HIGHWAY WORK PROPOSAL

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

Proposal Number: 001

COUNTY	STATE PROJECT	FEDERAL	PROJECT DESCRIPTION	HIGHWAY
Monroe Juneau	1017-01-71	WISC 2023011	Tomah - Camp Douglas, Eb; Ush 12 To Cth C/Prep/B41-45,-46,-50	IH 090

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: $430,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: November 8, 2022 Time (Local Time): 11:00 am	Firm Name, Address, City, State, Zip Code **SAMPLE** **NOT FOR BIDDING PURPOSES**
Contract Completion Time October 30, 2023	
Assigned Disadvantaged Business Enterprise Goal 5%	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

For Department Use Only

Type of Work:
Excavation, Base, Asphaltic Surface, Beam Guard, Pavement Marking, Signs, Culvert work, Culvert Extensions

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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SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1017-01-71; Tomah - Camp Douglas, EB, USH 12 to CTH C / PREP / B41-45,-46,-50, IH 90, Monroe and Juneau Counties, 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, 2023 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 (20220628)

2. Scope of Work.

The work under this contract shall consist of asphaltic surface milling, grading, base aggregate dense, box culvert extensions, HMA pavement, guardrail, emergency pullouts, pavement marking 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.

Schedule of Operations

The department anticipates that the schedule for each stage shall be as follows below unless modifications are approved in writing by the engineer.

Place PCMS boards with pre-construction message 7 calendar days prior to the start of construction.

Lane closure restrictions are provided below in the traffic sections.

Complete work on IH 94 EB and IH 94 EB Ramp(s) at USH 12, USH 21 and Industrial Avenue prior to Memorial Day weekend. IH 94 Ramps to be closed during the outside lane resurfacing construction.

Complete work on IH 90 EB, IH90 EB Ramps at USH 12/16 and IH 90/94 EB outside shoulder widening prior to completing IH 90/94 mainline traffic crossover construction. IH 90 Ramps to be closed during the outside lane resurfacing construction.

Complete resurfacing, slope corrections and culvert extensions on IH 90/94 WB outside shoulder prior to completing IH 90/94 WB median widening and mainline traffic crossover construction. Do not resurface IH 90/94 WB mainline lanes until IH 90/94 WB median widening and mainline traffic crossover construction is completed. IH 90/94 WB Ramps to be closed during the outside lane resurfacing construction.

All sections of pavement that is removed must be brought back to final grade before opening back to traffic.

Only a single ramp may be closed at any time on the project.

The contract time for completion on IH 94 is based on an expedited work schedule and may require extraordinary forces and equipment.

Interim Completion and Liquidated Damages – IH 94 EB/WB Mill and Overlay: May 26, 2023

Complete construction operations on IH 94 EB/WB to the stage necessary to reopen it to through traffic by May 26, 2023. Do not reopen until completing the following work: asphaltic surface milling, grading, base aggregate dense, box culvert extensions, HMA pavement, guardrail, pavement marking.

If the contractor fails to complete the work necessary to reopen IH 94 EB/WB Mill and Overlay to traffic by May 26, 2023, the department will assess the contractor $4,000 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 12:01 AM on May 27, 2023. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

4. Lane Rental Fee Assessment.

A General

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

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

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

B Lane Rental Fee Assessment

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

- System Ramp- $4,000 per lane, per direction of travel, per hour broken into 15-minute increments
- Service Ramp- $2,000 per lane, per direction of travel, per hour broken into 15-minute increments
- Mainline- $4,000 per lane, per direction of travel, per hour broken into 15-minute increments

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

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

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

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

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

stp-108-070 (20161130)

5. Traffic.

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.

Temporary Regulatory Speed Limit Reduction

During engineer-approved regulatory speed limit reductions, install temporary speed limit signs on the inside and outside shoulders of divided roadways to enhance visibility. 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 lasts less than seven 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 with Regional Traffic Section to identify the construction stages that have approved temporary regulatory speed zones documented in a Temporary Speed Zone Declaration. Primary contact phone number: (608) 789-5959, secondary contact number: (608) 399-4138.

Contact the Region Traffic Section at least 14-calendar days before installing the temporary speed zone. After installation of the temporary speed zone is complete, notify the Regional Traffic Section with field locations of temporary speed zones.

Work Restriction(s)

Do not perform work on IH 94 and IH 90/94, and entirely clear the traveled way and outside 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 periods (median shoulder closures may remain in place):

IH 94 EB and IH 94 WB

April-June:

- From 10:00 AM Friday to 7:00 PM Sunday

July

- From 10:00 AM Friday to 7:00 PM Sunday
- From 11:00 AM Thursday to 4:00 PM Thursday

August-October:

- From 10:00 AM Friday to 7:00 PM Sunday

IH 90/94 EB and IH 90/94 WB

April:

- From 10:00 AM Friday to 8:00 PM Sunday

May:

- From 12:00 PM Thursday to 6:00 PM Monday

June-July:

- From 9:00 AM Friday to 8:00 PM Sunday
- From 9:00 AM to 6:00 PM Daily (Monday-Thursday)

August:

- From 9:00 AM Friday to 8:00 PM Sunday
- From 9:00 AM to 8:00 PM Daily (Monday-Thursday)

September-October:

- From 1:00 PM Thursday to 6:00 PM Sunday

WB Ramps

IH 90/94

- CTH C – 6:00 AM to 6:00 PM
- Oakdale – 4:00 AM to 9:00 PM

IH 94

- Industrial Ave – 6:00 AM to 6:00 PM
- STH 21 – 4:00 AM to 11:00 PM

IH 90

- USH 12/STH 16 – 6:00 AM to 7:00 PM

EB Ramps

April-June:

- From 10:00 AM Friday to 7:00 PM Sunday

July

- From 10:00 AM Thursday to 7:00 PM Sunday

August-October:

- From 10:00 AM Friday to 7:00 PM Sunday

IH 90/94 nighttime single lane closures are allowed in each direction of travel. These lane closures are restricted to the time period outside the times shown above. During the time period shown above traffic shall be opened back up to two lanes in each direction. Nighttime single lane closures are allowed Sunday, Monday, Tuesday, Wednesday, and Thursday nights. These closures are limited to two closures in each direction of travel, each with a maximum length of 4 miles and separated by at least 3 miles. There must be work activities taking place when a lane is closed.

Keep all entrance and exit ramps open to traffic at all times unless stated elsewhere.

Conduct operations in a manner that will cause the least interference to traffic movements on IH 90, IH 94 and IH 90/94, all interchanges and crossroads within the project limits.

Do not haul across, unload material from, stop in, or otherwise interfere with traffic on any portion of IH 90, IH 94 and IH 90/94 without a pre-approved traffic control plan and traffic control measures in place.

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 availability of equipment and work forces to promptly restore barricades, lights or other traffic control devices that are damaged or disturbed. In no case shall any barricade, light or other traffic control device be out of service for more than two hours.

Do not directly cross the live lanes of IH 90, IH 94 and IH 90/94 with any vehicle or piece of construction equipment.

Flagging operations will not be permitted on IH 90, IH 94 and IH 90/94.

Do not use maintenance crossings connecting eastbound and westbound roadways of IH 90, IH 94 and IH 90/94 during construction operations unless both median lanes are closed to traffic.

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 the contractor's expense.

Cover completely any conflicting signs in the project area.

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

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 IH 90, IH 94 and IH 90/94 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 10:00 AM Friday, April 7, 2023 to 6:00 AM Monday, April 10, 2023 for Easter;
- From 10:00 AM Friday, May 26, 2023 to 6:00 AM Tuesday, May 30, 2023 for Memorial Day;
- From 6:00 AM Thursday, June 22, 2023 to 6:00 AM Monday, June 26, 2023 for Tomah Truck and Tractor Pull;
- From 9:00 AM Friday, June 30, 2023 to 6:00 AM Wednesday, July 5, 2023 for Independence Day;
- From 9:00 AM Friday, September 1, 2023 to 6:00 AM Tuesday, September 5, 2023 for Labor Day;
- From 6:00 AM Friday, September 22, 2023 to 6:00 AM Monday, September 25, 2023 for Cranfest;
- From noon Friday, November 17, 2023 to 6:00 AM Monday, November 20, 2023 for Wisconsin Gun Deer Season opener;
- From noon Wednesday, November 22, 2023 to 6:00 AM Monday, November 27, 2023 for Thanksgiving.

stp-107-005 (20210113)

7. Utilities.

This contract comes under the provisions of Wisconsin Administrative Code Chapter Trans 220.

stp-107-065 (20080501)

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

AT&T Legacy – Communication – The following will conflict with construction:

- Marker poles are close to existing/new fencing and some will conflict with the fence replacement. AT&T Corp. will coordinate with the state contractor to document the marker poles that will be removed due to the fence removal and replacement. Once the fence has been replaced, AT&T will have their contractor come back and replace the marker poles that have been impacted. Contact Ken Nine at (574) 904-6336 prior to removing any fencing. This work is anticipated to take 14 days to complete.

ATC Management, Inc. – Electric Transmission – The following will conflict with construction:

- There are 69 kV and 345 kV transmission facilities within the project limits. ATC will remove and replace existing electrical grounds (attached to WisDOT fence) at approximately every 4,000 feet on the newly installed fence within a 24-hour period for each location. ATC coordination with the WisDOT contractor is necessary to maintain a safe reinstallation of ATC assets to the new fence. The WisDOT fence contractor will need to coordinate with ATC on their schedule for replacing the fence. The fence contractor will need to provide notice of construction activities to ensure proper coordination of ATC contractors to replace the electrical grounds in a safe and timely manner. The ATC contact is Robert Weisheim at (262) 722-0289.

Dairyland Power Cooperative – Electric Transmission – The following will conflict with construction:

- There is a 69kV overhead transmission line crossing IH 90/94 in proximity of the box culvert extension at approximately Station 3381A. A minimum of 20 feet must be maintained from all energized overhead electrical transmission lines. Notify Dairyland Power so that a representative can be present during work on the box culvert.

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

- **Alliant Energy – Electric**
- **Alliant Energy – Gas/Petroleum**
- **Camp Douglas Municipal Sewer Utility – Sewer**
- **Camp Douglas Municipal Water Utility – Water**
- **CenturyLink – Communication**
- **Lemonweir Valley Telephone Company – Communication**
- **MCI – Communication**
- **Oakdale Electric Cooperative – Electric**
- **Rogers Telecom – Communication**
- **Sprint Communications Co LP – Communication**
- **Tomah Wastewater Treatment Facility – Sewer**
- **Tomah Water Utility – Water**
- **WE Energies – Gas/Petroleum**

8. Work Done By Others.

There is an RWIS tower at approximately Station 2936A (northeast quadrant of USH 12 overpass). It is connected to one sensor in each lane at the same station, as well as a subsurface probe in the right lane and a bridge deck sensor. All these sensors except the bridge deck sensor must be replaced. WisDOT's RWIS contractor will be responsible for disconnecting the existing sensors prior to project start. All reinstallation work will be completed by WisDOT's RWIS contractor, likely after the road reopens. The WisDOT construction project manager is required to issue a purchase order to WisDOT's RWIS contractor in order to purchase replacement sensors. The WisDOT RWIS program manager will provide information for this. The prime contractor will not be responsible for any work. The prime contractor is required to contact the WisDOT RWIS Program Manager at (608) 266-5004 thirty days prior to the start of work, and again upon completion of paving. Sensors can be milled.

9. Railroad Insurance and Coordination - Soo Line Railroad Company (CP).

A Description

Comply with standard spec 107.17 for all work affecting Soo Line Railroad Company (CP) property and any existing tracks.

A.1 Railroad Insurance Requirements

In addition to standard spec 107.26, provide railroad protective liability insurance coverage as specified in standard spec 107.17.3. Insurance is filed in the name of Soo Line Railroad Company d/b/a Canadian Pacific.

Notify evidence of the required coverage, and duration to Brian Osborne, Manager Public Works; Canadian Pacific Plaza, 120 South 6th Street, Suite 700, Minneapolis, MN 55402; Telephone (612) 330-4555; E-mail: brian_osborne@cpr.ca

Also send a copy to the following: Scott Willinger, SW LaCrosse Region Railroad Coordinator; 3550 Mormon Coulee Road, La Crosse, WI 54601; Telephone (608) 792-1360; E-mail: gene.willinger@dot.wi.gov.

Include the following information on the insurance document:

- Project ID: 1017-01-71
- Work Performed: Mill and overlay highway pavement up to structure approaches over railroad (no work on structures). Remove and replace right-of-way fencing along project limits and adjacent to railroad.

#	Route Name	City/County	Crossing ID	RR Subdivision	RR Milepost
1	IH 90/94	Camp Douglas/Juneau County	390 972T	Tomah Subdivision	MP 0.420
2	IH 90	Tomah/Monroe County	390 855x	Tomah Subdivision	MP 237.800

A.2 Train Operation

#	Passenger Train Volume	Passenger Train Speed	Freight Train Volume	Freight Train Speed	Frequency	Switch Train Comment*
1	2	79 MPH	0	NA	Daily	No switch trains
2	2	79 MPH	10	55 MPH	Daily	No switch trains

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

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

Construction Contact

Brian Osborne, Manager Public Works; Canadian Pacific Plaza, 120 South 6th Street, Suite 700, Minneapolis, MN 55402; Telephone (612) 330-4555; E-mail brian_osborne@cpr.ca for consultation on railroad requirements during construction.

Amend standard spec 108.4 to include the railroad in the distribution of the initial bar chart, and monthly schedule updates. The bar chart shall specifically show work involving coordination with the railroad.

Flagging Contact

Greda Lynn, Grade Crossing Coordinator; Canadian Pacific Plaza, 120 South 6th Street, Suite 700, Minneapolis, MN 55402; Telephone (612) 258-6619; E-mail greda_lynn@cpr.ca a minimum of 40 working days in advance to arrange for a railroad flagger. Reference the Crossing ID, Wisconsin Milepost and Subdivision found in A.1.

* Contact SOO Line (CP) prior to letting for flagman work hour availability.

Cable Locate Contact

In addition to contacting Diggers Hotline, contact CP Call Before You Dig line at (866) 291-0741, five working days before the locate is needed. Reference the Crossing ID, Wisconsin Milepost and Subdivision found in A.1.

SOO Line (CP) will only locate railroad owned facilities located in the railroad right-of-way. The railroad does not locate any other utilities.

A.4 Work by Railroad

The railroad will perform the work described in this section, except for work described in other special provisions, and will be accomplished without cost to the contractor. None.

