HIGHWAY WORK PROPOSAL

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

Proposal Number: 030

COUNTY	STATE PROJECT	FEDERAL	PROJECT DESCRIPTION	HIGHWAY
Eau Claire	1022-08-74	N/A	Menomonie - Eau Claire; Sth 312/Cth Ee To Sth 37	IH 094

ADDENDUM REQUIRED

ATTACHED AT BACK

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

Proposal Guaranty Required: $510,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: May 10, 2022 Time (Local Time): 11:00 am	Firm Name, Address, City, State, Zip Code SAMPLE NOT FOR BIDDING PURPOSES
Contract Completion Time September 30, 2023	
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: For Department Use Only

Excavation, Base, Concrete Pavement, HMA Pavement, Curb and Gutter, Sidewalk, Signs, Beam Guard, Pavement Marking, Storm Sewer, Fence, Cable Barrier, Deck Overlay

Notice of Award Dated	Date Guaranty Returned

PLEASE ATTACH
PROPOSAL GUARANTY HERE

Effective with November 2007 Letting

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.

Effective with August 2015 Letting

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://wisconsindot.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://wisconsindot.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 departments 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:

1. Have a properly executed annual bid bond on file with the department.

2. Have a digital ID on file with and enabled by Info Tech Inc. Using this digital ID will constitute the bidder's signature for proper execution of the bidding proposal.

(2) In lieu of preparing, delivering, and submitting the proposal as specified in 102.6 and 102.9 of the standard specifications, submit the proposal on the internet as follows:

1. Download the latest schedule of items reflecting all addenda from the Bid Express™ web site.
2. Use Expedite™ software to enter a unit price for every item in the schedule of items.
3. Submit the bid according to the requirements of Expedite™ software and the Bid Express™ web site. Do not submit a bid on a printout with accompanying diskette or CD ROM or a paper bid. If the bidder does submit a bid on a printout with accompanying diskette or a paper bid in addition to the internet submittal, the department will disregard the internet bid.
4. Submit the bid before the hour and date the Notice to Contractors designates.
5. Do not sign, notarize, and return the bidding proposal described in 102.2 of the standard specifications.

(3) The department will not consider the bid accepted until the hour and date the Notice to Contractors designates.

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

(1) Download the latest schedule of items from the Wisconsin pages of the Bid Express™ web site reflecting the latest addenda posted on the department's web site at:
https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx

Use Expedite ™ software to prepare and print the schedule of items. Provide a valid amount for all price fields. Follow instructions and review the help screens provided on the Bid Express™ web site to assure that the schedule of items is prepared properly.

(2) Staple an 8 1/2 by 11 inch printout of the Expedite™ generated schedule of items to the other proposal documents submitted to the department as a part of the bidder's sealed bid. As a separate submittal, not in the sealed bid envelop but due at the same time and place as the sealed bid, also provide the Expedite™ generated schedule of items on a 3 1/2 inch computer diskette or CD ROM. Label each diskette or CD ROM with the bidder's name, the 4 character department-assigned bidder identification code from the top of the bidding proposal, and a list of the proposal numbers included on that diskette or CD ROM as indicated in the following example:

Bidder Name

BN00

Proposals: 1, 12, 14, & 22

(3) If bidding on more than one proposal in the letting, the bidder may include all proposals for that letting on one diskette or CD ROM. Include only submitted proposals with no incomplete or other files on the diskette or CD ROM.

(4) The bidder-submitted printout of the Expedite™ generated schedule of items is the governing contract document and must conform to the requirements of section 102 of the standard specifications. If a printout needs to be altered, cross out the printed information with ink or typewriter and enter the new information and initial it in ink. If there is a discrepancy between the printout and the diskette or CD ROM, the department will analyze the bid using the printout information.

(5) In addition to the reasons specified in section 102 of the standard specifications, proposals are irregular and the department may reject them for one or more of the following:

1. The check code printed on the bottom of the printout of the Expedite™ generated schedule of items is not the same on each page.
2. The check code printed on the printout of the Expedite™ generated schedule of items is not the same as the check code for that proposal provided on the diskette or CD ROM.

3. The diskette or CD ROM is not submitted at the time and place the department designates.

C 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

Wisconsin Department of Transportation

DT1303 1/2006

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

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

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

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

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

PRINCIPAL

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

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

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

(Signature of Attorney-in-Fact)

NOTARY FOR PRINCIPAL

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

NOTARY FOR SURETY

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

CERTIFICATE OF ANNUAL BID BOND

Wisconsin Department of Transportation

DT1305 8/2003

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)

March 2010

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.

Name of Subcontractor	Class of Work	Estimated Value

DECEMBER 2000

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

Instructions for Certification

1. By signing and submitting this proposal, the prospective contractor is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective contractor shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective contractor to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department determined to enter into this transaction. If it is later determined that the contractor knowingly rendered an erroneous certification in addition to other remedies available to the Federal Government the department may terminate this transaction for cause or default.

4. The prospective contractor shall provide immediate written notice to the department to whom this proposal is submitted if at any time the prospective contractor learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the department to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective contractor agrees by submitting this proposal that, should this contract be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department entering into this transaction.

7. The prospective contractor further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," which is included as an addendum to PR-1273 - "Required Contract Provisions Federal Aid Construction Contracts," without

modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. The contractor may rely upon a certification of a prospective subcontractor/materials supplier that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A contractor may decide the method and frequency by which it determines the eligibility of its principals. Each contractor may, but is not required to, check the Disapproval List (telephone # 608/266/1631).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a contractor in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department may terminate this transaction for cause or default.

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

(1) The prospective contractor certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offense enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

(2) Where the prospective contractor is unable to certify to any of the statements in this certification, such prospective contractor shall attach an explanation to this proposal.

Special Provisions

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STSP'S Revised January 7, 2022

SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1022-08-74, Menomonie – Eau Claire, STH 312/CTH EE to STH 37, IH 94, Eau Claire County, Wisconsin as the plans show and execute the work as specified in the State of Wisconsin, Department of Transportation, Standard Specifications for Highway and Structure Construction, 2022 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 (20220107)

2. Scope of Work.

The work under this contract shall consist of grading, base aggregate, concrete pavement, milling, HMA pavement, concrete deck overlay for existing Structure B-18-15, pavement marking, median cable barrier, traffic control, and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

3. Prosecution and Progress.

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

Provide the 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 10 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.

Construction Staging

The work under this contract shall be completed in multiple stages with the westbound I-94 concrete replacement completed after Labor Day during the 2022 construction season and the eastbound I-94 concrete replacement completed prior to Memorial Day during the 2023 construction season. Coordinate the required pavement replacement on the STH 312 Interchange ramps with each stage of I-94 mainline pavement replacement.

At the beginning of each stage of traffic control requiring a traffic switch on Interstate 94, all temporary crossovers, roadways and widening shall be open to traffic a minimum of three calendar days before starting any subsequent removal of existing pavement or structures that would preclude putting traffic back onto the existing lanes if unforeseen circumstances should arise.

Concrete mix requirements given are minimums. Establish the concrete mix proportions necessary to meet the necessary age-strength properties required by the individual traffic staging. No additional compensation will be provided.

Stage 1

Construct median crossovers and temporary widening to accommodate traffic lanes for subsequent stages. Existing lanes for I-94 mainline, interchange ramps, and crossroad traffic will be kept open except that temporary single-lane closures will be permitted during off-peak hours as necessary to complete the Stage 1 work. Construct temporary end treatments, as necessary, on existing roadside barriers along eastbound I-94 to accommodate two-lane counter directional traffic during Stage 2.

Stage 2

Construct new westbound I-94 lanes from Station 49+00 to Station 194+00. During Stage 2, I-94 traffic will be restricted to two-lane counter directional on the existing eastbound lanes. The STH 312 Interchange Southeast Ramp (westbound exit) pavement will be replaced during this stage. The Southeast Ramp will remain open to traffic during Stage 2 using temporary median crossovers and temporary widening along the existing ramp pavement.

Stage 2 work will not begin prior to September 6, 2022 and must be completed by October 18, 2022 (approximately 6 weeks). Completed construction of Stage 2 shall consist of the following work: grading, base aggregate, concrete and HMA paving, shouldering, pavement marking, beam guard, and signing of westbound Interstate 94 from Station 49+00 to Station 194+00 as necessary to open westbound Interstate 94 to two lanes of traffic.

Interim Completion and Liquidated Damages – Stage 2: October 18, 2022.

If the contractor fails to complete the necessary Stage 2 work on Interstate 94 by October 18, 2022, the department will assess the contractor $50,000 in interim liquidated damages for each calendar day that the Stage 2 work remains incomplete after 12:01 AM, October 19, 2022. An entire calendar day will be charged for any period of time within a calendar day that the Stage 2 work remains incomplete 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.

After October 19, 2022 and during the subsequent over-winter suspension of work, I-94 traffic will be switched back to the normal four-lane configuration with no restrictions through the project area. Westbound traffic will be two lanes on new construction and eastbound traffic will be two lanes on existing pavement.

Winter Shutdown

Winter shutdown shall begin by November 12, 2022. Shutdown will commence with the concrete pavement replacement on Westbound IH 94 from Station 49+00 to Station 194+00, and weather conditions or seasonal restrictions preclude the satisfactory performance of further work under this contract in the Fall of 2022. Do not resume work until March 28, 2023 unless approved by the engineer. Provide a start date in writing at least 14 days prior to the planned recommencement of work in 2023. Upon approval the engineer will issue the notice to proceed within 10 days of the approved start date.

Stage 3

Construct new eastbound I-94 lanes from Station 49+00 to Station 196+00. During Stage 3, I-94 traffic will be restricted to two-lane counter directional on the new westbound pavement. The STH 312 Interchange Southwest Loop (eastbound exit) and Southwest Ramp (eastbound entrance) pavement will be replaced during this stage. Both the Southwest Loop and Southwest Ramp will remain open to traffic during Stage 3 using temporary median crossovers and temporary widening along the existing ramp pavement.

Stage 3 shall begin in the Spring of 2023 and be completed by May 25, 2023 (approximately 8 weeks). Completed construction of Stage 3 shall consist of the following work: grading, base aggregate, concrete and HMA paving, shouldering, pavement marking, beam guard, and signing of eastbound Interstate 94 from Sta 49+00 to Sta 196+00 as necessary to open eastbound Interstate 94 to two lanes of traffic.

Interim Completion and Liquidated Damages – Stage 3: May 25, 2023.

If the contractor fails to complete the necessary Stage 3 work on Interstate 94 by May 25, 2023, the department will assess the contractor $10,000 in interim liquidated damages for each calendar day that the Stage 3 work remains incomplete after 12:01 AM, May 26, 2023. An entire calendar day will be charged for any period of time within a calendar day that the Stage 3 work remains incomplete beyond 12:01 AM.

Stages 4, 5, and 6

Construct new pavement, curb and gutter, and proposed structure work for B-18-15 on STH 312 as shown on the plans. One lane of traffic in each direction will be maintained for STH 312 during these stages using a combination of existing pavements, temporary widening, and new construction. Timing of this work will be at the contractor's discretion with coordination necessary to accommodate the proposed interchange ramp pavement replacement during Stages 2 and 3, as described above.

Truck Route Information

During Stage 2 and 3 work, truck traffic on IH 94 (both directions) will be detoured on Fridays and Sundays, from 10:00 AM to 6:00 PM, or directed by the engineer. The truck traffic will be using the Alternate IH 94 route to bypass the project work zone.

I-94 Concrete Pavement Repair and Mill and Resurface

Complete the proposed concrete pavement repair and the proposed mill and resurface on I-94, as shown on the plans, between Memorial Day and Labor Day at the contractor's discretion during 2022 and/or 2023. No work on Interstate 94 outside of the pavement replacement segments will be allowed during Stage 2 or Stage 3 as described above. Construct the proposed I-94 concrete pavement repair and mill and resurface work using temporary single-lane closures during off-peak hours. Coordinate all lane closures required to complete the proposed concrete pavement repair and mill and resurface work with any temporary single-lane closures located in the pavement replacement segments of I-94 utilized to complete ancillary work within that area of the project. Completion of the concrete pavement repair and mill and resurface work on I-94 will coincide with the contract completion date.

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.

Paving Plan

Provide the engineer with a detailed written paving plan at least two weeks prior to beginning concrete pavement repair or milling and paving operations. The plan will address the following:

- Concrete pavement repair, milling, and paving operations within the allowable working hours.
- The use of a Material Transfer Vehicle (Brand and Model).
- Removal of temporary longitudinal and transverse joints.
- Contingency plan to address machinery breakdowns or uncontrollable events that would affect the ability to replace the concrete pavement repair areas and/or milled asphalt with the HMA pavement or the ability to apply pavement markings.

Hold a pre-pave meeting with the engineer to discuss the paving plan prior to the start of concrete pavement repair or milling and paving operations. Do not begin concrete pavement repair or milling and paving operations until the engineer approves the paving plan.

Prior to the shifting of traffic for single-lane closures, fill in the existing rumble strips to facilitate traffic and fix any substandard areas of the shoulder as designated by the engineer. This work will be paid for under the item of Asphaltic Surface Temporary.

Construct Concrete Pavement Repair at least 14 hours prior to asphaltic milling operations. Construct concrete repairs flush with the existing asphaltic pavement surface where applicable.

During HMA paving operations, place approved longitudinal and transverse joints prior to reopening the lane closures to traffic to ensure safe traffic handling. During upper layer SMA paving operations, place an approved longitudinal joint at the centerline. If the outside shoulder is paved separately from the driving lane paving operations, use an approved longitudinal joint between the driving lane and outside shoulder.

Do not open to traffic any lane on Interstate 94 that has a milled surface.

Comply with all local ordinances that apply to construction operations during nighttime work hours. Furnish to the engineer in writing any ordinance variance or required permit issued by the municipality before performing nighttime work.

The contractor is advised that there may be multiple mobilizations which may include but is not limited to; milling, placement of pavements, base aggregate, traffic control, signing, pavement marking, temporary pavement marking, and other incidental items. No additional payment will be made by the department for said mobilizations.

4. Lane Rental Fee Assessment.

A General

The contract designates some temporary Interstate 94 lane closures to perform the work. The contractor will not incur a Lane Rental Fee Assessment for closing lanes during off-peak hours. The contractor will incur a Lane Rental Fee Assessment for each lane closure during freeway peak hours. 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 freeway peak hours, during which lane closures are not permitted and Lane Rental Fee Assessment will apply, are shown in the Traffic article.

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

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

B Lane Rental Fee Assessment

The Lane Rental Fee Assessment incurred for each Interstate 94 lane closure, per direction of travel, is as follows:

- $4000 per lane, per direction of travel, per hour broken into 15-minute increments

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

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

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

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

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

stp-108-065 (20161130)

5. Traffic.

Coordinate all operations and traffic control as necessary between the various stages of work under this contract.

Wisconsin Lane Closure System Advance Notification

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

TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION

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

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

All lane and shoulder closures, including durations of these closures, are subject to the approval of the engineer based on operational needs and safety. Notify the engineer if there are any changes in the schedule, early completions, or cancellations of scheduled work.

Temporary Regulatory Speed Limit Reduction

Establish reduced statutory speed limit zones on Interstate 94 for each stage of construction as shown on the plans. Reestablish a 70-mph speed limit zone whenever traffic is opened up to two lanes of traffic in each direction driving on the existing or proposed traffic lanes, and between Stages 2 and 3, when work is suspended over winter. See the description of each stage later in this article for more information regarding speed limits. Coordinate these statutory speed limit zones with the Department of Transportation, NW Region Traffic Section.

During engineer-approved regulatory speed limit reductions, install temporary speed limit signs on the inside and outside shoulders of divided roadways to enhance visibility. On two-lane two-way roadways, install temporary speed limit signs on shoulders. When construction activities impede the location of a post-mounted regulatory speed limit sign, relocate the sign for maximum visibility to motorists. If work last less than 7 days, mount the regulatory speed limit sign on a portable sign support.

Post temporary regulatory speed limit signs in work zone only during continuous worker activity. During periods of no work activity or when the traffic controls are removed from the roadway, cover or remove the temporary speed limit signs.

Coordinate the location of traffic control devices for Over-Winter Suspension with the engineer and Eau Claire County Highway Departments at least one month prior to the installation of these devices. The contact for the Eau Claire County Highway Department is (715) 839-2952, Patrol Superintendent at (715) 839-6909.

Have available at all times experienced personnel to promptly install, remove and reinstall the required traffic control devices to route traffic in order to perform the necessary construction operations. Provide the engineer with a list for 24-hour contacts. The engineer will be responsible for distributing the contact list.

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

Coordinate all Interstate 94 traffic switches and roadway closures with the Wisconsin State Patrol. Costs for Wisconsin State Patrol services associated with Interstate 94 traffic switches and lane closure setup or take down will be the responsibility of the department. Costs for any additional Wisconsin State Patrol services that are requested by the contractor will be the contractor's responsibility.

Portable changeable message signs provided under this contract will be used for incident management or as required by the engineer and are to be operated by the Wisconsin State Highway Patrol and the Traffic Management Center. Place portable changeable message signs at the specified locations shown on the plans at least one week prior to construction.

Conduct work operations in a manner that causes the least disruption to traffic movements on Interstate 94 and all interchanges and crossroads within the project limits. Do not directly cross the live lanes of Interstate 94 with any vehicle or piece of construction equipment. Do not haul across, unload materials from, stop in, or otherwise interfere with traffic on any portion of Interstate 94. All access to Interstate 94 by construction equipment shall be approved by the engineer.

For any specific work area within the project limits, do not perform work in the median concurrently with work in the outside lane or outside shoulder of Interstate 94 with traffic running in-between the work areas.

Provide the engineer with a hauling plan prior to the preconstruction conference. Include the proposed locations of points of entry and traffic control to be used. Obtain approval from the engineer for all arrangements for handling traffic during construction operations.

Flagging operations will not be permitted on Interstate 94 and STH 312.

Do not use maintenance crossings connecting eastbound and westbound roadways of Interstate 94 during construction operations unless the median lanes are closed to traffic. The contractor is responsible for maintaining and restoring all maintenance crossings to their original condition upon completion of this contract.

Construction traffic cannot travel counter-directional adjacent to Interstate 94 traffic except for removal of traffic control devices for lane opening operations.

Equip all construction vehicles and equipment entering or leaving live traffic lanes with a hazard identification beam (flashing yellow signal). The beam shall be activated when merging into or exiting a live traffic lane.

Cover completely any conflicting signs in the project area.

Do not disturb, remove or obliterate any traffic control signs, advisory signs, shoulder delineators or beam guard in place without the approval of the engineer. Replace or repair all damage done to the above, caused by construction operations, at contractor expense.

Prior to opening lane closures to traffic, place temporary or permanent pavement marking, including all lane lines and edge lines removed during previous construction stages.

Do not park or store any equipment, vehicles, or construction materials within 30 feet of the edge of live lanes carrying Interstate 94 traffic or within 100 feet of mainline crossovers unless protected by concrete barrier. In the event of an emergency, protect any equipment, vehicles, or construction materials which remain within 30 feet of the edge of a traffic lane during non-working hours with temporary roadside barrier according to the standard specifications and meeting the requirements of the AASHTO Roadside Design Guide.

Equip vehicles with a tailgate and adequate sideboards when hauling material subject to spillage on all roadways. Use covers and/or other protective devices to prevent spillage as directed by the engineer. Immediately clean up any debris or spillage that falls onto live traffic lanes or shoulders.

STH 312 Interchange

Keep all ramps at the STH 312 Interchange open during this contract. Use temporary ramp crossovers, temporary widening, and concrete pavement gaps to accommodate traffic during each stage of construction. Maintain at least one lane of traffic for each direction of STH 312 during each stage of construction.

Temporary Single-Lane Closures on Interstate 94

Project staging requires roadside work within six feet of the outside edge of shoulders on Interstate 94. These encroachments require a temporary single-lane closure of the Interstate 94 lane closest to construction activities unless temporary precast concrete barrier is in place to shield the work zone. Single-lane closures during freeway peak hours, as defined below, are subject to a fee as defined in the separate article titled Lane Rental Fee Assessment.

Temporary single-lane closures will not be permitted on Interstate 94 during freeway peak hours as defined in the following tables:

Freeway Peak Hours for EB Interstate 94					
	Pre-Memorial Day	June	July	August	Labor Day to Winter Shutdown
Sunday	11:00 am – 6:00 pm	10:00 AM – 5:00 PM	10:00 AM – 6:00 PM	10:00 AM – 6:00 PM	10:00 AM – 6:00 PM
Monday	---	---	10:00 AM – 3:00 PM	10:00 AM – 4:00 PM	---
Tuesday	---	---	---	---	---
Wednesday	---	---	---	---	---
Thursday	2:00 PM – 5:00 PM	10:00 AM – 5:00 PM	10:00 AM – 5:00 PM	10:00 AM – 5:00 PM	---*
Friday	10:00 AM – 7:00 PM	9:00 AM – 7:00 PM	9:00 AM – 7:00 PM	9:00 AM – 7:00 PM	10:00 AM – 7:00 PM**
Saturday	---	9:00 AM – 1:00 PM	9:00 AM – 1:00 PM	9:00 AM – 2:00 PM	---
*	3rd Thursday in October 9:00 AM to 5:00 PM				
**	3rd Friday in October 9:00 AM to 7:00 PM				

Freeway Peak Hours for WB Interstate 94					
	Pre-Memorial Day	June	July	August	Labor Day to Winter Shutdown
Sunday	1:00 PM – 6:00 PM*	11:00 AM – 7:00 PM	11:00 AM – 8:00 PM	11:00 AM – 8:00 PM	12:00 AM – 7:00 PM***
Monday	---	---	---	---	---
Tuesday	---	---	---	---	---
Wednesday	---	---	---	---	---
Thursday	---	---	---	---	---
Friday	2:00 PM – 6:00 PM**	1:00 PM – 6:00 PM	1:00 PM – 6:00 PM	12:00 PM – 6:00 PM	1:00 PM – 6:00 PM
Saturday	---	---	---	---	---
*	Easter Sunday 1:00 PM to 8:00 PM				
**	Good Friday 12:00 PM to 6:00 PM				
***	Sunday following 3rd Thursday in October 11:00 AM to 8:00 PM				

Shoulder Closures

The contractor will be allowed to perform work on items that are located beyond 6-foot horizontal and/or vertical, from the edge of an open traffic lane, utilizing a shoulder closure with the approval of the engineer. Construction vehicles and equipment shall be located outside of the 6-foot encroachment area. Shoulder closures shall only occur on one shoulder at a time. The existing roadway shall be open to two lanes of traffic in each direction. The temporary single-lane closure restrictions outlined in this article will not apply to approved shoulder closures. All shoulder closures shall be removed during applicable Holiday Work Restrictions.

Stage 1

During off-peak hours, close a single lane of Interstate 94 as necessary to complete median crossovers, temporary widening, and other work necessary to accommodate traffic lanes for subsequent stages according to the plans. Reduce the statutory speed limit to 60 mph during Interstate lane closures and reestablish a 70-mph speed limit when two lanes of traffic are open for each direction of Interstate 94.

Stage 2

Provide two-lane counter directional traffic for Interstate 94 on the existing eastbound lanes, as shown on the plans, to accommodate westbound pavement replacement from Station 49+00 to Station 194+00. Reduce the statutory speed limit on Interstate 94 to 55 mph for the duration of Stage 2. At the STH 312 Interchange, keep the Southeast Ramp (westbound exit) open to traffic during Stage 2 using temporary median crossovers and temporary widening along the existing ramp pavement.

When Stage 2 is complete, provide four lanes of Interstate 94 traffic using the new westbound concrete pavement and the existing eastbound travel lanes. Reestablish a 70-mph speed limit when two lanes of traffic in each direction are open. Provide all pavement marking, signing, delineators, and other traffic control devices as directed by the engineer to accommodate traffic during over-winter suspension of work.

Stage 3

Provide two-lane counter directional traffic for Interstate 94 on the new westbound lanes, as shown on the plans, to accommodate eastbound pavement replacement from Sta 49+00 to Sta 196+00. Reduce the statutory speed limit on Interstate 94 to 55 mph for the duration of Stage 3. Keep the Southwest Loop (eastbound exit) and Southwest Ramp (eastbound entrance) at the STH 312 Interchange open to traffic during Stage 3 using temporary median crossovers and temporary widening along the existing ramp pavement.

When Stage 3 is complete, provide four lanes of Interstate 94 traffic using the new westbound concrete pavement and the new eastbound concrete pavement. Reestablish a 70-mph speed limit when two lanes of traffic in each direction are open. Provide all pavement marking, signing, delineators, and other traffic control devices as directed by the engineer.

Stages 4, 5, and 6

Provide at least one lane of traffic in each direction for STH 312 traffic during these stages using a combination of existing pavements, temporary widening, and new construction. Coordinate traffic control for the proposed interchange ramp pavement replacement during Stages 2 and 3, as described above.

I-94 Concrete Pavement Repair and Mill and Resurface

Utilize temporary single-lane closures during off-peak hours to construct the proposed I-94 concrete pavement repair and mill and resurface work from Station 196+00 to Station 346+43 eastbound and Station 194+00 to Station 347+43 westbound. Coordinate all lane closures required to complete the proposed concrete pavement repair and mill and resurface work with any temporary single-lane closures located in the pavement replacement segments of I-94 used to complete ancillary work within that area of the project. Reduce the statutory speed limit on Interstate 94 to 60 mph whenever a lane closure is in effect. Reestablish a 70-mph speed limit when each temporary lane closure is removed.

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 Interstate 94 and STH 312 traffic, and entirely clear the traveled way and shoulders of such portions of the highway of equipment, barricades, signs, lights, and any other material that might impede the free flow of traffic during the following holiday and special event periods:

- From noon Friday, May 27, 2022 to 6:00 AM Tuesday, May 31, 2022 for Memorial Day;
- From noon Friday, July 1, 2022 to 6:00 AM Tuesday, July 5, 2022 for Independence Day;
- From noon Friday, September 2, 2022 to 6:00 AM Tuesday, September 6, 2022 for Labor Day;
- From noon Wednesday, October 19, 2022 to 6:00 AM Monday, October 24, 2022 for MN Schools Fall Break;
- From noon Friday, May 26, 2023 to 6:00 AM Tuesday, May 30, 2023, Memorial Day;
- From noon Friday, June 30, 2023 to 6:00 AM Wednesday, July 5, 2023 for Independence Day;
- From noon Friday, September 1, 2023 to 6:00 AM Tuesday, September 5, 2023 for Labor Day.

stp-107-005 (20210113)

7. Utilities.

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

stp-107-065 (20080501)

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

AT&T Legacy (COMLN) has underground fiber facilities in the project area. No conflict anticipated.

AT&T Wisconsin (COMLN) has underground facilities crossing IH 94 in the project area. No conflict anticipated.

CenturyLink Comm f/k/a Qwest (COMLN) has underground fiber facilities in the project area. No conflict anticipated.

CINC (COMLN) has underground fiber facilities crossing in the project area. No conflict anticipated.

Charter Communications (COMLN) has overhead and underground facilities in the project area. No conflict anticipated.

Dairyland Power Cooperative (ELCTT) has overhead facilities crossing IH 94 in the project area. No conflict anticipated.

Eau Claire Energy Cooperative (ELCTY) has an overhead facility crossing IH 94 at Station 313+80 IH 94 EB. No conflict anticipated.

Mosaic Telecom (COMLN) has underground fiber facilities in the project area. Mosaic Telecom fiber crossing at Station 183+00 IH 94 EB in conflict with cable barrier installation and ditch cleaning. Mosaic Telecom will install new fiber optic cable in 2” conduit at a minimum depth of 12 feet under IH 94 at Station 183+00 IH 94 EB. Work is anticipated to take three working days and be completed by fall 2021, prior to construction operations under this contract.

West Wisconsin Telcom Cooperative (COMLN) has underground facilities in the project area. West Wisconsin Telcom Cooperative has several critical fiber optic facilities crossing underground at Station

95+80 IH 94 EB. Contact West Wisconsin Telcom Cooperative to arrange for a watchdog to be on site during cable barrier work within 50 feet of the buried fiber optic cable at Station 95+80 IH 94 EB. Any required adjustment work is anticipated to take five to ten working days.

Xcel Energy (ELCTT) has overhead facilities crossing in the project area. No conflict anticipated.

Xcel Energy, Electric Distribution (ELCTY) has facilities in the project area. No conflict anticipated.

Xcel Energy (GSPTR) has facilities crossing in the project area. No conflict anticipated.

8. Hauling Restrictions.

Access points to roadways, including openings in the Interstate 94 right-of-way fence, for the delivery or hauling of construction materials for this project shall be approved by the engineer before work is started. Access through the Interstate 94 right-of-way fence will not be permitted unless the nearest Interstate 94 travel lanes are closed to traffic.

Do not haul construction materials longitudinally along the project inside the Interstate 94 right-of-way within 30 feet of the live traffic lanes unless the work zone is protected by concrete barrier.

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

The department has obtained a U.S. Army Corps of Engineers Section 404 permit. Comply with the requirements of the permit in addition to requirements of the special provisions. A copy of the permit is available from the regional office by contacting Hannah Fredrickson Lyse at (715) 836-2039.

stp-107-054 (20210708)

10. Information to Bidders, WPDES General Construction Storm Water Discharge Permit.

The department has obtained coverage through the Wisconsin Department of Natural Resources to discharge storm water associated with land disturbing construction activities of this contract under the Wisconsin Pollutant Discharge Elimination System General Construction Storm Water Discharge Permit (WPDES Permit No. WI-S066796-1). A certificate of permit coverage is available from the regional office by contacting Stacy Lambele at (715) 577-2967. Post the permit in a conspicuous place at the construction site.

stp-107-056 (20180628)

11. 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 (>104º 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)

12. Abatement of Asbestos Containing Material B-18-0015, Item 203.0211.S.

A Description

This special provision describes abating asbestos containing material on structures.

B (Vacant)

C Construction

John Roelke, License Number All-119523, inspected Structure B-18-0015 for asbestos on October 17, 2018 Regulated Asbestos Containing Material (RACM) was found on this structure in the following locations and quantities: The caulk located in the parapet expansion joints tested positive for asbestos. The quantity of the caulk is 11 square feet.

The RACM on this structure must be abated by a licensed abatement contractor. A copy of the inspection report is available from Stacie Lambele, (715) 577-2967. According to NR447 and DHS159, ensure that DNR or DHS receives a completed Notification of Demolition and/or Renovation (DNR Form 4500-113 (R 4/11), or subsequent revision) via U.S. mail, hand-delivery, or using the online notification system at least 10 working days before beginning any construction or demolition. Pay all associated fees. Provide a copy of the completed 4500-113 form and the abatement report to Bureau of Technical Services at (608) 266-1476 and DOT BTS-ESS Attn: Hazardous Materials Specialist, 5 South S513.12, PO Box 7965, Madison, WI 53707-7965. In addition, comply with all local or municipal asbestos requirements.

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

- Site Name: Structure B-18-0015, STH 312/CTH EE over IH 94
- Site Address: 0.2M W JCT USH 12
- Ownership Information: WisDOT Transportation Northwest (Eau Claire) Region
- Contact: Stacie Lambele
- Phone: (715) 577-2967
- Age: 55 years. This structure was constructed in 1967.
- Area: 16894 SF of deck

Insert the following paragraph in Section 6.g.:

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

D Measurement

The department will measure Abatement of Asbestos Containing Material B-18-0015 by each structure, 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
203.0211.S	Abatement of Asbestos Containing Material B-18-0015	EACH

Payment is full compensation for submitting necessary forms; removing all asbestos; and for properly disposing of all waste materials.

stp-203-005 (20210708)

13. Removing Concrete Surface Partial Depth, Item 204.0109.S.

A Description

This special provision describes removing a portion of concrete surfaces as the plans show and conforming to standard spec 204.

B (Vacant)

C Construction

C.1 Equipment

Use a machine that provides a surface finish acceptable to the engineer. Shroud the machine to prevent discharge of any loosened material into adjacent work areas or live traffic lanes.

Use a machine that is equipped with electronic devices that provide accurate depth, grade and slope control, and acceptable dust control system.

C.2 Methods

Remove existing concrete to the depths as shown on the plan by grinding, planing, chipping, sawing, milling, or by using other methods approved by the engineer.

Perform the removal operation in such a manner as to preclude damage to the remaining pavement and results in a reasonable uniform plane surface free of excessive large scarification marks and having a uniform transverse slope.

The sequence of removal operations shall be such that no exposed longitudinal joints 2 inches or more in depth remain during non-working hours. Windrowing or storing of the removed material on the roadway will only be permitted in conjunction with a continuous removal and pick-up operation. During non-working hours, clear the roadway of all materials and equipment.

Removed pavement becomes the property of the contractor. Properly dispose of it as specified in standard spec 204.3.1.3.

D Measurement

The department will measure Removing Concrete Surface Partial Depth in area by the square foot of surface area removed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
204.0109.S	Removing Concrete Surface Partial Depth	SF

Payment is in full compensation for removing the concrete; and for disposing of materials.

stp-204-041 (20080902)

14. Removing Asphaltic Longitudinal Notched Wedge Joint Milling, Item 204.0126.S.

A Description

This special provision describes the milling and removing of the upper layer HMA longitudinal notched wedge joint, including sweeping and cleaning of the affected area prior to paving the adjacent lane. Follow drop-off and hazard protection in standard spec 104.6.1.2.3.

B (Vacant)

C Construction

Prior to paving the adjacent upper layer HMA lane, mill longitudinal notched wedge joint to a true line with a face perpendicular to the surface of the existing asphaltic surface pavement as the plans show or the engineer directs. Provide a uniform milled surface that is reasonably plane, free of excessively large scarification marks, and has the grade and transverse slope the plans show, or the engineer directs. Do not damage the remaining pavement.

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

Thoroughly clean the milled surface and completely remove all millings from the project site. Unless using a continuous removal and pick-up operation, do not windrow or store material on the roadway. Clear the roadway of all material and equipment during non-working hours. The contractor becomes the owner of the removed asphaltic pavement and is responsible for the disposal as specified in standard spec 204.3.1.3.

D Measurement

The department will measure Removing Asphaltic Longitudinal Notched Wedge Joint Milling by the linear foot unit for all wedge joints, acceptably removed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
204.0126.S	Removing Asphaltic Longitudinal Notched Wedge Joint Milling	LF

Payment is full compensation for milling, removing, sweeping, cleaning, and disposing of materials.

stp-204-045 (20191121)

15. Removing Apron Endwalls, Item 204.9060.S.01.

A Description

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

B (Vacant)

C (Vacant)

D Measurement

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

E Payment

Add the following to standard spec 204.5:

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

stp-204-025 (20150630)

16. Removing Inlet Covers, Item 204.9060.S.02.

A Description

This special provision describes removing existing inlet covers conforming to standard spec 204.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Removing Inlet Covers by each unit, acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.02	Removing Inlet Covers	EACH

stp-204-025 (20150630)

17. Removing Cable Barrier, Item 204.9090.S.01.

A Description

This special provision describes removing existing cable barrier conforming to standard spec 204.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Removing Cable Barrier by the linear foot acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9090.S.01	Removing Cable Barrier	LF

stp-204-025 (20150630)

18. 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-08-00toc.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 8-15.

B.2 Testing

(1) Conform to ASTM D2950 and CMM 8.15 for density testing and gauge monitoring methods. Conform to CMM 8-15.10.4 for test duration and gauge placement.

B.3 Equipment

B.3.1 General

(1) Furnish nuclear gauges according to CMM 8-15.2.

(2) Furnish nuclear gauges from the department's approved product list at:

https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/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 CMM 8-15.7.

B.3.2.2 Comparison Monitoring

(1) Conduct reference site monitoring for both QC and QV gauges according to CMM 8-15.

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 8-15.10.2.

(2) Determine required number of tests according to CMM 8-15.10.2.1.

(3) Determine random testing locations according to CMM 8-15.10.3.

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 8-15.10.2.

(2) Determine required number of tests according to CMM 8-15.10.2.2.

(3) Determine random testing locations according to CMM 8-15.10.3.

B.4.2 Pavement Density Determination

B.4.2.1 Mainline Traffic Lanes and Appurtenances

(1) Calculate the average sublot densities using the individual test results in each sublot.

(2) If all sublot averages are no more than one percent below the target density, calculate the daily lot density by averaging the results of each random QC test taken on that day's material.

(3) If any sublot average is more than one percent below the target density, do not include the individual test results from that sublot when computing the lot average density and remove that sublot's tonnage from the daily quantity for incentive. The tonnage from any such sublot is subject to disincentive pay as specified in standard spec 460.5.2.2.

B.4.2.2 Mainline Shoulders

B.4.2.2.1 Width Greater Than 5 Feet

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

B.4.2.2.2 Width of 5 Feet or Less

(1) If all sublot 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 sublot 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 8.15. 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 sublot. Testing in a previously accepted sublot 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 sublot 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 sublot and lot densities.

(6) If two consecutive sublot 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 sublot 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 sublot using the same testing requirements and frequencies as the QC tester.

(3) If the verification sublot average is not more than one percent below the specified minimum target density, use the QC tests for acceptance.

(4) If the verification sublot average is more than one percent below the specified target density, compare the QC and QV sublot averages. If the QV sublot average is within 1.0 lb/ft^3 of the QC sublot average, use the QC tests for acceptance.

(5) If the first QV/QC sublot average comparison shows a difference of more than 1.0 lb/ft^3 each tester will perform an additional set of tests within that sublot. Combine the additional tests with the original set of tests to compute a new sublot average for each tester. If the new QV and QC sublot averages compare to within 1.0 lb/ft^3, use the original QC tests for acceptance.

(6) If the QV and QC sublot averages differ by more than 1.0 lb/ft^3 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 sublot density test results or retesting of the sublot in dispute within 48 hours of paving. Traffic control costs will be split between the department and the contractor.

(4) If investigation finds that both gauges are in error, the contractor and engineer will reach a decision on resolution through mutual agreement.

B.7 Acceptance

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

C (Vacant)

D (Vacant)

E Payment

E.1 QMP Testing

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

E.2 Disincentive for HMA Pavement Density

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

E.3 Incentive for HMA Pavement Density

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

stp-460-020 (20181119)

19. Material Transfer Vehicle 1022-08-74, Item 460.9000.S.

A Description

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

B Materials

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

C Construction

Ensure that an operator stays with the MTV at all times during moving operations. Keep the paver's hopper full at all times to avoid segregation of coarse aggregates. Placement of HMA upper layer pavement in the travel lanes will not be allowed without the MTV. Tie ins of intersections, shoulders paved separately, and other non-travel lane areas will not require the use of the MTV.

D Measurement

The department will measure Material Transfer Vehicle (Project #) as a single unit for each 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
460.9000.S	Material Transfer Vehicle 1022-08-74	EACH

Payment is full compensation for furnishing and operating the MTV and for the operator.

stp-460-900 (20210708)

20. Cleaning Concrete Surfaces, Item 509.0400.S.

A Description

This special provision describes cleaning concrete surfaces.

B Materials

Furnish non-bituminous joint sealer conforming to standard spec 502.2.9.

C Construction

C.1 Blast Cleaning Operation

Blast clean the concrete surfaces according to SSPC SP-13 and ASTM D4259 for an abrasive blast cleaning to a surface roughness and finish as the engineer directs. Before abrasive blast cleaning operations are to begin, prepare a representative trial area, and have the method of blast cleaning approved by the engineer.

C.2 Water Cleaning Operation

After abrasive blast cleaning operations are completed, clean the prepared surface with water according to ASTM D4258. Remove all dust and loose material from surfaces that are to be coated with protective surface treatment. Provide an adequate drying time of the surfaces of at least 24 hours before coating with the surface treatment. Remove all loose concrete, dirt, dust, or blast material that remains, as the engineer directs.

