtain any permits necessary to discharge water. Provide copies of such permits to the engineer. Meet any requirements and pay any costs for obtaining and complying with such permit use. Follow all applicable legislative statutes, judiciary decisions, and regulations of the State of Wisconsin.

Costs associated with excavation dewatering in the contaminated areas are considered incidental to this pay item. The Wisconsin Department of Transportation will be the generator of regulated solid waste from this construction project.

D Measurement

The department will measure Excavation, Hauling, and Disposal of VOC-Contaminated Soil in tons of contaminated soil, accepted by the bioremediation or landfill facility as documented by weight tickets generated by the bioremediation or landfill facility.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0195.002	Excavation, Hauling, and Disposal of VOC Contaminated Soil	TON

Payment is full compensation for excavating, segregating, loading, hauling, and disposal of contaminated soil; obtaining solid waste collection and transportation service operating licenses; assisting in the collection soil samples for field evaluation; and dewatering of soils before transport, if necessary. Management and disposal of contaminated water is considered incidental to other bid items in the contract. The department will not pay directly for management and disposal/treatment of contaminated water.

90. Asphaltic Repair, Item SPV.0195.003.

A Description

This special provision describes repairing areas of existing asphalt pavement with asphaltic mixtures for overlaying with new pavement.

B Material

Furnish nominal size No. 3 (19mm) aggregate blend graded as specified in 460.2.2.3 and conform to the other material and mixture requirements specified for asphaltic surface in 465. Use tack coat as required under 450.3.2.7.

C Construction

- (1) Remove areas of existing asphalt pavement, including existing patching or surfacing materials, at locations the plans show or the engineer directs in the field as specified for removing asphaltic surface milling in 204.3.2.2.2. Mill the connecting edges as true and perpendicular as possible, both parallel and perpendicular to the roadway, creating a vertical edge on all sides. Remove the pavement without injury to the remaining pavement. Dispose of removed material as specified in 204.3.1.3.
- (2) As an option for areas of full depth removal, the contractor may remove areas of existing asphalt pavement, including existing patching or surfacing materials, as specified for removing asphaltic surface in 204.3.2.2.1. Saw cut the connecting edges as true and perpendicular as possible, as specified for sawing pavement in 690. Remove the pavement without injury to the remaining pavement. Dispose of removed material as specified in 204.3.1.3.
- (3) Construct as specified for asphaltic surface under 465.3 except as modified here.
Replace standard spec 465.3.1(2) with the following:
 - (2) Place using self-propelled pavers. Pave at a constant speed, appropriate for the paver and mixture, that ensures uniform spreading and strike-off with a smooth, dense texture and no tearing or segregation.
Replace standard spec 465.3.1(3) with the following:
- (3) Immediately after placement, compact the mixture to produce a dense smooth surface using ordinary compaction procedures as specified in 450.3.2.6. Unless the engineer directs otherwise, compact each layer to a thickness of 6 inches or less so that the finished surface is 1/16 inch to 1/8 inch above the existing pavement surface.

D Measurement

The department will measure Asphaltic Repair by the ton acceptably completed as specified for asphaltic pavement in 450.4.

E Payment

- (1) The department will pay for measured quantities at the contract unit price under the following bid item:
- (2)

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0195.003	Asphaltic Repair	TON

- (2) Payment is full compensation for removing old pavement; for preparing the foundation; and for providing and compacting asphaltic mixture including asphaltic binder. Sawing existing asphalt pavement as a contractor option is incidental to the Asphaltic Repair bid item.
- (3) The department will pay separately for tack coat under the Tack Coat bid item as specified in 455.5.
- SER-390-001 (20220408)

ADDITIONAL SPECIAL PROVISION 1 (ASP 1) HIGHWAY CONSTRUCTION SKILLS TRAINING (HCST) PROGRAM EMPLOYMENT PLACEMENTS AND APPRENTICESHIPS

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Section 5204(e) – Surface Transportation Workforce Development Training and Education, provides for 100 percent Federal funding if the core program funds are used for training, education, or workforce development purposes, including “pipeline” activities. The core programs include: Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Highway Bridge Program (HBP), Interstate Maintenance (IM), National Highway System (NHS), and Surface Transportation Program (STP). These workforce development activities cover surface transportation workers, including OJT/SS programs for women and minorities as authorized in 23 U.S.C. §140(b).

The Wisconsin Department of Transportation OJT program was originally established in 1995. Highway Construction Skills Training (HCST) was previously known as Transportation Alliance for New Solutions (TrANS) and underwent a name change in early 2023. HCST is an industry driven plan of services to address the outreach, preparation, placement and retention of women, minorities, and disadvantaged persons as laborers and apprentices in the highway skilled trades. Candidate preparation and contractor coordination services (OJT Supportive Services) are provided by contracted community-based organizations.

I. BASIC CONCEPTS

Training reimbursements to employing contractors for new placements, rehires or advancement to apprenticeship of Highway Construction Skills Training (HCST) graduates and employing eligible trainees in qualifying trades will be made as follows:

- 1) **On-the-Job Training, Item ASP.1T0G, ASP 1 HCST Graduate.** At the rate of \$5.00 per hour on Federal-aid projects when HCST graduates are initially hired, or seasonally rehired, as unskilled laborers or equivalent.

Eligibility and Duration: To the employing contractor, for up to 2,000 hours or two years, whichever comes first from the point of initial hire as a HCST placement.

Contract Goal: To maintain the intent of the Equal Employment Opportunity program, it is a goal that 15 HCST Graduate(s) be utilized for 37500 hours on this contract.

- 2) **On-the-Job Training, Item ASP.1T0A, ASP 1 Apprentice.** At the rate of \$5.00 per hour on Federal-aid projects at the point when an employee who came out of the HCST Program is subsequently entered into an apprenticeship contract in a qualifying trade.

Eligibility and Duration: To the employing contractor, for the length of time that the HCST graduate is in apprenticeship status.

Contract Goal: To maintain the intent of the Equal Employment Opportunity program, it is a goal that 7 HCST Apprentice(s) be utilized for 2100 hours on this contract.

- 3) The maximum duration of reimbursement is two years as a HCST graduate plus time in apprentice status.
- 4) If a HCST program is not available in the contractor's area and another training program is utilized, payment of On-the-Job Training hours may be approved by the Wisconsin Department of Transportation (WisDOT) if the training program meets the established acceptance criteria. Only On-the-Job Training Hours accumulated after WisDOT approval will be reimbursed as specified

under Items ASP.1T0G and ASP.1T0A. For more information, contact the Department of Transportation Labor Development Specialist at the phone number listed below.

- 5) WisDOT reserves the right to deny payments under items ASP.1T0G and ASP.1T0A if the contractor either fails to provide training or there is evidence of a lack of good faith in meeting the requirements of this training special provision.

II. RATIONALE AND SPECIAL NOTE

The \$5.00 per hour now being paid for HCST placements is intended to cover the duration of two years to allow for reaching entry-level laborer status. An additional incentive, the \$5.00 rate, would promote movement into the underutilized skilled trades' apprenticeships and applies until the individual completes their apprenticeship. These incentives benefit HCST candidates by giving them a better opportunity to enter a skilled trade; benefits contractors who will be assisted in meeting their EEO profiles and goals; and benefits the public who will see the program reinforce larger public-private employment reform in Wisconsin. The pool of HCST graduates was created for the purpose of addressing underutilization in the skilled trades, an objective that is further reinforced by a parallel retention pilot program, known as the Companywide Reporting. Whether or not reimbursement is involved, the WisDOT reassures contractors who are in the Companywide Program that HCST placements still contribute toward fulfilling the new hire goal of 50% women and minorities. Based on data administered by United States Department of Labor (US DOL), the highway skilled trades remain underutilized for women statewide (less than 6.9%); and for minorities in all counties (% varies by county).

***NOTE:** Unless using other advancement strategies, contractors are encouraged to use some or all of this monetary incentive to offset the cut in hourly wages an individual may incur when entering an apprenticeship if the full general laborer hourly rate has been previously paid. No special accounting measures are required.*

III. IMPLEMENTATION

The implementation of ASP 1 is intended to cover only the amount of time it takes for underutilization to be resolved across the trades. This will be measured annually at the county and/or state levels using data administered by WisDWD in relation to goals set by the USDOL page 2 Dated January 2012 OFCCP. With appropriate state and federal approvals, we may also do some measurement at the company level. It is the contractor's responsibility to note on their Certified Payrolls if their employee is a HCST graduate or a HCST apprentice. The compliance specialists utilize the information on the Certified Payrolls to track the hours accumulated by HCST Graduates and HCST apprentices on WisDOT contracts. Payment under this ASP 1 is made based on the hours recorded off of the Certified Payrolls. Tracking may eventually include improved linkages with the WisDWD apprentice database, information from company and committee level sources. HCST is nondiscriminatory by regulation and is a tool for optional use by contractors to address the underutilization of women and minorities as laborers and apprentices in our industry's skilled trades.

IV. HCST TRAINING

As part of the contractor's equal employment opportunity affirmative action program, training shall be provided to employees enrolled in apprenticeship and on-the-job training programs as follows: The contractor shall provide on-the-job training aimed at developing full journey workers in the type of trade or job classifications involved. In the event the contractor subcontracts a portion of the contract work, the contractor shall determine how many, if any, of the trainees are to be trained by the subcontractor provided, however, that the contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The contractor shall also ensure that this training special provision is made applicable to such subcontract. Training and upgrading of minorities and women toward journey workers status is a primary objective of this training special provision. Accordingly, the contractor shall make every effort to enroll minority trainees and women (e.g., by conducting systematic and direct recruitment through public and private sources likely to yield minority trainees and women trainees); to the extent such persons are available within a reasonable area of recruitment. The contractor will be given an opportunity and will be responsible for demonstrating the steps that they have taken in pursuance thereof, prior to determination as to whether the contractor is in compliance with this training

special provision. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not. No employee shall be employed as a trainee in any classification in which they have successfully completed a training course leading to journey workers status or in which they have been employed as a journey worker. The contractor should satisfy this requirement by including appropriate questions in the employee application or by other suitable means. Regardless of the method used, the contractor's records should document the findings in each case.

V. APPRENTICESHIP TRAINING

The Federal Highway Administration's (FHWA) policy is to require full use of all available training and skill improvement opportunities to assure increased participation of minority groups, disadvantaged persons, and women in all phases of the highway construction industry. The FHWA On-the-Job Training (OJT) Program requires the State transportation agencies (STAs) to establish apprenticeships and training programs targeted to move women, minorities, and disadvantaged individuals into journey-level positions to ensure that a competent workforce is available to meet highway construction hiring needs, and to address the historical underrepresentation of members of these groups in highway construction skilled crafts.

The OJT Supportive Services (OJT/SS) Program was established in Title 23 Code of Federal Regulations (CFR), Part 230 to supplement the OJT program and support STA training programs by providing services to highway construction contractors and assistance to highway construction apprentices and trainees. The primary objectives of OJT/SS are:

- (1) To increase the overall effectiveness of the State highway agencies' approved training programs.
- (2) To seek other ways to increase the training opportunities for women, minorities, and disadvantaged individuals.

The STAs are responsible for establishing procedures, subject to the availability of Surface Transportation and Bridge Funds under 23 U.S.C. §140(b) (Nondiscrimination), for the provision of supportive services with respect to training programs approved under 23 CFR, Part 230(a) (Equal Employment Opportunity on Federal and Federal-aid Construction Contracts – including Supportive Services).

The contractor and subcontractor shall maintain records to demonstrate compliance with these apprenticeship requirements. Reasonable exemptions and modifications to and from any or all of these requirements will be determined by the Wisconsin Department of Transportation-Office of Business Opportunity & Equity Compliance (OBOEC). A request for an exemption or modification, with justification, shall be made in writing, addressed to WisDOT OBOEC - Labor Development, 141 NW Barstow Street, Suite 411, PO Box 798, Waukesha, WI 53187.

VI. PROGRAM CONTACTS

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ADDITIONAL SPECIAL PROVISION 3

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM IMPLEMENTATION

Authority

Wisconsin Department of Transportation (WisDOT) is a recipient of funds from the US Department of Transportation's Federal Highway Administration. The DBE program is a federal program applicable on all contracts administered by WisDOT that include federal-aid highway funds. The authority for the DBE program is the Transportation Bill as approved by Congress periodically. DBE program guidance and requirements are outlined in the Code of Federal Regulations at 49 CFR Part 26. This contract is subject to DBE provisions because it is financed with federal-aid-highway funds. Additionally, this contract is subject to the *State of Wisconsin Standard Specifications for Highway and Structure Construction* and all applicable contract documents.

Requirements

Pursuant to the federal DBE program regulation at 49 CFR Part 26, a contractor's failure to comply with any provision of the DBE program regulatory provisions will be considered a material breach of contract. This is nonnegotiable.

If a contractor fails to carry out the DBE program requirements and/or the Required Contract Provisions for Federal Aid Contracts (FHWA 1273) referenced in this document, sanctions will be assessed depending upon the facts, reasoning, severity, and remedial efforts of the contractor that may include: termination of contract, withholding payment, assessment of monetary sanctions, and/or suspension/debarment proceedings that could result in the disqualification of the contractor from bidding for a designated period of time.

- (1) The Commitment to Subcontract to DBE (Form DT1506 or digital submittal), Attachments A, and Good Faith Effort Documentation (Form DT1202) will be submitted as described in Section 2.
- (2) Any change to DBE Commitments thereafter must follow modification of DBE subcontracting commitment as described in Section 9.
- (3) The Department requires this list of DBE subcontractors from all bidders at time of bid to ensure the lowest possible cost to taxpayers and fairness to other bidders and subcontractors. Bid shopping is prohibited.
- (4) The contractor must utilize the specific DBE firms listed in the approved DBE Commitment to perform the work and/or supply the materials for which the DBE firm is listed unless the contractor obtains written consent in advance from WisDOT. The contractor will not be entitled to payment for any work or materials on the approved DBE Commitment that is not performed or supplied by the listed DBE without WisDOT's written consent.

Description

The Wisconsin Department of Transportation is committed to the compliant administration of the DBE Program. The DBE provisions work in tandem with FHWA 1273 and WisDOT's *Standard Specifications for Highway and Structure Construction* and *Construction and Materials Manual*. The WisDOT Secretary is signatory to assurances of department-wide compliance.

The Department assigns the contract DBE goal as a percentage of work items that could be performed by certified DBE firms on the contract. The assigned DBE goal is expressed on the bid proposal as a percentage applicable to the total contract bid amount.

- (1) WisDOT identifies the assigned DBE goal in its contract advertisements and posts the contract DBE goal on the cover of the bidding proposal. The contractor can meet the assigned contract DBE goal by subcontracting work to a DBE firm or by procuring services or materials from a DBE firm.

- (2) Under the contract, the prime contractor should inform, advise, and develop participating DBE firms to be more knowledgeable contractors who are prepared to successfully complete their contractual agreement through the proactive provision of assistance in the following areas:
 - Produce accurate and complete quotes
 - Understand highway plans applicable to their work
 - Understand specifications and contract requirements applicable to their work
 - Understand contracting reporting requirements
- (3) The Department encourages contractors to assist DBE subcontractors more formally by participating in WisDOT's Business Development program as a mentor, coach, or resource. For comprehensive information on the Disadvantaged Business Enterprise Program, visit the Department's Civil Rights and Compliance Section website at: <http://wisconsindot.gov/Pages/doing-bus/civil-rights/dbe/default.aspx>

1. Definitions

Interpret these terms, used throughout this additional special provision, as follows:

- a. **Assigned DBE Contract Goal:** The percentage shown on the cover of the Highway Work Proposal that represents the feasible level of DBE participation for each contract. The goal is calculated using the Engineer's Estimate and DBE Interest Report. Goal assignment includes review of FHWA funds, analyzes bid items for subcontract opportunity and compatibility with DBE certified firm work codes. Additional factors considered include proximity, proportion, and regulations.
- b. **Bid Shopping:** In construction law, bid shopping is the practice of divulging a subcontractor's bid to another prospective contractor(s) before or after the award of a contract to secure a lower bid.
- c. **DBE:** Disadvantaged Business Enterprise – A for-profit small business concern where socially and economically disadvantaged individuals own at least a 51% interest and control management and daily business operations.
- d. **DBE Commitment:** The DBE Commitment is identified in the Commitment to Subcontract to DBE (Form DT1506) and is expressed as the amount of DBE participation the prime contractor has secured. The DT1506, a contract document completed by the bidder, is required to be considered a responsive bidder on an FHWA-funded contract that has an assigned DBE goal. The prime contractor will have the option to submit the DT1506 digitally, as an entry with the bid in Bid Express, or as an attachment to the bid.
- e. **DBE Utilization:** The actual participation of a DBE subcontractor on a project. WisDOT verifies DBE utilization through review of the DBE Commitment, payments to subcontractors, and contract documentation. The Prime Contractor receives DBE credit for payments made to the DBE firms performing the work listed on the approved DBE Commitment, and those submitted after approved commitment with Attachment A.
- f. **Good Faith Effort:** Legal term describing a diligent and honest effort taken by a reasonable person under the same set of facts or circumstances. For DBE subcontracting, the bidder must show that it took all necessary and reasonable steps to achieve the assigned DBE goal by the scope, intensity, and appropriateness of effort that could reasonably be expected for a contractor to obtain sufficient DBE participation.
- g. **Manufacturer:** A firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract.
- h. **Reasonable Price:** Contractors are expected to assess reasonable price by analyzing the contract scope for DBE subcontract feasibility and comparing common line items in DBE and non-DBE subcontract quotes for the same work. Per federal regulation, reasonable price is not necessarily the lowest price.
- i. **Supplier:** A firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials, supplies, articles, or equipment required under the contract are bought, kept in stock, and regularly sold or leased to the public.
- j. **Tied quote:** Subcontractor quote that groups multiple bid/line items at a bundled/package price with a notation that the items within the quote will not be separated.

2. WisDOT DBE Program Compliance

a. Documentation Submittal

- The Commitment to Subcontract to DBE (Form DT1506 or digital submittal) must be submitted at the time of bid (Tuesday) by all prime contractors.
- Attachments A OR quotes from all DBEs included in the Commitment must be submitted at bid (Tuesday) **OR**
- Within one-hour following bid submittal by ALL prime contractors via eSubmit (Tuesday).
- If only DBE quotes were submitted, all remaining signed Attachments A must be submitted within 24-hours of bid closing via eSubmit (Wednesday).
- If the assigned DBE contract goal is not met, Documentation of Good Faith Effort (Form DT1202) and supporting documentation must be submitted within 24-hours of bid closing (Wednesday) via eSubmit. [Instructions for eSubmit.](#)

****Bidders have the option of submitting the DBE Commitment at the time of bid via direct entry through Bid Express OR with attachment of Form DT1506 (Commitment to Subcontract to DBE). The DBE Commitment entered with bid is the digital form of the DT1506. Separate submission of Form DT1506 is not required if the DBE Commitment is entered in Bid Express. Form DT1202, if applicable, is no longer required to be submitted at time of bid; submit DT1202 within the 24-hour supplemental time frame following bid closing.**

The DBE Office will not certify Good Faith Effort and the Bureau of Project Development will consider the bid nonresponsive if the contractor fails to furnish the DBE Commitment (digitally entered into the bid OR Form DT1506 as an attachment), Attachments A, and Form DT1202 if applicable, as required. See sample forms in the Appendix.

b. Verification of DBE Commitment

The documentation related to DBE subcontract commitment submitted prior to contract award is evaluated as follows:

(1) DBE Goal Met

If the bidder indicates that the contract DBE goal is met, the Department will evaluate the DBE Commitment submitted with bid OR Form DT1506, and Attachments A to verify the actual DBE percentage calculation. If the DBE Commitment is verified, the contract is eligible for award with respect to the DBE Commitment.

(2) DBE Goal Not Met

- a) If the bidder indicates a bid percentage on the DBE Commitment that does not meet the assigned DBE contract goal, the bidder must request alternative evaluation of good faith effort through submission of Form DT1202 (Documentation of Good Faith Effort) within 24-hours of bid including narrative description. Supplementary documentation of good faith effort that supports the DT1202 submission is also due within 24-hours of bid submission and prior to bid posting. The Department will review the bidder's DBE Commitment and evaluate the bidder's good faith efforts submission.
- b) Following evaluation of the bidder's Good Faith Effort documentation the bidder will be notified that the Department intends to:
 1. *Approve* the request (adequate documentation of GFE has been submitted) - no conditions placed on the contract with respect to the DBE Commitment;
 2. *Deny* the request (inadequate documentation of GFE has been submitted) - the contract is viewed as non-responsive per Wisconsin Standard Specifications for Highway and Structure Construction and will not be executed.

- c) If the Department denies the bidder's request, the contract is ineligible for award. The Department will provide a written explanation for denying the request to the bidder. The bidder may appeal the Department's denial (see Section 4).

Supplemental good faith effort documentation must be submitted through eSubmit.

3. Department's Criteria for Good Faith Effort Documentation

The Federal-aid Construction Contract Provision, referenced as FHWA-1273, explicitly states that the prime contractor shall be responsible for all work performed on the contract by piecework, station work, or subcontract.

The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of the contract including assurances of equal employment opportunity laws, DBE regulations, and affirmative action. Compliance encompasses responsible and responsive action, documentation, and good faith effort.

Contractually, all contractors, subcontractors, and service providers on the contract are bound by FHWA 1273 and DBE program provisions. **Prime contractors should encourage subcontractors to utilize DBE firms whenever possible to contribute to the assigned DBE contract goal.**

Bidders are required to document good faith effort. Per 49 CFR Part 26.53, good faith effort is demonstrated in one of two ways. The bidder:

- (1) Documents that it has obtained enough DBE participation to meet the goal; OR
- (2) Documents that it made adequate good faith efforts to meet the goal, even though it did not succeed

Appendix A of 49 CFR Part 26 provides guidance concerning good faith efforts. WisDOT evaluates good faith effort on a contract basis just as each contract award is evaluated individually.

The efforts employed by the bidder should be those that WisDOT can reasonably expect a bidder to take to actively and aggressively obtain DBE participation sufficient to meet the DBE contract goal. The Department will only approve demonstration of good faith effort if the bidder documents the quality, quantity, and intensity of the variety of activities undertaken that are commensurate with expected efforts to meet the stated goal.

The Department, in conjunction with industry stakeholders, has developed the following guidance for contractor good faith effort activity. The guidance and the attached appendices provide a framework for the actions required by all parties in the processing and evaluation of bidder's total efforts to achieve the project specific DBE goal prior to the bid letting date.

a. Solicitation Guidance for Prime Contractors:

- (1) Document all efforts and decisions made toward achieving the DBE goal on the contract. The bidder should use WisDOT-approved DBE outreach tools, including the UCP DBE Directory and the Bid Express Small Business Network to foster DBE participation on all applicable contracts.
- (2) As needed, request assistance with DBE outreach and follow-up by contacting the Department's DBE Support Services Office by phone or email request at least 14 days prior to the bid letting date. Phone numbers are (414) 438-4584 and/or (608) 267-3849; Fax: (414) 438-5392; E-mail: DBE_Alert@dot.wi.gov
- (3) Participate in and document a substantive conversation with at least one DBE firm per Let, to discuss questions, concerns, and any other contract related matters that may be applicable to the DBE firm. Guidelines for this conversation are provided in Appendix A of ASP-3.
- (4) Request quotes by identifying potential items to subcontract and solicit. In their initial contacts, contractors are strongly encouraged to include a single page, detailed list of items for which they are accepting quotes, by project, within a letting. *See attached sample entitled "Sample Contractor Solicitation Letter" in Appendix B.* Prime contractors should also indicate a willingness to accept quotes in areas they are planning to perform themselves, as required by federal rules. In some cases, it might be appropriate to use DBE firms to do work in a prime contractor's area of specialization.

- i. Solicit quotes from certified DBE firms who match possible items to subcontract using all reasonable and available means. Additionally, forward copies of solicitations highlighting the work areas for which quotes are being sought to DBE_Alert@dot.wi.gov
- ii. Acceptable outreach tools include SBN (Small Business Network, see Appendix C): <https://www.bidx.com/wi/main>, postal mail, email, fax, and phone.
 - a. Contractors must ask DBE firms for a response in their solicitations. See *Sample Contractor Solicitation Letter*, Appendix B. This letter may be included as an attachment to the sub-quote request.
 - b. Solicit quotes at least 10 calendar days prior to the letting date to allow DBE firms sufficient time to respond. Prime contractors should contact DBE firms early, asking if they need help organizing their quote, assistance confirming equipment needs, or other assistance supporting their submission of a competitive quote for their services.
 - c. A follow up solicitation should take place within 5 calendar days of the letting date. Email and/or SBN are the preferred method for the solicitation.
- iii. Upon request, provide interested DBE firms with adequate information about plans, specifications, and the requirements of the contract by letter, information session, email, phone call, and/or referral.
- iv. When potential exists, the contractor should advise interested DBE firms on how to obtain bonding, line of credit, or insurance if requested.
- v. Document DBE firm's interest in quoting by taking appropriate steps to follow up initial solicitation with:
 - a. Email to all prospective DBE firms in relevant work areas
 - b. Phone call log to DBE firms who express interest via written response or call
 - c. Fax/letter confirmation
 - d. Signed copy of record of subcontractor outreach effort

b. Guidance for Evaluating DBE quotes

- (1) Quote evaluation practices required to evaluate DBE quotes:
 - i. Reasonable Price: Contractors are expected to assess reasonable price by analyzing the contract scope for DBE subcontract feasibility and comparing common line items in DBE and non-DBE subcontract quotes for the same work. Per federal regulation, reasonable price is not necessarily the lowest price. See 49 CFR Part 26, Appendix A. IV.D(2).
- (2) Documentation submitted by the prime of the following evaluation is required to evaluate DBE quotes by contractors:
 - i. Evaluation of DBE firm's ability to perform "possible items to subcontract" using legitimate reasons, including but not limited to, **a discussion** between the prime and DBE firm regarding its capabilities prior to the bid letting. If lack of capacity is the reason for not utilizing the DBE firm's quote, the prime is required to contact the DBE by phone and email regarding their ability to perform the work indicated in the UCP directory listed as their work area by NAICS code. Only the work area indicated by the NAICS code(s) listed in the UCP directory can be counted toward DBE credit. Documentation of the conversation is required.
 - a. In striving to meet an assigned DBE contract goal, contractors are expected to use DBE quotes that are responsive and reasonable. This includes DBE quotes that are not the low quote.
 - b. Additional evaluation - Evaluation of DBE quotes with tied bid items. Typically, this type of quoting represents a cost saving but is not clearly stated as a discount. Tied quotes are usually presented as an 'all or none' quote. When non-DBE subcontractors submit tied bid items in their quotes, the DBE firm's quote may not appear competitive. In such a case, the following steps are taken in comparing the relevant quotes. These are qualitative examples:

- i Compare bid items common to both quotes, noting the reasonableness in the price comparison.
- ii Review quotes from other firms for the bid items not quoted by the DBE firm to see if combining both can provide the same competitive advantage that the tied bid items offered.

See Appendix D – *Good Faith Effort Evaluation Measures* and Appendix E - *Good Faith Effort Best Practices*.

- c. Requesting Good Faith Effort Evaluation** At the time of bid- if the DBE goal is not met in full, the prime contractor must indicate they will file form DT1202- Documentation of Good Faith Effort within 24-hours of bid submission. Supplementary documentation of good faith effort that supports the DT1202 submission is also due within 24-hours of bid submission and prior to bid posting. Supporting documentation for the DT1202 is to include the following:
- (1) Solicitation Documentation: The names, addresses, email addresses, and telephone numbers of DBE firms contacted along with the dates of both initial and follow-up contact; electronic copies of all written solicitations to DBE firms. A printed copy of SBN solicitation is acceptable.
 - (2) Selected Work Items Documentation: Identify economically feasible work units to be performed by DBEs to include activities such as: list of work items to be performed; breaking up of large work items into smaller tasks or quantities; flexible time frames for performance and delivery schedules.
 - (3) Documentation of Project Information provided to interested DBEs: A description of information provided to the DBE firms regarding the plans, specifications, and estimated quantities for portions of the work to be performed by that DBE firm.
 - (4) Documentation of Negotiation with Interested DBEs: Provide sufficient evidence to demonstrate that good faith negotiations took place. Merely sending out solicitations requesting bids from DBEs does not constitute sufficient good faith efforts.
 - (5) Documentation of Sound Reasoning for Rejecting DBEs and copies of each quote received from a DBE firm and, if rejected, copies of quotes from non-DBEs for same items.
 - (6) Documentation of Assistance to Interested DBEs- Bonding, Credit, Insurance, Equipment, Supplies/Materials
 - (7) Documentation of outreach to Minority, Women, and Community Organizations and other DBE Business Development Support: Contact organizations and agencies for assistance in contacting, recruiting, and providing support to DBE subcontractors, suppliers, manufacturers, and truckers at least 14 days before bid opening. Participate in or host activities such as networking events, mentor-protégé programs, small business development workshops, and others consistent with DBE support.

If the Good Faith Effort documentation is deemed adequate, the request will be approved and the DBE office will promptly notify the Prime Contractor and Bureau of Project Development.

If the DBE Office denies the request, the Prime Contractor will receive written correspondence outlining the reasons. The Department encourages the Prime Contractor to communicate with DBE staff to clarify any questions related to meeting goals and/or contractor demonstration of good faith efforts.

If the contract is awarded, the Prime Contractor must obtain written consent from the DBE Office to change or replace any DBE firm listed on the approved DBE Commitment. No contractor, prime or subsequent tier, shall be paid for completing work assigned to a DBE subcontractor on an approved DBE Commitment unless WisDOT has granted permission for the reduction, replacement, or termination of the assigned DBE in writing. If a prime contractor or a subcontractor on any tier uses its own forces to perform work assigned to a DBE on an approved DBE Commitment, **they will not be paid for the work**. Any changes to DBE Commitment after the approval of the DBE Commitment must be reviewed and approved by the DBE Office prior to the change (see Section 9).

Additional resources for demonstrating and tracking good faith effort can be found on the “Contracting with a DBE” webpage in the [ASP-3 and Good Faith Effort Guidance](#) section.

4. Bidder's Documentation of Good Faith Effort Evaluation Request Appeal Process

A bidder can appeal the Department's decision to deny the bidder's demonstration of Good Faith Effort through Administrative Reconsideration. The bidder must provide a written justification refuting the specific reasons for denial as stated in the Department's denial notice. The bidder may meet in person with the Department if so requested. Failure to appeal within 5 business days after receiving the Department's written notice denying the request constitutes a forfeiture of the bidder's right of appeal. Receipt of appeal is confirmed by email date stamp or certified mail signed by WisDOT staff. A contract will not be executed without documentation that the DBE provisions have been fulfilled.

The Department will appoint a representative who did not participate in the original good faith effort determination, to assess the bidder's appeal. The Department will issue a written decision within 5 business days after the bidder presents all written and oral information. In that written decision, the Department will explain the basis for finding that the bidder did or did not demonstrate an adequate good faith effort to meet the contract DBE goal. The Department's decision is final.

5. Determining DBE Eligibility

Directory of DBE firms

- a. The only resource for DBE firms certified in the State of Wisconsin is the Wisconsin Unified Certification Program (UCP) DBE Directory. WisDOT maintains a current list of certified DBE firms at: <http://wisconsindot.gov/Documents/doing-bus/civil-rights/dbe/dbe-ucp-directory.xlsx>
- b. The DBE Program office is available to assist with contracting DBE firms:(608) 267-3849.
- c. DBE firms are certified based on various factors including the federal standards from the Small Business Administration that assigns a North American Industrial Classification (NAICS) Codes. DBE firms are only eligible for credit when performing work in their assigned NAICS code(s). If a DBE subcontractor performs work that is not with its assigned NAICS code, the prime contractor should contact the DBE Office to inquire about compatibility with the Business Development Program.

6. Counting DBE Participation

Assessing DBE Work

The Department will only count the DBE usage towards the contract DBE goal if the DBE firm is certified as a DBE by one of the UCP agencies. The Department only counts the value of the work a DBE actually performs towards the DBE goal. The Department assesses the DBE work as follows:

- a. The Department counts work performed by the DBE firm's own resources. The Department includes the cost of materials and supplies the DBE firm obtains for the work. The Department also includes the cost of equipment the DBE firm leases for the work. The Department will not include the cost of materials, supplies, or equipment the DBE firm purchases or leases from the prime contractor or its affiliate, with the exception of non-project specific leases the DBE has in place before the work is advertised.
- b. The Department counts fees and commissions the DBE subcontractor charges for providing bona fide professional, technical, consultant, or managerial services. The Department also counts fees and commissions the DBE charges for providing bonds or insurance. The Department will only count costs the program engineer deems reasonable based on experience or prevailing market rates.
- c. If a DBE firm subcontracts work, the Department counts the value of the work subcontracted to a DBE subcontractor.
- d. The contractor will maintain records and may be required to furnish periodic reports documenting its performance under this item.
- e. It is the Prime Contractor's responsibility to determine whether the work that is committed and/or contracted to a DBE firm can be counted for DBE credit by referencing the work type and NAICS code listed for the DBE firm on the Wisconsin UCP DBE Directory.

- f. It is the Prime Contractor's responsibility to assess the DBE firm's ability to perform the work for which it is committing/contracting the DBE to do. Note that the Department encourages the Prime Contractor to assist and develop DBE firms to become fully knowledgeable contractors to successfully perform on its contracts.
- g. The Prime Contractor will inform the DBE office via email of all DBE subcontractors added to the project following execution of the contract. The Prime Contractor may omit submission of another form DT1506, but must submit signed Attachment A forms for additional DBE firms.
- h. See Section 7 for DBE credit evaluation for Trucking and Section 8 for DBE credit evaluation for Manufacturers, Suppliers, and Brokers

Naming conventions: When emailing files, please use the following language to identify your submission- "Project #, Proposal #, Let date, Business Name, Attachment A" Email: DBE_Alert@dot.wi.gov

*Note: A sublet request is required for DBE work, regardless of subcontract tier, and also for reporting materials or supplies furnished by a DBE.

- Sublet Requests via form DT1925 or WS1925 are required for 1st Tier DBEs
- For all 2nd Tier and below notification of DBE sublet is indicated by the contractor entering them in CRCS

7. Credit Evaluation for Trucking

All bidders are expected to adhere to the Department's current trucking policy posted on the HCCI website at: <http://wisconsindot.gov/Documents/doing-bus/civil-rights/dbe/trucking-utilization-policy.pdf>

The prime contractor is responsible for ensuring that all subcontractors including trucking firms, receive Form FHWA 1273: <https://www.fhwa.dot.gov/programadmin/contracts/1273/1273.pdf>

See Section 8 for Broker credit.

8. Credit Evaluation for Manufacturers, Suppliers, Brokers

The Department will calculate the amount of DBE credit awarded to a prime using a DBE firm for the provisions of materials and supplies on a contract-by-contract basis. The Department will count the material and supplies that a DBE firm provides under the contract for DBE credit based on whether the DBE firm is a manufacturer, supplier, or broker. Generally, DBE credit is determined through evaluation of the DBE owner's role, responsibility, and contribution to the transaction. Maximum DBE credit is awarded when the DBE firm manufactures materials or supplies. DBE credit decreases when the DBE firm solely supplies materials, and minimal credit is allotted when the DBE firm's role is administrative or transactional. It is the bidder's responsibility to confirm that the DBE firm is considered a supplier or a manufacturer before listing them on Commitment to Subcontract to DBE form DT1506 or DBE Commitment submitted with the bid.

a. Manufacturers

- (1) A manufacturer is a firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract and of the general character described by the specifications.
- (2) If the materials or supplies are obtained from a DBE manufacturer, **100%** percent of the cost of the materials or supplies counts toward DBE goals.

b. Regular Dealers of Material and/or Supplies

- (1) A regular dealer is a firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications

and required under the contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business.

- (2) If the materials or supplies are purchased from a DBE regular dealer, count **60%** percent of the cost of the materials or supplies toward DBE goals.
- (3) At a minimum, a regular dealer must meet the following criteria to be counted for DBE credit:
 - i. The DBE firm must be an established, regular business that engages, as its principal business and under its own name, in the purchase and sale or lease of the products in question.
 - ii. The DBE firm must both own and operate distribution equipment for the product--bulk items such as petroleum products, steel, cement, gravel, stone, or asphalt. If some of the distribution equipment is leased, the lease agreement must accompany the DBE Commitment form for evaluation of the dealer's control before the DBE office approves the DBE credit.
- (4) When DBE suppliers are contracted, additional documentation must accompany the DBE Commitment and Attachment A forms. An invoice or bill-of-sale that includes names of the bidder and the DBE supplier, along with documentation of the calculations used as the basis for the purchase agreement, subcontract, or invoice. WisDOT recognizes that the amount on the Attachment A form may be more or less than the amount on the invoice per b.(1) above.
 - i. The bidder should respond to the following questions and include with submission of form DT1506 or the DBE Commitment entered with bid:
 - a. What is the product or material?
 - b. Is this item in the prime's inventory or was the item purchased when contract was awarded?
 - c. Which contract line items were referenced to develop this quote?
 - d. What is the amount of material or product used on the project?
- (5) Supplies purchased in **bulk** from DBE firms at the beginning of the season may be credited to current contracts if submitted with appropriate documentation to the DBE office.
 - i. To ensure that the appropriate credit is assigned, follow the procedure below:
 - a. When DBE suppliers are contracted for bulk supply or commodity purchases, an invoice or bill-of-sale that includes names of the contractor and the DBE supplier should be submitted to the DBE Office via eSubmit (preferred during letting) or the DBE_Alert email box. The supply/commodity credit may be applied during the federal fiscal year (October- September) in which the purchase was made.
 - b. When the contractor intends to apply the credit to a particular project, submit a copy of the original invoice, documentation of the calculations for supplies/commodities to be used on the project, and an Attachment A. Indicate on the Attachment A:
 - c. This supply/commodity is in the prime's inventory or pre-paid in case of commodities
 - d. The full value of the original invoice submitted to the DBE Office, above in (1)
 - e. The amount of material or product used on this project
 - f. Fuel estimate listed on Attachment A will be recorded as a deduction from the full fuel purchase amount shown on the invoice
 - ii. DBE Office Process (Applies only to bulk purchases)
 - a. Supply/Commodity commitment is received
 - b. Engineer verifies amount listed on invoice and enters the full amount into spreadsheet
 - c. The amount of credit applied for each project is updated on the spreadsheet until the bulk purchase is exhausted
 - d. Engineer informs contractor when full amount of bulk purchase has been applied

c. Brokers, Transaction Expeditors, Packagers, Manufacturers' Representatives

- (1) No portion of the cost of the materials, supplies, services themselves will count for DBE credit. However, WisDOT will evaluate the fees or commissions charged when a prime purchases materials, supplies, or services from a DBE certified firm which is neither a manufacturer nor a regular dealer, namely: brokers, packagers, manufacturers' representatives, or other persons who arrange or expedite transactions.
- (2) Brokerage fees are calculated as **10%** of the purchase amount.
- (3) WisDOT may count the amount of fees or commissions charged for assistance in the procurement of the materials and supplies, fees, or transportation charges for the delivery of materials or supplies required on a job site.
- (4) Evaluation of DBE credit includes review of the contract need for the item/service, the sub-contract or invoice for the item/service, and a comparison of the fees customarily allowed for similar services to determine whether they are reasonable.