A.5 Temporary Grade Crossing

If a temporary grade crossing is desired, submit a written request to the railroad representative named in A.3 at least 40 days prior to the time needed. Approval is subject to the discretion of the railroad. The department has made no arrangements for a temporary grade crossing.

A.7 Contractor Right of Entry

The contractor will be required to obtain a Right of Entry from Soo Line Railroad Company (CP) prior to working on railroad right-of-way. Contact the person in A.1 Railroad Insurance Requirements at least 30 days prior to start of work. The Right of Entry will be issued at no cost to the contractor. If the contractor pays for the Right of Entry, it will not be reimbursed by the project. The Project ID will serve as the ROE permit number unless otherwise stated.

stp-107-026 (202200602)

10. Railroad Insurance and Coordination - Union Pacific Railroad Company.

A Description

Comply with standard spec 107.17 for all work affecting Union Pacific Railroad Company property and any existing tracks.

A.1 Railroad Insurance Requirements

In addition to standard spec 107.26, provide railroad protective liability insurance coverage as specified in standard spec 107.17.3. Insurance is filed in the name of Union Pacific Railroad Company.

Notify evidence of the required coverage, and duration to David C. LaPlante, Senior Manager-Real Estate-Special and Public Projects, 1400 Douglas St. STOP 1690, Omaha, NE 68179; Telephone: (402) 544-8563; E-mail: dclaplante@up.com.

Also send a copy to the following: Scott Willinger, SW LaCrosse Region Railroad Coordinator; 3550 Mormon Coulee Road, La Crosse, WI 54601; Telephone (608) 792-1360; E-mail: gene.willinger@dot.wi.gov.

- Project ID: 1017-01-71
- Work Performed: Mill and overlay highway pavement up to structure approaches over railroad (no work on structures). Remove and replace right-of-way fencing along project limits and adjacent to railroad.

#	Route Name	City/County	Crossing ID	RR Subdivision	RR Milepost
1	IH 90/94	Camp Douglas/Juneau County	184 094L	Camp Douglas Ind Ld Subdivision	MP 182.504
2	IH 94	Tomah/Monroe County	179 295S	Winona Subdivision	MP 159.44

A.2 Train Operation

#	Passenger Train Volume	Passenger Train Speed	Freight Train Volume	Freight Train Speed	Frequency	Switch Train Comment*
1	0	N/A	0	N/A	Monthly	No switch trains
2	0	N/A	1	25 MPH	Weekly	No switch trains

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

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

Construction Contact

Chris T. Keckeisen, Manager Special Projects - Industry & Public Projects Engineering Department; 1400 Douglas, MS 0910, Omaha, NE, 68179; Telephone (402) 5445131; E-mail ctkeckei@up.com or Richard Ellison, project coordinator, 207 Powell Avenue, Labadie, MO 63055; Telephone (847) 323-7197; E-mail richardellison@up.com for consultation on railroad requirements during construction.

Amend standard spec 108.4 to include the railroad in the distribution of the initial bar chart, and monthly schedule updates. The bar chart shall specifically show work involving coordination with the railroad.

Flagging Contact

See Construction Contact. If more than 30 days of flagging is required contact UP 30 days prior to needing a flagger on site. Reference the Wisconsin Milepost and Subdivision located in A.1.

Cable Locate Contact

In addition to contacting Diggers Hotline, contact the UP Call Before You Dig line at (800) 336-9193 at least five working days before the locate is needed. Normal business hours are 6:30 AM to 6:30 PM, Central Time, Monday through Friday, except holidays and are subject to change. Calls will be routed at all times in case of an emergency. Reference the Wisconsin Milepost and Subdivision located in A.1.

UP will only locate railroad owned cable buried in the railroad right-of-way. The railroad does not locate any other utilities.

A.4 Work by Railroad

The railroad will perform the work described in this section, except for work described in other special provisions, and will be accomplished without cost to the contractor. None.

A.5 Temporary Grade Crossing

If a temporary grade crossing is desired, submit a written request to the railroad representative named in A.3 at least 40 days prior to the time needed. Approval is subject to the discretion of the railroad. The department has made no arrangements for a temporary grade crossing.

A.6 Contractor Right of Entry

The contractor will be required to obtain a Right of Entry from Union Pacific Railroad Company prior to working on railroad right-of-way. Contact the person in A.1 Railroad Insurance Requirements at least 30 days prior to start of work. The Right of Entry will be issued at no cost to the contractor. If the contractor pays for the Right of Entry, it will not be reimbursed by the project. The Project ID will serve as the ROE permit number unless otherwise stated.

stp-107-026 (202200602)

11. 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 Brian Meyer at (608) 789-5676.

12. Erosion Control Structures.

Within three calendar days after completing the excavation for a substructure unit, place riprap or other permanent erosion control items required by the contract or deemed necessary by the engineer around the unit at a minimum to a height equivalent to the calculated water elevation resulting from a storm that occurs on the average of once every two years (Q2) as shown on the plan, or as the engineer directs.

In the event that construction activity does not disturb the existing ground below the Q2 elevation, the above timing requirements for permanent erosion control shall be waived.

stp-107-070 (20191121)

13. Archaeological Site.

47M017 site is located approximately Station 3265+50 – Station 3268+00 within the limits shown on the plans.

47M075 site is located approximately Station 3515+00 – Station 3523+00 within the limits shown on the plans.

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

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

stp-107-220 (20180628)

14. Notice to Contractor, Verification of Asbestos Inspection, No Asbestos Found.

Paul M. Garvey, License Number AII-117079, inspected Structure C-41-024 for asbestos on August 13, 2019. No regulated Asbestos Containing Material (RACM) was found on this structure. A copy of the inspection report is available from Brandyn Mecum, (608) 785-9070, brandyn.mecum@dot.wi.gov.

Paul M. Garvey, License Number AII-117079, inspected Structure B-41-045 for asbestos on August 13, 2019. No regulated Asbestos Containing Material (RACM) was found on this structure. A copy of the inspection report is available from Brandyn Mecum, (608) 785-9070, brandyn.mecum@dot.wi.gov.

John Roelke, License Number AII-119523, inspected Structure B-41-0046 for asbestos on November 14, 2018. No regulated Asbestos Containing Material (RACM) was found on this structure. A copy of the inspection report is available from Brandyn Mecum, (608) 785-9070, brandyn.mecum@dot.wi.gov.

John Roelke, License Number AII-119523, inspected Structure B-41-0050 for asbestos on November 14, 2018. No regulated Asbestos Containing Material (RACM) was found on this structure. A copy of the inspection report is available from Brandyn Mecum, (608) 785-9070, brandyn.mecum@dot.wi.gov.

stp-107-127 (20220628)

15. Select Borrow, Item 208.1100.

Conform to standard spec 208 as modified in this special provision.

Material

Furnish and use material that consists of granular material meeting the following requirements: Maximum particle size of 12 inches when measured from any face. The material passing the No. 4 sieve shall have a maximum of 20 percent by weight passing the No. 200 sieve.

stp-208-005 (20031103)

16. Base Aggregate Dense 3/4-Inch, Item 305.0110.

Add the following to standard spec 301.2.4.3:

Furnish only aggregate classified as crushed stone for Dense 3/4-Inch when used in the top 3 inches of the unpaved portion of the shoulder or for unpaved driveways and field entrances.

swr-305-001 (20170711)

17. 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)

18. HMA Pavement 4 SMA 58-28 V, Item 460.8624; HMA Pavement Test Strip Volumetrics, Item 460.0115.S; HMA Pavement Test Strip Density, Item 460.0120.S.

A Description

Conform to standard spec 450 and 460 except as modified in this special provision.

B (Vacant)

C Construction

Add the following to standard spec 450.3.1.3 to require transfer vehicle for SMA:

(2) Use a Material Transfer Vehicle when constructing SMA pavement.

Add the following to standard spec 450.3.1.5 to prohibit rubber-tire roller on SMA:

(3) Do not use a rubber-tired roller for compaction of SMA pavement.

Add the following to standard spec 460.3.3.2 to require and define approval criteria for SMA test strips:

(5) Construct a test strip according to CMM 8-15.13 to correlate nuclear gauges to pavement cores, confirm SMA in-place density using cores and determine mixture air voids. Submit the test strip start time and date to the department in writing at least 5 calendar days in advance of construction of the test strip. The department will assess the contractor $2,000 for each instance according to Section E of this special provision if paving does not begin within 2 hours of the submitted start time, delaying the test strip. Alterations to the start time and date must be submitted to the department in writing a minimum of 24 hours prior to the start time. The contractor will not be liable for changes in start time related to adverse weather days as defined by standard spec 101.3 or equipment breakdown verified by the department.

Construct the test strip at the beginning of work for each SMA mixture, for each layer and for each thickness. All SMA test strip material produced shall meet the requirements in Tables 460-1 and 460-2 and conform to the JMF limits presented herein except as follows:

ITEM	JMF Limits
Asphaltic content in percent [1]	- 0.5
VMA in percent[2]	- 1.0
Air Voids in percent	According to the SMA Test Strip Approval Criteria Below

[1] Asphalt content more than -0.5% below the JMF will be referee tested by BTS using automated extraction according to WisDOT Modified ASTM D8159.

[2] VMA limits based on minimum requirement for mix design nominal maximum aggregate size in table 460-1 as modified herein.

The test strip shall remain in place and become part of the completed pavement when acceptably produced, acceptably compacted, and meets finish and smoothness requirements. CMM 8-15 describes the SMA density and volumetric testing tolerances required for the test strip.

(6) The test strip is to be treated as a single/separate lot and will have densities and pay adjustments calculated accordingly. The department will test one of the two split samples for volumetrics to determine test strip approval. If the QV air void sample is outside of the limits for 100% pay (i.e., $3.2 \leq Va \leq 5.8$), dispute resolution according to CMM 8-36 will determine material conformance and payment for the test strip. If QV and QC test results exceed testing tolerances (0.015 for Gmm or Gmb), both retained split samples will be tested by BTS. In this case, additional investigation shall be conducted to identify the source of the difference between QV and QC data and BTS referee test data will be used to determine material conformance and pay.

Pay adjustments made as part of dispute resolution on test strip material will be limited to the test strip and will not extend to material placed during main production nor will pay adjustments made on main production extend into the test strip. The department will notify the contractor within 24 hours of the start of test strip construction regarding approval to proceed with paving beyond the test strip. The department will evaluate mixture air voids, test strip density, and nuclear gauge to core correlation in determining test strip approval and material conformance according to the following:

SMA Test Strip Approval Criteria

Approval / Material Conformance [1]	QV Air Voids	Average Density of All Cores [2]	Outcome of Test Strip for Contractor
Approved / Material Conforming	$3.2 \leq Va \leq 5.8$	≥ 93.0 %	Proceed with production
Test Strip Approved / Material Nonconforming	$2.8 \leq Va \leq 3.2$ or $5.8 < Va \leq 6.2$	≥ 91.0 %	Propose solution and proceed with production. Payment for material will be based on BTS referee tests.
Test Strip Not Approved / Material Nonconforming	$2.5 \leq Va < 2.8$ or $6.2 < Va \leq 6.5$	< 91.0 %	Stop production, submit cause and solution, make additional 500-ton test strip. Payment for material will be based on BTS referee tests.
Test Strip and Material are Unacceptable [3]	$Va < 2.5$ or $Va > 6.5$	< 90.0 %	Stop production, submit cause and solution, make additional 500-ton test strip, and complete new core to nuclear density gauge correlation.

[1] The overall result of each test strip will coincide with the more restrictive result from air voids or density.

[2] Individual nuclear density test results more than 3.0% below the minimum density requirement must be addressed according to CMM 8-15.11.

[3] Unacceptable material will be removed and replaced at no additional cost to the department. Alternatively, the engineer may allow the material to remain in place with a 50 percent payment factor. Material allowed to remain in place requires another test strip prior to additional paving.

(7) An acceptable core to nuclear density gauge correlation must be completed by both the contractor and department according to CMM 8-15 as part of the test strip.

(8) A maximum of two test strips will be allowed to remain in place per layer per contract. If the contractor changes the mix design for a given mix type during a contract, no additional compensation will be paid by the department for the required additional test strip and the department will assess the contractor $2,000 for each additional test strip according to Section E of this special provision.

D Measurement

Add the following to standard spec 460.4:

(2) The department will measure HMA Pavement Test Strip Volumetrics and HMA Pavement Test Strip Density as each unit of work, acceptably completed, as described in CMM 8-15. Material quantities will be determined according to standard spec 450.4.

E Payment

Replace standard spec 460.5.1 with the following:

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

ITEM NUMBER	DESCRIPTION	UNIT
460.8624	HMA Pavement 4 SMA 58-28 V	TON
460.0115.S	HMA Pavement Test Strip Volumetrics	EACH
460.0120.S	HMA Pavement Test Strip Density	EACH

Payment for SMA is full compensation for providing SMA mixture designs; for preparing foundation; for volumetric and density testing and aggregate source testing; for asphalt binder from recycled sources; for asphalt binder modification or processes; and addition of fibers, fines, or filler.

Payment for HMA Pavement Test Strip Volumetrics is full compensation for volumetric sampling, splitting, and testing; and for proper labeling, handling; and retention of split samples.

Payment for HMA Pavement Test Strip Density is full compensation for collecting and measuring of pavement cores, acceptably filling core holes, providing of nuclear gauges and operator(s), and all other work associated with completion of a core-to-gauge correlation, as directed by the engineer.

The department will pay separately for a material transfer vehicle.

Acceptable HMA mixture placed on the project as part of a volumetric or density test strip will be compensated by the appropriate HMA Pavement bid item with any applicable pay adjustments. If a test strip is delayed as defined in standard spec 460.3.3.2(5) as modified herein, the department will assess the contractor $2,000 for each instance, under the HMA Delayed Test Strip administrative item. If an additional test strip is required because the initial test strip is not approved by the department, or the mix design is changed by the contractor, the department will assess the contractor $2,000 for each additional test strip (i.e., $2,000 for each individual volumetrics or density test strip) under the HMA Additional Test Strip administrative item.

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19. HMA Percent Within Limits (PWL) Test Strip Volumetrics, Item 460.0105.S; HMA Percent Within Limits (PWL) Test Strip Density Item 460.0110.S.