C.3 Joint Sealing

Before cleaning operations, remove existing non-bituminous joint sealer in the areas of the surfaces to be cleaned as the engineer directs. Apply non-bituminous joint sealer after application of protective surface treatment.

D Measurement

The department will measure Cleaning Concrete Surfaces by the square yard, acceptably cleaned.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
509.0400.S	Cleaning Concrete Surfaces	SY

Payment is full compensation for abrasive blast cleaning; for water cleaning; for all additional clean-up of the concrete surfaces and surrounding area; and for providing joint sealer.

stp-509-055 (20161130)

21. Concrete Barrier Temporary Precast.

Perform this work according to standard spec 603 and as hereinafter provided.

If the contractor chooses to store materials, equipment, or other items that are a hazard within 4-feet of the construction zone side (deflection zone) of the barrier, the barrier shall be anchored. The barrier must also be anchored when used on the edge of bridge decks or locations where the drop-off exceeds 2-feet, is steeper that 3H:1V and is less than 4-feet from the side of the barrier closest to the drop off. The system must be anchored as shown in the standard detail drawing.

Where temporary barrier abuts permanent barrier or parapet walls, anchor completely the first two sections of temporary barrier adjacent to the permanent barrier. Anchor the third section of temporary barrier away from the permanent barrier on either end of the temporary barrier. Anchor the fourth section of temporary barrier away from the permanent barrier at the end closest to the permanent barrier. Anchoring of the barrier wall shall be complete prior to installation of the steel rail connection.

22. Cover Plates Temporary, 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)

23. Cable Barrier Type 1, Item 613.1100.S; Cable Barrier End Terminal Type 1 Item 613.1200.S.

A Description

This special provision describes providing socketed high-tension TL-4 cable guard meeting the National Cooperative Highway Research Program (NCHRP) Report 350, Test Level 4.

B Materials

Provide a cable barrier system that is on the approved product list for the county in which the system will be installed.

Provide a calibrated tension gauge to each county for the specific system installed in each county.

Provide one copy of video training material on the proper maintenance techniques and recovery of vehicles to each county for the specific system installed in each county. At a minimum, this training is to address, proper tension techniques, proper operation of calibrated tension gauge, proper repair techniques, and proper methods to removed vehicles entrapped in the cable barrier.

B.2 Design Requirements

Thirty days before installation provide the engineer with two sets of manufacturer prepared drawings, Wisconsin P.E. stamped calculations, documentation, notes, plan details, and construction specifications. Provide required information in a PDF format or other in electronic format that the department can review information.

Obtain prior approval from the Bureau of Project Development (Erik Emerson at (608) 266-2842) for all hardware substitutions before delivering the hardware on the project.

C Construction

Construct concrete as specified in standard spec 501.

Construct steel reinforcement as specified in standard spec 505.

Construct terminal units at each end of a run of cable guard as the plans show. The contractor may determine the location of anchors subject to the engineer’s approval.

Tension the cable according to the manufacturer's recommendations at the time of installation, and then check and adjust approximately three weeks after installation. If system is not maintaining proper tension, adjust tension and return three weeks later. Provide engineer documentation of date, time, location, tension value, and who checked the tension for each barrier run.

Use only one-half the available adjustment in each turnbuckle or tension adjustment connection to achieve manufacture’s recommend tension values.

Manufacture is to certify that the installation was done according to manufacturer’s recommendations and the plan requirements. Provide this documentation to the engineer.

The engineer will allow the contractor to open the roadway to traffic or remove traffic control devices if concrete attains manufacture’s compressive strength. Without compressive strength information, the engineer may allow the contractor to remove traffic control devices after 14 equivalent curing days. Equivalent curing days are defined in standard spec 415.3.

C.2 Survey Anchor Monitor Points

Obtain or calculate benchmark, alignment, horizontal and vertical control points. The engineer will furnish data for the horizontal and vertical control points, control point ties, and horizontal alignments.

Maintain neat, orderly, and complete survey notes, drawings, and computations used in establishing location of each cable anchor monitor point. Make the survey notes and computations available to the engineer within 24 hours, upon request, as the work progresses.

Locate each cable anchor monitor point to within 0.02 feet horizontally and 0.01 feet vertically.

Survey anchor monitor points after construction of cable barrier end terminal anchors, but before cables are tensioned. Provide paper and electronic copies of survey data to engineer before installing cables.

D Measurement

The department will measure Cable Barrier Type 1 by the linear foot, acceptably completed, measured from terminal to terminal and rounded to the nearest linear foot.

The department will measure Cable Barrier End Terminal Type 1 as each individual terminal, 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
613.1100.S	Cable Barrier Type 1	LF
613.1200.S	Cable Barrier End Terminal Type 1	EACH

Payment is full compensation for designing, providing, and surveying anchor monitoring points for cable barrier end terminal or cable barrier.

stp-613-010 (20210708)

24. Crash Cushions Temporary.

Complete work according to standard spec 614 and as hereinafter provided.

Supplement standard spec 614.3.4 with the following:

Locate the manufacturer's foundation pad adjacent to the existing paved shoulder. Provide a transition foundation pad section using a 15:1 taper rate after the required manufacturer's crash cushion foundation pad. The transition foundation pad shall be the same width as the manufacturer's crash cushion foundation pad where they meet and transition to match the edge of pavement/shoulder. Construct this transition piece using identical materials and depths used for the crash cushion pad. Place aggregate base course behind the transition pad section to blend to existing slopes. The transition foundation pad shall be incidental to item Crash Cushions Temporary.

25. Salvaged Rail.

Perform this work according to the pertinent requirements of standard spec 204 and standard spec 614 and as hereinafter provided.

Completely disassemble the existing beam guard and carefully remove all salvageable guardrail and hardware (brackets, reflectors, nuts, washers, bolts and other appurtenances) in a manner that will preclude any damage (cutting or destructive measures are not allowed). Store the salvaged materials on the right-of-way, outside the limits of construction at a location approved by the engineer. Store salvaged materials as follows:

- Beams - Banded and neatly stacked on pallets

Upon completion of the removal and storage of salvageable materials, Brian Spilde, Eau Claire County Assistant Highway Commissioner at (715) 829-1003. The county will inspect the materials and will have the right to reject any damaged or otherwise unacceptable materials.

Remove all other materials from the right-of-way and properly dispose of them, including items rejected by Eau Claire County.

This work also includes entirely removing the posts and backfilling their hole as necessary.

26. Seeding.

Add the following to standard spec spec 630.2.1.5.1.1:

Due to a temporary shortage in some fescue species, Table 630-3 may be used for the mixtures provided in the table:

TABLE 630-3 (OPTIONAL SEED MIXTURES)

SPECIES COMMON NAME (Acceptable Varieties)	SPECIES BOTANICAL NAME	PURITY minimum %	GERMINATION minimum %	MIXTURE PROPORTIONS (in percent) Two options for each mix type							
				NO.10		NO.20		NO.30		NO.40	
				#1	#2	#1	#2	#1	#2	#1	#2
Kentucky Bluegrass (Low Maintenance)	Poa pratensis	98	85	40	42	6	6	10	13	35	35
Red Fescue (Creeping)	Festuca rubra	97	85	10	13	5	7	15	15	10	15
Hard Fescue (Improved)	Festuca ovina var. duriuscula	97	85			24	22	25	25	20	20
Tall Fescue (Improved Turf Type)	Festuca arundinacea	98	85			40	40				
Salt Grass (Fult's or Salty)	Puccinella distans	98	85					15	15		
Redtop	Agrostis alba	92	85	5	5						
Perennial Ryegrass	Lolium perenne	96	85	25	30	25	25	25	32	25	30
White Clover	Triflium repens	95	90	10	10						
Chewings Fescue	Festuca rubra var. commutata	98	85	10				10		10	

27. Blue Specific Service Signs.

Add the following to standard spec 638.3.4:

Do not remove or move blue specific service signs or their associated posts. Specific service signs are signs with logos that identify commercial entities providing gas, food, lodging, camping, or attractions. A separate contractor, Interstate Logos - Wisconsin, is responsible for these signs. Contact Interstate Logos - Wisconsin at (844) 496-9163 a minimum of 14 calendar days in advance to coordinate removing, moving, or re-installation of these signs.

The contractor is responsible for damage done to these signs due to contractor operations.

stp-638-010 (20150630)

28. Traffic Channelizing Curb System, Item 643.0650.S.

A Description

This special provision describes providing maintaining and removing temporary traffic channelizing curb system at locations the plans show or the engineer directs.

B Materials

Furnish items from the department's approved products list.

C Construction

Install the curb sections according to the manufacturer's recommendations. Install vertical panels or flexible tubular markers per manufacturer's recommendations.

Review and repair the channelizing system according to standard spec 643.3 or as the engineer directs.

Upon completion of the work, remove the channelizing system in a way that minimizes damage to the pavement. Repair damage done during removal as the engineer directs.

The temporary channelizing system shall remain the property of the contractor for systems used in temporary traffic control zones unless specified otherwise.

D Measurement

The department will measure Traffic Channelizing Curb System 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
643.0650.S	Traffic Channelizing Curb System	LF

Payment is full compensation for providing channelizing systems, and for maintaining, relocating, and removing the channelizing system.

stp-643-050 (20181119)

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

A Description

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

B Materials

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

B.1 Portable Traffic Sensors (PTS)

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

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

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

B.3 Automated System Manager (ASM)

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

B.4 System Communications

Ensure Basic Traffic QWS communications meet the following requirements:

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

B.5 System Acceptance

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

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

C Construction

C.1 General

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

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

Install PTS at the following locations:

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

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

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

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

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

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

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

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

Remove the system upon completion.

C.2 Reports

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

C.3 Meetings

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

C.4 Programming

C.4.1 General

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

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

C.4.2 System Operation Strategy

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

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

Free Flow:

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

Slow or Stopped Traffic:

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

C.5 Calibration and Testing

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

Send email of successful calibration and testing to the engineer.

D Measurement

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

E Payment

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

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

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

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

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

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

stp-643-046 (20210113)

30. Traffic Control Interim Lane Closure, Item 643.4100.S.

A Description

This special provision describes closing a freeway/expressway traffic lane.

B (Vacant)

C Construction

Install and reposition traffic control devices as required to close a traffic lane. Remove and return the devices to their previous configuration when the closure is no longer required.

D Measurement

The department will measure Traffic Control Interim Lane Closure as each individual reposition/return cycle, acceptably completed. The department will not measure additional moves or configuration changes as might be required solely to accommodate the contractor's operations.

The department will measure the closures by traffic lane and roadway. The department will not measure multiple closures in the same traffic lane on a project.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
643.4100.S	Traffic Control Interim Lane Closure	EACH

Payment is full compensation for closing and re-opening the affected traffic lane.

stp-643-030 (20170615)

31. Temporary Inlets Median 1 Grate, Item SPV.0060.01.

A Description

This special provision describes work according to standard spec 611, and as hereinafter provided.

B Materials

Conform to standard spec 611.2.

C Construction

Conform to standard spec 611.3. Construct temporary inlets to accommodate drainage of temporary roadways and ditches during staged construction at locations shown in the plans, according to pertinent plan details, and as directed by the engineer.

Provide one inlet cover Type MS for each inlet constructed. Make outlet connections to temporary culvert pipes draining to temporary or existing ditches.

D Measurement

The department will measure Temporary Inlets Median 1 Grate by each unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.01	Temporary Inlets Median 1 Grate	EACH

Payment is full compensation for providing materials, including masonry, inlet covers Type MS, conduit connections, and other fittings as required; for excavating, backfilling, and disposing of surplus material; and for removing the inlet and cover when no longer needed in the contract work.

32. Project Concrete Crack Mitigation and Repair Special, Item SPV.0060.02.

A Description

This special provision describes work according to standard spec 415, and as hereinafter provided.

B (Vacant)

C Construction

Provide the engineer with HIPERPAV analysis three days prior to the placement of Concrete Pavement 10-Inch Special and Concrete Pavement 12-Inch Special. If seven calendar days elapse between staging of the paving operations, an additional analysis of HIPERPAV may be requested by the engineer.

If cracks occur, selection of repair type shall be as specified in Procedure 424 of the Construction and Materials Manual (CMM).

D Measurement

The department will measure Project Concrete Crack Mitigation and Repair Special by each project, acceptably completed.

E Payment

Delete entire standard spec 415.5.3 and replace with the following:

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.02	Project Concrete Crack Mitigation and Repair Special	EACH

Payment is full compensation for performing mix design HIPERPAV analysis, mix design adjustments and corrections as per Project Concrete Crack Mitigation and Repair Special, all PCC pavement repairs, mobilization, and all necessary traffic control devices.

Fifty percent payment of this item will be paid to the contractor after the completion of the first HIPERPAV analysis. The remaining fifty percent will be paid for upon final project acceptance.

33. Temporary Overhead Sign Structure (S-01-0001-TEMP), Item SPV.0060.04; Temporary Overhead Sign Structure (S-01-0002-TEMP), Item SPV.0060.05; Transporting Temporary Overhead Sign Structure (S-01-0001-TEMP), Item SPV.0060.06; Transporting Temporary Overhead Sign Structure (S-01-0002-TEMP), Item SPV.0060.07.

A Description

This special provision describes fabricating, furnishing, transporting, installing, maintaining, and removing Temporary Overhead Sign Structure(s) as shown on the plans.

B Materials

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

Provide couplers with the nut specification recommended for F1554 Grade 55 anchor rods and provide a minimum thread engagement of 1”.

Provide new high strength bolts, anchor rods, top and leveling nuts, and washers with each installation.

C Construction

Each component of the structure shall include permanent structure number and piece mark for foundation blocks, columns, and beam sections.

Provide precast concrete foundation units according to standard spec. 504.2(3), from a Category C precast plant from the Precast Concrete and Block Fabricators approved products list (APL). Provide sampling and testing as required for Class II concrete according to standard spec. 716.2.1. Do not ship foundation units until the concrete strength has reached at least 4,500 psi.

Construct the leveling pads that are level and constructed of 1¼” dense graded base in accordance with standard spec. 305. Place concrete foundation units on prepared leveling pad foundations.

The contractor may fabricate Temporary Overhead Sign Structures according to standard spec. 532.3.3 and galvanize according to standard spec. 532.2.1(6) in lieu of using an approved fabricator from the Steel Sign Bridges and Overhead Sign Supports APL. Welding procedures shall be submitted and approved prior to fabrication according to standard spec. 506.3.19. Shop drawings shall be submitted according to standard spec. 532.3.2.1(1).

Column and chord members shall be erected according to standard spec. 532.3. Chord members shall be connected on the ground prior to placing on columns.

Install anchor rods according to DT2321.

Install high strength bolts according to DT2322. Bolts attaching the sleeve to the top of the column should be snug tight only.

For reinstallation of previously accepted Temporary Overhead Sign Structure components, the contractor shall provide new F1554 grade 55 threaded rods, high strength bolts, nuts, and washers that had been removed when the structure was stored. New high strength bolts, unless from a previously tested lot shall have pre-installation testing performed using DT2322. The contractor shall follow the previously approved plans and shops for reinstallation.

Connected elements of Temporary Overhead Sign Structures shall be inspected by the contractor prior to placing the chord on the columns. Columns shall be anchored to the foundation blocks and chord members shall be bolted together. Procedures for inspection and reporting shall be according to 532.3.8(2). Structures must be inspected each time the structure is to be erected over traffic. When removed from a project to be stored, the State Ancillary Project Manager shall be notified by the Engineer.

The contractor shall remove, transport, and store the temporary overhead sign structure components upon completion of the work as directed by the engineer to an alternate site on the project for reinstallation as the plans show. If structure is to be used at the same location at a different time within

the same contract, the chord members may be left bolted together and columns may be left anchored to the foundation blocks and stored on site at the direction of the Engineer.

When no longer required for use in the contract, transport Temporary Overhead Sign Structures to:

WisDOT CO Sign Shop
3609 Pierstorff St.
Madison, WI 53704

Coordinate with the following for drop off instructions.

Primary contact: Jon Eldridge, (608) 246-3270, jonathan.eldridge@dot.wi.gov

Secondary contact: Matt Rauch, (608) 246-5305, matt.rauch@dot.wi.gov

The contractor shall prevent damage to the structure components at all times, including during transport and storage.

Store steel components so they are not lying on the ground. Place steel components on sufficient cribbing to keep them straight and clear of the ground.

Remove leveling pads and restore site to a condition at least equal to the condition existing prior to installation of the structure.

D Measurement

The department will measure Temporary Overhead Sign Structure and Transporting Temporary Overhead Sign Structure as each individual structure, 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.0060.04	Temporary Overhead Sign Structure (S-01-0001-TEMP)	EACH
SPV.0060.05	Temporary Overhead Sign Structure (S-01-0002-TEMP)	EACH
SPV.0060.06	Transporting Temporary Overhead Sign Structure (S-01-0001-TEMP)	EACH
SPV.0060.07	Transporting Temporary Overhead Sign Structure (S-01-0002-TEMP)	EACH

Payment for Temporary Overhead Sign Structure is full compensation for furnishing all materials and miscellaneous items required for fabricating, handling, erecting, inspecting, removing, storing, and reinstalling during the contract. Payment also includes initial delivery to the site after fabrication, trucking between work sites, and removing after contract completion.

Payment for Transporting Temporary Overhead Sign Structure is full compensation for loading, unloading, and transporting the structure to and/or from the designated WisDOT storage site prior to and/or after contract completion, and for coordinating with the contacts listed.

34. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class III 30-Inch, Item SPV.0090.01; Bore and Jack Storm Sewer Pipe Reinforced Concrete Class III 36-Inch, Item SPV.0090.02; Bore and Jack Storm Sewer Pipe Reinforced Concrete Class III 48-Inch, Item SPV.0090.03.

A Description

This special provision describes providing and installing storm sewers by jacking and boring with or without a casing pipe. The method of installation may be selected, but open-cut will not be allowed.

B Materials

Storm sewer shall be reinforced concrete pipe, Class III, conforming to standard spec 608.

Steel casing shall conform to ASTM A53, Grade B Steel Pipe, 35,000 psi minimum yield, with a minimum wall thickness of 0.469 inches. Casing shall be a minimum of 4 inches larger than the outside diameter of the carrier pipe.

If casing is used, annular space shall be filled with lean concrete proportioned of 1-1/2 bags of Portland cement, 6 cubic feet of concrete sand, and 12 cubic feet of coarse aggregate, or one bag Portland cement and 12 cubic feet of graded aggregate.

C Construction

Establish reference points and benchmarks required to control jacking of casing pipe to elevations indicated on the plans.

Excavate access pit, shaft or approach tunnel according to standard spec 206.

If a casing pipe is used, weld joints with a continuous circumferential weld. Contractor shall be responsible for providing stress transfer across joints capable of resisting jacking forces applied.

Pipe shall be attached to concrete brick supports to be used as a carrier for insertion into casing. Support and brace pipe to prevent shifting or flotation during filler material placement.

Carrier pipe or casing pipe shall be jacked and bored by selected method to line and grade indicated on the plans.

Upon completion of installation of pipe, completely fill annular space between pipe-duct package and pipe casing with lean concrete. Fill ends of casing pipe with a minimum 1-foot thick bulkhead.

Backfill casing pipe ends according to standard spec 206 and restore surface.

Demonstrate to satisfaction of the department that the entire length of the casing bas been backfilled.

D Measurement

The department will measure Bore and Jack Storm Sewer Pipe Reinforced Concrete Class III (Size) 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.0090.01	Bore and Jack Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF
SPV.0090.02	Bore and Jack Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF
SPV.0090.03	Bore and Jack Storm Sewer Pipe Reinforced Concrete Class III 48-Inch	LF

Payment is full compensation for Payment is full compensation for providing all materials, including carrier pipe, steel casing pipe, and connections; for all excavating except rock excavation; for sheeting and shoring; for laying pipe; for sealing joints and making connections to new or existing fixtures; for filling annular space and constructing bulkheads; for backfilling; for providing granular backfill material; for removing sheeting and shoring; for cleaning out and restoring the worksite; and for furnishing all labor, tools, equipment, and incidentals necessary to complete the contract work.

35. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch, Item SPV.0090.04; Bore and Jack Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch, Item SPV.0090.05.

A Description

This special provision describes providing and installing storm sewers by jacking and boring with or without a casing pipe. The method of installation may be selected, but open-cut will not be allowed.

B Materials

Storm sewer shall be reinforced concrete pipe, Class IV, conforming to standard spec 608.

Steel casing shall conform to ASTM A53, Grade B Steel Pipe, 35,000 psi minimum yield, with a minimum wall thickness of 0.469 inches. Casing shall be a minimum of 4 inches larger than the outside diameter of the carrier pipe.

If casing is used, annular space shall be filled with lean concrete proportioned of 1-1/2 bags of Portland cement, 6 cubic feet of concrete sand, and 12 cubic feet of coarse aggregate, or one bag Portland cement and 12 cubic feet of graded aggregate.

C Construction

Establish reference points and benchmarks required to control jacking of casing pipe to elevations indicated on the plans.

Excavate access pit, shaft or approach tunnel according to standard spec 206.

If a casing pipe is used, weld joints with a continuous circumferential weld. Contractor shall be responsible for providing stress transfer across joints capable of resisting jacking forces applied.

Pipe shall be attached to concrete brick supports to be used as a carrier for insertion into casing. Support and brace pipe to prevent shifting or flotation during filler material placement.

Carrier pipe or casing pipe shall be jacked and bored by selected method to line and grade indicated on the plans.

Upon completion of installation of pipe, completely fill annular space between pipe-duct package and pipe casing with lean concrete. Fill ends of casing pipe with a minimum 1-foot thick bulkhead.

Backfill casing pipe ends according to standard spec 206 and restore surface.

Demonstrate to satisfaction of the department that the entire length of the casing bas been backfilled.

D Measurement

The department will measure Bore and Jack Storm Sewer Pipe Reinforced Concrete Class IV (Size) 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.0090.04	Bore and Jack Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF
SPV.0090.05	Bore and Jack Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF

Payment is full compensation for Payment is full compensation for providing all materials, including carrier pipe, steel casing pipe, and connections; for all excavating except rock excavation; for sheeting and shoring; for laying pipe; for sealing joints and making connections to new or existing fixtures; for filling annular space and constructing bulkheads; for backfilling; for providing granular backfill material; for removing sheeting and shoring; for cleaning out and restoring the worksite; and for furnishing all labor, tools, equipment, and incidentals necessary to complete the contract work.

36. Concrete Pavement 10-Inch Special, Item SPV.0180.01; Concrete Pavement 12-Inch Special, Item SPV.0180.02.

A Description

This special provision describes specialized material and construction requirements to utilize on the mainline pavement and shoulders.

Conform to standard spec 106, 415, 501, 710, 715 as modified in this special provision.

Concrete pavement mixes from standard spec 501 may not be used. Provide an independent contractor developed mix design.

B Materials

B.1 Reinforcement

Supplement standard spec 415 and 501 with the following:

Furnish High Performance Dowel Bars from the Approved Products List.

B.2 Coarse Aggregates

B.2.1 General

Supplement standard spec 501.2.7.3 Coarse Aggregates with the following:

(1) Contact the engineer a minimum of 4 weeks prior to paving to collect a sample of the aggregates proposed for the project. The engineer will obtain the sample, or observe the contractor obtaining the sample. The sampler must be HTCP certified to sample aggregates. Perform tests in standard spec 106.3.4.2.2.

(2) Use clean, hard, durable crushed stone free of any excess of thin or elongated pieces, frozen lumps, vegetation, deleterious substances, or adherent coatings considered injurious.

(3) Use virgin aggregates only.

(4) Replace standard spec Table 501-2 with the following:

AGGREGATE QUALITY TEST	MAXIMUM PERCENT (by weight)
LA Wear	30
Sodium sulfate soundness	6
Freeze-thaw soundness	10

B.3 Deleterious Substances

Replace standard spec TABLE 501-3 DELETERIOUS SUBSTANCES with the following:

The amount of deleterious substances shall not exceed the following percentages:

DELETERIOUS SUBSTANCE ..... PERCENT BY WEIGHT
Shale 1.0
Coal 1.0
Clay lumps 0.3
Soft fragments 3.0
Any combination of above 3.0
Flat & elongated pieces based on a 3:1 ratio(1) 15.0
Materials passing the No. 200 (75 µm) sieve 1.5
Lightweight pieces(2) for concrete not for prestressed concrete members 3.0

(1) As modified in CMM 860

(2) Material having a saturated surface-dry bulk specific gravity of less than 2.45, tested according to AASHTO T113. Determine the percentage of lightweight pieces by dividing the weight of lightweight pieces in the sample retained on a 3/8-inch sieve by the weight of the total sample.

B.4 QMP Testing Requirement Modification

B.4.1 Concrete Pavement Mixes

Replace standard spec 715.3.1.1(2) with the following:

For contracts with 20,000 square yards or more of concrete pavement, cast a set of 3 beams instead of cylinders for flexural strength acceptance testing at 28 days.

C Construction

C.1 Jointing

C.1.1 General

Add the following to standard spec 415.3.7.1:

Treat sawed surfaces of transverse and longitudinal joints with a silane joint sealant found on the departments approved products list for Concrete Protective Surface Treatments. Prior to opening to traffic, clean the saw cut by water blast and air to thoroughly remove cutting residue. When dry, apply the

silane treatment to the saw cut faces. Application rates for the treating material shall be according to the manufacturer's specifications. The contractor shall also set up a small field trial to demonstrate the application method for the silane treatment is covering the joint face and at least one inch on both sides of the saw cut. The field trial can be done with bricks or cinder blocks and should be constructed in a way that represents a sawed concrete joint.

C.2 Curing Concrete

C.2.1 General

Replace standard spec 415.3.12.1 with the following:

Cure all concrete within 75 minutes from the time concrete is discharged from the truck, unless the contractor can show the engineer there is still free water on the surface.

C.3 Extended Delivery Time

Delete paragraph one from standard spec 501.3.2.4.3.3.

C.4 Ready-Mixed Concrete

C.4.1 General

Replace standard spec 501.3.5.1 with the following:

Use central-mixed concrete for all work under this special provision. Central-mixed concrete is completely mixed in a stationary mixer and transported to the point of delivery with or without mechanical agitation in the transporting vehicle.

C.5 Hot Weather Concreting

C.5.1 General

Replace standard spec 501.3.8.2.1 with the following:

Take the following steps to ensure that the concrete will cure during hot weather conditions. Submit a written temperature control plan at or before the pre-pour meeting. In that plan, outline the actions to control concrete temperature if the concrete temperature at the point of placement exceeds 80° F (27° C). Do not place concrete without the engineer's written acceptance of that temperature control plan. Perform the work as outlined in the temperature control plan.

If the concrete temperature at the point of placement exceeds 90° F (32° C), do not place concrete for items covered in this special provision.

Notify the engineer whenever conditions exist that might cause the temperature at the point of placement to exceed 80° F (27° C). If project information is not available, obtain information from similar mixes placed for other nearby work.

Any additive or action taken to control the temperature of concrete to within the limits of this special provision, including but not limited to the addition of ice to the concrete mix, is considered incidental to the work and will not be measured or paid for separately.

D Measurement

The department will measure Concrete Pavement (thickness) Special by area in square yards, acceptably completed according to standard spec 415, and as modified in this special provision.

E Payment

Conform to standard spec 415.5 and as modified in this special provision.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.01	Concrete Pavement 10-Inch Special	SY
SPV.0180.02	Concrete Pavement 12-Inch Special	SY

The department will pay separately for the following bid items: 715.0715 Incentive Flexural Strength Concrete Pavement.

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.

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 shall 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 $3.20 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:

$$FA = \left(\frac{CFI}{BFI} - 1\right) x\ Q\ x\ BFI$$

(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

Make the following revisions to the standard specifications:

415.3.16 Tolerance in Pavement Thickness

Replace the entire text with the following effective with the November 2021 letting:

415.3.16.1 General

(1) Construct the plan thickness or thicker. The department will accept pavement thickness based on the results of department-performed acceptance testing conforming to:

Magnetic Pulse Induction .....CMM 870: ASTM E3209 WTM
Probing.....CMM 870: WTP C-002
Preplacement Measurement .....CMM 870: WTP C-003

415.3.16.2 Pavement Units

415.3.16.2.1 Basic Units

(1) Basic unit is defined as a slip formed, single lane, with a minimum lane width of 10 feet, measured, from the pavement edge to the adjacent longitudinal joint; from one longitudinal joint to the next; or between pavement edges if there is no longitudinal joint.

415.3.16.2.2 Special Units

(2) Establish special units for areas of fillets, intersections, gaps, gores, shoulders, ramps, pavement lanes less than 10 feet wide and other areas not included in basic units.

415.3.16.3 Test Plate Locations

(1) Place department-furnished test plates. Within 5 business days after paving, enter the sequential number and associated position data into MRS available at:

http://www.atwoodsystems.com/

(2) Contractor will maintain plate location markings for 10 business days after paving.

415.3.16.4 Acceptance Testing

415.3.16.4.1 Basic Units

415.3.16.4.1.2 Magnetic Pulse Induction

(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) Department will establish a project reference plate at the start of each paving stage. Project reference plate will be measured before each day of testing. Department will notify the contractor of project reference plate locations before 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 falls 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.
- The contractor shall perform coring according to AASHTO T24. The department will evaluate the results according to AASHTO T148
- The contractor shall fill core holes with concrete or mortar.

415.3.16.4.2 Special Units

415.3.16.4.2.1 Magnetic Pulse Induction

(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) Department will establish a project reference plate at the start of each paving stage. Project reference plate will be measured before each day of testing. Department will notify the contractor of project reference plate locations before 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 falls 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 department will measure the second plate in that unit. If both plates are required to be measured, then all six thickness measurements will be averaged for that unit. If the average of the six measurements is more than 1 inch thinner than contract plan thickness, the pavement is unacceptable.

415.3.16.4.2.2 Probing

(1) The department will measure slip form special units during concrete placement. Upon completion of the project thickness testing, the department will provide the test results to the contractor within 5 business days.

(2) Department will probe 2 random locations within the special unit. The average of the two readings will be the reported measurement for the special unit.

415.3.16.4.2.3 Preplacement Measurement

(1) The department will measure non-slip form special units before concrete placement.

(2) Thickness corrections will be made to a conforming thickness by reshaping the base aggregate before the pavement is placed.

415.5.2 Adjusting Pay for Thickness

Replace the entire text with the following effective with the November 2021 letting:

(1) The department will adjust pay for pavement thickness under the Nonconforming Thickness Concrete Pavement administrative item as follows:

FOR PAVEMENT THINNER THAN PLAN THICKNESS BY:	PERCENT OF THE CONTRACT UNIT PRICE
> 1/4 inch but <= 1/2 inch	80
> 1/2 inch but <= 3/4 inch	60
> 3/4 inch but <= 1 inch	50

(2) When pavement of unacceptable final thickness is determined, as specified in 415.3.16.4, the department will direct the contractor to either:

1. Remove and replace unacceptable concrete pavement to the nearest joint with new concrete pavement of conforming thickness. The department will pay once for the area at the full contract price.
2. If the unacceptable pavement is less than 100 LF, the department may allow the concrete to remain in place without payment for the unacceptable area.

460.2.6 Recovered Asphaltic Binders

Replace paragraph two with the following effective with the November 2021 letting:

(2) The contractor may replace virgin binder with recovered binder up to the maximum percentage allowed under 460.2.5 without further testing. When the design percent asphalt binder replaced exceeds the allowable limits in 460.2.5, the contractor must:

- Document adjustments made to the mix design in the mix design submittal.
- Submit test results that indicate the mixture's asphaltic binder meets or exceeds the upper and lower temperature grade requirements the bid item designates.
    - If only one recycled asphaltic material source is used, furnish one of the following:
        - Test results from extracted and recovered binder from the resultant mixture.
        - Blending charts that indicate the resultant mixture's high and low temperature PG as an interpolation of the percent binder replaced between the virgin binder's and the recycled asphaltic material source binder's high and low temperature PG.
    - If two or more recycled asphaltic material sources are used, furnish test results from extracted and

recovered binder from the resultant mixture.

501.2.6 Water

Retitle with the following effective with the November 2021 letting:

501.2.6 Mixing Water

501.2.6.2 Requirements

Replace paragraph two with the following effective with the November 2021 letting:

(2) Water from other sources must comply with the following:

Acidity, maximum of 0.1N NaOH to neutralize 200 mL of water; CMM 870: WTP C-001	2 mL
Alkalinity, maximum of 0.1N HCL to neutralize 200 mL of water; CMM 870: WTP C-001	15 mL
Maximum sulphate ($S0_4$); CMM 870: WTP C-001	0.05 percent
Maximum chloride; CMM 870: WTP C-001	0.10 percent
Maximum total solids; CMM 870: WTP C-001	
Organic	0.04 percent
Inorganic	0.15 percent

501.3.2.4.2 Air Entrainment

Replace paragraph two with the following effective with the November 2021 letting:

(2) Test fresh concrete air content according to AASHTO T152 or AASHTO TP118 at the contract-required frequency and as the engineer directs. Test concrete placed by pumping or belting at the point of discharge from the pump line or belt.

501.3.7.1 Slump

Replace paragraph one with the following effective with the November 2021 letting:

(1) Use a 1-inch to 4-inch slump for concrete used in structures or placed in forms, except as follows:

- Do not exceed a slump of 2 inches for grade E concrete.
- Increase slump as specified in 502.3.5.3 for concrete placed underwater.
- If BTS approves a concrete mixture using a superplasticizer, the contractor may increase slump for that mixture to a maximum of 9 inches without exceeding the maximum mix water allowed for that grade.

531.5 Payment

Replace paragraph two with the following effective with the November 2021 letting:

(2) Payment for Concrete Masonry Ancillary Structures Type NS is full compensation for providing concrete for non-standard sign structure foundations; and for anchor rod assemblies. The department will pay separately for excavating and backfilling drilled shafts under the Drilling Shafts bid items.

Replace paragraph five with the following effective with the November 2021 letting:

(5) Payment for the Foundation bid items is full compensation for providing concrete foundations; for anchor rod assemblies; for reinforcing steel; and for embedded conduit and electrical components. The department will pay separately for excavating and backfilling drilled shafts under the Drilling Shafts bid items.

642.2.2.1 General

Replace paragraph one with the following effective with the November 2021 letting:

(1) Provide each field office with two rooms, separated by an interior door with a padlock. Ensure that each room has a separate exterior door and its own air conditioner. Locate the office where a quality internet connection can be achieved. Ensure quality cell phone reception is achievable inside the field office.

701.3.1 General

Replace table 701-1 with the following effective with the November 2021 letting:

TABLE 701-1 TESTING AND CERTIFICATION STANDARDS

TEST	TEST STANDARD	MINIMUM REQUIRED CERTIFICATION (any one of the certifications listed for each test)
Random Sampling	CMM 830.9.2	Transportation Materials Sampling Technician (TMS) TMS Assistant Certified Technician (ACT-TMS) Aggregate Technician I (AGGTEC-I) AGGTEC-I Assistant Certified Technician (ACT-AGG) PCC Technician I (PCCTEC-I) PCCTEC-I Assistant Certified Technician (ACT-PCC) Grading Technician I (GRADINGTEC-I) Grading Assistant Certified Technician (ACT-GRADING)
Sampling Aggregates	AASHTO T2[1] [4]	TMS, ACT-TMS, AGGTECT-1, ACT-AGG
Percent passing the No. 200 sieve	AASHTO T11[1]	AGGTEC-I, ACT-AGG
Fine & coarse aggregate gradation	AASHTO T27[1]	
Aggregate moisture content	AASHTO T255[1]	
Fractured faces	ASTM D5821[1]	
Liquid limit	AASHTO T89	Aggregate Testing for Transportation Systems (ATTS) GRADINGTEC-I, or ACT-GRADING
Plasticity index	AASHTO T90[3]	
Sampling freshly mixed concrete	AASHTO R60	PCCTEC-1 ACT-PCC
Air content of fresh concrete	AASHTO T152[2] AASHTO TP118[5]	
Air void system of fresh concrete	AASHTO TP118[5]	
Concrete slump	AASHTO T119[2]	
Concrete temperature	ASTM C1064	
Making and curing concrete specimens	AASHTO T23	
Moist curing for concrete specimens	AASHTO M201	
Concrete compressive strength	AASHTO T22	Concrete Strength Tester (CST) CST Assistant Certified Technician (ACT-CST)
Concrete flexural strength	AASHTO T97	
Concrete surface resistivity[2]	AASHTO T358	
Voids in aggregate	AASHTO T19	PCCTEC-II
Profiling	__	PROFILER

[1] As modified in CMM 860.

[2] As modified in CMM 870.

[3] A plasticity check, if required under individual QMP specifications, may be performed by an AGGTEC-I in addition to the certifications listed for liquid limit and plasticity index tests.

[4] Plant personnel may operate equipment to obtain samples under the direct observation of a TMS or higher.

[5] Consolidate by rodding.

710.2 Small Quantities

Replace the entire text with the following effective with the November 2021 letting:

(1) The department defines small quantities as follows:

- As specified in 715.1.1.2 for class I concrete.
- Less than 50 cubic yards of class II ancillary concrete placed under a single bid item.

(2) For contracts with only small quantities of material subject to testing, modify the requirements of 710 as follows:

1. The contractor may submit an abbreviated quality control plan as allowed in 701.1.2.3.
2. Provide one of the following for aggregate process control:
   - Documented previous testing dated within 120 calendar days. Provide gradation test results to the engineer before placing material.
   - Non-random start-up gradation testing.

710.4 Concrete Mixes

Replace paragraph two with the following effective with the November 2021 letting:

(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, SSD bulk specific gravity, wear, soundness, freeze thaw test results if required, and air correction factor. Also include aggregate production records dated within 2 years if using those results in the design. 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 according to AASHTO TP137 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.

Replace paragraph four with the following effective with the November 2021 letting:

(4) Prepare and submit modifications to a concrete mix to the engineer for approval 3 business days before using that modified mix. Modifications requiring the engineer's approval include changes in:

1. Source of any material. For paving and barrier mixes, a source change for fly ash of the same class does not constitute a mix design change.
2. Quantities of cementitious materials.
3. Addition or deletion of admixtures. Minor admixture dosage adjustments required to maintain air content or slump do not require engineer review or approval.

710.5.5 Strength

Replace paragraph one with the following effective with the November 2021 letting:

(1) Cast all 6" x 12" cylinders or all 6" x 6" x 21" beams in a set from the same sample. Do not cast more than one set of specimens from a single truckload of concrete. Mark each specimen to identify the lot and sublot or location on the project it represents.

710.5.6 Aggregate Testing

Retitle and replace the entire text with the following effective with the November 2021 letting:

710.5.6 Aggregate Testing During Concrete Production

710.5.6.1 General

(1) The department will accept gradation based on the results of department-performed acceptance testing.

(2) The department and contractor will obtain samples using the same method. When belt sampling, contractor personnel shall obtain samples for the department under the direct observation of the department personnel. Contractor will define sampling method in the QMP or abbreviated QMP.

710.5.6.2 Contractor Control Charts

710.5.6.2.1 General

(1) Test aggregate gradations during concrete production except as allowed for small quantities under 710.2. Required contractor testing will be performed using non-random samples.

(2) Sample aggregates from either the conveyor belt or from the working face of the stockpiles.

(3) Sample aggregates within 2 business days before placement for each mix design. 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 shown based on the anticipated daily cumulative plant production for each mix design. The contractor's concrete production tests can be used for the same mix design on multiple contracts.