9. DBE Commitment Modification Policy (Formerly "DBE Replacement Policy")

a. Issuing a Contract Change Order

Any changes or modifications to the contract once executed are considered contract modifications and as such require a change order. In addition, the DBE office must provide consent for reduction, termination, or replacement of subcontractors approved on the DBE Commitment *in advance* of the modification for the prime contractor to receive payment for work or supplies. Additions to the DBE Commitment do not require advance notification of the DBE office. (see below e. DBE Utilization beyond the approved DBE Commitment)

b. Contractor Considerations

- (1) A prime contractor cannot modify the DBE Commitment through reduction in participation, termination, or replacement of a DBE subcontractor listed on the approved DBE Commitment without prior written consent from the DBE Office. This includes, but is not limited to, instances in which a prime contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm.
- (2) If a prime contractor reduces participation, replaces, or terminates a DBE subcontractor who has been approved for DBE credit toward its contract, the prime is required to provide documentation supporting its inability to fulfill the contractual commitment made to the Department regarding the DBE utilization.
- (3) The Prime Contractor is required to demonstrate efforts to find another DBE subcontractor to perform at least the same amount of work under the contract as the DBE subcontractor that was terminated, to the extent needed to meet the assigned DBE contract goal. When additional opportunity is available by contract modifications, the Prime Contractor must utilize DBE subcontractors that were committed to equal work items, in the original contract.
- (4) In circumstances when a DBE subcontractor fails to complete its work on the contract for any reason, or is terminated from a contract, the Prime Contractor must undertake efforts to maintain its commitment to the assigned DBE goal.
- (5) The DBE subcontractor should communicate with the Prime Contractor regarding its schedule and capacity in the context of the contract. If the DBE firm anticipates that it cannot fulfill its subcontract, they will advise the Prime Contractor and suggest a DBE subcontractor that may replace their services and provide written consent to be released from its subcontract.
 - i. Before the Prime Contractor can request modification to the approved DBE Commitment, the Prime Contractor must:
 - a. Make every effort to fulfill the DBE Commitment by working with the listed DBE subcontractor to ensure that the firm is fully knowledgeable of the Prime Contractor's expectations for successful performance on the contract. Document these efforts in writing.

- b. If those efforts fail, provide written notice to the DBE subcontractor of the Prime Contractor's intent to request to modify the Commitment through reduction in participation, termination, and/or replacement of the subcontractor including the reason(s) for pursuing this action.
- c. Copy the DBE Office on all correspondence related to changing a DBE subcontractor who has been approved for DBE credit on a contract, including preparation and coordination efforts.
- d. Clearly state the amount of time the DBE firm has to remedy and/or respond to the notice of intent to replace/terminate. The DBE must be allowed five days from the date notice was received as indicated by email time stamp or signed certified mail, to respond, in writing. EXCEPTION: The Prime Contractor must provide a verifiable reason for a response period shorter than five days. For example, a WisDOT project engineer or project manager confirms that WisDOT has eliminated an item the DBE subcontractor was contracted for.
- e. The DBE subcontractor must acknowledge the contract modification with written response to the Prime Contractor and the DBE Office. If objecting to the subcontract modification, the DBE subcontractor must outline the basis for objection to the proposed modification, providing sound reasoning for WisDOT to reject the prime's request.

c. Request to Modify DBE Subcontracting Commitment

The written request referenced above may be delivered by email or fax. The request must contain the following:

- (1) Project ID number
- (2) WisDOT Contract Project Engineer's name and contact information
- (3) DBE subcontractor name and work type and/or NAICS code
- (4) Contract's progress schedule
- (5) Reason(s) for requesting that the DBE subcontractor be replaced or terminated
- (6) Attach/include all communication with the DBE subcontractor to deploy/address/resolve work completion

Naming conventions: When emailing files, please use the following language to identify your submission- "Project #, Proposal #, Let date, Business Name, MODIFICATION" Email: DBE_Alert@dot.wi.gov + Project Engineer

WisDOT will review the request and any supporting documentation submitted to evaluate if the circumstance and the reasons constitute good cause for replacing or terminating the approved DBE subcontractor.

Good Causes to Replace a DBE subcontractor according to the federal DBE program guidelines {49 CFR part 26.53}

- The listed DBE subcontractor fails or refuses to execute a written contract
- The listed DBE subcontractor fails or refuses to perform the work of its subcontract in a way consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the DBE subcontractor to perform its work on the subcontract results from the bad faith or discriminatory action of the prime contractor
- The listed DBE subcontractor fails or refuses to meet the prime contractor's reasonable, nondiscriminatory bond requirements
- The listed DBE subcontractor becomes bankrupt, insolvent, or exhibits credit unworthiness
- The listed DBE subcontractor is ineligible to work on public works projects because of suspension and debarment proceedings pursuant 2 CFR Parts 180, 215, and 1,200 or applicable state law
- The prime has determined that the listed DBE subcontractor is not a responsible contractor
- The listed DBE subcontractor voluntarily withdraws from the project and provides written notice of its withdrawal
- The listed DBE subcontractor is ineligible to receive DBE credit for the type of work required

- A DBE firm owner dies or becomes disabled with the result that the listed DBE subcontractor is unable to complete its work on the contract.

d. Evaluation and Response to the Request

WisDOT's timely response to the Prime Contractor's request for modification of the approved DBE Commitment will be provided to the prime and the WisDOT project engineer via email.

If WisDOT determines that the Prime Contractor's basis for reduction in participation, replacement, or termination of the DBE subcontractor is not consistent with the good cause guidelines, the DBE office will provide a response via email within 48-hours of receipt of request from the Prime Contractor as indicated by email time stamp. The communication will include: the requirement to utilize the committed DBE, actions to support the completion of the contractual commitment, a list of available WisDOT support services, and administrative remedies, including withholding payment to the prime, that may be invoked for failure to comply with federal DBE guidelines for DBE replacement.

The WisDOT contact for all actions related to modification of the approved DBE Commitment is the DBE Program Engineer who can be reached at DBE_Alert@dot.wi.gov or (414) 335-0413.

e. DBE Utilization beyond the approved DBE Commitment

When the prime or a subcontractor increases the scope of work for an approved DBE subcontractor or adds a DBE subcontractor who was not on the approved form DT1506 or DBE Commitment submitted with bid at any time after contract execution, this is referred to as voluntary DBE contract goal achievement. The contractor must follow these steps to ensure that the participation is accurately credited toward the DBE goal:

- (1) Forward a complete, signed Attachment A form to the DBE Office. A complete Attachment A includes DBE subcontractor contact information, signatures, subcontract value, and description of the work areas to be performed by the DBE. The DBE Office will verify the DBE participation and revise the DBE Commitment based on the email/discussion and the new Attachment A.
- (2) When adding to an existing DBE Commitment, submit a new Attachment A to the DBE Alert mailbox
- (3) OR Submit a final Attachment A to DBE Alert during the Finals Process when Compliance receives notice of "Substantially Complete"

Naming conventions: When emailing files, please use the following language to identify your submission- "Project #, Proposal #, Let date, Business Name, New Attachment A" Email: DBE_Alert@dot.wi.gov

Special note on trucking

- DBE truckers added to the sublets in CRCS *will* be approved without DBE credit (You will see a "N" in CRCS instead of "Y")
- Prime Contractors may enter a "place holder" e.g. \$1000.00, for DBE Trucking in CRCS if the full amount of trucking is unknown for sublet purposes only
- The hiring contractor may obtain the Attachment A with DBE signature included but the **Prime Contractor** must sign the Attachment A before submitting
- DBE truckers need to be added to the DBE commitment once. If the DBE trucker is on the initial commitment (DT1506/E1506) there is no requirement to submit another Attachment A for that trucker for that contract.

10. Commercially Useful Function

- a. Commercially Useful Function (CUF) is evaluated after the contract has been executed, while the DBE certified firm is performing contracted work items.
- b. The Department uses Form DT1011, DBE Commercially Useful Function Review and Certification to evaluate if the DBE is performing a commercially useful function. WisDOT counts expenditures of a DBE toward the DBE goal only if the DBE is performing a commercially useful function on that contract.

- c. A DBE firm is performing a commercially useful function if the following conditions are met:
 - (1) For contract work, the DBE is responsible for executing a distinct portion of the work and is carrying out its responsibilities by actually performing, managing, and supervising that work.
 - (2) For materials and supplies, the DBE is responsible for negotiating price, determining quality and quantity, ordering, and paying for those materials and supplies.
- d. Offsite Hauling – when DBE truck will haul between a pit and plant or location other than the construction site associated with the commitment
 - (1) Indicate Offsite Hauling on Attachment A
 - (2) Discuss offsite hauling at weekly progress meetings with Project Engineer (PE)
 - (3) PE conducts spot checks of pits/plants to verify DBE truck is hauling and/or verifying hauling log
 - (4) Prime should be prepared to submit haul tickets, plant/pit tickets, timecards, and other pertinent documentation if requested by PE or DBE Office

11. Credit Evaluation for DBE Primes

WisDOT calculates DBE credit based on the amount and type of work performed by DBE certified firms for work submitted with required documentation. If the prime contractor is a DBE certified firm, the Department will only count the work that the DBE prime performs with its own forces for DBE neutral credit. The Department will also calculate DBE credit for work performed by any other DBE certified subcontractor, DBE certified supplier, and DBE certified manufacturer on the contract in each firm's approved NAICS code/work areas that are submitted with required documentation. Crediting for manufacturers and suppliers is calculated consistent with Section 8 of this document and 49 CFR Part 26.

12. Joint Venture

A joint venture is an association of a DBE firm and one or more other firms to carry out a single, for-profit business enterprise, for which the parties combine their property, capital, efforts, skills and knowledge, and in which the DBE is responsible for a distinct, clearly defined portion of the work of the contract and whose share in the capital contribution, control, management, risks, and profits of the joint venture are commensurate with its ownership interest. If a DBE performs as a participant in a joint venture, the Department will only credit the portion of the total dollar value of the contract equal to the portion of the work that the DBE performs with its own forces.

13. Mentor-Protégé

- a. If a DBE performs as a participant in a mentor-protégé agreement, the Department will credit the portion of the work performed by the DBE protégé firm.
- b. DBE credit is evaluated and confirmed by the DBE Office for any contracts on which the mentor-protégé team identifies itself to the DBE Office as a current participant of the Mentor-Protégé Program.
 - (1) DBE credit may only be awarded to a non-DBE mentor firm for using its own protégé firm for less than one half of its goal on any contract; and
 - (2) Not award DBE credit to a non-DBE mentor firm for using its own protégé firm for more than every other contract performed by the protégé firm.
- c. A DBE protégé firm may be eligible for conditional NAICS code extension for training with the mentor. Request permission from the DBE Office- Certification area.
- d. Refer to WisDOT's Mentor-Protégé guidelines for guidance on the number of contracts and amount of DBE credit allowed on WisDOT projects.

14. Use of Joint Checks

The use of joint checks is allowable if it is a commonly recognized business practice in the material industry. A joint check is defined as a two-party check between a DBE subcontractor, a prime contractor, and the regular dealer or materials supplier who is neither the prime nor an affiliate of the prime. Typically, the prime contractor issues one check as payor to the DBE subcontractor and to the supplier jointly (to guarantee payment to the supplier) as payment for the material/supplies used by the DBE firm in cases where the DBE subcontractor and materials have been approved for DBE credit. The DBE subcontractor gains the opportunity to establish a direct contracting relationship with the supplier to potentially facilitate a business rapport that results in a line of credit or increased partnering opportunities.

The cost of material and supplies purchased by the DBE firm is part of the value of work performed by the DBE to be counted toward the goal. To receive credit, the DBE firm must be responsible for negotiating price, determining quality and quantity, ordering the materials, and installing (where applicable) and "paying for the material itself." See 49 CFR 26.55(c)(1).

The approval to use joint checks constitutes a commitment to provide further information to WisDOT, upon request by staff. WisDOT will allow the use of joint checks when the following conditions are met:

- a. The Prime Contractor must request permission to use joint checks from the DBE Office by submitting the Application to Use Joint Checks.
 - (1) Request should be made when the DBE Commitment or the Request to Sublet is submitted; the request will not be considered if submitted after the DBE Subcontractor starts its work.
 - (2) Approval/Permission must be granted prior to the issuance of any joint checks.
 - (3) The payment schedule for the supplier must be presented to the DBE office before the first check is issued.
 - (4) The joint check for supplies must be strictly for the cost of approved supplies.
- b. The DBE subcontractor is responsible for furnishing and/or installing the material/work item and is not an 'extra participant' in the transaction. The DBE firm's role in the transaction cannot be limited solely to signing the check(s) to release payment to the material supplier. At a minimum, the DBE subcontractor's tasks should include the following:
 - (1) The DBE subcontractor (not the prime/payor) negotiates the quantities, price, and delivery of materials.
 - (2) The DBE subcontractor consents to sign/release the check to the supplier by signing the [Application to Use Joint Checks](#) after establishing the conditions and documentation of payment within the subcontract terms or in a separate written document.
- c. The Prime contractor/payor acts solely as a guarantor.
 - (1) The Prime Contractor agrees to furnish the check used for the payment of materials/supplies under the contract.
 - (2) The prime contractor/payor cannot require the subcontractor to use a specific supplier or the prime contractor's negotiated unit price.

15. Payment

Costs for conforming to this Additional Special Provision (ASP) and any associated DBE requirements are incidental to the contract.

Appendix A

Substantive Conversation Guidelines

The substantive conversation is critical to all bidders' demonstration of good faith effort to meet the DBE goal prior to bid opening. Relationship building between primes and subcontractors is crucial to DBE goal attainment. Responsible bidders seek to build rapport with potential DBE subcontractors to understand capacity, areas of expertise, and assess contracting feasibility. Bidders who compete for WisDOT contracts are specialty contractors responding to a growing and changing contract environment. Just as these specialists are responsible for care of the roads, they are likewise responsible for contributing to the health of the industry. The substantive conversation drives collaboration that will build industry health and capacity. The following is intended to provide guidance for such discussions but is not an exhaustive list. Contractors are encouraged to incorporate their existing strategies for cultivating business relationships as well.

Prior to Bid Opening- this discussion should happen as early as possible (WisDOT advertisements are released weeks prior to each Let)

1. Determine DBE subcontractor's interest in quoting
2. If response indicates inexperience with quoting- offer support/assistance to the DBE in understanding the industry including fundamentals a subcontractor needs to know, required reading and/or resources.
3. Assess their interest and experience in the road construction industry by asking questions such as:
 - Have you competed for other WisDOT contracts? Ratio of competed/to wins
 - Have you performed on any transportation industry contracts (locally or with other states)?
 - What the largest contract you've completed?
 - Have you worked in the industry: apprentice, journeyman, safety, inspection etc.?
 - Does this project fit into your schedule? Are you working on any contracts now?
 - Have you reviewed a copy of the plans? Are you comfortable performing within the scope and quantity considerations of this contract?
 - What region do you work in? Home base?
 - Which line items are you considering?
 - Have you read/are you familiar with WisDOT Standard Specifications? Construction Material Manual?
 - Do you understand where your work fits in the project schedule, project phases?

Following Bid Opening- this discussion can happen at any time

1. After reviewing their quote, note the following in your discussion:
 - Does the quote look complete? Irregular?
 - Are there errors in the quote? Are items very high or very low?
 - In general, does the quote look competitive?
2. Questions and Advice for the bidder to share with the potential DBE subcontractor:
 - What line items would typically be in a competitive quote for a subcontractor of their specialty?
 - How many employees and what is their role/experience/expertise in your firm?
 - Do you have resources for labor (union member, family-based, community-resourced) and capital (banking relationship, bond agent, CPA)?
 - Where have you worked: cities, states, government, commercial, residential/private sector, etc. Explain similarities or differences.
 - Refer them to reliable, trusted, industry resources that can educate or connect them to relevant resources, education/certification resources, more appropriate contract opportunities.
 - Discussion about prime contract and subcontract liability, critical path items, contract quantities, schedule risks, and potential profit/loss (for upcoming known projects or in general).
 - Discussion of bonding, insurance, and overall business risk considerations.

Appendix B

Sample Contractor Solicitation Letter Page 1

(This sample is provided as a guide, not a formatting requirement)

DBE Solicitation - [Month] [Day], [Year] WisDOT Bid Letting

Attention all DBEs. [Prime Contractor] is actively seeking your quote for the [Month][Day], [Year] Bid Letting. [Prime Contractor] is considering bidding on the projects listed on page 2 as a prime contractor. Please see page 2 for instructions and the sub-contractable opportunities for each proposal.

Does [Prime Contractor] accept quotes in areas we might self-perform? Yes, we do! We support this federal rule and (if needed) we consider areas we might self-perform an opportunity to provide in the field assistance and training if we award your quote.

Where can DBEs find the plans, specifications & addenda? Please visit [Prime Contractor's] plan room [LINK] or on WisDOT's Highway Construction Contract Information HCCI website: [Wisconsin Department of Transportation Highway Construction Contract Information \(wisconsindot.gov\)](https://wisconsindot.gov/HighwayConstructionContractInformation). This same website can be checked for the contract status.

What should your quote include? All the costs required to complete the items you propose to perform including labor, equipment, material, and related bonding or insurance. The quote should also note items that you are DBE certified to perform, tied items, and any special terms. Please use page 2 as your cover sheet for your quote.

Do you have a question regarding bonding, credit, insurance, equipment, or supplies/materials? We welcome all DBE questions! Please call [Prime Contractor] and ask to speak with [Contact]. [Prime Contractor] can provide basic information as well as a referral to a trusted industry partner for insurance and bonding needs.

When are quotes due?

[Month] [Day], [Year] at [Time]. We accept quotes via SBN, email, or fax. Please make every effort to have your quotes in by this time or earlier. Quality check your quote so it includes the correct letting date, project ID, proposal number, unit price and extension.

Who can DBEs contact for questions, information, clarification or for a quote evaluation? [Project Manager Name] [Phone] [Email]. If you are quoting [Prime Contractor] for the first time, we encourage you to come meet with us in person to discuss the project. Our office hours are 7:30 a.m. – 5:00 p.m. On bid day, we are in the office by 6:30 a.m.

Why partner with [Prime Contractor]?

DBE partnership is a core part of [Prime Contractor's] mission. Including DBEs at the beginning of each project is essential in the success of each project. We consider DBEs to be important industry partners who bring dedication and knowledge at various stages during construction. We are proud to be an industry leader with our DBE partnership. Your success as a DBE is our success.

Sample Contractor Solicitation Letter Page 2*(This sample is provided as a guide, not a formatting requirement)***REQUEST FOR QUOTE****[Prime Contractor]****Letting Date: [Month] [Day], [Year]****Project IDs: 1234-56-00 (Proposal #1) & 1234-01-78 (Proposal #6)**

Please check all that apply:

- ☐ Yes, we will be quoting the projects & items listed below
- ☐ No, we are not interested in quoting on the letting or its items referenced below
- ☐ Please take our name off your monthly DBE contact list
- ☐ We have questions about quoting this letting. Please have someone contact me at this number:

Prime Contractor Contact: _____

DBE: _____

Phone: _____

Fax: _____

Email: _____

Please circle the proposals and items you will be quoting below and contact us with any questions

Proposal County	1 Dane County	6 Crawford County
Clearing & Grubbing	X	X
Dump Truck Hauling	X	X
Curb/Gutter/Sidewalk	X	
Erosion Control Items		X
Excavation	X	X
Pavement Marking		X
Traffic Control	X	
Sawing	X	X
QMP, Base		X
Pipe Underdrain	X	
Landscape		X
Beam Guard	X	
Electrical	X	
Signs/Posts/Markers		X
Survey/Staking		X

Again, please make every effort to have your quotes into our office by **time deadline** prior to the letting date.

Sample Contractor Solicitation Email - Simplified

(This sample is provided as a guide, not a formatting requirement)

ATTENTION DBEs

- [Prime Contractor] specializes in municipal projects in the XX Region(s)
- We have successfully competed for and completed XX WisDOT projects over the past XX years
- Consider [Prime Contractor] your partner on WisDOT Projects

[Prime Contractor] is seeking your subcontractor quote for the XX/XX/20XX WisDOT bid letting on the below projects:

Project	Proposal	County	Region
1234-56-00	2	Dane	SW
1234-01-78	6	Crawford	SW

- o Please review the attachments [**attach Solicitation Letter**] and respond with your intent to quote (or not) along with the work items you are interested in performing and respond via fax or email by date. The quote should note items that you are DBE certified to perform, tied items, and any special terms. Please include labor, equipment, material, and related bonding or insurance.
- o If you have any questions regarding bonding, credit, insurance, equipment and/or materials/supplies, please feel free to call [Prime Contractor] and ask for [Contact]. **(Include if your company is willing to answer these types of DBE questions)**
- o Plans and Specifications can be found: **WisDOT HCCI Website: List webpage where plans are located**
- o If you do choose to quote, please make every effort to have your quote into our office by time and date. Make sure the correct letting date, project number, unit price and extension are included in your quote.
- o Should you have questions regarding the mentioned project, please call our office at (414) 555-5555 and we will direct you to the correct estimator/project manager.
Our office hours are 7:30 a.m. - 5:00 p.m.

Thank you – we look forward to working with your company on this project!

Prime Contractor
Project Manager

Direct: 414-555-5555

Cell: 414-555-5556

Sample Contractor Solicitation Email to **non-DBE** WisDOT Subcontractors - Simplified

(This sample is provided as a guide, not a formatting requirement)

ATTENTION WisDOT SUBCONTRACTORS

[Prime Contractor] is considering bidding on the below projects for the XX/XX/20XX WisDOT Bid Letting:

Project	Proposal	County	Region	DBE Goal
1234-56-00	2	Dodge	SW	6.00%
1234-01-78	11	Adams	NC	3.00%
1234-00-99	20	Buffalo	NW	5.00%
1234-00-98	33	Portage	NC	6.00%

The above projects have DBE goals and [Prime Contractor] is committed to DBE inclusion with every project. As such, we are requesting:

- All WisDOT Subcontractors to **solicit and utilize** DBEs in your quotes.
- DBE participation can be achieved through purchasing materials from DBE suppliers, using DBE subcontractors and/or DBE trucking firms or any combination of these.
- If there is an opportunity to untie an item in your quote so a DBE can be utilized, please look for those opportunities as well.
- Your quote will be evaluated based on the amount of DBE participation your company is able to provide when compared to other quotes for the same work.

If you do choose to quote, please make every effort to have your quote into our office by **time and date**. Please submit all quotes to [Email]. Make sure the correct letting date, project number, unit price and extension are included in your quote.

Should you have questions regarding the mentioned project, the Project Manager contact is: [Name] [Phone Number] [Email]

Thank you for utilizing DBEs who are trusted industry partners with WisDOT projects.

Prime Contractor

Project Manager

Direct: 414-555-5555

Cell: 414-555-5556

Appendix C

Small Business Network (SBN) Overview

The Small Business Network is a part of the Bid Express® service that was created to ensure that prime bidders have a centralized online location to find subs - including small and disadvantaged business enterprises (DBEs). It is available for prime bidders to use as part of their Basic Service subscription. Within the Small Business Network, **Prime Contractors** can:

1. Easily select proposals, work types and items:
 - a. After adding applicable work types, select items that you wish to quote. Enter the sub-quote quantities and add comments, if desired. Adding or removing items and work types can be done quickly. If needed, you can save the sub-quote for later completion.
2. Create sub-quotes for the subcontracting community:
 - a. Create sub-quotes with ease using the intuitive sub-quote creator. In seven short steps, you can rapidly create a custom sub-quote directed to all subcontractors that bid on the applicable work types. Steps include: provide contact information and sub-quote expiration date, select letting and proposal, add work types and items, specify terms and conditions, upload attachments, and select vendors.
 - b. Create a sub-quote to send to subcontractors or suppliers that lists the items in a proposal that you want quoted
 - c. Create an unlimited number of sub-quotes for items you want quoted, and optionally mark them as a DBE preferred request.
 - d. Add attachments to sub-quotes.
3. View sub-quote requests & responses:
 - a. After logging into the Bid Express service, you can quickly review all of your sub-quote requests and all unsolicited sub-quote requests from subcontractors. To simplify the Small Business Network home screen, sub-quote requests can be hidden with one click if they are not applicable.
 - b. View or receive unsolicited sub-quotes that subcontractors have posted, complete with terms, conditions and pricing.
4. View Record of Subcontractor Outreach Effort:
 - a. For each sub-quote produced, a *Record of Subcontractor Outreach Effort* is generated that shows the response statistics for a particular sub-quote. If accepted by the letting agency, this report may serve as proof of a "Good Faith" effort in reaching out to the DBE community.
 - b. Easily locate pre-qualified and certified small and disadvantaged businesses.
 - c. Advertise to small and disadvantaged businesses more efficiently and cost effectively.
 - d. Document your interactions with subs/DBEs by producing an Outreach Report (may be accepted as proof of DBE outreach at the discretion of each agency).

The Small Business Network help small businesses learn more about opportunities, compete more effectively, network with other contractors and subcontractors, and win more jobs. The DBE will provide free SBN accounts to DBEs when requested. Use DBE_Alert@dot.wi.gov to request an account. **DBE firms can:**

1. View and reply to sub-quote requests from primes:
 - a. After logging into the Bid Express service, you can quickly review all incoming sub-quote requests and all unsolicited sub-quotes created by your company. Receive notifications by selected work type. To simplify on the Small Business Network home screen, sub-quote requests can be filtered by work types relevant to your interests or hidden with one click if they are not applicable.
2. Select items when responding to sub-quote requests from primes:
 - a. You have the freedom to choose and price any number of items when responding to a sub-quote request. Quantities can be modified, and per-item comments are also available.
 - b. View requests for sub-quotes for work that primes have posted for projects they are bidding, add your pricing, terms, and conditions, and submit completed sub-quotes to the requesting primes.
 - c. Add attachments to a sub-quote.
3. Create and send unsolicited sub-quotes to specific contractors:
 - a. Create unsolicited sub-quotes with ease using the intuitive sub-quote creator. In eight short steps, you can rapidly create a custom sub-quote directed at any number of specific vendors of your choosing. Steps include: provide contact information and sub-quote expiration date, select letting and proposal, add work types and items, specify terms and conditions, upload attachments, and select vendors.
4. Easily select and price items for unsolicited sub-quotes:
 - a. After adding applicable work types, select items that you wish to quote. The extended price calculates automatically, cutting out costly calculation errors. Comments can be provided on a per-item basis as well.
 - b. Create an unsolicited sub-quote that lists the items from a proposal that you want to quote, include pricing, terms and conditions, and send it to selected prime/plan holder.
 - c. Add attachments to a sub-quote.
 - d. Add unsolicited work items to sub-quotes that you are responding to.
5. Easy Access to Valuable Information
 - a. Receive a confirmation that your sub-quote was opened by a prime.
 - b. View Bid Tab Analysis data from past bids, including the high, average and low prices of items.
 - c. View important notices and publications from DOT targeted to small and disadvantaged businesses.
6. Accessing Small Business Network for WisDOT contracting opportunities
 - a. If you are a contractor not yet subscribing to the Bid Express service, go to www.bidx.com and select "Order Bid Express." The Small Business Network is a part of the Bid Express Basic Service.

Appendix D

Good Faith Effort Evaluation Measures *by categories referenced in DBE regulations*

Bidders must demonstrate that they took all necessary and reasonable steps to achieve the assigned DBE contract goal. For each contract, all bidders must submit documentation indicating the goal has been met or if falling short of meeting the assigned goal, must request a DBE Goal Waiver and document all efforts employed to secure DBE subcontractor participation on Form DT1202.

DBE staff analyze the bidder's documented good faith efforts to determine if action taken was sufficient to meet the goal. Sufficiency is measured contract-by-contract. WisDOT evaluates active and aggressive efforts, quality, quantity, scope, intensity, and appropriateness of the bidder's efforts as a scale of the principles of Good Faith outlined in 49 CFR Part 26, Appendix A. Additional emphasis is placed on the bidder's demonstration of timely submission of documentation and communication with DBE subcontractors, and business development initiatives undertaken to support DBE firm growth.

The following is a sample of good faith effort activities that are rated according to the accompanying rubric. Contractors are encouraged to identify additional activities that align with their business type(s).

- Personal, tailored solicitation to firms that specialize in work types planned or desired for subcontracting
- Follow up to initial solicitation via email or phone
- Substantive conversation including topics such as contract liability, critical path work items, schedule risks, and potential profit/loss
- SBN utilization including posting quotes
- Review and response to DBE quotes including provision of information about plans, specifications, and requirements as applicable
- Documentation requesting subcontractors support DBE goal by solicitation and inclusion of DBE subcontractor quotes
- Responsive and timely submission of organized documentation
- Analysis of number of DBE firms who do work types that you typically subcontract
- Analysis of number of DBE firms who reside in geographical areas where prime seeks work
- Analysis of firms who express interest in bidding/quoting including the number of firms who declined your solicitation
- Reference check of DBE subcontractor work or training (documentation of questions and response required)
- Number of different efforts undertaken to meet the assigned DBE goal as documented in accompanying Form DT1202
- Submission of all DBE quotes received matched with a variety of work to be performed by DBEs
- Number and names of DBE firms provided written advice, or referral to industry-specific business development resources
- Overall pattern of DBE utilization on all WisDOT contracts which may include contracting with municipalities
- Documentation of resources expended to meet assigned DBE goal (#of hours, staff titles, average pay rate, actions taken)
- Analysis of subcontractable work items to be completed by prime beyond prime contractor's 30%
- Risk analysis of work items that are typically in tied quotes that could be unbundled
- List of contract work items in smallest economically feasible units, identifying schedule impact
- Submission of a Gap Analysis identifying DBE skillset and/or industry needs
- Staff training in EEO and Civil Rights laws as documented in training logs
- Written Capacity Assessment completed with DBE firm documenting its ability to perform the work quoted
- DBE engagement efforts beyond simple solicitation that include a substantive discussion, initiated as early in the acquisition process as possible (*points added for each day prior to letting*)
- Outreach and marketing efforts with minority, women, and veteran-focused organizations at least 10 days prior to bid opening
- Active involvement in WisDOT's Business Development Program, TrANS training, facilitated networking efforts, workshops
- Customized teaching/training efforts for future opportunities with DBE subcontractor, contract specific and/or annually
- Introduction and reference provided for DBE subcontractor to a prime who has not previously contracted with the DBE firm
- Prime utilization of a DBE subcontractor the prime has not contracted with previously
- Written referral/recommendation to bond/insurance agents, manufacturer, supplier
- Documented efforts fostering DBE participation through administrative and/or technical assistance
- Evidence of negotiation with the DBE firm about current and future Let opportunities
- Recommendation of local and state services that support small business and access to opportunity: DOA, SBA, WEDC, WPI, etc.
- Advice on bonding, lines of credit, or insurance as required to complete the items quoted and contract requirements

GFE Evaluation Rubric – Phase 1 – Initial Review

DT1202	Examples	Rating	OBOEC Feedback
Solicitation Documentation	Identify all reasonable and available activities performed to solicit the interest of all certified DBEs who have capacity and ability to perform work on the project. <i>Such as: Updated solicitation letter and email, timely solicitation, and follow-up, and/or utilized various methods to communicate solicitation (ex: letter, email, publication, posting and/or website)</i>		
Selected Work Items Documentation	All work items are broken out into economically feasible units to facilitate DBE participation. <i>Such as: Selected work items are <u>specific</u> to each proposal and clearly identified in all solicitation(s)</i>		
Documentation of Project Information provided to Interested DBEs	Provide interested DBEs with adequate information about the plans, specifications, and any other contractual requirements in a timely manner to assist DBEs in response to solicitation. <i>Such as: Project information is clearly identified in all solicitation(s)</i>		
Documentation of Negotiation with Interested DBEs	Provide sufficient evidence demonstrating that good faith negotiations took place during the bid letting. <i>Such as: Documented attempts with DBEs or on behalf of DBEs to increase DBE participation</i>		
Documentation of Sound Reason for Rejecting DBEs	Provide sufficient evidence demonstrating that DBEs are rejected for sound reasons. <i>Such as: Detailed and thoughtful analysis that considers both the percentage and dollar difference when rejecting a DBE including past performance, relevant business experience and stability, safety record, business ethic and integrity, technical capacity, and other tangible factors.</i>		
Documentation of Assistance to Interested DBEs- bonding, credit, insurance, equipment, supplies/materials	Documented assistance in both solicitation(s) and outreach to DBEs.		
Documentation of Outreach to Minority, Women, and Community organizations and other DBE Business Development Support	Effectively use the services of minority, women, and community organizations as well as contractors' groups, local, state, and federal business assistance offices and organization that provide assistance in recruiting and supporting DBEs, as well participation in activities that support DBE business development. <i>Such as: Variety of activities that translate into meaningful DBE participation</i>		
Documentation of other GFE activities	<i>Such as: Used DT1202 Excel Workbook, Diversity & Inclusion company policy, Mentor-Protégé participant, awarded neutral DBE after bid submission, included company GFE overview/strategy information and/or company website highlights DBE opportunities and participation</i>		
Overall Demonstration of GFE			

GFE EVALUATION RATING LEGEND – PHASE 1 – Initial Review

Documentation provided by bidder is evaluated and rated on the rubric. Bidders should include activities characterized by the following types of effort:

ACTIVE & AGGRESSIVE: Demonstrated through engaged and assertive activity

QUALITY: Demonstrated through essential character of conscientious and serious activity

QUANTITY: Demonstrated through a measurable number of activities

SCOPE & INTENSITY: Demonstrated through a rigorous approach to an appropriate and purposeful range of activities

TIMING: Demonstrated through engagement efforts beyond simple solicitation, initiated early in the process

GFE EVALUATION – PHASE 2 – Team Review

GFE Team completes:

- Review of activities included on the rubric
- Review of the intent to award and sound reasoning submitted by Prime
- Bid analysis to confirm if any bid submitted met the DBE goal
- Review average of other bidders DBE goal achievement
- Team review of combined efforts documented in Phase 1 and 2 constitute final GFE determination

Rating Scale:

- **GFE Approval:**
Bona Fide = 6 or more categories color coded green.
Genuine effort characterized by sincere and earnest activities – “Solicitation” and “Sound Reasoning” must be green
- **GFE Approval:**
Sufficient = 5 or more categories color coded green or yellow
Adequate effort documented with a variety of quality activities – “Solicitation” and “Sound Reasoning” must be green or yellow
- **GFE Denial:**
Pro Forma efforts = 4 or less categories color coded green or yellow. Perfunctory effort characterized by routine or superficial activities

Green = Exceeds expectations

Yellow = Meets expectations

Red = Areas in need of attention and/or absence of documentation

See OBOEC Rubric Analysis Feedback

Excerpt from Appendix A to 49 CFR Part 26:

V. In determining whether a bidder has made good faith efforts, it is essential to scrutinize its documented efforts. At a minimum, you must review the performance of other bidders in meeting the contract goal. For example, when the apparent successful bidder fails to meet the contract goal, but others meet it, you may reasonably raise the question of whether, with additional efforts, the apparent successful bidder could have met the goal. If the apparent successful bidder fails to meet the goal but meets or exceeds the average DBE participation obtained by other bidders, you may view this, in conjunction with other factors, as evidence of the apparent successful bidder having made good faith efforts. As provided in §26.53(b)(2)(vi), you must also require the contractor to submit copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract to review whether DBE prices were substantially higher; and contact the DBEs listed

GFE RUBRIC ANALYSIS	
OBOEC DECISION	APPROVAL OR DENIAL
Prime Contractor	
Proposal	
Project	
Bid Letting	
DBE Goal Amount	
DBE Goal Amount Achieved	
Bid Analysis	
Goal %	Achieved %
Apparent Low Bidder	%
Bidder B	
Bidder C	
Average of OTHER Bidders (Not including Apparent Low Bidder)	
DBE Quotes Received	
DBE Quotes Awarded	
DBE Quote(s) Rejected	Rejected Quote Analysis
DBE Quote(s) Awarded	Awarded DBE Amount

Appendix E

Good Faith Effort Best Practices

This list is not a set of requirements; it is a list of potential strategies

Primes

- Prime contractor open houses inviting DBE firms to see the bid “war room” or providing technical assistance.
- Participate in speed networking and mosaic exercises as arranged by DBE office.
- Host information sessions not directly associated with a bid letting.
- Participate in a formal mentor protégé or joint venture with a DBE firm.
- Participate in WisDOT advisory committees i.e. TRANSAC, or Mega Project committee meetings.
- Facilitate a small group DBE ‘training session’ clarifying how your firm prepares for bid letting, evaluates subcontractors, preferred qualifications, and communication methods.
- Encourage subcontractors to solicit and highlight DBE participation in their quotes to you.
- Quality of communication, not quantity creates the best results. Contractors should be thorough in communicating with DBE firms before the bid and provide any assistance requested to assure best possible bid.