A Description

This special provision describes the Hot Mix Asphalt (HMA) density and volumetric testing tolerances required for an HMA test strip. An HMA test strip is required for contracts constructed under HMA Percent Within Limits (PWL) QMP. A density test strip is required for each pavement layer placed over a specific, uniform underlying material, unless specified otherwise in the plans. Each contract is restricted to a single mix design per mix type per layer (e.g., upper layer and lower layer may have different mix type specified or may have the same mix type with different mix designs). Each mix design requires a separate test strip. Density and volumetrics testing will be conducted on the same test strip whenever possible.

Perform work according to standard spec 460 and as follows.

B Materials

Use materials conforming to HMA Pavement Percent Within Limits (PWL) QMP special provision.

C Construction

C.1 Test Strip

Submit the test strip start time and date to the department in writing at least 5 calendar days in advance of construction of the test strip. If the contractor fails to begin paving within 2 hours of the submitted start time, the test strip is delayed, and the department will assess the contractor $2,000 for each instance according to Section E of this document. Alterations to the start time and date must be submitted to the department in writing a minimum of 24 hours prior to the start time. The contractor will not be liable for changes in start time related to adverse weather days as defined by standard spec 101.3 or equipment breakdown verified by the department.

On the first day of production for a test strip, produce approximately 750 tons of HMA. (Note: adjust tonnage to accommodate natural break points in the project.) Locate test strips in a section of the roadway to allow a representative rolling pattern (i.e., not a ramp or shoulder, etc.).

C.1.1 Sampling and Testing Intervals

C.1.1.1 Volumetrics

Laboratory testing will be conducted from a split sample yielding three components, with portions designated for QC (quality control), QV (quality verification), and retained.

During production for the test strip, obtain sufficient HMA mixture for three-part split samples from trucks prior to departure from the plant. Collect three split samples during the production of test strip material. Perform sampling from the truck box and three-part splitting of HMA according to CMM 836. These three samples will be randomly selected by the engineer from each *third* of the test strip tonnage (T), excluding the first 50 tons:

Sample Number	Production Interval (tons)
1	50 to 1/3 T
2	1/3 T to 2/3 T
3	2/3 T to T

C.1.1.2 Density

Required field tests include contractor QC and department QV nuclear density gauge tests and pavement coring at ten individual locations (five in each half of the test strip length) according to Appendix A: *Test Methods and Sampling for HMA PWL QMP Projects*. Both QV and QC teams shall have two nuclear density gauges present for correlation at the time the test strip is constructed. QC and QV teams may wish to scan with additional gauges at the locations detailed in Appendix A, as only gauges used during the test strip correlation phase will be allowed.

C.1.2 Field Tests

C.1.2.1 Density

For contracts that include STSP 460-020 QMP Density in addition to PWL, a gauge comparison according to CMM 815.7 shall be completed prior to the day of test strip construction. Daily standardization of gauges on reference blocks and a project reference site shall be performed according to CMM 815.8. A standard count shall be performed for each gauge on the material placed for the test strip, prior to any additional data collection. Nuclear gauge readings and pavement cores shall be used to determine nuclear gauge correlation according to Appendix A. The two to three readings for the five locations across the mat for each of two zones shall be provided to the engineer. The engineer will analyze the readings of each gauge relative to the densities of the cores taken at each location. The engineer will determine the average difference between the nuclear gauge density readings and the measured core densities to be used as a constant offset value. This offset will be used to adjust raw density readings of the specific gauge and shall appear on the density data sheet along with gauge and project identification. An offset is specific to the mix and layer; therefore, a separate value shall be determined for each layer of each mix placed over a differing underlying material for the contract. This constitutes correlation of that individual gauge for the given layer. Two gauges per team are not required to be onsite daily after completion of the test strip. Any data collected without a correlated gauge will not be accepted.

The contractor is responsible for coring the pavement from the footprint of the density tests and filling core holes according to Appendix A. Coring and filling of pavement core holes must be approved by the engineer. The QV team is responsible for the labeling and safe transport of the cores from the field to the QC laboratory. Testing of cores shall be conducted by the contractor and witnessed by department personnel. The contractor is responsible for drying the cores following testing. The department will take possession of cores following laboratory testing and will be responsible for any verification testing at the discretion of the engineer.

The target maximum density to be used in determining core density is the average of the three volumetric/mix Gmm values from the test strip multiplied by 62.24 lb/ft^3. In the event mix and density portions of the test strip procedure are separated, or if an additional density test strip is required, the mix portion must be conducted prior to density determination. The target maximum density to determine core densities shall then be the Gmm four-test running average (or three-test average from a PWL volumetric-only test strip) from the end of the previous day's production multiplied by 62.24 lb/ft^3. If no PWL production QV volumetric test is to be taken in a density-only test strip, a non-random QV test will be taken according to 460.2.8.3.1.4 as modified in HMA Pavement Percent Within Limits (PWL) QMP and if

non-conforming to C.2.1 herein, follow corrective action outlined in 460.2.8.2.1.7(4) as modified in HMA Pavement Percent Within Limits (PWL) QMP.

Exclusions such as shoulders and appurtenances shall be tested and reported according to CMM 815. However, all acceptance testing of shoulders and appurtenances will be conducted by the department, and average lot (daily) densities must conform to standard spec Table 460-3. No density incentive or disincentive will be applied to shoulders or appurtenances. However, unacceptable shoulder material will be handled according to standard spec 460.3.3.1 and CMM 815.11.

C.1.3 Laboratory Tests

C.1.3.1 Volumetrics

Obtain random samples according to C.1.1.1 and Appendix A. Perform tests the same day as taking the sample.

Theoretical maximum specific gravities of each mixture sample will be obtained. Bulk specific gravities of both gyratory compacted samples and field cores shall be determined. The bulk specific gravity values determined from field cores shall be used to calculate a correction factor (i.e., offset) for each QC and QV nuclear density gauge. The correction factor will be used throughout the remainder of the layer.

C.2 Acceptance

C.2.1 Volumetrics

Produce mix conforming to the following limits based on individual QC and QV test results (tolerances based on most recent JMF):

ITEM	ACCEPTANCE LIMITS
Percent passing given sieve:	
37.5-mm	+/- 8.0
25.0-mm	+/- 8.0
19.0-mm	+/- 7.5
12.5-mm	+/- 7.5
9.5-mm	+/- 7.5
2.36-mm	+/- 7.0
75-µm	+/- 3.0
Asphaltic content in percent[1]	- 0.5
Air Voids	-1.5 & +2.0
VMA in percent[2]	- 1.0
Maximum specific gravity	+/- 0.024

[1] Asphalt content more than -0.5% below the JMF will be referee tested by the department's AASHTO accredited laboratory and HTCP certified personnel using automated extraction.

[2] VMA limits based on minimum requirement for mix design nominal maximum aggregate size in table 460-1.

QV samples will be tested for Gmm, Gmb, and AC. Air voids and VMA will then be calculated using these test results.

Calculation of air voids shall use either the QC, QV, or retained split sample test results, as identified by conducting the paired t-test with the WisDOT PWL Test Strip Spreadsheet.

If QC and QV test results do not correlate as determined by the split sample comparison, the retained split sample will be tested by the department's AASHTO accredited laboratory and HTCP certified personnel as a referee test. Additional investigation shall be conducted to identify the source of the difference between QC and QV data. Referee data will be used to determine material conformance and pay.

C.2.2 Density

Compact all layers of test strip HMA mixture according to Table 460-3.

Nuclear density gauges are acceptable for use on the project only if correlation is completed for that gauge during the time of the test strip and the department issues documentation of acceptance stating the correlation offset value specific to the gauge and mix design. The offset is not to be entered into any nuclear density gauge as it will be applied by the department-furnished Field Density Worksheet.

C.2.3 Test Strip Approval and Material Conformance

All applicable laboratory and field testing associated with a test strip shall be completed prior to any additional mainline placement of the mix. All test reports shall be submitted to the department upon completion and approved before paving resumes. The department will notify the contractor within 24 hours from start of test strip regarding approval to proceed with paving unless an alternate time frame is agreed upon in writing with the department. The 24-hour approval time includes only working days as defined in standard spec 101.3.

The department will evaluate material conformance and make pay adjustments based on the PWL value of air voids and density for the test strip. The QC core densities and QC and QV mix results will be used to determine the PWL values as calculated according to Appendix A.

The PWL values for air voids and density shall be calculated after determining core densities. An approved test strip is defined as the individual PWL values for air voids and density both being equal to or greater than 75, mixture volumetric properties conforming to the limits specified in C.2.1, and an acceptable gauge-to-core correlation. Further clarification on PWL test strip approval and appropriate post-test strip actions are shown in the following table:

PWL TEST STRIP APPROVAL AND MATERIAL CONFORMANCE CRITERIA

PWL VALUE FOR AIR VOIDS AND DENSITY	TEST STRIP APPROVAL	MATERIAL CONFORMANCE	POST-TEST STRIP ACTION
Both PWL $\geq$ 75	Approved[1]	Material paid for according to Section E	Proceed with Production
50 $\leq$ Either PWL < 75	Not Approved	Material paid for according to Section E	Consult BTS to determine need for additional test strip
Either PWL < 50	Not Approved	Unacceptable material removed and replaced or paid for at 50% of the contract unit price according to Section E	Construct additional Volumetrics or Density test strip as necessary

[1] In addition to these PWL criteria, mixture volumetric properties must conform to the limits specified in C.2.1, split sample comparison must have a passing result and an acceptable gauge-to-core correlation must be completed.

A maximum of two test strips will be allowed to remain in place per pavement layer per contract. If material is removed, a new test strip shall replace the previous one at no additional cost to the department. If the contractor changes the mix design for a given mix type during a contract, no additional compensation will be paid by the department for the required additional test strip and the department will assess the contractor $2,000 for the additional test strip according to Section E of this special provision. For simultaneously conducted density and volumetric test strip components, the following must be achieved:

i. Passing/Resolution of Split Sample Comparison
ii. Volumetrics/mix PWL value $\geq$ 75
iii. Density PWL value $\geq$ 75
iv. Acceptable correlation

If not conducted simultaneously, the mix portion of a test strip must accomplish (i) and (ii), while density must accomplish (iii) and (iv). If any applicable criteria are not achieved for a given test strip, the engineer, with authorization from the department's Bureau of Technical Services, will direct an additional test strip (or alternate plan approved by the department) be conducted to prove the criteria can be met prior to additional paving of that mix. For a density-only test strip, determination of mix conformance will be according to main production, i.e., HMA Pavement Percent Within Limits (PWL) QMP special provision.

D Measurement

The department will measure HMA Percent Within Limits (PWL) Test Strip as each unit of work, acceptably completed as passing the required air void, VMA, asphalt content, gradation, and density correlation for a Test Strip. Material quantities shall be determined according to standard spec 450.4 and detailed here within.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH
460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH

These items are intended to compensate the contractor for the construction of the test strip for contracts paved under the HMA Pavement Percent Within Limits QMP article.

Payment for HMA Percent Within Limits (PWL) Test Strip Volumetrics is full compensation for volumetric sampling, splitting, and testing, and for the proper labeling, handling, and retention of the split samples.

Payment for HMA Percent Within Limits (PWL) Test Strip Density is full compensation for collecting and measuring of pavement cores, acceptably filling core holes, providing of nuclear gauges and operator(s), and all other work associated with completion of a core-to-gauge correlation, as directed by the engineer.

Acceptable HMA mixture placed on the project as part of a volumetric or density test strip will be compensated by the appropriate HMA Pavement bid item with any applicable pay adjustments. If a test strip is delayed as defined in C.1 of this document, the department will assess the contractor $2,000 for each instance, under the HMA Delayed Test Strip administrative item. If an additional test strip is required because the initial test strip is not approved by the department or the mix design is changed by the contractor, the department will assess the contractor $2,000 for each additional test strip (i.e. $2,000 for each individual volumetrics or density test strip) under the HMA Additional Test Strip administrative item.

Pay adjustment will be calculated using 65 dollars per ton of HMA pavement. The department will pay for measured quantities of mix based on $65/ton multiplied by the following pay adjustment:

PAY ADJUSTMENT FOR HMA PAVEMENT AIR VOIDS & DENSITY

PERCENT WITHIN LIMITS (PWL)	*PAYMENT FACTOR, PF (percent of $65/ton)*
≥ 90 to 100	PF = ((PWL – 90) * 0.4) + 100
≥ 50 to < 90	(PWL * 0.5) + 55
<50	50%[1]

where, PF is calculated per air voids and density, denoted $PF_{air\ voids}$ and $PF_{density}$

[1] Material resulting in PWL value less than 50 shall be removed and replaced, unless the engineer allows for such material to remain in place. In the event the material remains in place, it will be paid at 50% of the contract unit price of HMA pavement.

For air voids, PWL values will be calculated using lower and upper specification limits of 2.0 and 4.3 percent, respectively. Lower specification limits for density will be according to Table 460-3. Pay adjustment will be determined for an acceptably completed test strip and will be computed as shown in the following equation:

Pay Adjustment = (PF-100)/100 x (WP) x (tonnage) x ($65/ton)*

*Note: If Pay Factor <50, the contract unit price will be used in lieu of $65/ton

The following weighted percentage (WP) values will be used for the corresponding parameter:

Parameter	WP
Air Voids	0.5
Density	0.5

Individual Pay Factors for each air voids ($PF_{air\ voids}$) and density ($PF_{density}$) will be determined. $PF_{air\ voids}$ will be multiplied by the total tonnage produced (i.e., from truck tickets), and $PF_{density}$ will be multiplied by the calculated tonnage used to pave the mainline only (i.e., traffic lane excluding shoulder) as determined according to Appendix A.

The department will pay incentive for air voids under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
460.2005	Incentive Density PWL HMA Pavement	DOL
460.2010	Incentive Air Voids HMA Pavement	DOL

The department will administer disincentives under the Disincentive Density HMA Pavement and the Disincentive Air Voids HMA Pavement administrative items.

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20. HMA Pavement Percent Within Limits (PWL) QMP.

A Description

This special provision describes percent within limits (PWL) pay determination, providing and maintaining a contractor Quality Control (QC) Program, department Quality Verification (QV) Program, required sampling and testing, dispute resolution, corrective action, pavement density, and payment for HMA pavements. Pay is determined by statistical analysis performed on contractor and department test results conducted according to the Quality Management Program (QMP) as specified in standard spec 460, except as modified below.

B Materials

Conform to the requirements of standard spec 450, 455, and 460 except where superseded by this special provision. The department will allow only one mix design for each HMA mixture type per layer required for the contract, unless approved by the engineer. The use of more than one mix design for each HMA pavement layer will require the contractor to construct a new test strip according to HMA Pavement Percent Within Limits (PWL) QMP Test Strip Volumetrics and HMA Pavement Percent Within Limits (PWL) QMP Test Strip Density articles at no additional cost to the department.