TABLE 710-1 CONTRACTOR GRADATION TESTING FREQUENCY - CLASS I

DAILY PLANT PRODUCTION RATE FOR WisDOT WORK	MINIMUM FREQUENCY
Gradation Report Before Placement	
1000 cubic yards or less	one test per day
more than 1000 cubic yards	two tests per day

TABLE 710-2 CONTRACTOR GRADATION TESTING FREQUENCY - CLASS II

MINIMUM FREQUENCY
Gradation Report Before Placement
One test per calendar week of production

710.5.6.2.2 Optimized Aggregate Gradation Control Charts

(1) Determine the complete gradation using a washed analysis for both fine and coarse aggregates. Report results for the following:

- 1 1/2", 1", 3/4", 1/2", 3/8", #4, #8, #16, #30, #50, #100, and #200 sieves.
- Sum of volumetric percentages retained on No. 8, No. 16, and No. 30 sieves.
- Sum of volumetric percentages retained on No. 30, No. 50, No. 100, and No. 200 sieves.

(2) Calculate blended aggregate gradations using the mix design batch percentages for the component aggregates. Ensure the blended aggregate gradation conforms to the volumetric percent retained of the optimized aggregate gradation limits specified in table 501-4.

(3) Throughout the contract, construct a 4-point running average of the volumetric percent retained for each sieve to determine if the blended aggregate gradation is within the tarantula curve limits specified in table 501-4.

710.5.6.2.3 Combined Aggregate Gradation Control Charts

(1) Determine the complete gradation using a washed analysis for both fine and coarse aggregates. Report results for the 1 1/2", 1", 3/4", 1/2", 3/8", #4, #8, #16, #30, #50, #100, and #200 sieves.

(2) Calculate blended aggregate gradations using the mix design batch percentages for the component aggregates. Ensure the blended aggregate gradation conforms to the percent passing by weight requirements of the combined aggregate gradation limits specified in table 501-4.

(3) Throughout the contract, construct a 4-point running average of the percent passing by weight for each sieve to determine if the blended aggregate gradation is within the combined aggregate gradation limits specified in table 501-4.

710.5.6.3 Department Acceptance Testing

(1) Department testing frequency is based on the quantity of each mix design placed under each individual WisDOT contract.

(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 regional testing lab in the same day. Department will report gradation test results to the contractor within 1 business day of being delivered to the lab. Department and contractor can agree to an alternative test result reporting timeframe; alternative timeframe is required to be documented in the QMP.

(4) Additional samples may be taken at the engineer's discretion due to change in condition.

TABLE 710-3 DEPARTMENT GRADATION TESTING FREQUENCY

CONCRETE CLASSIFICATION	MINIMUM DEPARTMENT FREQUENCY
Class I: Pavement	1 test per placement day for first 5 days of placement. If all samples are passing, reduced frequency is applied.
	Reduced frequency: 1 test per calendar week of placement
Class I: Structures	1 test per 250 CY placed - Minimum of 1 test per substructure - Minimum of 1 test per superstructure

Class I: Cast-in-Place Barrier	1 test per 500 CY placed
Class II	No minimum testing

710.5.7 Corrective Action

Replace the entire text with the following effective with the November 2021 letting:

710.5.7.1 Optimized Aggregate Gradations

(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, 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. Department will conduct two tests within the next business day after corrective action is complete.
5. If blended aggregate gradations are within the tarantula curve limits by the second department test:
    - Continue with concrete production.
    - Contractor will include a break in the 4-point running average.
    - For Class I: Pavements, 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 tarantula curve limits by the second department test:
    - Provide a new mix design with an increased cementitious content.
    - If the mix design already has a cementitious content of 565 or more pounds per cubic yard, provide a new mix design.
    - If the contract requires optimized aggregate gradations under 501.2.7.4.2.1(2), stop concrete production and submit a 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 new mix design.

(3) Department and contractor will sample and test aggregate of the new mix design at the frequency defined in 710.5.6.1.

710.5.7.2 Combined Aggregate Gradations

(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. 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.
    - Contractor will include a break in the 4-point running average.
    - For Class I: Pavements, 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 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 new mix design.

(3) Department and contractor will sample and test aggregate of the new mix design at the frequency defined in 710.5.6.1.

715.3.1.1 General

Replace paragraphs three and four with the following effective with the November 2021 letting:

(3) Cast a set of 3 additional 6"x12" cylinders and test the concrete surface resistivity according to AASHTO T358. Perform this testing at least once per lot if total contract quantities are greater than or equal to the following:

- 20,000 square yards for pavements.
- 5,000 linear feet for barriers.
- 500 cubic yards for structure concrete.

Submit the resistivity to the nearest tenth into MRS for information only. Resistivity testing is not required for the following:

- Lot with less than 3 sublots.
- Concrete items classified as ancillary.
- Concrete placed under the following bid items:
  - Concrete Pavement Approach Slab
  - Concrete Masonry Culverts
  - Concrete Masonry Retaining Walls

(4) Test the air void system at least once per lot and enter the SAM number in MRS for information only. SAM testing is not required for the following:

- For lots with less than 3 sublots.
- High early strength (HES) concrete.
- Special high early strength (SHES) concrete.
- Concrete placed under the following bid items:
  - Concrete Pavement Approach Slab
  - Concrete Masonry Culverts
  - Concrete Masonry Retaining Walls
  - Steel Grid Floor Concrete Filled
  - Crash Cushions Permanent
  - Crash Cushions Permanent Low Maintenance
  - Crash Cushions Temporary

715.3.1.2.3 Lots by Cubic Yard

Replace the entire text with the following effective with the November 2021 letting:

(1) Define standard lots and sublots conforming to the following:

TABLE 715-1 CLASS I - LOT AND SUBLOT SIZES

CONCRETE CLASSIFICATION	LOT SIZE	SUBLOT SIZE	NUMBER OF SUBLOTS PER LOT
Class I: Pavement	1250 cubic yards	250 cubic yards	5
Class I: Structures	250 cubic yards	50 cubic yards	5
Class I: Cast-in-Place Barrier	500 cubic yards	100 cubic yards	5

(2) The contractor may include sublots less than or equal to 25 percent of the standard volume in the previous sublot. For partial sublots exceeding 25 percent of the standard volume, notify the engineer who will direct additional testing to represent that partial sublot.

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

715.3.2 Strength Evaluation

Replace the entire text with the following effective with the November 2021 letting:

715.3.2.1 General

(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) Randomly select 2 QC specimens to test at 28 days for percent within limits (PWL). Compare the strengths of the 2 randomly selected QC specimens and determine the 28-day sublot average strength as follows:

- If the lower strength divided by the higher strength is 0.9 or more, average the 2 QC specimens.
- If the lower strength divided by the higher strength is less than 0.9, break one additional specimen and average the 2 higher strength specimens.

715.3.2.2 Removal and Replacement

715.3.2.2.1 Pavement

(1) If a sublot strength is less than 2500 psi in compressive strength or 500 psi in flexural strength, the department may direct the contractor to core that sublot to determine its structural adequacy and whether to direct removal.

(2) If the engineer directs coring, obtain three cores from the sublot in question. Have an HTCP-certified PCC technician I perform or observe core sampling according to AASHTO T24.

(3) Have an independent consultant test cores according to AASHTO T24.

(4) The department will assess concrete for removal and replacement based on a sublot-by-sublot analysis of core strength. Perform coring and testing, fill core holes with an engineer-approved non-shrink grout or concrete, and provide traffic control during coring.

(5) The sublot pavement is conforming if the compressive strengths of all cores from the sublot are 2500 psi or greater.

(6) The sublot pavement is nonconforming if the compressive strengths of any core from the sublot is less than 2500 psi. The department may direct removal and replacement or otherwise determine the final disposition of nonconforming material as specified in 106.5.

715.3.2.2.2 Structures and Cast-in-Place Barrier

(1) The department will evaluate the sublot for possible removal and replacement if the 28-day sublot average compressive strength is lower than f'c minus 500 psi. The value of f'c is the design stress the plans show. The department may assess further strength price reductions or require removal and replacement only after coring the sublot.

(2) The engineer may initially evaluate the sublot strength using a non-destructive method. Based on the results of non-destructive testing, the department may accept the sublot at the previously determined pay for the lot, or direct the contractor to core the sublot.

(3) If the engineer directs coring, obtain three cores from the sublot in question. Have an HTCP-certified PCC technician I perform or observe core sampling according to AASHTO T24. Determine core locations, subject to the engineer's approval, that do not interfere with structural steel.

(4) Have an independent consultant test cores according to AASHTO T24.

(5) The department will assess concrete for removal and replacement based on a sublot-by-sublot analysis of core strength. Perform coring and testing, fill core holes with an engineer-approved non-shrink grout or concrete, and provide traffic control during coring.

(6) If the 3-core average is greater than or equal to 85 percent of f'c, and no individual core is less than 75 percent of f'c, the engineer will accept the sublot at the previously determined pay for the lot. If the 3-core average is less than 85 percent of f'c, or an individual core is less than 75 percent of f'c, the engineer may require the contractor to remove and replace the sublot. The department may direct removal and replacement or otherwise determine the final disposition of nonconforming material as specified in 106.5.

715.3.3 Aggregate

Replace the entire text with the following effective with the November 2021 letting:

715.3.3.1 General

(1) Except as allowed for small quantities in 710.2, test aggregate conforming to 710.5.6.

715.3.3.2 Structures

(1) In addition to the aggregate testing required under 710.5.6, determine the fine and coarse aggregate moisture content for each sample.

(2) Calculate target batch weights for each mix when production of that mix begins. 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.

715.5 Payment

Replace the entire text with the following effective with the November 2021 letting:

715.5.1 General

(1) The department will pay incentive for compressive strength under the following bid items:

ITEM NUMBER	DESCRIPTION	UNIT
715.0502	Incentive Strength Concrete Structures	DOL
715.0603	Incentive Strength Concrete Barrier	DOL
715.0715	Incentive Flexural Strength Concrete Pavement	DOL
715.0720	Incentive Compressive Strength Concrete Pavement	DOL

(2) Incentive payment may be more or less than the amount the schedule of items shows.

(3) The department will administer disincentives for strength under the Disincentive Strength Concrete Structures, Disincentive Strength Concrete Barrier, Disincentive Flexural Strength Concrete Pavement, and Disincentive Compressive Strength Concrete Pavement, administrative items.

(4) The pay factor that is calculated from the equations in 715.5.2(2) and 715.5.3(2) will be applied to the unit costs listed below:

- Pavement: $45 per SY.
- Structure: $635 per CY.
- Cast-in-place barrier: $75 per LF.

(5) 28-day strength average for a lot is the average of the individual sublot strengths within the given lot.

(6) The department will not pay a strength incentive for concrete that is nonconforming in another specified property, for ancillary concrete accepted based on tests of class I concrete, or for high early strength concrete unless placed in pavement gaps as allowed under 715.3.1.2.2.

(7) Submit test results to the department electronically using MRS software. The department will validate contractor data before determining pay adjustments.

(8) All coring and testing costs under 715.3.2.2 including filling core holes and providing traffic control during coring are incidental to the contract.

715.5.2 Compressive Strength

(1) The department will measure PWL relative to strength lower specification limits as follows:

- Compressive strength of 3700 psi for pavements.
- Compressive strength of 4000 psi for structures and cast-in-place barrier.

(2) The department will adjust pay for each lot using equation "Comp2022" as follows:

Percent within Limits (PWL)	Pay Factor (%)
>= 90 to 100	(1/5 x PWL) + 82
>= 85 to < 90	100
>= 50 to < 85	(5/7 x PWL) + (275/7)
< 50	50[1]

[1] Any material resulting in a lot PWL value less than 50 will be evaluated according to 715.3.2. In the event the material remains in place, it will be paid at 50 percent of the contract unit price of the concrete bid item.

(3) The department will not pay incentive if the lot standard deviation is greater than the following:

- 400 psi for pavement.
- 350 psi for structure and cast-in-place barrier

(4) For lots with less than 3 sublots, there is no incentive but the department will reduce pay by 50 percent of the contract unit price for sublots with an average compressive strength below the following:

- 3700 psi for pavements.
- 4000 psi for structures and cast-in-place barrier.

715.5.3 Flexural Strength

(1) The department will measure PWL relative to strength lower specification limits as follows:

- Flexural strength of 650 psi for pavements.

(2) The department will adjust pay for each lot using equation "Flex2022" as follows:

Percent within Limits (PWL)	Pay Factor (%)
>= 90 to 100	(2/5 x PWL) + 64
>= 85 to < 90	100

>= 50 to < 85	(5/7 x PWL) + (275/7)
< 50	50[1]

[1] Material resulting in a lot PWL value less than 50 will be evaluated according to 715.3.2. In the event the material remains in place, it will be paid at 50 percent of the contract unit price of the concrete bid item.

(3) The department will not pay incentive if the lot standard deviation is greater than 60 psi.

(4) For lots with less than 3 sublots, there is no incentive but the department will reduce pay by 50 percent of the contract unit price for sublots with an average flexural strength below 650 psi.

460.2.2.3 Aggregate Gradation Master Range

Correct errata by adding US Standard equivalent sieve sizes.

(1) Ensure that the aggregate blend, including recycled material and mineral filler, conforms to the gradation requirements in table 460-1. The values listed are design limits; production values may exceed those limits.

TABLE 460-1 AGGREGATE GRADATION MASTER RANGE AND VMA REQUIREMENTS

SIEVE	PERCENT PASSING DESIGNATED SIEVES							
	NOMINAL SIZE							
	No. 1 (37.5 mm) (1 1/2 inch)	No. 2 (25.0 mm) (1 inch)	No.3 (19.0 mm) (3/4 inch)	No. 4 (12.5 mm) (1/2 inch)	No. 5 (9.5 mm) (3/8 inch)	No. 6 (4.75 mm) (3/16 inch)	SMA No. 4 (12.5 mm) (1/2 inch)	SMA No. 5 (9.5 mm) (3/8 inch)
50.0-mm (2-inch)	100							
37.5-mm (1 1/2-inch)	90 - 100	100						
25.0-mm (1-inch)	90 max	90 - 100	100					
19.0-mm (3/4-inch)	___	90 max	90 - 100	100			100	
12.5-mm (1/2-inch)	___	___	90 max	90 - 100	100		90 - 97	100
9.5-mm (3/8-inch)	___	___	___	90 max	90 - 100	100	58 - 80	90 - 100
4.75-mm (No. 4)	___	___	___	___	90 max	90 - 100	25 - 35	35 - 45
2.36-mm (No. 8)	15 - 41	19 - 45	23 - 49	28 - 58	32 - 67	90 max	15 - 25	18 - 28
1.18-mm (No. 16)	___	___	___	___	___	30 - 55	___	___
0.60-mm (No. 30)	___	___	___	___	___	___	18 max	18 max
0.075-mm (No. 200)	0 - 6.0	1.0 - 7.0	2.0 - 8.0	2.0 - 10.0	2.0 - 10.0	6.0 - 13.0	8.0 - 11.0	8.0 - 12.0
% VMA	11.0 min	12.0 min	13.0 min	14.0 min[1]	15.0 min[2]	16.0 - 17.5	16.0 min	17.0 min

[1] 14.5 for LT and MT mixes.

[2] 15.5 for LT and MT mixes.

715.5.1 General

Correct the bid item number for Incentive Compressive Strength Concrete Pavement.

(1) The department will pay incentive for compressive strength under the following bid items:

ITEM NUMBER	DESCRIPTION	UNIT
715.0502	Incentive Strength Concrete Structures	DOL
715.0603	Incentive Strength Concrete Barrier	DOL
715.0715	Incentive Flexural Strength Concrete Pavement	DOL
715.0720	Incentive Compressive Strength Concrete Pavement	DOL

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. 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).
6. All agreements made by a contractor shall include the provisions in A(1), (2), (3), (4) and (5), and shall be binding on all first tier subcontractor relationships and all contractors and subcontractors utilizing DBE firms on the project.

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

Effective January 2019 Letting ASP 9

ADDITIONAL SPECIAL PROVISION 9

Electronic Certified Payroll or Labor Data Submittal

(1) Use the department's Civil Rights Compliance System (CRCS) to electronically submit certified payroll reports for contracts with federal funds and labor data for contracts with state funds only. Details are available online through the department's highway construction contractor information (HCCI) site on the Labor, Wages, and EEO Information page at:

https://wisconsindot.gov/Pages/doing-bus/civil-rights/labornwage/default.aspx

(2) Ensure that all tiers of subcontractors, including all trucking firms, either submit their weekly certified payroll reports (contracts with federal funds) or labor data (contracts with state funds only) electronically through CRCS. These payrolls or labor data are due within seven calendar days following the close of the payroll period. Every firm providing physical labor towards completing the project is a subcontractor under this special provision.

(3) Upon receipt of contract execution, promptly make all affected firms aware of the requirements under this special provision and arrange for them to receive CRCS training as they are about to begin their submittals. The department will provide training either in a classroom setting at one of our regional offices or by telephone. Contact Paul Ndon at (414) 438-4584 to schedule the training.

(4) The department will reject all paper submittals for information required under this special provision. All costs for conforming to this special provision are incidental to the contract.

(5) Firms wishing to export payroll/labor data from their computer system into CRCS should have their payroll coordinator contact Paul Ndon at paul.ndon@dot.wi.gov. Not every contractor's payroll system is capable of producing export files. For details, see Section 4.8 CPR Auto Submit (Data Mapping) on pages 49-50; 66-71 of the CRCS Payroll Manual at:

https://wisconsindot.gov/Documents/doing-bus/civil-rights/labornwage/crcs-payroll-manual.pdf

Non-discrimination Provisions

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

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

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

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

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

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

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

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

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

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

Effective November 2020 letting

BUY AMERICA PROVISION

All steel and iron materials permanently incorporated in this project shall be domestic products and all manufacturing and coating processes for these materials from smelting forward in the manufacturing process must have occurred within the United States. Coating includes epoxy coating, galvanizing, painting and any other coating that protects or enhances the value of a material subject to the requirements of Buy America. The exemption of this requirement is the minimal use of foreign materials if the total cost of such material permanently incorporated in the product does not exceed one-tenth of one percent (1/10 of 1%) of the total contract cost or $2,500.00, whichever is greater. For purposes of this paragraph, the cost is that shown to be the value of the subject products as they are delivered to the project. The contractor shall take actions and provide documentation conforming to CMM 2-28.5 to ensure compliance with this “Buy America” provision.

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

Upon completion of the project certify to the engineer, in writing using department form DT4567, that all steel, iron, and coating processes for steel or iron incorporated into the contract work conform to these "Buy America" provisions. Attach a list of exemptions and their associated costs to the certification form. Department form DT4567 is available at:

https://wisconsindot.gov/Documents/formdocs/dt4567.docx

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	203.0100 Removing Small Pipe Culverts	13.000 EACH	_____.____	_____.____
0004	203.0211.S Abatement of Asbestos Containing Material (structure) 01. B-18-0015	1.000 EACH	_____.____	_____.____
0006	204.0100 Removing Concrete Pavement	154,950.000 SY	_____.____	_____.____
0008	204.0109.S Removing Concrete Surface Partial Depth	193,389.000 SF	_____.____	_____.____
0010	204.0115 Removing Asphaltic Surface Butt Joints	2,704.000 SY	_____.____	_____.____
0012	204.0120 Removing Asphaltic Surface Milling	62,801.000 SY	_____.____	_____.____
0014	204.0126.S Removing Asphaltic Longitudinal Notched Wedge Joint Milling	8,057.000 LF	_____.____	_____.____
0016	204.0150 Removing Curb & Gutter	111.000 LF	_____.____	_____.____
0018	204.0155 Removing Concrete Sidewalk	740.000 SY	_____.____	_____.____
0020	204.0157 Removing Concrete Barrier	1,190.000 LF	_____.____	_____.____
0022	204.0170 Removing Fence	108.000 LF	_____.____	_____.____
0024	204.0180 Removing Delineators and Markers	146.000 EACH	_____.____	_____.____
0026	204.0220 Removing Inlets	4.000 EACH	_____.____	_____.____
0028	204.0247 Removing Ancillary Structure with Restoration (structure) 01. S-18-122	1.000 EACH	_____.____	_____.____
0030	204.0247 Removing Ancillary Structure with Restoration (structure) 02. S-18-121	1.000 EACH	_____.____	_____.____

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Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0032	204.0270 Abandoning Culvert Pipes	7.000 EACH	_____.____	_____.____
0034	204.9060.S Removing (item description) 01. Removing Apron Endwalls	7.000 EACH	_____.____	_____.____
0036	204.9060.S Removing (item description) 02. Removing Inlet Covers	4.000 EACH	_____.____	_____.____
0038	204.9090.S Removing (item description) 01. Removing Cable Barrier	4,925.000 LF	_____.____	_____.____
0040	205.0100 Excavation Common	146,927.000 CY	_____.____	_____.____
0042	205.3000.S Temporary Emergency Pullouts	12.000 EACH	_____.____	_____.____
0044	208.0100 Borrow	8,570.000 CY	_____.____	_____.____
0046	209.2500 Backfill Granular Grade 2	16,887.000 TON	_____.____	_____.____
0048	211.0100 Prepare Foundation for Asphaltic Paving (project) 01. 1022-08-74	LS	LUMP SUM	_____.____
0050	211.0200 Prepare Foundation for Concrete Pavement (project) 01. 1022-08-74	LS	LUMP SUM	_____.____
0052	213.0100 Finishing Roadway (project) 01. 1022-08-74	1.000 EACH	_____.____	_____.____
0054	305.0110 Base Aggregate Dense 3/4-Inch	68,933.000 TON	_____.____	_____.____
0056	305.0120 Base Aggregate Dense 1 1/4-Inch	101,732.000 TON	_____.____	_____.____
0058	305.0500 Shaping Shoulders	43.000 STA	_____.____	_____.____
0060	390.0303 Base Patching Concrete	221.000 SY	_____.____	_____.____

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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
0062	415.0210 Concrete Pavement Gaps	3.000 EACH	_____.____	_____.____
0064	416.0610 Drilled Tie Bars	168.000 EACH	_____.____	_____.____
0066	416.0620 Drilled Dowel Bars	1,057.000 EACH	_____.____	_____.____
0068	416.1010 Concrete Surface Drains	6.000 CY	_____.____	_____.____
0070	416.1110 Concrete Shoulder Rumble Strips	29,200.000 LF	_____.____	_____.____
0072	416.1710 Concrete Pavement Repair	138.000 SY	_____.____	_____.____
0074	416.1720 Concrete Pavement Replacement	414.000 SY	_____.____	_____.____
0076	455.0605 Tack Coat	9,081.000 GAL	_____.____	_____.____
0078	460.2000 Incentive Density HMA Pavement	28,000.000 DOL	1.00000	28,000.00
0080	460.6243 HMA Pavement 3 MT 58-34 S	7,008.000 TON	_____.____	_____.____
0082	460.6244 HMA Pavement 4 MT 58-34 S	25,387.000 TON	_____.____	_____.____
0084	460.7243 HMA Pavement 3 HT 58-34 S	9,648.000 TON	_____.____	_____.____
0086	460.7644 HMA Pavement 4 HT 58-34 V	3,820.000 TON	_____.____	_____.____
0088	460.9000.S Material Transfer Vehicle (project) 1022-08-74	1.000 EACH	_____.____	_____.____
0090	465.0125 Asphaltic Surface Temporary	10,964.000 TON	_____.____	_____.____
0092	465.0315 Asphaltic Flumes	24.000 SY	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0094	465.0400 Asphaltic Shoulder Rumble Strips	67,556.000 LF	_____.____	_____.____
0096	502.3101 Expansion Device	148.000 LF	_____.____	_____.____
0098	502.3200 Protective Surface Treatment	1,775.000 SY	_____.____	_____.____
0100	502.3210 Pigmented Surface Sealer	250.000 SY	_____.____	_____.____
0102	502.4205 Adhesive Anchors No. 5 Bar	180.000 EACH	_____.____	_____.____
0104	505.0600 Bar Steel Reinforcement HS Coated Structures	6,690.000 LB	_____.____	_____.____
0106	505.0905 Bar Couplers No. 5	12.000 EACH	_____.____	_____.____
0108	505.0906 Bar Couplers No. 6	52.000 EACH	_____.____	_____.____
0110	509.0301 Preparation Decks Type 1	35.000 SY	_____.____	_____.____
0112	509.0302 Preparation Decks Type 2	3.000 SY	_____.____	_____.____
0114	509.0400.S Cleaning Concrete Surfaces	210.000 SY	_____.____	_____.____
0116	509.0500 Cleaning Decks	1,592.000 SY	_____.____	_____.____
0118	509.1000 Joint Repair	70.000 SY	_____.____	_____.____
0120	509.1500 Concrete Surface Repair	62.000 SF	_____.____	_____.____
0122	509.2000 Full-Depth Deck Repair	1.000 SY	_____.____	_____.____
0124	509.2500 Concrete Masonry Overlay Decks	84.000 CY	_____.____	_____.____

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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
0126	520.2012 Culvert Pipe Temporary 12-Inch	222.000 LF	_____.____	_____.____
0128	520.2015 Culvert Pipe Temporary 15-Inch	1,087.000 LF	_____.____	_____.____
0130	520.2018 Culvert Pipe Temporary 18-Inch	70.000 LF	_____.____	_____.____
0132	520.2024 Culvert Pipe Temporary 24-Inch	32.000 LF	_____.____	_____.____
0134	520.2030 Culvert Pipe Temporary 30-Inch	88.000 LF	_____.____	_____.____
0136	520.8000 Concrete Collars for Pipe	12.000 EACH	_____.____	_____.____
0138	522.0118 Culvert Pipe Reinforced Concrete Class III 18-Inch	516.000 LF	_____.____	_____.____
0140	522.0124 Culvert Pipe Reinforced Concrete Class III 24-Inch	329.000 LF	_____.____	_____.____
0142	522.0130 Culvert Pipe Reinforced Concrete Class III 30-Inch	35.000 LF	_____.____	_____.____
0144	522.0136 Culvert Pipe Reinforced Concrete Class III 36-Inch	212.000 LF	_____.____	_____.____
0146	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	9.000 EACH	_____.____	_____.____
0148	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	4.000 EACH	_____.____	_____.____
0150	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	7.000 EACH	_____.____	_____.____
0152	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	9.000 EACH	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0154	522.1048 Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	2.000 EACH	_____.____	_____.____
0156	524.0618 Apron Endwalls for Culvert Pipe Salvaged 18-Inch	12.000 EACH	_____.____	_____.____
0158	524.0624 Apron Endwalls for Culvert Pipe Salvaged 24-Inch	2.000 EACH	_____.____	_____.____
0160	524.0630 Apron Endwalls for Culvert Pipe Salvaged 30-Inch	1.000 EACH	_____.____	_____.____
0162	531.1100 Concrete Masonry Ancillary Structures Type NS	10.800 CY	_____.____	_____.____
0164	531.1140 Steel Reinforcement HS Ancillary Structures Type NS	1,620.000 LB	_____.____	_____.____
0166	531.2024 Drilling Shaft 24-Inch	90.000 LF	_____.____	_____.____
0168	601.0409 Concrete Curb & Gutter 30-Inch Type A	4,148.000 LF	_____.____	_____.____
0170	601.0411 Concrete Curb & Gutter 30-Inch Type D	4,366.000 LF	_____.____	_____.____
0172	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	203.500 LF	_____.____	_____.____
0174	602.0405 Concrete Sidewalk 4-Inch	7,364.000 SF	_____.____	_____.____
0176	602.2400 Concrete Safety Islands	465.000 SF	_____.____	_____.____
0178	603.1142 Concrete Barrier Type S42	1,190.000 LF	_____.____	_____.____
0180	603.8000 Concrete Barrier Temporary Precast Delivered	12,166.000 LF	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0182	603.8125 Concrete Barrier Temporary Precast Installed	14,916.000 LF	_____.____	_____.____
0184	603.8500 Anchoring Concrete Barrier Temporary Precast	1,102.000 LF	_____.____	_____.____
0186	606.0200 Riprap Medium	6.000 CY	_____.____	_____.____
0188	611.0624 Inlet Covers Type H	17.000 EACH	_____.____	_____.____
0190	611.0642 Inlet Covers Type MS	17.000 EACH	_____.____	_____.____
0192	611.3902 Inlets Median 2 Grate	8.000 EACH	_____.____	_____.____
0194	611.8120.S Cover Plates Temporary	4.000 EACH	_____.____	_____.____
0196	613.1100.S Cable Barrier Type 1	11,296.000 LF	_____.____	_____.____
0198	613.1200.S Cable Barrier End Terminal Type 1	6.000 EACH	_____.____	_____.____
0200	614.0150 Anchor Assemblies for Steel Plate Beam Guard	5.000 EACH	_____.____	_____.____
0202	614.0220 Steel Thrie Beam Bullnose Terminal	6.000 EACH	_____.____	_____.____
0204	614.0230 Steel Thrie Beam	1,185.000 LF	_____.____	_____.____
0206	614.0905 Crash Cushions Temporary	11.000 EACH	_____.____	_____.____
0208	614.0920 Salvaged Rail	7,391.000 LF	_____.____	_____.____
0210	614.0925 Salvaged Guardrail End Treatments	18.000 EACH	_____.____	_____.____
0212	614.1100 MGS Guardrail Temporary Thrie Beam Transition	195.000 LF	_____.____	_____.____

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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
0214	614.1200 MGS Guardrail Temporary Terminal EAT	5.000 EACH	_____._____	_____._____
0216	614.2300 MGS Guardrail 3	6,536.000 LF	_____._____	_____._____
0218	614.2350 MGS Guardrail Short Radius	25.000 LF	_____._____	_____._____
0220	614.2500 MGS Thrie Beam Transition	897.000 LF	_____._____	_____._____
0222	614.2610 MGS Guardrail Terminal EAT	26.000 EACH	_____._____	_____._____
0224	614.2620 MGS Guardrail Terminal Type 2	1.000 EACH	_____._____	_____._____
0226	616.0100 Fence Woven Wire (height) 01. 4-FT	107.000 LF	_____._____	_____._____
0228	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1022-08-74	1.000 EACH	_____._____	_____._____
0230	619.1000 Mobilization	1.000 EACH	_____._____	_____._____
0232	620.0300 Concrete Median Sloped Nose	340.000 SF	_____._____	_____._____
0234	624.0100 Water	1,566.000 MGAL	_____._____	_____._____
0236	625.0500 Salvaged Topsoil	112,235.000 SY	_____._____	_____._____
0238	627.0200 Mulching	16,499.000 SY	_____._____	_____._____
0240	628.1504 Silt Fence	16,373.000 LF	_____._____	_____._____
0242	628.1520 Silt Fence Maintenance	16,373.000 LF	_____._____	_____._____
0244	628.1905 Mobilizations Erosion Control	20.000 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
0246	628.1910 Mobilizations Emergency Erosion Control	5.000 EACH	_____.____	_____.____
0248	628.2004 Erosion Mat Class I Type B	112,231.000 SY	_____.____	_____.____
0250	628.7005 Inlet Protection Type A	11.000 EACH	_____.____	_____.____
0252	628.7015 Inlet Protection Type C	17.000 EACH	_____.____	_____.____
0254	628.7504 Temporary Ditch Checks	296.000 LF	_____.____	_____.____
0256	628.7555 Culvert Pipe Checks	51.000 EACH	_____.____	_____.____
0258	629.0210 Fertilizer Type B	81.000 CWT	_____.____	_____.____
0260	630.0120 Seeding Mixture No. 20	3,030.000 LB	_____.____	_____.____
0262	630.0200 Seeding Temporary	3,030.000 LB	_____.____	_____.____
0264	633.0100 Delineator Posts Steel	205.000 EACH	_____.____	_____.____
0266	633.0500 Delineator Reflectors	235.000 EACH	_____.____	_____.____
0268	633.1100 Delineators Temporary	372.000 EACH	_____.____	_____.____
0270	633.5200 Markers Culvert End	80.000 EACH	_____.____	_____.____
0272	634.0616 Posts Wood 4x6-Inch X 16-FT	2.000 EACH	_____.____	_____.____
0274	634.0618 Posts Wood 4x6-Inch X 18-FT	2.000 EACH	_____.____	_____.____
0276	635.0200 Sign Supports Structural Steel HS	4,098.000 LB	_____.____	_____.____
0278	637.1220 Signs Type I Reflective SH	1,015.000 SF	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0280	637.2210 Signs Type II Reflective H	105.000 SF	_____.____	_____.____
0282	638.2601 Removing Signs Type I	16.000 EACH	_____.____	_____.____
0284	638.2602 Removing Signs Type II	1.000 EACH	_____.____	_____.____
0286	638.3100 Removing Structural Steel Sign Supports	3.000 EACH	_____.____	_____.____
0288	642.5201 Field Office Type C	1.000 EACH	_____.____	_____.____
0290	643.0300 Traffic Control Drums	58,458.000 DAY	_____.____	_____.____
0292	643.0420 Traffic Control Barricades Type III	8,177.000 DAY	_____.____	_____.____
0294	643.0500 Traffic Control Flexible Tubular Marker Posts	986.000 EACH	_____.____	_____.____
0296	643.0600 Traffic Control Flexible Tubular Marker Bases	986.000 EACH	_____.____	_____.____
0298	643.0650.S Traffic Channelizing Curb System	600.000 LF	_____.____	_____.____
0300	643.0705 Traffic Control Warning Lights Type A	9,462.000 DAY	_____.____	_____.____
0302	643.0715 Traffic Control Warning Lights Type C	9,879.000 DAY	_____.____	_____.____
0304	643.0800 Traffic Control Arrow Boards	640.000 DAY	_____.____	_____.____
0306	643.0900 Traffic Control Signs	34,161.000 DAY	_____.____	_____.____
0308	643.0910 Traffic Control Covering Signs Type I	2.000 EACH	_____.____	_____.____
0310	643.0920 Traffic Control Covering Signs Type II	18.000 EACH	_____.____	_____.____

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Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0312	643.1000 Traffic Control Signs Fixed Message	271.000 SF	_____.____	_____.____
0314	643.1051 Traffic Control Signs PCMS with Cellular Communications	698.000 DAY	_____.____	_____.____
0316	643.1205.S Basic Traffic Queue Warning System	90.000 DAY	_____.____	_____.____
0318	643.4100.S Traffic Control Interim Lane Closure	204.000 EACH	_____.____	_____.____
0320	643.5000 Traffic Control	1.000 EACH	_____.____	_____.____
0322	645.0120 Geotextile Type HR	18.000 SY	_____.____	_____.____
0324	646.1020 Marking Line Epoxy 4-Inch	29,575.000 LF	_____.____	_____.____
0326	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	112,312.000 LF	_____.____	_____.____
0328	646.1545 Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch	13,114.000 LF	_____.____	_____.____
0330	646.3020 Marking Line Epoxy 8-Inch	728.000 LF	_____.____	_____.____
0332	646.3545 Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch	928.000 LF	_____.____	_____.____
0334	646.5420 Marking Aerial Enforcement Bar Epoxy	40.000 EACH	_____.____	_____.____
0336	646.6120 Marking Stop Line Epoxy 18-Inch	69.000 LF	_____.____	_____.____
0338	646.7220 Marking Chevron Epoxy 24-Inch	287.000 LF	_____.____	_____.____
0340	646.8120 Marking Curb Epoxy	352.000 LF	_____.____	_____.____
0342	646.8220 Marking Island Nose Epoxy	7.000 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
0344	646.9000 Marking Removal Line 4-Inch	9,869.000 LF	_____.____	_____.____
0346	649.0105 Temporary Marking Line Paint 4-Inch	54,498.000 LF	_____.____	_____.____
0348	649.0150 Temporary Marking Line Removable Tape 4-Inch	1,570.000 LF	_____.____	_____.____
0350	649.0205 Temporary Marking Line Paint 8-Inch	320.000 LF	_____.____	_____.____
0352	649.0220 Temporary Marking Line Epoxy 8-Inch	3,700.000 LF	_____.____	_____.____
0354	649.0250 Temporary Marking Line Removable Tape 8-Inch	200.000 LF	_____.____	_____.____
0356	649.0760 Temporary Marking Raised Pavement Marker Type I	42.000 EACH	_____.____	_____.____
0358	650.4000 Construction Staking Storm Sewer	19.000 EACH	_____.____	_____.____
0360	650.4500 Construction Staking Subgrade	61,469.000 LF	_____.____	_____.____
0362	650.5000 Construction Staking Base	61,469.000 LF	_____.____	_____.____
0364	650.5500 Construction Staking Curb Gutter and Curb & Gutter	8,660.000 LF	_____.____	_____.____
0366	650.6000 Construction Staking Pipe Culverts	33.000 EACH	_____.____	_____.____
0368	650.7000 Construction Staking Concrete Pavement	65,935.000 LF	_____.____	_____.____
0370	650.8000 Construction Staking Resurfacing Reference	4,274.000 LF	_____.____	_____.____
0372	650.9910 Construction Staking Supplemental Control (project) 01. 1022-08-74	LS	LUMP SUM	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0374	650.9920 Construction Staking Slope Stakes	63,622.000 LF	_____.____	_____.____
0376	690.0150 Sawing Asphalt	90.000 LF	_____.____	_____.____
0378	690.0250 Sawing Concrete	1,719.000 LF	_____.____	_____.____
0380	715.0715 Incentive Flexural Strength Concrete Pavement	28,885.000 DOL	1.00000	28,885.00
0382	740.0440 Incentive IRI Ride	17,860.000 DOL	1.00000	17,860.00
0384	SPV.0060 Special 01. Temporary Inlets Median 1 Grate	2.000 EACH	_____.____	_____.____
0386	SPV.0060 Special 02. Project Concrete Crack Mitigation and Repair	1.000 EACH	_____.____	_____.____
0388	SPV.0060 Special 04. Temporary Overhead Sign Structure S-01-0001-Temp	1.000 EACH	_____.____	_____.____
0390	SPV.0060 Special 05. Temporary Overhead Sign Structure S-01-0002-Temp	1.000 EACH	_____.____	_____.____
0392	SPV.0060 Special 06. Transporting Overhead Sign Structure S-01-0001-Temp	1.000 EACH	_____.____	_____.____
0394	SPV.0060 Special 07. Transportation Temporary Overhead Sign Structure S-01-0002-Temp	1.000 EACH	_____.____	_____.____
0396	SPV.0090 Special 01. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	215.000 LF	_____.____	_____.____
0398	SPV.0090 Special 02. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	315.000 LF	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0400	SPV.0090 Special 03. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class III 48-Inch	292.000 LF	_____.____	_____.____
0402	SPV.0090 Special 04. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	106.000 LF	_____.____	_____.____
0404	SPV.0090 Special 05. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	155.000 LF	_____.____	_____.____
0406	SPV.0180 Special 01. Concrete Pavement 10-Inch, Special	11,005.000 SY	_____.____	_____.____
0408	SPV.0180 Special 02. Concrete Pavement 12-Inch, Special	85,278.000 SY	_____.____	_____.____
	Section: 0001		Total:	_____.____
			Total Bid:	_____.____

PLEASE ATTACH ADDENDA HERE

Wisconsin Department of Transportation

Division of Transportation Systems Development
Bureau of Project Development
4822 Madison Yards Way, 4th Floor South
Madison, WI 53705

Telephone: (608) 266-1631
Facsimile (FAX): (608) 266-8459

May 4, 2022

NOTICE TO ALL CONTRACTORS:

ASP-6 Addendum #01

Letting of May 10, 2022

Attached is a copy of the revised ASP-6. This ASP-6 replaces ASP-6 in all proposals in the May 10, 2022 Letting.

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

Sincerely,

Mike Coleman
Proposal Development Specialist
Proposal Management Section

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

Make the following revisions to the standard specifications:

415.3.16 Tolerance in Pavement Thickness

Replace the entire text with the following effective with the November 2021 letting:

415.3.16.1 General

(1) Construct the plan thickness or thicker. The department will accept pavement thickness based on the results of department-performed acceptance testing conforming to:

Magnetic Pulse Induction	CMM 870: ASTM E3209 WTM
Probing	CMM 870: WTP C-002
Preplacement Measurement	CMM 870: WTP C-003

415.3.16.2 Pavement Units

415.3.16.2.1 Basic Units

(1) Basic unit is defined as a slip formed, single lane, with a minimum lane width of 10 feet, measured, from the pavement edge to the adjacent longitudinal joint; from one longitudinal joint to the next; or between pavement edges if there is no longitudinal joint.