DBE

- DBE firms should contact primes as soon as possible with questions regarding their quotes or bid; seven days prior is optimal.
- Continually check for contract addendums on the HCCI website through the Thursday prior to letting to stay abreast of changes.
- Review the status of contracts on the HCCI website reviewing the ‘apparent low bidder’ list and bid tabs at a minimum.
- Prepare a portfolio or list of related projects and prime and supplier references; be sure to note transportation related projects of similar size and scope, firm expertise and staffing.
- Participate in DBE office assessment programs.
- Participate on advisory and mega-project committees.
- Sign up to receive the DBE Contracting Update.
- Consider membership in relevant industry or contractor organizations.
- Active participation is a must. Quote as many projects as you can reasonably work on; quoting the primes and bidding as a prime with the Department are the only ways to get work.

Appendix F

Good Faith Effort Evaluation Guidance

Appendix A of 49 CFR Part 26

I. When, as a recipient, you establish a contract goal on a DOT-assisted contract for procuring construction, equipment, services, or any other purpose, a bidder must, in order to be responsible and/or responsive, make sufficient good faith efforts to meet the goal. The bidder can meet this requirement in either of two ways. First, the bidder can meet the goal, documenting commitments for participation by DBE firms sufficient for this purpose. Second, even if it doesn't meet the goal, the bidder can document adequate good faith efforts. This means that the bidder must show that it took all necessary and reasonable steps to achieve a DBE goal or other requirement of this part which, by their scope, intensity, and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if they were not fully successful.

II. In any situation in which you have established a contract goal, Part 26 requires you to use the good faith efforts mechanism of this part. As a recipient, you have the responsibility to make a fair and reasonable judgment whether a bidder that did not meet the goal made adequate good faith efforts. It is important for you to consider the quality, quantity, and intensity of the different kinds of efforts that the bidder has made, based on the regulations and the guidance in this Appendix.

The efforts employed by the bidder should be those that one could reasonably expect a bidder to take if the bidder were actively and aggressively trying to obtain DBE participation sufficient to meet the DBE contract goal. Mere pro forma efforts are not good faith efforts to meet the DBE contract requirements. We emphasize, however, that your determination concerning the sufficiency of the firm's good faith efforts is a judgment call. Determinations should not be made using quantitative formulas.

III. The Department also strongly cautions you against requiring that a bidder meet a contract goal (i.e., obtain a specified amount of DBE participation) in order to be awarded a contract, even though the bidder makes an adequate good faith efforts showing. This rule specifically prohibits you from ignoring bona fide good faith efforts.

IV. The following is a list of types of actions which you should consider as part of the bidder's good faith efforts to obtain DBE participation. It is not intended to be a mandatory checklist, nor is it intended to be exclusive or exhaustive. Other factors or types of efforts may be relevant in appropriate cases.

A. (1) Conducting market research to identify small business contractors and suppliers and soliciting through all reasonable and available means the interest of all certified DBEs that have the capability to perform the work of the contract. This may include attendance at pre-bid and business matchmaking meetings and events, advertising and/or written notices, posting of Notices of Sources Sought and/or Requests for Proposals, written notices or emails to all DBEs listed in the State's directory of transportation firms that specialize in the areas of work desired (as noted in the DBE directory) and which are located in the area or surrounding areas of the project.

(2) The bidder should solicit this interest as early in the acquisition process as practicable to allow the DBEs to respond to the solicitation and submit a timely offer for the subcontract. The bidder should determine with certainty if the DBEs are interested by taking appropriate steps to follow up initial solicitations.

B. Selecting portions of the work to be performed by DBEs in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units (for example, smaller tasks or quantities) to facilitate DBE participation, even when the prime contractor might otherwise prefer to perform these work items with its own forces. This may include, where possible, establishing flexible timeframes for performance and delivery schedules in a manner that encourages and facilitates DBE participation.

C. Providing interested DBEs with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation with their offer for the subcontract.

D. (1) Negotiating in good faith with interested DBEs. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBEs that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional Agreements could not be reached for DBEs to perform the work.

(2) A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also, the ability or desire of a prime contractor to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Prime contractors are not, however, required to accept higher quotes from DBEs if the price difference is excessive or unreasonable.

E. (1) Not rejecting DBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The contractor's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union status) are not legitimate causes for the rejection or non-solicitation of bids in the contractor's efforts to meet the project goal. Another practice considered an insufficient good faith effort is the rejection of the DBE because its quotation for the work was not the lowest received. However, nothing in this paragraph shall be construed to require the bidder or prime contractor to accept unreasonable quotes in order to satisfy contract goals.

(2) A prime contractor's inability to find a replacement DBE at the original price is not alone sufficient to support a finding that good faith efforts have been made to replace the original DBE. The fact that the contractor has the ability and/or desire to perform the contract work with its own forces does not relieve the contractor of the obligation to make good faith efforts to find a replacement DBE, and it is not a sound basis for rejecting a prospective replacement DBE's reasonable quote.

F. Making efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance as required by the recipient or contractor.

G. Making efforts to assist interested DBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.

H. Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, State, and Federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBEs.

V. In determining whether a bidder has made good faith efforts, it is essential to scrutinize its documented efforts. At a minimum, you must review the performance of other bidders in meeting the contract goal. For example, when the apparent successful bidder fails to meet the contract goal, but others meet it, you may reasonably raise the question of whether, with additional efforts, the apparent successful bidder could have met the goal. If the apparent successful bidder fails to meet the goal, but meets or exceeds the average DBE participation obtained by other bidders, you may view this, in conjunction with other factors, as evidence of the apparent successful bidder having made good faith efforts. As provided in §26.53(b)(2)(vi), you must also require the contractor to submit copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract to review whether DBE prices were substantially higher; and contact the DBEs listed on a contractor's solicitation to inquire as to whether they were contacted by the prime. Pro forma mailings to DBEs requesting bids are not alone sufficient to satisfy good faith efforts under the rule.

VI. A promise to use DBEs after contract award is not considered to be responsive to the contract solicitation or to constitute good faith efforts.

[79 FR 59600, Oct. 2, 2014]

Appendix G
(SAMPLE) Forms DT1506 and DT1202

COMMITMENT TO SUBCONTRACT TO DBE

Wisconsin Department of Transportation

☐ Non-Traditional Project

Proposal #

County:

Prime Contract:

%

0.00 %

[illegible]

\$	0.00	\$	0.00
----	------	----	------

Government Use Only Approved Amounts		
A =	\$	%
V =	\$	%
Total =	\$	%

Signature: _____

Date: _____

Good faith effort approved: Yes ☐ No ☐

DBE Office Signature & Date Approved

**COMMITMENT TO SUBCONTRACT TO DBE
ATTACHMENT A**

CONFIRMATION OF PARTICIPATION

Project I.D.:	Proposal Number:
Letting Date:	

Name of DBE Firm Participating in this Contract:	
Name of the Prime/Subcontractor who hired the DBE Firm: <i>(list all names of tiers if more than one)</i>	
Type of Work or Type of Material Supplied:	
Total Subcontract Value:	Total DBE Credit Value:

FOR PRIME CONTRACTORS ONLY: I certify that I made arrangements with the participating DBE firm to perform the type of work listed or supply the material indicated above for the subcontract value listed above.	Prime Contractor Representative's Signature
	Prime Contractor Representative's Name (Print Name)
	Prime Contractor (Print Company Name)
	Date

FOR PARTICIPATING DBE FIRMS ONLY: I certify that I made arrangements with the Prime Contractor or the Hiring Contractor to perform the type of work or supply the material indicated above for the subcontract value listed above. FOR DBE TRUCKING FIRMS ONLY: I certify that I will utilize, for DBE credit, only trucks listed on my WisDOT approved Schedule of Owned/Leased Vehicles for DBE Credit form and I will be utilizing the number of trucks as listed below.	Participating DBE Firm Representative's Signature	Date
	Participating DBE Firm Representative's Name (Print Name)	
	Participating DBE Firm (Print Company Name)	
	DBE Firm's Address:	

# Owned Trucks	# Leased Trucks	# DBE-Owned Leased Trucks	# Non-DBE-Owned Leased Trucks

☐ Off site Hauling

**DOCUMENTATION OF GOOD FAITH EFFORT**Wisconsin Department of Transportation
DT1202 3/2020

Project ID XXXX	Proposal No. XXXX	Letting XXXX
Prime Contractor XXXX	County XXXX	
Person Submitting Document XXXX	Telephone Number XXXX	
Address XXXX	Email Address XXXX	

All bidders must undertake necessary and reasonable steps to achieve the assigned DBE contract goal per federal regulatory guidance at 49 CFR Part 26. Bidders use this form to document all efforts employed to meet the assigned goal as a record of contractor good faith efforts (GFE). Refer to ASP3 or 49 CFR Part 26 for guidance on actions that demonstrate good faith effort.

It is critical to list all efforts, attach documentation, and follow the instructions to complete this submission. Documentation of good faith effort includes copies of each DBE and non-DBE subcontractor quote submitted to the bidder for the same line items. Utilize the sample documentation logs to document and organize efforts.

Submit good faith effort documentation per ASP-3 guidelines.

Instructions: Provide a narrative description of all activities pursued to demonstrate good faith efforts, any corresponding documentation, and applicable explanation on separate pages. Include the following items organized in the order listed below.

1. Solicitation Documentation:

a. Purpose: To identify all reasonable and available activities the bidder performed to solicit the interest of all certified DBEs who have the capacity and ability to perform work on the project. All solicitation efforts should begin as early as possible to ensure DBEs have ample time to respond and ask questions.

b. Action: Identify and list all activities engaged in to solicit DBEs using all reasonable and available means such as written notice and follow-up communications, substantive conversations, pre-bid meetings, networking events, market research, advertising.

2. Selected Work Items Documentation:

a. Purpose: To ensure that all work items are broken out into economically feasible units to facilitate DBE participation. This must occur even when you prefer to perform the work yourself.

b. Action: Identify economically feasible work units to be performed by DBEs to include activities such as: list of work items to be performed; breaking up of large work items into smaller tasks or quantities; flexible time frames for performance and delivery schedules.

3. Documentation of Project Information provided to Interested DBEs:

a. Purpose: To provide interested DBEs with adequate information about the plans, specifications, and any other contractual requirements in a timely manner to assist DBEs in response to solicitation.

b. Action: Provide DBEs access to plans, specifications, and other contract requirements. Early solicitation allows ample opportunity to provide project information, links to Let advertisements, and substantive engagement with DBEs.

4.→ Documentation of Negotiation with Interested DBEs:

a.→ Purpose: To ensure that negotiations with interested DBEs were made in good faith providing evidence as to why agreements could not be reached for DBEs to perform work.

b.→ Action: Provide sufficient evidence to demonstrate that good faith negotiations took place. Merely sending out solicitations requesting bids from DBEs does not constitute sufficient good faith efforts. A bidder using good business judgment considers a number of factors in negotiating with all subcontractors, and the firm's price and capabilities in addition to contract goals are taken into consideration. However, the fact that there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for failing to meet the DBE goal as long as costs are reasonable. (see 49 CFR Part 26 Appendix A)

5.→ Documentation of Sound Reason for Rejecting DBEs:

a.→ Purpose: To ensure that bidders avoid rejecting DBEs as unqualified without sound reasons. Reasons for rejection must be based on thorough investigation of DBE capabilities.

b.→ Action: Provide sufficient evidence to demonstrate that DBE was rejected for sound reasons such as past performance, relevant business experience and stability, safety record, business ethic and integrity, technical capacity, other tangible factors.

6.→ Documentation of Assistance to Interested DBEs--Bonding, Credit, Insurance, Equipment, Supplies/Materials:

a.→ Purpose: To assist interested DBEs in obtaining bonds, lines of credit, insurance, equipment, supplies, materials, and other assistance or services.

b.→ Action: Assist interested DBEs in obtaining bonding, lines of credit or insurance, and provide technical assistance or information related to plans, specifications, and project requirements. Assist DBEs in obtaining equipment, supplies, materials or other services related to meeting project requirements (excluding supplies or equipment the DBE purchases from the prime).

7.→ Documentation of outreach to Minority, Women, and Community Organizations and other DBE Business Development Support:

a.→ Purpose: To effectively use the services of minority, women, and community organizations as well as contractors' groups, local, state, and federal business assistance offices and organization that provide assistance in recruiting and supporting DBEs, as well as participation in activities that support DBE business development.

b.→ Action: Contact organizations and agencies for assistance in contacting, recruiting, and providing support to DBE subcontractors, suppliers, manufacturers, and truckers at least 14 days before bid opening. Participate in or host activities such as networking events, mentor-protégé programs, small business development workshops, and others consistent with DBE support.

Return to:
 Wisconsin Department of Transportation
 DBE Program Office
 PO Box 7965
 Madison, WI 53707-7965
 DBE_Alert@dot.wi.gov

I certify that I have utilized comprehensive good faith efforts to solicit and utilize DBE firms to meet the DBE participation requirements of this contract proposal, as demonstrated by my responses and as specified in Additional Special Provision 3 (ASP-3).

I certify that the information given in the Documentation of Good Faith Efforts is true and correct to the best of my knowledge and belief.

I further understand that any willful falsification, fraudulent statement, or misrepresentation will result in appropriate sanctions, which may involve debarment and/or prosecution under applicable state (Trans 504) and Federal laws.

		(Bidder/Authorized Representative Signature)

		(Print Name)

		(Title)

Good Faith Effort--Sample Documentation Logs

The sample logs below are provided as guides rather than exhaustive list. See ASP3, Appendix A for additional examples of demonstrable good faith efforts. Attach documentation for each activity listed.

Acceptable forms of documentation include copies of solicitations sent to DBEs, notes from substantive conversations and negotiations with DBEs, copies of advertisements placed, email communications, all quotes received from DBEs and from all subcontractors who were considered alongside DBE quotes, proof of attendance at applicable networking events; flyers for events or workshops for DBEs offered by the prime, and other physical records of good faith efforts activities.

SOLICITATION LOG

Date	Activity	Name of DBE Solicited	Follow-up
4/1/2020	Sent May-Let solicitation	Winterland Electric	Spoke with Mark Winterland on 4/15/20 to ask if he would quote.

SELECTED WORK ITEMS SOLICITED LOG

Work Type	DBE Firm	Contact Person	Date	Contact Mode
Pavement Marking	ABC Marking	Leslie Lynch	4/1/2020	Email; phone
	#1 Marking Co.	Mark Smart	4/1/2020	Email; left VM
Electrical	Winterland Electric	Tabitha Tinker	4/3/2020	Email, left VM
	Superstar Wiring	Jose Huascar	4/3/2020	Email; phone

INFORMATION PROVIDED LOG

Request Date	DBE Firm	Information Requested & Provided	Response Date
4/1/2020	Winterland Electric	Requested info on electrical requirements; provided plan and link to specs	4/3/2020
4/21/2020	Absolute Construction	Wanted to know how and when supplies are paid for by WisDOT; referred to spec that covers stockpiling	4/21/2020

NEGOTIATIONS LOG

Date	DBE Firm	Contact Name	Work Type	Quotes Rec'd?	Considered for project?	If not selected, why?
4/12/2020	ABC Landscape	John Dean	Erosion Control	Yes	No	Cannot perform all items
4/17/2020	Wild Ferns	Sandy Lynn	Erosion Control	Yes	Yes	
4/20/2020	#1 Marking	Mark Smart	Electrical	Yes	Yes	

ASSISTANCE LOG

Date	DBE Firm	Contact Person	Assistance Provided
4/1/2020	ABC Sawing	Jackie Swiggle	Informed DBE on how to obtain bonding
4/17/2020	Supreme Construction	Winston Walters	Provided contact for wholesale supply purchase

OUTREACH & BUSINESS DEVELOPMENT LOG

Date	Agency/Organization Contacted	Contact Person	Assistance Requested
4/1/2020	Women in Construction	LaTonya Klein	Contact information for woman-owned suppliers
4/28/2020	WBIC	Sam Smith	Asked for information to provide to DBE regarding financing programs through WBIC

Official Form DT1202 can be found here: <https://wisconsindot.gov/pages/global-footer/formdocs/default.aspx>

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 PROVISIONS 5 FUEL COST ADJUSTMENT

A Description

Fuel Cost Adjustments will be applied to partial and final payments for work items categorized in Section B as a payment to the contractor or a credit to the department. ASP-5 does not apply to any force account work.

B Categories of Work Items

The following items and Fuel Usage Factors shall be used to determine Fuel Cost Adjustments:

(1) Earthwork.		Unit	Gal. Fuel Per Unit
205.0100	Excavation Common	CY	0.23
205.0200	Excavation Rock	CY	0.39
205.0400	Excavation Marsh	CY	0.29
208.0100	Borrow	CY	0.23
208.1100	Select Borrow	CY	0.23
209.1100	Backfill Granular Grade 1	CY	0.23
209.1500	Backfill Granular Grade 1	Ton	0.115
209.2100	Backfill Granular Grade 2	CY	0.23
209.2500	Backfill Granular Grade 2	Ton	0.115
350.0102	Subbase	CY	0.28
350.0104	Subbase	Ton	0.14
350.0115	Subbase 6-Inch	SY	0.05
350.0120	Subbase 7-Inch	SY	0.05
350.0125	Subbase 8-Inch	SY	0.06
350.0130	Subbase 9-Inch	SY	0.07
350.0135	Subbase 10-Inch	SY	0.08
350.0140	Subbase 11-Inch	SY	0.09
350.0145	Subbase 12-Inch	SY	0.09

C Fuel Index

A Current Fuel Index (CFI) in dollars per gallon will be established by the Department of Transportation for each month. The CFI will be the price of No. 2 fuel oil, as reported in U.S. Oil Week, using the first issue dated that month. The CFI will be the average of prices quoted for Green Bay, Madison, Milwaukee and Minneapolis.

The base Fuel Index (BFI) for this contract is \$4.30 per gallon.

D Computing the Fuel Cost Adjustment

The engineer will compute the ratio CFI/BFI each month. If the ratio falls between 0.85 and 1.15, inclusive, no fuel adjustment will be made for that month. If the ratio is less than 0.85 a credit to the department will be computed. If the ratio is greater than 1.15 additional payment to the contractor will be computed. Credit or additional payment will be computed as follows:

- (1) The engineer will estimate the quantity of work done in that month under each of the contract items categorized in Section B.
- (2) The engineer will compute the gallons of fuel used in that month for each of the contract items categorized in Section B by applying the unit fuel usage factors shown in Section B.
- (3) The engineer will summarize the total gallons (Q) of fuel used in that month for the items categorized in Section B.
- (4) The engineer will determine the Fuel Cost Adjustment credit or payment from the following formula:

$$FA = \frac{CFI}{BFI} - 1 \times Q \times BFI$$

(plus is payment to contractor; minus is credit to the department)

Where	FA	=	Fuel Cost Adjustment (plus or minus)
	CFI	=	Current Fuel Index
	BFI	=	Base Fuel Index
	Q	=	Monthly total gallons of fuel

E Payment

A Fuel Cost Adjustment credit to the department will be deducted as a dollar amount each month from any sums due to the contractor. A Fuel Cost Adjustment payment to the contractor will be made as a dollar amount each month.

Upon completion of the work under the contract, any difference between the estimated quantities and the final quantities will be determined. An average CFI, calculated by averaging the CFI for all months that fuel cost adjustment was applied, will be applied to the quantity differences. The average CFI shall be applied in accordance with the procedure set forth in Section D.

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

104.2.2 Issuing Change Orders

Replace subsection 104.2.2 with the following and rearrange to add a 104.2.2.7 effective with the February 2026 letting.

104.2.2.1 Change Orders for Differing Site Conditions

- (1) During the progress of the work, if one or more of the following differing conditions are encountered at the site, the party discovering the condition must promptly notify the other party of the specific condition before further disturbing the site and before further performing the affected work.
 1. A subsurface or latent physical condition, differing materially from those indicated in the contract.
 2. An unknown physical condition of an unusual nature, differing materially from those ordinarily encountered and generally recognized as inherent in the work specified in the contract.
- (2) If the contractor discovers the differing condition, the contractor shall provide oral notification as specified in 104.3.2, of the specific differing condition before further disturbing the site and before further performing the affected work.
- (3) The project engineer will investigate the conditions. If the project engineer determines the conditions materially differ and cause an increase or decrease in the cost, time, or both, required to perform the work under the contract, the project engineer will adjust the contract price, time, or both, and modify the contract in writing accordingly. The project engineer will respond to the contractor as to whether or not an adjustment is warranted. The project engineer will follow the contractor notification procedures specified in 104.3.
- (4) The department will not allow a contract adjustment unless the contractor has provided the required notice as specified in 104.3.

104.2.2.2 Change Orders for Engineer-Ordered Suspensions

- (1) If the project engineer suspends or delays the performance of all or any portion of the work in writing for an unreasonable period of time (not originally anticipated, customary, or inherent to the construction industry) and the contractor believes that additional payment, contract time, or both, is due because of the suspension or delay, the contractor shall notify the engineer as specified in 104.3.
- (2) The project engineer will evaluate the contractor's request. If the project engineer agrees that the cost, time, or both, required for the performance of the contract has increased due to the suspension or delay and the suspension or delay was caused by conditions beyond the control of and not the fault of the contractor, its suppliers, or subcontractors at any approved tier, and not caused by weather, the project engineer will make an adjustment and modify the contract in writing accordingly. The project engineer will respond to the contractor as to whether or not an adjustment is warranted as specified in 104.3.6.
- (3) The project engineer will not consider a contract adjustment unless the contractor submits the request for adjustment within the time specified above.
- (4) The project engineer will not consider a contract adjustment under this clause to the extent that the performance would have been suspended by any other cause, or for which an adjustment is provided or excluded under any other term or condition of this contract.

104.2.2.3 Change Orders for Altered Work

- (1) If original contract work is altered from what is included in the contract, the department will adjust the contract if the character of the work as altered differs materially in kind or nature from that involved or included in the original contract.
- (2) Before performing altered work, reach agreement with the project engineer for any price adjustments as specified in 109.4. If the project engineer does not agree that the work has significantly changed and a price adjustment is justified, follow the notification procedures as specified in 104.3.
- (3) If the alterations do not significantly change the character of the work under the contract, the department will not adjust the contract.

104.2.2.4 Change Orders for Quantity Variations

- (1) If all original contract work for a bid item is completed as required in the contract, and the measured quantity for that bid item varies from the contract quantity, the department will adjust the contract if the department or contractor demonstrates that the quantity variation affects the contractor's unit cost to perform the work and

meets one of the criteria below. If the quantity variation does not significantly change the character of the work under the contract, the department will pay for the work at the contract price.

1. The quantity of a major bid item, as defined in 101.3, is increased in excess of 125 percent or decreased below 75 percent of the original contract quantity. Any allowance for an increase in quantity applies only to that portion in excess of 125 percent of the original contract bid item quantity, or in case of a decrease below 75 percent, to the work actually performed.
2. The quantity of a minor bid item is increased to become a major bid item. An adjustment in the contract unit price for that bid item applies only to the quantity of that bid item having a contract value as follows:
 - Original Contract < \$8M: In excess of 6.25 percent of the original contract.
 - Original Contract >= \$8M: In excess of \$500,000.
3. The quantity of a minor bid item that is part of an approved subcontract and that exceeds 10 percent of the original value of that subcontract is decreased more than 50 percent from the original contract quantity for that bid item. Either party to the contract may submit a request for a revision to the contract unit price for that bid item. The department's total payment for the final reduced quantity will not exceed 75 percent of the original contract quantity at the contract price.
4. The quantity of a minor bid item that is part of an approved subcontract and that exceeds 10 percent of the original value of that subcontract is increased more than 50 percent from the original contract quantity for that bid item and which as increased does not qualify for adjustment as a major bid item. Either party to the contract may submit a request to the other for a revision of the contract unit price for that quantity of the bid item that is in excess of 125 percent of the original contract quantity.

104.2.2.5 Change Orders for Extra Work

- (1) The department has the right to direct extra work not required in the original contract, as defined in 101.3.
- (2) The engineer will determine payment for extra work as specified in 109.4.

104.2.2.6 Change Orders for Eliminated Work

- (1) The department has the right to partially eliminate or completely eliminate work the project engineer finds to be unnecessary for the project. If the project engineer partially eliminates or completely eliminates work, the project engineer will issue a change order for a fair and equitable amount as specified in 109.5.

104.2.2.7 Change Orders for Revisions to Contract Time

- (1) The department will issue a change order to revise the contract time as specified in 108.10.

104.6 Roadway Maintenance and Traffic Control

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.

105 Control of the Work

105.13 Claims Process for Unresolved Changes

Replace subsection with the following effective with the February 2026 letting.

105.13.3 Submission of Claim

- (1) Submit the claim to the project engineer as promptly as possible following the submission of the Notice of Claim. If the contractor does not submit the claim prior to the earlier of the following dates, the department will deny the claim:
1. 120 calendar days from the date of the Notice of Claim.
 2. The end of the time allowed under 109.7 for the contractor to respond in writing to the engineer issued semi-final estimate.
- (2) The department will not accept the submission of a claim until the resolution process in 104.3 has been completed and the contractor makes no further requests to submit updated information that may affect the region's final decision.

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

Add paragraph 107.27.1(5) to the information included with the November 2024 ASP-6, effective with the February 2026 letting.

- (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.
- (5) UAS and UAS components are required to be compliant with federal guidelines outlined in the American Security Drone Act of 2023 (ASDA) and the OMB memorandum M-26-02.

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 Tolerance in Pavement Thickness****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.

420 Diamond Grinding**420.3.4 Residual Disposal**

Replace subsection with the following effective with the November 2026 letting.

- (1) Remove solid and liquid grinding residues from the roadway by vacuuming. Leave the roadway in a clean, damp condition immediately behind the grinding machine. Remove residue immediately in areas of cross traffic. Do not allow residue and water to flow or blow across lanes used by public traffic.
- (2) Do not allow solid and liquid grinding residues to enter any storm sewer, waterway, wetland, or other drainage conveyance system.
- (3) Contractor is responsible for the disposal of solid and liquid grinding residues. Dispose of solid and liquid grinding residues in accordance with regulatory requirements at an acceptable disposal site. Perform all necessary coordination with the regulatory agency and disposal site owners and operators.
- (4) Submit disposal methods and proposed disposal site information with the ECIP.

506 Steel Bridges**506.1 Description**

Replace paragraph (1) with the following effective with the November 2026 letting.

- (1) This section describes fabricating, furnishing, casting, machining or preparing otherwise, delivering, installing, and erecting the steel and miscellaneous metals required for steel bridges, or metal parts of other bridges.

506.2.6 Elastomeric Bearings**506.2.6.1 General**

Replace subsection with the following effective with the November 2026 letting.

- (1) Furnish laminated bearings from the APL of laminated elastomeric bearings
- (2) Manufacture bearings according to AASHTO M251 except replace the requirements of sections 4.1 and 4.2 with the following:
 - Use virgin crystallization resistant polychloroprene, or virgin natural polyisoprene as the raw polymer. Use only new material with no reclaimed material incorporated in the finished bearing.
 - Provide elastomer with durometer hardness of 60 on the Shore "A" scale. Provide elastomer compounds classified as low-temperature zone D, grade 4 or 5, meeting the requirements of AASHTO LRFD Bridge Design Specifications, table 14.7.5.2-1.
 - Conform to the following physical properties:

	POLYISOPRENE (NATURAL RUBBER)	POLYCHLOROPRENE (NEOPRENE)
Grade (durometer).....	60±5	60±5
Physical properties		
Hardness (ASTM D2240)	60+/-5	60+/-5
Tensile strength (ASTM D412), psi.....	2500	2500
Ultimate elongation, minimum percent.....	400	400
Low temperature brittleness (ASTM D2137, Test method C)		
Grade 4, test at -54°F	No Failure	No Failure
Grade 5, test at -71°F	No Failure	No Failure
Laminated pad adhesion test (ASTM D429, method B)		
Bond strength, psi.....	40	40

506.2.7 Welded Stud Shear Connectors

Replace paragraph (3) with the following effective with the November 2026 letting.

- (3) Determine tensile properties according to ASTM A370. Perform tensile tests of finished studs on studs welded to test plates using a test fixture similar to figure 9.2 of clause 9 of AWS D1.5 (2025). If fracture occurs outside the middle half of the gauge length, repeat the test.

506.3 Construction

506.3.1 General

506.3.1.1 Primary Members

Replace subsection with the following effective with the November 2026 letting.

- (1) Components not listed in 506.3.1.2 or 506.3.1.3 are considered primary members unless otherwise noted in the contract documents. Ensure that primary members are fabricated by an approved fabricator selected from the APL for primary members.
- (2) Ensure that the fabricator does the following:
- Submits department form DT2330 electronically to the department's fabrication library for each structure before fabrication.
 - Submits and updates weekly fabrication progress reports on department form DT2172 electronically to the department's fabrication library for each structure during fabrication.

506.3.1.2 Secondary Members

Replace subsection with the following and retitling subsection effective with the November 2026 letting.

- (1) Materials used in the following applications are considered secondary members
- Fabricated Bridge Components: steel diaphragms for concrete bridges, diaphragms and cross-frames for steel bridges (except for horizontally curved bridges), railing assemblies (including guard rail connections), expansion joint devices (including protection angles), and bearing assemblies (including sole plates, masonry plates).
 - Laminated elastomeric bearings
 - Stud shear connectors
 - Fill plates
 - Ballast plates
 - Drainage systems
- (2) Ensure that fabricated bridge components are manufactured by an approved fabricator selected from the APL for fabricated bridge components.
- (3) For fabricated bridge components, ensure the fabricator submits a fabrication progress report on department form DT2334 electronically to the department's fabrication library. Update this form weekly for each component in fabrication.
- (4) Ensure that sole plates and ballast systems are fabricated by an approved fabricator selected from the APL for fabricated bridge components or primary members.
- (5) Ensure that stud shear connectors meet the requirements of 506.2.7 and 506.3.20.

506.3.1.3 Other Structural Steel Components

Add subsection effective with the November 2026 letting.

- (1) Ensure that soldier pile walls with tieback anchor assemblies are fabricated by an approved fabricator selected from the APL for soldier pile wall with tie back anchors. Tieback anchor assemblies include but is not limited to the cover plates and extra strong steel pipe.

506.3.2 Shop Drawings

Replace paragraphs (2) and (3) with the following effective with the November 2026 letting.

- (2) Submit shop drawings to the engineer conforming to 105.2 with electronic submittal to the fabrication library under 105.2.2. Also certify that shop drawings conform to quality control standards before fabrication by submitting department form DT2333 for primary members and department form DT2327 for fabricated bridge components with each set of shop drawings. Department review does not relieve the contractor from responsibility for errors or omissions on shop drawings. Shop drawings for drainage systems do not need to be submitted to the fabrication library under 105.2.2.
- (3) Shop drawings are part of the contract. The department must approve differences between shop drawings and contract plans. The contractor bears the costs of department-approved substitutions. Do not deviate from or revise drawings without notifying the department and resubmitting revised drawings and an updated department form DT2333 and DT2327 for primary members and fabricated bridge components respectively.

506.3.4.2 Camber

Replace paragraph (1) with the following effective with the November 2026 letting.

- (1) If the plans show, camber rolled beams conforming to a uniform, approximately circular curve for the entire length of the beam or between designated points. Ensure the camber is within the tolerance specified in the current editions of the American Institute of Steel Construction Manual and AWS D1.5 Bridge Welding Code.

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 A325 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

506.3.19.3 Procedure Qualifications

Replace paragraph (1) with the following effective with the November 2026 letting.

- (1) Ensure that procedure qualifications conform to Clause 7 of AWS D1.5 (2025).

506.3.19.4 Welding Inspection

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

Add paragraph (3) effective with the November 2026 letting.

- (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.
- (3) Ensure fabrication and inspection for soldier pile walls with tie back anchors follow the requirements of the current edition of AWS D1.1 Structural Welding Code, modified as follows:
- Test all welds for surface and near-surface discontinuities using magnetic particle testing according to ASTM E709, utilizing the yoke method.

506.3.20 Stud Shear Connectors

Replace paragraph (1) with the following effective with the November 2026 letting.

- (1) Use studs for shear connectors if the plans show. Weld conforming to Clause 9 of AWS D1.5 (2025) except as follows:
1. Fillet welds varying in size from 3/16 to 5/16 inch are satisfactory provided the studs pass other required tests. Make adequate provision in structural member fabrication to compensate for camber loss due to shear connector welding.
 2. Ensure the studs are free from rust, scale, rust pits, and oil at the time of welding and immediately before placing the concrete.
 3. Longitudinal and lateral spacing of studs with respect to each other and to edges of beam or girder flanges must not vary more than 1/2 inch from the dimensions the plans show, except that the engineer will allow a variation of one inch if required to avoid obstruction of other attachments on the beam, or if welding a new stud to replace a defective one. Ensure a minimum distance from the edge of a stud shank to the edge of a beam or plate of one inch exists, but preferably 1 1/2 inch or more.

4. Notify the engineer promptly of any changes in the welding procedure at any time during construction.
5. If welding the studs reduces their height to less than normal, immediately stop welding and do not resume until correcting the cause.
6. After welding the studs to the beams, perform a visual inspection and give each stud a light blow with a hammer. Bend test studs without a complete 360-degree end weld, studs that do not ring when given a light blow with a hammer, studs repaired by welding, or studs reduced to less than normal in height due to welding. The bend test consists of bending the stud 15 degrees from its correct installation axis by striking with a hammer. In cases of a defective or a repaired weld, bend the stud in the direction that places the weld's defective portion in the greatest tension. Replace studs that crack either in the weld or in the shank.
7. The engineer may select additional studs to subject to the bend test specified in item 6 above.

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 2026 letting.

- (1) The steel fabricator performing the coating application must demonstrate qualification by obtaining the AISC Complex Coating Endorsement (CCE), or a quality certification system acceptable to the Engineer and a Quality Manual (QM) that is acceptable to the Engineer.
- (2) 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.
- (3) For structural steel, including weathering steel, and miscellaneous metals that will be encased in concrete, paint as specified in 517.3.1.
- (4) For galvanized surfaces paint as specified in 517.3.1.
- (5) 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.
- (6) 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.
- (7) Upon fabrication and acceptance, coat pins and pinholes with a plastic or other engineer-approved coating before removing from the shop.
- (8) 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.

513.3 Construction

513.3.5 Welding

Replace paragraph (1) with the following effective with the November 2026 ASP-6.

- (1) Weld railing as the plans show and conforming to the following:

For steel railing: AWS D1.1, Structural Welding Code (current edition).

For aluminum railing: AWS D1.2, Structural Welding Code - Aluminum.

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 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 Bureau of Structures 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.

550 Driven Piles**550.3.9 Pre-Boring****550.3.9.1 General**

Add paragraph (2) effective with the February 2026 letting.

- (1) Pre-bore holes to the depth the plans or special provisions require. Submit written requests for pre-boring not required under the contract to the engineer for review and approval. Do not impair the capacity of in-place piles or damage adjacent structures by pre-boring operations.
- (2) Contractor may elect to not perform pre-boring, subject to written approval from the engineer as specified in 104.2.1(2). If the contractor elects to not perform pre-boring and subsequently pre-boring is necessary at any point throughout the project, no additional time or compensation will be granted.

608 Storm Sewer**608.4 Measurement****608.4.2 Rock Excavation for Storm Sewer**

Replace paragraph (3) with the following effective with the November 2026 letting.

- (3) The department will measure this work vertically from the top of the rock to the bottom of the rock, or to an elevation 6 inches below the bottom of the pipe or storm sewer structure, whichever is higher. The department will measure this work horizontally as the outside diameter of the pipe or outside dimension of the structure, plus 3 feet, 1 1/2 feet on either side, regardless of actual width required under 608.3.1.1.

611 Catch Basins, Manholes, and Inlets**611.4 Measurement**

Replace subsection with the following to add paragraph (2) effective with the November 2026 letting.

- (1) The department will measure the bid items under this section as each individual unit acceptably completed.
- (2) The department will measure rock excavation as specified for storm sewer rock excavation in 608.4.

611.5 Payment**611.5.1 General**

Add paragraph (2) effective with the November 2026 letting.

- (2) The department will pay separately for rock excavation as specified for storm sewer rock excavation in 608.4.

621 Landmark Reference Monuments

Remove Standard Specification 621 (Landmark Reference Monuments) effective with the November 2025 letting. Refer to updated information in this ASP-6 for standard specifications 680 and 682.

633 Delineators and Markers**633.2.4 Barrier Wall Delineators**

Replace paragraph (1) with the following effective with the November 2026 letting.

- (1) Furnish aluminum for barrier wall delineators conforming to ASTM B221, alloy 6061-T6 with sheeting from the APL. Furnish stainless steel stud bolts, self-locking nuts, and washers conforming to ASTM F593, type 316 stainless steel.

643 Traffic Control**643.1 Description**

Replace paragraph (1) with the following effective with the November 2025 letting. Replace paragraph (1) with revised information effective with the November 2026 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 end location marker	

643.2.2 Department's Approved Products List (APL)

Replace paragraph (1) with the following effective with the November 2025 letting. Replace paragraph (1) with revised information effective with the November 2026 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 end location marker | |

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 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 and add paragraphs (3) and (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 Location Marker

Add subsection effective with the November 2025 letting. Replace subsection with revised subsection title and text information effective with the November 2026 letting.