Replace standard spec 460.2.8.2.1.3.1 Contracts with 5000 Tons of Mixture or Greater with the following:

460.2.8.2.1.3.1 Contracts under Percent within Limits

(1) Furnish and maintain a laboratory at the plant site fully equipped for performing contractor QC testing. Have the laboratory on-site and operational before beginning mixture production.

(2) Obtain random samples and perform tests according to this special provision and further defined in Appendix A: *Test Methods & Sampling for HMA PWL QMP Projects*. Obtain HMA mixture samples from trucks at the plant. For the sublot in which a QV sample is collected, discard the QC sample and test a split of the QV sample.

(3) Perform sampling from the truck box and three-part splitting of HMA samples according to CMM 836. Sample size must be adequate to run the appropriate required tests in addition to one set of duplicate tests that may be required for dispute resolution (i.e., retained). This requires sample sizes which yield three splits for all random sampling per sublot. All QC samples shall provide the following: QC, QV, and Retained. The contractor shall take possession and test the QC portions. The department will observe the splitting and take possession of the samples intended for QV testing (i.e., QV portion from each sample) and the Retained portions. Additional sampling details are found in Appendix A. Label samples according to CMM 836. Additional handling instructions for retained samples are found in CMM 836.

(4) Use the test methods identified below to perform the following tests at a frequency greater than or equal to that indicated:

- Blended aggregate gradations according to AASHTO T 30.
- Asphalt content (AC) in percent determined by ignition oven method according to AASHTO T 308 as modified in CMM 836.6.3.6, chemical extraction according to AASHTO T 164 Method A or B, or automated extraction according to ASTM D8159 as modified in CMM 836.6.3.1.
- Bulk specific gravity (Gmb) of the compacted mixture according to AASHTO T 166 as modified in CMM 836.6.5.

- Maximum specific gravity (Gmm) according to AASHTO T 209 as modified in CMM 836.6.6.
- Air voids (V_a) by calculation according to AASHTO T 269.
- Voids in Mineral Aggregate (VMA) by calculation according to AASHTO R35.

(5) Lot size shall consist of 3750 tons with sublots of 750 tons. Test each design mixture at a frequency of 1 test per 750 tons of mixture type produced and placed as part of the contract. Add a random sample for any fraction of 750 tons at the end of production for a specific mixture design. Partial lots with less than three sublot tests will be included into the previous lot for data analysis and pay adjustment. Volumetric lots will include all tonnage of mixture type under specified bid item unless otherwise specified in the plan.

(6) Conduct field tensile strength ratio tests, without freeze-thaw conditioning cycles, on each qualifying mixture according to CMM 836.6.14. Test each full 50,000-ton production increment, or fraction of an increment, after the first 5,000 tons of production. Perform required increment testing in the first week of production of that increment. If field tensile strength ratio values are below the spec limit, notify the engineer. The engineer and contractor will jointly determine a corrective action.

Delete standard spec 460.2.8.2.1.5 and 460.2.8.2.1.6.

Replace standard spec 460.2.8.2.1.7 Corrective Action with the following:

460.2.8.2.1.7 Corrective Action

(1) Material must conform to the following action and acceptance limits based on individual QC and QV test results (tolerances relative to the JMF used on the PWL Test Strip):

ITEM	ACTION LIMITS	ACCEPTANCE LIMITS
Percent passing given sieve:		
37.5-mm	+/- 8.0	
25.0-mm	+/- 8.0	
19.0-mm	+/- 7.5	
12.5-mm	+/- 7.5	
9.5-mm	+/- 7.5	
2.36-mm	+/- 7.0	
75-µm	+/- 3.0	
AC in percent	-0.3	-0.5
Va		- 1.5 & +2.0
VMA in percent[1]	- 0.5	-1.0

[1] VMA limits based on minimum requirement for mix design nominal maximum aggregate size in table 460-1.

(2) QV samples will be tested for Gmm, Gmb, and AC. Air voids and VMA will then be calculated using these test results.

(3) Notify the engineer if any individual test result falls outside the action limits, investigate the cause and take corrective action to return to within action limits. If two consecutive test results fall outside the action limits, stop production. Production may not resume until approved by the engineer. Additional QV samples may be collected upon resuming production, at the discretion of the engineer.

(4) For any additional non-random tests outside the random number testing conducted for volumetrics, the data collected will not be entered into PWL calculations. Additional QV tests must meet acceptance limits or be subject to production stop. If the department's non-random test does not conform to the acceptance limits, the retained sample will be tested by the BTS lab. If the BTS results also do not meet the acceptance limits, the material will be considered unacceptable as described in (5) below.

(5) Remove and replace unacceptable material at no additional expense to the department. Unacceptable material is defined as any individual QC or QV tests results outside the acceptance limits or a PWL value < 50. For AC in percent, unacceptable material is defined as any individual QV test result outside of the acceptance limit. The engineer may allow such material to remain in place with a price reduction. The department will pay for such HMA Pavement allowed to remain in place at 50 percent of the contract unit price.

Replace standard spec 460.2.8.3.1.2 Personnel Requirements with the following:

460.2.8.3.1.2 Personnel Requirements

(1) The department will provide at least one HTCP-certified Transportation Materials Sampling (TMS) Technician, to observe QV sampling of HMA mixtures.

(2) Under departmental observation, a contractor TMS technician shall collect and split samples.

(3) A department HTCP-certified Hot Mix Asphalt, Technician I, Production Tester (HMA-IPT) technician will ensure that all sampling is performed correctly and conduct testing, analyze test results, and report resulting data.

(4) The department will make an organizational chart available to the contractor before mixture production begins. The organizational chart will include names, telephone numbers, and current certifications of all QV testing personnel. The department will update the chart with appropriate changes, as they become effective.

Replace standard spec 460.2.8.3.1.4 Department Verification Testing Requirements with the following:

460.2.8.3.1.4 Department Verification Testing Requirements

(1) HTCP-certified department personnel will obtain QV random samples by directly supervising HTCP-certified contractor personnel sampling from trucks at the plant. Sample size must be adequate to run the appropriate required tests in addition to one set of duplicate tests that may be required for dispute resolution (i.e., retained). This requires sample sizes which yield three splits for all random sampling per sublot. All QV samples shall furnish the following: QC, QV, and Retained. The department will observe the splitting and take possession of the samples intended for QV testing (i.e., QV portion from each sample) and the Retained portions. The department will take possession of retained samples accumulated to date each day QV samples are collected. The department will retain samples until surpassing the analysis window of up to 5 lots, as defined in standard spec 460.2.8.3.1.7(2) of this special provision. Additional sampling details are found in Appendix A.

(2) The department will verify product quality using the test methods specified here in standard spec 460.2.8.3.1.4(3). The department will identify test methods before construction starts and use only those methods during production of that material unless the engineer and contractor mutually agree otherwise.

(3) The department will perform all testing conforming to the following standards:

- Bulk specific gravity (Gmb) of the compacted mixture according to AASHTO T 166 as modified in CMM 836.6.5.
- Maximum specific gravity (Gmm) according to AASHTO T 209 as modified in CMM 836.6.6.
- Air voids (Va) by calculation according to AASHTO T 269.
- Voids in Mineral Aggregate (VMA) by calculation according to AASHTO R 35.
- Asphalt Content (AC) in percent determined by ignition oven method according to AASHTO T308 as modified in CMM 836.6.3.6, chemical extraction according to AASHTO T 164 Method A or B, or automated extraction according to ASTM D8159 as modified in CMM 836.6.3.1.

(4) The department will randomly test each design mixture at the minimum frequency of one test for each lot.

Delete standard spec 460.2.8.3.1.6.

Replace standard spec 460.2.8.3.1.7 Dispute Resolution with the following:

460.2.8.3.1.7 Data Analysis for Volumetrics

(1) Analysis of test data for pay determination will be contingent upon QC and QV test results. Statistical analysis will be conducted on Gmm and Gmb test results for calculation of Va. If either Gmm or Gmb analysis results in non-comparable data as described in 460.2.8.3.1.7(2), subsequent testing will be performed for both parameters as detailed in the following paragraph.

(2) The engineer, upon completion of the first 3 lots, will compare the variances (F-test) and the means (t-test) of the QV test results with the QC test results. Additional comparisons incorporating the first 3 lots of data will be performed following completion of the 4th and 5th lots (i.e., lots 1-3, 1-4, and 1-5). A rolling window of 5 lots will be used to conduct F & t comparison for the remainder of the contract (i.e., lots 2-6, then lots 3-7, etc.), reporting comparison results for each individual lot. Analysis will use a set alpha value of 0.025. If the F- and t-tests report comparable data, the QC and QV data sets are determined to be statistically similar and QC data will be used to calculate the Va used in PWL and pay adjustment calculations. If the F- and t-tests result in non-comparable data, proceed to the *dispute resolution* steps found below. Note: if both QC and QV Va PWL result in a pay adjustment of 102% or greater, dispute resolution testing will not be conducted. Dispute resolution via further investigation is as follows:

[1] The Retained portion of the split from the lot in the analysis window with a QV test result furthest from the QV mean (not necessarily the sublot identifying that variances or means do not compare) will be referee tested for Gmm, Gmb, and Asphalt Content by the bureau's AASHTO accredited laboratory and certified personnel. All previous lots within the analysis window are subject to referee testing and regional lab testing as deemed necessary. Referee test results will replace the QV data of the sublot(s).

[2] Statistical analysis will be conducted with referee test results replacing QV results.

i. If the F- and t-tests indicate variances and means compare, no further testing is required for the lot and QC data will be used for PWL and pay factor/adjustment calculations.

ii. If the F- and t-tests indicate non-comparable variances or means, the Retained portion of the random QC sample will be tested for Gmm, Gmb, and Asphalt Content by the department’s regional lab for the remaining 4 sublots of the lot which the F- and t-tests indicate non-comparable datasets. The department’s regional lab and the referee test results will be used for PWL and pay factor/adjustment calculations. Upon the second instance of non-comparable variance or means and for every instance thereafter, the department will assess a pay reduction for the additional testing of the remaining 4 sublots at $2,000/lot under the HMA Regional Lab Testing administrative item.

[3] The contractor may choose to dispute the regional test results on a lot basis. In this event, the retained portion of each sublot will be referee tested by the department's AASHTO accredited laboratory and certified personnel. The referee Gmm and Gmb test results will supersede the regional lab results for the disputed lot.

i. If referee testing results in an increased calculated pay factor, the department will pay for the cost of the additional referee testing.

ii. If referee testing of a disputed lot results in an equal or lower calculated pay factor, the department will assess a pay reduction for the additional referee testing at $2,000/lot under the Referee Testing administrative item.

(3) The department will notify the contractor of the referee test results within 3 working days after receipt of the samples by the department's AASHTO accredited laboratory. The intent is to provide referee test results within 7 calendar days from completion of the lot.

(4) The department will determine mixture conformance and acceptability by analyzing referee test results, reviewing mixture data, and inspecting the completed pavement according to the standard spec, this special provision, and accompanying Appendix A.

(5) Unacceptable material (i.e., resulting in a PWL value less than 50 or individual QC or QV test results not meeting the Acceptance Requirements of 460.2.8.2.1.7 as modified herein) will be referee tested by the bureau's AASHTO accredited laboratory and certified personnel and those test results used for analysis. Such material may be subject to remove and replace, at the discretion of the engineer. If the engineer allows the material to remain in place, it will be paid at 50% of the HMA Pavement contract unit price. Replacement or pay adjustment will be conducted on a sublot basis. If an entire PWL sublot is

removed and replaced, the test results of the newly placed material will replace the original data for the sublot. Any remove and replace shall be performed at no additional cost to the department. Testing of replaced material must include a minimum of one QV result. [Note: If the removed and replaced material does not result in replacement of original QV data, an additional QV test will be conducted and under such circumstances will be entered into the HMA PWL Production spreadsheet for data analysis and pay determination.] The quantity of material paid at 50% the contract unit price will be deducted from PWL pay adjustments, along with accompanying data of this material.

Delete standard spec 460.2.8.3.1.8 Corrective Action.

C Construction

Replace standard spec 460.3.3.2 Pavement Density Determination with the following:

460.3.3.2 Pavement Density Determination

(1) The engineer will determine the target maximum density using department procedures described in CMM 815. The engineer will determine density as soon as practicable after compaction and before placement of subsequent layers or before opening to traffic.

(2) Do not re-roll compacted mixtures with deficient density test results. Do not operate continuously below the specified minimum density. Stop production, identify the source of the problem, and make corrections to produce work meeting the specification requirements.

(3) A lot is defined as 7500 lane feet with sublots of 1500 lane feet (excluding shoulder, even if paved integrally) and placed within a single layer for each location and target maximum density category indicated in table 460-3. The contractor is required to complete three tests randomly per sublot and the department will randomly conduct one QV test per sublot. A partial quantity less than 750 lane feet will be included with the previous sublot. Partial lots with less than three sublots will be included in the previous lot for data analysis/acceptance and pay, by the engineer. If density lots/sublots are determined prior to construction of the test strip, any random locations within the test strip shall be omitted. Exclusions such as shoulders and appurtenances shall be tested and recorded according to CMM 815. However, all acceptance testing of shoulders and appurtenances will be conducted by the department, and average lot (daily) densities must conform to standard spec Table 460-3. No density incentive or disincentive will be applied to shoulders or appurtenances. Offsets will not be applied to nuclear density gauge readings for shoulders or appurtenances. Unacceptable shoulder material will be handled according to standard spec 460.3.3.1 and CMM 815.11.

(4) The three QC locations per sublot represent the outside, middle, and inside of the paving lane. The QC density testing procedures are detailed in Appendix A.

(5) QV nuclear testing will consist of one randomly selected location per sublot. The QV density testing procedures will be the same as the QC procedure at each testing location and are also detailed in Appendix A.

(6) An HTCP-certified nuclear density technician (NUCDENSITYTEC-I) shall identify random locations and perform the testing for both the contractor and department. The responsible certified technician shall ensure that sample location and testing is performed correctly, analyze test results, and provide density results to the contractor weekly, or at the completion of each lot.

(7) For any additional tests outside the random number testing conducted for density, the data collected will not be entered into PWL calculations. However, additional QV testing must meet the tolerances for material conformance as specified in the standard specification and this special provision. If additional density data identifies unacceptable material, proceed as specified in CMM 815.11.