415.3.16.2.2 Special Units

(2) Establish special units for areas of fillets, intersections, gaps, gores, shoulders, ramps, pavement lanes less than 10 feet wide and other areas not included in basic units.

415.3.16.3 Test Plate Locations

(1) Place department-furnished test plates. Within 5 business days after paving, enter the sequential number and associated position data into MRS available at:

http://www.atwoodsystems.com/

(2) Contractor will maintain plate location markings for 10 business days after paving.

415.3.16.4 Acceptance Testing

415.3.16.4.1 Basic Units

415.3.16.4.1.2 Magnetic Pulse Induction

(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) Department will establish a project reference plate at the start of each paving stage. Project reference plate will be measured before each day of testing. Department will notify the contractor of project reference plate locations before 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 falls 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.
- The contractor shall perform coring according to AASHTO T24. The department will evaluate the results according to AASHTO T148
- The contractor shall fill core holes with concrete or mortar.

415.3.16.4.2 Special Units

415.3.16.4.2.1 Magnetic Pulse Induction

(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) Department will establish a project reference plate at the start of each paving stage. Project reference plate will be measured before each day of testing. Department will notify the contractor of project reference plate locations before 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 falls 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 department will measure the second plate in that unit. If both plates are required to be measured, then all six thickness measurements will be averaged for that unit. If the average of the six measurements is more than 1 inch thinner than contract plan thickness, the pavement is unacceptable.

415.3.16.4.2.2 Probing

(1) The department will measure slip form special units during concrete placement. Upon completion of the project thickness testing, the department will provide the test results to the contractor within 5 business days.

(2) Department will probe 2 random locations within the special unit. The average of the two readings will be the reported measurement for the special unit.

415.3.16.4.2.3 Preplacement Measurement

(1) The department will measure non-slip form special units before concrete placement.

(2) Thickness corrections will be made to a conforming thickness by reshaping the base aggregate before the pavement is placed.

415.5.2 Adjusting Pay for Thickness

Replace the entire text with the following effective with the November 2021 letting:

(1) The department will adjust pay for pavement thickness under the Nonconforming Thickness Concrete Pavement administrative item as follows:

FOR PAVEMENT THINNER THAN PLAN THICKNESS BY:	PERCENT OF THE CONTRACT UNIT PRICE
> 1/4 inch but <= 1/2 inch	80
> 1/2 inch but <= 3/4 inch	60
> 3/4 inch but <= 1 inch	50

(2) When pavement of unacceptable final thickness is determined, as specified in 415.3.16.4, the department will direct the contractor to either:

1. Remove and replace unacceptable concrete pavement to the nearest joint with new concrete pavement of conforming thickness. The department will pay once for the area at the full contract price.
2. If the unacceptable pavement is less than 100 LF, the department may allow the concrete to remain in place without payment for the unacceptable area.

460.2.6 Recovered Asphaltic Binders

Replace paragraph two with the following effective with the November 2021 letting:

(2) The contractor may replace virgin binder with recovered binder up to the maximum percentage allowed under 460.2.5 without further testing. When the design percent asphalt binder replaced exceeds the allowable limits in 460.2.5, the contractor must:

- Document adjustments made to the mix design in the mix design submittal.
- Submit test results that indicate the mixture's asphaltic binder meets or exceeds the upper and lower temperature grade requirements the bid item designates.
    - If only one recycled asphaltic material source is used, furnish one of the following:
        - Test results from extracted and recovered binder from the resultant mixture.
        - Blending charts that indicate the resultant mixture's high and low temperature PG as an interpolation of the percent binder replaced between the virgin binder's and the recycled asphaltic material source binder's high and low temperature PG.
    - If two or more recycled asphaltic material sources are used, furnish test results from extracted and

recovered binder from the resultant mixture.

501.2.6 Water

Retitle with the following effective with the November 2021 letting:

501.2.6 Mixing Water

501.2.6.2 Requirements

Replace paragraph two with the following effective with the November 2021 letting:

(2) Water from other sources must comply with the following:

Acidity, maximum of 0.1N NaOH to neutralize 200 mL of water; CMM 870: WTP C-001	2 mL
Alkalinity, maximum of 0.1N HCL to neutralize 200 mL of water; CMM 870: WTP C-001	15 mL
Maximum sulphate ($S0_4$); CMM 870: WTP C-001	0.05 percent
Maximum chloride; CMM 870: WTP C-001	0.10 percent
Maximum total solids; CMM 870: WTP C-001	
Organic	0.04 percent
Inorganic	0.15 percent

501.3.2.2.2 Supplementary Cementitious Material

Replace the entire text with the following effective with the May 2022 letting:

(1) Replace 15 to 30 percent by weight of the total cementitious material content with approved SCMs for class I concrete as specified in 715.

(2) Replace a maximum of 30 percent by weight of the total cementitious material content with approved SCMs for class II and class III concrete as specified in 716.

(3) Limit Class F fly ash sources not on the APL to maximum 15 percent.

(4) Minimum SCM content may be waived by the engineer.

501.3.2.4.2 Air Entrainment

Replace paragraph two with the following effective with the November 2021 letting:

(2) Test fresh concrete air content according to AASHTO T152 or AASHTO TP118 at the contract-required frequency and as the engineer directs. Test concrete placed by pumping or belting at the point of discharge from the pump line or belt.

501.3.7.1 Slump

Replace paragraph one with the following effective with the November 2021 letting:

(1) Use a 1-inch to 4-inch slump for concrete used in structures or placed in forms, except as follows:

- Do not exceed a slump of 2 inches for grade E concrete.
- Increase slump as specified in 502.3.5.3 for concrete placed underwater.
- If BTS approves a concrete mixture using a superplasticizer, the contractor may increase slump for that mixture to a maximum of 9 inches without exceeding the maximum mix water allowed for that grade.

531.5 Payment

Replace paragraph two with the following effective with the November 2021 letting:

(2) Payment for Concrete Masonry Ancillary Structures Type NS is full compensation for providing concrete for non-standard sign structure foundations; and for anchor rod assemblies. The department will pay separately for excavating and backfilling drilled shafts under the Drilling Shafts bid items.

Replace paragraph five with the following effective with the November 2021 letting:

(5) Payment for the Foundation bid items is full compensation for providing concrete foundations; for anchor rod assemblies; for reinforcing steel; and for embedded conduit and electrical components. The department will pay separately for excavating and backfilling drilled shafts under the Drilling Shafts bid items.

642.2.2.1 General

Replace paragraph one with the following effective with the November 2021 letting:

(1) Provide each field office with two rooms, separated by an interior door with a padlock. Ensure that each room has a separate exterior door and its own air conditioner. Locate the office where a quality internet connection can be achieved. Ensure quality cell phone reception is achievable inside the field office.

701.3.1 General

Replace table 701-1 with the following effective with the November 2021 letting:

TABLE 701-1 TESTING AND CERTIFICATION STANDARDS

TEST	TEST STANDARD	MINIMUM REQUIRED CERTIFICATION (any one of the certifications listed for each test)
Random Sampling	CMM 830.9.2	Transportation Materials Sampling Technician (TMS) TMS Assistant Certified Technician (ACT-TMS) Aggregate Technician I (AGGTEC-I) AGGTEC-I Assistant Certified Technician (ACT-AGG) PCC Technician I (PCCTEC-I) PCCTEC-I Assistant Certified Technician (ACT-PCC) Grading Technician I (GRADINGTEC-I) Grading Assistant Certified Technician (ACT-GRADING)
Sampling Aggregates	AASHTO T2[1] [4]	TMS, ACT-TMS, AGGTECT-1, ACT-AGG
Percent passing the No. 200 sieve	AASHTO T11[1]	AGGTEC-I, ACT-AGG
Fine & coarse aggregate gradation	AASHTO T27[1]	
Aggregate moisture content	AASHTO T255[1]	
Fractured faces	ASTM D5821[1]	
Liquid limit	AASHTO T89	Aggregate Testing for Transportation Systems (ATTS) GRADINGTEC-I, or ACT-GRADING
Plasticity index	AASHTO T90[3]	
Sampling freshly mixed concrete	AASHTO R60	PCCTEC-1 ACT-PCC
Air content of fresh concrete	AASHTO T152[2] AASHTO TP118[5]	
Air void system of fresh concrete	AASHTO TP118[5]	
Concrete slump	AASHTO T119[2]	
Concrete temperature	ASTM C1064	
Making and curing concrete specimens	AASHTO T23	
Moist curing for concrete specimens	AASHTO M201	
Concrete compressive strength	AASHTO T22	Concrete Strength Tester (CST) CST Assistant Certified Technician (ACT-CST)
Concrete flexural strength	AASHTO T97	
Concrete surface resistivity[2]	AASHTO T358	
Voids in aggregate	AASHTO T19	PCCTEC-II
Profiling	__	PROFILER

[1] As modified in CMM 860.

[2] As modified in CMM 870.

[3] A plasticity check, if required under individual QMP specifications, may be performed by an AGGTEC-I in addition to the certifications listed for liquid limit and plasticity index tests.

[4] Plant personnel may operate equipment to obtain samples under the direct observation of a TMS or higher.

[5] Consolidate by rodding.

710.2 Small Quantities

Replace the entire text with the following effective with the November 2021 letting:

(1) The department defines small quantities as follows:

- As specified in 715.1.1.2 for class I concrete.
- Less than 50 cubic yards of class II ancillary concrete placed under a single bid item.

(2) For contracts with only small quantities of material subject to testing, modify the requirements of 710 as follows:

1. The contractor may submit an abbreviated quality control plan as allowed in 701.1.2.3.
2. Provide one of the following for aggregate process control:
    - Documented previous testing dated within 120 calendar days. Provide gradation test results to the engineer before placing material.
    - Non-random start-up gradation testing.

710.4 Concrete Mixes

Replace paragraph two with the following effective with the November 2021 letting:

(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, SSD bulk specific gravity, wear, soundness, freeze thaw test results if required, and air correction factor. Also include aggregate production records dated within 2 years if using those results in the design. 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 according to AASHTO TP137 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.

Replace paragraph four with the following effective with the November 2021 letting:

(4) Prepare and submit modifications to a concrete mix to the engineer for approval 3 business days before using that modified mix. Modifications requiring the engineer's approval include changes in:

1. Source of any material. For paving and barrier mixes, a source change for fly ash of the same class does not constitute a mix design change.
2. Quantities of cementitious materials.
3. Addition or deletion of admixtures. Minor admixture dosage adjustments required to maintain air content or slump do not require engineer review or approval.

710.5.5 Strength

Replace paragraph one with the following effective with the November 2021 letting:

(1) Cast all 6" x 12" cylinders or all 6" x 6" x 21" beams in a set from the same sample. Do not cast more than one set of specimens from a single truckload of concrete. Mark each specimen to identify the lot and sublot or location on the project it represents.

710.5.6 Aggregate Testing

Retitle and replace the entire text with the following effective with the November 2021 letting:

710.5.6 Aggregate Testing During Concrete Production

710.5.6.1 General

(1) The department will accept gradation based on the results of department-performed acceptance testing.

(2) The department and contractor will obtain samples using the same method. When belt sampling, contractor personnel shall obtain samples for the department under the direct observation of the department personnel. Contractor will define sampling method in the QMP or abbreviated QMP.

710.5.6.2 Contractor Control Charts

710.5.6.2.1 General

(1) Test aggregate gradations during concrete production except as allowed for small quantities under 710.2. Required contractor testing will be performed using non-random samples.

(2) Sample aggregates from either the conveyor belt or from the working face of the stockpiles.

(3) Sample aggregates within 2 business days before placement for each mix design. 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 shown based on the anticipated daily cumulative plant production for each mix design. The contractor's concrete production tests can be used for the same mix design on multiple contracts.

TABLE 710-1 CONTRACTOR GRADATION TESTING FREQUENCY - CLASS I

DAILY PLANT PRODUCTION RATE FOR WisDOT WORK	MINIMUM FREQUENCY
Gradation Report Before Placement	
1000 cubic yards or less	one test per day
more than 1000 cubic yards	two tests per day

TABLE 710-2 CONTRACTOR GRADATION TESTING FREQUENCY - CLASS II

MINIMUM FREQUENCY
Gradation Report Before Placement
One test per calendar week of production

710.5.6.2.2 Optimized Aggregate Gradation Control Charts

(1) Determine the complete gradation using a washed analysis for both fine and coarse aggregates. Report results for the following:

- 1 1/2", 1", 3/4", 1/2", 3/8", #4, #8, #16, #30, #50, #100, and #200 sieves.
- Sum of volumetric percentages retained on No. 8, No. 16, and No. 30 sieves.
- Sum of volumetric percentages retained on No. 30, No. 50, No. 100, and No. 200 sieves.

(2) Calculate blended aggregate gradations using the mix design batch percentages for the component aggregates. Ensure the blended aggregate gradation conforms to the volumetric percent retained of the optimized aggregate gradation limits specified in table 501-4.

(3) Throughout the contract, construct a 4-point running average of the volumetric percent retained for each sieve to determine if the blended aggregate gradation is within the tarantula curve limits specified in table 501-4.

710.5.6.2.3 Combined Aggregate Gradation Control Charts

(1) Determine the complete gradation using a washed analysis for both fine and coarse aggregates. Report results for the 1 1/2", 1", 3/4", 1/2", 3/8", #4, #8, #16, #30, #50, #100, and #200 sieves.

(2) Calculate blended aggregate gradations using the mix design batch percentages for the component aggregates. Ensure the blended aggregate gradation conforms to the percent passing by weight requirements of the combined aggregate gradation limits specified in table 501-4.

(3) Throughout the contract, construct a 4-point running average of the percent passing by weight for each sieve to determine if the blended aggregate gradation is within the combined aggregate gradation limits specified in table 501-4.

710.5.6.3 Department Acceptance Testing

(1) Department testing frequency is based on the quantity of each mix design placed under each individual WisDOT contract.

(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 regional testing lab in the same day. Department will report gradation test results to the contractor within 1 business day of being delivered to the lab. Department and contractor can agree to an alternative test result reporting timeframe; alternative timeframe is required to be documented in the QMP.

(4) Additional samples may be taken at the engineer's discretion due to change in condition.

TABLE 710-3 DEPARTMENT GRADATION TESTING FREQUENCY

CONCRETE CLASSIFICATION	MINIMUM DEPARTMENT FREQUENCY
Class I: Pavement	1 test per placement day for first 5 days of placement. If all samples are passing, reduced frequency is applied.
	Reduced frequency: 1 test per calendar week of placement
Class I: Structures	1 test per 250 CY placed - Minimum of 1 test per substructure - Minimum of 1 test per superstructure
Class I: Cast-in-Place Barrier	1 test per 500 CY placed
Class II	No minimum testing

710.5.7 Corrective Action

Replace the entire text with the following effective with the November 2021 letting:

710.5.7.1 Optimized Aggregate Gradations

(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, 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. Department will conduct two tests within the next business day after corrective action is complete.
5. If blended aggregate gradations are within the tarantula curve limits by the second department test:
   - Continue with concrete production.
   - Contractor will include a break in the 4-point running average.
   - For Class I: Pavements, 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 tarantula curve limits by the second department test:
   - Provide a new mix design with an increased cementitious content.
   - If the mix design already has a cementitious content of 565 or more pounds per cubic yard, provide a new mix design.
   - If the contract requires optimized aggregate gradations under 501.2.7.4.2.1(2), stop concrete production and submit a 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 new mix design.

(3) Department and contractor will sample and test aggregate of the new mix design at the frequency defined in 710.5.6.1.

710.5.7.2 Combined Aggregate Gradations

(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. 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.
   - Contractor will include a break in the 4-point running average.

- For Class I: Pavements, 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 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 new mix design.

(3) Department and contractor will sample and test aggregate of the new mix design at the frequency defined in 710.5.6.1.

715.3.1.1 General

Replace paragraphs three and four with the following effective with the November 2021 letting:

(3) Cast a set of 3 additional 6"x12" cylinders and test the concrete surface resistivity according to AASHTO T358. Perform this testing at least once per lot if total contract quantities are greater than or equal to the following:

- 20,000 square yards for pavements.
- 5,000 linear feet for barriers.
- 500 cubic yards for structure concrete.

Submit the resistivity to the nearest tenth into MRS for information only. Resistivity testing is not required for the following:

- Lot with less than 3 sublots.
- Concrete items classified as ancillary.
- Concrete placed under the following bid items:
  - Concrete Pavement Approach Slab
  - Concrete Masonry Culverts
  - Concrete Masonry Retaining Walls

(4) Test the air void system at least once per lot and enter the SAM number in MRS for information only. SAM testing is not required for the following:

- For lots with less than 3 sublots.
- High early strength (HES) concrete.
- Special high early strength (SHES) concrete.
- Concrete placed under the following bid items:
  - Concrete Pavement Approach Slab
  - Concrete Masonry Culverts
  - Concrete Masonry Retaining Walls
  - Steel Grid Floor Concrete Filled
  - Crash Cushions Permanent
  - Crash Cushions Permanent Low Maintenance
  - Crash Cushions Temporary

715.3.1.2.3 Lots by Cubic Yard

Replace the entire text with the following effective with the November 2021 letting:

(1) Define standard lots and sublots conforming to the following:

TABLE 715-1 CLASS I - LOT AND SUBLOT SIZES

CONCRETE CLASSIFICATION	LOT SIZE	SUBLOT SIZE	NUMBER OF SUBLOTS PER LOT
Class I: Pavement	1250 cubic yards	250 cubic yards	5
Class I: Structures	250 cubic yards	50 cubic yards	5
Class I: Cast-in-Place Barrier	500 cubic yards	100 cubic yards	5

(2) The contractor may include sublots less than or equal to 25 percent of the standard volume in the previous sublot. For partial sublots exceeding 25 percent of the standard volume, notify the engineer who will direct additional testing to represent that partial sublot.

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

715.3.2 Strength Evaluation

Replace the entire text with the following effective with the November 2021 letting:

715.3.2.1 General

(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) Randomly select 2 QC specimens to test at 28 days for percent within limits (PWL). Compare the strengths of the 2 randomly selected QC specimens and determine the 28-day sublot average strength as follows:

- If the lower strength divided by the higher strength is 0.9 or more, average the 2 QC specimens.
- If the lower strength divided by the higher strength is less than 0.9, break one additional specimen and average the 2 higher strength specimens.

715.3.2.2 Removal and Replacement

715.3.2.2.1 Pavement

(1) If a sublot strength is less than 2500 psi in compressive strength or 500 psi in flexural strength, the department may direct the contractor to core that sublot to determine its structural adequacy and whether to direct removal.

(2) If the engineer directs coring, obtain three cores from the sublot in question. Have an HTCP-certified PCC technician I perform or observe core sampling according to AASHTO T24.

(3) Have an independent consultant test cores according to AASHTO T24.

(4) The department will assess concrete for removal and replacement based on a sublot-by-sublot analysis of core strength. Perform coring and testing, fill core holes with an engineer-approved non-shrink grout or concrete, and provide traffic control during coring.

(5) The sublot pavement is conforming if the compressive strengths of all cores from the sublot are 2500 psi or greater.

(6) The sublot pavement is nonconforming if the compressive strengths of any core from the sublot is less than 2500 psi. The department may direct removal and replacement or otherwise determine the final disposition of nonconforming material as specified in 106.5.

715.3.2.2.2 Structures and Cast-in-Place Barrier

(1) The department will evaluate the sublot for possible removal and replacement if the 28-day sublot average compressive strength is lower than f'c minus 500 psi. The value of f'c is the design stress the plans show. The department may assess further strength price reductions or require removal and replacement only after coring the sublot.

(2) The engineer may initially evaluate the sublot strength using a non-destructive method. Based on the results of non-destructive testing, the department may accept the sublot at the previously determined pay for the lot, or direct the contractor to core the sublot.

(3) If the engineer directs coring, obtain three cores from the sublot in question. Have an HTCP-certified PCC technician I perform or observe core sampling according to AASHTO T24. Determine core locations, subject to the engineer's approval, that do not interfere with structural steel.

(4) Have an independent consultant test cores according to AASHTO T24.

(5) The department will assess concrete for removal and replacement based on a sublot-by-sublot analysis of core strength. Perform coring and testing, fill core holes with an engineer-approved non-shrink grout or concrete, and provide traffic control during coring.

(6) If the 3-core average is greater than or equal to 85 percent of f'c, and no individual core is less than 75 percent of f'c, the engineer will accept the sublot at the previously determined pay for the lot. If the 3-core average is less than 85 percent of f'c, or an individual core is less than 75 percent of f'c, the engineer may require the contractor to remove and replace the sublot. The department may direct removal and replacement or otherwise determine the final disposition of nonconforming material as specified in 106.5.

715.3.3 Aggregate

Replace the entire text with the following effective with the November 2021 letting:

715.3.3.1 General

(1) Except as allowed for small quantities in 710.2, test aggregate conforming to 710.5.6.

715.3.3.2 Structures

(1) In addition to the aggregate testing required under 710.5.6, determine the fine and coarse aggregate moisture content for each sample.

(2) Calculate target batch weights for each mix when production of that mix begins. 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.

716.2.1 Class II Concrete

Replace paragraph two with the following effective with the May 2022 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 2 cylinders per 200 cubic yards for each mix design and placement method. Cast a minimum of one set of 2 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 quantities under 50 cubic yards. Cast one set of 2 cylinders if using startup testing for acceptance.

ERRATA

460.2.2.3 Aggregate Gradation Master Range

Correct errata by adding US Standard equivalent sieve sizes.

(1) Ensure that the aggregate blend, including recycled material and mineral filler, conforms to the gradation requirements in table 460-1. The values listed are design limits; production values may exceed those limits.

TABLE 460-1 AGGREGATE GRADATION MASTER RANGE AND VMA REQUIREMENTS

SIEVE	PERCENT PASSING DESIGNATED SIEVES							
	NOMINAL SIZE							
	No. 1 (37.5 mm) (1 1/2 inch)	No. 2 (25.0 mm) (1 inch)	No.3 (19.0 mm) (3/4 inch)	No. 4 (12.5 mm) (1/2 inch)	No. 5 (9.5 mm) (3/8 inch)	No. 6 (4.75 mm) (3/16 inch)	SMA No. 4 (12.5 mm) (1/2 inch)	SMA No. 5 (9.5 mm) (3/8 inch)
50.0-mm (2-inch)	100							
37.5-mm (1 1/2-inch)	90 - 100	100						
25.0-mm (1-inch)	90 max	90 - 100	100					
19.0-mm (3/4-inch)	___	90 max	90 - 100	100			100	
12.5-mm (1/2-inch)	___	___	90 max	90 - 100	100		90 - 97	100
9.5-mm (3/8-inch)	___	___	___	90 max	90 - 100	100	58 - 80	90 - 100
4.75-mm (No. 4)	___	___	___	___	90 max	90 - 100	25 - 35	35 - 45
2.36-mm (No. 8)	15 - 41	19 - 45	23 - 49	28 - 58	32 - 67	90 max	15 - 25	18 - 28
1.18-mm (No. 16)	___	___	___	___	___	30 - 55	___	___
0.60-mm (No. 30)	___	___	___	___	___	___	18 max	18 max
0.075-mm (No. 200)	0 - 6.0	1.0 - 7.0	2.0 - 8.0	2.0 - 10.0	2.0 - 10.0	6.0 - 13.0	8.0 - 11.0	8.0 - 12.0
% VMA	11.0 min	12.0 min	13.0 min	14.0 min[1]	15.0 min[2]	16.0 - 17.5	16.0 min	17.0 min

[1] 14.5 for LT and MT mixes.

[2] 15.5 for LT and MT mixes.

715.5.1 General

Correct the bid item number for Incentive Compressive Strength Concrete Pavement.

(1) The department will pay incentive for compressive strength under the following bid items:

ITEM NUMBER	DESCRIPTION	UNIT
715.0502	Incentive Strength Concrete Structures	DOL
715.0603	Incentive Strength Concrete Barrier	DOL
715.0715	Incentive Flexural Strength Concrete Pavement	DOL
715.0720	Incentive Compressive Strength Concrete Pavement	DOL

Wisconsin Department of Transportation

Division of Transportation Systems Development
Bureau of Project Development
4822 Madison Yards Way, 4th Floor South
Madison, WI 53705

Telephone: (608) 266-1631
Facsimile (FAX): (608) 266-8459

May 5, 2022

NOTICE TO ALL CONTRACTORS:

Proposal #30: 1022-08-74
Menomonie – Eau Claire
STH 312/CTH EE to STH 37
IH 94
Eau Claire County

Letting of May 10, 2022

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
3	Prosecution and Progress

Added Special Provisions	
Article No.	Description
37	Removing Concrete Surface Partial Depth, Item 204.0109.S
38	Concrete Pavement Repair Non Doweled Special, Item SPV.0108.03 Concrete Pavement Replacement Non Doweled Special, Item SPV.0108.04

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
204.0100	Removing Concrete Pavement	SY	154,950	-58,024	96,926
204.0109.S	Removing Concrete Surface Partial Depth	SF	193,389	-190,461	2,928
305.0500	Shaping Shoulders	STA.	43	292	335
305.0110	Base Aggregate Dense ¾-Inch	TON	68,933	-52,258	16,675
305.0120	Base Aggregate Dense 1-1/4-Inch	TON	101,732	26,972	128,704
460.6243	HMA Pavement 3 MT 58-34 S	TON	7,008	1,168	8,176
460.6244	HMA Pavement 4 MT 58-34 S	TON	25,387	2,141	27,528
460.7243	HMA Pavement 3 HT 58-34 S	TON	9,648	-3,239	6,409
643.0300	Traffic Control Drums	DAY	58,458	27,528	85,986
643.4100.S	Traffic Control Interim Lane Closure	EA	204	-116	88

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
450.4000	HMA Cold Weather Paving	TON	0	18,688	18,688
SPV.0180.03	Concrete Pavement Repair Non-Doweled	SY	0	221	221
SPV.0180.04	Concrete Pavement Replacement Non-Doweled	SY	0	100	100

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
390.0303	Base Patching Concrete	SY	221	-221	0

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
9	Finished Typicals – Changed base material under paved shoulder.
14	Finished Typcials – Changed hatching to match dimension width of paved shoulder
277	Miscellaneous Quantity – Changed Removing Concrete Pavement quantity
283	Miscellaneous Quantity – Changed Base Aggregate Dense ¾-Inch quantity
284	Miscellaneous Quantity – Changed Base Aggregate Dense 1-1/4-Inch quantity and updated Shaping Shoulders quantity.
285	Miscellaneous Quantity – Updated the station range and location & Added HMA Cold Weather Paving
291	Miscellaneous Quantity – Changed Quantity for HMA Pavement 3 MT 58-34 S and HMA Pavement 4 MT 58-34 S.
292	Miscellaneous Quantity – Changed Quantity for HMA Pavement 3 HT 58 – 34 S
313	Miscellaneous Quantity – Added Sign Supports Structural Steel HS table
315	Miscellaneous Quantity – Changed Traffic Control Drums quantity
319	Miscellaneous Quantity – Changed Traffic Control Interim Lane Closure quantity

Added Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was added)
15A	Construction Detail – Added for clarification to the construction process during mill & over.
331A	Miscellaneous Quantity – Added Concrete Pavement Repair Non Doweled and Concrete Pavement Replacement Non Doweled.
635A	Earthwork Data Sheet – Added 231+52 – 239+00 IH 94 EB Existing
642A	Earthwork Data Sheet – Added 73+50 – 84 IH 94 EB Existing, RT.
654A	Earthwork Data Sheet – Added 6+52 – 28+64 Southwest Loop
1289A	Cross Section – added pipe location Sta. 130+87 left of reference line.
1290A	Cross Section – shows more of the cross-section left of reference line.
1291A	Cross Section – shows more of the cross-section left of reference line.
1292A	Cross Section – shows more of the cross-section left of reference line.
1293A	Cross Section – Shows more of the cross-section left of reference line.
1294A	Cross Section – Shows more of the cross-section right of reference line.
1295A	Cross Section – Shows more of the cross-section right of reference line.
1296A	Cross Section – added pipe location Sta. 131+63
1297A	Cross Section – Shows more of the cross-section right of reference line.

1298A	Cross Section – Shows more of the cross-section right of reference line.
1338A	Cross Section – added pipe location at Sta. 161+11

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

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

ADDENDUM NO. 01

1022-08-74

May 5, 2022

Special Provisions

3. Prosecution and Progress

Replace entire article language with the following:

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

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

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

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

The schedule of operations as required under standard spec 108.9.2 shall provide for all items necessary to complete the work as shown on the plans and included in the proposal and contract.

When, in the fall of 2022, after completion of Stage 2, and weather conditions or seasonal restrictions preclude the satisfactory performance of further work under this contract, the engineer will, in writing, suspend operations until the spring of 2023. Construction operations shall be resumed in the spring of 2023 within ten days after the date on which a written order to do so has been issued by the engineer.

Construction Staging

The work under this contract shall be completed in multiple stages with the westbound I-94 concrete replacement completed after Labor Day during the 2022 construction season and the eastbound I-94 concrete replacement completed prior to Memorial Day during the 2023 construction season. Coordinate the required pavement replacement on the STH 312 Interchange ramps with each stage of I-94 mainline pavement replacement.

At the beginning of each stage of traffic control requiring a traffic switch on Interstate 94, all temporary crossovers, roadways and widening shall be open to traffic a minimum of three calendar days before starting any subsequent removal of existing pavement or structures that would preclude putting traffic back onto the existing lanes if unforeseen circumstances should arise.

Concrete mix requirements given are minimums. Establish the concrete mix proportions necessary to meet the necessary age-strength properties required by the individual traffic staging. No additional compensation will be provided.

Stage 1

Construct median crossovers and temporary widening to accommodate traffic lanes for subsequent stages. Existing lanes for I-94 mainline, interchange ramps, and crossroad traffic will be kept open except that temporary single-lane closures will be permitted during off-peak hours as necessary to complete the Stage 1 work. Construct temporary end treatments, as necessary, on existing roadside barriers along eastbound I-94 to accommodate two-lane counter directional traffic during Stage 2.

Stage 2

Construct new westbound I-94 lanes from Sta 49+00 to Sta 194+00. During Stage 2, I-94 traffic will be restricted to two-lane counter directional on the existing eastbound lanes. The STH 312 Interchange Southeast Ramp (westbound exit) pavement may be replaced during this stage. The Southeast Ramp shall

remain open to traffic during Stage 2 using temporary median crossovers and temporary widening along the existing ramp pavement.

Stage 2 work will not begin prior to September 6, 2022 and must be completed prior to November 12, 2022. Stage 2 work to be completed by the interim completion date of 12:01 AM, October 19, 2022, shall at a minimum, include concrete pavement and base aggregate shoulders with a 3:1 slope or flatter, and centerline pavement markings. Work must be complete to allow 2-lanes of traffic to be safely opened in each direction. Both edges of the (westbound) roadway must be delineated by drums at 50' spacing until the final typical section is complete. Remaining Stage 2 work can be completed under single lane closures during allowable hours prior to winter shutdown.

Supplement standard spec 108.11 paragraph (3) as follows:

If the contractor fails to complete the necessary Stage 2 work on Interstate 94, prior to 12:01 AM, October 19, 2022, the department will assess the contractor $50,000 in interim liquidated damages for each calendar day that the Stage 2 work remains incomplete after 12:01 AM, October 19, 2022. An entire calendar day will be charged for any period of time within a calendar day that the required Stage 2 work remains incomplete beyond 12:01 AM.

After October 19, 2022 and during the subsequent over-winter suspension of work, I-94 traffic shall be switched back to the normal four-lane configuration. Westbound traffic will be two lanes on new construction and eastbound traffic will be two lanes on existing pavement.

Suspend all work for winter shutdown prior to November 12, 2022. Do not resume work prior to March 20, 2023 unless approved by the engineer. Provide a start date in writing at least 14 calendar days prior to the planned start of construction in the spring of 2023. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the approved start date.

Stage 3

Construct new eastbound I-94 lanes from Sta 49+00 to Sta 196+00. During Stage 3, I-94 traffic will be restricted to two-lane counter directional on the new westbound pavement. The STH 312 Interchange Southwest Loop (eastbound exit) and Southwest Ramp (eastbound entrance) pavement may be replaced during this stage. Both the Southwest Loop and Southwest Ramp shall remain open to traffic during Stage 3 using temporary median crossovers and temporary widening along the existing ramp pavement.

Stage 3 work will begin as soon as practical in the spring of 2023. Stage 3 work to be completed by the interim completion date of 12:01 AM, May 26, 2023, shall at a minimum, include concrete pavement and base aggregate shoulders with a 3:1 slope or flatter, and centerline pavement markings. Work must be complete to allow 2-lanes of traffic to be safely opened in each direction. Both edges of the (eastbound) roadway must be delineated by drums at 50' spacing until the final typical section is complete. Remaining Stage 3 work can be completed under single lane closures during allowable hours prior to the project completion date.

Supplement standard spec 108.11 paragraph (3) as follows:

If the contractor fails to complete the necessary Stage 3 work on Interstate 94 prior to 12:01 AM, May 26, 2023, the department will assess the contractor $10,000 in interim liquidated damages for each calendar day that the Stage 3 work remains incomplete after 12:01 AM, May 26, 2023. An entire calendar day will be charged for any period of time within a calendar day that the Stage 3 work remains incomplete beyond 12:01 AM.

Stages 4, 5, and 6

Construct new pavement, curb and gutter, and proposed structure work for B-18-15 on STH 312 as shown on the plans. One lane of traffic in each direction will be maintained for STH 312 during these stages using a combination of existing pavements, temporary widening, and new construction. Timing of this work will be at the contractor's discretion with coordination necessary to accommodate the proposed interchange ramp pavement replacement during Stages 2 and 3, as described above.

All contract work shall be completed by September 30, 2023.

Truck Route Information

During Stage 2 and 3 work, truck traffic on IH 94 (both directions) will be detoured on Fridays and Sundays, from 10:00 a.m. to 6 p.m., or directed by the engineer. The truck traffic will be using the Alternate IH 94 route to bypass the project work zone.

I-94 Concrete Pavement Repair and Mill & Resurface

Complete the proposed concrete pavement repair and the proposed mill & resurface on I-94, as shown on the plans, between Memorial Day and Labor Day at the contractor's discretion during 2022 and/or 2023. No work on Interstate 94 outside of the pavement replacement segments will be allowed during Stage 2 or Stage 3 as described above. Construct the proposed I-94 concrete pavement repair and mill & resurface work using temporary single-lane closures during off-peak hours. Coordinate all lane closures required to complete the proposed concrete pavement repair and mill & resurface work with any temporary single-lane closures located in the pavement replacement segments of I-94 utilized to complete ancillary work within that area of the project. Completion of the concrete pavement repair and mill & resurface work on I-94 will coincide with the contract completion date.

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.

Paving Plan

Provide the engineer with a detailed written paving plan at least two weeks prior to beginning concrete pavement repair or milling and paving operations. The plan will address the following:

- Concrete pavement repair, milling, and paving operations within the allowable working hours.
- The use of a Material Transfer Vehicle (Brand and Model).
- Removal of temporary longitudinal and transverse joints.
- Contingency plan to address machinery breakdowns or uncontrollable events that would affect the ability to replace the concrete pavement repair areas and/or milled asphalt with the HMA pavement or the ability to apply pavement markings.

Hold a pre-pave meeting with the engineer to discuss the paving plan prior to the start of concrete pavement repair or milling and paving operations. Do not begin concrete pavement repair or milling and paving operations until the engineer approves the paving plan.

Prior to the shifting of traffic for single-lane closures, fill in the existing rumble strips to facilitate traffic and fix any substandard areas of the shoulder as designated by the engineer. This work will be paid for under the item of Asphaltic Surface Temporary.

Construct Concrete Pavement Repair at least 14 hours prior to asphaltic milling operations. Construct concrete repairs flush with the existing asphaltic pavement surface where applicable.

During HMA paving operations, place approved longitudinal and transverse joints prior to reopening the lane closures to traffic to ensure safe traffic handling. During upper layer SMA paving operations, place an approved longitudinal joint at the centerline. If the outside shoulder is paved separately from the driving lane paving operations, use an approved longitudinal joint between the driving lane and outside shoulder.

Do not open to traffic any lane on Interstate 94 that has a milled surface.

Comply with all local ordinances that apply to construction operations during nighttime work hours. Furnish to the engineer in writing any ordinance variance or required permit issued by the municipality before performing nighttime work.

The contractor is advised that there may be multiple mobilizations which may include but is not limited to; milling, placement of pavements, base aggregate, traffic control, signing, pavement marking, temporary pavement marking, and other incidental items. No additional payment will be made by the department for said mobilizations.

37. Removing Concrete Surface Partial Depth, Item 204.0109.S.

A Description

This special provision describes removing a portion of concrete surfaces as the plans show and conforming to standard spec 204.

B (Vacant)

C Construction

C.1 Equipment

Use a machine that provides a surface finish acceptable to the engineer. Shroud the machine to prevent discharge of any loosened material into adjacent work areas or live traffic lanes.

Use a machine that is equipped with electronic devices that provide accurate depth, grade and slope control, and acceptable dust control system.

C.2 Methods

Remove existing concrete to the depths as shown on the plan by grinding, planing, chipping, sawing, milling, or by using other methods approved by the engineer.

Perform the removal operation in such a manner as to preclude damage to the remaining pavement and results in a reasonable uniform plane surface free of excessive large scarification marks and having a uniform transverse slope.

The sequence of removal operations shall be such that no exposed longitudinal joints 2 inches or more in depth remain during non-working hours. Windrowing or storing of the removed material on the roadway will only be permitted in conjunction with a continuous removal and pick-up operation. During non-working hours, clear the roadway of all materials and equipment.

Removed pavement becomes the property of the contractor. Properly dispose of it as specified in standard spec 204.3.1.3.

D Measurement

The department will measure Removing Concrete Surface Partial Depth in area by the square foot of surface area removed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
204.0109.S	Removing Concrete Surface Partial Depth	SF

Payment is in full compensation for removing the concrete; and for disposing of materials.

stp-204-041 (20080902)

38. Concrete Pavement Repair Non Doweled Special, Item SPV.0180.03., Concrete Pavement Replacement Non Doweled Special, Item SPV.0180.04.

A Description

This special provision describes construction of Concrete Pavement Repair Non Doweled Special and Concrete Pavement Replacement Repair Non Doweled Special accordance with sections 415, sections 416, and section 710. QMP for these items shall be combined and covered under section 716 of the standard specifications, as shown on the plans, and hereinafter provided.

B Materials

B.1 Concrete Mixtures
Supplement subsection 716.2 with the following:

Concrete mix design shall be the responsibility of the contractor. Provide the concrete mix designs necessary to accommodate the contractor's operations and contractor scheduling according to the traffic provisions and prosecution and progress provisions included in the plan.

Chloride based accelerators shall be allowed in any concrete mixes that are specifically designed to meet opening strength within six hours or less within the time of placement to accommodate lane restrictions as specified in the contract.

QC slump testing is not required for any concrete mixture that has been approved and has at least 700 lbs of cement per cubic yard.

Random 28-day compressive strength cylinders are not required.

Any chemical admixture(s) to be used, other than air-entraining agents or water reducers from the department's approved list, must be approved in advance by the engineer. The water-cement ratio of the concrete mixture shall not exceed 0.40.

C Construction
C.1 General
Restrict lane operations as specified in the Traffic Section and the Prosecution and Progress Section. Perform work to cause the least possible inconvenience to traffic.