- (1) Place work zone 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.
- (2) Ensure the connected work zone location marker operates continuously when deployed on the project.
- (3) Ensure the work zone location marker and connected arrow board are from the same manufacturer.
- (4) When the work zone end location marker is switched to the ON mode, verify the location marker transmits location and identity as end marker to the data feed.
- (5) Switch the work zone end location marker 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 End Location Marker 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. Replace revised paragraph (1) with the following effective with the November 2026 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
643.1222	Traffic Control Connected Work Zone End Location Marker	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. Add paragraph (8) effective with the February 2026 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.
- (8) Apply both lines of the centerline marking simultaneously to ensure a consistent gap.

646.3.1.5 Marking Acceptance

Replace paragraph (4) with the following effective with the November 2026 letting.

- (4) Remove and replace all marking in sections with failing initial retroreflectivity. Remove and replace marking that the engineer deems improperly constructed. Remove existing marking in the groove before replacement. If post-acceptance inspections uncover evidence of defective material or improper construction, the department may revoke acceptance under 105.11.2.3.

646.3.1.6 Proving Period

646.3.1.6.1 General

Replace paragraph (1) with the following effective with the February 2026 letting.

- (1) The engineer may conduct post acceptance inspections periodically during a proving period to evaluate the physical presence of pavement marking and, for permanent markings, the retroreflectivity. The proving period begins on the last day of the week, for all marking placed within that week. The proving period extends through April 15 of the next calendar year or 180 days, whichever is longer. If weather or road surface conditions prevent the engineer from fully evaluating the marking at the end of the proving period, the engineer may extend the proving period.

646.3.1.6.2 Retroreflectivity

Replace paragraph (1), included with the November 2025 ASP-6, with the following effective with the February 2026 letting.

- (1) For permanent 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 Long Line Marking**646.3.2.3 Grooving****646.3.2.3.2 Wet Reflective Epoxy**

Replace paragraph (1) with the following effective with the February 2026 letting.

- (1) Apply wet reflective epoxy binder in a grooved slot and provide a double drop bead system at the application rate specified in the APL.

646.3.2.4 Black Epoxy

Replace paragraph (1) with the following effective with the November 2026 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 or glass beads at or exceeding 25 pounds per gallon of epoxy.

646.3.3 Special Marking

Replace subsection with the following effective with the February 2026 letting.

- (1) Fill in any breaks left from the stencil with the same material to ensure there are no gaps.
- (2) Under the Marking Railroad Crossings bid items, apply the RXR symbol and 3 transverse lines as the plans show.
- (3) Under the Marking Curb bid items, mark the vertical face and the top of the curb.
- (4) Under the Marking Aerial Enforcement Bars bid items, the department will locate the marking. Notify the engineer at least one week before marking so the State Patrol can provide exact locations.

650 Construction Staking**650.3.12 Supplemental Control Staking**

Replace paragraph (2) with the following effective with the November 2026 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 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

Replace Table 710-2, included with the November 2025 ASP-6, with the following effective with the February 2026 letting.

MODIFICATION TYPE		LEVEL I	LEVEL II	NEW MIX DESIGN DURING PROJECT
Change in:	Water source	X		
	Cement source, type, or brand			X
	Total cementitious		X ^[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	
	Slag source (different grade)		X	
	Chemical admixture manufacturer or product name ^[2]			X
	Chemical admixture dosage rates	X ^[3]		X
Removal of:	SCM			X
	Chemical admixture other than Type B or D			X ^[3,4]
	Type B or Type D chemical admixture	X ^[3]	X ^[4]	
Addition of:	Non-fading, color pigment	X		
	Chemical admixture other than Type B or D			X ^[3,4]
	Type B or Type D chemical admixture	X ^[3]	X ^[4]	
	New SCM			X

^[1] For HES/SHES concrete modification only.

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

^[3] When admixture is from the concrete admixture APL and the dosage rate is within recommended dosage rates as specified in the APL. If the admixture dosage rate is outside of recommended dosage rates as specified in the APL, BTS approval is required before use.

^[4] Not furnished from the APL.

TABLE 710-3 MIX DESIGN MODIFICATION DOCUMENTATION

Replace Table 710-3, included with the November 2025 ASP-6, with the following effective with the February 2026 letting.

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	X ^[1]		
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
New maturity curve	X ^[2]	X	X
New lot/sublot layout ^[3]		X ^[3,4,5]	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.

^[5] Not required for SCM source change of same Class/Grade in pavements and cast-in-place barrier projects.

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

Replace Table 710-5, included with the November 2025 ASP-6, with the following effective with the February 2026 letting.

CONCRETE CLASSIFICATION	PRE-PLACEMENT TESTING	PLACEMENT TESTING	
Class I: Pavement ^[1]	One pre-placement test per aggregate source	Hand Placement: ≤ 250 CY > 250 CY Slip Formed Placement ≤ 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 ^[1]		≤ 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. Replace Table 710-6 with the following effective with the November 2026 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 2 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, maximum one test per day. - 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, maximum one test per day.
Class II: Concrete Overlay	One test per 250 CY placed, 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 sublot for possible removal and replacement if the 28-day sublot 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.

715.5.4 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. Replace paragraph (1) and Table 715-2 with the following effective with the November 2026 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 price reductions, apply the adjustment with the greater price reduction. The following unit prices shall be used in pay adjustment equations specified in table 715-2:
 - Pavement: \$55 per SY.
 - Structure and cast-in-place barrier: \$350 per CY.
- (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 (%)		PAY FACTOR (PF) ^[1]	PAY ADJUSTMENT (\$) ^[2]
Above Specification ^[3]	0.1 and above	$(0.15 \times \text{ASL}^2) + (0.125 \times \text{ASL})$	PF x Quantity (SY or CY) x Unit Price
Below Specification	≥ 0.1 to ≤ 1.0	$(0.30 \times \text{BSL}^2) + (0.02 \times \text{BSL})$	PF x Quantity (SY or CY) x Unit Price
	1.1 and below	50 or remove and replace	0.5 x Quantity (SY or CY) x Contract Unit Price

^[1] ASL = % air content above specification limit.

BSL = % air content below specification limit.

^[2] "Unit price" is specified in 715.5.4(1). "Contract unit price" is the bid item unit price for the awarded contract.

^[3] Evaluate the strength data. If the strengths are acceptable, do not assess a price reduction for high air content. Contractor is responsible for providing additional strength data, if necessary.

TABLE 715-3 PRICE REDUCTIONS FOR NONCONFORMING TEMPERATURE

Replace Table 715-3, included with the November 2025 ASP-6, with the following effective with the February 2026 letting.

CONCRETE TEMPERATURE (F) ^[1]		PRICE REDUCTION (%)
Upper Temperature Limit ^[2]	> 80 to ≤ 85	10
	> 85	25
Lower Temperature Limit	45 to ≤ 50	10
	< 45	25

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

^[2] If a written temperature control plan outlining the actions by the contractor to control concrete temperature at the point of placement exceeding 80 F is submitted and followed to effectively control the temperature, the upper temperature limit is increased by 10 F for price reductions for nonconforming temperature.

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. Replace paragraph (2) with the following to add paragraph at end of item 4 effective with the November 2026 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.

The contractor may include sublots less than or equal to 25 percent of the standard length in the previous subplot. For partial sublots exceeding 25 percent of the standard length, notify the engineer who will direct additional testing to represent that partial subplot.

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).

730 QMP Base Aggregate**730.5 Payment**

Replace paragraph (2) with the following effective with the November 2026 letting.

- (2) The department will calculate pay reductions for base aggregate with nonconforming gradation and fracture. The pay reduction percentage as specified in table 730-1 will be applied to the nonconforming quantity that remains in place using a unit price of \$15/TON or \$30/CY. The department will administer a 50 percent pay reduction for base aggregate with nonconforming plasticity or liquid limit that remains in place.

TABLE 730-1 Pay Reductions for Nonconforming Base Aggregate

% PAY REDUCTION	NONCONFORMING GRADATION		NONCONFORMING FRACTURE
	NO 200 SIEVE	SIEVES OTHER THAN NO 200	
5% to 10%	<= 1.5%	<= 3%	<= 5%
10% to 20%	> 1.5% to <= 3%	> 3% to <= 5%	> 5% to <= 10%
SIGNIFICANTLY OUT OF SPEC. ^[1]			
20% to 40%	> 3%	> 5%	> 10%

^[1] The engineer may assess pay reductions for individual QC or QV test results that are significantly out of spec even if the running average is within spec limits.

Bid Items**500 Bid Items**

Remove the following bid items effective with the February 2026 letting.

522.2363	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 63x98-Inch	LF
522.2663	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 63x98-Inch	EACH

600 Bid Items

Remove the following bid item effective with the February 2026 letting.

608.2363	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 63x98-Inch	LF
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Add the following bid item 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. Replace bid item number and description for traffic control connected work zone end location marker effective with the November 2026 letting.

643.0810	Traffic Control Connected Arrow Boards	DAY
643.1222	Traffic Control Connected Work Zone End Location Marker	DAY

Remove the following bid items effective with the November 2026 letting.

643.3760	Temporary Marking Raised Pavement Marker Type I	EACH
643.3770	Temporary Marking Raised Pavement Marker Type II	EACH

Add the following bid items effective with the November 2026 letting.

643.3764	Temporary Marking Raised Pavement Marker Type I 4-Inch	EACH
643.3766	Temporary Marking Raised Pavement Marker Type I 6-Inch	EACH
643.3774	Temporary Marking Raised Pavement Marker Type II 4-Inch	EACH
643.3776	Temporary Marking Raised Pavement Marker Type II 6-Inch	EACH

Add the following bid item effective with the February 2026 letting.

657.0348	Poles Type 9 - Special Over Height	EACH
657.0353	Poles Type 10 - Special Over Height	EACH

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>

CONTRACT PROVISIONS FOR FEDERAL-AID CONSTRUCTION CONTRACTS

- I. General
- II. Nondiscrimination
- III. Davis-Bacon and Related Act Provisions
- IV. Contract Work Hours and Safety Standards Act Provisions
- V. Subletting or Assigning the Contract
- VI. Safety: Accident Prevention
- VII. False Statements Concerning Highway Projects
- VIII. Implementation of Clean Air Act and Federal Water Pollution Control Act
- IX. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
- X. Certification Regarding Use of Contract Funds for Lobbying
- XI. Use of United States-Flag Vessels

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only).

I. GENERAL

1. Historically, contracting agencies using Federal-aid highway funds were required to ensure Form FHWA-1273 was physically incorporated into all contracts and subcontracts. Effective June 10, 2026, this requirement was eliminated [91 FR 25492]. Future use of Form FHWA-1273 is now optional on the part of the contracting agency using Federal-aid highway funds. FHWA continues to make Form FHWA-1273 available as a convenience to contracting agencies. Contracting agencies must continue to ensure compliance with the provisions cited in Form FHWA-1273 in accordance with the provisions regardless of the use of Form FHWA-1273. Accordingly, the contracting agency retains the authority to determine whether the contractor must use Form FHWA-1273 to physically incorporate required contract provisions in each subcontract and in lower tier contracts. Where permitted by the contracting agency, the contractor may choose other ways to include required contract provisions in each subcontract, besides incorporating Form FHWA-1273. Contract provisions in Form FHWA-1273 are not required to be physically included in subcontracts for design services on Federal-aid design-build contracts, or in purchase orders, rental agreements and other agreements for supplies or services.

The applicable provisions of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor or design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in solicitation-for-bids or request-for-proposals documents.

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's

immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. 23 U.S.C. 114(b). The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors. 23 U.S.C. 101(a).

II. NONDISCRIMINATION

The contractor and all subcontractors must comply with the following policies: 29 CFR Parts 1625-1627, 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27, including any amendments thereto.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with 29 CFR Parts 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27, including any amendments thereto.

The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR Part 35 and 29 CFR Part 1630 are incorporated by reference in this contract.

1. Assurances Required:

a. The requirements of 49 CFR Part 26, including any amendments thereto, and the State DOT's FHWA-approved Disadvantaged Business Enterprise (DBE) program are incorporated by reference.

b. The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26, including any amendments thereto, in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions;
- (3) Liquidated damages; and/or
- (4) Disqualifying the contractor from future bidding as non-responsible.

c. The Title VI and nondiscrimination provisions of U.S. DOT Order 1050.2A at Appendixes A and E, including any amendments thereto, are incorporated by reference. 49 CFR Part 21.

III. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size), in accordance with 29 CFR 5.5. The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. 23 U.S.C. 113. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. 23 U.S.C. 101. Where applicable law requires that projects be treated as a project on a Federal-aid highway, the provisions of this subpart will apply regardless of the location of the project. Examples include: Surface Transportation Block Grant Program projects funded under 23 U.S.C. 133 [excluding recreational trails projects], the Nationally Significant Freight and Highway Projects funded under 23 U.S.C. 117, and National Highway Freight Program projects funded under 23 U.S.C. 167.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages (29 CFR 5.5)

a. *Wage rates and fringe benefits.* All laborers and mechanics employed or working upon the site of the work (or otherwise working in construction or development of the project under a development statute), will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act ([29 CFR part 3](#))), the full amount of basic hourly wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics. As provided in paragraphs (d) and (e) of 29 CFR 5.5, the appropriate wage determinations are effective by operation of law even if they have not been attached to the contract. Contributions made or costs reasonably anticipated for bona fide fringe benefits under the Davis-Bacon Act ([40 U.S.C. 3141\(2\)\(B\)](#)) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.e. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics must be paid the appropriate wage rate and fringe benefits on the wage determination for the classification(s) of work actually performed, without regard to skill, except as provided in

paragraph 4. of this section. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: *Provided*, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classifications and wage rates conformed under paragraph 1.c. of this section) and the Davis-Bacon poster (WH-1321) must be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. *Frequently recurring classifications.* (1) In addition to wage and fringe benefit rates that have been determined to be prevailing under the procedures set forth in [29 CFR part 1](#), a wage determination may contain, pursuant to § 1.3(f), wage and fringe benefit rates for classifications of laborers and mechanics for which conformance requests are regularly submitted pursuant to paragraph 1.c. of this section, provided that:

(i) The work performed by the classification is not performed by a classification in the wage determination for which a prevailing wage rate has been determined;

(ii) The classification is used in the area by the construction industry; and

(iii) The wage rate for the classification bears a reasonable relationship to the prevailing wage rates contained in the wage determination.

(2) The Administrator will establish wage rates for such classifications in accordance with paragraph 1.c.(1)(iii) of this section. Work performed in such a classification must be paid at no less than the wage and fringe benefit rate listed on the wage determination for such classification.

c. *Conformance.* (1) The contracting officer must require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract be classified in conformance with the wage determination. Conformance of an additional classification and wage rate and fringe benefits is appropriate only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is used in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) The conformance process may not be used to split, subdivide, or otherwise avoid application of classifications listed in the wage determination.

(3) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the

classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken will be sent by the contracting officer by email to DBAconformance@dol.gov. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(4) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer will, by email to DBAconformance@dol.gov, refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(5) The contracting officer must promptly notify the contractor of the action taken by the Wage and Hour Division under paragraphs 1.c.(3) and (4) of this section. The contractor must furnish a written copy of such determination to each affected worker or it must be posted as a part of the wage determination. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 1.c.(3) or (4) of this section must be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

d. Fringe benefits not expressed as an hourly rate. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor may either pay the benefit as stated in the wage determination or may pay another bona fide fringe benefit or an hourly cash equivalent thereof.

e. Unfunded plans. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, *Provided*, That the Secretary of Labor has found, upon the written request of the contractor, in accordance with the criteria set forth in § 5.28, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

f. Interest. In the event of a failure to pay all or part of the wages required by the contract, the contractor will be required to pay interest on any underpayment of wages.

2. Withholding (29 CFR 5.5)

a. Withholding requirements. The contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered

necessary to satisfy the liabilities of the prime contractor or any subcontractor for the full amount of wages and monetary relief, including interest, required by the clauses set forth in this section for violations of this contract, or to satisfy any such liabilities required by any other Federal contract, or federally assisted contract subject to Davis-Bacon labor standards, that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to Davis-Bacon labor standards requirements and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld. In the event of a contractor's failure to pay any laborer or mechanic, including any apprentice or helper working on the site of the work all or part of the wages required by the contract, or upon the contractor's failure to submit the required records as discussed in paragraph 3.d. of this section, the contracting agency may on its own initiative and after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

b. Priority to withheld funds. The Department has priority to funds withheld or to be withheld in accordance with paragraph 2.a. of this section or Section IV, paragraph 3.a., or both, over claims to those funds by:

- (1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;
- (2) A contracting agency for its repurchase costs;
- (3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;
- (4) A contractor's assignee(s);
- (5) A contractor's successor(s); or
- (6) A claim asserted under the Prompt Payment Act, [31 U.S.C. 3901](#)–3907.

3. Records and certified payrolls (29 CFR 5.5)

a. Basic record requirements (1) Length of record retention. All regular payrolls and other basic records must be maintained by the contractor and any subcontractor during the course of the work and preserved for all laborers and mechanics working at the site of the work (or otherwise working in construction or development of the project under a development statute) for a period of at least 3 years after all the work on the prime contract is completed.

(2) Information required. Such records must contain the name; Social Security number; last known address, telephone number, and email address of each such worker; each worker's correct classification(s) of work actually performed; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in [40 U.S.C. 3141\(2\)\(B\)](#) of the Davis-Bacon Act); daily and weekly number

of hours actually worked in total and on each covered contract; deductions made; and actual wages paid.

(3) *Additional records relating to fringe benefits.* Whenever the Secretary of Labor has found under paragraph 1.e. of this section that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in [40 U.S.C. 3141\(2\)\(B\)](#) of the Davis-Bacon Act, the contractor must maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits.

(4) *Additional records relating to apprenticeship.* Contractors with apprentices working under approved programs must maintain written evidence of the registration of apprenticeship programs, the registration of the apprentices, and the ratios and wage rates prescribed in the applicable programs.

b. *Certified payroll requirements* (1) *Frequency and method of submission.* The contractor or subcontractor must submit weekly, for each week in which any DBA- or Related Acts-covered work is performed, certified payrolls to the contracting agency. The prime contractor is responsible for the submission of all certified payrolls by all subcontractors. A contracting agency or prime contractor may permit or require contractors to submit certified payrolls through an electronic system, as long as the electronic system requires a legally valid electronic signature; the system allows the contractor, the contracting agency, and the Department of Labor to access the certified payrolls upon request for at least 3 years after the work on the prime contract has been completed; and the contracting agency or prime contractor permits other methods of submission in situations where the contractor is unable or limited in its ability to use or access the electronic system.

(2) *Information required.* The certified payrolls submitted must set out accurately and completely all of the information required to be maintained under paragraph 3.a.(2) of this section, except that full Social Security numbers and last known addresses, telephone numbers, and email addresses must not be included on weekly transmittals. Instead, the certified payrolls need only include an individually identifying number for each worker (e.g., the last four digits of the worker's Social Security number). The required weekly certified payroll information may be submitted using Optional Form WH-347 or in any other format desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division website at <https://www.dol.gov/sites/dolgov/files/WHD/legacy/files/wh347.pdf> or its successor website. It is not a violation of this section for a prime contractor to require a subcontractor to provide full Social Security numbers and last known addresses, telephone numbers, and email addresses to the prime contractor for its own records, without weekly submission by the subcontractor to the contracting agency.

(3) *Statement of Compliance.* Each certified payroll submitted must be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor, or the contractor's or subcontractor's agent who pays or supervises the payment of the persons working on the contract, and must certify the following:

(i) That the certified payroll for the payroll period contains the information required to be provided under paragraph 3.b. of this section, the appropriate information and basic records are being maintained under paragraph 3.a. of this section, and such information and records are correct and complete;

(ii) That each laborer or mechanic (including each helper and apprentice) working on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in [29 CFR part 3](#); and

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification(s) of work actually performed, as specified in the applicable wage determination incorporated into the contract.

(4) *Use of Optional Form WH-347.* The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 will satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(3) of this section.

(5) *Signature.* The signature by the contractor, subcontractor, or the contractor's or subcontractor's agent must be an original handwritten signature or a legally valid electronic signature.

(6) *Falsification.* The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under [18 U.S.C. 1001](#) and [31 U.S.C. 3729](#).

(7) *Length of certified payroll retention.* The contractor or subcontractor must preserve all certified payrolls during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

c. *Contracts, subcontracts, and related documents.* The contractor or subcontractor must maintain this contract or subcontract and related documents including, without limitation, bids, proposals, amendments, modifications, and extensions. The contractor or subcontractor must preserve these contracts, subcontracts, and related documents during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

d. *Required disclosures and access* (1) *Required record disclosures and access to workers.* The contractor or subcontractor must make the records required under paragraphs 3.a. through 3.c. of this section, and any other documents that the contracting agency, the State DOT, the FHWA, or the Department of Labor deems necessary to determine compliance with the labor standards provisions of any of the applicable statutes referenced by § 5.1, available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and must permit such representatives to interview workers during working hours on the job.

(2) *Sanctions for non-compliance with records and worker access requirements.* If the contractor or subcontractor fails to submit the required records or to make them available, or refuses to permit worker interviews during working hours on the job, the Federal agency may, after written notice to the contractor, sponsor, applicant, owner, or other entity, as the case may be, that maintains such records or that employs such workers, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available, or to permit worker interviews during working hours on the job, may be grounds for debarment action pursuant to § 5.12. In addition, any contractor or other person that fails to submit the required records or make those records available to WHD within the time WHD requests that the records be produced will be precluded from introducing as evidence in an administrative proceeding under [29 CFR part 6](#) any of the required records that were not provided or made available to WHD. WHD will take into consideration a reasonable request from the contractor or person for an extension of the time for submission of records. WHD will determine the reasonableness of the request and may consider, among other things, the location of the records and the volume of production.

(3) *Required information disclosures.* Contractors and subcontractors must maintain the full Social Security number and last known address, telephone number, and email address of each covered worker, and must provide them upon request to the contracting agency, the State DOT, the FHWA, the contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or other compliance action.

4. Apprentices and equal employment opportunity (29 CFR 5.5)

a. *Apprentices (1) Rate of pay.* Apprentices will be permitted to work at less than the predetermined rate for the work they perform when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship (OA), or with a State Apprenticeship Agency recognized by the OA. A person who is not individually registered in the program, but who has been certified by the OA or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice, will be permitted to work at less than the predetermined rate for the work they perform in the first 90 days of probationary employment as an apprentice in such a program. In the event the OA or a State Apprenticeship Agency recognized by the OA withdraws approval of an apprenticeship program, the contractor will no longer be permitted to use apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(2) *Fringe benefits.* Apprentices must be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringe benefits must be paid in accordance with that determination.

(3) *Apprenticeship ratio.* The allowable ratio of apprentices to journeyworkers on the job site in any craft classification must not be greater than the ratio permitted to the contractor as to the entire work force under the registered program or the ratio applicable to the locality of the project pursuant to paragraph 4.a.(4) of this section. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated in paragraph 4.a.(1) of this section, must be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under this section must be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(4) *Reciprocity of ratios and wage rates.* Where a contractor is performing construction on a project in a locality other than the locality in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyworker's hourly rate) applicable within the locality in which the construction is being performed must be observed. If there is no applicable ratio or wage rate for the locality of the project, the ratio and wage rate specified in the contractor's registered program must be observed.

b. *Equal employment opportunity.* The use of apprentices and journeyworkers under this part must be in conformity with [29 CFR part 30](#), including any amendments thereto.

c. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section III. 23 CFR 230.111(e)(2). The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeyworkers shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract as provided in 29 CFR 5.5.

6. Subcontracts. The contractor or subcontractor must insert in any subcontracts the clauses set forth in paragraphs (1) through (11) of this section, along with the applicable wage determination(s) and such other clauses or contract modifications as the contracting agency may by appropriate instructions require, and a clause requiring the subcontractors to include these clauses and wage determination(s) in any lower tier subcontracts. The prime contractor is responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in this section. In the event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and may be subject to debarment, as appropriate. 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the

contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract as provided in 29 CFR 5.5.

9. Disputes concerning labor standards. As provided in 29 CFR 5.5, disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility. a. By entering into this contract, the contractor certifies that neither it nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of [40 U.S.C. 3144\(b\)](#) or § 5.12(a).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of [40 U.S.C. 3144\(b\)](#) or § 5.12(a).

c. The penalty for making false statements is prescribed in the U.S. Code, Title 18 Crimes and Criminal Procedure, [18 U.S.C. 1001](#).

11. Anti-retaliation. It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#);

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#);

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#); or

d. Informing any other person about their rights under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#).

IV. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

Pursuant to 29 CFR 5.5(b), the following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the

Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchpersons and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek. 29 CFR 5.5.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph 1. of this section the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages and interest from the date of the underpayment. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchpersons and guards, employed in violation of the clause set forth in paragraph 1. of this section, in the sum currently provided in 29 CFR 5.5(b)(2)* for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1. of this section.

* \$33 as of January 15, 2025 (See 90 FR 1859) as may be adjusted annually by the Department of Labor, pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990.

3. Withholding for unpaid wages and liquidated damages

a. *Withholding process.* The FHWA or the contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for any unpaid wages; monetary relief, including interest; and liquidated damages required by the clauses set forth in this section on this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract subject to the Contract Work Hours and Safety Standards Act that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to the Contract Work Hours and Safety Standards Act and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with Section III paragraph 2.a. or paragraph 3.a. of this section, or both, over claims to those funds by:

(1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;

(2) A contracting agency for its procurement costs;

(3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;

(4) A contractor's assignee(s);

(5) A contractor's successor(s); or

(6) A claim asserted under the Prompt Payment Act, [31 U.S.C. 3901](#)–3907.

4. Subcontracts. The contractor or subcontractor must insert in any subcontracts the clauses set forth in paragraphs 1. through 5. of this section and a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor is responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1. through 5. In the event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and associated liquidated damages and may be subject to debarment, as appropriate.

5. Anti-retaliation. It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the Contract Work Hours and Safety Standards Act (CWHSSA) or its implementing regulations in this part;

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under CWHSSA or this part;

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under CWHSSA or this part; or

d. Informing any other person about their rights under CWHSSA or this part.

V. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System pursuant to 23 CFR 635.116.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of

the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" in paragraph 1. of this section refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions: (based on longstanding interpretation)

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;

(2) the prime contractor remains responsible for the quality of the work of the leased employees;

(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract. 23 CFR 635.102.

2. Pursuant to 23 CFR 635.116(a), the contract amount upon which the requirements set forth in paragraph 1. of this section is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. Pursuant to 23 CFR 635.116(c), the contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract. (based on longstanding interpretation of 23 CFR 635.116).

5. The 30-percent self-performance requirement of paragraph (1) is not applicable to design-build contracts; however,

contracting agencies may establish their own self-performance requirements. 23 CFR 635.116(d).

VI. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR Part 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract. 23 CFR 635.108.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR Part 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704). 29 CFR 1926.10.

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

VII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR Part 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the

character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 11, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

VIII. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (42 U.S.C. 7606; 2 CFR 200.88; EO 11738)

This provision is applicable to all Federal-aid construction contracts in excess of \$150,000 and to all related subcontracts. 48 CFR 2.101; 2 CFR 200.327.

By submission of this bid/proposal or the execution of this contract or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, subcontractor, supplier, or vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal Highway Administration and the Regional Office of the Environmental Protection Agency. 2 CFR Part 200, Appendix II.

The contractor agrees to include or cause to be included the requirements of this Section in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements. 2 CFR 200.327.

IX. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200. 2 CFR 180.220 and 1200.220.

1. Instructions for Certification – First Tier Participants:

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this

covered transaction. The prospective first tier participant 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 first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction. 2 CFR 180.320.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default. 2 CFR 180.325.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances. 2 CFR 180.345 and 180.350.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900-180.1020, and 1200. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction 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 or agency entering into this transaction. 2 CFR 180.330.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 180.300.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. 2 CFR 180.300; 180.320, and 180.325. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. 2 CFR 180.335. To verify the eligibility of its principals, as well as the

eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov/>). 2 CFR 180.300, 180.320, and 180.325.

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

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant 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 or agency may terminate this transaction for cause or default. 2 CFR 180.325.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.335;

(2) 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, 2 CFR 180.800;

(3) 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 offenses enumerated in paragraph (a)(2) of this certification, 2 CFR 180.700 and 180.800; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default. 2 CFR 180.335(d).

(5) Are not a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(6) Are not a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability (USDOT Order 4200.6 implementing appropriations act requirements).

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal. 2 CFR 180.335 and 180.340.

* * * * *

3. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders, and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200). 2 CFR 180.220 and 1200.220.

a. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances. 2 CFR 180.365.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900 – 180.1020, and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers to any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction 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 or agency with which this transaction originated. 2 CFR 1200.220 and 1200.332.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 1200.220.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered

transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov/>), which is compiled by the General Services Administration. 2 CFR 180.300, 180.320, 180.330, and 180.335.

h. 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 participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant 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 or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment. 2 CFR 180.325.

* * * * *

4. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

a. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals:

(1) is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.355;

(2) is a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(3) is a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability. (USDOT Order 4200.6 implementing appropriations act requirements)

b. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal.

* * * * *

X. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000. 49 CFR Part 20, App. A.

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

XI. USE OF UNITED STATES-FLAG VESSELS:

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, or any other covered transaction. 46 CFR Part 381.

This requirement applies to material or equipment that is acquired for a specific Federal-aid highway project. 46 CFR 381.7. It is not applicable to goods or materials that come into inventories independent of an FHWA funded-contract.

When oceanic shipments (or shipments across the Great Lakes) are necessary for materials or equipment acquired for a specific Federal-aid construction project, the bidder, proposer, contractor, subcontractor, or vendor agrees:

1. To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the

extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels. 46 CFR 381.7.

2. To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b)(1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Office of Cargo and Commercial Sealift (MAR-620), Maritime Administration, Washington, DC 20590. (MARAD requires copies of the ocean carrier's (master) bills of lading, certified onboard, dated, with rates and charges. These bills of lading may contain business sensitive information and therefore may be submitted directly to MARAD by the Ocean Transportation Intermediary on behalf of the contractor). 46 CFR 381.7.

**ATTACHMENT A - EMPLOYMENT AND MATERIALS
PREFERENCE FOR APPALACHIAN DEVELOPMENT
HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS
ROAD CONTRACTS** (40 U.S.C. sections 14501(d) and 14701
and the Appalachian Regional Commission Code as
authorized under 40 U.S.C. section 14302)

This provision is applicable to all Federal-aid projects funded
under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 40 U.S.C. 14501 allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

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).

NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE ORDER 11246)

1. The Offeror's or Bidder's attention is called to the "Employment Practices" and "Equal Opportunity Clause" set forth in the Required Contract Provisions, FHWA 1273.
2. The goals and timetables for minority and female participation expressed in percentage terms for the contractor's aggregate work force in each trade, on all construction work in the covered area, are as follows:

Goals for Minority Participation for Each Trade:

<u>County</u>	<u>%</u>	<u>County</u>	<u>%</u>	<u>County</u>	<u>%</u>
Adams	1.7	Iowa	1.7	Polk	2.2
Ashland	1.2	Iron	1.2	Portage	0.6
Barron	0.6	Jackson	0.6	Price	0.6
Bayfield	1.2	Jefferson	7.0	Racine	8.4
Brown	1.3	Juneau	0.6	Richland	1.7
Buffalo	0.6	Kenosha	3.0	Rock	3.1
Burnett	2.2	Kewaunee	1.0	Rusk	0.6
Calumet	0.9	La Crosse	0.9	St. Croix	2.9
Chippewa	0.5	Lafayette	0.5	Sauk	1.7
Clark	0.6	Langlade	0.6	Sawyer	0.6
Columbia	1.7	Lincoln	0.6	Shawano	1.0
Crawford	0.5	Manitowoc	1.0	Sheboygan	7.0
Dane	2.2	Marathon	0.6	Taylor	0.6
Dodge	7.0	Marinette	1.0	Trempealeau	0.6
Door	1.0	Marquette	1.7	Vernon	0.6
Douglas	1.0	Menominee	1.0	Vilas	0.6
Dunn	0.6	Milwaukee	8.0	Walworth	7.0
Eau Claire	0.5	Monroe	0.6	Washburn	0.6
Florence	1.0	Oconto	1.0	Washington	8.0
Fond du Lac	1.0	Oneida	0.6	Waukesha	8.0
Forest	1.0	Outagamie	0.9	Waupaca	1.0
Grant	0.5	Ozaukee	8.0	Waushara	1.0
Green	1.7	Pepin	0.6	Winnebago	0.9
Green Lake	1.0	Pierce	2.2	Wood	0.6

Goals for female participation for each trade: 6.9%

These goals are applicable to all the contractor's construction work, (whether or not it is federal or federally assisted), performed in the covered area. If the contractor performs construction work in the geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and nonfederally involved construction.

The contractor's compliance with the Executive Order and the Regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from contractor to contractor or from project to project for the sole purpose of meeting the contractor's goals shall be a violation of the contract, the Executive Order and the Regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within ten (10) working days of award of any construction subcontract in excess of \$10,000.00 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor, employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

As referred to in this section, the Director means:

Director
Office of Federal Contract Compliance Programs
Ruess Federal Plaza
310 W. Wisconsin Ave., Suite 1115
Milwaukee, WI 53202

The "Employer Identification Number" means the Federal Social Security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941.

4. As used in this notice, and in the contract resulting from solicitation, the "covered area" is the county(ies) in Wisconsin to which this proposal applies.

ADDITIONAL FEDERAL-AID PROVISIONS

NOTICE TO ALL BIDDERS

To report bid rigging activities call:

1-800-424-9071

The U.S. Department of Transportation (DOT) operates the above toll-free "hotline" Monday through Friday, 8:00 a.m. to 5:00 p.m., Eastern Time. Anyone with knowledge of possible bid rigging, bidding collusion, or other fraudulent activities should use the "hotline" to report such activities.

The "hotline" is part of the DOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the DOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

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 ribboning (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>

CARGO PREFERENCE ACT REQUIREMENT

All Federal-aid projects shall comply with 46 CFR 381.7 (a) – (b) as follows:

(a) *Agreement Clauses.* “Use of United States-flag vessels:”

(1) Pursuant to Pub. L. 664 (43 U.S.C. 1241(b)) at least 50 percent of any equipment, materials or commodities procured, contracted for or otherwise obtained with funds granted, guaranteed, loaned, or advanced by the U.S. Government under this agreement, and which may be transported by ocean vessel, shall be transported on privately owned United States-flag commercial vessels, if available.

(2) Within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, ‘on-board’ commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (a)(1) of this section shall be furnished to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.”

(b) *Contractor and Subcontractor Clauses.* “Use of United States-flag vessels: The contractor agrees—”

(1) To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.

(2) To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, ‘on-board’ commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b) (1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.

(3) To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.

**WISCONSIN DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION AND SYSTEM DEVELOPMENT**

**SUPPLEMENTAL REQUIRED CONTRACT PROVISIONS
FOR PROJECTS WITH FEDERAL AID**

I. PREVAILING WAGE RATES

The attached U.S. Department of Labor (Davis-Bacon Minimum Wage Rates) furnishes the minimum prevailing wage rates pursuant to the Davis-Bacon and Related Acts. The wage rates shown are the minimum rates required by the contract to be paid during its life, however this is not a representation that labor can be obtained at these rates. It is the responsibility of bidders to inform themselves as to the local labor conditions and prospective changes or adjustments of wage rates. No increase in the contract price will be allowed or authorized on account of the payment of wage rates in excess of those listed herein.

II. COVERAGE OF TRUCK DRIVERS

Truck drivers are covered by Davis-Bacon Minimum Wage Rates in the following circumstances:

- Drivers of a contractor or subcontractor for time spent working on the site of the work.
- Drivers of a contractor or subcontractor for time spent loading and/or unloading materials and supplies on the site of the work, if such time is not de minimis.
https://www.dol.gov/whd/FOH/FOH_Ch15.pdf
- Truck drivers transporting materials or supplies between a facility that is deemed part of the site of the work and the actual construction site.
- Truck drivers transporting portions of the building or work between a site established specifically for the performance of the contract where a significant portion of such building or work is constructed and the physical place where the building or work called for in the contract will remain.

Truck drivers are not covered by Davis-Bacon Minimum Wage Rates in the following circumstances:

- Material delivery truck drivers while off the site of the work.
- Drivers of a contractor or subcontractor traveling between a Davis-Bacon job and a commercial supply facility while they are off the site of the work.”
- Truck drivers whose time spent on the site of the work is de minimis, such as only a few minutes at a time merely to pick up or drop off materials or supplies.

Details are available online at:

<https://www.dol.gov/whd/recovery/pwrb/Tab9.pdf>

<https://wisconsindot.gov/Pages/doing-bus/civil-rights/labornwage/trckng.aspx>

III. POSTINGS AT THE SITE OF THE WORK

In addition to the required postings furnished by the department, the contractor shall post the following in at least one conspicuous and accessible place at the site of work:

- a. A copy of the contractor's Equal Employment Opportunity Policy.

All required documents shall be posted by the first day of work and be accurate and complete. Postings must be readable, in an area where they will be noticed, and maintained until the last day of work.