Replace standard spec 460.3.3.3 Waiving Density Testing with Acceptance of Density Data with the following:

460.3.3.3 Analysis of Density Data

(1) Analysis of test data for pay determination will be contingent upon test results from both the contractor (QC) and the department (QV).

(2) As random density locations are paved, the data will be recorded in the HMA PWL Production Spreadsheet for analysis in chronological order. The engineer, upon completion of the first 3 lots, will compare the variances (F-test) and the means (t-test) of the QV test results with the QC test results. A rolling window of 3 lots will be used to conduct F & t comparison for the remainder of the contract

(i.e., lots 2-4, then lots 3-5, etc.), reporting comparison results for each individual lot. Analysis will use a set alpha value of 0.025.

i. If the F- and t-tests indicate variances and means compare, the QC and QV data sets are determined to be statistically similar and QC data will be used for PWL and pay adjustment calculations.

ii. If the F- and t-tests indicate variances or means do not compare, the QV data will be used for subsequent calculations.

(3) The department will determine mixture density conformance and acceptability by analyzing test results, reviewing mixture data, and inspecting the completed pavement according to standard spec, this special provision, and accompanying Appendix A.

(4) Density resulting in a PWL value less than 50 or not meeting the requirements of 460.3.3.1 (any individual density test result falling more than 3.0 percent below the minimum required target maximum density as specified in standard spec Table 460-3) is unacceptable and may be subject to remove and replace at no additional cost to the department, at the discretion of the engineer.

i. Replacement may be conducted on a sublot basis. If an entire PWL sublot is removed and replaced, the test results of the newly placed material will replace the original data for the sublot.

ii. Testing of replaced material must include a minimum of one QV result. [Note: If the removed and replaced material does not result in replacement of original QV data, an additional QV test must be conducted and under such circumstances will be entered into the data analysis and pay determination.]

iii. If the engineer allows such material to remain in place, it will be paid for at 50% of the HMA Pavement contract unit price. The extent of unacceptable material will be addressed as specified in CMM 815.11. The quantity of material paid at 50% the contract unit price will be deducted from PWL pay adjustments, along with accompanying data of this material.

D Measurement

The department will measure the HMA Pavement bid items, acceptably completed by the ton as specified in standard spec 450.4 and as follows in standard spec 460.5, as modified in this special provision.

E Payment

Replace standard spec 460.5.2 HMA Pavement with the following:

460.5.2 HMA Pavement

460.5.2.1 General

(1) Payment for HMA Pavement Type LT, MT, and HT mixes is full compensation for providing HMA mixture designs; for preparing foundation; for furnishing, preparing, hauling, mixing, placing, and compacting mixture; for HMA PWL QMP testing and aggregate source testing; for warm mix asphalt additives or processes; for stabilizer, hydrated lime and liquid antistripping agent, if required; and for all materials including asphaltic materials.

(2) If provided for in the plan quantities, the department will pay for a leveling layer, placed to correct irregularities in an existing paved surface before overlaying, under the pertinent paving bid item. Absent a plan quantity, the department will pay for a leveling layer as extra work.

460.5.2.2 Calculation of Pay Adjustment for HMA Pavement using PWL

(1) Pay adjustments will be calculated using 65 dollars per ton of HMA pavement. The HMA PWL Production Spreadsheet, including data, will be made available to the contractor by the department as soon as practicable upon completion of each lot. The department will pay for measured quantities of mix based on this price multiplied by the following pay adjustment calculated according to the HMA PWL Production Spreadsheet:

PAY FACTOR FOR HMA PAVEMENT AIR VOIDS & DENSITY

PERCENT WITHIN LIMITS (PWL)	*PAYMENT FACTOR, PF (percent of $65/ton)*
≥ 90 to 100	PF = ((PWL – 90) * 0.4) + 100
≥ 50 to < 90	(PWL * 0.5) + 55
<50	50%[1]

where PF is calculated per air voids and density, denoted $PF_{air\ voids}$ and $PF_{density}$

[1] Any material resulting in PWL value less than 50 shall be removed and replaced unless the engineer allows such material to remain in place. In the event the material remains in place, it will be paid at 50% of the contract unit price of HMA pavement.

For air voids, PWL values will be calculated using lower and upper specification limits of 2.0 and 4.3 percent, respectively. Lower specification limits for density shall be according to standard spec Table 460-3. Pay adjustment will be determined on a lot basis and will be computed as shown in the following equation.

Pay Adjustment = (PF-100)/100 x (WP) x (tonnage) x ($65/ton)*

*Note: If Pay Factor <50, the contract unit price will be used in lieu of $65/ton

The following weighted percentage (WP) values will be used for the corresponding parameter:

Parameter	WP
Air Voids	0.5
Density	0.5

Individual Pay Factors for each air voids ($PF_{air\ voids}$) and density ($PF_{density}$) will be determined. $PF_{air\ voids}$ will be multiplied by the total tonnage placed (i.e., from truck tickets), and $PF_{density}$ will be multiplied by the calculated tonnage used to pave the mainline only (i.e., travel lane excluding shoulder) as determined according to Appendix A.

The department will pay incentive for air voids and density under the following bid items:

ITEM NUMBER	DESCRIPTION	UNIT
460.2005	Incentive Density PWL HMA Pavement	DOL
460.2010	Incentive Air Voids HMA Pavement	DOL

The department will administer disincentives under the Disincentive Density HMA Pavement and the Disincentive Air Voids HMA Pavement administrative items.

The department will administer a disincentive under the Disincentive HMA Binder Content administrative item for each individual QV test result indicating asphalt binder content below the Action Limit in 460.2.8.2.1.7 presented herein. The department will adjust pay per sublot of mix at 65 dollars per ton of HMA pavement multiplied by the following pay adjustment calculated according to the HMA PWL Production Spreadsheet:

AC Binder Relative to JMF	Pay Adjustment / Sublot
-0.4% to -0.5%	75%[1]
More than -0.5%	50%[1] [2]

[1] Any material resulting in an asphalt binder content more than 0.3% below the JMF AC content will be referee tested by the department's AASHTO accredited laboratory and HTCP certified personnel using automated extraction according to automated extraction according to ASTM D8159 as modified in CMM 836.6.3.1.

[2] Any material resulting in an asphalt binder content more than 0.5% below the JMF AC content shall be removed and replaced unless the engineer allows such material to remain in place. In the event the material remains in place, it will be paid at 50% of the contract unit price of HMA pavement.

Note: PWL value determination is further detailed in the PWL Production Spreadsheet Instructions located in the *Project Info & Instructions* tab of the HMA PWL Production spreadsheet.

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21. Appendix A.

Test Methods & Sampling for HMA PWL QMP Projects.

The following procedures are included with the HMA Pavement Percent Within Limits (PWL) Quality Management Program (QMP) special provision:

- WisDOT Procedure for Nuclear Gauge/Core Correlation – Test Strip
- WisDOT Test Method for HMA PWL QMP Density Measurements for Main Production
- Sampling for WisDOT HMA PWL QMP
- Calculation of PWL Mainline Tonnage Example

WisDOT Procedure for Nuclear Gauge/Core Correlation – Test Strip

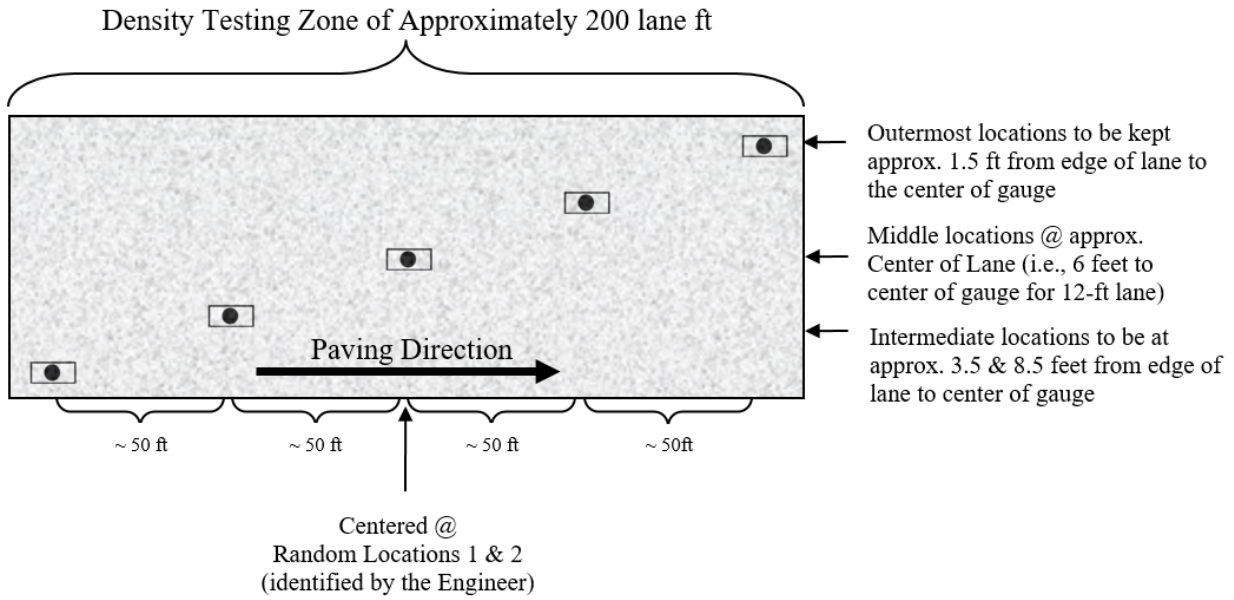

Figure 1: Nuclear/Core Correlation Location Layout

The engineer will identify two zones in which gauge/core correlation is to be performed. These two zones will be randomly selected within each *half* of the test strip length. (Note: Density zones shall not overlap and must have a minimum of 100 feet between the two zones; therefore, random numbers may be shifted (evenly) in order to meet these criteria.) Each zone shall consist of five locations across the mat as identified in Figure 1. The following shall be determined at each of the five locations within both zones:

- two one-minute nuclear density gauge readings for QC team*
- two one-minute nuclear density gauge readings for QV team*
- pavement core sample

*If the two readings exceed 1.0 pcf of one another, a third reading is conducted in the same orientation as the first reading. In this event, all three readings are averaged, the individual test reading of the three which falls farthest from the average value is discarded, and the average of the remaining two values is used to represent the location for the gauge.

The zones are supposed to be undisclosed to the contractor/roller operators. The engineer will not lay out density/core test sites until rolling is completed and the cold/finish roller is beyond the entirety of the zone. Sites are staggered across the 12-foot travel lane, and do not include shoulders. The outermost locations should be 1.5-feet from the center of the gauge to the edge of lane. [NOTE: This staggered layout is only applicable to the test strip. All mainline density locations after test strip should have a longitudinal- as well as transverse-random number to determine location as detailed in the *WisDOT Test Method for HMA PWL QMP Density Measurements for Main Production* section of this document.]

Individual locations are represented by the  symbol as seen in Figure 1 above. The symbol is two-part, comprised of the nuclear test locations and the location for coring the pavement, as distinguished here:

The nuclear site is the same for QC and QV readings for the test strip, i.e., the QC and QV teams are to take nuclear density gauge readings in the same footprint. Each of the QC and QV teams are to take a minimum of two one-minute readings per nuclear site, with the gauge rotated 180 degrees between readings, as seen here:

(a) (b)

Figure 2: Nuclear gauge orientation for (a) 1st one-minute reading and (b) 2nd one-minute reading

Photos should be taken of each of the 10 core/gauge locations of the test strip. This should include gauge readings (pcf) and a labelled core within the gauge footprint. If a third reading is needed, all three readings should be recorded and documented. Only raw readings in pcf should be written on the pavement during the test strip, with a corresponding gauge ID/SN (generalized as QC-1 through QV-2 in the following Figure) in the following format:

Figure 3: Layout of raw gauge readings as recorded on pavement

Each core will then be taken from the center of the gauge footprint and will be used to correlate each gauge with laboratory-measured bulk specific gravities of the pavement cores. One core in good condition must be obtained from each of the 10 locations. If a core is damaged at the time of extracting from the pavement, a replacement core should be taken immediately adjacent to the damaged core, i.e., from the same footprint. If a core is damaged during transport, it should be recorded as damaged and excluded from the correlation. Coring after traffic is on the pavement should be avoided. The contractor is responsible for coring of the pavement. Coring and filling of core holes must be approved by the engineer. The QV team is responsible for the labeling and safe transport of the cores from the field to the QC laboratory. Core density testing will be conducted by the contractor and witnessed by department

personnel. The contractor is responsible for drying the cores following testing. The department will take possession of cores following initial testing and is responsible for any verification testing.

Each core 100 or 150 mm (4 or 6 inches) in diameter will be taken at locations as identified in Figure 1. Each random core will be full thickness of the layer being placed. The contractor is responsible for thoroughly drying cores obtained from the mat according to AASHTO R79 as modified by CMM 836.6.10 prior to using specimens for in-place density determination according to AASHTO T 166 as modified by CMM 836.6.5.

Cores must be taken before the pavement is open to traffic. Cores are cut under department/project staff observation. Relabel each core immediately after extruding or ensure that labels applied to pavement prior to cutting remain legible. The layer interface should also be marked immediately following extrusion. Cores should be cut at this interface, using a wet saw, to allow for density measurement of only the most recently placed layer. Cores should be protected from excessive temperatures such as direct sunlight. Also, there should be department custody (both in transport and storage) for the cores until they are tested, whether that be immediately after the test strip or subsequent day if agreed upon between department and contractor. Use of concrete cylinder molds works well to transport cores. Cores should be placed upside down (flat surface to bottom of cylinder mold) in the molds, one core per mold, cylinder molds stored upright, and ideally transported in a cooler. Avoid any stacking of pavement cores.

Fill all core holes with non-shrink rapid-hardening grout, mortar, or concrete, or with HMA. When using grout, mortar, or concrete, remove all water from the core holes prior to filling. Mix the mortar or concrete in a separate container prior to placement in the hole. If HMA is used, fill all core holes with hot-mix matching the same day's production mix type at same day compaction temperature +/- 20 F. The core holes shall be dry and coated with tack before filling, filled with a top layer no thicker than 2.25 inches, lower layers not to exceed 4 inches, and compacted with a Marshall hammer or similar tamping device using approximately 50 blows per layer. The finished surface shall be flush with the pavement surface. Any deviation in the surface of the filled core holes greater than 1/4 inch at the time of final inspection will require removal of the fill material to the depth of the layer thickness and replacement.