Prepare the base as specified in section 211 using engineer-approved hand methods. Place the repair to the thickness of the contiguous pavement. In lieu of replacing base that was damaged or removed, the contractor will be allowed to place concrete to fill this area at no additional cost to the department.

C.2 Concrete Repair
Supplement subsection 416.3.7 and subsection 416.3.8.2 with the following:
Deposit concrete to require as little re-handling as possible, place and consolidate by hand with an immersion type vibrator, and strike off and finish flush with adjoining surfaces. Any finished surface within the repair that is 1/8 inch higher than the adjoining pavement shall be ground to match elevation. Any individual repair that, within its defined boundaries, has any finished surface that is 1/8 inch lower than the adjoining pavement shall be paid at 50% of the bid price within the individual repair. Repair areas greater than 15 feet in length shall meet the Surface Testing and Correction parameters as defined in 415.3.10.

Unless the plans show or the engineer directs otherwise, the department will not require ties to the existing adjoining pavement within repairs that are fifteen feet or less in length.

Construct, cure, and protect as specified for concrete pavement repairs in Section 416.

C.2 Concrete Replacement
Placement of Concrete Pavement Replacement Non Doweled Special shall fall under Section 415.3.6 through 415.3.14.

C.4 Opening to Traffic
Concrete Pavement Repair Non Doweled Special and Concrete Pavement Replacement Repair Non Doweled Special must attain a minimum compressive strength of 2500 psi before they can be opened to traffic. The opening strength shall be determined by Maturity Methods Section 502.3.10.1.3.3 or other Engineer approved methods. If cylinders are used, the compressive strength shall be measured by testing concrete cylinders cured in the field on top of the slab, under the curing blanket. At least two cylinders shall be tested in determining the attained strength of concrete repairs for the purpose of opening the pavement to traffic. The average of test results for the two cylinders shall be used to determine compliance, except that neither cylinder may be less than 10 percent below the required strength.

If opening is not controlled by maturity methods or cylinders, cores may be substituted.

C.5 Details
Details for the construction of these two items shall fall under SDD 13C9-8a,8b,8c Concrete Pavement Repair and Replacement and plan details.

D Measurement
The department will measure Concrete Pavement Repair Non Doweled Special and Concrete Pavement Replacement Non Repair Doweled Special by the square yard, acceptably completed.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.03	Concrete Pavement Repair Non Doweled Special	SY
SPV.0180.04	Concrete Pavement Replacement Non Doweled Special	SY

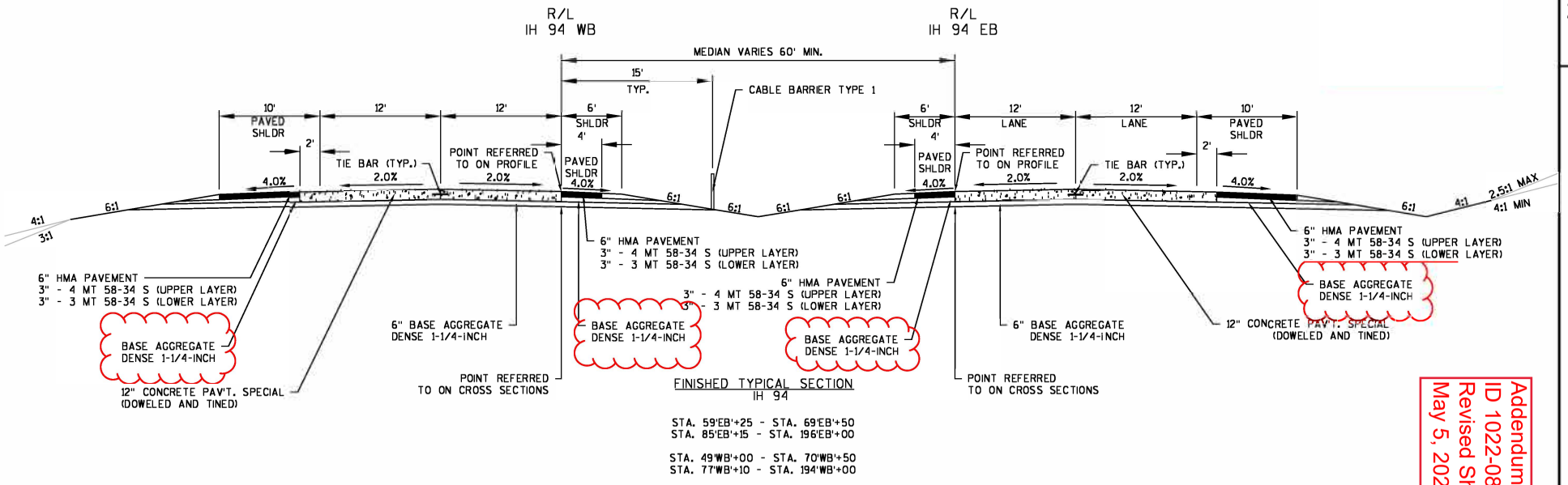
Payment is full compensation for removing old pavement and disposing of removed materials, for preparing the base; for providing the concrete, curing and protecting concrete, and a finishing saw cut on HMA shoulder.

The department will pay separately for the following bid items Sawing Concrete, Drilled Tie Bars and Asphaltic Surface Patching into the existing shoulder

Schedule of Items
Attached, dated May 5, 2022, are the revised Schedule of Items Pages 1 – 14.

Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 9, 14, 277, 283, 284, 285, 291, 292, 313, 315, and 319
Added: 15A, 233A, 331A, 635A, 642A, 654A, 1289A – 1298A, 1338A.

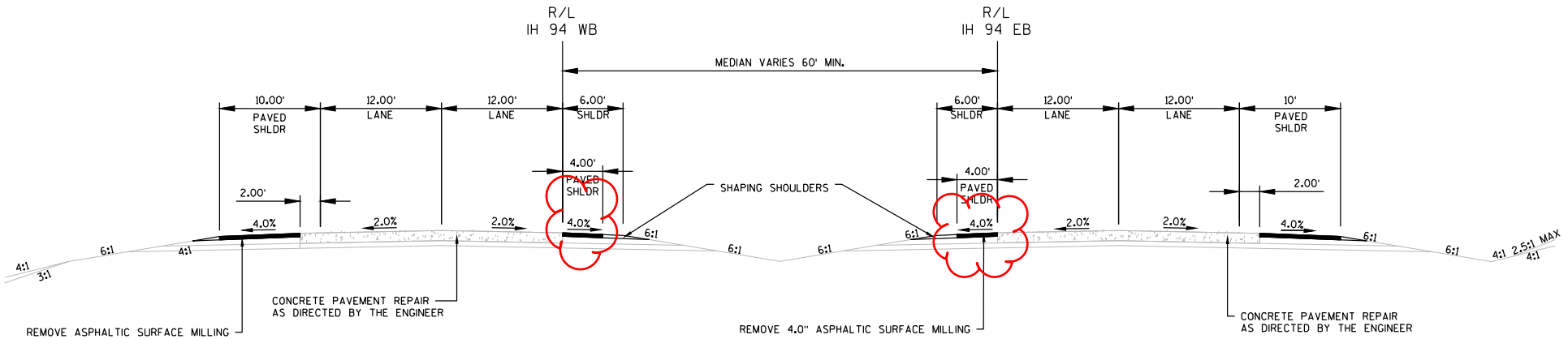
END OF ADDENDUM



Addendum No. 01
ID 1022-08-74
Revised Sheet 9
May 5, 2022

PROJECT NO: 1022-08-74	HWY: IH 94	COUNTY: EAU CLAIRE	FINISHED TYPICAL SECTIONS	SHEET 9	E

FILE NAME : N:\PDS\C3D\1022804\SHEETSPLAN\TYPICALSECTIONS\020301_TS_FINAL_4-25-22.DWG
LAYOUT NAME - 06 Fin TS
PLOT DATE : 4/25/2022 11:53 AM
PLOT BY : CHRIST, AARON D
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



REMOVE ASPHALTIC SURFACE MILLING

OUTSIDE SHOULDER
OVERLAY 4.0" HMA PAVEMENT
2.0" 4 MT 58-34 S (UPPER LAYER)
2.0" 4 MT 58-34 S (LOWER LAYER)

INSIDE SHOULDER
OVERLAY 4.0" HMA PAVEMENT
2.0" 4 MT 58-34 S (UPPER LAYER)
2.0" 4 MT 58-34 S (LOWER LAYER)

REMOVE 4.0" ASPHALTIC SURFACE MILLING

SIDE SHOULDER
HMA PAVEMENT
(UPPER LAYER)
(LOWER LAYER)

SIDE SHOULDER
HMA PAVEMENT
(UPPER LAYER)
(LOWER LAYER)

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FINISHED TYPICAL SECTION
IH 94

STA. 196'EB'+00 - STA. 207'EB'+66
STA. 209'EB'+09 - 295'EB'+77
STA. 297+22 - STA. 304'EB'+00

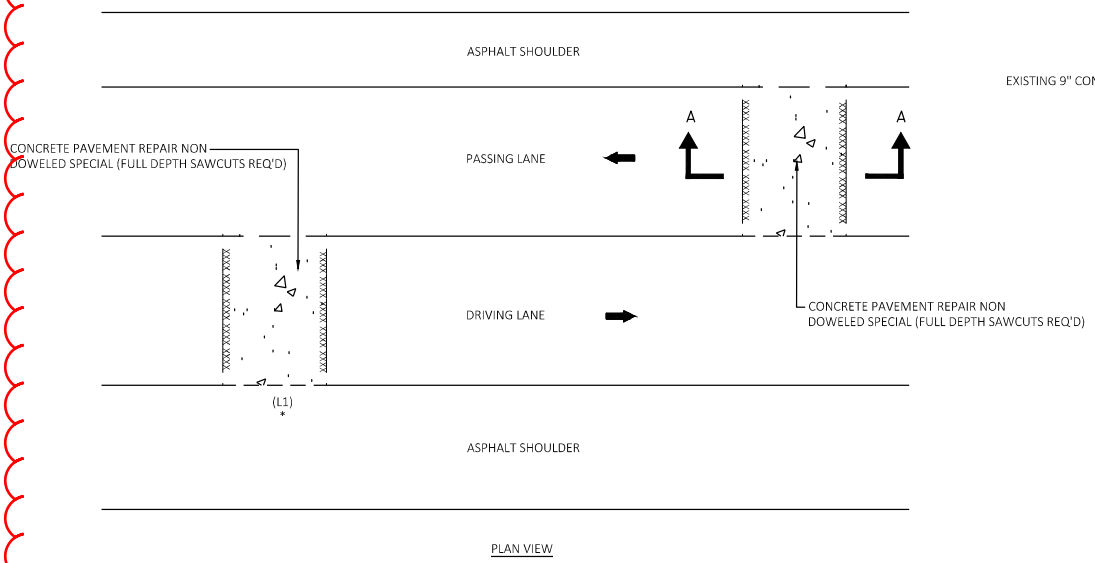
STA. 194'WB'+00 - STA. 208'WB'+99
STA. 210'WB'+40 - 297'WB'+07
STA. 298'WB'+31 - STA. 304'WB'+27

NOTES

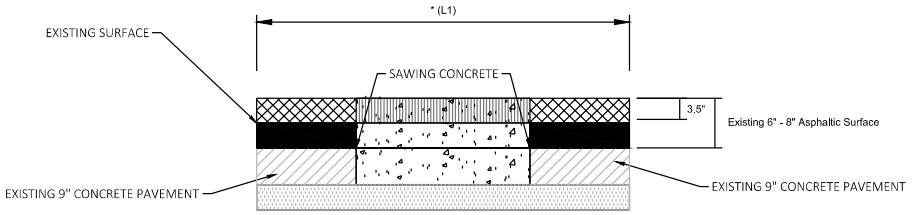
1. CROSS SLOPES WILL VARY IN CURVES BASED ON SUPERELEVATION TRANSITIONS.

PROJECT NO: 1022-08-74	HWY: IH 94	COUNTY: EAU CLAIRE	FINISHED TYPICAL SECTIONS	SHEET 14	E

FILE NAME : N:\PDS\C3D\10220804\SHEETSPLAN\TYPICAL SECTIONS\020301_TS_FINAL_4-25-22.DWG
LAYOUT NAME - 11 Fin TS
PLOT DATE : 5/4/2022 1:03 PM
PLOT BY : CHRIST, AARON D
PLOT NAME :
PLOT SCALE : #########
WISDOT/CADDS SHEET 42



PLAN VIEW



SECTION A-A

REMOVING ASPHALTIC SURFACE MILLING AND PAVE WITH HMA PAVEMENT

REMOVING CONCRETE SURFACE PARTIAL DEPTH AND PAVE WITH HMA PAVEMENT

CONCRET PAVEMENT REPAIR NON DOWELED SPECIAL

XXXX SAWING CONCRETE

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*(L1) = 4' - 8' TYP. OR AS DIRECTED BY THE ENGINEER.
0'-15' IS REPAIR. GREATER THAN 15' IS REPLACEMENT

NOTES:

THICKNESS OF CONCRETE REPAIR /REPLACEMENT MAY VARY.
9" AVERAGE THICKNESS IS EXPECTED.

DAMAGE TO EITHER EXISTING PAVEMENT OR EXISTING SHOULDERS SHALL DURING CONCRETE PAVEMENT REPAIR NON DOWELED SPECIAL SHALL BE REPAIRED AND CONSIDERED INCIDENTAL TO THE ITEM OF CONCRETE PAVEMENT REPAIR NON DOWELED SPECIAL.

SAWING EXISTING ASPHALT OVERLAYED ON CONCRETE IS CONSIDERED INCIDENTAL TO SAWING CONCRETE.

CONCRETE PAVEMENT REPAIR NON DOWELED SPECIAL DETAIL

LOCATIONS DETERMINED IN THE FIELD BY THE ENGINEER.

STA. 326+23- 347+43 'WB'

STA. 325+47 - 346+60 'EB'

3

REMOVING SMALL PIPE CULVERTS

CATEGORY	STAGE	STATION	LOCATION	SIZE INCHES	MATERIAL	LENGTH FEET	203.0100 REMOVING SMALL PIPE CULVERTS EACH
0010	2	63+34	IH 94 WB	24	CPRC	88	1
0010	2	74+84	IH 94 WB & EB	36	CPRC	212	1
0010	2	77+37	IH 94 WB	18	CPRC	70	1
0010	2	84+38	IH 94 WB	18	CPRC	52	1
0010	2	94+38	IH 94 WB	18	CPRC	52	1
0010	2	112+38	IH 94 WB	24	CPRC	68	1
0010	2	151+91	IH 94 WB	18	CPRC	54	1
0010	2	172+02	IH 94 WB	18	CPRC	72	1
0010	2	178+00	IH 94 WB	18	CPRC	69	1
0010	3	63+46	IH 94 EB	24	CPRC	88	1
0010	3	112+36	IH 94 EB	24	CPRC	58	1
0010	3	121+85	IH 94 EB	30	CPRC	100	1
0010	6	139+36	CTH EE EB Driving Lane, RT	12	CPCS	72	1
			TOTAL 0010				13

REMOVING CONCRETE SURFACE PARTIAL DEPTH

CATEGORY	STATION	TO	STATION	LOCATION	204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH SF
0010	304+43	-	347+43	IH 94 WB	1698
0010	304+27	-	346+60	IH 94 EB	1230
				TOTAL 0010	2,928

3

REMOVING CONCRETE PAVEMENT

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY
0010	2	49+00	-	194+00	IH 94 WB	38667
0010	2A	16+00	-	25+19	SE RAMP	1633
0010	3	49+00	-	196+00	IH 94 EB, RT	39200
0010	3	52+64	-	57+96	IH 94 EB, Exit Lane SW Loop	591
0010	3B	0+00	-	22+50	SW RAMP	4347
0010	3C	6+52	-	28+64	SW Loop	4773
0010	3C	23+33	-	25+83	SW Loop Straight Section	462
0010	4	129+47	-	135+19	STH 312 WB	1635
0010	4	138+21	-	147+32	STH 312 WB	2442
0010	5	129+54	-	135+41	STH 312 EB Passing Lane	790
0010	5	138+43	-	147+92	STH 312 EB Passing Lane	1162
0010	6	138+43	-	147+92	STH 312 EB Driving Lane	1224
					TOTAL 0010	96,926

REMOVING ASPHALTIC SURFACE BUTT JOINTS

CATEGORY	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY
0010	304+43	WB	338
0010	323+83	WB	338
0010	326+23	WB	338
0010	347+43	WB	338
0010	304+27	EB	338
0010	323+07	EB	338
0010	325+47	EB	338
0010	346+61	EB	338
		TOTAL 0010	2704

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BASE AGGREGATE DENSE 3/4-INCH

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON
0010	2A	29WB+00	-	67EB+00	I-94 Median Cross-Over/Widening	1035
0010	2A	222EB+00	-	247WB+00	IH 94 Median Crossover	740
0010	2A	61+50	-	68+64	SE Ramp 'S2A'	210
0010	2A	73EB+10	-	82EB+41	IH 94 EB, RT (ENTRANCE RAMP)	150
0010	2B	72WB+75	-	82EB+50	IH 94 Median, SE Ramp Cross-Over	25
0010	2B	72WB+75	-	82EB+50	IH 94 Median, SE Ramp Exit	150
0010	3A	32EB+00	-	58WB+22	IH 94 Median Cross-Over/Widening	695
0010	3A	66EB+75	-	80WB+00	IH 94 Median, SW Ramp Cross-Over	240
0010	3A	217WB+18	-	239EB+00	IH 94 Median Cross-Over	705
0010	3A	60+41	-	66+73	SW Ramp 'S3A'	135
0010	3B	71EB+25	-	74WB+00	IH 94 Median, SW Ramp Cross-Over	55
0010	3B	75WB+50	-	84WB+00	IH 94 Median, SW Ramp Merge	150
0010	3B	0+14	-	16+00	SW Ramp 'S3B'	120
0010	3B	16+00	-	20+00	SW Ramp 'S3B'	30
0010	3C	58WB+22	-	61EB+00	IH 94 Median, SW Loop Cross-Over	70
0010	3C	60+84	-	66+54	SW Loop 'S3C'	160
0010	4	130+33	-	130+71	EB CTH EE, RT	10
0010	4	130+80	-	131+96	EB CTH EE, RT	20
0010	4	150EB'EE'+89	-	157WB'EE'+05	CTH EE Median Cross-Over, LT	65
0010	4	150EB'EE'+89	-	157WB'EE'+05	CTH EE Median Cross-Over, RT	55
0010	2	49+00	-	194+00	WB, LT (Construct WB Driving Lane Shoulder)	1074
0010	2	49+00	-	194+00	WB, RT (Construct WB Passing Lane Shoulder)	2148
0010	3	49+00	-	196+00	EB, LT (Construct EB Passing Lane Shoulder)	2178
0010	3	49+00	-	196+00	EB, RT (Construct EB Driving Lane Shoulder)	1089
0010	4	128+98	-	135+01	WB, LT (CTH EE WB, LT. Hinge Point)	57
0010	4	138+04	-	143+34	WB, LT (CTH EE WB, LT. Hinge Point)	80
0010	4	138+70	-	144+14	EB, LT (CTH EE EB, RT. Hinge Point)	84
0010	Shoulders Mill & Overlay	304+00	-	323+83	IH 94 WB, RT	684
0010	Shoulders Mill & Overlay	304+27	-	323+07	IH 94 EB, LT	649
0010	Mill & Overlay	325+47	-	346+60	IH 94 EB	1885
0010	Mill & Overlay	325+48	-	347+09	IH 94 WB	1927
					TOTAL 0010	16,675

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BASE AGGREGATE DENSE 1 1/4-INCH

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
0010	1	-25+08	-	-24+92	I-94 EB, LT	1
0010	1	-25+08	-	-24+92	I-94 EB, RT	4
0010	1	29+92	-	30+08	I-94 EB, LT	1
0010	1	29+92	-	30+08	I-94 EB, RT	4
0010	2A	29WB+00	-	67EB+00	I-94 Median Cross-Over/Widening	6255
0010	2A	68WB+50	-	78EB+00	I-94 Median SE Ramp Cross-Over, LT.	1390
0010	2A	222EB+00	-	247WB+00	IH 94 Median Crossover	4005
0010	2A	61+50	-	68+64	SE Ramp 'S2A'	1555
0010	2A	73EB+10	-	82EB+41	EB IH 94, RT (ENTRANCE RAMP), RT	1450
0010	2B	72WB+75	-	82EB+50	IH 94 Median, SE Ramp Cross-Over	430
0010	2B	76EB+00	-	82EB+50	IH 94 Median, SE Ramp Exit	765
0010	3A	32EB+00	-	58WB+22	IH 94 Median Cross-Over/Widening	5440
0010	3A	66EB+75	-	80WB+00	IH 94 Median, SW Ramp Cross-Over	2055
0010	3A	217WB+18	-	239EB+00	IH 94 Median Cross-Over	3875
0010	3A	60+41	-	66+73	SW Ramp 'S3A'	1130
0010	3B	71EB+25	-	74WB+00	IH 94 Median, SW Ramp Cross-Over	375
0010	3B	75WB+50	-	84WB+00	IH 94 Median, SW Ramp Merge	990
0010	3B	0+14	-	16+00	SW Ramp 'S3B'	2800
0010	3B	16+00	-	20+00	SW Ramp 'S3B'	535
0010	3C	58WB+22	-	61EB+00	IH 94 Median, SW Loop Cross-Over	530
0010	3C	60+84	-	66+54	SW Loop 'S3C'	1110
0010	4	130+33	-	130+71	EB CTH EE, RT	75
0010	4	130+80	-	131+96	EB CTH EE, RT	205
0010	4	150EB'EE'+89	-	157WB'EE'+05	CTH EE Median Cross-Over	835
0010	2	49+00	-	194+00	WB (Construct New WB Passing Lane)	19952
0010	2	49+00	-	194+00	WB (Construct New WB Driving Lane)	22294
0010	3	49+00	-	196+00	EB (Construct New EB Driving Lane)	22975
0010	3	49+00	-	196+00	EB (Construct New EB Passing Lane)	20227
0010		16+00	-	25+19	Southeast Ramp	545
0010		16+00	-	25+19	Southeast Ramp, LT Shoulder	170
0010		16+00	-	25+19	Southeast Ramp, RT Shoulder	102
0010		6+52	-	27+44	Southwest Loop	1240
0010		8+57	-	14+06	Southwest Loop, LT Shoulder	183
0010		6+52	-	27+44	Southwest Loop, RT Shoulder	620
0010		0+00	-	22+50	Southwest Ramp	1333
0010		0+00	-	22+50	Southwest Ramp, RT Shoulder	583
0010		129+50	-	133+53	STH 312 Eastbound	194
0010		133+53	-	135+41	STH 312 Eastbound	230
0010		138+43	-	147+92	STH 312 Eastbound	879
0010		141+73	-	144+64	STH 312 Eastbound Turn-Lane	129
0010		129+50	-	135+31	STH 312 Westbound	258
0010		130+00	-	134+15	STH 312 Westbound Turn-Lane	184
0010		138+42	-	147+32	STH 312 Westbound	791
					TOTAL 0010	128,704

SHAPING SHOULDERS

CATEGORY	STATION	TO	STATION	LOCATION	305.0500 SHAPING SHOULDERS STA	REMARKS
0010	49+00	-	194+00	WB	145	Pavement Replacement
0010	49+00	-	196+00	EB	147	Pavement Replacement
0010	325+47	-	346+60	EB, LT	21	Mill & Overlay
0010	325+48	-	347+09	WB, RT	22	Mill & Overlay
				TOTAL 0010	335	

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CONCRETE PAVEMENT GAPS

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	415.0210 CONCRETE PAVEMENT GAPS EACH
0010	2B	67+50	-	70+00	WB	1
0010	3A	49+00	-	59+75	EB	1
0010	3A	65+25	-	68+25	EB	1
					TOTAL 0010	3

DRILLED TIE BARS

CATEGORY	STATION	TO	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	REMARKS
0010	208+50	-	295+98	IH 94 EB, DRIVING LANE	16	Concrete Pavement Repair
0010	210+40	-	297+07	IH 94 WB, DRIVING LANE	18	Concrete Pavement Repair
0010	208+50	-	295+98	IH 94 EB, DRIVING LANE	108	Concrete Pavement Replacement
0010	326+23	-	347+43	IH 94 WB	16	Mill & Overlay Area
0010	326+23	-	347+43	IH 94 EB	10	Mill & Overlay Area
				TOTAL 0010	168	

DRILLED DOWEL BARS

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	416.0620 DRILLED DOWEL BARS EACH	REMARKS
0010	2	49+00			IH 94 WB	23	BEGIN PAVEMENT REPLACEMENT
0010	2	194+00			IH 94 WB	23	END PAVEMENT REPLACEMENT
0010	3	49+00			IH 94 EB	23	BEGIN PAVEMENT REPLACEMENT
0010	3	196+00			IH 94 EB	23	END PAVEMENT REPLACEMENT
0010		208+50	-	295+98	IH 94 EB, DRIVING LANE	176	Concrete Pavement Repair
0010		210+40	-	297+07	IH 94 WB, DRIVING LANE	66	Concrete Pavement Repair
0010		208+50	-	295+98	IH 94 EB, DRIVING LANE	385	Concrete Pavement Replacement
0010		326+23	-	347+43	IH 94 WB	208	Mill & Overlay Area
0010		326+23	-	347+43	IH 94 EB	130	Mill & Overlay Area
					TOTAL 0010	1,057	

CONCRETE SURFACE DRAINS

CATEGORY	STATION	LOCATION	416.1010 CONCRETE SURFACE DRAINS CY
0010	9+44	SW Loop, RT	2
0010	138+24	STH 312, WB, LT	2
0010	138+87	STH 312, EB, RT	2
		TOTAL 0010	6

CONCRETE SHOULDER RUMBLE STRIPS

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	416.1110 CONCRETE SHOULDER RUMBLE STRIPS LF
0010	2	49+00	-	194+00	IH 94 WB, LT	14500
0010	3	49+00	-	196+00	IH 94 EB, RT	14700
					TOTAL 0010	29,200

CONCRETE PAVEMENT REPAIR

CATEGORY	STATION	TO	STATION	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	REMARKS
0010	196+00	-	295+98	IH 94 EB	72	UNDISTRIBUTED
0010	194+00	-	297+07	IH 94 WB	66	UNDISTRIBUTED
				TOTAL 0010	138	

CONCRETE PAVEMENT REPLACEMENT

CATEGORY	STATION	TO	STATION	LOCATION	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	REMARKS
0010	196+00	-	295+98	IH 94 EB	414	UNDISTRIBUTED
				TOTAL 0010	414	

HMA COLD WEATHER PAVING

CATEGORY	STATION	TO	STATION	LOCATION	450.4000 HMA COLD WEATHER PAVING TON
0010	49+00	-	194+00	IH 94 WB Shoulders	9,280
0010	49+00	-	196+00	IH 94 EB Shoulders	9,408
				TOTAL 0010	18,688

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PROJECT: 1022-08-74	HWY: IH 94	COUNTY: EAU CLAIRE	MISCELLANEOUS QUANTITIES	SHEET: 285	E

EXCEL FILE NAME: N:\PDS\PROJECTS-LET\1022-08-04\ESTIMATE & QUANTITIES\1022080 4_est.XLSX
POWERPOINT FILE NAME: N:\PDS\PROJECTS-LET\1022-08-04\ESTIMATE & QUANTITIES\MISCELLANEOUS QUANTITIES\1022-08-04_MQ.PPTX

PLOT DATE: 2/1/2022 7:50:21 AM PLOT BY: AARON CHRIST PLOT NAME: PLOT SCALE: 1:1

HMA PAVEMENT 3 MT 58-34 S

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	460.6243 HMA PAVEMENT 3 MT 58-34 S TON	REMARKS
0010	2A	49+00	-	194+00	IH-94 WB, LT - WB Driving Lane Shoulder	2900	(Lower Layer)
0010	2A	49+00	-	194+00	IH-94 WB, RT - WB Passing Lane Shoulder	1160	(Lower Layer)
0010	3	49+00	-	196+00	IH 94 EB, RT - EB Driving Lane Shoulder	2940	(Lower Layer)
0010	3	49+00	-	196+00	IH 94 EB, LT - EB Passing Lane Shoulder	1176	(Lower Layer)
					TOTAL 0010	8,176	

HMA PAVEMENT 4 MT 58-34 S4

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	460.6244 HMA PAVEMENT 4 MT 58-34 S TON	REMARKS
0010	2A	49+00	-	194+00	IH-94 WB, LT WB Driving Lane Shoulder	2900	(Upper Layer)
0010	2A	49+00	-	194+00	IH-94 WB, RT WB Passing Lane Shoulder	1160	(Upper Layer)
0010	3	49+00	-	196+00	IH-94 EB, RT Driving Lane Shoulder	2940	(Upper Layer)
0010	3	49+00	-	196+00	IH-94 EB, LT EB Passing Lane Shoulder	2352	(Upper Layer)
0010		196+00	-	207+79	IH-94 EB, LT Shoulder	189	(Upper Layer)
0010		196+00	-	207+49	IH-94 EB RT Shoulder	368	(Upper Layer)
0010		16+00	-	25+19	Southeast Ramp, LT Shoulder	77	(Upper Layer)
0010		16+00	-	25+19	Southeast Ramp, RT Shoulder	37	(Upper Layer)
0010		8+62	-	14+07	Southwest Loop, LT Shoulder	7	(Upper Layer)
0010		6+52	-	27+44	Southwest Loop, RT Shoulder	223	(Upper Layer)
0010		0+00	-	22+50	Southwest Ramp, RT Shoulder	210	(Upper Layer)
0010		209+21	-	296+08	IH-94 EB, LT Shoulder	1390	(Upper Layer)
0010		208+92	-	295+82	IH-94 EB RT Shoulder	2781	(Upper Layer)
0010		297+31	-	304+00	IH-94 EB, LT Shoulder	111	(Upper Layer)
0010		297+07	-	304+00	IH-94 EB RT Shoulder	230	(Upper Layer)
0010		194+00	-	209+17	IH 94 WB, LT Shoulder	485	(Upper Layer)
0010		194+00	-	208+86	IH 94 WB, RT Shoulder	238	(Upper Layer)
0010		210+59	-	296+08	IH 94 WB, LT Shoulder	3003	(Upper Layer)
0010		297+31	-	304+27	IH 94 WB, LT Shoulder	3003	(Upper Layer)
0010		210+28	-	295+88	IH 94 WB, RT Shoulder	1506	(Upper Layer)
0010		297+13		304+27	IH 94 WB, RT Shoulder	1506	(Upper Layer)
0010		304+27	-	323+83	IH 94 WB, LT Driving Lane Shoulder	261	Mill and Overlay Upper Layer
0010		326+23	-	347+43	IH 94 WB, LT Driving Lane Shoulder	283	Mill and Overlay Upper Layer
0010		304+00	-	323+07	IH 94 EB, RT Driving Lane Shoulder	254	Mill and Overlay Upper Layer
0010		325+47	-	346+60	IH 94 EB, RT Driving Lane Shoulder	282	Mill and Overlay Upper Layer
0010		138+04	-	143+85	STH 312 Westbound Shoulder, LT	55	(Lower Layer)
0010		129+47	-	135+07	STH 312 Westbound Shoulder, LT	81	(Lower Layer)
0010		143+29	-	147+32	STH 312 Westbound Shoulder, RT	40	(Lower Layer)
0010		145+62	-	148+00	STH 312 Westbound Shoulder, RT	19	(Lower Layer)
0010		138+04	-	143+85	STH 312 Westbound Shoulder, LT	55	(Upper Layer)
0010		129+47	-	135+07	STH 312 Westbound Shoulder, LT	81	(Upper Layer)
0010		143+29	-	147+32	STH 312 Westbound Shoulder, RT	40	(Upper Layer)
0010		145+62	-	148+00	STH 312 Westbound Shoulder, RT	19	(Upper Layer)
0010		130+77	-	133+53	STH 312 Eastbound Shoulder, RT	23	(Lower Layer)
0010		138+66	-	144+15	STH 312 Eastbound Shoulder, RT	43	(Lower Layer)
0010		145+62	-	147+92	STH 312 Eastbound Shoulder, RT	25	(Lower Layer)
0010		130+77	-	133+53	STH 312 Eastbound Shoulder, RT	23	(Upper Layer)
0010		138+66	-	144+15	STH 312 Eastbound Shoulder, RT	43	(Upper Layer)
0010		145+62	-	147+92	STH 312 Eastbound Shoulder, RT	25	(Upper Layer)
					TOTAL 0010	27,528	

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PROJECT: 1022-08-74	HWY: IH 94	COUNTY: EAU CLAIRE	MISCELLANEOUS QUANTITIES	SHEET: 291	E

EXCEL FILE NAME: N:\PDS\PROJECTS-LET\1022-08-04\ESTIMATE & QUANTITIES\10220804_est.XLSX
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PLOT DATE: 2/1/2022 7:50:21 AM PLOT BY: AARON CHRIST PLOT NAME: PLOT SCALE: 1:1

3

HMA PAVEMENT 3 HT 58-34 S

CATEGORY	STATION	TO	STATION	LOCATION	460.7243 HMA PAVEMENT 3 HT 58-34 S TON	REMARKS
0010	304+27	-	323+83	IH-94 WB Driving Lane	391	Mainline (lower layer)
0010	326+23	-	347+43	IH-94 WB Driving Lane	424	Mainline (lower layer)
0010	304+00	-	323+07	IH-94 EB Driving Lane	381	Mainline (lower layer)
0010	325+47	-	346+60	IH-94 EB Passing Lane	423	Mainline (lower layer)
0010	304+27	-	323+83	IH-94 WB, Passing Lane Shoulder, RT	130	Shoulders (lower layer)
0010	326+23	-	347+43	IH-94 WB, Passing Lane Shoulder, RT	141	Shoulders (lower layer)
0010	304+00	-	323+07	IH-94 EB, Passing Lane Shoulder, RT	318	Shoulders (lower layer)
0010	325+47	-	346+60	IH-94 EB, Passing Lane Shoulder, RT	352	Shoulders (lower layer)
0010	129+54	-	133+53	STH 312 Eastbound	87	Mainline (Middle Layer 1)
0010	133+53	-	135+41	STH 312 Eastbound	103	Mainline (Middle Layer 1)
0010	138+43	-	147+92	STH 312 Eastbound	396	Mainline (Middle Layer 1)
0010	141+73	-	144+64	STH 312 Eastbound	58	Turn-Lane (Middle Layer 1)
0010	129+47	-	135+19	STH 312 Westbound	114	Mainline (Middle Layer 1)
0010	130+00	-	134+15	STH 312 Westbound	83	Turn-Lane (Middle Layer 1)
0010	138+21	-	147+32	STH 312 Westbound	364	Mainline (Middle Layer 1)
0010	129+54	-	133+53	STH 312 Eastbound	86	Mainline (Middle Layer 2)
0010	133+53	-	135+41	STH 312 Eastbound	103	Mainline (Middle Layer 2)
0010	138+43	-	147+92	STH 312 Eastbound	396	Mainline (Middle Layer 2)
0010	141+73	-	144+64	STH 312 Eastbound	58	Turn-Lane (Middle Layer 2)
0010	129+47	-	135+19	STH 312 Westbound	114	Mainline (Middle Layer 2)
0010	130+00	-	134+15	STH 312 Westbound	83	Turn-Lane (Middle Layer 2)
0010	138+21	-	147+32	STH 312 Westbound	364	Mainline (Middle Layer 2)
0010	129+54	-	133+53	STH 312 Eastbound	104	Mainline (Bottom Layer)
0010	133+53	-	135+41	STH 312 Eastbound	124	Mainline (Bottom Layer)
0010	138+43	-	147+92	STH 312 Eastbound	475	Mainline (Bottom Layer)
0010	141+73	-	144+64	STH 312 Eastbound	70	Turn-Lane (Bottom Layer)
0010	129+47	-	135+31	STH 312 Westbound	140	Mainline (Bottom Layer)
0010	130+00	-	134+15	STH 312 Westbound	100	Turn-Lane (Bottom Layer)
0010	138+42	-	147+32	STH 312 Westbound	427	Mainline (Bottom Layer)
				TOTAL 0010	6,409	

HMA PAVEMENT 4 HT 58-34 V

CATEGORY	STATION	TO	STATION	LOCATION	460.7644 HMA PAVEMENT 4 HT 58-34 V TON	REMARKS
0010	304+27	-	323+83	IH-94 WB Driving Lane	300	Mainline (Upper Layer)
0010	326+23	-	347+43	IH-94 WB Driving Lane	325	Mainline (Upper Layer)
0010	304+27	-	323+83	IH-94 WB Passing Lane	300	Mainline (Upper Layer)
0010	326+23	-	347+43	IH-94 WB Passing Lane	326	Mainline (Upper Layer)
0010	304+00	-	323+07	IH-94 EB Driving Lane	292	Mainline (Upper Layer)
0010	325+47	-	346+61	IH-94 EB Driving Lane	324	Mainline (Upper Layer)
0010	304+00	-	323+07	IH-94 EB Passing Lane	292	Mainline (Upper Layer)
0010	325+47	-	346+61	IH-94 EB Passing Lane	324	Mainline (Upper Layer)
0010	304+27	-	323+83	IH-94 WB, RT	100	Shoulder (Upper Layer)
0010	326+23	-	347+43	IH-94 WB, RT	108	Shoulder (Upper Layer)
0010	304+00	-	323+07	IH-94 EB, LT	97	Shoulder (Upper Layer)
0010	325+47	-	346+61	IH-94 EB, LT	108	Shoulder (Upper Layer)
0010	129+54	-	133+53	STH 312 Eastbound	66	Mainline (Upper Layer)
0010	133+53	-	135+41	STH 312 Eastbound	79	Mainline (Upper Layer)
0010	138+43	-	147+92	STH 312 Eastbound	303	Mainline (Upper Layer)
0010	141+73	-	144+64	STH 312 Eastbound	45	Turn-Lane (Upper Layer)
0010	129+47	-	135+19	STH 312 Westbound	88	Mainline (Upper Layer)
0010	130+00	-	134+15	STH 312 Westbound	64	Turn-Lane (Upper Layer)
0010	138+21	-	147+32	STH 312 Westbound	279	Mainline (Upper Layer)
				TOTAL 0010	3,820	

MATERIAL TRANSFER VEHICLE (1022-08-74)

CATEGORY	STATION	TO	STATION	LOCATION	460.9000.S MATERIAL TRANSFER VEHICLE (1022-08-74) EACH	REMARKS
0010	304+27	-	347+43	PROJECT	1	WB Driving Lane
				TOTAL 0010	1	

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POSTS WOOD 4X6-INCH X 16-FT

CATEGORY	SIGN NO.	SIGN MESSAGE	ROADWAY	STATION	LOCATION	SIGN CODE	SIZE INCH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	REMARKS
0010	6-3	Sequence Sign-Highways __ Miles -	IH 94	136+44	EB, RT	E8-1	E8-1	2	WP 4 x 6 16 ft.
						TOTAL 0010		2	

SIGN SUPPORTS STRUCTURAL STEEL HS

CATEGORY	SIGN NO.	POST SIZE	STATION	LOCATION	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	REMARKS
0010	1-1	W12"x 22.0"	52+39	EB, RT	1,392	Sign 1-1 & 1-2
0010	4-1	W12"x 22.0"	77+18	WB, LT	1,392	Sign 4-1 & 4-2
0010	6-1	W12"x 22.0"	136+44	WB, LT	1,314	Sign 6-1 & 6-2
				TOTAL 0010	4,098	