IV. RESOURCES

Required information regarding compliance with federal provisions is found in the following resources:

- FHWA-1273 included in this contract
- U.S. Department of Labor Prevailing Wage Resource Book
- U.S. Department of Labor Field Operations Handbook
- U.S. Code of Federal Regulations
- Any applicable law, Act, or Executive Order enacted by the federal government at the time of the letting of this contract

State: Wisconsin

Construction Types: Highway

Counties: Wisconsin Counties of
Adams, Ashland, Barron, Bayfield, Brown,
Buffalo, Burnett, Calumet, Chippewa,
Clark, Columbia, Crawford, Dane, Dodge,
Door, Douglas, Dunn, Eau Claire,
Florence, Fond Du Lac, Forest, Grant,
Green, Green Lake, Iowa, Iron, Jackson,
Jefferson, Juneau, Kenosha, Kewaunee, La
Crosse, Lafayette, Langlade, Lincoln,
Manitowoc, Marathon, Marinette,
Marquette, Menominee, Milwaukee, Monroe,
Oconto, Oneida, Outagamie, Ozaukee,
Pepin, Pierce, Polk, Portage, Price,
Racine, Richland, Rock, Rusk, Sauk,
Sawyer, Shawano, Sheboygan, St Croix,
Taylor, Trempealeau, Vernon, Vilas,
Walworth, Washburn, Washington,
Waukesha, Waupaca, Waushara, Winnebago
and Wood

Modification Number	Publication Date
0	01/02/2026
1	05/18/2026

BRWI0001-002 06/01/2025

	Rates	Fringes
BRICKLAYER (CRAWFORD, JACKSON, JUNEAU, LA CROSSE, MONROE, TREMPLEALEAU, AND VERNON COUNTIES).....	\$ 40.09	28.10

BRWI0002-002 06/01/2025

	Rates	Fringes
BRICKLAYER (ASHLAND, BAYFIELD, DOUGLAS, AND IRON COUNTIES).....	\$ 48.60	29.31

BRWI0002-005 06/01/2025

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER (ADAMS, BARRON, BROWN, CALUMET, CHIPPEWA, CLARK, COLUMBIA, DODGE, DOOR, DUNN, FLORENCE, FOND DU LAC, FOREST, GREEN LAKE, JEFFERSON, KEWAUNEE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, OCONTO, ONEIDA, OUTAGAMIE, POLK, PORTAGE, RUSK, SAUK, SHAWANO, SHEBOYGAN, ST. CROIX, TAYLOR, VILAS, WALWORTH, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES).....	\$ 46.01	29.31

BRWI0003-002 06/01/2024		
	Rates	Fringes
BRICKLAYER (BROWN, DOOR, FLORENCE, KEWAUNEE, MARINETTE, AND OCONTO COUNTIES).....	\$ 38.45	27.41

BRWI0004-002 06/01/2025		
	Rates	Fringes
BRICKLAYER (KENOSHA, RACINE, AND WALWORTH COUNTIES)....	\$ 44.71	28.90

BRWI0006-002 06/01/2025		
	Rates	Fringes
BRICKLAYER (ADAMS, CLARK, FOREST, LANGLADE, LINCOLN, MARATHON, MENOMINEE, ONEIDA, PORTAGE, PRICE, TAYLOR, VILAS AND WOOD COUNTIES).....	\$ 39.36	28.83

BRWI0007-002 06/01/2025		
	Rates	Fringes
BRICKLAYER (GREEN, LAFAYETTE, AND ROCK COUNTIES)....	\$ 40.34	29.49

BRWI0008-002 06/01/2025		
	Rates	Fringes
BRICKLAYER (MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES).....	\$ 45.72	27.42

BRWI0011-002 06/01/2024		
	Rates	Fringes
BRICKLAYER (CALUMET, FOND DU LAC, MANITOWOC, AND SHEBOYGAN COUNTIES).....	\$ 38.45	27.41

BRWI0019-002 06/01/2025		
	Rates	Fringes
BRICKLAYER (BARRON, BUFFALO, BURNETT, CHIPPEWA, DUNN, EAU CLAIRE, PEPIN, PIERCE, POLK, RUSK, ST. CROIX, SAWYER AND WASHBURN COUNTIES).....	\$ 39.50	28.69

BRWI0034-002 06/01/2025		
	Rates	Fringes
BRICKLAYER (COLUMBIA AND SAUK COUNTIES).....	\$ 41.17	28.66

CARP0068-011 05/05/2025		
	Rates	Fringes
PILEDRIVERMAN (BURNETT (W. OF HWY 48), PIERCE (W. OF HWY 29), POLK (W. OF HWYS 35, 48 & 65), AND ST. CROIX (W. OF HWY 65) COUNTIES).....	\$ 47.71	30.98
CARPENTER (BURNETT (W. OF HWY 48), PIERCE (W. OF HWY 29), POLK (W. OF HWYS 35, 48 & 65), AND ST. CROIX (W. OF HWY 65) COUNTIES).....	\$ 47.57	31.17

CARP0231-002 06/01/2025		
	Rates	Fringes
CARPENTER (KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA COUNTIES).....	\$ 45.46	31.52

CARP0310-002 06/01/2025		

	Rates	Fringes
PILEDRIIVER (ADAMS, ASHLAND, BAYFIELD (EASTERN 2/3), FOREST, IRON, JUNEAU, LANGLADE, LINCOLN, MARATHON, ONEIDA, PORTAGE, PRICE, SHAWANO (WESTERN PORTION OF THE COUNTY), TAYLOR, VILAS, AND WOOD COUNTIES).....	\$ 44.43	29.95
CARPENTER (ADAMS, ASHLAND, BAYFIELD (EASTERN 2/3), FOREST, IRON, JUNEAU, LANGLADE, LINCOLN, MARATHON, ONEIDA, PORTAGE, PRICE, SHAWANO (WESTERN PORTION OF THE COUNTY), TAYLOR, VILAS, AND WOOD COUNTIES).....	\$ 44.43	29.95

CARP0314-001 06/02/2025

	Rates	Fringes
CARPENTER: PILEDRIIVERMEN (COLUMBIA, DANE, DODGE, GRANT, GREEN, IOWA, JEFFERSON, LAFAYETTE, RICHLAND, ROCK, SAUK, AND WALWORTH COUNTIES).....	\$ 44.45	28.78

CARP0361-004 05/05/2025

	Rates	Fringes
CARPENTER (BAYFIELD (WEST OF HWY 63) AND DOUGLAS COUNTIES).....	\$ 46.82	31.92

CARP0731-002 06/03/2024

	Rates	Fringes
CARPENTER: PILEDRIIVER (CALUMET (EASTERN PORTION OF THE COUNTY), FOND DU LAC (EASTERN PORTION OF THE COUNTY), MANITOWOC, AND SHEBOYGAN COUNTIES).....	\$ 42.44	28.44
CARPENTER (CALUMET (EASTERN PORTION OF THE COUNTY), FOND DU LAC (EASTERN PORTION OF THE COUNTY), MANITOWOC, AND SHEBOYGAN COUNTIES).....	\$ 42.44	28.44

CARP0955-002 06/01/2025

	Rates	Fringes
PILEDRIIVER (CALUMET (WESTERN PORTION OF THE COUNTY), FOND DU LAC (WESTERN PORTION OF THE COUNTY), GREEN LAKE, MARQUETTE, OUTAGAMIE, WAUPACA, WAUSHARA, AND WINNEBAGO).....	\$ 44.43	29.95
CARPENTER (CALUMET (WESTERN PORTION OF THE COUNTY), FOND DU LAC (WESTERN PORTION OF THE COUNTY), GREEN LAKE, MARQUETTE, OUTAGAMIE, WAUPACA, WAUSHARA, AND WINNEBAGO).....	\$ 44.43	29.95

CARP0955-002 06/02/2025

	Rates	Fringes
PILEDRIIVER (CALUMET (WESTERN PORTION OF THE COUNTY), FOND DU LAC (WESTERN PORTION OF THE COUNTY), GREEN LAKE, MARQUETTE, OUTAGAMIE, WAUPACA, WAUSHARA, AND WINNEBAGO).....	\$ 44.43	29.95
CARPENTER (CALUMET (WESTERN PORTION OF THE COUNTY), FOND DU LAC (WESTERN PORTION OF THE COUNTY), GREEN LAKE, MARQUETTE, OUTAGAMIE, WAUPACA, WAUSHARA, AND WINNEBAGO).....	\$ 44.43	29.95

CARP1056-002 06/01/2024

	Rates	Fringes
MILLWRIGHT (ADAMS, ASHLAND, BARRON, BAYFIELD , BROWN, BUFFALO, BURNETT ,CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DANE, DODGE, DOOR, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IOWA, IRON, JACKSON, JEFFERSON,		

JUNEAU, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE (E. OF HWY. 29 & 65), POLK (E. OF HWY. 35, 48 & 65), PORTAGE, PRICE, RICHLAND, ROCK,.....	\$ 42.00	28.85
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CARP1074-002 06/02/2025

	Rates	Fringes
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PILEDRIIVER (BARRON, BURNETT, CHIPPEWA, CLARK, DUNN, EAU CLAIRE, PEpin, PIERCE (E. OF HWY. 29 & 65), POLK (E. OF HWY. 35, 48 & 65), RUSK, SAWYER, ST. CROIX (E. OF HWY. 65), AND WASHBURN).....	\$ 44.43	29.95
CARPENTER (BARRON, BURNETT, CHIPPEWA, CLARK, DUNN, EAU CLAIRE, PEpin, PIERCE (E. OF HWY. 29 & 65), POLK (E. OF HWY. 35, 48 & 65), RUSK, SAWYER, ST. CROIX (E. OF HWY. 65), AND WASHBURN).....	\$ 44.43	29.95

CARP1143-002 06/02/2025

	Rates	Fringes
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PILEDRIIVER (BUFFALO, CRAWFORD, JACKSON, LA CROSSE, MONROE, TREMPLEALEU AND VERNON COUNTIES).....	\$ 44.43	29.95
CARPENTER (BUFFALO, CRAWFORD, JACKSON, LA CROSSE, MONROE, TREMPLEALEU AND VERNON COUNTIES).....	\$ 44.43	29.95

CARP1146-002 06/02/2025

	Rates	Fringes
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PILEDRIIVER (BROWN, DOOR, FLORENCE, KEWAUNEE, MARINETTE, MENOMINEE, OCONTO, AND SHAWANO (WESTERN PORTION OF THE COUNTY) COUNTIES).....	\$ 44.43	29.95
CARPENTER (BROWN, DOOR, FLORENCE, KEWAUNEE, MARINETTE, MENOMINEE, OCONTO, AND SHAWANO (WESTERN PORTION OF THE COUNTY) COUNTIES).....	\$ 44.43	29.95

CARP2337-009 06/02/2025

	Rates	Fringes
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PILEDRIIVERMAN (KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA).....	\$ 44.39	34.79
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ELEC0014-002 05/25/2025

	Rates	Fringes
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ELECTRICIANS: (ASHLAND, BARRON, BAYFIELD, BUFFALO, BURNETT, CHIPPEWA, CLARK (EXCEPT MARYVILLE, COLBY, UNITY, SHERMAN, FREMONT, LYNN & SHERWOOD), CRAWFORD, DUNN, EAU CLAIRE, GRANT, IRON, JACKSON, LA CROSSE, MONROE, PEpin, PIERCE, POLK, PRICE, RICHLAND, RUSK, ST CROIX, SAWYER, TAYLOR, TREMPLEALEU, VERNON, AND WASHBURN COUNTIES).....	\$ 44.29	25.21
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ELEC0014-007 05/25/2025

	Rates	Fringes
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TELEDATA SYSTEM INSTALLER: INSTALLER/TECHNICIAN (ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DANE, DODGE, DOOR, DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IOWA, IRON, JACKSON, JEFFERSON, JUNEAU, KENOSHA, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MARATHON, MARINETTE, MARQUETTE,		
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MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RACINE, RICHLAND, ROCK, RUS.....	\$ 31.17	20.08

ELEC0127-002 06/01/2025		
	Rates	Fringes
ELECTRICIANS: (KENOSHA COUNTY).....	\$ 50.01	28.40

ELEC0158-002 05/25/2025		
	Rates	Fringes
ELECTRICIAN (BROWN, DOOR, KEWAUNEE, MANITOWOC (EXCEPT SCHLESWIG), MARINETTE(WAUSUAKEE AND AREA SOUTH THEREOF), OCONTO, MENOMINEE (EAST OF A INE 6 MILES WEST OF THE WEST BOUNDARY OF OCONTO COUNTY), SHAWANO (EXCEPT AREA NORTH OF TOWNSHIPS OF ANIWA AND HUTCHINS) COUNTIES).....	\$ 42.00	23.93

ELEC0159-003 05/26/2024		
	Rates	Fringes
ELECTRICIAN (COLUMBIA, DANE, DODGE (AREA WEST OF HWY 26, EXCEPT CHESTER AND EMMET TOWNSHIPS), GREEN, LAKE (EXCEPT TOWNSHIPS OF BERLIN, SENECA, AND ST. MARIE), IOWA, MARQUETTE (EXCEPT TOWNSHIPS OF NESHKOKA, CRYSTAL LAKE, NEWTON, AND SPRINGFIELD), AND SAUK COUNTIES).....	\$ 48.55	25.91

ELEC0219-004 06/01/2019		
	Rates	Fringes
ELECTRICIANS: ELECTRICAL CONTRACTS UNDER \$180,000 (FLORENCE COUNTY (TOWNSHIPS OF AURORA, COMMONWEALTH, FERN, FLORENCE AND HOMESTEAD) AND MARINETTE COUNTY (TOWNSHIP OF NIAGARA)).....	\$ 31.75	21.73
ELECTRICIANS: ELECTRICAL CONTRACTS OVER \$180,000 (FLORENCE COUNTY (TOWNSHIPS OF AURORA, COMMONWEALTH, FERN, FLORENCE AND HOMESTEAD) AND MARINETTE COUNTY (TOWNSHIP OF NIAGARA)).....	\$ 33.94	21.80

ELEC0242-005 06/01/2025		
	Rates	Fringes
ELECTRICIANS: (DOUGLAS COUNTY).....	\$ 47.46	33.34

ELEC0388-002 06/01/2024		
	Rates	Fringes
ELECTRICIANS: (ADAMS, CLARK (COLBY, FREEMONT, LYNN, MAYVILLE, SHERMAN, SHERWOOD, UNITY), FOREST, JUNEAU, LANGLADE, LINCOLN, MARATHON, MARINETTE (BEECHER, DUNBAR, GOODMAN & PEMBINE), MENOMINEE (AREA WEST OF A LINE 6 MILES WEST OF THE WEST BOUNDARY OF OCONTO COUNTY), ONEIDA, PORTAGE, SHAWANO (ANIWA AND HUTCHINS), VILAS AND WOOD COUNTIES).....	\$ 40.19	22.90

ELEC0430-002 06/01/2024		
	Rates	Fringes
ELECTRICIANS: (RACINE COUNTY (EXCEPT BURLINGTON TOWNSHIP)).....	\$ 48.50	26.25

ELEC0494-005 06/01/2025		
	Rates	Fringes
ELECTRICIANS: (MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES).....	\$ 50.86	28.26

ELEC0494-006 06/01/2025		
	Rates	Fringes
ELECTRICIANS: (CALUMET (TOWNSHIP OF NEW HOLSTEIN), DODGE (EAST OF HWY 26 INCLUDING CHESTER TOWNSHIP), FOND DU LAC, MANITOWOC (SCHLESWIG), AND SHEBOYGAN COUNTIES).....	\$ 45.20	25.27

ELEC0494-013 06/01/2025		
	Rates	Fringes
SOUND & COMMUNICATIONS: TECHNICIAN (DODGE (EAST OF HWY 26 INCLUDING CHESTER TWP, EXCLUDING EMMET TWP), FOND DU LAC (EXCEPT WAUPUIN), MILWAUKEE, OZAUKEE, MANITOWOC (SCHLESWIG), WASHINGTON, AND WAUKESHA COUNTIES).....	\$ 37.13	21.58
SOUND & COMMUNICATIONS: INSTALLER (DODGE (EAST OF HWY 26 INCLUDING CHESTER TWP, EXCLUDING EMMET TWP), FOND DU LAC (EXCEPT WAUPUIN), MILWAUKEE, OZAUKEE, MANITOWOC (SCHLESWIG), WASHINGTON, AND WAUKESHA COUNTIES).....	\$ 37.13	21.58

ELEC0577-003 06/01/2025		
	Rates	Fringes
ELECTRICIANS: (CALUMET (EXCEPT TOWNSHIP OF NEW HOLSTEIN), GREEN LAKE (N. PART INCLUDING TOWNSHIPS OF BERLIN, ST MARIE, AND SENECA), MARQUETTE (N. PART INCLUDING TOWNSHIPS OF CRYSTAL LAKE, NESHKORO, NEWTON, AND SPRINGFIELD), OUTAGAMIE, WAUPACA, WAUSHARA, AND WINNEBAGO COUNTIES).....	\$ 41.76	23.65

ELEC0890-003 06/01/2024		
	Rates	Fringes
ELECTRICIANS: (DODGE (EMMET TOWNSHIP ONLY), GREEN, JEFFERSON, LAFAYETTE, RACINE (BURLINGTON TOWNSHIP), ROCK AND WALWORTH COUNTIES).....	\$ 43.65	23.59

ELEC0953-001 06/02/2019		
	Rates	Fringes
LINE CONSTRUCTION: (6) GROUNDSMAN.....	\$ 26.14	14.60
LINE CONSTRUCTION: (5) LIGHT GROUNDMAN DRIVER.....	\$ 30.89	16.11
LINE CONSTRUCTION: (4) HEAVY GROUNDMAN DRIVER.....	\$ 33.27	16.88
LINE CONSTRUCTION: (3) EQUIPMENT OPERATOR).....	\$ 38.02	18.40
LINE CONSTRUCTION: (2) HEAVY EQUIPMENT OPERATOR.....	\$ 42.78	19.80
LINE CONSTRUCTION: (1) LINEMAN.....	\$ 47.53	21.43

ENGI0139-005 06/01/2025		
	Rates	Fringes
POWER EQUIPMENT OPERATOR: GROUP 6 OFF-ROAD MATERIAL HAULER WITH OR WITHOUT EJECTOR.		

HAZARDOUS WASTE PREMIUMS: EPA LEVEL "A" PROTECTION	
- \$3.00 PER HOUR EPA LEVEL "B" PROTECTION - \$2.00	
PER HOUR EPA LEVEL "C" PROTECTION - \$1.00 PER HOUR.	\$ 40.32
POWER EQUIPMENT OPERATOR: GROUP 5 AIR COMPRESSOR;	
POWER PACK; VIBRATOR HAMMER AND EXTRACTOR; HEAVY	
EQUIPMENT, LEADMAN; TANK CAR HEATERS; STUMP	
CHIPPER; CURB MACHINE OPERATOR; CONCRETE	
PROPORTIONING PLANTS; GENERATORS; MUDJACK OPERATOR;	
ROCK BREAKER; CRUSHER OR SCREENING PLANT; SCREED	
(MILLING MACHINE); AUTOMATIC BELT CONVEYOR AND	
SURGE BIN; PUG MILL OPERATOR; OILER, PUMP (OVER 3	
INCHES); DRILLING MACHINE TENDER, DAY LIGHT MACHINE	

30.30

HAZARDOUS WASTE PREMIUMS: EPA LEVEL "A" PROTECTION	
- \$3.00 PER HOUR EPA LEVEL "B" PROTECTION - \$2.00	
PER HOUR EPA LEVEL "C" PROTECTION - \$1.00 PER HOUR.	\$ 46.22
POWER EQUIPMENT OPERATOR: GROUP 4 GREASER, ROLLER	
STEEL (5 TONS OR LESS); ROLLER (PNEUMATIC TIRED) -	
SELF PROPELLED; TRACTOR (MOUNTED OR TOWED	
COMPACTORS & LIGHT EQUIPMENT); SHOULDERING MACHINE;	
SELF- PROPELLED CHIP SPREADER; CONCRETE SPREADER;	
FINISHING MACHINE; MECHANICAL FLOAT; CURING	
MACHINE; POWER SUBGRADER; JOINT SAWER (MULTIPLE	
BLADE) BELTING MACHINE; BURLAP MACHINE; TEXTURING	
MACHINE; TRACTOR ENDLOADER (RUBBER TIRED) - LIGHT;	
JEEP DIGGER; FORKLIFT; MULCHER; LAUNCH OPERATOR;	
FIREMAN, ENVIRONMENTAL BURNER	

30.30

HAZARDOUS WASTE PREMIUMS: EPA LEVEL	
"A" PROTECTION - \$3.00 PER HOUR EPA LEVEL "B"	
PROTECTION - \$2.00 PER HOUR EPA LEVEL "C"	
PROTECTION - \$1.00 PER HOUR.....	\$ 46.51
POWER EQUIPMENT OPERATOR: GROUP 3 MECHANIC OR	
WELDER - HEAVY DUTY EQUIPMENT; CRANES WITH A	
LIFTING CAPACITY OF 25 TONS OR UNDER; CONCRETE	
BREAKER (MANUAL OR REMOTE); VIBRATORY/SONIC	
CONCRETE BREAKER; CONCRETE LASER SCREED; CONCRETE	
SLIPFORM PAVER; CONCRETE BATCH PLANT OPERATOR;	
CONCRETE PVT. SPREADER - HEAVY DUTY (RUBBER TIRED);	
CONCRETE SPREADER & DISTRIBUTOR; AUTOMATIC	
SUBGRADER (CONCRETE); CONCRETE GRINDER & PLANING	
MACHINE; CONCRETE SLIPFORM CURB & GUTTER MACHINE;	
SLIPFORM CONCRETE PLACER; TUBE FINISHER; HYDRO	
BLASTER (10,000 PSI & OVER); BRIDGE PAVER; CONCRETE	
CONVEYOR SYSTEM; CONCRETE PUMP; ROTEC TYPE	
CONVEYOR; STABILIZING MIXER (SELF-PROPELLED);	
SHOULDER WIDENER; ASPHALT PLANT ENGINEER;	
BITUMINOUS PAVER; BUMP CUTTER & GROOVING MACHINE;	
MILLING MACHINE; SCREED (BITUMINOUS PAVER); ASPHALT	
HEATER, PLANER & SCARIFIER; BACKHOES (EXCAVATORS)	
WEIGHING UNDER 130,000 LBS; GRADER OR MOTOR PATROL;	
TRACTOR (SCRAPER, DOZER, PUSHER, LOADER); SCRAPER -	
RUBBER TIRED (SINGLE OR TWIN ENGINE); ENDLOADER;	
HYDRAULIC BACKHOE (TRACTOR TYPE); TRENCHING	
MACHINE; SKID RIGS; TRACTOR, SIDE BOOM (HEAVY);	
DRILLING OR BORING MACHINE (MECHANICAL HEAVY);	
ROLLER OVER 5 TONS; PERCUSSION OR ROTARY DRILLING	

30.30

MACHINE; AIR TRACK; BLASTER; LOADING MACHINE
(CONVEYOR); TUGGER; BOATMEN; WINCHES & A-FRAMES;
POST DRIVER; MATERIAL HOIST.

HAZARDOUS WASTE PREMIUMS: EPA LEVEL "A" PROTECTION
- \$3.00 PER HOUR EPA LEVEL "B" PROTECTION - \$2.00
PER HOUR EPA LEVEL "C" PROTECTION - \$1.00 PER HOUR. \$ 46.77 30.30
POWER EQUIPMENT OPERATOR GROUP 2 CRANES, TOWER
CRANES AND DERRICKS WITH OR WITHOUT ATTACHMENTS
WITH A LIFTING CAPACITY OF 100 TONS OR LESS; OR
CRANES, TOWER CRANES, AND DERRICKS WITH BOOM,
LEADS, AND/OR JIBS LENGTHS MEASURING 175 FEET OR
UNDER AND BACKHOES (EXCAVATORS) WEIGHING 130,000
LBS AND OVER; CAISSON RIGS; PILE DRIVER; DREDGE
OPERATOR; DREDGE ENGINEER; BOAT PILOT.

HAZARDOUS WASTE PREMIUMS: EPA LEVEL
"A" PROTECTION - \$3.00 PER HOUR EPA LEVEL "B"
PROTECTION - \$2.00 PER HOUR EPA LEVEL "C"
PROTECTION - \$1.00 PER HOUR.....\$ 47.87 30.30
POWER EQUIPMENT OPERATOR GROUP 1 CRANES, TOWER
CRANES, AND DERRICKS WITH OR WITHOUT ATTACHMENTS
WITH A LIFTING CAPACITY OF OVER 100 TONS; OR
CRANES, TOWER CRANES, AND DERRICKS WITH BOOM, LEADS
AND/OR JIB LENGTHS MEASURING 176 FEET OR LONGER.

HAZARDOUS WASTE PREMIUMS: EPA LEVEL "A"
PROTECTION - \$3.00 PER HOUR EPA LEVEL "B"
PROTECTION - \$2.00 PER HOUR EPA LEVEL "C"
PROTECTION - \$1.00 PER HOUR.....\$ 48.37 30.30

IRON0008-002 06/01/2025

Rates Fringes

IRONWORKER (BROWN, CALUMET, DOOR, FOND DU LAC,
KEWAUNEE, MANITOWOC, MARINETTE, OCONTO, OUTAGAMI,
SHAWANO, SHEBOYGAN, AND WINNEBAGO COUNTIES).....\$ 44.66 33.67

IRON0008-003 06/01/2025

Rates Fringes

IRONWORKER (KENOSHA, MILWAUKEE, OZAUKEE, RACINE,
WALWORTH (N.E. 2/3), WASHINGTON, AND WAUKESHA
COUNTIES).....\$ 47.52 33.67

IRON0383-001 06/01/2025

Rates Fringes

IRONWORKER (ADAMS, COLUMBIA, CRAWFORD, DANE, DODGE, FLORENCE, FOREST, GRANT, GREENE, (EXCLUDING S.E. TIP), GREEN LAKE, IOWA, JEFFERSON, JUNEAU, LA CROSSE, LAFAYETTE, LANGLADE, MARATHON, MARQUETTE, MENOMINEE, MONROE, PORTAGE, RICHLAND, ROCK (NORTHERN AREA, VICINITY OF EDGERTON AND MILTON), SAUK, VERNON, WAUPACA, WAUSHARA, AND WOOD COUNTIES).	\$ 44.00	32.66
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IRON0498-005 06/01/2025		
	Rates	Fringes
IRONWORKER (GREEN (S.E. 1/3), ROCK (SOUTH OF EDGERTON AND MILTON), AND WALWORTH (S.W. 1/3) COUNTIES:)	\$ 48.74	49.65

IRON0512-008 05/01/2025		
	Rates	Fringes
IRONWORKER (BARRON, BUFFALO, CHIPPEWA, CLARK, DUNN, EAU CLAIRE, JACKSON, PEPIN, PIERCE, POLK, RUSK, ST CROIX, TAYLOR, AND TREMPLEAU COUNTIES)	\$ 46.35	36.86

IRON0512-021 05/01/2025		
	Rates	Fringes
IRONWORKER (ASHLAND, BAYFIELD, BURNETT, DOUGLAS, IRON, LINCOLN, ONEIDA, PRICE, SAWYER, VILAS AND WASHBURN COUNTIES)	\$ 42.89	36.86

LABO0113-002 06/02/2025		
	Rates	Fringes
LABORER: GROUP 6 FLAGPERSON; TRAFFIC CONTROL PERSON		

(MILWAUKEE AND WAUKESHA COUNTIES)	\$ 35.30	25.53
LABORER: GROUP 5 BLASTER AND POWDERMAN		

(MILWAUKEE AND WAUKESHA COUNTIES)	\$ 39.46	25.53
LABORER: GROUP 4 LINE AND GRADE SPECIALIST		

(MILWAUKEE AND WAUKESHA COUNTIES)	\$ 39.31	25.53
LABORER: GROUP 3 BITUMINOUS WORKER (RAKER AND LUTEMAN); FORMSETTER (CURB, SIDEWALK, AND PAVEMENT); STRIKE OFF MAN		

(MILWAUKEE AND WAUKESHA COUNTIES)	\$ 39.16	25.53
LABORER: GROUP 2 AIR TOOL OPERATOR; JOINT SAWER AND FILLER (PAVEMENT); VIBRATOR OR TAMPER OPERATOR (MECHANICAL HAND OPERATED); CHAIN SAW OPERATOR; DEMOLITION BURNING TORCH LABORER		

(MILWAUKEE AND WAUKESHA COUNTIES).	\$ 38.96	25.53
LABORER: GROUP 1 GENERAL LABORER; TREE TRIMMER; CONDUIT LAYER; DEMOLITION AND WRECKING LABORER; GUARD RAIL, FENCE, AND BRIDGE BUILDER; LANDSCAPER; MULTIPLATE CULVERT ASSEMBLER; STONE HANDLER; BITUMINOUS WORKER (SHOVELER, LOADER, AND UTILITY MAN); BATCH TRUCK DUMPER OR CEMENT HANDLER; BITUMINOUS WORKER (DUMPER, IRONER, SMOOTHER, AND TAMPER); CONCRETE HANDLER		

(MILWAUKEE AND WAUKESHA COUNTIES).....	\$ 38.81	25.53
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LABO0113-003 06/02/2025		
	Rates	Fringes
LABORER: GROUP 6 FLAGPERSON AND TRAFFIC CONTROL PERSON		

(OZAUKEE AND WASHINGTON COUNTIES).....	\$ 35.15	25.53
LABORER: GROUP 5 BLASTER; POWDERMAN		

(OZAUKEE AND WASHINGTON COUNTIES).....	\$ 38.26	25.53
LABORER: GROUP 4 LINE AND GRADE SPECIALIST		

(OZAUKEE AND WASHINGTON COUNTIES).....	\$ 38.41	25.53
LABORER: GROUP 3 BITUMINOUS WORKER (RAKER AND LUTEMAN); FORMSETTER (CURB, SIDEWALK, AND PAVEMENT); STRIKE OFF MAN		

(OZAUKEE AND WASHINGTON COUNTIES).	\$ 38.21	25.53
LABORER: GROUP 2 AIR TOOL OPERATOR; JOINT SAWER AND FILLER (PAVEMENT); VIBRATOR OR TAMPER OPERATOR (MECHANICAL HAND OPERATED); CHAIN SAW OPERATOR; DEMOLITION BURNING TORCH LABORER		

(OZAUKEE AND WASHINGTON COUNTIES).....	\$ 38.16	25.53
LABORER: GROUP 1 GENERAL LABORER; TREE TRIMMER; CONDUIT LAYER; DEMOLITION AND WRECKING LABORER; GUARD RAIL, FENCE, AND BRIDGE BUILDER; LANDSCAPER; MULTIPLATE CULVERT ASSEMBLER; STONE HANDLER; BITUMINOUS WORKER (SHOVELER, LOADER, AND UTILITY MAN); BATCH TRUCK DUMPER OR CEMENT HANDLER; BITUMINOUS WORKER (DUMPER, IRONER, SMOOTHER, AND TAMPER); CONCRETE HANDLER		

(OZAUKEE AND WASHINGTON COUNTIES).....\$ 38.06 25.53

LABO0113-011 06/02/2025

Rates

Fringes

LABORER: GROUP 6 FLAGMAN; TRAFFIC CONTROL PERSON

(KENOSHA AND RACINE
COUNTIES).....\$ 35.02 25.53
LABORER: GROUP 5 BLASTER AND POWDERMAN

(KENOSHA AND RACINE COUNTIES).....\$ 38.52 25.53
LABORER: GROUP 4 LINE AND GRADE SPECIALIST

(KENOSHA AND
RACINE COUNTIES).....\$ 38.19 25.53
LABORER: GROUP 3 BITUMINOUS WORKER (RAKER AND
LUTEMAN); FORMSETTER (CURB, SIDEWALK, AND
PAVEMENT); STRIKE OFF MAN

(KENOSHA AND RACINE COUNTIES)...\$ 38.22 25.53
LABORER: GROUP 2 AIR TOOL OPERATOR; JOINT SAWER AND
FILLER (PAVEMENT); VIBRATOR OR TAMPER OPERATOR
(MECHANICAL HAND OPERATED); CHAIN SAW OPERATOR;
DEMOLITION BURNING TORCH LABORER

(KENOSHA AND RACINE COUNTIES).....\$ 38.02 25.53
LABORER: GROUP 1 GENERAL LABORER; TREE TRIMMER;
CONDUIT LAYER; DEMOLITION AND WRECKING LABORER;
GUARD RAIL, FENCE, AND BRIDGE BUILDER; LANDSCAPER;
MULTIPLATE CULVERT ASSEMBLER; STONE HANDLER;
BITUMINOUS WORKER (SHOVELER, LOADER, AND UTILITY
MAN); BATCH TRUCK DUMPER OR CEMENT HANDLER;
BITUMINOUS WORKER (DUMPER, IRONER, SMOOTHER, AND
TAMPER); CONCRETE HANDLER

(KENOSHA AND RACINE COUNTIES).....\$ 37.87 25.53

LABO0140-002 06/02/2025

Rates

Fringes

LABORER GROUP 6 (ADAMS, ASHLAND, BARRON, BAYFIELD,

BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DODGE, DOOR, DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IRON, JACKSON, JUNEAU, IOWA, JEFFERSON, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST. CRO.....\$ 40.40	19.97
LABORER GROUP 5 (ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DODGE, DOOR, DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IRON, JACKSON, JUNEAU, IOWA, JEFFERSON, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST. CRO.....\$ 43.97	19.97
LABORER GROUP 4 (ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DODGE, DOOR, DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IRON, JACKSON, JUNEAU, IOWA, JEFFERSON, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST. CRO.....\$ 44.12	19.97
LABORER GROUP 3 (ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DODGE, DOOR, DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IRON, JACKSON, JUNEAU, IOWA, JEFFERSON, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST. CRO.....\$ 43.92	19.97
LABORER GROUP 2 (ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DODGE, DOOR, DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IRON, JACKSON, JUNEAU, IOWA, JEFFERSON, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST. CRO.....\$ 43.87	19.97
LABORER GROUP 1 (ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DODGE, DOOR, DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IRON, JACKSON, JUNEAU, IOWA, JEFFERSON, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST. CRO.....\$ 43.77	19.97

LAB00464-003 06/02/2025

	Rates	Fringes
LABORER: GROUP 6 FLAGPERSON AND TRAFFIC CONTROL PERSON		
(DANE COUNTY).....\$ 40.40		19.97
LABORER: GROUP 5 BLASTER; POWDERMAN		
(DANE COUNTY).....\$ 44.25		19.97
LABORER: GROUP 4 LINE AND GRADE SPECIALIST		
(DANE COUNTY).....\$ 44.40		19.97
LABORER: GROUP 3 BITUMINOUS WORKER (RAKER AND LUTEMAN); FORMSETTER (CURB, SIDEWALK, AND PAVEMENT); STRIKE OFF MAN		
(DANE COUNTY).....\$ 44.20		19.97
LABORER: GROUP 2 AIR TOOL OPERATOR; JOINT SAWER AND FILLER (PAVEMENT); VIBRATOR OR TAMPER OPERATOR (MECHANICAL HAND OPERATED); CHAIN SAW OPERATOR; DEMOLITION BURNING TORCH LABORER		
(DANE COUNTY).....\$ 44.15		19.97
LABORER: GROUP 1 GENERAL LABORER; TREE TRIMMER; CONDUIT LAYER; DEMOLITION AND WRECKING LABORER; GUARD RAIL, FENCE, AND BRIDGE BUILDER; LANDSCAPER; MULTIPLATE CULVERT ASSEMBLER; STONE HANDLER; BITUMINOUS WORKER (SHOVELER, LOADER, AND UTILITY MAN); BATCH TRUCK DUMPER OR CEMENT HANDLER; BITUMINOUS WORKER (DUMPER, IRONER, SMOOTHER, AND TAMPER); CONCRETE HANDLER		
(DANE COUNTY).....\$ 44.05		19.97

PAIN0106-008 05/05/2025

	Rates	Fringes
PAINTERS: REPAINT: SPRAY, SANDBLAST, STEEL: ASHLAND, BAYFIELD, BURNETT, AND DOUGLAS COUNTIES....\$ 37.27		27.26
PAINTERS: REPAINT: BRUSH, ROLLER: ASHLAND, BAYFIELD, BURNETT, AND DOUGLAS COUNTIES.....\$ 36.67		27.26
PAINTERS: NEW: SPRAY, SANDBLAST, STEEL: ASHLAND, BAYFIELD, BURNETT, AND DOUGLAS COUNTIES.....\$ 38.77		27.26
PAINTERS: NEW: BRUSH, ROLLER: ASHLAND, BAYFIELD, BURNETT, AND DOUGLAS COUNTIES.....\$ 38.17		27.26

PAIN0108-002 06/01/2025		
	Rates	Fringes
PAINTERS: SPRAY & SANDBLAST (RACINE COUNTY).....	\$ 44.64	23.35
PAINTERS: BRUSH, ROLLER (RACINE COUNTY).....	\$ 43.64	23.35

PAIN0259-002 05/01/2008		
	Rates	Fringes
PAINTER (BARRON, CHIPPEWA, DUNN, EAU CLAIRE, PEPIN, PIERCE, POLK, RUSK, SAWYER, ST. CROIX, AND WASHBURN COUNTIES).....	\$ 24.11	12.15

PAIN0259-004 05/01/2015		
	Rates	Fringes
PAINTER (BUFFALO, CRAWFORD, JACKSON, LA CROSSE, MONROE, TREMPLEAU, AND VERNON COUNTIES).....	\$ 22.03	12.45

PAIN0781-002 06/01/2025		
	Rates	Fringes
PAINTERS: SPRAY & SANDBLAST (JEFFERSON, MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES).....	\$ 43.19	24.87
PAINTERS: BRUSH (JEFFERSON, MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES).....	\$ 42.44	24.87
PAINTERS: BRIDGE (JEFFERSON, MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES).....	\$ 43.19	24.87

PAIN0802-002 06/01/2025		
	Rates	Fringes
PAINTER: BRUSH (COLUMBIA, DANE, DODGE, GRANT, GREEN, IOWA, LAFAYETTE, RICHLAND, ROCK, AND SAUK COUNTIES).....	\$ 37.65	21.17

PAIN0802-003 06/01/2025		
	Rates	Fringes
PAINTER (ADAMS, BROWN, CALUMET, CLARK, DOOR, FOND DU LAC, FOREST, GREEN LAKE, IRON, JUNEAU, KEWAUNEE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, OCONTO, ONEIDA, OUTAGAMIE, PORTAGE, PRICE, SHAWANO, SHEBOYGAN, TAYLOR, VILAS, WAUSHARA, WAUPACA, WINNEBAGO, AND WOOD COUNTIES)...	\$ 37.65	21.17

PAIN0934-001 06/01/2025		
	Rates	Fringes
PAINTERS: STRUCTURAL STEEL (KENOSHA AND WALWORTH COUNTIES).....	\$ 40.77	26.37
PAINTERS: SPRAY (KENOSHA AND WALWORTH COUNTIES).....	\$ 41.62	26.37
PAINTERS: BRUSH (KENOSHA AND WALWORTH COUNTIES).....	\$ 40.62	26.37

PAIN1011-002 06/01/2025		
	Rates	Fringes
PAINTERS: (FLORENCE COUNTY).....	\$ 31.17	15.92

PLAS0599-002 06/01/2025		
	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER: AREA D: MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES.....	\$ 42.28	26.43
CEMENT MASON/CONCRETE FINISHER, AREA F: KENOSHA AND		

RACINE COUNTIES.....	\$ 37.33	31.38
CEMENT MASON/CONCRETE FINISHER, AREA E: DANE, GRANT, GREEN, IOWA, LAFAYETTE, AND ROCK COUNTIES....	\$ 41.16	27.54
CEMENT MASON/CONCRETE FINISHER AREA C: BUFFALO, CRAWFORD, EAU CLAIRE, JACKSON, JUNEAU, LA CROSSE, MONROE, PEPIN, PIERCE, RICHLAND, TREMPLEAU, AND VERNON COUNTIES	\$ 40.06	28.65
CEMENT MASON/CONCRETE FINISHER AREA A: ASHLAND, BURNETT, BAYFIELD, DOUGLAS, IRON, PRICE, SAWYER, AND WASHBURN COUNTIES.....	\$ 47.22	31.90

TEAM0039-001 06/01/2025

	Rates	Fringes
TRUCK DRIVER 3 OR MORE AXLES; EUCLIDS, DUMPTOR & ARTICULATED, TRUCK MECHANIC.....	\$ 39.72	28.70
TRUCK DRIVER 1 & 2 AXLES.....	\$ 39.57	28.70

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at <https://www.dol.gov/agencies/whd/government-contracts>.