WisDOT Test Method for HMA PWL QMP Density Measurements for Main Production

For nuclear density testing of the pavement beyond the test strip, QC tests will be completed at three locations per sublot, with a sublot defined as 1500 lane feet. The three locations will represent the outside, middle, and inside of the paving lane (i.e., the lane width will be divided into thirds as shown by the dashed longitudinal lines in Figure 3 and random numbers will be used to identify the specific transverse location within each third according to CMM 815). Longitudinal locations within each sublot shall be determined with 3 independent random numbers. The PWL Density measurements do not include the shoulder and other appurtenances. Such areas are tested by the department and are not eligible for density incentive or disincentive. Each location will be measured with two one-minute gauge readings oriented 180 degrees from one another, in the same footprint as detailed in Figure 2 above. Each location requires a minimum of two readings per gauge. The density gauge orientation for the first test will be with the source rod towards the direction of paving. QV nuclear testing will consist of one randomly selected location per sublot. The QV is also comprised of two one-minute readings oriented 180 degrees from one another. For both QC and QV test locations, if the two readings exceed 1.0 pcf of one another, a third reading is conducted in the same orientation as the first reading. In this event, all three readings are averaged, the individual test reading of the three which falls farthest from the average value is discarded, and the average of the remaining two values is used to represent the location for the gauge. The sublot density testing layout is depicted in Figure 4, with QC test locations shown as solid lines and QV as dashed.

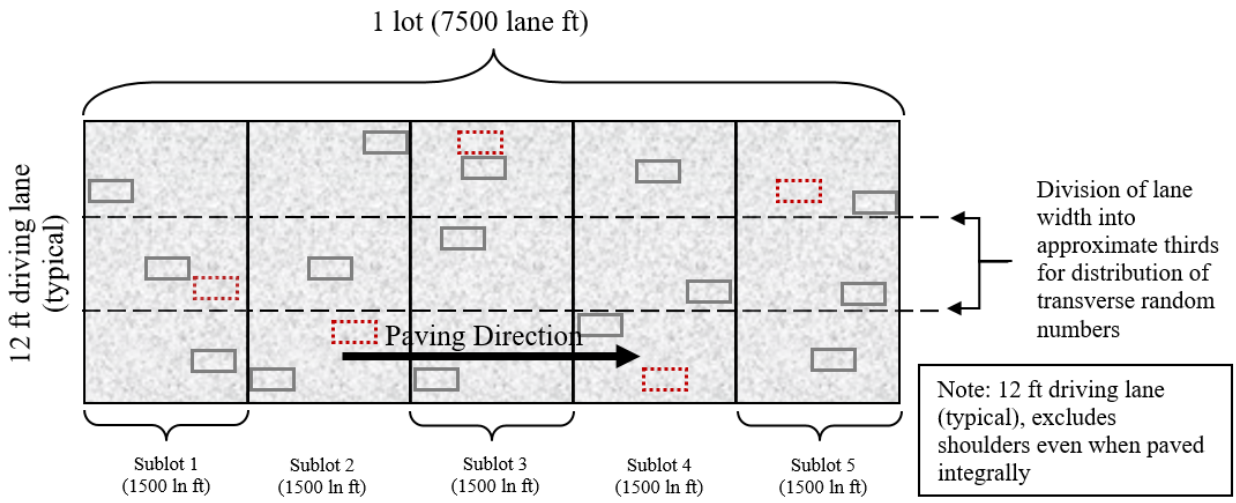

Figure 4: Locations of main lane HMA density testing (QC=solid lines, QV=dashed)

Raw nuclear density data must be shared by both parties at the end of each shift. Paving may be delayed if the raw data is not shared in a timely manner. QC and QV nuclear density gauge readings will be statistically analyzed according to Section 460.3.3.3 of the HMA PWL QMP SPV. (Note: For density data, if F- and t-tests compare, QC data will be used for the subsequent calculations of PWL value and pay determination. However, if an F- or t-test does not compare, the QV data will be used in subsequent calculations.)

Investigative cores will be allowed on the approaching side of traffic outside of the footprint locations. Results must be shared with the department.

The QV density technician is expected to be onsite within 1 hour of the start of paving operations and should remain on-site until all paving is completed. Perform footprint testing as soon as both the QC and QV nuclear density technician are onsite and a minimum of once per day to ensure the gauges are not drifting apart during a project. Footprint testing compares the density readings of two gauges at the same testing location and can be done at any randomly selected location on the project. Both teams are encouraged to conduct footprint testing as often as they feel necessary. Footprint testing does not need to be performed at the same time. At project start-up, the QV should footprint the first 10 QC locations. Individual density tests less than 0.5% above the lower limit should be communicated to the other party and be footprint tested. Each gauge conducts 2 to 3 1-minute tests according to CMM 815 and the final results from each gauge are compared for the location. If the difference between the QC and QV gauges exceeds 1.0 pcf (0.7 percent) for an average of 10 locations, investigate the cause, check gauge moisture and density standards and perform additional footprint testing. If the cause of the difference between gauge readings cannot be identified, the regional HMA Coordinator will consult the RSO, the regional PWL representative and the BTS HMA unit to determine necessary actions. If it is agreed that there is a gauge comparison issue, perform one of the following 2 options:

New Gauge Combination

- All 4 gauges used on the test strip must footprint 10 locations on the pavement. Pavement placed on a previous day may be used.
- The results of the footprint testing will be analyzed to see if a better combination of acceptable gauges is available.
- If a better combination is found, those gauges should be used moving forward.
- If a better combination cannot be found, a new gauge correlation must be performed. (see below).

Re-correlation of Gauges

- Follow all test strip procedures regarding correlating gauges except the following:
    - The 10 locations can be QC or QV random locations.
    - The locations used may have been paved on a previous day.
- Retesting with gauges must be done immediately prior to coring.
- New gauge offsets will be used for that day's paving and subsequent paving days. New gauge offsets will not be used to recalculate density results from prior days.

Density Dispute Resolution Procedure

Density results may be disputed by the contractor on a lot by lot basis if one of the following criteria is met:

- The lot average for either QC or QV is below the lower specification limit.
- The lot average for QC is different from the lot average for QV by more than 0.5%.

In lieu of using density gauges for acceptance of the lot, the lot will be cored in the QV locations. The results of the cores from the entire lot will be entered in the spreadsheet and used for payment. If the pay factor increases, the contractor will only receive the additional difference in payment for the disputed lot. If the pay factor does not increase, the department will assess the contractor $2,000 for the costs of additional testing.

Notify the engineer in writing before dispute resolution coring. Immediately prior to coring, QC and QV will test the locations with nuclear density gauges.

Under the direct observation of the engineer, cut 100 or 150 mm (4 or 6 inch) diameter cores. Cores will be cut by the next day after completion of the lot, except if the next day is not a working day, then they shall be cut within 48 hours of placement. Prepare cores and determine density according to AASHTO T166 as modified in CMM 836.6.5. Dry cores after testing. Fill core holes according to Appendix A and obtain engineer approval before opening to traffic. The department will maintain custody of cores throughout the entire sampling and testing process. The department will label cores, transport cores to testing facilities, witness testing, store dried cores, and provide subsequent verification testing. If a core is damaged at the time of coring, immediately take a replacement core 1 foot ahead of the existing testing location in the direction of traffic at the same offset as the damaged core. If a core is damaged during transport, record it as damaged and notify the engineer immediately.

Sampling for WisDOT HMA PWL QMP Production

Sampling of HMA mix for QC, QV and Retained samples shall conform to CMM 836 except as modified here.

Delete CMM 836.4 Sampling Hot Mix Asphalt and replace with the following to update sublot tonnages:

Sampling Hot Mix Asphalt

At the beginning of the contract, the contractor determines the anticipated tonnage to be produced. The frequency of sampling is 1 per 750 tons (sublot) for QC and Retained Samples and 1 per 3750 tons (lot or 5 sublots) for QV as defined by the HMA PWL QMP SPV. A test sample is obtained randomly from each sublot. Each random sample shall be collected at the plant according to CMM 836.4.1 and 836.4.2. The contractor must submit the random numbers for all mix sampling to the department before production begins.

Example 1

Expected production for a contract is 12,400 tons. The number of required samples is determined based on this expected production (per HMA PWL QMP SPV) and is determined by the random sample calculation.

Sample 1 – from 50 to 750 tons
Sample 2 – from 751 to 1500 tons
Sample 3 – from 1501 to 2250 tons
Sample 4 – from 2251 to 3000 tons
Sample X – .....
Sample 16 – from 11,251 to 12,000 tons
Sample 17 – from 12,001 to 12,400 tons

The approximate location of each sample within the prescribed sublots is determined by selecting random numbers using ASTM Method D-3665 or by using a calculator or computerized spreadsheet that has a random number generator. The random numbers selected are used in determining when a sample is to be taken and will be multiplied by the sublot tonnage. This number will then be added to the final tonnage of the previous sublot to yield the approximate cumulative tonnage of when each sample is to be taken.

To allow for plant start-up variability, the procedure calls for the first random sample to be taken at 50 tons or greater per production day (not intended to be taken in the first two truckloads). Random samples calculated for 0-50 ton should be taken in the next truck (51-75 ton).

This procedure is to be used for any number of samples per contract.

If the production is less than the final randomly generated sample tonnage, then the random sample is to be collected from the remaining portion of that sublot of production. If the randomly generated sample is calculated to be within the first 0-50 tons of the subsequent day of production, it should be taken in the next truck. Add a random sample for any fraction of 750 tons at the end of the contract. Lot size will consist of 3750 tons with sublots of 750 tons. Partial lots with less than three sublot tests will be included into the previous lot, by the engineer.

It is intended that the plant operator not be advised ahead of time when samples are to be taken.

If belt samples are used during troubleshooting, the blended aggregate will be obtained when the mixture production tonnage reaches approximately the sample tonnage. For plants with storage silos, this could be up to 60 minutes in advance of the mixture sample that's taken when the required tonnage is shipped from the plant.

QC, QV, and retained samples shall be collected for all test strip and production mixture testing using a three-part splitting procedure according to CMM 836.5.2.

Calculation of PWL Mainline Tonnage Example

A mill and overlay project in being constructed with a 12-foot travel lane and an integrally paved 3-foot shoulder. The layer thickness is 2 inches for the full width of paving. Calculate the tonnage in each sublot eligible for density incentive or disincentive.

Solution:

$$\frac{1500\ ft\ \times\ 12\ ft}{9\ sf/sy} \times \frac{2\ in\ \times 112\ lb/sy/in}{2000\ lb/ton} = 224\ tons$$

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22. HMA Pavement Longitudinal Joint Density.

A Description

This special provision incorporates longitudinal joint density requirements into the contract and describes the data collection, acceptance, and procedure used for determination of pay adjustments for HMA pavement longitudinal joint density. Pay adjustments will be made on a linear foot basis, as applicable per pavement layer and paving lane. Applicable longitudinal joints are defined as those between any two or more traffic lanes including full-width passing lanes, turn lanes, or auxiliary lanes more than 1,500 lane feet, and those lanes must also include the 460.2005 Incentive Density PWL HMA Pavement bid item. This excludes any joint with one side defined as a shoulder and ramp lanes of any length. If echelon paving is required in the contract, the longitudinal joint density specification shall not apply for those joints. Longitudinal joints placed during a test strip will be tested for information only to help ensure the roller pattern will provide adequate longitudinal joint density during production. Longitudinal joint density test results collected during a test strip are not eligible for pay adjustment.

Pay is determined according to standard spec 460, HMA Pavement Percent Within Limits QMP special provisions, and as modified within.

B Materials

Compact all applicable HMA longitudinal joints to the appropriate density based on the layer, confinement, and mixture type shown in Table B-1.

TABLE B-1 MINIMUM REQUIRED LONGITUDINAL JOINT DENSITY

Layer	Percent of Target Maximum Density			
	Unconfined		Confined	
	LT and MT	HT	LT and MT	HT
Lower (on crushed/recycled base)	88	89	89.5	90.5
Lower (on Concrete/HMA)	90	90	91.5	91.5
Upper	90	90	91.5	91.5

C Construction

Add the following to standard spec 460.3.3.2:

(5) Establish companion density locations at each applicable joint. Each companion location shares longitudinal stationing with a QC or QV density location within each sublot and is located transversely with the center of the gauge 6-inches from the final joint edge of the paving area. Sublot and lot numbering remains the same as mainline densities, however, in addition to conventional naming, joint identification must clearly indicate “M” for inside/median side of lane or “O” for outside shoulder side of lane, as well as “U” for an unconfined joint or “C” for a confined joint (e.g., XXXXX-MC or XXXXX-OU).

(6) Each joint will be measured, reported, and accepted under methods, testing times, and procedures consistent with the program employed for mainline density, i.e., PWL.

(7) For single nuclear density test results greater than 3.0% below specified minimums per Table B-1 herein, perform the following:

a) Testing at 50-foot increments both ahead and behind the unacceptable site

b) Continued 50-foot incremental testing until test values indicate higher than or equal to -3.0 percent from target joint density.

c) Materials within the incremental testing indicating lower than -3.0 percent from target joint density are defined as unacceptable and will be handled with remedial action as defined in the payment section of this document.

d) The remaining sublot average (exclusive of unacceptable material) will be determined by the first forward and backward 50-foot incremental tests that reach the criteria of higher than or equal to -3.0 percent from target joint density.

Note: If the 50-foot testing extends into a previously accepted sublot, remedial action is required up to and inclusive of such material; however, the results of remedial action must not be used to recalculate the previously accepted sublot density. When this occurs, the lane feet of any unacceptable material will be deducted from the sublot in which it is located, and the previously accepted sublot density will be used to calculate pay for the remainder of the sublot.

(8) Joint density measurements will be kept separate from all other density measurements and entered as an individual data set into Atwood Systems.

(9) Placement and removal of excess material outside of the final joint edge, to increase joint density at the longitudinal joint nuclear testing location, will be done at the contractor's discretion and cost. This excess material and related labor will be considered waste and will not be paid for by the department. Joints with excess material placed outside of the final joint edge to increase joint density or where a notched wedge is used will be considered unconfined joints.

(10) When not required by the contract, echelon paving may be performed at the contractor's discretion to increase longitudinal joint density and still remain eligible to earn incentive. The additional costs incurred related to echelon paving will not be paid for by the department. If lanes are paved in echelon, the contractor may choose to use a longitudinal vertical joint or notched wedge longitudinal joint as described in SDD 13c19. Lanes paved in echelon shall be considered confined on both sides of the joint regardless of the selected joint design. The joint between echelon paved lanes shall be placed at the centerline or along lane lines.