SIGNS TYPE I REFLECTIVE SH

CATEGORY	SIGN NO.	SIGN MESSAGE		ROADWAY	STATION	LOCATION	SIZE CODE	SIZE INCHES	637.1220 SIGNS TYPE I REFLECTIVE SH SF	REMARKS
0010	4-2	Exit Number for E1-1 & E4-1	59		77+18	WB, LT	E1-5-P	108 x 30	22.50	WP 4 x 6 16 ft.
0010	4-1	Exit Direction Sign with Arrow	12 312 EE		77+18	WB, LT	E4-1-A	276 x 162	310.50	
0010	6-1	Advance Exit Guide Sign, 1 Mile	12 312 EE	IH 94	132+20	WB, LT	E1-1-A			
0010	6-2	Exit Number for E1-1 & E4-1	59	IH 94	132+20	WB, LT	E1-5-P	108 X 30	22.50	
0010	1-1	Exit Number for E1-1 & E4-1	59	IH 94	52+39	EB, RT	E1-5-P	108 X 30	22.50	
0010	1-1	Exit Direction Sign with Arrow	12 312 EE	IH 94	52+39	EB, RT	E4-1-A	300 x 132	275.00	WP 4 x 6 16 ft.
0010	6-3	Sequence Sign-Highways __ Miles	Hwy 37 4	IH 94	136+44	EB, RT	E8-1	168 x 90	105.00	WP 4 x 6 16 ft.
0010	2-1	Exit Gore Sign (Overhead)	94 West, St Paul, Exit [TR] Only	STH 312/ CTH EE	145+70	WB, LT	E4-1A	168 X 126	147.00	Existing Sign Bridge (S-18-41), Overhead
0010	2-2	Advanced Exit Guide Sign (Overhead)	94 EAST, Madison, [TL]	STH 312/ CTH EE	145+70	WB, LT	E4-1A	132 X 120	110.00	Existing Sign Bridge (S-18-41), Overhead
								TOTAL 0010	1,015.00	

SIGNS TYPE II REFLECTIVE H

CATEGORY	SIGN NO.	SIGN MESSAGE	ROADWAY	STATION	LOCATION	SIGN CODE	SIZE INCH	637.2210 SIGNS TYPE II REFLECTIVE H SF	REMARKS
0010	6-3	Sequence Sign-Highways __ Miles	IH 94	136+44	EB, RT	E8-1	168 x 90	105.00	WP 4 x 6 16 ft.
							TOTAL 0010	105.00	

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Revised Sheet 313
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PROJECT: 1022-08-74	HWY: IH 94	COUNTY: EAU CLAIRE	MISCELLANEOUS QUANTITIES	SHEET: 313	E

REMOVING STRUCTURAL STEEL SIGN SUPPORTS

CATEGORY	SIGN NO.	STATION	LOCATION	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	REMARKS
0010	1-1	52+39	EB, RT	1	Signs 1-1 & 1-2
0010	4-1	77+18	WB, LT	1	Signs 4-1 & 4-2
0010	6-1	132+20	WB, LT	1	Signs 6-1 & 6-2
			TOTAL 0010	3	

FIELD OFFICE TYPE C

CATEGORY	STATION	TO	STATION	LOCATION	642.5201 FIELD OFFICE TYPE C EACH
0010	49+00	-	196+00	PROJECT	1
				TOTAL 0010	1

TRAFFIC CONTROL BARRICADES TYPE III

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	REMARKS
0010	1	29+00	-	73+63	WB, RT	51	WB Median X-over
0010	1	217+18	-	247+00	WB, RT	48	EB Median X-over
0010	2A	49+00	-	194+00	WB	2444	WB Construction
0010	2B	72WB+75	-	75EB+95	SE Ramp X-over	208	
0010	3A	49+00	-	196+00	EB	2958	EB Construction
0010	3B	217WB+18	-	239EB+00	SW Ramp X-over	272	
0010	3C	60+84	-	66+54	SW Ramp X-over	320	SWL '3SC'
0010	4A	129+50	-	147+32	STH 312, WB	600	
0010	4B	129+50	-	147+32	STH 312, WB	600	Paint EB Passing Lane White and Centerline Double Yellow
0010	5	129+50	-	147+92	STH 312, EB Driving Lane	192	EB Passing Lane
0010	6	129+50	-	147+92	STH 312, EB Passing Lane	304	EB Driving Lane
0010	7	304+27	-	346+61	IH 94, WB	90	Mill & Overlay
0010	8	304+00	-	347+43	IH 94, EB	90	Mill & Overlay
					TOTAL 0010	8,177	

TRAFFIC CONTROL DRUMS

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	643.0300 TRAFFIC CONTROL DRUMS DAY	REMARKS
0010	1	43+00	-	82+50	EB, LT	1040	STAGE 1
0010	1	29+00	-	73+63	WB, RT	680	STAGE 1
0010	1	217+18	-	247+00	WB, RT	640	STAGE 1
0010	1	222+00	-	247+00	EB, LT	640	STAGE 1
0010	2A	49+00	-	194+00	I 94, WB	18800	WB Construction
0010	2A	49+00		194+00	I 94, WB	12180	WB Construction
0010	2B	72W+75	-	82EB+50	SE Ramp X-over	1680	SE Ramp X-over
0010	3A	49+00	-	196+00	I 94, EB	19575	EB Construction
0010	3A	49+00		196+00	I 94, EB	12348	EB Construction
0010	3B	16+00	-	20+00	SW Ramp X-over	240	
0010	3C	58WB+22	-	61EB+00	SW Ramp X-over	2480	STAGE 3C
0010	4A	129+50	-	148+00	STH 312, WB	3775	
0010	4B	129+50	-	148+00	STH 312, EB	4080	Paint EB Passing Line
0010	5	129+50	-	148+00	STH 312, EB, Passing Lane	2448	
0010	6	129+50	-	147+32	STH 312, EB, Driving Lane	1680	
0010	Mill & Overlay	304+27	-	346+61	IH-94, WB	1850	
0010	Mill & Overlay	304+00	-	347+43	I-94, EB	1850	
					TOTAL 0010	85,986	

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Revised Sheet 315
May 5, 2022

BASIC TRAFFIC QUEUE WARNING SYSTEM

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	643.1205.S BASIC TRAFFIC QUEUE WARNING SYSTEM DAY
0010	2	49+00	-	194+00	IH 94, WB	45
0010	3	49+00	-	196+00	IH 94, EB	45
					TOTAL 0010	90

TRAFFIC CONTROL INTERIM LANE CLOSURE

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	643.4100.S TRAFFIC CONTROL INTERIM LANE CLOSURE EACH	REMARKS
0010	1					14	Temporary Work
0010	2	49+00	-	194+00	IH 94, WB	2	
0010	3	49+00	-	196+00	IH 94, EB	2	
0010	3D				EB	14	Removing Temporary Work
0010	Mill & Overlay	304+43	-	347+43	WB	28	
0010	Mill & Overlay	304+27	-	346+61	EB	28	
					TOTAL 0010	88	

TRAFFIC CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	643.5000 TRAFFIC CONTROL EACH
0010	49+00	-	196+00	IH 94, EB	1
				TOTAL 0010	1

GEOTEXTILE TYPE HR

CATEGORY	STAGE	STATION	LOCATION	645.0120 GEOTEXTILE TYPE HR SY
0010	2	121+88	WB, LT	13
0010	6	139+36	STH 312, EB, Driving Lane, RT	5
			TOTAL 0010	18

MARKING LINE EPOXY 4-INCH

CATEGORY	STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH LF	REMARKS
0010	129+47	-	143+86	STH 312, WB, LT	1,439	Edgeline - White
0010	130+80	-	143+85	STH 312, WB, RT	1,305	Edgeline - Yellow
0010	129+54	-	143+86	STH 312, WB, LT	1,439	Edgeline - White
0010	129+47	-	143+86	STH 312, WB, LT	1,439	Edgeline - White
0010	142+72	-	143+30	STH 312, WB, LT	58	Edgeline - White
0010	144+45	-	147+32	STH 312, WB	287	Edgeline - Yellow
0010	142+78	-	147+90	STH 312, WB, LT	512	Edgeline - White
0010	143+86	-	144+66	STH 312, WB	80	Edgeline - Yellow
0010	146+27	-	147+92	STH 312, WB, LT	41	Edgeline - White Dash
0010	129+54	-	130+11	STH 312, EB, RT	57	Edgeline - White
0010	129+54	-	130+09	STH 312, EB	55	Edgeline - Yellow
0010	130+27	-	133+52	STH 312, EB, RT	325	Edgeline - White
0010	130+92	-	143+96	STH 312, EB	1,304	Edgeline - Yellow
0010	133+52	-	147+98	STH 312, EB, RT	392	Centerline Dashed - White
0010	134+75	-	144+38	STH 312, EB, RT	963	Edgeline - White
0010	144+52	-	147+98	STH 312, EB, RT	346	Edgeline - White
0010	144+65	-	147+92	STH 312, EB	327	Edgeline - Yellow
0010	304+43	-	347+43	WB, LT	4,300	Edgeline - White
0010	304+43	-	347+43	WB, RT	1,075	Centerline - Skips
0010	304+43	-	347+43	WB	4,300	Edgeline - Yellow
0010	304+27	-	346+61	EB, RT	4,234	Edgeline - White
0010	304+27	-	346+61	EB, RT	1,063	Centerline - Skips
0010	304+27	-	346+61	EB	4,234	Edgeline - Yellow
				TOTAL 0010	29,575	

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Revised Sheet 319
May 5, 2022

SPECIAL (.03 CONCRETE PAVEMENT REPAIR NON DOWELED)

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0180.03 SPECIAL (.03 CONCRETE PAVEMENT REPAIR NON DOWELED) SY	REMARKS
0010	304+43	-	347+43	IH 94 WB	136	UNDISTRIBUTED
0010	304+27	-	346+61	IH 94 EB	85	UNDISTRIBUTED
				TOTAL 0010	221	

SPECIAL (04. CONCRETE PAVEMENT REPLACEMENT NON DOWELED)

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0180.04 SPECIAL (.04 CONCRETE PAVEMENT REPLACEMENT NON DOWELED) SY	REMARKS
0010	304+43	-	347+43	WB	50	UNDISTRIBUTED
0010	304+27	-	346+61	EB	50	UNDISTRIBUTED
				TOTAL 0010	100	

Addendum No. 01
ID 1022-08-74
Added Sheet 331A
May 5, 2022

Addendum No. 01
ID 1022-08-74
Added Sheet 635A
May 5, 2022

Division -- IH 94 East X-over

			AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS in Fill	Mass Ordinate
									Note 1	Note 2	Note 3				1.00 Note 1	1.25	1.50 Note 4	1.10	1.30 Note 5	0.60 Note 6	0.80 Note 7	Note 8
231+52.05	23152.05	0.00	23.23	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
232+00	23200.00	47.95	25.23	0.00	0.00	0.00	0.00	0.00	43	0	0	0	0	0	43	0	0	0	0	0	0	43
232+50	23250.00	50.00	17.96	0.00	0.00	0.00	0.00	0.00	40	0	0	0	0	0	83	0	0	0	0	0	0	83
233+00	23300.00	50.00	12.60	0.00	1.30	0.00	0.00	0.00	28	0	1	0	0	0	111	2	0	0	0	0	0	110
233+50	23350.00	50.00	11.98	0.00	1.03	0.00	0.00	0.00	23	0	2	0	0	0	134	4	0	0	0	0	0	130
234+00	23400.00	50.00	11.33	0.00	0.35	0.00	0.00	0.00	22	0	1	0	0	0	156	6	0	0	0	0	0	150
234+50	23450.00	50.00	16.10	0.00	0.00	0.00	0.00	0.00	25	0	0	0	0	0	181	6	0	0	0	0	0	175
235+00	23500.00	50.00	15.11	0.00	0.00	0.00	0.00	0.00	29	0	0	0	0	0	210	6	0	0	0	0	0	204
235+50	23550.00	50.00	13.64	0.00	0.00	0.00	0.00	0.00	27	0	0	0	0	0	237	6	0	0	0	0	0	230
236+00	23600.00	50.00	12.07	0.00	0.00	0.00	0.00	0.00	24	0	0	0	0	0	260	6	0	0	0	0	0	254
236+50	23650.00	50.00	13.20	0.00	0.00	0.00	0.00	0.00	23	0	0	0	0	0	284	6	0	0	0	0	0	278
237+00	23700.00	50.00	13.80	0.00	0.00	0.00	0.00	0.00	25	0	0	0	0	0	309	6	0	0	0	0	0	303
237+50	23750.00	50.00	13.23	0.00	0.00	0.00	0.00	0.00	25	0	0	0	0	0	334	6	0	0	0	0	0	328
238+00	23800.00	50.00	13.33	0.00	0.00	0.00	0.00	0.00	25	0	0	0	0	0	358	6	0	0	0	0	0	352
238+50	23850.00	50.00	11.99	0.00	0.00	0.00	0.00	0.00	23	0	0	0	0	0	382	6	0	0	0	0	0	376
239+00	23900.00	50.00	13.77	0.00	0.00	0.00	0.00	0.00	24	0	0	0	0	0	406	6	0	0	0	0	0	400
			Column Total						406													

NOTES:		
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL	
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS	
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME	
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)	NOTE 4 - SELECT ONE BASED ON INPUT DIALOG SELECTION
5 - EXPANDED EBS	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)	NOTE 5 - SELECT ONE BASED ON INPUT DIALOG SELECTION
6 - REDUCED MARSH IN FILL	REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL	NOTE 6 - IF EXCAVATED MARSH CAN BE USED IN FILL
7 - REDUCED EBS IN FILL	REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL	NOTE 7 - IF EXCAVATED EBS CAN BE USED IN FILL
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]	NOTE 8 - SELECT ONE BASED ON MASS HAUL INPUT DIALOG SELECTION. EBS AND MARSH EXC USED OUTSIDE 1:1 IN FILL SLOPES
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]	EBS AND MARSH EXC USED OUTSIDE 1:1 IN FILL SLOPES
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - EXPANDED ROCK) * FILL FACTOR)]	MARSH AND EBS ARE NOT USABLE OUTSIDE THE 1:1 SLOPES
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)]	MARSH AND EBS ARE NOT USABLE OUTSIDE THE 1:1 SLOPES

Addendum No. 01
ID 1022-08-74
Added Sheet 642A
May 5, 2022

Division -- Southeast Ramp Stage 2A

			AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Expanded Rock 1.10	Expanded EBS Backfill 1.30	Reduced Marsh in Fill 0.60	Reduced EBS in Fill 0.80	Mass Ordinate
									Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
73+10.13	7310.13	0.00	23.07	0.00	0.13	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
73+50	7350.00	39.87	23.94	0.00	0.03	0.00	0.00	0.00	35	0	0	0	0	0	35	0	0	0	0	0	0	35
74+00	7400.00	50.00	26.65	0.00	0.00	0.00	0.00	0.00	47	0	0	0	0	0	82	0	0	0	0	0	0	81
74+50	7450.00	50.00	24.64	0.00	0.00	0.00	0.00	0.00	47	0	0	0	0	0	129	0	0	0	0	0	0	129
75+00	7500.00	50.00	23.43	0.00	0.00	0.00	0.00	0.00	45	0	0	0	0	0	174	0	0	0	0	0	0	173
75+50	7550.00	50.00	20.24	0.00	0.03	0.00	0.00	0.00	40	0	0	0	0	0	214	0	0	0	0	0	0	214
76+00	7600.00	50.00	16.60	0.00	1.77	0.00	0.00	0.00	34	0	2	0	0	0	248	2	0	0	0	0	0	246
76+50	7650.00	50.00	17.92	0.00	1.12	0.00	0.00	0.00	32	0	3	0	0	0	280	6	0	0	0	0	0	274
77+00	7700.00	50.00	21.35	0.00	0.00	0.00	0.00	0.00	36	0	1	0	0	0	316	7	0	0	0	0	0	310
77+50	7750.00	50.00	19.70	0.00	0.26	0.00	0.00	0.00	38	0	0	0	0	0	354	7	0	0	0	0	0	347
78+00	7800.00	50.00	18.08	0.00	0.13	0.00	0.00	0.00	35	0	0	0	0	0	389	8	0	0	0	0	0	382
78+50	7850.00	50.00	19.04	0.00	0.07	0.00	0.00	0.00	34	0	0	0	0	0	424	8	0	0	0	0	0	416
79+00	7900.00	50.00	17.09	0.00	0.48	0.00	0.00	0.00	33	0	1	0	0	0	457	9	0	0	0	0	0	449
79+50	7950.00	50.00	13.75	0.00	2.41	0.00	0.00	0.00	29	0	3	0	0	0	486	12	0	0	0	0	0	474
80+00	8000.00	50.00	14.22	0.00	3.63	0.00	0.00	0.00	26	0	6	0	0	0	512	19	0	0	0	0	0	493
80+50	8050.00	50.00	13.79	0.00	4.00	0.00	0.00	0.00	26	0	7	0	0	0	538	28	0	0	0	0	0	510
81+00	8100.00	50.00	13.63	0.00	2.86	0.00	0.00	0.00	25	0	6	0	0	0	563	36	0	0	0	0	0	527
81+50	8150.00	50.00	12.86	0.00	2.96	0.00	0.00	0.00	25	0	5	0	0	0	588	42	0	0	0	0	0	545
82+00	8200.00	50.00	14.33	0.00	3.69	0.00	0.00	0.00	25	0	6	0	0	0	613	50	0	0	0	0	0	563
82+50	8250.00	50.00	15.27	0.00	2.64	0.00	0.00	0.00	27	0	6	0	0	0	640	57	0	0	0	0	0	583
83+00	8300.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	14	0	2	0	0	0	654	60	0	0	0	0	0	594
83+50	8350.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	654	60	0	0	0	0	0	594
84+00	8400.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	654	60	0	0	0	0	0	594
84+27.57	8427.57	27.57	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	654	60	0	0	0	0	0	594
							Column Total		654	0	48	0	0	0								

NOTES:		
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL	
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS	
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME	
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)	NOTE 4 - SELECT ONE BASED ON INPUT DIALOG SELECTION
5 - EXPANDED EBS	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)	NOTE 5 - SELECT ONE BASED ON INPUT DIALOG SELECTION
6 - REDUCED MARSH IN FILL	REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL	NOTE 6 - IF EXCAVATED MARSH CAN BE USED IN FILL
7 - REDUCED EBS IN FILL	REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL	NOTE 7 - IF EXCAVATED EBS CAN BE USED IN FILL
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]	NOTE 8 - SELECT ONE BASED ON MASS HAUL INPUT DIALOG SELECTION EBS AND MARSH EXC USED OUTSIDE 1:1 IN FILL SLOPES
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]	EBS AND MARSH EXC USED OUTSIDE 1:1 IN FILL SLOPES
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - EXPANDED ROCK) * FILL FACTOR)]	MARSH AND EBS ARE NOT USABLE OUTSIDE THE 1:1 SLOPES
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)]	MARSH AND EBS ARE NOT USABLE OUTSIDE THE 1:1 SLOPES

9

9

PROJECT NO: 1022-08-74 | HWY: I 94 | COUNTY: EAU CLAIRE | EARTHWORK: SE Ramp Stage 2A | SHEET 642A | E

FILE NAME : N:\PDS\C3D\1022080 4\SHEETSPLAN\EARTHWORK TABLE\SOUTHEAST RAMP\090201_EWK-SOUTHEAST_RAMP_STAGE_2A_STA._73+10.13_EB - STA._84+27.57_EB.DWG
LAYOUT NAME - X-Section 1 IN 5 FT Horiz 5 FT Vert (2)
PLOT DATE : 11/1/2021 8:38 AM
PLOT BY : CHRIST, AARON D
PLOT NAME :
PLOT SCALE : 1 IN:5 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

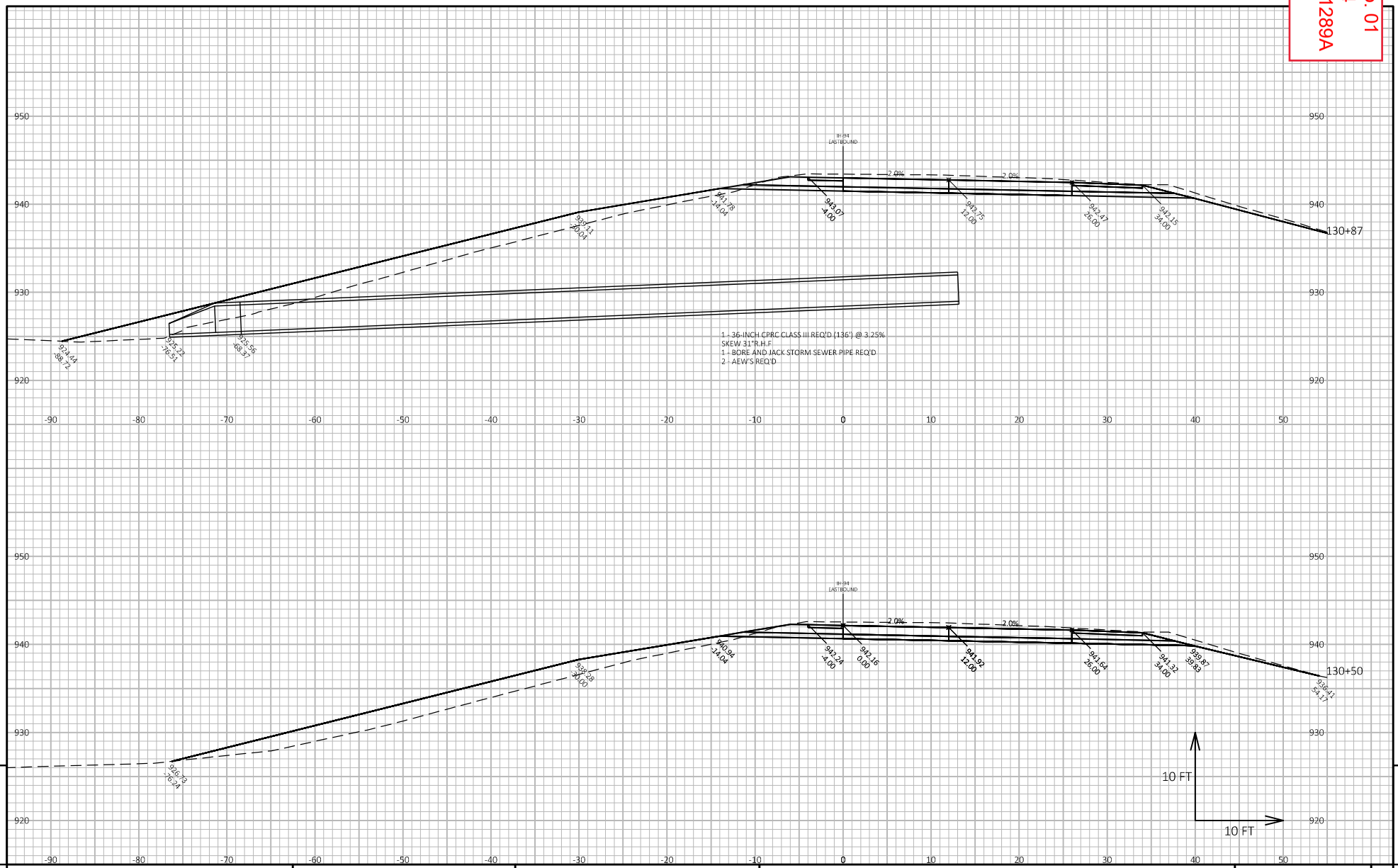
Addendum No. 01
ID 1022-08-74
Added Sheet 654A
May 5, 2022

Division -- SW Loop

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)								
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS/BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 1.00	MASS ORDINATE
									NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8
06+51.52	651.52	0.00	13.86	0.00	15.08	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07+00	700.00	48.48	15.68	0.00	7.18	0.00	0.00	0.00	27	0	20	0	0	0	27	25	0	0	0	0	0	2
07+50	750.00	50.00	21.64	0.00	4.25	0.00	0.00	0.00	35	0	11	0	0	0	61	38	0	0	0	0	0	23
08+00	800.00	50.00	38.63	0.00	4.57	0.00	0.00	0.00	56	0	8	0	0	0	117	48	0	0	0	0	0	68
08+50	850.00	50.00	53.20	0.00	0.98	0.00	0.00	0.00	85	0	5	0	0	0	202	55	0	0	0	0	0	147
09+00	900.00	50.00	57.60	0.00	1.29	0.00	0.00	0.00	103	0	2	0	0	0	305	57	0	0	0	0	0	247
09+50	950.00	50.00	72.66	0.00	3.45	0.00	0.00	0.00	121	0	4	0	0	0	425	63	0	0	0	0	0	362
10+00	1000.00	50.00	56.02	0.00	20.98	0.00	0.00	0.00	119	0	23	0	0	0	544	91	0	0	0	0	0	453
10+50	1050.00	50.00	66.27	0.00	29.74	0.00	0.00	0.00	113	0	47	0	0	0	657	150	0	0	0	0	0	508
11+00	1100.00	50.00	58.93	0.00	5.36	0.00	0.00	0.00	116	0	32	0	0	0	773	191	0	0	0	0	0	583
11+50	1150.00	50.00	53.33	0.00	0.11	0.00	0.00	0.00	104	0	5	0	0	0	877	197	0	0	0	0	0	680
12+00	1200.00	50.00	49.05	0.00	1.69	0.00	0.00	0.00	95	0	2	0	0	0	972	199	0	0	0	0	0	773
12+50	1250.00	50.00	54.10	0.00	2.02	0.00	0.00	0.00	96	0	3	0	0	0	1,068	203	0	0	0	0	0	864
13+00	1300.00	50.00	46.93	0.00	0.12	0.00	0.00	0.00	94	0	2	0	0	0	1,161	206	0	0	0	0	0	955
13+50	1350.00	50.00	57.78	0.00	4.44	0.00	0.00	0.00	97	0	4	0	0	0	1,258	211	0	0	0	0	0	1,047
14+00	1400.00	50.00	42.70	0.00	2.46	0.00	0.00	0.00	93	0	6	0	0	0	1,351	219	0	0	0	0	0	1,132
14+50	1450.00	50.00	46.80	0.00	2.58	0.00	0.00	0.00	83	0	5	0	0	0	1,434	225	0	0	0	0	0	1,209
15+00	1500.00	50.00	44.79	0.00	4.33	0.00	0.00	0.00	85	0	6	0	0	0	1,519	233	0	0	0	0	0	1,286
15+50	1550.00	50.00	45.11	0.00	1.16	0.00	0.00	0.00	83	0	5	0	0	0	1,602	239	0	0	0	0	0	1,363
16+00	1600.00	50.00	44.85	0.00	2.25	0.00	0.00	0.00	83	0	3	0	0	0	1,685	243	0	0	0	0	0	1,442
16+50	1650.00	50.00	41.72	0.00	10.41	0.00	0.00	0.00	80	0	12	0	0	0	1,766	258	0	0	0	0	0	1,508
17+00	1700.00	50.00	44.05	0.00	6.78	0.00	0.00	0.00	79	0	16	0	0	0	1,845	278	0	0	0	0	0	1,567
17+50	1750.00	50.00	49.76	0.00	0.00	0.00	0.00	0.00	87	0	6	0	0	0	1,932	285	0	0	0	0	0	1,646
18+00	1800.00	50.00	42.79	0.00	1.19	0.00	0.00	0.00	86	0	1	0	0	0	2,018	287	0	0	0	0	0	1,731
18+50	1850.00	50.00	78.32	0.00	0.00	0.00	0.00	0.00	112	0	1	0	0	0	2,130	288	0	0	0	0	0	1,841
19+00	1900.00	50.00	59.80	0.00	6.59	0.00	0.00	0.00	128	0	6	0	0	0	2,258	296	0	0	0	0	0	1,962
19+50	1950.00	50.00	50.21	0.00	5.01	0.00	0.00	0.00	102	0	11	0	0	0	2,359	309	0	0	0	0	0	2,050
20+00	2000.00	50.00	42.42	0.00	18.07	0.00	0.00	0.00	86	0	21	0	0	0	2,445	336	0	0	0	0	0	2,109
20+50	2050.00	50.00	40.67	0.00	7.47	0.00	0.00	0.00	77	0	24	0	0	0	2,522	366	0	0	0	0	0	2,157
21+00	2100.00	50.00	42.76	0.00	0.00	0.00	0.00	0.00	77	0	7	0	0	0	2,599	374	0	0	0	0	0	2,225
21+50	2150.00	50.00	41.73	0.00	18.87	0.00	0.00	0.00	78	0	17	0	0	0	2,678	396	0	0	0	0	0	2,282
22+00	2200.00	50.00	45.84	0.00	26.75	0.00	0.00	0.00	81	0	42	0	0	0	2,759	449	0	0	0	0	0	2,310
22+50	2250.00	50.00	40.44	0.00	6.77	0.00	0.00	0.00	80	0	31	0	0	0	2,839	488	0	0	0	0	0	2,351
23+00	2300.00	50.00	32.34	0.00	0.58	0.00	0.00	0.00	67	0	7	0	0	0	2,906	496	0	0	0	0	0	2,410
23+50	2350.00	50.00	29.03	0.00	3.65	0.00	0.00	0.00	57	0	4	0	0	0	2,963	501	0	0	0	0	0	2,462
24+00	2400.00	50.00	43.16	0.00	31.03	0.00	0.00	0.00	67	0	32	0	0	0	3,030	541	0	0	0	0	0	2,488
24+50	2450.00	50.00	52.72	0.00	32.24	0.00	0.00	0.00	89	0	59	0	0	0	3,118	614	0	0	0	0	0	2,504
25+00	2500.00	50.00	58.21	0.00	4.59	0.00	0.00	0.00	103	0	34	0	0	0	3,221	657	0	0	0	0	0	2,564
25+50	2550.00	50.00	57.44	0.00	0.60	0.00	0.00	0.00	107	0	5	0	0	0	3,328	663	0	0	0	0	0	2,665
26+00	2600.00	50.00	43.37	0.00	0.14	0.00	0.00	0.00	93	0	1	0	0	0	3,422	664	0	0	0	0	0	2,758
26+50	2650.00	50.00	24.61	0.00	0.33	0.00	0.00	0.00	63	0	0	0	0	0	3,484	664	0	0	0	0	0	2,820
27+00	2700.00	50.00	26.17	0.00	0.12	0.00	0.00	0.00	47	0	0	0	0	0	3,531	665	0	0	0	0	0	2,867
27+50	2750.00	50.00	26.17	0.00	0.00	0.00	0.00	0.00	48	0	0	0	0	0	3,580	665	0	0	0	0	0	2,915
28+00	2800.00	50.00	27.88	0.00	0.00	0.00	0.00	0.00	50	0	0	0	0	0	3,630	665	0	0	0	0	0	2,965
28+50	2850.00	50.00	29.79	0.00	0.00	0.00	0.00	0.00	53	0	0	0	0	0	3,683	665	0	0	0	0	0	3,018
28+64.27	2864.27	14.27	29.36	0.00	0.00	0.00	0.00	0.00	16	0	0	0	0	0	3,699	665	0	0	0	0	0	3,034
							Column Total		3,699	1,967	532	0	0	0								

NOTES:		
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL	
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS	
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME	
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)	NOTE 4 - SELECT ONE BASED ON INPUT DIALOG SELECTION
5 - EXPANDED EBS	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)	NOTE 5 - SELECT ONE BASED ON INPUT DIALOG SELECTION
6 - REDUCED MARSH IN FILL	REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL	NOTE 6 - IF EXCAVATED MARSH CAN BE USED IN FILL
7 - REDUCED EBS IN FILL	REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL	NOTE 7 - IF EXCAVATED EBS CAN BE USED IN FILL
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]	NOTE 8 - SELECT ONE BASED ON MASS HAUL INPUT DIALOG SELECTION. EBS AND MARSH EXC USED OUTSIDE 1:1 IN FILL SLOPES
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]	EBS AND MARSH EXC USED OUTSIDE 1:1 IN FILL SLOPES
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - EXPANDED ROCK) * FILL FACTOR)]	MARSH AND EBS ARE NOT USABLE OUTSIDE THE 1:1 SLOPES
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)]	MARSH AND EBS ARE NOT USABLE OUTSIDE THE 1:1 SLOPES

Addendum No. 01
ID 1022-08-74
Added Sheet 1289A
May 5, 2022

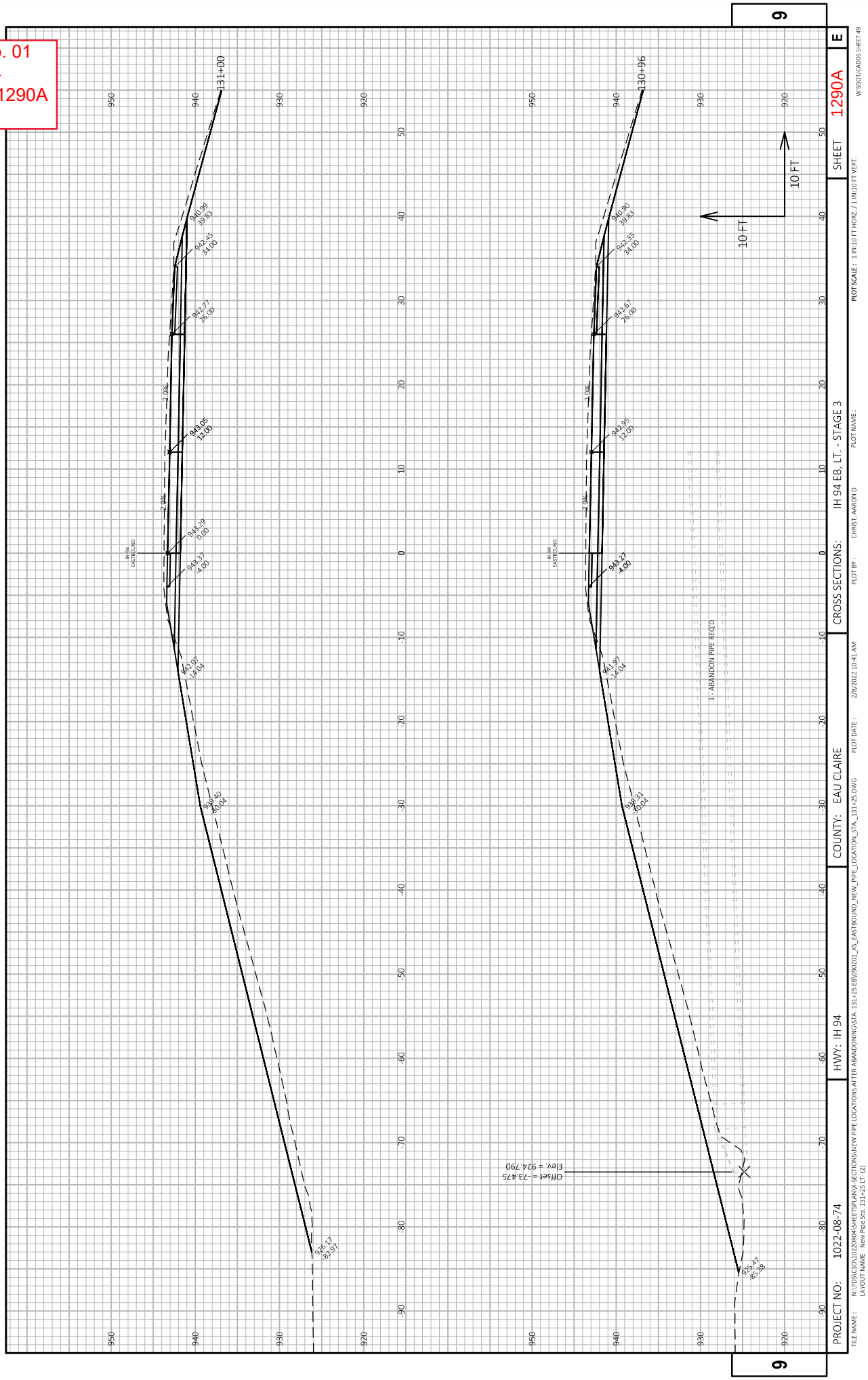


9 9

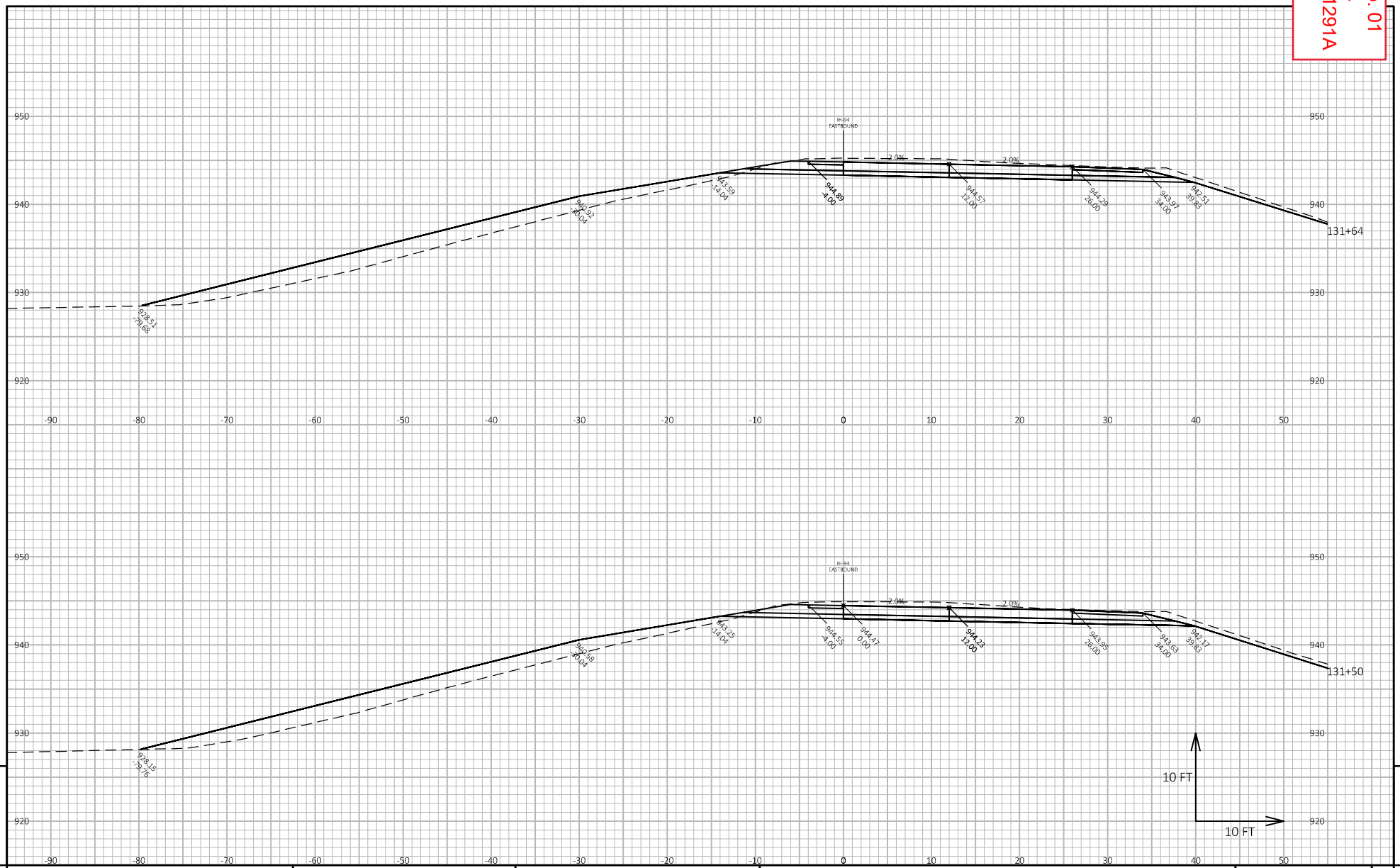
PROJECT NO: 1390-08-74	HWY: IH 94	COUNTY: EAU CLAIRE	CROSS SECTIONS: IH 94 EB, LT. - STAGE 3	SHEET 1289A	E