Note: Executive Order 13658 generally applies to contracts subject to the Davis-Bacon Act that were awarded on or between January 1, 2015 and January 29, 2022, and that have not been renewed or extended on or after January 30, 2022. Executive Order 13658 does not apply to contracts subject only to the Davis-Bacon Related Acts regardless of when they were awarded. If a contract is subject to Executive Order 13658, the contractor must pay all covered workers at least \$13.65 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract from May 11, 2026, through December 31, 2026. The applicable Executive Order minimum wage rate will be adjusted annually. Additional information on contractor requirements and worker protections under Executive Order 13658 is available at www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classifications and wage rates that have been found to be prevailing for the type(s) of construction and geographic area covered by the wage

determination. The classifications are listed in alphabetical order under rate identifiers indicating whether the particular rate is a union rate (current union negotiated rate), a survey rate, a weighted union average rate, a state adopted rate, or a supplemental classification rate.

Union Rate Identifiers

A four-letter identifier beginning with characters other than **◆SU◆**, **◆UAVG◆**, **◆SA◆**, or **◆SC◆** denotes that a union rate was prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2024. PLUM is an identifier of the union whose collectively bargained rate prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. The date, 07/01/2024 in the example, is the effective date of the most current negotiated rate.

Union prevailing wage rates are updated to reflect all changes over time that are reported to WHD in the rates in the collective bargaining agreement (CBA) governing the classification.

Union Average Rate Identifiers

The UAVG identifier indicates that no single rate prevailed for those classifications, but that 100% of the data reported for the classifications reflected union rates. EXAMPLE: UAVG-OH-0010 01/01/2024. UAVG indicates that the rate is a weighted union average rate. OH indicates the State of Ohio. The next number, 0010 in the example, is an internal number used in producing the wage determination. The date, 01/01/2024 in the example, indicates the date the wage determination was updated to reflect the most current union average rate.

A UAVG rate will be updated once a year, usually in January, to reflect a weighted average of the current rates in the collective bargaining agreements on which the rate is based.

Survey Rate Identifiers

The **◆SU◆** identifier indicates that either a single non-union rate prevailed (as defined in 29 CFR 1.2) for this classification in the survey or that the rate was derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As a weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SUFL2022-007 6/27/2024. SU indicates the rate is a single non-union prevailing rate or a weighted average of survey data for that classification. FL indicates the State of Florida. 2022 is the year of the survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 6/27/2024 in the example, indicates the survey completion date for the classifications and rates under that identifier.

◆SU◆ wage rates typically remain in effect until a new survey is conducted. However, the Wage and Hour Division (WHD) has the discretion to update such rates under 29 CFR 1.6(c)(1).

State Adopted Rate Identifiers

The **SA** identifier indicates that the classifications and prevailing wage rates set by a state (or local) government were adopted under 29 C.F.R 1.3(g)-(h). Example: SAME2023-007 01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 01/03/2024 in the example, reflects the date on which the classifications and rates under the **SA** identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

1) Has there been an initial decision in the matter? This can be:

- a) a survey underlying a wage determination
- b) an existing published wage determination
- c) an initial WHD letter setting forth a position on a wage determination matter
- d) an initial conformance (additional classification and rate) determination

On survey related matters, initial contact, including requests for summaries of surveys, should be directed to the WHD Branch of Wage Surveys. Requests can be submitted via email to davisbaconinfo@dol.gov or by mail to:

Branch of Wage Surveys
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

Regarding any other wage determination matter such as conformance decisions, requests for initial decisions should be directed to the WHD Branch of Construction Wage Determinations. Requests can be submitted via email to BCWD-Office@dol.gov or by mail to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2) If an initial decision has been issued, then any interested party (those affected by the action) that disagrees with the decision can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Requests for review and reconsideration can be submitted via email to dba.reconsideration@dol.gov or by mail to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210.

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END OF GENERAL DECISION

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State: Wisconsin

Construction Types: Heavy

Counties: Wisconsin Counties of
Adams, Ashland, Barron, Bayfield, Brown,
Buffalo, Burnett, Calumet, Chippewa,
Clark, Columbia, Crawford, Dane, Dodge,
Door, Douglas, Dunn, Eau Claire,
Florence, Fond Du Lac, Forest, Grant,
Green, Green Lake, Iowa, Iron, Jackson,
Jefferson, Juneau, Kenosha, Kewaunee, La
Crosse, Lafayette, Langlade, Lincoln,
Manitowoc, Marathon, Marinette,
Marquette, Menominee, Milwaukee, Monroe,
Oconto, Oneida, Outagamie, Ozaukee,
Pepin, Pierce, Polk, Portage, Price,
Racine, Richland, Rock, Rusk, Sauk,
Sawyer, Shawano, Sheboygan, St Croix,
Taylor, Trempealeau, Vernon, Vilas,
Walworth, Washburn, Washington,
Waukesha, Waupaca, Waushara, Winnebago
and Wood

Excluding Tunnel, Sewer, and Water Lines

Modification Number	Publication Date
0	01/02/2026
1	05/18/2026

BOIL0107-001 01/01/2025

	Rates	Fringes
BOILERMAKER (BOILERMAKER).....	\$ 46.52	34.63

BRWI0001-002 06/01/2025

	Rates	Fringes
BRICKLAYER (CRAWFORD, JACKSON, JUNEAU, LA CROSSE, MONROE, TREMPLEALEAU, AND VERNON COUNTIES).....	\$ 40.09	28.10

BRWI0002-002 06/01/2025

	Rates	Fringes
BRICKLAYER (ASHLAND, BAYFIELD, DOUGLAS, AND IRON COUNTIES).....	\$ 48.60	29.31

BRWI0002-005 06/01/2025

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER (ADAMS, BARRON, BROWN, CALUMET, CHIPPEWA, CLARK, COLUMBIA, DODGE, DOOR, DUNN, FLORENCE, FOND DU LAC, FOREST, GREEN LAKE, JEFFERSON, KEWAUNEE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE,		

MENOMINEE, OCONTO, ONEIDA, OUTAGAMIE, POLK, PORTAGE, RUSK, SAUK, SHAWANO, SHEBOYGAN, ST. CROIX, TAYLOR, VILAS, WALWORTH, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES).....	\$ 46.01	29.31

BRWI0003-002 06/01/2024		
	Rates	Fringes
BRICKLAYER (BROWN, DOOR, FLORENCE, KEWAUNEE, MARINETTE, AND OCONTO COUNTIES).....	\$ 38.45	27.41

BRWI0004-002 06/01/2025		
	Rates	Fringes
BRICKLAYER (KENOSHA, RACINE, AND WALWORTH COUNTIES).. <td>\$ 44.71</td> <td>28.90</td>	\$ 44.71	28.90

BRWI0006-002 06/01/2025		
	Rates	Fringes
BRICKLAYER (ADAMS, CLARK, FOREST, LANGLADE, LINCOLN, MARATHON, MENOMINEE, ONEIDA, PORTAGE, PRICE, TAYLOR, VILAS AND WOOD COUNTIES).....	\$ 39.36	28.83

BRWI0007-002 06/01/2025		
	Rates	Fringes
BRICKLAYER (GREEN, LAFAYETTE, AND ROCK COUNTIES)....	\$ 40.34	29.49

BRWI0008-002 06/01/2025		
	Rates	Fringes
BRICKLAYER (MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES).....	\$ 45.72	27.42

BRWI0009-001 06/01/2024		
	Rates	Fringes
BRICKLAYER (GREEN LAKE, MARQUETTE, OUTAGAMIE, SHAWANO, WAUPACA, WASHARA, AND WINNEBAGO COUNTIES).. <td>\$ 38.45</td> <td>27.41</td>	\$ 38.45	27.41

BRWI0011-002 06/01/2024		
	Rates	Fringes
BRICKLAYER (CALUMET, FOND DU LAC, MANITOWOC, AND SHEBOYGAN COUNTIES).....	\$ 38.45	27.41

BRWI0013-002 06/01/2025		
	Rates	Fringes
BRICKLAYER (DANE, GRANT, IOWA, AND RICHLAND COUNTIES).....	\$ 41.17	28.66

BRWI0019-002 06/01/2025		
	Rates	Fringes
BRICKLAYER (BARRON, BUFFALO, BURNETT, CHIPPEWA, DUNN, EAU CLAIRE, PEPIN, PIERCE, POLK, RUSK, ST. CROIX, SAWYER AND WASHBURN COUNTIES).....	\$ 39.50	28.69

BRWI0021-002 06/01/2025		
	Rates	Fringes
BRICKLAYER (DODGE AND JEFFERSON COUNTIES).....	\$ 40.14	29.67

BRWI0034-002 06/01/2025		
	Rates	Fringes
BRICKLAYER (COLUMBIA AND SAUK COUNTIES).....	\$ 41.17	28.66

CARP0068-011 05/05/2025		
	Rates	Fringes
PILEDRIVERMAN (BURNETT (W. OF HWY 48), PIERCE (W. OF HWY 29), POLK (W. OF HWYS 35, 48 & 65), AND ST. CROIX (W. OF HWY 65) COUNTIES).....	\$ 47.71	30.98
CARPENTER (BURNETT (W. OF HWY 48), PIERCE (W. OF HWY 29), POLK (W. OF HWYS 35, 48 & 65), AND ST. CROIX (W. OF HWY 65) COUNTIES).....	\$ 47.57	31.17

CARP0231-002 06/01/2025		
	Rates	Fringes
CARPENTER (KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA COUNTIES).....	\$ 45.46	31.52

CARP0310-002 06/01/2025		
	Rates	Fringes
PILEDRIVER (ADAMS, ASHLAND, BAYFIELD (EASTERN 2/3), FOREST, IRON, JUNEAU, LANGLADE, LINCOLN, MARATHON, ONEIDA, PORTAGE, PRICE, SHAWANO (WESTERN PORTION OF THE COUNTY), TAYLOR, VILAS, AND WOOD COUNTIES).....	\$ 44.43	29.95
CARPENTER (ADAMS, ASHLAND, BAYFIELD (EASTERN 2/3), FOREST, IRON, JUNEAU, LANGLADE, LINCOLN, MARATHON, ONEIDA, PORTAGE, PRICE, SHAWANO (WESTERN PORTION OF THE COUNTY), TAYLOR, VILAS, AND WOOD COUNTIES).....	\$ 44.43	29.95

CARP0314-001 06/02/2025		
	Rates	Fringes
CARPENTER: PILEDRIVERMEN (COLUMBIA, DANE, DODGE, GRANT, GREEN, IOWA, JEFFERSON, LAFAYETTE, RICHLAND, ROCK, SAUK, AND WALWORTH COUNTIES).....	\$ 44.45	28.78

CARP0361-004 05/05/2025		
	Rates	Fringes
CARPENTER (BAYFIELD (WEST OF HWY 63) AND DOUGLAS COUNTIES).....	\$ 46.82	31.92

CARP0731-002 06/03/2024		
	Rates	Fringes
CARPENTER: PILEDRIVER (CALUMET (EASTERN PORTION OF THE COUNTY), FOND DU LAC (EASTERN PORTION OF THE COUNTY), MANITOWOC, AND SHEBOYGAN COUNTIES).....	\$ 42.44	28.44
CARPENTER (CALUMET (EASTERN PORTION OF THE COUNTY), FOND DU LAC (EASTERN PORTION OF THE COUNTY), MANITOWOC, AND SHEBOYGAN COUNTIES).....	\$ 42.44	28.44

CARP0955-002 06/01/2025		
	Rates	Fringes
PILEDRIVER (CALUMET (WESTERN PORTION OF THE COUNTY), FOND DU LAC (WESTERN PORTION OF THE COUNTY), GREEN LAKE, MARQUETTE, OUTAGAMIE, WAUPACA, WAUSHARA, AND WINNEBAGO).....	\$ 44.43	29.95
CARPENTER (CALUMET (WESTERN PORTION OF THE COUNTY), FOND DU LAC (WESTERN PORTION OF THE COUNTY), GREEN LAKE, MARQUETTE, OUTAGAMIE, WAUPACA, WAUSHARA, AND		

WINNEBAGO).....	\$ 44.43	29.95

CARP0955-002 06/02/2025		
	Rates	Fringes
PILEDRIVER (CALUMET (WESTERN PORTION OF THE COUNTY), FOND DU LAC (WESTERN PORTION OF THE COUNTY), GREEN LAKE, MARQUETTE, OUTAGAMIE, WAUPACA, WAUSHARA, AND WINNEBAGO).....	\$ 44.43	29.95
CARPENTER (CALUMET (WESTERN PORTION OF THE COUNTY), FOND DU LAC (WESTERN PORTION OF THE COUNTY), GREEN LAKE, MARQUETTE, OUTAGAMIE, WAUPACA, WAUSHARA, AND WINNEBAGO).....	\$ 44.43	29.95

CARP1056-002 06/01/2024		
	Rates	Fringes
MILLWRIGHT (ADAMS, ASHLAND, BARRON, BAYFIELD , BROWN, BUFFALO, BURNETT ,CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DANE, DODGE, DOOR, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IOWA, IRON, JACKSON, JEFFERSON, JUNEAU, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE (E. OF HWY. 29 & 65), POLK (E. OF HWY. 35, 48 & 65), PORTAGE, PRICE, RICHLAND, ROCK,.....	\$ 42.00	28.85

CARP1074-002 06/02/2025		
	Rates	Fringes
PILEDRIVER (BARRON, BURNETT, CHIPPEWA, CLARK, DUNN, EAU CLAIRE, PEPIN, PIERCE (E. OF HWY. 29 & 65), POLK (E. OF HWY. 35, 48 & 65), RUSK, SAWYER, ST. CROIX (E. OF HWY. 65), AND WASHBURN).....	\$ 44.43	29.95
CARPENTER (BARRON, BURNETT, CHIPPEWA, CLARK, DUNN, EAU CLAIRE, PEPIN, PIERCE (E. OF HWY. 29 & 65), POLK (E. OF HWY. 35, 48 & 65), RUSK, SAWYER, ST. CROIX (E. OF HWY. 65), AND WASHBURN).....	\$ 44.43	29.95

CARP1143-002 06/02/2025		
	Rates	Fringes
PILEDRIVER (BUFFALO, CRAWFORD, JACKSON, LA CROSSE, MONROE, TREMPLEALEU AND VERNON COUNTIES).....	\$ 44.43	29.95
CARPENTER (BUFFALO, CRAWFORD, JACKSON, LA CROSSE, MONROE, TREMPLEALEU AND VERNON COUNTIES).....	\$ 44.43	29.95

CARP1146-002 06/02/2025		
	Rates	Fringes
PILEDRIVER (BROWN, DOOR, FLORENCE, KEWAUNEE, MARINETTE, MENOMINEE, OCONTO, AND SHAWANO (WESTERN PORTION OF THE COUNTY) COUNTIES).....	\$ 44.43	29.95
CARPENTER (BROWN, DOOR, FLORENCE, KEWAUNEE, MARINETTE, MENOMINEE, OCONTO, AND SHAWANO (WESTERN PORTION OF THE COUNTY) COUNTIES).....	\$ 44.43	29.95

CARP2337-009 06/02/2025		
	Rates	Fringes
PILEDRIVERMAN (KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA).....	\$ 44.39	34.79

CARP2337-010 06/02/2025		
	Rates	Fringes
MILLWRIGHT (KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA).....	\$ 44.03	32.94

ELEC0014-002 05/25/2025		
	Rates	Fringes
ELECTRICIANS: (ASHLAND, BARRON, BAYFIELD, BUFFALO, BURNETT, CHIPPEWA, CLARK (EXCEPT MARYVILLE, COLBY, UNITY, SHERMAN, FREMONT, LYNN & SHERWOOD), CRAWFORD, DUNN, EAU CLAIRE, GRANT, IRON, JACKSON, LA CROSSE, MONROE, PEPIN, PIERCE, POLK, PRICE, RICHLAND, RUSK, ST CROIX, SAWYER, TAYLOR, TREMPEALEAU, VERNON, AND WASHBURN COUNTIES).....	\$ 44.29	25.21

ELEC0014-007 05/25/2025		
	Rates	Fringes
TELEDATA SYSTEM INSTALLER: INSTALLER/TECHNICIAN (ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DANE, DODGE, DOOR, DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IOWA, IRON, JACKSON, JEFFERSON, JUNEAU, KENOSHA, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RACINE, RICHLAND, ROCK, RUS.....	\$ 31.17	20.08

ELEC0127-002 06/01/2025		
	Rates	Fringes
ELECTRICIANS: (KENOSHA COUNTY).....	\$ 50.01	28.40

ELEC0158-002 05/25/2025		
	Rates	Fringes
ELECTRICIAN (BROWN, DOOR, KEWAUNEE, MANITOWOC (EXCEPT SCHLESWIG), MARINETTE(WAUSUAKEE AND AREA SOUTH THEREOF), OCONTO, MENOMINEE (EAST OF A INE 6 MILES WEST OF THE WEST BOUNDARY OF OCONTO COUNTY), SHAWANO (EXCEPT AREA NORTH OF TOWNSHIPS OF ANIWA AND HUTCHINS) COUNTIES).....	\$ 42.00	23.93

ELEC0159-003 05/26/2024		
	Rates	Fringes
ELECTRICIAN (COLUMBIA, DANE, DODGE (AREA WEST OF HWY 26, EXCEPT CHESTER AND EMMET TOWNSHIPS), GREEN, LAKE (EXCEPT TOWNSHIPS OF BERLIN, SENECA, AND ST. MARIE), IOWA, MARQUETTE (EXCEPT TOWNSHIPS OF NESHKOKA, CRYSTAL LAKE, NEWTON, AND SPRINGFIELD), AND SAUK COUNTIES).....	\$ 48.55	25.91

ELEC0219-004 06/01/2019		
	Rates	Fringes
ELECTRICIANS: ELECTRICAL CONTRACTS UNDER \$180,000 (FLORENCE COUNTY (TOWNSHIPS OF AURORA, COMMONWEALTH, FERN, FLORENCE AND HOMESTEAD) AND MARINETTE COUNTY (TOWNSHIP OF NIAGARA)).....	\$ 31.75	21.73
ELECTRICIANS: ELECTRICAL CONTRACTS OVER \$180,000		

(FLORENCE COUNTY (TOWNSHIPS OF AURORA, COMMONWEALTH, FERN, FLORENCE AND HOMESTEAD) AND MARINETTE COUNTY (TOWNSHIP OF NIAGARA)).....	\$ 33.94	21.80

ELEC0242-005 06/01/2025		
	Rates	Fringes
ELECTRICIANS: (DOUGLAS COUNTY).....	\$ 47.46	33.34

ELEC0388-002 06/01/2024		
	Rates	Fringes
ELECTRICIANS: (ADAMS, CLARK (COLBY, FREEMONT, LYNN, MAYVILLE, SHERMAN, SHERWOOD, UNITY), FOREST, JUNEAU, LANGLADE, LINCOLN, MARATHON, MARINETTE (BEECHER, DUNBAR, GOODMAN & PEMBINE), MENOMINEE (AREA WEST OF A LINE 6 MILES WEST OF THE WEST BOUNDARY OF OCONTO COUNTY), ONEIDA, PORTAGE, SHAWANO (ANIWA AND HUTCHINS), VILAS AND WOOD COUNTIES).....	\$ 40.19	22.90

ELEC0430-002 06/01/2024		
	Rates	Fringes
ELECTRICIANS: (RACINE COUNTY (EXCEPT BURLINGTON TOWNSHIP)).....	\$ 48.50	26.25

ELEC0494-005 06/01/2025		
	Rates	Fringes
ELECTRICIANS: (MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES).....	\$ 50.86	28.26

ELEC0494-006 06/01/2025		
	Rates	Fringes
ELECTRICIANS: (CALUMET (TOWNSHIP OF NEW HOLSTEIN), DODGE (EAST OF HWY 26 INCLUDING CHESTER TOWNSHIP), FOND DU LAC, MANITOWOC (SCHLESWIG), AND SHEBOYGAN COUNTIES).....	\$ 45.20	25.27

ELEC0494-013 06/01/2025		
	Rates	Fringes
SOUND & COMMUNICATIONS: TECHNICIAN (DODGE (EAST OF HWY 26 INCLUDING CHESTER TWP, EXCLUDING EMMET TWP), FOND DU LAC (EXCEPT WAUPUIN), MILWAUKEE, OZAUKEE, MANITOWOC (SCHLESWIG), WASHINGTON, AND WAUKESHA COUNTIES).....	\$ 37.13	21.58
SOUND & COMMUNICATIONS: INSTALLER (DODGE (EAST OF HWY 26 INCLUDING CHESTER TWP, EXCLUDING EMMET TWP), FOND DU LAC (EXCEPT WAUPUIN), MILWAUKEE, OZAUKEE, MANITOWOC (SCHLESWIG), WASHINGTON, AND WAUKESHA COUNTIES).....	\$ 37.13	21.58

ELEC0577-003 06/01/2025		
	Rates	Fringes
ELECTRICIANS: (CALUMET (EXCEPT TOWNSHIP OF NEW HOLSTEIN), GREEN LAKE (N. PART INCLUDING TOWNSHIPS OF BERLIN, ST MARIE, AND SENECA), MARQUETTE (N. PART INCLUDING TOWNSHIPS OF CRYSTAL LAKE, NESHKORO, NEWTON, AND SPRINGFIELD), OUTAGAMIE, WAUPACA, WAUSHARA, AND WINNEBAGO COUNTIES).....	\$ 41.76	23.65

ELEC0890-003 06/01/2024

	Rates	Fringes
ELECTRICIANS: (DODGE (EMMET TOWNSHIP ONLY), GREEN, JEFFERSON, LAFAYETTE, RACINE (BURLINGTON TOWNSHIP), ROCK AND WALWORTH COUNTIES).....	\$ 43.65	23.59

ELEC0953-001 06/02/2019

	Rates	Fringes
LINE CONSTRUCTION: (6) GROUNDSMAN.....	\$ 26.14	14.60
LINE CONSTRUCTION: (5) LIGHT GROUNDMAN DRIVER.....	\$ 30.89	16.11
LINE CONSTRUCTION: (4) HEAVY GROUNDMAN DRIVER.....	\$ 33.27	16.88
LINE CONSTRUCTION: (3) EQUIPMENT OPERATOR).....	\$ 38.02	18.40
LINE CONSTRUCTION: (2) HEAVY EQUIPMENT OPERATOR.....	\$ 42.78	19.80
LINE CONSTRUCTION: (1) LINEMAN.....	\$ 47.53	21.43

ENGI0139-001 06/01/2025

	Rates	Fringes
POWER EQUIPMENT OPERATOR: GROUP 6 TAMPERS - COMPACTORS (RIDING TYPE); ASSISTANT ENGINEER; A-FRAMES AND WINCH TRUCKS; CONCRETE AUTO BREAKER; HYDROHAMMERS (SMALL); BROOMS AND SWEEPERS; HOIST (TUGGERS UNDER 5 TONS); BOATS (TUG, SAFETY, WORK BARGES, LAUNCH); SHOULDERING MACHINE OPERATOR; PRESTRESS MACHINES; SCREED OPERATOR; STONE CRUSHERS AND SCREENING PLANTS; SCREED OPERATORS (MILLING MACHINE), FARM OR INDUSTRIAL TRACTOR MOUNTED EQUIPMENT; POST HOLE DIGGER; FIREMAN (ASPHALT PLANTS); AIR COMPRESSORS OVER 400 CFM; GENERATORS, OVER 150 KW; AUGERS (VERTICAL AND HORIZONTAL); AIR, ELECTRIC, HYDRAULIC JACKS (SLIPFORM); SKID STEER LOADERS (WITH OR WITHOUT ATTACHMENTS); BOILER OPERATORS (TEMPORARY HEAT); REFRIGERATION PLANT/FREEZE MACHINES; POWER PACK VIBRATORY/ULTRA SOUND DRIVERS AND EXTRACTORS; WELDING MACHINES; HEATERS (MECHANICAL); PUMPS; WINCHES (SMALL ELECTRIC); OILER AND GREASER; ROTARY DRILL TENDER; CONVEYOR; FORKLIFTS/TELEHANDLER 8000 LBS & UNDER; ELEVATORS: AUTOMATIC HOISTS; PUMPS (WELL POINTS); COMBINATION SMALL EQUIPMENT OPERATORS		

(KENOSHA, MILWAUKEE, OZAUKEE, RACINE,
WASHINGTON, AND WAUKESHA COUNTIES)

HAZARDOUS WASTE PREMIUMS:

EPA LEVEL "A" PROTECTION: \$3.00 PER HOUR	EPA LEVEL	
"B" PROTECTION: \$2.00 PER HOUR	EPA LEVEL "C"	
PROTECTION: \$1.00 PER HOUR.....	\$ 43.59	28.55
POWER EQUIPMENT OPERATOR: GROUP 5 BACKFILLER; CONCRETE AUTO BREAKER (LARGE); CONCRETE FINISHING MACHINES (ROAD TYPE); RUBBER TIRED ROLLER; CONCRETE BATCH HOPPER; CONCRETE CONVEYOR SYSTEMS; GROUT PUMPS; CONCRETE MIXERS (14S OR OVER); SCREW TYPE PUMPS AND GYPSUM PUMPS; TRACTOR, BULLDOZER, END LOADER (UNDER 40 HP); TRENCHER (CHAIN TYPE, BUCKET UNDER 8 INCH); INDUSTRIAL LOCOMOTIVES; ROLLERS UNDER 5 TONS; STUMP GRINDER/CHIPPER (LARGE); TIMBER EQUIPMENT; FIREMEN (PILE DRIVERS AND DERRICKS);		

PERSONNEL HOIST, TELEHANDLER OVER 8000 LBS;
ROBOTIC TOOL CARRIER WITH OR WITHOUT ATTACHMENTS

(KENOSHA,
MILWAUKEE, OZAUKEE, RACINE, WASHINGTON, AND
WAUKESHA COUNTIES)

HAZARDOUS WASTE

PREMIUMS: EPA LEVEL "A" PROTECTION: \$3.00 PER HOUR
EPA LEVEL "B" PROTECTION: \$2.00 PER HOUR EPA
LEVEL "C" PROTECTION: \$1.00 PER HOUR.....\$ 48.74 28.55
POWER EQUIPMENT OPERATOR: GROUP 4 MATERIAL HOISTS;
STACK HOISTS; HYDRAULIC BACKHOE (TRACTOR OR TRUCK
MOUNTED); HYDRAULIC CRANE, 5 TONS OR UNDER (TRACTOR
OR TRUCK MOUNTED); HOIST (TUGGERS 5 TONS & OVER);
HYDRO-EXCAVATORS/DAYLIGHTERS; CONCRETE PUMPS ROTEC
TYPE CONVEYORS; TRACTOR/BULLDOZER/END LOADER (OVER
40 HP); MOTOR PATROL; SCRAPER OPERATOR; SIDEBOOM;
STRADDLE CARRIER; WELDER; BITUMINOUS PLANT AND
PAVER OPERATOR; ROLLER OVER 5 TONS; RAIL LEVELING
MACHINE (RAILROAD); TIE PLACER; TIE EXTRACTOR; TIE
TAMPER; STONE LEVELER; ROTARY DRILL OPERATOR AND
BLASTER; PERCUSSION DRILL OPERATOR; AIR TRACK DRILL
AND/OR HAMMERS; GANTRY (UNDER 20,000 LBS); TENCHER
(WHEEL TYPE OR CHAIN TYPE HAVING 8 INCH OR LARGER
BUCKET); MILLING MACHINE; OFF-ROAD MATERIAL
HAULERS.

(KENOSHA, MILWAUKEE, OZAUKEE, RACINE,
WASHINGTON, AND WAUKESHA COUNTIES)

HAZARDOUS WASTE PREMIUMS: EPA LEVEL "A"
PROTECTION: \$3.00 PER HOUR EPA LEVEL "B"
PROTECTION: \$2.00 PER HOUR EPA LEVEL "C"
PROTECTION: \$1.00 PER HOUR.....\$ 52.72 28.55
POWER EQUIPMENT OPERATOR: GROUP 3 BACKHOE
(EXCAVATOR) UNDER 130,000 LBS;SELF-ERECTING TOWER
CRANE 4000 LBS & UNDER LIFTING CAPACITY;TRAVELING
CRANE (BRIDGE TYPE); SKID RIGS; DREDGE OPERATOR;
MECHANIC; CONCRETE PAVER (OVER 27E); CONCRETE
SPREADER AND DISTRIBUTOR; FORKLIFT/ TELEHANDLER
(MACHINERY- MOVING / STEEL ERECTION); HYDRO
BLASTER, 10,000 PSI AND OVER.

(KENOSHA, MILWAUKEE,
OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA COUNTIES)

HAZARDOUS WASTE PREMIUMS:
EPA LEVEL "A" PROTECTION: \$3.00 PER HOUR EPA LEVEL
"B" PROTECTION: \$2.00 PER HOUR EPA LEVEL "C"
PROTECTION: \$1.00 PER HOUR.....\$ 54.21 28.55
POWER EQUIPMENT OPERATOR: GROUP 2 CRANES, TOWER
CRANES, PEDESTAL TOWER CRANES AND DERRICKS WITH OR

WITHOUT ATTACHMENTS WITH A LIFTING CAPACITY OF 100 TONS OR LESS; OR CRANES, TOWER CRANES PORTABLE TOWER CRANES, PEDESTAL TOWER CRANES AND DERRICKS WITH BOOM, LEADSAND/OR JIB LENGTHS MEASURING 175 FEET OR LESS; BACKHOES (EXCAVATORS) 130,000 LBS AND OVER; CAISSON RIGS; PILE DRIVERS; BORING MACHINES (VERTICAL OR HORIZONTAL), VERSI-LIFT, TRI-LIFT, GANTRY 20,000 LBS & OVER. (KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA COUNTIES)

HAZARDOUS WASTE

PREMIUMS: EPA LEVEL "A" PROTECTION: \$3.00 PER HOUR	
EPA LEVEL "B" PROTECTION: \$2.00 PER HOUR	
EPA LEVEL "C" PROTECTION: \$1.00 PER HOUR.....\$ 54.71	28.55
POWER EQUIPMENT OPERATOR: GROUP 1 CRANES, TOWER CRANES, PEDESTAL TOWER CRANES AND DERRICKS WITH OR W/O ATTACHMENTS WITH A LIFTING CAPACITY OF OVER 100 TONS; OR CRANES, TOWER CRANES, PEDESTAL TOWER CRANES AND DERRICKS WITH BOOM, LEADS, AND/OR JIB LENGTHS MEASURING 176 FEET OR LONGER; SELF-ERECTING TOWER CRANES OVER 4000 LBS LIFTING CAPACITY; ALL CRANES WITH BOOM DOLLIES; BORING MACHINES (DIRECTIONAL); MASTER MECHANIC. \$0.50 ADDITIONAL PER HOUR PER 100 TONS OR 100 FT OF BOOM OVER 200 FT OR LIFTING CAPACITY OF CRANE OVER 200 TONS TO A MAXIMUM OF 300 TONS OR 300 FT. THEREAFTER AN INCREASE OF \$0.01 PER FT OR TON, WHICHEVER IS GREATER. (KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA COUNTIES)	

HAZARDOUS WASTE PREMIUMS: EPA	
LEVEL "A" PROTECTION: \$3.00 PER HOUR	EPA LEVEL "B"
PROTECTION: \$2.00 PER HOUR	EPA LEVEL "C"
PROTECTION: \$1.00 PER HOUR.....\$ 55.21	28.55

ENGI0139-003 06/02/2025

Rates

Fringes

POWER EQUIPMENT OPERATOR: GROUP 6 SHOULDERING MACHINE OPERATOR; FARM OR INDUSTRIAL TRACTOR MOUNTED EQUIPMENT; POST HOLE DIGGER; AUGER (VERTICAL AND HORIZONTAL); SKID STEER LOADER WITH OR WITHOUT ATTACHMENTS; ROBOTIC TOOL CARRIER WITH OR WITHOUT ATTACHMENTS; POWER PACK VIBRATORY/ULTRA SOUND DRIVER AND EXTRACTOR; FIREMAN (ASPHALT PLANTS); SCREED OPERATOR; STONE CRUSHERS AND SCREENING PLANTS; AIR, ELECTRIC, HYDRAULIC JACKS (SLIP FORM); PRESTRESS MACHINES; AIR COMPRESSOR, 400 CFM OR OVER; REFRIGERATION PLANT/FREEZE MACHINE; BOILER OPERATORS (TEMPORARY HEAT);

FORKLIFTS; WELDING MACHINES; GENERATORS; PUMPS OVER 3"; HEATERS, MECHANICAL; COMBINATION SMALL EQUIPMENT OPERATOR; WINCHES, SMALL ELECTRIC; OILER; GREASER; ROTARY DRILL TENDER; CONVEYOR; ELEVATOR OPERATOR. (REMAINING COUNTIES)

HAZARDOUS WASTE PREMIUMS: EPA
LEVEL "A" PROTECTION: \$3.00 PER HOUR EPA LEVEL "B"
PROTECTION: \$2.00 PER HOUR EPA LEVEL "C"
PROTECTION: \$1.00 PER HOUR.....\$ 41.60 27.89
POWER EQUIPMENT OPERATOR: GROUP 5 TRACTOR,
BULLDOZER, OR ENDLOADER (UNDER 40 HP); TAMPERS
-COMPACTORS, RIDING TYPE; STUMP CHIPPER, LARGE;
ROLLER, RUBBER TIRE; BACKFILLER; TRENCHER, CHAIN
TYPE (BUCKET UNDER 8 INCH); CONCRETE AUTO BREAKER,
LARGE; CONCRETE FINISHING MACHINE (ROAD TYPE);
CONCRETE BATCH HOPPER; CONCRETE CONVEYOR SYSTEMS;
CONCRETE MIXERS, 14S OR OVER; PUMPS, SCREW TYPE AND
GYPSUM); HYDROHAMMERS, SMALL; BROOMS AND SWEEPRs;
LIFT SLAB MACHINE; ROLLER UNDER 5 TONS; INDUSTRIAL
LOCOMOTIVES; FIREMAN (PILE DRIVERS AND DERRICKS);
PUMPS (WELL POINTS); HOISTS, AUTOMATIC; A-FRAMES
AND WINCH TRUCKS; HOISTS (TUGGERS); BOATS (TUG,
SAFETY, WORK BARGES AND LAUNCHES); ASSISTANT
ENGINEER.

(REMAINING COUNTIES)

HAZARDOUS
WASTE PREMIUMS: EPA LEVEL "A" PROTECTION: \$3.00
PER HOUR EPA LEVEL "B" PROTECTION: \$2.00 PER HOUR
EPA LEVEL "C" PROTECTION: \$1.00 PER HOUR.....\$ 43.13 27.89
POWER EQUIPMENT OPERATOR: GROUP 4 HYDRAULIC BACKHOE
(TRACTOR OR TRUCK MOUNTED); HYDRAULIC CRANE, 10
TONS OR LESS; TRACTOR, BULLDOZER, OR END LOADER
(OVER 40 HP); MOTOR PATROL; SCRAPER OPERATOR;
BITUMINOUS PLANT AND PAVER OPERATOR; SCREED-MILLING
MACHINE; ROLLER OVER 5 TONS; CONCRETE PUMPS 46
METER AND UNDER; GROUT PUMPS; ROTEC TYPE MACHINE;
HYDRO BLASTER, 10,000 PSI AND OVER; ROTARY DRILL
OPERATOR; PERCUSSION DRILLING MACHINE; AIR TRACK
DRILL WITH OR WITHOUT INTEGRAL HAMMER; BLASTER;
BORING MACHINE (VERTICAL OR HORIZONTAL); SIDE BOOM;
TRENCHER, WHEEL TYPE OR CHAIN TYPE HAVING 8 INCH OR
LARGER BUCKET; RAIL LEVELING MACHINE (RAILROAD);
TIE PLACER; TIE EXTRACTOR; TIE TAMPER; STONE
LEVELER; STRADDLE CARRIER; MATERIAL HOISTS; STACK
HOIST; MAN HOISTS; MECHANIC AND WELDER; OFF ROAD
MATERIAL HAULERS.