(11) When performing inlay paving below the elevation of the adjacent lane, the longitudinal joint along the adjacent lane to be paved shall be considered unconfined. Inlay paving operations will limit payment for additional material to 2 inches wider than the final paving lane width at the centerline.

D Measurement

(1) The department will measure each side of applicable longitudinal joints, as defined in Section A of this special provision, by the linear foot of pavement acceptably placed. Measurement will be conducted independently for the inside or median side and for the outside or shoulder side of paving lanes with two applicable longitudinal joints. Each paving layer will be measured independently at the time the mat is placed.

E Payment

Add the following as 460.5.2.4 Pay Adjustment for HMA Pavement Longitudinal Joint Density:

(1) The department will administer longitudinal joint density adjustments under the Incentive Density HMA Pavement Longitudinal Joints and Disincentive Density HMA Pavement Longitudinal Joints items. The department will adjust pay based on density relative to the specified targets in Section B of this special provision, and linear foot of the HMA Pavement bid item for that sublot as follows:

PAY ADJUSTMENT FOR HMA PAVEMENT LONGITUDINAL JOINT DENSITY

PERCENT SUBLOT DENSITY ABOVE/BELOW SPECIFIED MINIMUM	PAY ADJUSTMENT PER LINEAR FOOT
Equal to or greater than +1.0 confined, +2.0 unconfined	$0.40
From 0.0 to +0.9 confined, 0.0 to +1.9 unconfined	$0
From -0.1 to -1.0	$(0.20)
From -1.1 to -2.0	$(0.40)
From -2.1 to -3.0	$(0.80)
More than -3.0	*REMEDIAL ACTION* [1]

[1] Remedial action must be approved by the engineer and agreed upon at the time of the pre-pave meeting and may include partial sublots as determined and defined in 460.3.3.2(7) of this document. If unacceptable material is removed and replaced per guidance by the engineer, the removal and replacement will be for the full lane width of the side of which the joint was constructed with unacceptable material.

(2) The department will not assess joint density disincentives for pavement placed in cold weather because of a department-caused delay as specified in standard spec 450.5.2(3).

(3) The department will not pay incentive on the longitudinal joint density if the traffic lane is in disincentive A disincentive may be applied for each mainline lane and all joint densities if both qualify for a pay reduction.

The department will pay incentive for longitudinal joint density under the following bid items:

ITEM NUMBER	DESCRIPTION	UNIT
460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL

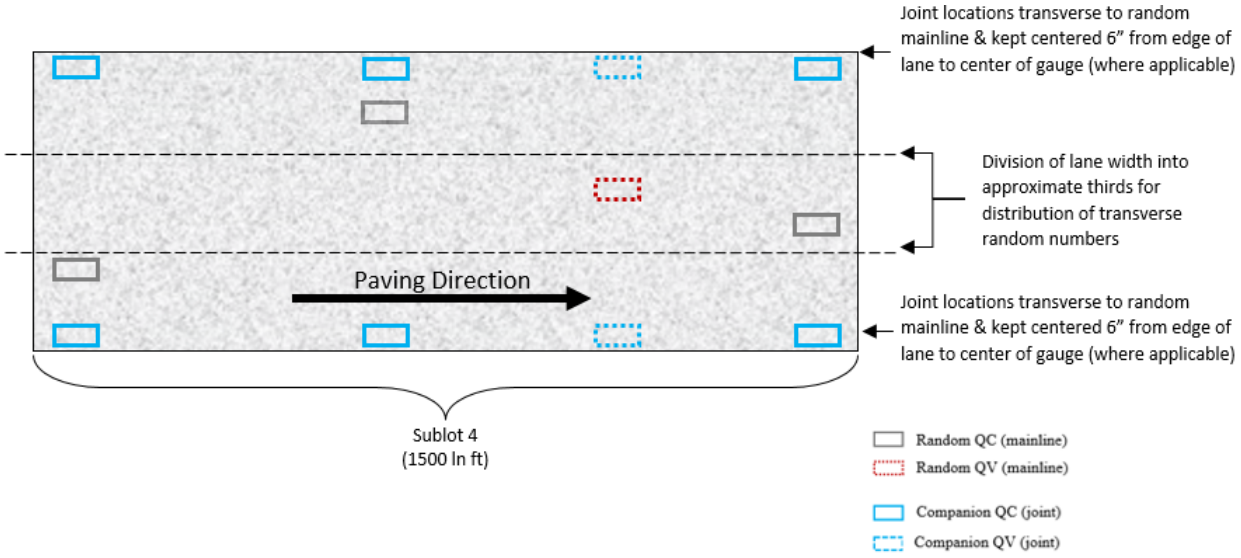
The department will administer disincentives under the Disincentive Density HMA Pavement Longitudinal Joints administrative item.

Appendix

WisDOT Longitudinal Joint – Nuclear Gauge Density Layout

Each QC and QV density location must have a companion density location at any applicable joint. This companion location must share longitudinal stationing with each QC or QV density location and be located transversely with the center of the gauge 6-inches from the edge of the paving area.

For HMA Pavement Percent Within Limits QMP projects, this appears as follows:



Further Explanation of *PAY ADJUSTMENT FOR HMA PAVEMENT LONGITUDINAL JOINT DENSITY* Table

	Confined				
	Lower Layer (On Base)		Upper Layer		
	LT/MT	HT	LT/MT	HT	Pay Adjust
Mainline Target (SS 460-3)	91.0	92.0	93.0	93.0	-
Confined Target (mainline - 1.5)	89.5	90.5	91.5	91.5	-
Equal to or greater than +1.0	≥ 90.5	≥ 91.5	≥ 92.5	≥ 92.5	$0.40
From 0.0 to +0.9	90.4 - 89.5	91.4 - 90.5	92.4 - 91.5	92.4 - 91.5	$0
From -0.1 to -1.0	89.4 - 88.5	90.4 - 89.5	91.4 - 90.5	91.4 - 90.5	($0.20)
From -1.1 to -2.0	88.4 - 87.5	89.4 - 88.5	90.4 - 89.5	90.4 - 89.5	($0.40)
From -2.1 to -3.0	87.4 - 86.5	88.4 - 87.5	89.4 - 88.5	89.4 - 88.5	($0.80)
More than -3.0	< 86.5	< 87.5	< 88.5	< 88.5	REMEDIAL ACTION

	Unconfined				
	Lower Layer (On Base)		Upper Layer		
	LT/MT	HT	LT/MT	HT	Pay Adjust
Mainline Target (SS 460-3)	91.0	92.0	93.0	93.0	-
Unconfined Target (Mainline -3.0)	88.0	89.0	90.0	90.0	-
Equal to or greater than +2.0	≥ 90.0	≥ 91.0	≥ 92.0	≥ 92.0	$0.40
From 0.0 to +1.9	89.9 - 88.0	90.9 - 89.0	91.9 - 90.0	91.9 - 90.0	$0
From -0.1 to -1.0	87.9 - 87.0	88.9 - 88.0	89.9 - 89.0	89.9 - 89.0	($0.20)
From -1.1 to -2.0	86.9 - 86.0	87.9 - 87.0	88.9 - 88.0	88.9 - 88.0	($0.40)
From -2.1 to -3.0	85.9 - 85.0	86.9 - 86.0	87.9 - 87.0	87.9 - 87.0	($0.80)
More than -3.0	< 85.0	< 86.0	< 87.0	< 87.0	REMEDIAL ACTION

stp-460-075 (20210113)

23. Material Transfer Vehicle, Item 460.9000.S.

A Description

This special provision describes providing Material Transfer Vehicles (MTV) and operators 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 once for the contract, acceptably completed, regardless the number of vehicles in use.

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	EACH

Payment is full compensation for furnishing all material transfer vehicles and operators.

stp-460-900 (20220628)

24. Seeding.

Add the following to standard spec spec 630.2.1.5.1.1:

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	
Sheep's Fescue	Festuca ovina	97	85								

* A blend of fescue type will be permitted to achieve the specified Red Fescue (Creeping) percentage using any of the following varieties as substitutes:

Red Fescue (Creeping)
Hard Fescue (Improved)
Chewings Fescue
Sheep's Fescue

25. 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 two 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)

26. 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)

27. Temporary Emergency Pullout 7-FT, Item SPV.0060.01; Temporary Emergency Pullout 12-FT, Item SPV.0060.02.

A Description

This special provision describes grading, furnishing, and placing crushed aggregate base course to construct temporary emergency pullouts. This item also includes the furnishing and placing of finishing items as shown on the plan, and according to the pertinent requirements of the standard specifications and as hereinafter provided. The pullouts are to remain in place and be utilized during future projects.

B (Vacant)

C Construction

Grade and furnish materials and construct conforming to the following:

Excavation Common 205

Base Aggregate 305

Salvaged Topsoil 625

Erosion Mat Class I Type A 628

Fertilizer Type B 629

Seeding Mixture No 30 630

Construction Staking 650

D Measurement

The department will measure Temporary Emergency Pullouts, acceptably completed by the unit.

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 Emergency Pullout 7-FT	EACH
SPV.0060.02	Temporary Emergency Pullout 12-FT	EACH

Payment is full compensation for grading, shaping, and compacting; providing and placing crushed aggregate base course; and for providing and placing finishing and erosion control materials.

28. Concrete Joint and Crack Cleaning, Item SPV.0090.01.

A Description

This special provision describes removing any loose or spalled concrete and asphalt patching, cleaning the joints and cracks, and filling with asphaltic surface, as the plans show and as hereinafter provided.

B Materials

Furnish asphaltic mixture as specified for asphaltic base under standard spec 315.2 and 465.2.

C (Vacant)

D Measurement

The department will measure Concrete Joint and Crack Cleaning by the linear foot along longitudinal and transverse joints and cracks, 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	Concrete Joint and Crack Cleaning	LF

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

swr-416-002 (20160601)

29. Asphaltic Rumble Strip Filling, SPV.0090.02.

A Description

This special provision describes filling rumble strip grooves before temporarily routing traffic along or across existing centerline or shoulder rumble strips.

B Materials

Provide a temporary fill material according to 450 or 460 (Gradation 4, 5, or 6) that will withstand traffic use for the duration of the construction. Provide tack coat according to 455.2.5.

C Construction

Place tack coat according to 455.3.2. Clean, fill, and compact the rumble strip indentations using methods that will provide a sound smooth surface which will handle traffic. Maintain the filled rumble strips for the time the contract specifies.

D Measurement

The department will measure Asphaltic Rumble Strip Filling by the linear foot acceptably completed, measured as the length along each side of the traveled way, from the center of the first rumble strip groove filled in a segment to the center of the last rumble strip groove filled in the segment. A segment is a series of grooves including 50-foot and shorter gaps as well as skips between grooves. Gaps greater than 50 feet define a new segment.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.02	Asphaltic Rumble Strip Filling	LF

Payment is full compensation for all materials and work specified herein and for maintenance during the time the contact specifies.

swr-465-001 (20161007)

30. Removing Asphaltic Surface Milling Special, Item SPV.0180.01.

A Description

This special provision describes recovering existing asphaltic pavement or surfacing, from locations the contract or the engineer specifies, and hauling and stockpiling the milled material.

B (Vacant)

C Construction

Removing Asphaltic Surface Milling Special shall be completed according to standard spec 204.3.2.2.2.

All removing asphaltic surface milling special millings are to remain property of the State of Wisconsin. No millings shall be incorporated into the work as RAP. The contractor shall haul and stockpile millings at the Monroe County Stockyard, 3100 E Wisconsin Street, Sparta, WI 54656. Any equipment needed to stockpile shall be provided by the contractor.

The contractor shall notify the WisDOT Southwest Region Maintenance Department, 3550 Mormon Coulee Rd., La Crosse, WI 54601, 48 hours in advance of delivering the milled material. The region contact person is David Benish at (608) 860-0264.

D Measurement

The department will measure Removing Asphaltic Surface Milling Special by the square yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.01	Removing Asphaltic Surface Milling Special	SY

Payment for Removing Asphaltic Surface Milling Special is full compensation for milling pavement, hauling and stockpiling the material.

ADDITIONAL SPECIAL PROVISION 1 (ASP 1)
FOR TRANSPORTATION ALLIANCE FOR NEW SOLUTIONS (TrANS)
PROGRAM EMPLOYMENT PLACEMENTS AND APPRENTICESHIPS

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Section 5204(e) – Surface Transportation Workforce Development Training and Education, provides for 100 percent Federal funding if the core program funds are used for training, education, or workforce development purposes, including "pipeline" activities. The core programs includes: Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Highway Bridge Program (HBP), Interstate Maintenance (IM), National Highway System (NHS), and Surface Transportation Program (STP). These workforce development activities cover surface transportation workers, including OJT/SS programs for women and minorities as authorized in 23 U.S.C. §140(b).

TrANS is an employment program originally established in 1995 in Southeastern Wisconsin. Currently TrANS has expanded to include TrANS program locations to serve contractors in Southeast (Milwaukee and surrounding counties), Southcentral (Dane County and surrounding counties including Rock County), and most Northeastern Wisconsin counties from locations in Keshena, Rhinelander and surrounding far Northern areas. TrANS attempts to meet contractor's needs in other geographic locations as possible. It is an industry driven plan of services to address the outreach, preparation, placement and retention of women, minorities and non-minorities as laborers and apprentices in the highway skilled trades. These candidate preparation and contractor coordination services are provided by community based organizations. For a list of the TrANS Coordinators contact the Disadvantaged Business Enterprise Office at (414) 438-4583 in Milwaukee or (608) 266-6961 in Madison. These services are provided to you at no cost.

I. BASIC CONCEPTS

Training reimbursements to employing contractors for new placements, rehires or promotions to apprentice of TrANS Program graduates will be made as follows:

1) **On-the-Job Training, Item ASP.1T0G, ASP 1 Graduate.** At the rate of $5.00 per hour on federal aid projects when TrANS graduates are initially hired, or seasonally rehired, as unskilled laborers or the equivalent.

   Eligibility and Duration: To the employing contractor, for up to 2000 hours from the point of initial hire as a TrANS program placement.

   Contract Goal: To maintain the intent of the Equal Employment Opportunity program, it is a goal that 12 *(number)* TrANS Graduate(s) be utilized on this contract.

2) **On-the-Job Training, Item ASP.1T0A, ASP 1 Apprentice.** At the rate of $5.00 per hour on federal aid projects at the point when an employee who came out of the TrANS Program is subsequently entered into an apprenticeship contract in an underutilized skilled trade (this will include the Skilled Laborer Apprenticeship when that standard is implemented).