FILE NAME : N:\PDS\C3D\10220804\SHEETSPLAN\X-SECTIONS\NEW PIPE LOCATIONS AFTER ABANDONING\STA. 131+25 EB\090201_XS_EASTBOUND_NEW_PIPE_LOCATION_STA._131+25.DWG
LAYOUT NAME - New Pipe Sta. 131+25 LT- (1)
PLOT DATE : 2/8/2022 10:40 AM PLOT BY : CHRIST, AARON D PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

Addendum No. 01
ID 1022-08-74
Added Sheet 1290A
May 5, 2022



Addendum No. 01
ID 1022-08-74
Added Sheet 1291A
May 5, 2022

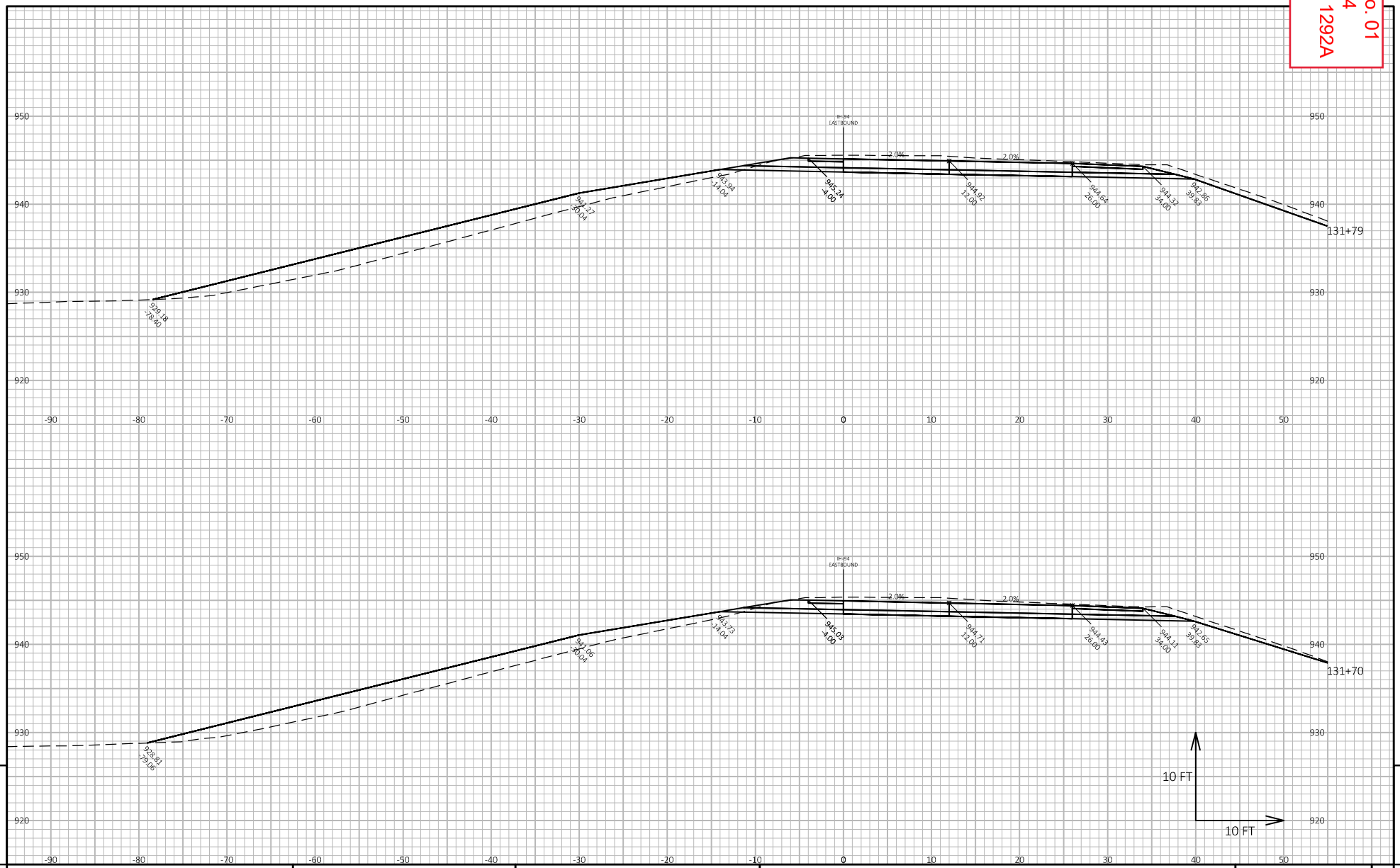


9 9

PROJECT NO: 1390-08-74	HWY: IH 94	COUNTY: EAU CLAIRE	CROSS SECTIONS: IH 94 EB, LT. - STAGE 3	SHEET 1291A	E

FILE NAME : N:\PDS\C3D\10220804\SHEETSPLAN\X-SECTIONS\NEW PIPE LOCATIONS AFTER ABANDONING\STA. 131+25 EB\090201_XS_EASTBOUND_NEW_PIPE_LOCATION_STA._131+25.DWG
LAYOUT NAME - New Pipe Sta. 131+25 LT- (3)
PLOT DATE : 2/8/2022 10:41 AM
PLOT BY : CHRIST, AARON D
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

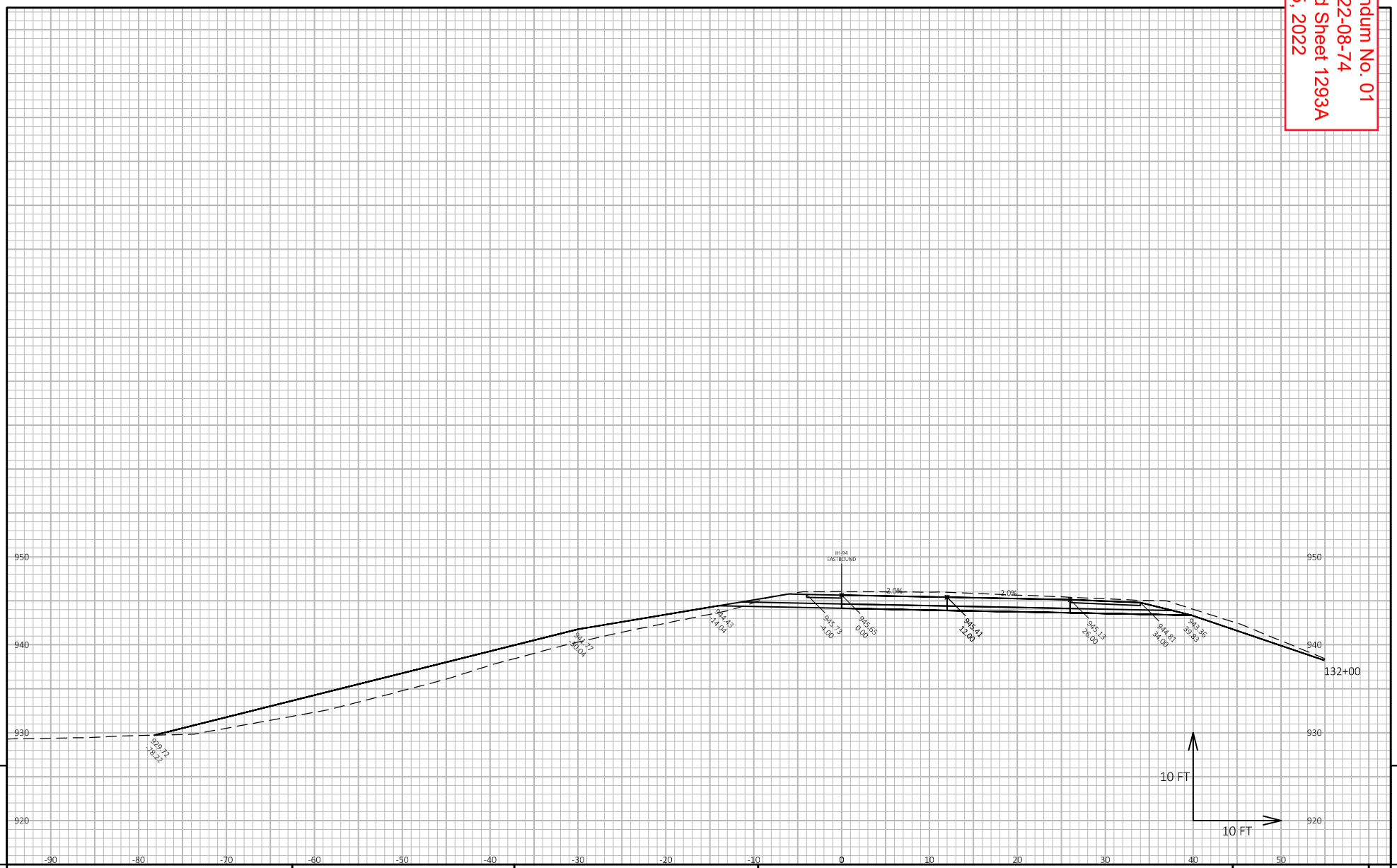
Addendum No. 01
ID 1022-08-74
Added Sheet 1292A
May 5, 2022



PROJECT NO: 1390-08-74	HWY: IH 94	COUNTY: EAU CLAIRE	CROSS SECTIONS: IH 94 EB, LT. - STAGE 3	SHEET 1292A	E

FILE NAME : N:\PDS\C3D\10220804\SHEETSPLAN\X-SECTIONS\NEW PIPE LOCATIONS AFTER ABANDONING\STA. 131+25 EB\090201_XS_EASTBOUND_NEW_PIPE_LOCATION_STA._131+25.DWG
LAYOUT NAME - New Pipe Sta. 131+25 LT- (4)
PLOT DATE : 2/8/2022 10:42 AM
PLOT BY : CHRIST, AARON D
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Addendum No. 01
ID 1022-08-74
Added Sheet 1293A
May 5, 2022

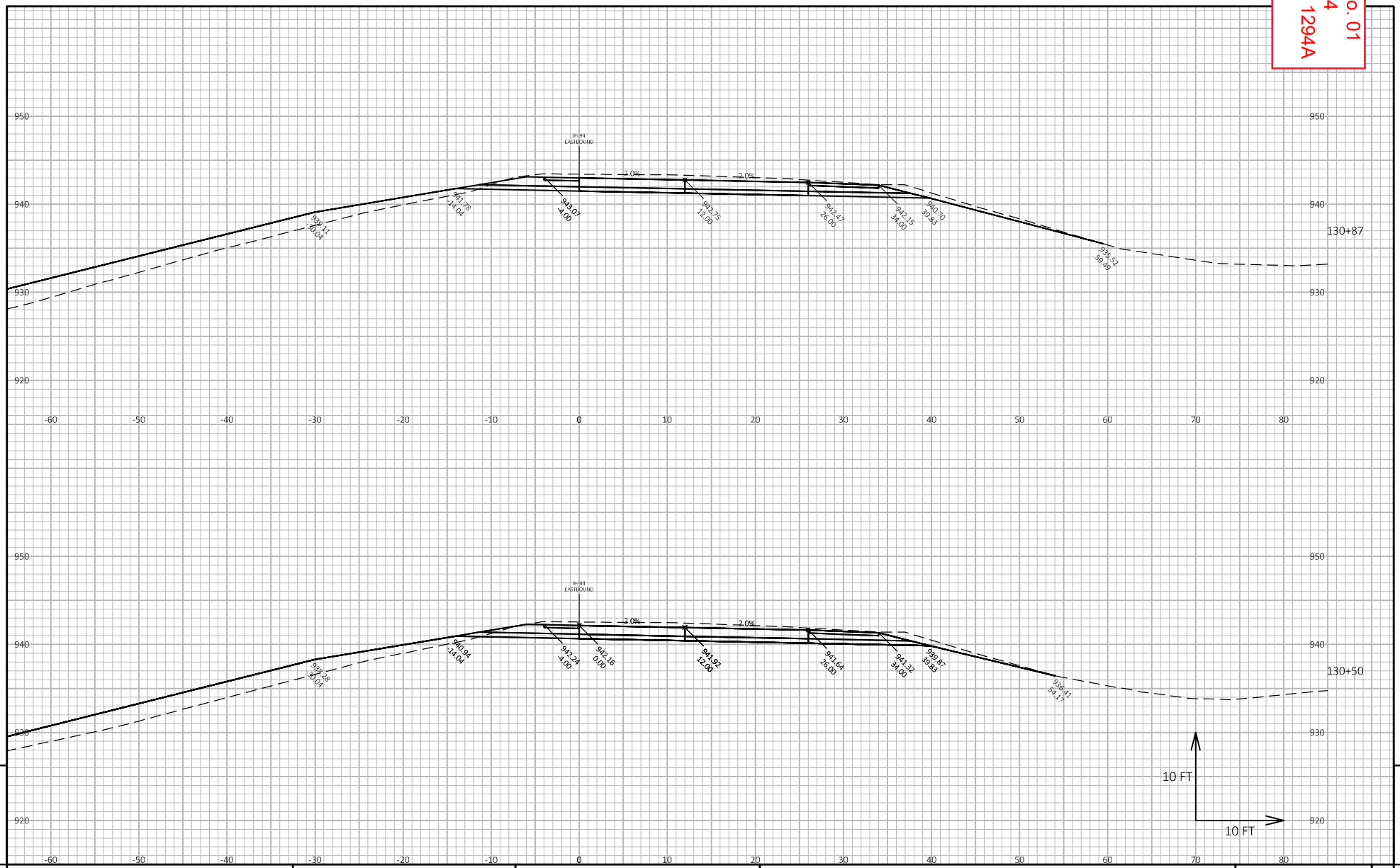


PROJECT NO: 1390-08-74	HWY: IH 94	COUNTY: EAU CLAIRE	CROSS SECTIONS: IH 94 EB, LT. - STAGE 3	SHEET 1293A	E

FILE NAME : N:\PDS\C3D\10220804\SHEETSPLAN\X-SECTIONS\NEW PIPE LOCATIONS AFTER ABANDONING\STA. 131+25 EB\090201_XS_EASTBOUND_NEW_PIPE_LOCATION_STA._131+25.DWG
LAYOUT NAME - New Pipe Sta. 131+25 LT- (5)
PLOT DATE : 2/8/2022 10:43 AM
PLOT BY : CHRIST, AARON D
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

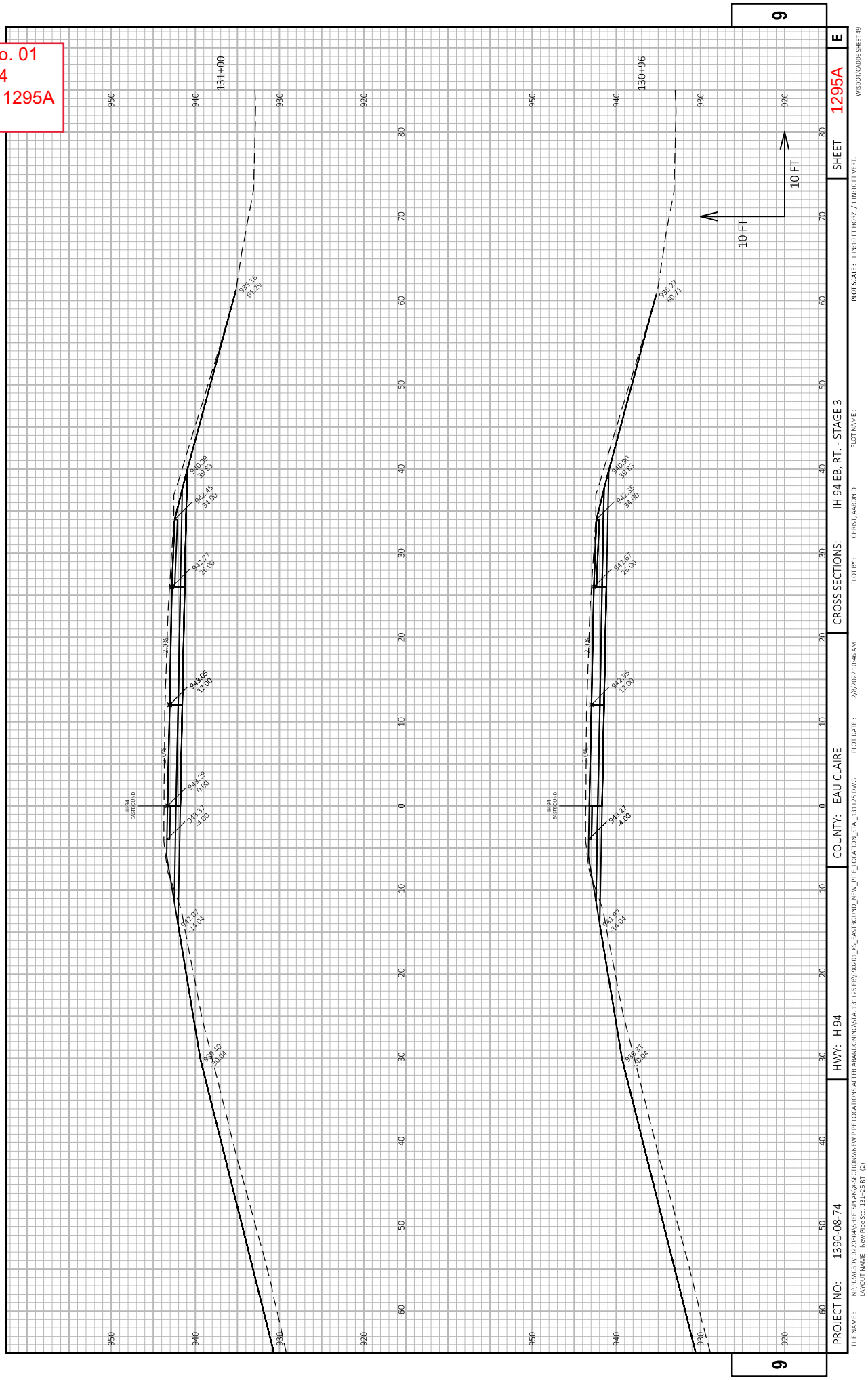
Addendum No. 01
ID 1022-08-74
Added Sheet 1294A
May 5, 2022



PROJECT NO: 1390-08-74	HWY: IH 94	COUNTY: EAU CLAIRE	CROSS SECTIONS: IH 94 EB, RT. - STAGE 3	SHEET 1294A	E

FILE NAME : N:\PDS\C3D\10220804\SHEETSPLAN\X-SECTIONS\NEW PIPE LOCATIONS AFTER ABANDONING\STA. 131+25 EB\090201_XS_EASTBOUND_NEW_PIPE_LOCATION_STA._131+25.DWG
LAYOUT NAME - New Pipe Sta. 131+25 RT - (1)
PLOT DATE : 2/8/2022 10:45 AM
PLOT BY : CHRIST, AARON D
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
W:\SDOT/CADDS SHEET 49

Addendum No. 01
ID 1022-08-74
Added Sheet 1295A
May 5, 2022



PROJECT NO: 1390-08-74 | HWY: IH 94 | COUNTY: EAU CLAIRE | CROSS SECTIONS: IH 94 EB, RT. - STAGE 3 | SHEET 1295A | E

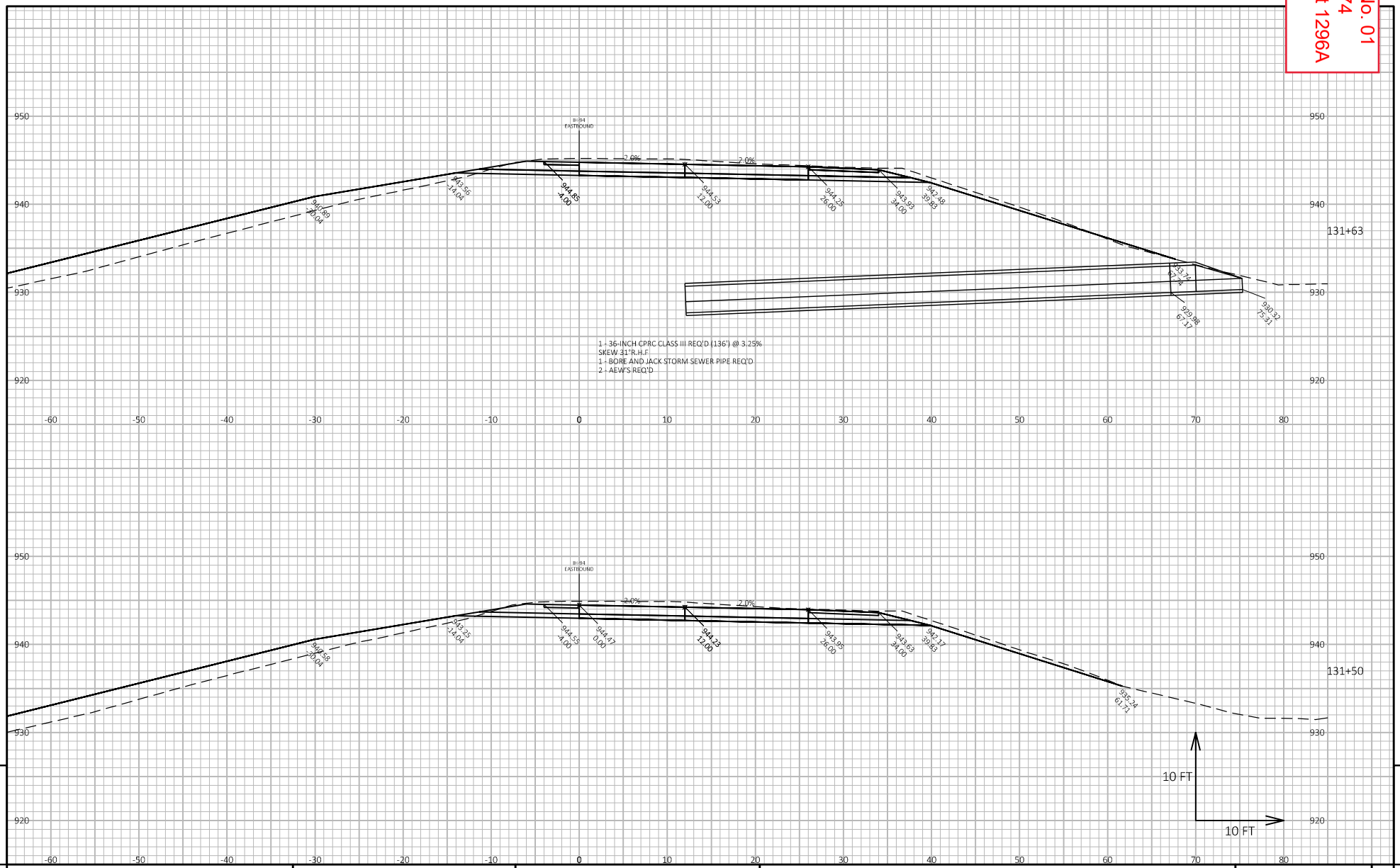
FILE NAME : N:\PDS\C3D\1022080474\SHEETSPLAN\X-SECTIONS\NEW PIPE LOCATIONS AFTER ABANDONING\STA. 131+25 EB\090201_XS_EASTBOUND_NEW_PIPE_LOCATION_STA._131+25.DWG
LAYOUT NAME - New Pipe Sta. 131+25 RT - (2)

PLOT DATE : 2/8/2022 10:46 AM | PLOT BY : CHRIST, AARON D | PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

W:\DOT\CADDS SHEET 49

Addendum No. 01
ID 1022-08-74
Added Sheet 1296A
May 5, 2022

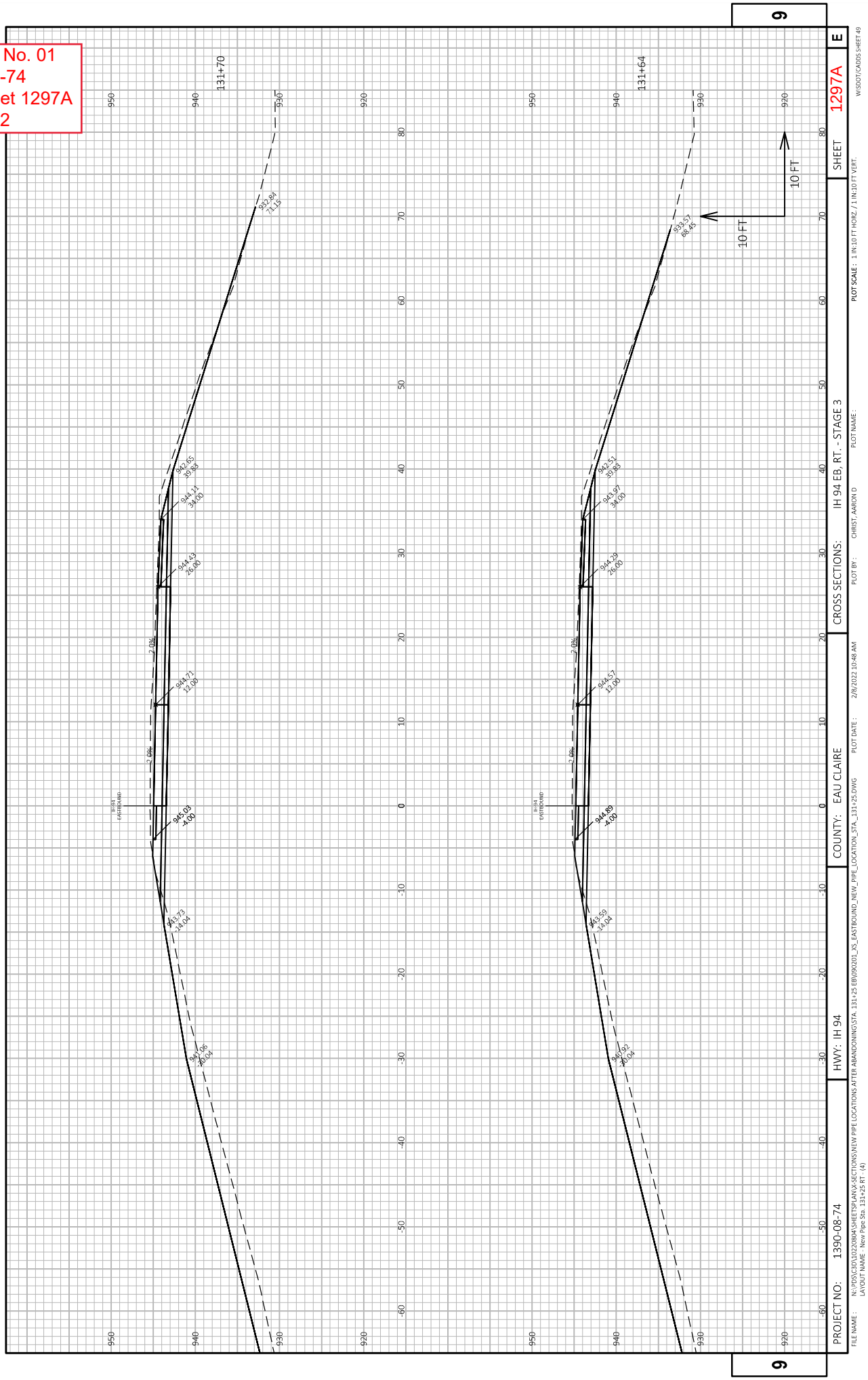


9 9

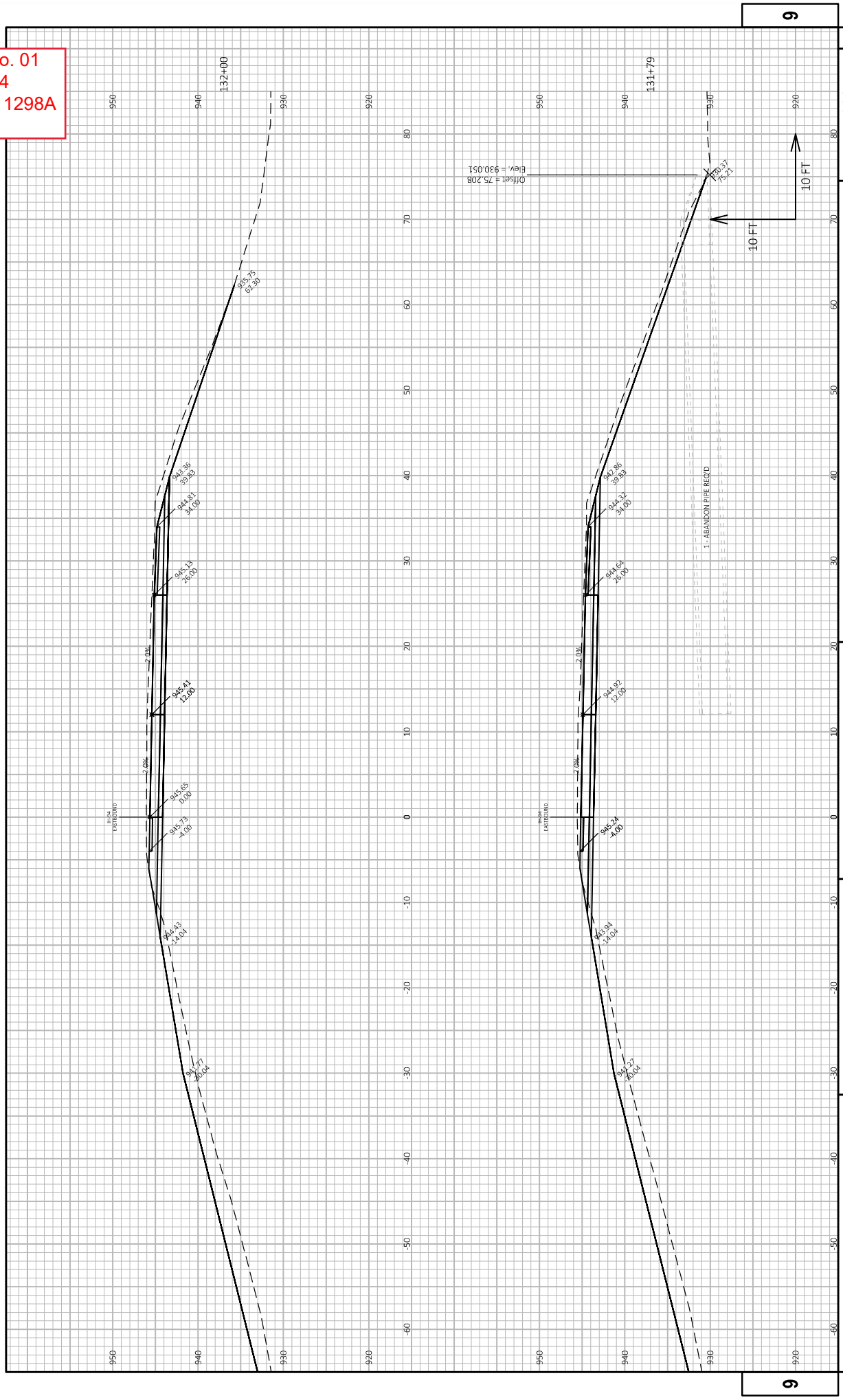
PROJECT NO: 1390-08-74	HWY: IH 94	COUNTY: EAU CLAIRE	CROSS SECTIONS: IH 94 EB, RT. - STAGE 3	SHEET 1296A	E

FILE NAME : N:\PDS\C3D\10220804\SHEETSPLAN\X-SECTIONS\NEW PIPE LOCATIONS AFTER ABANDONING\STA. 131+25 EB\090201_XS_EASTBOUND_NEW_PIPE_LOCATION_STA._131+25.DWG
LAYOUT NAME - New Pipe Sta. 131+25 RT - (3)
PLOT DATE : 2/8/2022 10:47 AM
PLOT BY : CHRIST, AARON D
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

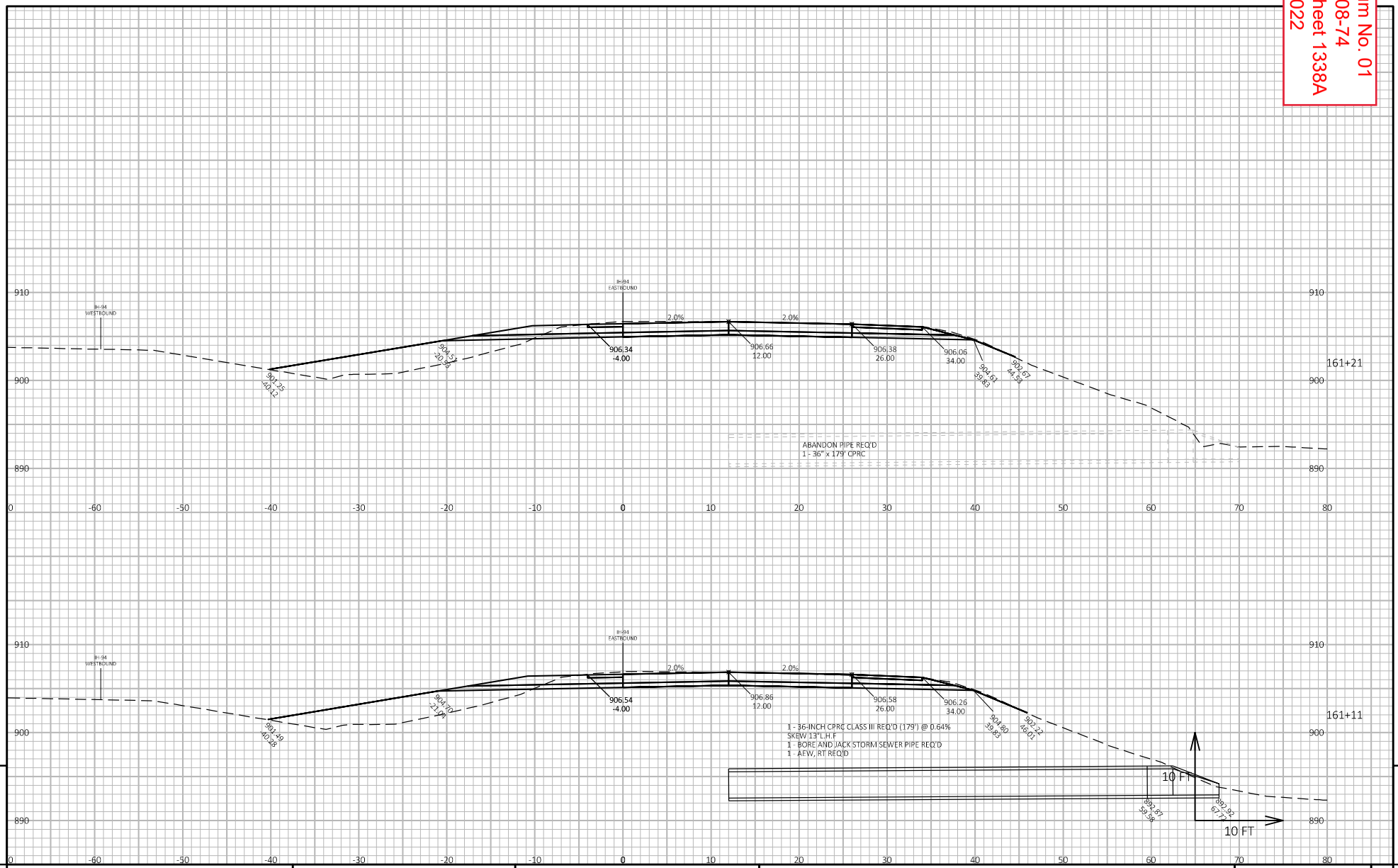
Addendum No. 01
ID 1022-08-74
Added Sheet 1297A
May 5, 2022



Addendum No. 01
ID 1022-08-74
Added Sheet 1298A
May 5, 2022



Addendum No. 01
ID 1022-08-74
Added Sheet 1338A
May 5, 2022



PROJECT NO: 1022-08-74	HWY: IH 94	COUNTY: EAU CLAIRE	CROSS SECTIONS: IH 94 EB - STAGE 3	SHEET 1338A	E

FILE NAME : N:\PDS\C3D\10220804\SHEETSPLAN\X-SECTIONS\NEW PIPE LOCATIONS AFTER ABANDONING\STA. 162+05 WB_EB\090201_XS_EASTBOUND_NEW_PIPE_LOCATION_STA._161+27.DWG PLOT DATE : 1/13/2022 2:02 PM PLOT BY : CHRIST, AARON D PLOT NAME :
LAYOUT NAME - pipe EB Sta. 161+27 RT - (1)