(REMAINING

COUNTIES)

HAZARDOUS

WASTE PREMIUMS: EPA LEVEL ""A"" PROTECTION: \$3.00
PER HOUR EPA LEVEL ""B"" PROTECTION: \$2.00 PER HOUR
EPA LEVEL ""C"" PROTECTION: \$1.00 PER HOUR.....\$ 45.20 27.89
POWER EQUIPMENT OPERATOR: GROUP 3 BACKHOES
(EXCAVATORS) WEIGHING UNDER 130,000 LBS; TRAVELLING
CRANE (BRIDGE TYPE); MILLING MACHINE; CONCRETE
PAVER OVER 27 E; CONCRETE SPREADER AND DISTRIBUTOR;
CONCRETE LASER SCREED; CONCRETE GRINDER AND PLANING
MACHINE; SLIPFORM CURB AND GUTTER MACHINE; BORING
MACHINE (DIRECTIONAL); DREDGE OPERATOR; SKID RIGS;
OVER 46 METER CONCRETE PUMP.

(REMAINING COUNTIES)

HAZARDOUS WASTE PREMIUMS: EPA LEVEL ""A""
PROTECTION: \$3.00 PER HOUR EPA LEVEL ""B""
PROTECTION: \$2.00 PER HOUR EPA LEVEL ""C""
PROTECTION: \$1.00 PER HOUR.....\$ 45.73 27.89
POWER EQUIPMENT OPERATOR: GROUP 2 BACKHOES WEIGHING
130,00 LBS AND OVER; CRANES, TOWER CRANES AND
DERRICKS WITH OR WITHOUT ATTACHMENTS WITH A LIFTING
CAPACITY OF 100 TONS OR LESS; CRANES, TOWER CRANES,
AND DERRICKS WITH BOOM, LEADS, AND/OR JIB LENGTHS
175 FT OR LESS; CAISSON RIGS; PILE DRIVER.

(REMAINING COUNTIES)

HAZARDOUS WASTE
PREMIUMS: EPA LEVEL ""A"" PROTECTION: \$3.00 PER HOUR
EPA LEVEL ""B"" PROTECTION: \$2.00 PER HOUR EPA
LEVEL ""C"" PROTECTION: \$1.00 PER HOUR.....\$ 49.28 27.89
POWER EQUIPMENT OPERATOR: GROUP 1 CRANES, TOWER
CRANES AND DERRICKS WITH OR WITHOUT ATTACHMENTS
WITH A LIFTING CAPACITY OF OVER 100 TONS; CRANES,
TOWER CRANES, AND DERRICKS WITH BOOM, LEADS AND/OR
JIB LENGTHS 176 FT OR LONGER.

(REMAINING COUNTIES)

HAZARDOUS WASTE PREMIUMS: EPA	
LEVEL ""A"" PROTECTION: \$3.00 PER HOUR EPA LEVEL ""B""	
PROTECTION: \$2.00 PER HOUR EPA LEVEL ""C""	
PROTECTION: \$1.00 PER HOUR.....	\$ 50.53
	27.89

IRON0008-002 06/01/2025	
	Rates
IRONWORKER (BROWN, CALUMET, DOOR, FOND DU LAC, KEWAUNEE, MANITOWOC, MARINETTE, OCONTO, OUTAGAMI, SHAWANO, SHEBOYGAN, AND WINNEBAGO COUNTIES:)	
	\$ 44.66
	33.67

IRON0008-003 06/01/2025	
	Rates
IRONWORKER (KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WALWORTH (N.E. 2/3), WASHINGTON, AND WAUKESHA COUNTIES)	
	\$ 47.52
	33.67

IRON0383-001 06/01/2025	
	Rates
IRONWORKER (ADAMS, COLUMBIA, CRAWFORD, DANE, DODGE, FLORENCE, FOREST, GRANT, GREENE, (EXCLUDING S.E. TIP), GREEN LAKE, IOWA, JEFFERSON, JUNEAU, LA CROSSE, LAFAYETTE, LANGLADE, MARATHON, MARQUETTE, MENOMINEE, MONROE, PORTAGE, RICHLAND, ROCK (NORTHERN AREA, VICINITY OF EDGERTON AND MILTON), SAUK, VERNON, WAUPACA, WAUSHARA, AND WOOD COUNTIES)	
	.\$ 44.00
	32.66

IRON0512-008 05/01/2025	
	Rates
IRONWORKER (BARRON, BUFFALO, CHIPPEWA, CLARK, DUNN, EAU CLAIRE, JACKSON, PEPIN, PIERCE, POLK, RUSK, ST CROIX, TAYLOR, AND TREMPLEAU COUNTIES)	
	\$ 46.35
	36.86

IRON0512-021 05/01/2025	
	Rates
IRONWORKER (ASHLAND, BAYFIELD, BURNETT, DOUGLAS, IRON, LINCOLN, ONEIDA, PRICE, SAWYER, VILAS AND WASHBURN COUNTIES)	
	\$ 42.89
	36.86

LAB00113-002 06/02/2025	
	Rates
LABORER: GROUP 6 FLAGPERSON; TRAFFIC CONTROL PERSON	
(MILWAUKEE AND WAUKESHA COUNTIES)	
	\$ 35.30
LABORER: GROUP 5 BLASTER AND POWDERMAN	
	25.53

(MILWAUKEE AND WAUKESHA COUNTIES)	
	\$ 39.46
	25.53

LABORER: GROUP 4 LINE AND GRADE SPECIALIST

(MILWAUKEE AND WAUKESHA COUNTIES).....\$ 39.31	25.53
LABORER: GROUP 3 BITUMINOUS WORKER (RAKER AND LUTEMAN); FORMSETTER (CURB, SIDEWALK, AND PAVEMENT); STRIKE OFF MAN	

(MILWAUKEE AND WAUKESHA COUNTIES).....\$ 39.16	25.53
LABORER: GROUP 2 AIR TOOL OPERATOR; JOINT SAWER AND FILLER (PAVEMENT); VIBRATOR OR TAMPER OPERATOR (MECHANICAL HAND OPERATED); CHAIN SAW OPERATOR; DEMOLITION BURNING TORCH LABORER	

(MILWAUKEE AND WAUKESHA COUNTIES).\$ 38.96	25.53
LABORER: GROUP 1 GENERAL LABORER; TREE TRIMMER; CONDUIT LAYER; DEMOLITION AND WRECKING LABORER; GUARD RAIL, FENCE, AND BRIDGE BUILDER; LANDSCAPER; MULTIPLATE CULVERT ASSEMBLER; STONE HANDLER; BITUMINOUS WORKER (SHOVELER, LOADER, AND UTILITY MAN); BATCH TRUCK DUMPER OR CEMENT HANDLER; BITUMINOUS WORKER (DUMPER, IRONER, SMOOTHER, AND TAMPER); CONCRETE HANDLER	

(MILWAUKEE AND WAUKESHA COUNTIES).....\$ 38.81	25.53
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LAB00113-003 06/02/2025	
	Rates
LABORER: GROUP 6 FLAGPERSON AND TRAFFIC CONTROL PERSON	Fringes

(OZAUKEE AND WASHINGTON COUNTIES).....\$ 35.15	25.53
LABORER: GROUP 5 BLASTER; POWDERMAN	

(OZAUKEE AND WASHINGTON COUNTIES).....\$ 38.26	25.53
LABORER: GROUP 4 LINE AND GRADE SPECIALIST	

(OZAUKEE AND WASHINGTON COUNTIES).....\$ 38.41	25.53
LABORER: GROUP 3 BITUMINOUS WORKER (RAKER AND LUTEMAN); FORMSETTER (CURB, SIDEWALK, AND PAVEMENT); STRIKE OFF MAN	

(OZAUKEE AND WASHINGTON COUNTIES).\$ 38.21	25.53
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LABORER: GROUP 2 AIR TOOL OPERATOR; JOINT SAWER AND
FILLER (PAVEMENT); VIBRATOR OR TAMPER OPERATOR
(MECHANICAL HAND OPERATED); CHAIN SAW OPERATOR;
DEMOLITION BURNING TORCH LABORER

(OZAUKEE AND WASHINGTON
COUNTIES).....\$ 38.16 25.53
LABORER: GROUP 1 GENERAL LABORER; TREE TRIMMER;
CONDUIT LAYER; DEMOLITION AND WRECKING LABORER;
GUARD RAIL, FENCE, AND BRIDGE BUILDER; LANDSCAPER;
MULTIPLATE CULVERT ASSEMBLER; STONE HANDLER;
BITUMINOUS WORKER (SHOVELER, LOADER, AND UTILITY
MAN); BATCH TRUCK DUMPER OR CEMENT HANDLER;
BITUMINOUS WORKER (DUMPER, IRONER, SMOOTHER, AND
TAMPER); CONCRETE HANDLER

(OZAUKEE AND WASHINGTON COUNTIES).....\$ 38.06 25.53

LAB00113-011 06/02/2025
Rates Fringes
LABORER: GROUP 6 FLAGMAN; TRAFFIC CONTROL PERSON

(KENOSHA AND RACINE
COUNTIES).....\$ 35.02 25.53
LABORER: GROUP 5 BLASTER AND POWDERMAN

(KENOSHA AND RACINE COUNTIES).....\$ 38.52 25.53
LABORER: GROUP 4 LINE AND GRADE SPECIALIST

(KENOSHA AND
RACINE COUNTIES).....\$ 38.19 25.53
LABORER: GROUP 3 BITUMINOUS WORKER (RAKER AND
LUTEMAN); FORMSETTER (CURB, SIDEWALK, AND
PAVEMENT); STRIKE OFF MAN

(KENOSHA AND RACINE COUNTIES)...\$ 38.22 25.53
LABORER: GROUP 2 AIR TOOL OPERATOR; JOINT SAWER AND
FILLER (PAVEMENT); VIBRATOR OR TAMPER OPERATOR
(MECHANICAL HAND OPERATED); CHAIN SAW OPERATOR;
DEMOLITION BURNING TORCH LABORER

(KENOSHA AND RACINE COUNTIES).....\$ 38.02	25.53
LABORER: GROUP 1 GENERAL LABORER; TREE TRIMMER;	
CONDUIT LAYER; DEMOLITION AND WRECKING LABORER;	
GUARD RAIL, FENCE, AND BRIDGE BUILDER; LANDSCAPER;	
MULTIPLATE CULVERT ASSEMBLER; STONE HANDLER;	
BITUMINOUS WORKER (SHOVELER, LOADER, AND UTILITY	
MAN); BATCH TRUCK DUMPER OR CEMENT HANDLER;	
BITUMINOUS WORKER (DUMPER, IRONER, SMOOTHER, AND	
TAMPER); CONCRETE HANDLER	

(KENOSHA AND RACINE COUNTIES).....\$ 37.87	25.53
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LABO0140-002 06/02/2025

Rates

Fringes

LABORER GROUP 6 (ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DODGE, DOOR, DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IRON, JACKSON, JUNEAU, IOWA, JEFFERSON, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST. CRO.....\$ 40.40	19.97
LABORER GROUP 5 (ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DODGE, DOOR, DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IRON, JACKSON, JUNEAU, IOWA, JEFFERSON, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST. CRO.....\$ 43.97	19.97
LABORER GROUP 4 (ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DODGE, DOOR, DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IRON, JACKSON, JUNEAU, IOWA, JEFFERSON, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST. CRO.....\$ 44.12	19.97
LABORER GROUP 3 (ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DODGE, DOOR, DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IRON, JACKSON, JUNEAU, IOWA, JEFFERSON, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST. CRO.....\$ 43.92	19.97
LABORER GROUP 2 (ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DODGE, DOOR, DOUGLAS, DUNN, EAU	

CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IRON, JACKSON, JUNEAU, IOWA, JEFFERSON, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST. CRO.....	\$ 43.87	19.97
LABORER GROUP 1 (ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DODGE, DOOR, DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IRON, JACKSON, JUNEAU, IOWA, JEFFERSON, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST. CRO.....)		
	\$ 43.77	19.97

LAB00464-003 06/02/2025

Rates	Fringes
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LABORER: GROUP 6 FLAGPERSON AND TRAFFIC CONTROL
PERSON

(DANE COUNTY).....	\$ 40.40	19.97
LABORER: GROUP 5 BLASTER; POWDERMAN		

(DANE COUNTY).....	\$ 44.25	19.97
LABORER: GROUP 4 LINE AND GRADE SPECIALIST		

(DANE COUNTY).....	\$ 44.40	19.97
LABORER: GROUP 3 BITUMINOUS WORKER (RAKER AND LUTEMAN); FORMSETTER (CURB, SIDEWALK, AND PAVEMENT); STRIKE OFF MAN		

(DANE COUNTY).....	\$ 44.20	19.97
LABORER: GROUP 2 AIR TOOL OPERATOR; JOINT SAWER AND FILLER (PAVEMENT); VIBRATOR OR TAMPER OPERATOR (MECHANICAL HAND OPERATED); CHAIN SAW OPERATOR; DEMOLITION BURNING TORCH LABORER		

(DANE COUNTY).....	\$ 44.15	19.97
LABORER: GROUP 1 GENERAL LABORER; TREE TRIMMER; CONDUIT LAYER; DEMOLITION AND WRECKING LABORER; GUARD RAIL, FENCE, AND BRIDGE BUILDER; LANDSCAPER; MULTIPLATE CULVERT ASSEMBLER; STONE HANDLER; BITUMINOUS WORKER (SHOVELER, LOADER, AND UTILITY MAN); BATCH TRUCK DUMPER OR CEMENT HANDLER; BITUMINIOUS WORKER (DUMPER, IRONER, SMOOTHER, AND		

TAMPER); CONCRETE HANDLER

(DANE COUNTY).....	\$ 44.05	19.97

PAIN0106-008 05/05/2025		
	Rates	Fringes
PAINTERS: REPAINT: SPRAY, SANDBLAST, STEEL: ASHLAND, BAYFIELD, BURNETT, AND DOUGLAS COUNTIES....	\$ 37.27	27.26
PAINTERS: REPAINT: BRUSH, ROLLER: ASHLAND, BAYFIELD, BURNETT, AND DOUGLAS COUNTIES.....	\$ 36.67	27.26
PAINTERS: NEW: SPRAY, SANDBLAST, STEEL: ASHLAND, BAYFIELD, BURNETT, AND DOUGLAS COUNTIES.....	\$ 38.77	27.26
PAINTERS: NEW: BRUSH, ROLLER: ASHLAND, BAYFIELD, BURNETT, AND DOUGLAS COUNTIES.....	\$ 38.17	27.26

PAIN0108-002 06/01/2025		
	Rates	Fringes
PAINTERS: SPRAY & SANDBLAST (RACINE COUNTY).....	\$ 44.64	23.35
PAINTERS: BRUSH, ROLLER (RACINE COUNTY).....	\$ 43.64	23.35

PAIN0259-002 05/01/2008		
	Rates	Fringes
PAINTER (BARRON, CHIPPEWA, DUNN, EAU CLAIRE, PEPIN, PIERCE, POLK, RUSK, SAWYER, ST. CROIX, AND WASHBURN COUNTIES).....	\$ 24.11	12.15

PAIN0259-004 05/01/2015		
	Rates	Fringes
PAINTER (BUFFALO, CRAWFORD, JACKSON, LA CROSSE, MONROE, TREMPLEAU, AND VERNON COUNTIES).....	\$ 22.03	12.45

PAIN0781-002 06/01/2025		
	Rates	Fringes
PAINTERS: SPRAY & SANDBLAST (JEFFERSON, MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES).....	\$ 43.19	24.87
PAINTERS: BRUSH (JEFFERSON, MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES).....	\$ 42.44	24.87
PAINTERS: BRIDGE (JEFFERSON, MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES).....	\$ 43.19	24.87

PAIN0802-002 06/01/2025		
	Rates	Fringes
PAINTER: BRUSH (COLUMBIA, DANE, DODGE, GRANT, GREEN, IOWA, LAFAYETTE, RICHLAND, ROCK, AND SAUK COUNTIES).....	\$ 37.65	21.17

PAIN0802-003 06/01/2025		
	Rates	Fringes
PAINTER (ADAMS, BROWN, CALUMET, CLARK, DOOR, FOND DU LAC, FOREST, GREEN LAKE, IRON, JUNEAU, KEWAUNEE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, OCONTO, ONEIDA, OUTAGAMIE, PORTAGE, PRICE, SHAWANO, SHEBOYGAN, TAYLOR, VILAS, WAUSHARA, WAUPACA, WINNEBAGO, AND WOOD COUNTIES)...	\$ 37.65	21.17

PAIN0934-001 06/01/2025		
	Rates	Fringes
PAINTERS: STRUCTURAL STEEL (KENOSHA AND WALWORTH COUNTIES).....	\$ 40.77	26.37
PAINTERS: SPRAY (KENOSHA AND WALWORTH COUNTIES).....	\$ 41.62	26.37
PAINTERS: BRUSH (KENOSHA AND WALWORTH COUNTIES).....	\$ 40.62	26.37

PAIN1011-002 06/01/2025		
	Rates	Fringes
PAINTERS: (FLORENCE COUNTY).....	\$ 31.17	15.92

PLAS0599-002 06/01/2025		
	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER: AREA D: MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES.....	\$ 42.28	26.43
CEMENT MASON/CONCRETE FINISHER, AREA F: KENOSHA AND RACINE COUNTIES.....	\$ 37.33	31.38
CEMENT MASON/CONCRETE FINISHER, AREA E: DANE, GRANT, GREEN, IOWA, LAFAYETTE, AND ROCK COUNTIES....	\$ 41.16	27.54
CEMENT MASON/CONCRETE FINISHER AREA C: BUFFALO, CRAWFORD, EAU CLAIRE, JACKSON, JUNEAU, LA CROSSE, MONROE, PEPIN, PIERCE, RICHLAND, TREMPLEAU, AND VERNON COUNTIES	\$ 40.06	28.65
CEMENT MASON/CONCRETE FINISHER AREA A: ASHLAND, BURNETT, BAYFIELD, DOUGLAS, IRON, PRICE, SAWYER, AND WASHBURN COUNTIES.....	\$ 47.22	31.90

PLUM0011-003 05/05/2025		
	Rates	Fringes
PLUMBER (ASHLAND, BAYFIELD, BURNETT, DOUGLAS, IRON, SAWYER, AND WASHBURN COUNTIES).....	\$ 52.24	27.56

PLUM0075-002 06/01/2025		
	Rates	Fringes
PLUMBER (MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES).....	\$ 60.05	27.90

PLUM0075-004 06/01/2025		
	Rates	Fringes
PLUMBER (DODGE (WATERTOWN), GREEN, JEFFERSON, LAFAYETTE, AND ROCK COUNTIES).....	\$ 60.05	27.90

PLUM0075-009 06/01/2025		
	Rates	Fringes
PLUMBER (COLUMBIA, DANE, IOWA, MARQUETTE, RICHLAND AND SAUK COUNTIES).....	\$ 60.57	27.34

PLUM0111-007 06/03/2024		
	Rates	Fringes
PLUMBER/PIPEFITTER (MARINETTE COUNTY (NIAGARA ONLY)).....	\$ 43.90	27.53

PLUM0118-002 06/01/2025		
	Rates	Fringes
PLUMBER AND STEAMFITTER (KENOSHA, RACINE, AND WALWORTH COUNTIES).....	\$ 57.35	29.37

PLUM0400-003 06/01/2025		
	Rates	Fringes
PLUMBER/PIPEFITTER (ADAMS,BROWN, CALUMET, DODGE (EXCEPT WATERTOWN), DOOR, FOND DU LAC, GREEN LAKE,KEWAUNEE, MANITOWOC, MARINETTE (EXCEPT NIAGARA), MENOMINEE, OCONTO, OUTAGAMIE, SHAWANO, SHEBOYGAN, WAUPACA, WAUSHARA, AND WINNEBAGO COUNTIES).....	\$ 53.23	23.40

PLUM0434-002 06/01/2025		
	Rates	Fringes
PIPEFITTER (BARON, BUFFALO, CHIPPEWA, CLARK, CRAWFORD, DUNN, EAU CLAIRE, FLORENCE, FOREST, GRANT, JACKSON, JUNEAU, LA CROSSE, LANGLADE, LINCOLN, MARATHON, MONROE, ONEIDA, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RUSK, ST. CROIX, TAYLOR, TREMPEALEAU, VERNON, VILAS, AND WOOD COUNTIES).....	\$ 50.94	25.98

PLUM0601-003 06/01/2025		
	Rates	Fringes
PIPEFITTER ZONE 1 (DODGE (WATERTOWN), GREEN, JEFFERSON, LAFAYETTE, MILWAUKEE, OZAUKEE, ROCK, WASHINGTON AND WAUKESHA COUNTIES).....	\$ 58.92	31.34

PLUM0601-009 06/01/2025		
	Rates	Fringes
PIPEFITTER (COLUMBIA, DANE, IOWA, MARQUETTE, RICHLAND AND SAUK COUNTIES).....	\$ 60.13	30.16

SUWI2011-001 08/06/1992		
	Rates	Fringes
WELL DRILLER.....	\$ 16.52	0.00

TEAM0039-002 06/01/2025		
	Rates	Fringes
TRUCK DRIVER (3 OR MORE AXLES; EUCLIDS OR DUMPTOR, ARTICULATED TRUCK, MECHANIC).....	\$ 39.72	28.70
TRUCK DRIVER (1 & 2 AXLE TRUCKS).....	\$ 39.57	28.70

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic

violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at <https://www.dol.gov/agencies/whd/government-contracts>.

Note: Executive Order 13658 generally applies to contracts subject to the Davis-Bacon Act that were awarded on or between January 1, 2015 and January 29, 2022, and that have not been renewed or extended on or after January 30, 2022. Executive Order 13658 does not apply to contracts subject only to the Davis-Bacon Related Acts regardless of when they were awarded. If a contract is subject to Executive Order 13658, the contractor must pay all covered workers at least \$13.65 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract from May 11, 2026, through December 31, 2026. The applicable Executive Order minimum wage rate will be adjusted annually. Additional information on contractor requirements and worker protections under Executive Order 13658 is available at www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classifications and wage rates that have been found to be prevailing for the type(s) of construction and geographic area covered by the wage determination. The classifications are listed in alphabetical order under rate identifiers indicating whether the particular rate is a union rate (current union negotiated rate), a survey rate, a weighted union average rate, a state adopted rate, or a supplemental classification rate.

Union Rate Identifiers

A four-letter identifier beginning with characters other than **◆SU◆**, **◆UAVG◆**, **◆SA◆**, or **◆SC◆** denotes that a union rate was prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2024. PLUM is an identifier of the union whose collectively bargained rate prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. The date, 07/01/2024 in the example, is the effective date of the most current negotiated rate.

Union prevailing wage rates are updated to reflect all changes over time that are reported to WHD in the rates in the collective bargaining agreement (CBA) governing the classification.

Union Average Rate Identifiers

The UAVG identifier indicates that no single rate prevailed for those classifications, but that 100% of the data reported for the classifications reflected union rates. EXAMPLE: UAVG-OH-0010 01/01/2024. UAVG indicates that the rate is a weighted union average rate. OH indicates the State of Ohio. The next number, 0010 in the example, is an internal number used in producing the wage determination. The date, 01/01/2024 in the example, indicates the date the wage determination was updated to reflect the most current union average rate.

A UAVG rate will be updated once a year, usually in January, to reflect a weighted average of the current rates in the collective bargaining agreements on which the rate is based.

Survey Rate Identifiers

The **SU** identifier indicates that either a single non-union rate prevailed (as defined in 29 CFR 1.2) for this classification in the survey or that the rate was derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As a weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SUFL2022-007 6/27/2024. SU indicates the rate is a single non-union prevailing rate or a weighted average of survey data for that classification. FL indicates the State of Florida. 2022 is the year of the survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 6/27/2024 in the example, indicates the survey completion date for the classifications and rates under that identifier.

SU wage rates typically remain in effect until a new survey is conducted. However, the Wage and Hour Division (WHD) has the discretion to update such rates under 29 CFR 1.6(c)(1).

State Adopted Rate Identifiers

The **SA** identifier indicates that the classifications and prevailing wage rates set by a state (or local) government were adopted under 29 C.F.R 1.3(g)-(h). Example: SAME2023-007 01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 01/03/2024 in the example, reflects the date on which the classifications and rates under the **SA** identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

1) Has there been an initial decision in the matter? This can be:

- a) a survey underlying a wage determination
- b) an existing published wage determination
- c) an initial WHD letter setting forth a position on a wage determination matter
- d) an initial conformance (additional classification and rate) determination

On survey related matters, initial contact, including requests for summaries of surveys, should be directed to the WHD Branch of Wage Surveys. Requests can be submitted via email to davisbaconinfo@dol.gov or by mail to:

Branch of Wage Surveys
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

Regarding any other wage determination matter such as conformance decisions, requests for initial decisions should be directed to the WHD Branch of Construction Wage Determinations. Requests can be submitted via email to BCWD-Office@dol.gov or by mail to:

Branch of Construction Wage Determinations

Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2) If an initial decision has been issued, then any interested party (those affected by the action) that disagrees with the decision can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Requests for review and reconsideration can be submitted via email to dba.reconsideration@dol.gov or by mail to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210.

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END OF GENERAL DECISION

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NOTICE TO BIDDERS WAGE RATE DECISION

The wage rate decision of the Department of Labor which has been incorporated in these advertised specifications is incomplete in that the classifications may be omitted from the Department of Labor's decision.

Since the bidder is responsible, independently, for ascertaining area practice with respect to the necessity, or lack of necessity, for the use of these classifications in the prosecution of the work contemplated by this project, no inference may be drawn from the omission of these classifications concerning prevailing area practices relative to their use. Further, this omission will not, per se, be construed as establishing any governmental liability for increased labor cost if it is subsequently determined that such classifications are required.

There may be omissions and/or errors in the federal wage rates. The bidder is responsible for evaluating and determining the correct applicable rate.

If a project includes multiple types of construction (highway, bridge over navigable water, sanitary sewer and water main, building) and there is not a separate wage determination for this type of work included in the proposal, use the wage determination that is in the proposal.

If a project includes multiple types of construction, different wage rate determinations may be inserted into the contract (WI10/Highway = in all WisDOT highway contracts, WI15/Heavy = bridge over navigable water per USDOL and US Coast Guard designation, WI8/Heavy (Sewer & Water Line & Tunnel) = sanitary sewer and water main if the cost is more than 20% of the contract and/or at least \$1,000,000, and Building). If multiple wage rate determinations are inserted into the contract, use the classification in the wage determination for the work being done. Use WI15 wage rates when working on the bridge and/or structure from bank to bank. Use WI8 wage rates when working on any sanitary sewer or water main work. Use Building wage rates for all work done within the footprint of the building. Use WI10 wage rates for all other highway work in the contract and approaches to structures. For example, if a laborer is working within the footprint of a building, use the Laborer rate in the Building wage determination inserted in the contract. If a laborer is working on a bridge/structure within the banks, use the Laborer rate in the WI15/Heavy wage determination if inserted in the contract. If the laborer is working on the highway, use the Laborer rate in the WI10/Highway wage determination.