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	203.0100 Removing Small Pipe Culverts	13.000 EACH	_____.____	_____.____
0004	203.0211.S Abatement of Asbestos Containing Material (structure) 01. B-18-0015	1.000 EACH	_____.____	_____.____
0006	204.0100 Removing Concrete Pavement	96,926.000 SY	_____.____	_____.____
0008	204.0109.S Removing Concrete Surface Partial Depth	2,928.000 SF	_____.____	_____.____
0010	204.0115 Removing Asphaltic Surface Butt Joints	2,704.000 SY	_____.____	_____.____
0012	204.0120 Removing Asphaltic Surface Milling	62,801.000 SY	_____.____	_____.____
0014	204.0126.S Removing Asphaltic Longitudinal Notched Wedge Joint Milling	8,057.000 LF	_____.____	_____.____
0016	204.0150 Removing Curb & Gutter	111.000 LF	_____.____	_____.____
0018	204.0155 Removing Concrete Sidewalk	740.000 SY	_____.____	_____.____
0020	204.0157 Removing Concrete Barrier	1,190.000 LF	_____.____	_____.____
0022	204.0170 Removing Fence	108.000 LF	_____.____	_____.____
0024	204.0180 Removing Delineators and Markers	146.000 EACH	_____.____	_____.____
0026	204.0220 Removing Inlets	4.000 EACH	_____.____	_____.____
0028	204.0247 Removing Ancillary Structure with Restoration (structure) 01. S-18-122	1.000 EACH	_____.____	_____.____
0030	204.0247 Removing Ancillary Structure with Restoration (structure) 02. S-18-121	1.000 EACH	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0032	204.0270 Abandoning Culvert Pipes	7.000 EACH	_____.____	_____.____
0034	204.9060.S Removing (item description) 01. Removing Apron Endwalls	7.000 EACH	_____.____	_____.____
0036	204.9060.S Removing (item description) 02. Removing Inlet Covers	4.000 EACH	_____.____	_____.____
0038	204.9090.S Removing (item description) 01. Removing Cable Barrier	4,925.000 LF	_____.____	_____.____
0040	205.0100 Excavation Common	146,927.000 CY	_____.____	_____.____
0042	205.3000.S Temporary Emergency Pullouts	12.000 EACH	_____.____	_____.____
0044	208.0100 Borrow	8,570.000 CY	_____.____	_____.____
0046	209.2500 Backfill Granular Grade 2	16,887.000 TON	_____.____	_____.____
0048	211.0100 Prepare Foundation for Asphaltic Paving (project) 01. 1022-08-74	LS	LUMP SUM	_____.____
0050	211.0200 Prepare Foundation for Concrete Pavement (project) 01. 1022-08-74	LS	LUMP SUM	_____.____
0052	213.0100 Finishing Roadway (project) 01. 1022-08-74	1.000 EACH	_____.____	_____.____
0054	305.0110 Base Aggregate Dense 3/4-Inch	16,675.000 TON	_____.____	_____.____
0056	305.0120 Base Aggregate Dense 1 1/4-Inch	128,704.000 TON	_____.____	_____.____
0058	305.0500 Shaping Shoulders	335.000 STA	_____.____	_____.____
0062	415.0210 Concrete Pavement Gaps	3.000 EACH	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0064	416.0610 Drilled Tie Bars	168.000 EACH	_____.____	_____.____
0066	416.0620 Drilled Dowel Bars	1,057.000 EACH	_____.____	_____.____
0068	416.1010 Concrete Surface Drains	6.000 CY	_____.____	_____.____
0070	416.1110 Concrete Shoulder Rumble Strips	29,200.000 LF	_____.____	_____.____
0072	416.1710 Concrete Pavement Repair	138.000 SY	_____.____	_____.____
0074	416.1720 Concrete Pavement Replacement	414.000 SY	_____.____	_____.____
0076	455.0605 Tack Coat	9,081.000 GAL	_____.____	_____.____
0078	460.2000 Incentive Density HMA Pavement	28,000.000 DOL	1.00000	28,000.00
0080	460.6243 HMA Pavement 3 MT 58-34 S	8,176.000 TON	_____.____	_____.____
0082	460.6244 HMA Pavement 4 MT 58-34 S	27,528.000 TON	_____.____	_____.____
0084	460.7243 HMA Pavement 3 HT 58-34 S	6,409.000 TON	_____.____	_____.____
0086	460.7644 HMA Pavement 4 HT 58-34 V	3,820.000 TON	_____.____	_____.____
0088	460.9000.S Material Transfer Vehicle (project) 1022-08-74	1.000 EACH	_____.____	_____.____
0090	465.0125 Asphaltic Surface Temporary	10,964.000 TON	_____.____	_____.____
0092	465.0315 Asphaltic Flumes	24.000 SY	_____.____	_____.____
0094	465.0400 Asphaltic Shoulder Rumble Strips	67,556.000 LF	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0096	502.3101 Expansion Device	148.000 LF	_____.____	_____.____
0098	502.3200 Protective Surface Treatment	1,775.000 SY	_____.____	_____.____
0100	502.3210 Pigmented Surface Sealer	250.000 SY	_____.____	_____.____
0102	502.4205 Adhesive Anchors No. 5 Bar	180.000 EACH	_____.____	_____.____
0104	505.0600 Bar Steel Reinforcement HS Coated Structures	6,690.000 LB	_____.____	_____.____
0106	505.0905 Bar Couplers No. 5	12.000 EACH	_____.____	_____.____
0108	505.0906 Bar Couplers No. 6	52.000 EACH	_____.____	_____.____
0110	509.0301 Preparation Decks Type 1	35.000 SY	_____.____	_____.____
0112	509.0302 Preparation Decks Type 2	3.000 SY	_____.____	_____.____
0114	509.0400.S Cleaning Concrete Surfaces	210.000 SY	_____.____	_____.____
0116	509.0500 Cleaning Decks	1,592.000 SY	_____.____	_____.____
0118	509.1000 Joint Repair	70.000 SY	_____.____	_____.____
0120	509.1500 Concrete Surface Repair	62.000 SF	_____.____	_____.____
0122	509.2000 Full-Depth Deck Repair	1.000 SY	_____.____	_____.____
0124	509.2500 Concrete Masonry Overlay Decks	84.000 CY	_____.____	_____.____
0126	520.2012 Culvert Pipe Temporary 12-Inch	222.000 LF	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0128	520.2015 Culvert Pipe Temporary 15-Inch	1,087.000 LF	_____.____	_____.____
0130	520.2018 Culvert Pipe Temporary 18-Inch	70.000 LF	_____.____	_____.____
0132	520.2024 Culvert Pipe Temporary 24-Inch	32.000 LF	_____.____	_____.____
0134	520.2030 Culvert Pipe Temporary 30-Inch	88.000 LF	_____.____	_____.____
0136	520.8000 Concrete Collars for Pipe	12.000 EACH	_____.____	_____.____
0138	522.0118 Culvert Pipe Reinforced Concrete Class III 18-Inch	516.000 LF	_____.____	_____.____
0140	522.0124 Culvert Pipe Reinforced Concrete Class III 24-Inch	329.000 LF	_____.____	_____.____
0142	522.0130 Culvert Pipe Reinforced Concrete Class III 30-Inch	35.000 LF	_____.____	_____.____
0144	522.0136 Culvert Pipe Reinforced Concrete Class III 36-Inch	212.000 LF	_____.____	_____.____
0146	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	9.000 EACH	_____.____	_____.____
0148	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	4.000 EACH	_____.____	_____.____
0150	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	7.000 EACH	_____.____	_____.____
0152	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	9.000 EACH	_____.____	_____.____
0154	522.1048 Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	2.000 EACH	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0156	524.0618 Apron Endwalls for Culvert Pipe Salvaged 18-Inch	12.000 EACH	_____.____	_____.____
0158	524.0624 Apron Endwalls for Culvert Pipe Salvaged 24-Inch	2.000 EACH	_____.____	_____.____
0160	524.0630 Apron Endwalls for Culvert Pipe Salvaged 30-Inch	1.000 EACH	_____.____	_____.____
0162	531.1100 Concrete Masonry Ancillary Structures Type NS	10.800 CY	_____.____	_____.____
0164	531.1140 Steel Reinforcement HS Ancillary Structures Type NS	1,620.000 LB	_____.____	_____.____
0166	531.2024 Drilling Shaft 24-Inch	90.000 LF	_____.____	_____.____
0168	601.0409 Concrete Curb & Gutter 30-Inch Type A	4,148.000 LF	_____.____	_____.____
0170	601.0411 Concrete Curb & Gutter 30-Inch Type D	4,366.000 LF	_____.____	_____.____
0172	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	203.500 LF	_____.____	_____.____
0174	602.0405 Concrete Sidewalk 4-Inch	7,364.000 SF	_____.____	_____.____
0176	602.2400 Concrete Safety Islands	465.000 SF	_____.____	_____.____
0178	603.1142 Concrete Barrier Type S42	1,190.000 LF	_____.____	_____.____
0180	603.8000 Concrete Barrier Temporary Precast Delivered	12,166.000 LF	_____.____	_____.____
0182	603.8125 Concrete Barrier Temporary Precast Installed	14,916.000 LF	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0184	603.8500 Anchoring Concrete Barrier Temporary Precast	1,102.000 LF	_____.____	_____.____
0186	606.0200 Riprap Medium	6.000 CY	_____.____	_____.____
0188	611.0624 Inlet Covers Type H	17.000 EACH	_____.____	_____.____
0190	611.0642 Inlet Covers Type MS	17.000 EACH	_____.____	_____.____
0192	611.3902 Inlets Median 2 Grate	8.000 EACH	_____.____	_____.____
0194	611.8120.S Cover Plates Temporary	4.000 EACH	_____.____	_____.____
0196	613.1100.S Cable Barrier Type 1	11,296.000 LF	_____.____	_____.____
0198	613.1200.S Cable Barrier End Terminal Type 1	6.000 EACH	_____.____	_____.____
0200	614.0150 Anchor Assemblies for Steel Plate Beam Guard	5.000 EACH	_____.____	_____.____
0202	614.0220 Steel Thrie Beam Bullnose Terminal	6.000 EACH	_____.____	_____.____
0204	614.0230 Steel Thrie Beam	1,185.000 LF	_____.____	_____.____
0206	614.0905 Crash Cushions Temporary	11.000 EACH	_____.____	_____.____
0208	614.0920 Salvaged Rail	7,391.000 LF	_____.____	_____.____
0210	614.0925 Salvaged Guardrail End Treatments	18.000 EACH	_____.____	_____.____
0212	614.1100 MGS Guardrail Temporary Thrie Beam Transition	195.000 LF	_____.____	_____.____
0214	614.1200 MGS Guardrail Temporary Terminal EAT	5.000 EACH	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0216	614.2300 MGS Guardrail 3	6,536.000 LF	_____.____	_____.____
0218	614.2350 MGS Guardrail Short Radius	25.000 LF	_____.____	_____.____
0220	614.2500 MGS Thrie Beam Transition	897.000 LF	_____.____	_____.____
0222	614.2610 MGS Guardrail Terminal EAT	26.000 EACH	_____.____	_____.____
0224	614.2620 MGS Guardrail Terminal Type 2	1.000 EACH	_____.____	_____.____
0226	616.0100 Fence Woven Wire (height) 01. 4-FT	107.000 LF	_____.____	_____.____
0228	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1022-08-74	1.000 EACH	_____.____	_____.____
0230	619.1000 Mobilization	1.000 EACH	_____.____	_____.____
0232	620.0300 Concrete Median Sloped Nose	340.000 SF	_____.____	_____.____
0234	624.0100 Water	1,566.000 MGAL	_____.____	_____.____
0236	625.0500 Salvaged Topsoil	112,235.000 SY	_____.____	_____.____
0238	627.0200 Mulching	16,499.000 SY	_____.____	_____.____
0240	628.1504 Silt Fence	16,373.000 LF	_____.____	_____.____
0242	628.1520 Silt Fence Maintenance	16,373.000 LF	_____.____	_____.____
0244	628.1905 Mobilizations Erosion Control	20.000 EACH	_____.____	_____.____
0246	628.1910 Mobilizations Emergency Erosion Control	5.000 EACH	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0248	628.2004 Erosion Mat Class I Type B	112,231.000 SY	_____.____	_____.____
0250	628.7005 Inlet Protection Type A	11.000 EACH	_____.____	_____.____
0252	628.7015 Inlet Protection Type C	17.000 EACH	_____.____	_____.____
0254	628.7504 Temporary Ditch Checks	296.000 LF	_____.____	_____.____
0256	628.7555 Culvert Pipe Checks	51.000 EACH	_____.____	_____.____
0258	629.0210 Fertilizer Type B	81.000 CWT	_____.____	_____.____
0260	630.0120 Seeding Mixture No. 20	3,030.000 LB	_____.____	_____.____
0262	630.0200 Seeding Temporary	3,030.000 LB	_____.____	_____.____
0264	633.0100 Delineator Posts Steel	205.000 EACH	_____.____	_____.____
0266	633.0500 Delineator Reflectors	235.000 EACH	_____.____	_____.____
0268	633.1100 Delineators Temporary	372.000 EACH	_____.____	_____.____
0270	633.5200 Markers Culvert End	80.000 EACH	_____.____	_____.____
0272	634.0616 Posts Wood 4x6-Inch X 16-FT	2.000 EACH	_____.____	_____.____
0274	634.0618 Posts Wood 4x6-Inch X 18-FT	2.000 EACH	_____.____	_____.____
0276	635.0200 Sign Supports Structural Steel HS	4,098.000 LB	_____.____	_____.____
0278	637.1220 Signs Type I Reflective SH	1,015.000 SF	_____.____	_____.____
0280	637.2210 Signs Type II Reflective H	105.000 SF	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0282	638.2601 Removing Signs Type I	16.000 EACH	_____.____	_____.____
0284	638.2602 Removing Signs Type II	1.000 EACH	_____.____	_____.____
0286	638.3100 Removing Structural Steel Sign Supports	3.000 EACH	_____.____	_____.____
0288	642.5201 Field Office Type C	1.000 EACH	_____.____	_____.____
0290	643.0300 Traffic Control Drums	85,986.000 DAY	_____.____	_____.____
0292	643.0420 Traffic Control Barricades Type III	8,177.000 DAY	_____.____	_____.____
0294	643.0500 Traffic Control Flexible Tubular Marker Posts	986.000 EACH	_____.____	_____.____
0296	643.0600 Traffic Control Flexible Tubular Marker Bases	986.000 EACH	_____.____	_____.____
0298	643.0650.S Traffic Channelizing Curb System	600.000 LF	_____.____	_____.____
0300	643.0705 Traffic Control Warning Lights Type A	9,462.000 DAY	_____.____	_____.____
0302	643.0715 Traffic Control Warning Lights Type C	9,879.000 DAY	_____.____	_____.____
0304	643.0800 Traffic Control Arrow Boards	640.000 DAY	_____.____	_____.____
0306	643.0900 Traffic Control Signs	34,161.000 DAY	_____.____	_____.____
0308	643.0910 Traffic Control Covering Signs Type I	2.000 EACH	_____.____	_____.____
0310	643.0920 Traffic Control Covering Signs Type II	18.000 EACH	_____.____	_____.____
0312	643.1000 Traffic Control Signs Fixed Message	271.000 SF	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0314	643.1051 Traffic Control Signs PCMS with Cellular Communications	698.000 DAY	_____.____	_____.____
0316	643.1205.S Basic Traffic Queue Warning System	90.000 DAY	_____.____	_____.____
0318	643.4100.S Traffic Control Interim Lane Closure	88.000 EACH	_____.____	_____.____
0320	643.5000 Traffic Control	1.000 EACH	_____.____	_____.____
0322	645.0120 Geotextile Type HR	18.000 SY	_____.____	_____.____
0324	646.1020 Marking Line Epoxy 4-Inch	29,575.000 LF	_____.____	_____.____
0326	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	112,312.000 LF	_____.____	_____.____
0328	646.1545 Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch	13,114.000 LF	_____.____	_____.____
0330	646.3020 Marking Line Epoxy 8-Inch	728.000 LF	_____.____	_____.____
0332	646.3545 Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch	928.000 LF	_____.____	_____.____
0334	646.5420 Marking Aerial Enforcement Bar Epoxy	40.000 EACH	_____.____	_____.____
0336	646.6120 Marking Stop Line Epoxy 18-Inch	69.000 LF	_____.____	_____.____
0338	646.7220 Marking Chevron Epoxy 24-Inch	287.000 LF	_____.____	_____.____
0340	646.8120 Marking Curb Epoxy	352.000 LF	_____.____	_____.____
0342	646.8220 Marking Island Nose Epoxy	7.000 EACH	_____.____	_____.____
0344	646.9000 Marking Removal Line 4-Inch	9,869.000 LF	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0346	649.0105 Temporary Marking Line Paint 4-Inch	54,498.000 LF	_____.____	_____.____
0348	649.0150 Temporary Marking Line Removable Tape 4-Inch	1,570.000 LF	_____.____	_____.____
0350	649.0205 Temporary Marking Line Paint 8-Inch	320.000 LF	_____.____	_____.____
0352	649.0220 Temporary Marking Line Epoxy 8-Inch	3,700.000 LF	_____.____	_____.____
0354	649.0250 Temporary Marking Line Removable Tape 8-Inch	200.000 LF	_____.____	_____.____
0356	649.0760 Temporary Marking Raised Pavement Marker Type I	42.000 EACH	_____.____	_____.____
0358	650.4000 Construction Staking Storm Sewer	19.000 EACH	_____.____	_____.____
0360	650.4500 Construction Staking Subgrade	61,469.000 LF	_____.____	_____.____
0362	650.5000 Construction Staking Base	61,469.000 LF	_____.____	_____.____
0364	650.5500 Construction Staking Curb Gutter and Curb & Gutter	8,660.000 LF	_____.____	_____.____
0366	650.6000 Construction Staking Pipe Culverts	33.000 EACH	_____.____	_____.____
0368	650.7000 Construction Staking Concrete Pavement	65,935.000 LF	_____.____	_____.____
0370	650.8000 Construction Staking Resurfacing Reference	4,274.000 LF	_____.____	_____.____
0372	650.9910 Construction Staking Supplemental Control (project) 01. 1022-08-74	 LS	LUMP SUM	_____.____
0374	650.9920 Construction Staking Slope Stakes	63,622.000 LF	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0376	690.0150 Sawing Asphalt	90.000 LF	_____.____	_____.____
0378	690.0250 Sawing Concrete	1,719.000 LF	_____.____	_____.____
0380	715.0715 Incentive Flexural Strength Concrete Pavement	28,885.000 DOL	1.00000	28,885.00
0382	740.0440 Incentive IRI Ride	17,860.000 DOL	1.00000	17,860.00
0384	SPV.0060 Special 01. Temporary Inlets Median 1 Grate	2.000 EACH	_____.____	_____.____
0386	SPV.0060 Special 02. Project Concrete Crack Mitigation and Repair	1.000 EACH	_____.____	_____.____
0388	SPV.0060 Special 04. Temporary Overhead Sign Structure S-01-0001-Temp	1.000 EACH	_____.____	_____.____
0390	SPV.0060 Special 05. Temporary Overhead Sign Structure S-01-0002-Temp	1.000 EACH	_____.____	_____.____
0392	SPV.0060 Special 06. Transporting Overhead Sign Structure S-01-0001-Temp	1.000 EACH	_____.____	_____.____
0394	SPV.0060 Special 07. Transportation Temporary Overhead Sign Structure S-01-0002-Temp	1.000 EACH	_____.____	_____.____
0396	SPV.0090 Special 01. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	215.000 LF	_____.____	_____.____
0398	SPV.0090 Special 02. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	315.000 LF	_____.____	_____.____
0400	SPV.0090 Special 03. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class III 48-Inch	292.000 LF	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0402	SPV.0090 Special 04. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	106.000 LF	_____._____	_____._____
0404	SPV.0090 Special 05. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	155.000 LF	_____._____	_____._____
0406	SPV.0180 Special 01. Concrete Pavement 10-Inch, Special	11,005.000 SY	_____._____	_____._____
0408	SPV.0180 Special 02. Concrete Pavement 12-Inch, Special	85,278.000 SY	_____._____	_____._____
0410	450.4000 HMA Cold Weather Paving	18,688.000 TON	_____._____	_____._____
0412	SPV.0180 Special 03. Concrete Pavement Repair Non-Doweled	21,484.000 SY	_____._____	_____._____
0414	SPV.0180 Special 04. Concrete Pavement Replacement Non-Doweled	21,484.000 SY	_____._____	_____._____

Section: 0001 Total: _____._____

Total Bid: _____._____

Wisconsin Department of Transportation

Division of Transportation Systems Development
Bureau of Project Development
4822 Madison Yards Way, 4th Floor South
Madison, WI 53705

Telephone: (608) 266-1631
Facsimile (FAX): (608) 266-8459

May 5, 2022

NOTICE TO ALL CONTRACTORS:

Proposal #30: 1022-08-74
Menomonie – Eau Claire
STH 312/CTH EE to STH 37
IH 94
Eau Claire County

Letting of May 10, 2022

This is Addendum No. 02, which provides for the following:

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
SPV.0180.03	Concrete Pavement Repair Non-Doweled	SY	21,484	-21,263	221
SPV.0180.04	Concrete Pavement Replacement Non-Doweled	SY	21,484	-21,384	100

Schedule of Items
Attached, dated May 5, 2022, are the revised Schedule of Items Pages 14.

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

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

END OF ADDENDUM

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0402	SPV.0090 Special 04. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	106.000 LF	_____._____	_____._____
0404	SPV.0090 Special 05. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	155.000 LF	_____._____	_____._____
0406	SPV.0180 Special 01. Concrete Pavement 10-Inch, Special	11,005.000 SY	_____._____	_____._____
0408	SPV.0180 Special 02. Concrete Pavement 12-Inch, Special	85,278.000 SY	_____._____	_____._____
0410	450.4000 HMA Cold Weather Paving	18,688.000 TON	_____._____	_____._____
0412	SPV.0180 Special 03. Concrete Pavement Repair Non-Doweled	221.000 SY	_____._____	_____._____
0414	SPV.0180 Special 04. Concrete Pavement Replacement Non-Doweled	100.000 SY	_____._____	_____._____
	Section: 0001		Total:	_____._____

Total Bid: _____._____

Wisconsin Department of Transportation

Division of Transportation Systems Development
Bureau of Project Development
4822 Madison Yards Way, 4th Floor South
Madison, WI 53705

Telephone: (608) 266-1631
Facsimile (FAX): (608) 266-8459

May 5, 2022

NOTICE TO ALL CONTRACTORS:

Proposal #30: 1022-08-74
Menomonie – Eau Claire
STH 312/CTH EE to STH 37
IH 94
Eau Claire County

Letting of May 10, 2022

This is Addendum No. 03, which provides for the following:

Schedule of Items:

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
204.0247.01	Removing Ancillary Structure with Restoration (structures) S-18-122	Each	1	-1	0
204.0247.02	Removing Ancillary Structure with Restoration (structures) S-18-121	Each	1	-1	0

Schedule of Items
Attached, dated May 5, 2022, are the revised Schedule of Items Pages 1 - 14.

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

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

END OF ADDENDUM

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	203.0100 Removing Small Pipe Culverts	13.000 EACH	_____.____	_____.____
0004	203.0211.S Abatement of Asbestos Containing Material (structure) 01. B-18-0015	1.000 EACH	_____.____	_____.____
0006	204.0100 Removing Concrete Pavement	96,926.000 SY	_____.____	_____.____
0008	204.0109.S Removing Concrete Surface Partial Depth	2,928.000 SF	_____.____	_____.____
0010	204.0115 Removing Asphaltic Surface Butt Joints	2,704.000 SY	_____.____	_____.____
0012	204.0120 Removing Asphaltic Surface Milling	62,801.000 SY	_____.____	_____.____
0014	204.0126.S Removing Asphaltic Longitudinal Notched Wedge Joint Milling	8,057.000 LF	_____.____	_____.____
0016	204.0150 Removing Curb & Gutter	111.000 LF	_____.____	_____.____
0018	204.0155 Removing Concrete Sidewalk	740.000 SY	_____.____	_____.____
0020	204.0157 Removing Concrete Barrier	1,190.000 LF	_____.____	_____.____
0022	204.0170 Removing Fence	108.000 LF	_____.____	_____.____
0024	204.0180 Removing Delineators and Markers	146.000 EACH	_____.____	_____.____
0026	204.0220 Removing Inlets	4.000 EACH	_____.____	_____.____
0032	204.0270 Abandoning Culvert Pipes	7.000 EACH	_____.____	_____.____
0034	204.9060.S Removing (item description) 01. Removing Apron Endwalls	7.000 EACH	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0036	204.9060.S Removing (item description) 02. Removing Inlet Covers	4.000 EACH	_____.____	_____.____
0038	204.9090.S Removing (item description) 01. Removing Cable Barrier	4,925.000 LF	_____.____	_____.____
0040	205.0100 Excavation Common	146,927.000 CY	_____.____	_____.____
0042	205.3000.S Temporary Emergency Pullouts	12.000 EACH	_____.____	_____.____
0044	208.0100 Borrow	8,570.000 CY	_____.____	_____.____
0046	209.2500 Backfill Granular Grade 2	16,887.000 TON	_____.____	_____.____
0048	211.0100 Prepare Foundation for Asphaltic Paving (project) 01. 1022-08-74	LS	LUMP SUM	_____.____
0050	211.0200 Prepare Foundation for Concrete Pavement (project) 01. 1022-08-74	LS	LUMP SUM	_____.____
0052	213.0100 Finishing Roadway (project) 01. 1022-08-74	1.000 EACH	_____.____	_____.____
0054	305.0110 Base Aggregate Dense 3/4-Inch	16,675.000 TON	_____.____	_____.____
0056	305.0120 Base Aggregate Dense 1 1/4-Inch	128,704.000 TON	_____.____	_____.____
0058	305.0500 Shaping Shoulders	335.000 STA	_____.____	_____.____
0062	415.0210 Concrete Pavement Gaps	3.000 EACH	_____.____	_____.____
0064	416.0610 Drilled Tie Bars	168.000 EACH	_____.____	_____.____
0066	416.0620 Drilled Dowel Bars	1,057.000 EACH	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0068	416.1010 Concrete Surface Drains	6.000 CY	_____.____	_____.____
0070	416.1110 Concrete Shoulder Rumble Strips	29,200.000 LF	_____.____	_____.____
0072	416.1710 Concrete Pavement Repair	138.000 SY	_____.____	_____.____
0074	416.1720 Concrete Pavement Replacement	414.000 SY	_____.____	_____.____
0076	455.0605 Tack Coat	9,081.000 GAL	_____.____	_____.____
0078	460.2000 Incentive Density HMA Pavement	28,000.000 DOL	1.00000	28,000.00
0080	460.6243 HMA Pavement 3 MT 58-34 S	8,176.000 TON	_____.____	_____.____
0082	460.6244 HMA Pavement 4 MT 58-34 S	27,528.000 TON	_____.____	_____.____
0084	460.7243 HMA Pavement 3 HT 58-34 S	6,409.000 TON	_____.____	_____.____
0086	460.7644 HMA Pavement 4 HT 58-34 V	3,820.000 TON	_____.____	_____.____
0088	460.9000.S Material Transfer Vehicle (project) 1022-08-74	1.000 EACH	_____.____	_____.____
0090	465.0125 Asphaltic Surface Temporary	10,964.000 TON	_____.____	_____.____
0092	465.0315 Asphaltic Flumes	24.000 SY	_____.____	_____.____
0094	465.0400 Asphaltic Shoulder Rumble Strips	67,556.000 LF	_____.____	_____.____
0096	502.3101 Expansion Device	148.000 LF	_____.____	_____.____
0098	502.3200 Protective Surface Treatment	1,775.000 SY	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0100	502.3210 Pigmented Surface Sealer	250.000 SY	_____.____	_____.____
0102	502.4205 Adhesive Anchors No. 5 Bar	180.000 EACH	_____.____	_____.____
0104	505.0600 Bar Steel Reinforcement HS Coated Structures	6,690.000 LB	_____.____	_____.____
0106	505.0905 Bar Couplers No. 5	12.000 EACH	_____.____	_____.____
0108	505.0906 Bar Couplers No. 6	52.000 EACH	_____.____	_____.____
0110	509.0301 Preparation Decks Type 1	35.000 SY	_____.____	_____.____
0112	509.0302 Preparation Decks Type 2	3.000 SY	_____.____	_____.____
0114	509.0400.S Cleaning Concrete Surfaces	210.000 SY	_____.____	_____.____
0116	509.0500 Cleaning Decks	1,592.000 SY	_____.____	_____.____
0118	509.1000 Joint Repair	70.000 SY	_____.____	_____.____
0120	509.1500 Concrete Surface Repair	62.000 SF	_____.____	_____.____
0122	509.2000 Full-Depth Deck Repair	1.000 SY	_____.____	_____.____
0124	509.2500 Concrete Masonry Overlay Decks	84.000 CY	_____.____	_____.____
0126	520.2012 Culvert Pipe Temporary 12-Inch	222.000 LF	_____.____	_____.____
0128	520.2015 Culvert Pipe Temporary 15-Inch	1,087.000 LF	_____.____	_____.____
0130	520.2018 Culvert Pipe Temporary 18-Inch	70.000 LF	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0132	520.2024 Culvert Pipe Temporary 24-Inch	32.000 LF	_____.____	_____.____
0134	520.2030 Culvert Pipe Temporary 30-Inch	88.000 LF	_____.____	_____.____
0136	520.8000 Concrete Collars for Pipe	12.000 EACH	_____.____	_____.____
0138	522.0118 Culvert Pipe Reinforced Concrete Class III 18-Inch	516.000 LF	_____.____	_____.____
0140	522.0124 Culvert Pipe Reinforced Concrete Class III 24-Inch	329.000 LF	_____.____	_____.____
0142	522.0130 Culvert Pipe Reinforced Concrete Class III 30-Inch	35.000 LF	_____.____	_____.____
0144	522.0136 Culvert Pipe Reinforced Concrete Class III 36-Inch	212.000 LF	_____.____	_____.____
0146	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	9.000 EACH	_____.____	_____.____
0148	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	4.000 EACH	_____.____	_____.____
0150	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	7.000 EACH	_____.____	_____.____
0152	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	9.000 EACH	_____.____	_____.____
0154	522.1048 Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	2.000 EACH	_____.____	_____.____
0156	524.0618 Apron Endwalls for Culvert Pipe Salvaged 18-Inch	12.000 EACH	_____.____	_____.____
0158	524.0624 Apron Endwalls for Culvert Pipe Salvaged 24-Inch	2.000 EACH	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0160	524.0630 Apron Endwalls for Culvert Pipe Salvaged 30-Inch	1.000 EACH	_____.____	_____.____
0162	531.1100 Concrete Masonry Ancillary Structures Type NS	10.800 CY	_____.____	_____.____
0164	531.1140 Steel Reinforcement HS Ancillary Structures Type NS	1,620.000 LB	_____.____	_____.____
0166	531.2024 Drilling Shaft 24-Inch	90.000 LF	_____.____	_____.____
0168	601.0409 Concrete Curb & Gutter 30-Inch Type A	4,148.000 LF	_____.____	_____.____
0170	601.0411 Concrete Curb & Gutter 30-Inch Type D	4,366.000 LF	_____.____	_____.____
0172	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	203.500 LF	_____.____	_____.____
0174	602.0405 Concrete Sidewalk 4-Inch	7,364.000 SF	_____.____	_____.____
0176	602.2400 Concrete Safety Islands	465.000 SF	_____.____	_____.____
0178	603.1142 Concrete Barrier Type S42	1,190.000 LF	_____.____	_____.____
0180	603.8000 Concrete Barrier Temporary Precast Delivered	12,166.000 LF	_____.____	_____.____
0182	603.8125 Concrete Barrier Temporary Precast Installed	14,916.000 LF	_____.____	_____.____
0184	603.8500 Anchoring Concrete Barrier Temporary Precast	1,102.000 LF	_____.____	_____.____
0186	606.0200 Riprap Medium	6.000 CY	_____.____	_____.____
0188	611.0624 Inlet Covers Type H	17.000 EACH	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0190	611.0642 Inlet Covers Type MS	17.000 EACH	_____.____	_____.____
0192	611.3902 Inlets Median 2 Grate	8.000 EACH	_____.____	_____.____
0194	611.8120.S Cover Plates Temporary	4.000 EACH	_____.____	_____.____
0196	613.1100.S Cable Barrier Type 1	11,296.000 LF	_____.____	_____.____
0198	613.1200.S Cable Barrier End Terminal Type 1	6.000 EACH	_____.____	_____.____
0200	614.0150 Anchor Assemblies for Steel Plate Beam Guard	5.000 EACH	_____.____	_____.____
0202	614.0220 Steel Thrie Beam Bullnose Terminal	6.000 EACH	_____.____	_____.____
0204	614.0230 Steel Thrie Beam	1,185.000 LF	_____.____	_____.____
0206	614.0905 Crash Cushions Temporary	11.000 EACH	_____.____	_____.____
0208	614.0920 Salvaged Rail	7,391.000 LF	_____.____	_____.____
0210	614.0925 Salvaged Guardrail End Treatments	18.000 EACH	_____.____	_____.____
0212	614.1100 MGS Guardrail Temporary Thrie Beam Transition	195.000 LF	_____.____	_____.____
0214	614.1200 MGS Guardrail Temporary Terminal EAT	5.000 EACH	_____.____	_____.____
0216	614.2300 MGS Guardrail 3	6,536.000 LF	_____.____	_____.____
0218	614.2350 MGS Guardrail Short Radius	25.000 LF	_____.____	_____.____
0220	614.2500 MGS Thrie Beam Transition	897.000 LF	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0222	614.2610 MGS Guardrail Terminal EAT	26.000 EACH	_____.____	_____.____
0224	614.2620 MGS Guardrail Terminal Type 2	1.000 EACH	_____.____	_____.____
0226	616.0100 Fence Woven Wire (height) 01. 4-FT	107.000 LF	_____.____	_____.____
0228	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1022-08-74	1.000 EACH	_____.____	_____.____
0230	619.1000 Mobilization	1.000 EACH	_____.____	_____.____
0232	620.0300 Concrete Median Sloped Nose	340.000 SF	_____.____	_____.____
0234	624.0100 Water	1,566.000 MGAL	_____.____	_____.____
0236	625.0500 Salvaged Topsoil	112,235.000 SY	_____.____	_____.____
0238	627.0200 Mulching	16,499.000 SY	_____.____	_____.____
0240	628.1504 Silt Fence	16,373.000 LF	_____.____	_____.____
0242	628.1520 Silt Fence Maintenance	16,373.000 LF	_____.____	_____.____
0244	628.1905 Mobilizations Erosion Control	20.000 EACH	_____.____	_____.____
0246	628.1910 Mobilizations Emergency Erosion Control	5.000 EACH	_____.____	_____.____
0248	628.2004 Erosion Mat Class I Type B	112,231.000 SY	_____.____	_____.____
0250	628.7005 Inlet Protection Type A	11.000 EACH	_____.____	_____.____
0252	628.7015 Inlet Protection Type C	17.000 EACH	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0254	628.7504 Temporary Ditch Checks	296.000 LF	_____.____	_____.____
0256	628.7555 Culvert Pipe Checks	51.000 EACH	_____.____	_____.____
0258	629.0210 Fertilizer Type B	81.000 CWT	_____.____	_____.____
0260	630.0120 Seeding Mixture No. 20	3,030.000 LB	_____.____	_____.____
0262	630.0200 Seeding Temporary	3,030.000 LB	_____.____	_____.____
0264	633.0100 Delineator Posts Steel	205.000 EACH	_____.____	_____.____
0266	633.0500 Delineator Reflectors	235.000 EACH	_____.____	_____.____
0268	633.1100 Delineators Temporary	372.000 EACH	_____.____	_____.____
0270	633.5200 Markers Culvert End	80.000 EACH	_____.____	_____.____
0272	634.0616 Posts Wood 4x6-Inch X 16-FT	2.000 EACH	_____.____	_____.____
0274	634.0618 Posts Wood 4x6-Inch X 18-FT	2.000 EACH	_____.____	_____.____
0276	635.0200 Sign Supports Structural Steel HS	4,098.000 LB	_____.____	_____.____
0278	637.1220 Signs Type I Reflective SH	1,015.000 SF	_____.____	_____.____
0280	637.2210 Signs Type II Reflective H	105.000 SF	_____.____	_____.____
0282	638.2601 Removing Signs Type I	16.000 EACH	_____.____	_____.____
0284	638.2602 Removing Signs Type II	1.000 EACH	_____.____	_____.____
0286	638.3100 Removing Structural Steel Sign Supports	3.000 EACH	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0288	642.5201 Field Office Type C	1.000 EACH	_____.____	_____.____
0290	643.0300 Traffic Control Drums	85,986.000 DAY	_____.____	_____.____
0292	643.0420 Traffic Control Barricades Type III	8,177.000 DAY	_____.____	_____.____
0294	643.0500 Traffic Control Flexible Tubular Marker Posts	986.000 EACH	_____.____	_____.____
0296	643.0600 Traffic Control Flexible Tubular Marker Bases	986.000 EACH	_____.____	_____.____
0298	643.0650.S Traffic Channelizing Curb System	600.000 LF	_____.____	_____.____
0300	643.0705 Traffic Control Warning Lights Type A	9,462.000 DAY	_____.____	_____.____
0302	643.0715 Traffic Control Warning Lights Type C	9,879.000 DAY	_____.____	_____.____
0304	643.0800 Traffic Control Arrow Boards	640.000 DAY	_____.____	_____.____
0306	643.0900 Traffic Control Signs	34,161.000 DAY	_____.____	_____.____
0308	643.0910 Traffic Control Covering Signs Type I	2.000 EACH	_____.____	_____.____
0310	643.0920 Traffic Control Covering Signs Type II	18.000 EACH	_____.____	_____.____
0312	643.1000 Traffic Control Signs Fixed Message	271.000 SF	_____.____	_____.____
0314	643.1051 Traffic Control Signs PCMS with Cellular Communications	698.000 DAY	_____.____	_____.____
0316	643.1205.S Basic Traffic Queue Warning System	90.000 DAY	_____.____	_____.____
0318	643.4100.S Traffic Control Interim Lane Closure	88.000 EACH	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0320	643.5000 Traffic Control	1.000 EACH	_____.____	_____.____
0322	645.0120 Geotextile Type HR	18.000 SY	_____.____	_____.____
0324	646.1020 Marking Line Epoxy 4-Inch	29,575.000 LF	_____.____	_____.____
0326	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	112,312.000 LF	_____.____	_____.____
0328	646.1545 Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch	13,114.000 LF	_____.____	_____.____
0330	646.3020 Marking Line Epoxy 8-Inch	728.000 LF	_____.____	_____.____
0332	646.3545 Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch	928.000 LF	_____.____	_____.____
0334	646.5420 Marking Aerial Enforcement Bar Epoxy	40.000 EACH	_____.____	_____.____
0336	646.6120 Marking Stop Line Epoxy 18-Inch	69.000 LF	_____.____	_____.____
0338	646.7220 Marking Chevron Epoxy 24-Inch	287.000 LF	_____.____	_____.____
0340	646.8120 Marking Curb Epoxy	352.000 LF	_____.____	_____.____
0342	646.8220 Marking Island Nose Epoxy	7.000 EACH	_____.____	_____.____
0344	646.9000 Marking Removal Line 4-Inch	9,869.000 LF	_____.____	_____.____
0346	649.0105 Temporary Marking Line Paint 4-Inch	54,498.000 LF	_____.____	_____.____
0348	649.0150 Temporary Marking Line Removable Tape 4-Inch	1,570.000 LF	_____.____	_____.____
0350	649.0205 Temporary Marking Line Paint 8-Inch	320.000 LF	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0352	649.0220 Temporary Marking Line Epoxy 8-Inch	3,700.000 LF	_____.____	_____.____
0354	649.0250 Temporary Marking Line Removable Tape 8-Inch	200.000 LF	_____.____	_____.____
0356	649.0760 Temporary Marking Raised Pavement Marker Type I	42.000 EACH	_____.____	_____.____
0358	650.4000 Construction Staking Storm Sewer	19.000 EACH	_____.____	_____.____
0360	650.4500 Construction Staking Subgrade	61,469.000 LF	_____.____	_____.____
0362	650.5000 Construction Staking Base	61,469.000 LF	_____.____	_____.____
0364	650.5500 Construction Staking Curb Gutter and Curb & Gutter	8,660.000 LF	_____.____	_____.____
0366	650.6000 Construction Staking Pipe Culverts	33.000 EACH	_____.____	_____.____
0368	650.7000 Construction Staking Concrete Pavement	65,935.000 LF	_____.____	_____.____
0370	650.8000 Construction Staking Resurfacing Reference	4,274.000 LF	_____.____	_____.____
0372	650.9910 Construction Staking Supplemental Control (project) 01. 1022-08-74	LS	LUMP SUM	_____.____
0374	650.9920 Construction Staking Slope Stakes	63,622.000 LF	_____.____	_____.____
0376	690.0150 Sawing Asphalt	90.000 LF	_____.____	_____.____
0378	690.0250 Sawing Concrete	1,719.000 LF	_____.____	_____.____
0380	715.0715 Incentive Flexural Strength Concrete Pavement	28,885.000 DOL	1.00000	28,885.00

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0382	740.0440 Incentive IRI Ride	17,860.000 DOL	1.00000	17,860.00
0384	SPV.0060 Special 01. Temporary Inlets Median 1 Grate	2.000 EACH	_____.____	_____.____
0386	SPV.0060 Special 02. Project Concrete Crack Mitigation and Repair	1.000 EACH	_____.____	_____.____
0388	SPV.0060 Special 04. Temporary Overhead Sign Structure S-01-0001-Temp	1.000 EACH	_____.____	_____.____
0390	SPV.0060 Special 05. Temporary Overhead Sign Structure S-01-0002-Temp	1.000 EACH	_____.____	_____.____
0392	SPV.0060 Special 06. Transporting Overhead Sign Structure S-01-0001-Temp	1.000 EACH	_____.____	_____.____
0394	SPV.0060 Special 07. Transportation Temporary Overhead Sign Structure S-01-0002-Temp	1.000 EACH	_____.____	_____.____
0396	SPV.0090 Special 01. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	215.000 LF	_____.____	_____.____
0398	SPV.0090 Special 02. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	315.000 LF	_____.____	_____.____
0400	SPV.0090 Special 03. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class III 48-Inch	292.000 LF	_____.____	_____.____
0402	SPV.0090 Special 04. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	106.000 LF	_____.____	_____.____
0404	SPV.0090 Special 05. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	155.000 LF	_____.____	_____.____

Proposal ID: 20220510030 Project(s): 1022-08-74

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0406	SPV.0180 Special 01. Concrete Pavement 10-Inch, Special	11,005.000 SY	_____.____	_____.____
0408	SPV.0180 Special 02. Concrete Pavement 12-Inch, Special	85,278.000 SY	_____.____	_____.____
0410	450.4000 HMA Cold Weather Paving	18,688.000 TON	_____.____	_____.____
0412	SPV.0180 Special 03. Concrete Pavement Repair Non-Doweled	221.000 SY	_____.____	_____.____
0414	SPV.0180 Special 04. Concrete Pavement Replacement Non-Doweled	100.000 SY	_____.____	_____.____
	Section: 0001		Total:	_____.____

Total Bid: _____.____