Proposal Schedule of Items

Page 1 of 33

Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

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	29.000 STA	_____.	_____.
0004	201.0120 Clearing	72.000 ID	_____.	_____.
0006	201.0205 Grubbing	29.000 STA	_____.	_____.
0008	201.0220 Grubbing	72.000 ID	_____.	_____.
0010	203.0100 Removing Small Pipe Culverts	2.000 EACH	_____.	_____.
0012	204.0100 Removing Concrete Pavement	36,265.000 SY	_____.	_____.
0014	204.0110 Removing Asphaltic Surface	1,696.000 SY	_____.	_____.
0016	204.0115 Removing Asphaltic Surface Butt Joints	205.000 SY	_____.	_____.
0018	204.0120 Removing Asphaltic Surface Milling	58,215.000 SY	_____.	_____.
0020	204.0130 Removing Curb	250.000 LF	_____.	_____.
0022	204.0150 Removing Curb & Gutter	3,895.000 LF	_____.	_____.
0024	204.0155 Removing Concrete Sidewalk	4,320.000 SY	_____.	_____.
0026	204.0165 Removing Guardrail	458.000 LF	_____.	_____.
0028	204.0190 Removing Surface Drains	1.000 EACH	_____.	_____.
0030	204.0195 Removing Concrete Bases	100.000 EACH	_____.	_____.
0032	204.0220 Removing Inlets	11.000 EACH	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0034	204.0245 Removing Storm Sewer (size) 010. 10-Inch	30.000 LF	_____.	_____.
0036	204.0245 Removing Storm Sewer (size) 012. 12-Inch	170.000 LF	_____.	_____.
0038	204.0245 Removing Storm Sewer (size) 015. 15-Inch	130.000 LF	_____.	_____.
0040	204.0245 Removing Storm Sewer (size) 018. 18-Inch	70.000 LF	_____.	_____.
0042	204.0245 Removing Storm Sewer (size) 024. 24-Inch	25.000 LF	_____.	_____.
0044	204.0246 Removing Ancillary Structure (structure) 001. S-64-0203	1.000 EACH	_____.	_____.
0046	204.0260 Abandoning Inlets	1.000 EACH	_____.	_____.
0048	204.0280 Sealing Pipes	1.000 EACH	_____.	_____.
0050	204.0291.S Abandoning Sewer	5.000 CY	_____.	_____.
0052	204.9060.S Removing (item description) 001. Overhead Sign Support	6.000 EACH	_____.	_____.
0054	204.9060.S Removing (item description) 002. Apron Endwalls	1.000 EACH	_____.	_____.
0056	204.9060.S Removing (item description) 601. Traffic Signals STH 50 & Cook St	1.000 EACH	_____.	_____.
0058	204.9060.S Removing (item description) 602. Traffic Signals STH 50 & Broad St	1.000 EACH	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0060	204.9060.S Removing (item description) 603. Traffic Signals STH 50 & Center St	1.000 EACH	_____.	_____.
0062	204.9060.S Removing (item description) 604. Traffic Signals STH 50 & Wells St	1.000 EACH	_____.	_____.
0064	204.9060.S Removing (item description) 605. Traffic Signals STH 50 & Edwards Blvd	1.000 EACH	_____.	_____.
0066	204.9060.S Removing (item description) 606. Traffic Signals STH 50 & USH 12 SB Ramp	1.000 EACH	_____.	_____.
0068	204.9060.S Removing (item description) 607. Loop Detector Wire & Lead-In Cable STH 50 & Wells St	1.000 EACH	_____.	_____.
0070	204.9060.S Removing (item description) 608. Loop Detector Wire & Lead-In Cable STH 50 & Edwards Blvd	1.000 EACH	_____.	_____.
0072	204.9060.S Removing (item description) 609. Loop Detector Wire & Lead-In Cable STH 50 & USH 12 SB Ramp	1.000 EACH	_____.	_____.
0074	205.0100 Excavation Common	41,305.000 CY	_____.	_____.
0076	211.0400 Prepare Foundation for Asphaltic Shoulders	72.000 STA	_____.	_____.
0078	213.0100 Finishing Roadway (project) 001. 3170-09-70	1.000 EACH	_____.	_____.
0080	213.0100 Finishing Roadway (project) 002. 3170-09-71	1.000 EACH	_____.	_____.
0082	305.0110 Base Aggregate Dense 3/4-Inch	565.000 TON	_____.	_____.
0084	305.0120 Base Aggregate Dense 1 1/4-Inch	32,112.000 TON	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0086	310.0110 Base Aggregate Open-Graded	115.000 TON	_____.	_____.
0088	313.0110 Pit Run	34,318.000 TON	_____.	_____.
0090	371.2000.S QMP Base Aggregate Dense 1 1/4-Inch Compaction	16.000 EACH	_____.	_____.
0092	416.0610 Drilled Tie Bars	174.000 EACH	_____.	_____.
0094	450.4000 HMA Cold Weather Paving	1,000.000 TON	_____.	_____.
0096	455.0605 Tack Coat	13,015.000 GAL	_____.	_____.
0098	460.2000 Incentive Density HMA Pavement	16,170.000 DOL	1.00000	16,170.00
0100	460.6223 HMA Pavement 3 MT 58-28 S	16,445.000 TON	_____.	_____.
0102	460.6224 HMA Pavement 4 MT 58-28 S	70.000 TON	_____.	_____.
0104	460.6424 HMA Pavement 4 MT 58-28 H	9,263.000 TON	_____.	_____.
0106	465.0105 Asphaltic Surface	1,055.000 TON	_____.	_____.
0108	465.0120 Asphaltic Surface Driveways and Field Entrances	125.000 TON	_____.	_____.
0110	465.0125 Asphaltic Surface Temporary	500.000 TON	_____.	_____.
0112	495.1000.S Cold Patch	300.000 TON	_____.	_____.
0114	520.8000 Concrete Collars for Pipe	7.000 EACH	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0116	522.0112 Culvert Pipe Reinforced Concrete Class III 12-Inch	51.000 LF	_____.	_____.
0118	522.0130 Culvert Pipe Reinforced Concrete Class III 30-Inch	13.000 LF	_____.	_____.
0120	522.1012 Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	2.000 EACH	_____.	_____.
0122	522.1015 Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	3.000 EACH	_____.	_____.
0124	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	1.000 EACH	_____.	_____.
0126	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	1.000 EACH	_____.	_____.
0128	531.2042 Drilling Shaft 42-Inch	46.000 LF	_____.	_____.
0130	531.5440 Foundation Single-Shaft Type TF-IV (structure) 001. S-64-0610	2.000 EACH	_____.	_____.
0132	532.5440 Truss Full Span 2-Chord Type IV (structure) 001. S-64-0610	1.000 EACH	_____.	_____.
0134	601.0407 Concrete Curb & Gutter 18-Inch Type D	5,940.000 LF	_____.	_____.
0136	601.0411 Concrete Curb & Gutter 30-Inch Type D	10,600.000 LF	_____.	_____.
0138	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	475.000 LF	_____.	_____.
0140	601.0600 Concrete Curb Pedestrian	848.000 LF	_____.	_____.
0142	602.0410 Concrete Sidewalk 5-Inch	48,770.000 SF	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0144	602.0505 Curb Ramp Detectable Warning Field Yellow	1,133.000 SF	_____.	_____.
0146	602.0605 Curb Ramp Detectable Warning Field Radial Yellow	255.200 SF	_____.	_____.
0148	602.0810 Concrete Driveway 6-Inch	1,080.000 SY	_____.	_____.
0150	602.0860 Concrete Driveway HES 6-Inch	580.000 SY	_____.	_____.
0152	602.1500 Concrete Steps	15.000 SF	_____.	_____.
0154	602.3010 Concrete Surface Drains	1.500 CY	_____.	_____.
0156	603.8000 Concrete Barrier Temporary Precast Delivered	200.000 LF	_____.	_____.
0158	603.8125 Concrete Barrier Temporary Precast Installed	200.000 LF	_____.	_____.
0160	606.0200 Riprap Medium	40.000 CY	_____.	_____.
0162	608.0312 Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	953.000 LF	_____.	_____.
0164	608.0315 Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	1,708.000 LF	_____.	_____.
0166	608.0318 Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	262.000 LF	_____.	_____.
0168	608.0324 Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	43.000 LF	_____.	_____.
0170	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	104.000 LF	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0172	608.0512 Storm Sewer Pipe Reinforced Concrete Class V 12-Inch	16.000 LF	_____.	_____.
0174	611.0530 Manhole Covers Type J	10.000 EACH	_____.	_____.
0176	611.0600 Inlet Covers Type A	2.000 EACH	_____.	_____.
0178	611.0610 Inlet Covers Type BW	1.000 EACH	_____.	_____.
0180	611.0613 Inlet Covers Type DW	1.000 EACH	_____.	_____.
0182	611.0655 Inlet Covers Type V-B	3.000 EACH	_____.	_____.
0184	611.0660 Inlet Covers Type WM	31.000 EACH	_____.	_____.
0186	611.0666 Inlet Covers Type Z	10.000 EACH	_____.	_____.
0188	611.1003 Catch Basins 3-FT Diameter	6.000 EACH	_____.	_____.
0190	611.1004 Catch Basins 4-FT Diameter	29.000 EACH	_____.	_____.
0192	611.2004 Manholes 4-FT Diameter	7.000 EACH	_____.	_____.
0194	611.2005 Manholes 5-FT Diameter	2.000 EACH	_____.	_____.
0196	611.2006 Manholes 6-FT Diameter	1.000 EACH	_____.	_____.
0198	611.3004 Inlets 4-FT Diameter	9.000 EACH	_____.	_____.
0200	611.3225 Inlets 2x2.5-FT	2.000 EACH	_____.	_____.
0202	611.8105 Adjusting Catch Basin Covers	6.000 EACH	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0204	611.8110 Adjusting Manhole Covers	24.000 EACH	_____.	_____.
0206	611.8115 Adjusting Inlet Covers	31.000 EACH	_____.	_____.
0208	611.8120.S Cover Plates Temporary	50.000 EACH	_____.	_____.
0210	612.0106 Pipe Underdrain 6-Inch	1,710.000 LF	_____.	_____.
0212	614.0010 Barrier System Grading Shaping Finishing	3.000 EACH	_____.	_____.
0214	614.0397 Guardrail Mow Strip Emulsified Asphalt	180.000 SY	_____.	_____.
0216	614.2300 MGS Guardrail 3	525.000 LF	_____.	_____.
0218	614.2610 MGS Guardrail Terminal EAT	3.000 EACH	_____.	_____.
0220	614.2620 MGS Guardrail Terminal Type 2	3.000 EACH	_____.	_____.
0222	618.0100 Maintenance and Repair of Haul Roads (project) 001. 3170-09-70	1.000 EACH	_____.	_____.
0224	618.0100 Maintenance and Repair of Haul Roads (project) 002. 3170-09-71	1.000 EACH	_____.	_____.
0226	619.1000 Mobilization	1.000 EACH	_____.	_____.
0228	620.0200 Concrete Median Blunt Nose	47.000 SF	_____.	_____.
0230	620.0300 Concrete Median Sloped Nose	11.000 SF	_____.	_____.
0232	624.0100 Water	1,000.000 MGAL	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0234	625.0100 Topsoil	2,947.000 SY	_____.	_____.
0236	625.0500 Salvaged Topsoil	18,225.000 SY	_____.	_____.
0238	627.0200 Mulching	3,000.000 SY	_____.	_____.
0240	628.1104 Erosion Bales	100.000 EACH	_____.	_____.
0242	628.1504 Silt Fence	4,580.000 LF	_____.	_____.
0244	628.1520 Silt Fence Maintenance	6,870.000 LF	_____.	_____.
0246	628.1905 Mobilizations Erosion Control	22.000 EACH	_____.	_____.
0248	628.1910 Mobilizations Emergency Erosion Control	16.000 EACH	_____.	_____.
0250	628.2008 Erosion Mat Urban Class I Type B	13,972.000 SY	_____.	_____.
0252	628.2039 Erosion Mat Class III Type D	1,750.000 SY	_____.	_____.
0254	628.6505 Soil Stabilizer Type A	1.000 ACRE	_____.	_____.
0256	628.6510 Soil Stabilizer Type B	4.000 ACRE	_____.	_____.
0258	628.7005 Inlet Protection Type A	15.000 EACH	_____.	_____.
0260	628.7010 Inlet Protection Type B	20.000 EACH	_____.	_____.
0262	628.7015 Inlet Protection Type C	90.000 EACH	_____.	_____.
0264	628.7020 Inlet Protection Type D	40.000 EACH	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0266	628.7504 Temporary Ditch Checks	120.000 LF	_____.	_____.
0268	628.7555 Culvert Pipe Checks	30.000 EACH	_____.	_____.
0270	628.7560 Tracking Pads	20.000 EACH	_____.	_____.
0272	628.7570 Rock Bags	200.000 EACH	_____.	_____.
0274	629.0210 Fertilizer Type B	9.000 CWT	_____.	_____.
0276	630.0140 Seeding Mixture No. 40	740.000 LB	_____.	_____.
0278	630.0200 Seeding Temporary	1,000.000 LB	_____.	_____.
0280	630.0500 Seed Water	390.000 MGAL	_____.	_____.
0282	631.0300 Sod Water	80.000 MGAL	_____.	_____.
0284	631.1000 Sod Lawn	2,665.000 SY	_____.	_____.
0286	633.5200 Markers Culvert End	2.000 EACH	_____.	_____.
0288	634.0618 Posts Wood 4x6-Inch x 18-FT	136.000 EACH	_____.	_____.
0290	634.0622 Posts Wood 4x6-Inch x 22-FT	37.000 EACH	_____.	_____.
0292	634.0814 Posts Tubular Steel 2x2-Inch x 14-FT	48.000 EACH	_____.	_____.
0294	634.0818 Posts Tubular Steel 2x2-Inch x 18-FT	4.000 EACH	_____.	_____.
0296	637.1220 Signs Type I Reflective SH	117.500 SF	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0298	637.2210 Signs Type II Reflective H	2,505.663 SF	_____.	_____.
0300	637.2215 Signs Type II Reflective H Folding	186.500 SF	_____.	_____.
0302	637.2230 Signs Type II Reflective F	773.960 SF	_____.	_____.
0304	638.2602 Removing Signs Type II	257.000 EACH	_____.	_____.
0306	638.3000 Removing Small Sign Supports	187.000 EACH	_____.	_____.
0308	643.0300 Traffic Control Drums	91,120.000 DAY	_____.	_____.
0310	643.0320.S Temporary Tape Rumble Strip Orange	450.000 LF	_____.	_____.
0312	643.0420 Traffic Control Barricades Type III	35,020.000 DAY	_____.	_____.
0314	643.0500 Traffic Control Flexible Tubular Marker Posts	430.000 EACH	_____.	_____.
0316	643.0600 Traffic Control Flexible Tubular Marker Bases	390.000 EACH	_____.	_____.
0318	643.0705 Traffic Control Warning Lights Type A	70,040.000 DAY	_____.	_____.
0320	643.0715 Traffic Control Warning Lights Type C	6,445.000 DAY	_____.	_____.
0322	643.0810 Traffic Control Connected Arrow Boards	260.000 DAY	_____.	_____.
0324	643.0900 Traffic Control Signs	229,255.000 DAY	_____.	_____.
0326	643.0910 Traffic Control Covering Signs Type I	50.000 EACH	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0328	643.0920 Traffic Control Covering Signs Type II	60.000 EACH	_____.	_____.
0330	643.1000 Traffic Control Signs Fixed Message	250.000 SF	_____.	_____.
0332	643.1050 Traffic Control Signs PCMS	470.000 DAY	_____.	_____.
0334	643.1070 Traffic Control Cones 42-Inch	11,930.000 DAY	_____.	_____.
0336	643.1222 Traffic Control Connected Work Zone End Location Marker	260.000 DAY	_____.	_____.
0338	643.3170 Temporary Marking Line Epoxy 6-Inch	40,510.000 LF	_____.	_____.
0340	643.3180 Temporary Marking Line Removable Tape 6-Inch	19,750.000 LF	_____.	_____.
0342	643.3270 Temporary Marking Line Epoxy 10-Inch	640.000 LF	_____.	_____.
0344	643.3280 Temporary Marking Line Removable Tape 10-Inch	715.000 LF	_____.	_____.
0346	643.3320 Temporary Marking Crosswalk Epoxy 6-Inch	770.000 LF	_____.	_____.
0348	643.3350 Temporary Marking Crosswalk Removable Tape 6-Inch	1,995.000 LF	_____.	_____.
0350	643.3520 Temporary Marking Arrow Epoxy	22.000 EACH	_____.	_____.
0352	643.3550 Temporary Marking Arrow Removable Tape	35.000 EACH	_____.	_____.
0354	643.3820 Temporary Marking Stop Line Epoxy 18-Inch	430.000 LF	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0356	643.3850 Temporary Marking Stop Line Removable Tape 18-Inch	560.000 LF	_____.	_____.
0358	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0360	644.1440 Temporary Pedestrian Surface Matting	7,750.000 SF	_____.	_____.
0362	644.1601 Temporary Pedestrian Curb Ramp	500.000 DAY	_____.	_____.
0364	644.1605 Temporary Pedestrian Detectable Warning Field	190.000 SF	_____.	_____.
0366	644.1810 Temporary Pedestrian Barricade	10,210.000 LF	_____.	_____.
0368	644.1900.S Temporary Audible Message Devices	7,550.000 DAY	_____.	_____.
0370	645.0111 Geotextile Type DF Schedule A	760.000 SY	_____.	_____.
0372	645.0120 Geotextile Type HR	120.000 SY	_____.	_____.
0374	645.0130 Geotextile Type R	24.000 SY	_____.	_____.
0376	645.0220 Geogrid Type SR	43,111.000 SY	_____.	_____.
0378	646.1020 Marking Line Epoxy 4-Inch	3,901.000 LF	_____.	_____.
0380	646.2025 Marking Line Grooved Black Epoxy 6-Inch	1,149.000 LF	_____.	_____.
0382	646.2040 Marking Line Grooved Wet Ref Epoxy 6-Inch	36,076.000 LF	_____.	_____.
0384	646.3020 Marking Line Epoxy 8-Inch	1,163.000 LF	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0386	646.4025 Marking Line Grooved Black Epoxy 10-Inch	1,027.000 LF	_____.	_____.
0388	646.4040 Marking Line Grooved Wet Ref Epoxy 10-Inch	8,644.000 LF	_____.	_____.
0390	646.4720 Marking Line Same Day Epoxy 6-Inch	9,300.000 LF	_____.	_____.
0392	646.4820 Marking Line Same Day Epoxy 10-Inch	450.000 LF	_____.	_____.
0394	646.5020 Marking Arrow Epoxy	104.000 EACH	_____.	_____.
0396	646.5120 Marking Word Epoxy	44.000 EACH	_____.	_____.
0398	646.5220 Marking Symbol Epoxy	12.000 EACH	_____.	_____.
0400	646.6120 Marking Stop Line Epoxy 18-Inch	1,151.000 LF	_____.	_____.
0402	646.6466 Cold Weather Marking Epoxy 6-Inch	6,000.000 LF	_____.	_____.
0404	646.6470 Cold Weather Marking Epoxy 10-Inch	300.000 LF	_____.	_____.
0406	646.7120 Marking Diagonal Epoxy 12-Inch	1,046.000 LF	_____.	_____.
0408	646.7220 Marking Chevron Epoxy 24-Inch	82.000 LF	_____.	_____.
0410	646.7420 Marking Crosswalk Epoxy Transverse Line 6-Inch	3,569.000 LF	_____.	_____.
0412	646.7520 Marking Crosswalk Epoxy Block Style 24-Inch	593.000 LF	_____.	_____.
0414	646.8020 Marking Corrugated Median Epoxy	42.000 SF	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0416	646.8120 Marking Curb Epoxy	145.000 LF	_____.	_____.
0418	646.8220 Marking Island Nose Epoxy	5.000 EACH	_____.	_____.
0420	646.8320 Marking Parking Stall Epoxy	6,900.000 LF	_____.	_____.
0422	646.9000 Marking Removal Line 4-Inch	13,080.000 LF	_____.	_____.
0424	646.9010 Marking Removal Line Water Blasting 4-Inch	2,870.000 LF	_____.	_____.
0426	646.9100 Marking Removal Line 8-Inch	530.000 LF	_____.	_____.
0428	646.9110 Marking Removal Line Water Blasting 8-Inch	1,115.000 LF	_____.	_____.
0430	646.9200 Marking Removal Line Wide	130.000 LF	_____.	_____.
0432	646.9300 Marking Removal Special Marking	10.000 EACH	_____.	_____.
0434	646.9310 Marking Removal Special Marking Water Blasting	12.000 EACH	_____.	_____.
0436	650.4000 Construction Staking Storm Sewer	58.000 EACH	_____.	_____.
0438	650.4500 Construction Staking Subgrade	9,385.000 LF	_____.	_____.
0440	650.5000 Construction Staking Base	7,205.000 LF	_____.	_____.
0442	650.5500 Construction Staking Curb Gutter and Curb & Gutter	17,930.000 LF	_____.	_____.
0444	650.6000 Construction Staking Pipe Culverts	1.000 EACH	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0446	650.6501 Construction Staking Structure Layout (structure) 001. S-64-0610	1.000 EACH	_____.	_____.
0448	650.8000 Construction Staking Resurfacing Reference	14,075.000 LF	_____.	_____.
0450	650.9000 Construction Staking Curb Ramps	101.000 EACH	_____.	_____.
0452	650.9500 Construction Staking Sidewalk (project) 001. 3170-09-70	1.000 EACH	_____.	_____.
0454	650.9500 Construction Staking Sidewalk (project) 002. 3170-09-71	1.000 EACH	_____.	_____.
0456	650.9911 Construction Staking Supplemental Control (project) 001. 3170-09-70	1.000 EACH	_____.	_____.
0458	650.9911 Construction Staking Supplemental Control (project) 002. 3170-09-71	1.000 EACH	_____.	_____.
0460	650.9920 Construction Staking Slope Stakes	9,385.000 LF	_____.	_____.
0462	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	681.000 LF	_____.	_____.
0464	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch	3,179.000 LF	_____.	_____.
0466	652.0615 Conduit Special 3-Inch	2,180.000 LF	_____.	_____.
0468	653.0140 Pull Boxes Steel 24x42-Inch	40.000 EACH	_____.	_____.
0470	653.0905 Removing Pull Boxes	55.000 EACH	_____.	_____.
0472	654.0101 Concrete Bases Type 1	37.000 EACH	_____.	_____.



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SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0474	654.0102 Concrete Bases Type 2	7.000 EACH	_____.	_____.
0476	654.0105 Concrete Bases Type 5	26.000 EACH	_____.	_____.
0478	654.0110 Concrete Bases Type 10	6.000 EACH	_____.	_____.
0480	654.0113 Concrete Bases Type 13	1.000 EACH	_____.	_____.
0482	654.0120 Concrete Bases Type 10-Special	13.000 EACH	_____.	_____.
0484	654.0217 Concrete Control Cabinet Bases Type 9 Special	6.000 EACH	_____.	_____.
0486	655.0230 Cable Traffic Signal 5-14 AWG	4,046.000 LF	_____.	_____.
0488	655.0240 Cable Traffic Signal 7-14 AWG	3,854.000 LF	_____.	_____.
0490	655.0260 Cable Traffic Signal 12-14 AWG	8,781.000 LF	_____.	_____.
0492	655.0270 Cable Traffic Signal 15-14 AWG	779.000 LF	_____.	_____.
0494	655.0305 Cable Type UF 2-12 AWG Grounded	1,904.000 LF	_____.	_____.
0496	655.0515 Electrical Wire Traffic Signals 10 AWG	9,017.000 LF	_____.	_____.
0498	655.0610 Electrical Wire Lighting 12 AWG	1,944.000 LF	_____.	_____.
0500	655.0900 Traffic Signal EVP Detector Cable	5,171.000 LF	_____.	_____.
0502	656.0201 Electrical Service Meter Breaker Pedestal (location) 601. STH 50 & Cook St	1.000 EACH	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0504	656.0201 Electrical Service Meter Breaker Pedestal (location) 602. STH 50 & Broad St	1.000 EACH	_____.	_____.
0506	656.0201 Electrical Service Meter Breaker Pedestal (location) 603. STH 50 & Center St	1.000 EACH	_____.	_____.
0508	656.0201 Electrical Service Meter Breaker Pedestal (location) 604. STH 50 & Wells St	1.000 EACH	_____.	_____.
0510	656.0201 Electrical Service Meter Breaker Pedestal (location) 605. STH 50 & Edwards Blvd	1.000 EACH	_____.	_____.
0512	656.0201 Electrical Service Meter Breaker Pedestal (location) 606. STH 50 & USH 12 SB Ramp	1.000 EACH	_____.	_____.
0514	657.0100 Pedestal Bases	37.000 EACH	_____.	_____.
0516	657.0255 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	7.000 EACH	_____.	_____.
0518	657.0310 Poles Type 3	7.000 EACH	_____.	_____.
0520	657.0345 Poles Type 9	2.000 EACH	_____.	_____.
0522	657.0347 Poles Type 9-Special	9.000 EACH	_____.	_____.
0524	657.0350 Poles Type 10	4.000 EACH	_____.	_____.
0526	657.0352 Poles Type 10-Special	4.000 EACH	_____.	_____.
0528	657.0360 Poles Type 13	1.000 EACH	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0530	657.0405 Traffic Signal Standards Aluminum 3.5-FT	2.000 EACH	_____.	_____.
0532	657.0420 Traffic Signal Standards Aluminum 13-FT	19.000 EACH	_____.	_____.
0534	657.0425 Traffic Signal Standards Aluminum 15-FT	12.000 EACH	_____.	_____.
0536	657.0430 Traffic Signal Standards Aluminum 10-FT	4.000 EACH	_____.	_____.
0538	657.0520 Monotube Arms 20-FT	1.000 EACH	_____.	_____.
0540	657.0525 Monotube Arms 25-FT	2.000 EACH	_____.	_____.
0542	657.0530 Monotube Arms 30-FT	3.000 EACH	_____.	_____.
0544	657.0536 Monotube Arms 35-FT-Special	6.000 EACH	_____.	_____.
0546	657.0541 Monotube Arms 40-FT-Special	5.000 EACH	_____.	_____.
0548	657.0546 Monotube Arms 45-FT-Special	2.000 EACH	_____.	_____.
0550	657.0555 Monotube Arms 55-FT	1.000 EACH	_____.	_____.
0552	657.0609 Luminaire Arms Single Member 4-Inch Clamp 6-FT	9.000 EACH	_____.	_____.
0554	657.0808 Luminaire Arms Steel 8-FT	5.000 EACH	_____.	_____.
0556	657.0815 Luminaire Arms Steel 15-FT	5.000 EACH	_____.	_____.
0558	658.0173 Traffic Signal Face 3S 12-Inch	87.000 EACH	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0560	658.0174 Traffic Signal Face 4S 12-Inch	24.000 EACH	_____.	_____.
0562	658.0416 Pedestrian Signal Face 16-Inch	42.000 EACH	_____.	_____.
0564	658.5070 Signal Mounting Hardware (location) 601. STH 50 & Cook St	1.000 EACH	_____.	_____.
0566	658.5070 Signal Mounting Hardware (location) 602. STH 50 & Broad St	1.000 EACH	_____.	_____.
0568	658.5070 Signal Mounting Hardware (location) 603. STH 50 & Center St	1.000 EACH	_____.	_____.
0570	658.5070 Signal Mounting Hardware (location) 604. STH 50 & Wells St	1.000 EACH	_____.	_____.
0572	658.5070 Signal Mounting Hardware (location) 605. STH 50 & Edwards Blvd	1.000 EACH	_____.	_____.
0574	658.5070 Signal Mounting Hardware (location) 606. STH 50 & USH 12 SB Ramp	1.000 EACH	_____.	_____.
0576	659.1125 Luminaires Utility LED C	15.000 EACH	_____.	_____.
0578	661.0201 Temporary Traffic Signals for Intersections (location) 601. STH 50 & Cook St	1.000 EACH	_____.	_____.
0580	661.0201 Temporary Traffic Signals for Intersections (location) 602. STH 50 & Broad St	1.000 EACH	_____.	_____.
0582	661.0201 Temporary Traffic Signals for Intersections (location) 603. STH 50 & Center St	1.000 EACH	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0584	661.0201 Temporary Traffic Signals for Intersections (location) 604. STH 50 & Wells St	1.000 EACH	_____.	_____.
0586	661.0201 Temporary Traffic Signals for Intersections (location) 605. STH 50 & Edwards Blvd	1.000 EACH	_____.	_____.
0588	661.0201 Temporary Traffic Signals for Intersections (location) 606. STH 50 & USH 12 SB Ramp	1.000 EACH	_____.	_____.
0590	661.0300 Generators	6.000 DAY	_____.	_____.
0592	678.0501 Communication System Testing	1.000 EACH	_____.	_____.
0594	690.0150 Sawing Asphalt	6,876.000 LF	_____.	_____.
0596	690.0250 Sawing Concrete	4,740.000 LF	_____.	_____.
0598	740.0440 Incentive IRI Ride	14,100.000 DOL	1.00000	14,100.00
0600	999.1501.S Crack and Damage Survey	69.000 EACH	_____.	_____.
0602	ASP.1T0A On-the-Job Training Apprentice at \$5.00/HR	2,100.000 HRS	5.00000	10,500.00
0604	ASP.1T0G On-the-Job Training Graduate at \$5.00/HR	37,500.000 HRS	5.00000	187,500.00
0606	SPV.0035 Special 001. Backfill Slurry	50.000 CY	_____.	_____.
0608	SPV.0035 Special 500. Utility Trench Slurry Backfill for Sanitary Sewer	1,500.000 CY	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0610	SPV.0035 Special 501. Utility Trench Slurry Backfill for Water Main	900.000 CY	_____.	_____.
0612	SPV.0060 Special 001. Utility Line Opening (ULO)	30.000 EACH	_____.	_____.
0614	SPV.0060 Special 002. Field Facilities Office Space	1.000 EACH	_____.	_____.
0616	SPV.0060 Special 003. Inlet Covers Type B Special	1.000 EACH	_____.	_____.
0618	SPV.0060 Special 004. Curb Ramp Grading, Shaping, and Finishing	29.000 EACH	_____.	_____.
0620	SPV.0060 Special 005. Tension Anchor Rods, S-64-204	1.000 EACH	_____.	_____.
0622	SPV.0060 Special 007. Remove, Salvage, and Reinstall City Owned Signs	15.000 EACH	_____.	_____.
0624	SPV.0060 Special 009. Remove, Salvage, and Reinstall City Owned Tree Grate	22.000 EACH	_____.	_____.
0626	SPV.0060 Special 010. Pipe Connection to Existing Structure	14.000 EACH	_____.	_____.
0628	SPV.0060 Special 011. Baseline CPM Progress Schedule	1.000 EACH	_____.	_____.
0630	SPV.0060 Special 012. Monthly CPM Progress Schedule Updates	22.000 EACH	_____.	_____.
0632	SPV.0060 Special 020. RRFB System STH 50 NW Quad Maxwell St	1.000 EACH	_____.	_____.
0634	SPV.0060 Special 021. RRFB System STH 50 SW Quad Maxwell St	1.000 EACH	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0636	SPV.0060 Special 022. RRFB System STH 50 NE Quad Maxwell St	1.000 EACH	_____.	_____.
0638	SPV.0060 Special 023. RRFB System STH 50 SE Quad Maxwell St	1.000 EACH	_____.	_____.
0640	SPV.0060 Special 024. RRFB System STH 50 NW Quad Mill St	1.000 EACH	_____.	_____.
0642	SPV.0060 Special 025. RRFB System STH 50 SW Quad Mill St	1.000 EACH	_____.	_____.
0644	SPV.0060 Special 300. Construction Staking Shared-Use Path (3170-09-70)	1.000 EACH	_____.	_____.
0646	SPV.0060 Special 420. RRFB System STH 50 NE Quad Sky Ln	1.000 EACH	_____.	_____.
0648	SPV.0060 Special 421. RRFB System STH 50 SE Quad Sky Ln	1.000 EACH	_____.	_____.
0650	SPV.0060 Special 422. RRFB System STH 50 NE Quad Elmwood Ave	1.000 EACH	_____.	_____.
0652	SPV.0060 Special 423. RRFB System STH 50 SE Quad Elmwood Ave	1.000 EACH	_____.	_____.
0654	SPV.0060 Special 424. RRFB System STH 50 NW Quad Warren St	1.000 EACH	_____.	_____.
0656	SPV.0060 Special 425. RRFB System STH 50 SW Quad Warren St	1.000 EACH	_____.	_____.
0658	SPV.0060 Special 426. RRFB System STH 50 NE Quad Warren St	1.000 EACH	_____.	_____.
0660	SPV.0060 Special 427. RRFB System STH 50 SE Quad Warren St	1.000 EACH	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0662	SPV.0060 Special 428. RRFB System STH 50 NW Quad Madison St	1.000 EACH	_____.	_____.
0664	SPV.0060 Special 429. RRFB System STH 50 SW Quad Madison St	1.000 EACH	_____.	_____.
0666	SPV.0060 Special 430. RRFB System STH 50 NE Quad Madison St	1.000 EACH	_____.	_____.
0668	SPV.0060 Special 431. RRFB System STH 50 SE Quad Madison St	1.000 EACH	_____.	_____.
0670	SPV.0060 Special 432. RRFB System STH 50 NW Quad West St	1.000 EACH	_____.	_____.
0672	SPV.0060 Special 433. RRFB System STH 50 SW Quad West St	1.000 EACH	_____.	_____.
0674	SPV.0060 Special 500. Construction Staking Sanitary Sewer	1.000 EACH	_____.	_____.
0676	SPV.0060 Special 501. Abandon Existing Sanitary Manhole	7.000 EACH	_____.	_____.
0678	SPV.0060 Special 502. Sanitary Sewer Manhole, 48-Inch	15.000 EACH	_____.	_____.
0680	SPV.0060 Special 503. Sanitary Sewer Manhole Outside Drop	2.000 EACH	_____.	_____.
0682	SPV.0060 Special 504. Connect To Existing Sanitary Sewer	9.000 EACH	_____.	_____.
0684	SPV.0060 Special 505. Wye 12-Inch X 6-Inch	19.000 EACH	_____.	_____.
0686	SPV.0060 Special 506. Wye 8-Inch X 6-Inch	9.000 EACH	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0688	SPV.0060 Special 507. Dewatering (For Sanitary Sewer)	1.000 EACH	_____.	_____.
0690	SPV.0060 Special 508. Utility Line Opening (For Sanitary Sewer)	5.000 EACH	_____.	_____.
0692	SPV.0060 Special 509. Construction Staking Water Main	1.000 EACH	_____.	_____.
0694	SPV.0060 Special 510. Remove Existing Hydrant Assembly	8.000 EACH	_____.	_____.
0696	SPV.0060 Special 511. Remove Existing Valve Box	12.000 EACH	_____.	_____.
0698	SPV.0060 Special 512. Remove Existing Water Main Structure	4.000 EACH	_____.	_____.
0700	SPV.0060 Special 513. Abandon Existing Water Main (6 Inch DIA and Less)	17.000 EACH	_____.	_____.
0702	SPV.0060 Special 514. Connect To Existing Water Main	15.000 EACH	_____.	_____.
0704	SPV.0060 Special 515. Hydrant	11.000 EACH	_____.	_____.
0706	SPV.0060 Special 516. Valve & Box 16-Inch	19.000 EACH	_____.	_____.
0708	SPV.0060 Special 517. Valve & Box 12-Inch	2.000 EACH	_____.	_____.
0710	SPV.0060 Special 518. Valve & Box 10-Inch	1.000 EACH	_____.	_____.
0712	SPV.0060 Special 519. Valve & Box 8-Inch	10.000 EACH	_____.	_____.
0714	SPV.0060 Special 520. Valve & Box 6-Inch	15.000 EACH	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0716	SPV.0060 Special 521. Cross 16-Inch X 16-Inch	1.000 EACH	_____.	_____.
0718	SPV.0060 Special 522. Tee 16-Inch X 16-Inch	8.000 EACH	_____.	_____.
0720	SPV.0060 Special 523. Tee 16-Inch X 12-Inch	2.000 EACH	_____.	_____.
0722	SPV.0060 Special 524. Tee 12-Inch X 6-Inch	1.000 EACH	_____.	_____.
0724	SPV.0060 Special 525. Tee 16-Inch X 8-Inch	1.000 EACH	_____.	_____.
0726	SPV.0060 Special 526. Tee 16-Inch X 6-Inch	11.000 EACH	_____.	_____.
0728	SPV.0060 Special 527. Tee 8-Inch X 6-Inch	2.000 EACH	_____.	_____.
0730	SPV.0060 Special 528. Bend 16-Inch	22.000 EACH	_____.	_____.
0732	SPV.0060 Special 529. Bend 8-Inch	2.000 EACH	_____.	_____.
0734	SPV.0060 Special 530. Bend 6-Inch	6.000 EACH	_____.	_____.
0736	SPV.0060 Special 531. Reducer 16-Inch X 12-Inch	2.000 EACH	_____.	_____.
0738	SPV.0060 Special 532. Reducer 16-Inch X 8-Inch	8.000 EACH	_____.	_____.
0740	SPV.0060 Special 533. Reducer 8-Inch X 6-Inch	5.000 EACH	_____.	_____.
0742	SPV.0060 Special 534. Reducer 8-Inch X 4-Inch	1.000 EACH	_____.	_____.
0744	SPV.0060 Special 535. Cap 8-Inch	1.000 EACH	_____.	_____.
0746	SPV.0060 Special 536. Plug 16-Inch	1.000 EACH	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0748	SPV.0060 Special 537. Corporation, Curb Stop, Box & Reconnect 2 Inch	5.000 EACH	_____.	_____.
0750	SPV.0060 Special 538. Corporation, Curb Stop, Box & Reconnect 1.5 Inch	28.000 EACH	_____.	_____.
0752	SPV.0060 Special 539. Corporation, Curb Stop, Box & Reconnect 1 Inch	34.000 EACH	_____.	_____.
0754	SPV.0060 Special 540. Temporary Water Service	67.000 EACH	_____.	_____.
0756	SPV.0060 Special 541. Dewatering (For Water Main)	1.000 EACH	_____.	_____.
0758	SPV.0060 Special 542. Utility Line Opening (For Water Main)	5.000 EACH	_____.	_____.
0760	SPV.0060 Special 543. Temporary Testing Items	1.000 EACH	_____.	_____.
0762	SPV.0060 Special 544. Adjust Existing Water Main Valve Box And Lid	32.000 EACH	_____.	_____.
0764	SPV.0060 Special 545. Replace Water Main Valve Box And Lid	16.000 EACH	_____.	_____.
0766	SPV.0060 Special 546. Adjust Existing Sanitary Sewer Manhole	12.000 EACH	_____.	_____.
0768	SPV.0060 Special 547. Replace Sanitary Manhole Casting And Lid	6.000 EACH	_____.	_____.
0770	SPV.0060 Special 548. Abandon Existing Water Valve Manhole	1.000 EACH	_____.	_____.
0772	SPV.0060 Special 549. Adjust Existing Water Main Manhole And Lid	2.000 EACH	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0774	SPV.0060 Special 599. Remove, Salvage, and Reinstall Decorative Stone Wall	1.000 EACH	_____.	_____.
0776	SPV.0060 Special 600. Traffic Signal Cabinet & Controller STH 50 & Cook St	1.000 EACH	_____.	_____.
0778	SPV.0060 Special 601. Traffic Signal Cabinet & Controller STH 50 & Broad St	1.000 EACH	_____.	_____.
0780	SPV.0060 Special 602. Traffic Signal Cabinet & Controller STH 50 & Center St	1.000 EACH	_____.	_____.
0782	SPV.0060 Special 603. Traffic Signal Cabinet & Controller STH 50 & Wells St	1.000 EACH	_____.	_____.
0784	SPV.0060 Special 604. Traffic Signal Cabinet & Controller STH 50 & Edwards Blvd	1.000 EACH	_____.	_____.
0786	SPV.0060 Special 605. Traffic Signal Cabinet & Controller STH 50 & USH 12 SB Ramp	1.000 EACH	_____.	_____.
0788	SPV.0060 Special 606. Emergency Vehicle Preemption System STH 50 & Cook St	1.000 EACH	_____.	_____.
0790	SPV.0060 Special 607. Emergency Vehicle Preemption System STH 50 & Broad St	1.000 EACH	_____.	_____.
0792	SPV.0060 Special 608. Emergency Vehicle Preemption System STH 50 & Center St	1.000 EACH	_____.	_____.
0794	SPV.0060 Special 609. Emergency Vehicle Preemption System STH 50 & Wells St	1.000 EACH	_____.	_____.
0796	SPV.0060 Special 610. Emergency Vehicle Preemption System STH 50 & Edwards Blvd	1.000 EACH	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0798	SPV.0060 Special 611. Emergency Vehicle Preemption System STH 50 & USH 12 SB Ramp	1.000 EACH	_____.	_____.
0800	SPV.0060 Special 612. Temporary Infrared EVP System STH 50 & Cook St	1.000 EACH	_____.	_____.
0802	SPV.0060 Special 613. Temporary Infrared EVP System STH 50 & Broad St	1.000 EACH	_____.	_____.
0804	SPV.0060 Special 614. Temporary Infrared EVP System STH 50 & Center St	1.000 EACH	_____.	_____.
0806	SPV.0060 Special 615. Temporary Infrared EVP System STH 50 & Wells St	1.000 EACH	_____.	_____.
0808	SPV.0060 Special 616. Temporary Infrared Evp System STH 50 & Edwards Blvd	1.000 EACH	_____.	_____.
0810	SPV.0060 Special 617. Temporary Infrared Evp System STH 50 & USH 12 SB Ramp	1.000 EACH	_____.	_____.
0812	SPV.0060 Special 618. Video Detection System STH 50 & Cook St	1.000 EACH	_____.	_____.
0814	SPV.0060 Special 619. Video Detection System STH 50 & Broad St	1.000 EACH	_____.	_____.
0816	SPV.0060 Special 620. Video Detection System STH 50 & Center St	1.000 EACH	_____.	_____.
0818	SPV.0060 Special 621. Video Detection System STH 50 & Wells St	1.000 EACH	_____.	_____.
0820	SPV.0060 Special 622. Video Detection System STH 50 & Edwards Blvd	1.000 EACH	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0822	SPV.0060 Special 623. Video Detection System STH 50 & USH 12 SB Ramp	1.000 EACH	_____.	_____.
0824	SPV.0060 Special 624. Radio Interconnect System STH 50 & Cook St	1.000 EACH	_____.	_____.
0826	SPV.0060 Special 625. Radio Interconnect System STH 50 & Broad St	1.000 EACH	_____.	_____.
0828	SPV.0060 Special 626. Radio Interconnect System STH 50 & Center St	1.000 EACH	_____.	_____.
0830	SPV.0060 Special 627. Radio Interconnect System STH 50 & Wells St	1.000 EACH	_____.	_____.
0832	SPV.0060 Special 628. Accessible Pedestrian Push Button System STH 50 & Cook St	1.000 EACH	_____.	_____.
0834	SPV.0060 Special 629. Accessible Pedestrian Push Button System STH 50 & Broad St	1.000 EACH	_____.	_____.
0836	SPV.0060 Special 630. Accessible Pedestrian Push Button System STH 50 & Center St	1.000 EACH	_____.	_____.
0838	SPV.0060 Special 631. Accessible Pedestrian Push Button System STH 50 & Wells St	1.000 EACH	_____.	_____.
0840	SPV.0060 Special 632. Accessible Pedestrian Push Button System STH 50 & Edwards Blvd	1.000 EACH	_____.	_____.
0842	SPV.0060 Special 633. Install Cellular Modem	1.000 EACH	_____.	_____.
0844	SPV.0060 Special 634. Black Paint for Signal & Lighting Materials (Project ID 3170-09- 71)	1.000 EACH	_____.	_____.
0846	SPV.0075 Special 001. Street Sweeping	100.000 HRS	_____.	_____.



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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0848	SPV.0090 Special 001. Asphaltic Curb Temporary	1,260.000 LF	_____.	_____.
0850	SPV.0090 Special 002. Concrete Curb & Gutter 24-Inch Type D	965.000 LF	_____.	_____.
0852	SPV.0090 Special 003. Sawing Concrete Curb Head	190.000 LF	_____.	_____.
0854	SPV.0090 Special 500. Sanitary Sewer PVC 15 Inch	69.000 LF	_____.	_____.
0856	SPV.0090 Special 501. Sanitary Sewer PVC 14 Inch	96.000 LF	_____.	_____.
0858	SPV.0090 Special 502. Sanitary Sewer PVC 12 Inch	292.000 LF	_____.	_____.
0860	SPV.0090 Special 503. Sanitary Sewer PVC 8 Inch	2,372.000 LF	_____.	_____.
0862	SPV.0090 Special 504. RCP Class V 36 Inch	80.000 LF	_____.	_____.
0864	SPV.0090 Special 505. Sanitary Lateral 6 Inch	1,121.000 LF	_____.	_____.
0866	SPV.0090 Special 506. Abandon Existing Sanitary Sewer (Greater than 6 Inch DIA)	1,101.000 LF	_____.	_____.
0868	SPV.0090 Special 507. Water Main Ductile Iron 16 Inch	5,364.000 LF	_____.	_____.
0870	SPV.0090 Special 508. Water Main Ductile Iron 12 Inch	28.000 LF	_____.	_____.
0872	SPV.0090 Special 509. Water Main Ductile Iron 8 Inch	151.000 LF	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0874	SPV.0090 Special 510. Water Main Ductile Iron 6 Inch	233.000 LF	_____.	_____.
0876	SPV.0090 Special 511. Water Main Ductile Iron 4 Inch	1.000 LF	_____.	_____.
0878	SPV.0090 Special 512. Water Main Casing Pipe 30 Inch	40.000 LF	_____.	_____.
0880	SPV.0090 Special 513. Water Service CST SDR 9 - 2 Inch	240.000 LF	_____.	_____.
0882	SPV.0090 Special 514. Water Service CST SDR 9 - 1.5 Inch	741.000 LF	_____.	_____.
0884	SPV.0090 Special 515. Water Service CST SDR 9 - 1 Inch	793.000 LF	_____.	_____.
0886	SPV.0090 Special 516. Abandon Existing Water Main (Greater than 6 Inch DIA)	2,100.000 LF	_____.	_____.
0888	SPV.0090 Special 518. Water Main Ductile Iron 10 Inch	4.000 LF	_____.	_____.
0890	SPV.0165 Special 001. Salvaging And Reinstalling Brick Pavers	2,015.000 SF	_____.	_____.
0892	SPV.0165 Special 500. 4 Ft X 8 Ft Insulation Board Polystyrene 2 Inch Thick (Sanitary Sewer)	1,536.000 SF	_____.	_____.
0894	SPV.0165 Special 501. 4 Ft X 8 Ft Insulation Board Polystyrene 2 Inch Thick (Watermain)	736.000 SF	_____.	_____.
0896	SPV.0180 Special 001. Excavation of Phragmites Contaminated Soil	50.000 SY	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20261110017 Project(s): 3170-09-70, 3170-09-71, 3170-09-81

Federal ID(s): N/A, WISC 2027059, WISC 2027060

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0898	SPV.0195 Special 001. Excavation, Hauling, and Disposal of Metals Contaminated Soil	4,185.000 TON	_____.	_____.
0900	SPV.0195 Special 002. Excavation, Hauling, and Disposal of VOC Contaminated Soil	1,680.000 TON	_____.	_____.
0902	SPV.0195 Special 003. Asphaltic Repair	1,050.000 TON	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.

PLEASE ATTACH ADDENDA HERE