Eligibility and Duration: To the employing contractor, for the length of time the TrANS graduate is in apprentice status.

Contract Goal: To maintain the intent of the Equal Employment Opportunity program, it is a goal that __7__ *(number)* TrANS Apprentice(s) be utilized on this contract.

3) The maximum duration of reimbursement is two years as a TrANS graduate plus time in apprentice status.

4) If a TrANS program is not available in the contractor's area and another training program is utilized, payment of On-the-Job Training hours may be approved by the Wisconsin Department of Transportation (WisDOT) if the training program meets the established acceptance criteria. Only On-the-Job Training Hours accumulated after WisDOT approval will be reimbursed as specified under Items ASP.1T0G and ASP.1T0A. For more information, contact the Disadvantaged Business Enterprise Office at the phone numbers listed above.

5) WisDOT reserves the right to deny payments under items ASP.1T0G and ASP.1T0A if the contractor either fails to provide training or there is evidence of a lack of good faith in meeting the requirements of this training special provision.

II. RATIONALE AND SPECIAL NOTE

The $5.00 per hour now being paid for TrANS placements is intended to cover the duration of two years to allow for reaching entry-level laborer status. An additional incentive, the $5.00 rate, would promote movement into the underutilized skilled trades' apprenticeships and applies until the individual completes their apprenticeship. These incentives benefit TrANS candidates by giving them a better opportunity to enter a skilled trade; benefits contractors who will be assisted in meeting their EEO profiles and goals; and benefits the public who will see the program reinforce larger public-private employment reform in Wisconsin. The pool of TrANS graduates was created for the purpose of addressing underutilization in the skilled trades, an objective that is further reinforced by a parallel retention pilot program, known as the Companywide Reporting. *Whether or not reimbursement is involved, the WisDOT reassures contractors who are in the Companywide Program that TrANS placements still contribute toward fulfilling the new hire goal of 50% women and minorities.* Based on data administered by United States Department of Labor (US DOL), the highway skilled trades remain underutilized for women statewide (less than 6.9%); and for minorities in all counties (% varies by county).

NOTE: *Unless using other advancement strategies, contractors are encouraged to use some or all of this monetary incentive to offset the cut in hourly wages an individual may incur when entering an apprenticeship if the full general laborer hourly rate has been previously paid. No special accounting measures are required.*

III. IMPLEMENTATION

The implementation of ASP 1 is intended to cover only the amount of time it takes for underutilization to be resolved across the trades. This will be measured annually at the county and/or state levels using data administered by WisDWD in relation to goals set by the USDOL-

OFCCP. With appropriate state and federal approvals, we may also do some measurement at the company level.

It is the contractor's responsibility to note on their Certified Payrolls if their employee is a TrANS graduate or a TrANS apprentice. The District EEO Coordinators utilize the information on the Certified Payrolls to track the hours accumulated by TrANS Graduates and TrANS apprentices on WisDOT contracts. Payment under this ASP 1 is made based on the hours recorded off of the Certified Payrolls. Tracking may eventually include improved linkages with the WisDWD apprentice database, information from company and committee level sources.

TrANS is nondiscriminatory by regulation, and is a tool for optional use by contractors to address the underutilization of women and minorities as laborers and apprentices in our industry's skilled trades.

IV. *TRANS TRAINING*

As part of the contractor's equal employment opportunity affirmative action program, training shall be provided to employees enrolled in apprenticeship and on-the-job training programs as follows:

The contractor shall provide on-the-job training aimed at developing full journey workers in the type of trade or job classifications involved. In the event the contractor subcontracts a portion of the contract work, the contractor shall determine how many, if any, of the trainees are to be trained by the subcontractor provided, however, that the contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The contractor shall also insure that this training special provision is made applicable to such subcontract.

Training and upgrading of minorities and women toward journey workers status is a primary objective of this training special provision. Accordingly, the contractor shall make every effort to enroll minority trainees and women (e.g., by conducting systematic and direct recruitment through public and private sources likely to yield minority trainees and women trainees); to the extent such persons are available within a reasonable area of recruitment. The contractor will be given an opportunity and will be responsible for demonstrating the steps that they have taken in pursuance thereof, prior to determination as to whether the contractor is in compliance with this training special provision. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

No employee shall be employed as a trainee in any classification in which they have successfully completed a training course leading to journey workers status or in which they have been employed as a journey worker. The contractor should satisfy this requirement by including appropriate questions in the employee application or by other suitable means. Regardless of the method used, the contractor's records should document the findings in each case.

V. *APPRENTICESHIP TRAINING*

The Federal Highway Administration's (FHWA) policy is to require full use of all available training and skill improvement opportunities to assure increased participation of minority groups, disadvantaged persons and women in all phases of the highway construction industry. The FHWA On-the-Job Training (OJT) Program requires the State transportation agencies (STAs) to establish apprenticeships and training programs targeted to move women, minorities, and disadvantaged individuals into journey-level positions to ensure that a competent workforce is available to meet highway construction hiring needs, and to address the historical under-representation of members of these groups in highway construction skilled crafts.

The OJT Supportive Services (OJT/SS) Program was established in Title 23 Code of Federal Regulations (CFR), Part 230) to supplement the OJT program and support STA training programs by providing services to highway construction contractors and assistance to highway construction apprentices and trainees. The primary objectives of OJT/SS are:

(1) To increase the overall effectiveness of the State highway agencies' approved training programs.
(2) To seek other ways to increase the training opportunities for women, minorities, and disadvantaged individuals.

The STAs are responsible for establishing procedures, subject to the availability of Surface Transportation and Bridge Funds under 23 U.S.C. §140(b*)* (Nondiscrimination), for the provision of supportive services with respect to training programs approved under 23 CFR, Part 230(a*)* (Equal Employment Opportunity on Federal and Federal-aid Construction Contracts – including Supportive Services).

The contractor and subcontractor shall maintain records to demonstrate compliance with these apprenticeship requirements. Reasonable exemptions and modifications to and from any or all of these requirements will be determined by the Wisconsin Department of Transportation-Civil Rights Office. A request for an exemption or modification, with justification, shall be made in writing, addressed to WisDOT Civil Rights Office, 4802 Sheboygan Avenue, P.O. Box 7965, Rm. 451, Madison, WI 53707.

ADDITIONAL SPECIAL PROVISION 3

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM IMPLEMENTATION

Authority

Wisconsin Department of Transportation (WisDOT) is a recipient of funds from the US Department of Transportation's Federal Highway Administration. The DBE program is a federal program applicable on all contracts administered by WisDOT that include federal-aid highway funds. The authority for the DBE program is the Transportation Bill as approved by Congress periodically. DBE program guidance and requirements are outlined in the Code of Federal Regulations at 49 CFR Part 26. This contract is subject to DBE provisions because it is financed with federal-aid-highway funds. Additionally, this contract is subject to the *State of Wisconsin Standard Specifications for Highway and Structure Construction* and all applicable contract documents.

Requirements

Pursuant to the federal DBE program regulation at 49 CFR Part 26, a contractor's failure to comply with any provision of the DBE program regulatory provisions will be considered a material breach of contract. This is nonnegotiable.

If a contractor fails to carry out the DBE program requirements and/or the Required Contract Provisions for Federal Aid Contracts (FHWA 1273) referenced in this document, sanctions will be assessed depending upon the facts, reasoning, severity, and remedial efforts of the contractor that may include: termination of contract, withholding payment, assessment of monetary sanctions, and/or suspension/debarment proceedings that could result in the disqualification of the contractor from bidding for a designated period of time.

(1) The Commitment to Subcontract to DBE (Form DT1506 or digital submittal), Attachments A, and Good Faith Effort Documentation (Form DT1202) will be submitted as described in Section 2.
(2) Any change to DBE Commitments thereafter must follow modification of DBE subcontracting commitment as described in Section 9.
(3) The Department requires this list of DBE subcontractors from all bidders at time of bid to ensure the lowest possible cost to taxpayers and fairness to other bidders and subcontractors. Bid shopping is prohibited.
(4) The contractor must utilize the specific DBE firms listed in the approved DBE Commitment to perform the work and/or supply the materials for which the DBE firm is listed unless the contractor obtains written consent in advance from WisDOT. The contractor will not be entitled to payment for any work or materials on the approved DBE Commitment that is not performed or supplied by the listed DBE without WisDOT's written consent.

Description

The Wisconsin Department of Transportation is committed to the compliant administration of the DBE Program. The DBE provisions work in tandem with FHWA 1273 and WisDOT's *Standard Specifications for Highway and Structure Construction* and *Construction and Materials Manual*. The WisDOT Secretary is signatory to assurances of department-wide compliance.

The Department assigns the contract DBE goal as a percentage of work items that could be performed by certified DBE firms on the contract. The assigned DBE goal is expressed on the bid proposal as a percentage applicable to the total contract bid amount.

(1) WisDOT identifies the assigned DBE goal in its contract advertisements and posts the contract DBE goal on the cover of the bidding proposal. The contractor can meet the assigned contract DBE goal by subcontracting work to a DBE firm or by procuring services or materials from a DBE firm.

(2) Under the contract, the prime contractor should inform, advise, and develop participating DBE firms to be more knowledgeable contractors who are prepared to successfully complete their contractual agreement through the proactive provision of assistance in the following areas:
- Produce accurate and complete quotes
- Understand highway plans applicable to their work
- Understand specifications and contract requirements applicable to their work
- Understand contracting reporting requirements

(3) The Department encourages contractors to assist DBE subcontractors more formally by participating in WisDOT's Business Development program as a mentor, coach, or resource. For comprehensive information on the Disadvantaged Business Enterprise Program, visit the Department's Civil Rights and Compliance Section website at: http://wisconsindot.gov/Pages/doing-bus/civil-rights/dbe/default.aspx

1. Definitions

Interpret these terms, used throughout this additional special provision, as follows:

a. **Assigned DBE Contract Goal:** The percentage shown on the cover of the Highway Work Proposal that represents the feasible level of DBE participation for each contract. The goal is calculated using the Engineer's Estimate and DBE Interest Report. Goal assignment includes review of FHWA funds, analyzes bid items for subcontract opportunity and compatibility with DBE certified firm work codes. Additional factors considered include proximity, proportion, and regulations.

b. **Bid Shopping:** In construction law, bid shopping is the practice of divulging a subcontractor's bid to another prospective contractor(s) before or after the award of a contract to secure a lower bid.

c. **DBE:** Disadvantaged Business Enterprise – A for-profit small business concern where socially and economically disadvantaged individuals own at least a 51% interest and control management and daily business operations.

d. **DBE Commitment:** The DBE Commitment is identified in the Commitment to Subcontract to DBE (Form DT1506) and is expressed as the amount of DBE participation the prime contractor has secured. The DT1506, a contract document completed by the bidder, is required to be considered a responsive bidder on an FHWA-funded contract that has an assigned DBE goal. The prime contractor will have the option to submit the DT1506 digitally, as an entry with the bid in Bid Express, or as an attachment to the bid.

e. **DBE Utilization:** The actual participation of a DBE subcontractor on a project. WisDOT verifies DBE utilization through review of the DBE Commitment, payments to subcontractors, and contract documentation. The Prime Contractor receives DBE credit for payments made to the DBE firms performing the work listed on the approved DBE Commitment, and those submitted after approved commitment with Attachment A.

f. **Good Faith Effort:** Legal term describing a diligent and honest effort taken by a reasonable person under the same set of facts or circumstances. For DBE subcontracting, the bidder must show that it took all necessary and reasonable steps to achieve the assigned DBE goal by the scope, intensity, and appropriateness of effort that could reasonably be expected for a contractor to obtain sufficient DBE participation.

g. **Manufacturer:** A firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract.

h. **Reasonable Price:** Contractors are expected to assess reasonable price by analyzing the contract scope for DBE subcontract feasibility and comparing common line items in DBE and non-DBE subcontract quotes for the same work. Per federal regulation, reasonable price is not necessarily the lowest price.

i. **Supplier:** A firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials, supplies, articles, or equipment required under the contract are bought, kept in stock, and regularly sold or leased to the public.

j. **Tied quote:** Subcontractor quote that groups multiple bid/line items at a bundled/package price with a notation that the items within the quote will not be separated.

2. WisDOT DBE Program Compliance

a. Documentation Submittal

- The Commitment to Subcontract to DBE (Form DT1506 or digital submittal) must be submitted at the time of bid (Tuesday) by all prime contractors.
- Attachments A OR quotes from all DBEs included in the Commitment must be submitted at bid (Tuesday) **OR**
- Within one-hour following bid submittal by ALL prime contractors via eSubmit (Tuesday).
- If only DBE quotes were submitted, all remaining signed Attachments A must be submitted within 24-hours of bid closing via eSubmit (Wednesday).
- If the assigned DBE contract goal is not met, Documentation of Good Faith Effort (Form DT1202) and supporting documentation must be submitted within 24-hours of bid closing (Wednesday) via eSubmit. Instructions for eSubmit.

**Bidders have the option of submitting the DBE Commitment at the time of bid via direct entry through Bid Express OR with attachment of Form DT1506 (Commitment to Subcontract to DBE). The DBE Commitment entered with bid is the digital form of the DT1506. Separate submission of Form DT1506 is not required if the DBE Commitment is entered in Bid Express. Form DT1202, if applicable, is no longer required to be submitted at time of bid; submit DT1202 within the 24-hour supplemental time frame following bid closing.

The DBE Office will not certify Good Faith Effort and the Bureau of Project Development will consider the bid nonresponsive if the contractor fails to furnish the DBE Commitment (digitally entered into the bid OR Form DT1506 as an attachment), Attachments A, and Form DT1202 if applicable, as required. See sample forms in the Appendix.

b. Verification of DBE Commitment

The documentation related to DBE subcontract commitment submitted prior to contract award is evaluated as follows:

(1) DBE Goal Met

If the bidder indicates that the contract DBE goal is met, the Department will evaluate the DBE Commitment submitted with bid OR Form DT1506, and Attachments A to verify the actual DBE percentage calculation. If the DBE Commitment is verified, the contract is eligible for award with respect to the DBE Commitment.

(2) DBE Goal Not Met

a) If the bidder indicates a bid percentage on the DBE Commitment that does not meet the assigned DBE contract goal, the bidder must request alternative evaluation of good faith effort through

submission of Form DT1202 (Documentation of Good Faith Effort) within 24-hours of bid including narrative description. Supplementary documentation of good faith effort that supports the DT1202 submission is also due within 24-hours of bid submission and prior to bid posting. The Department will review the bidder's DBE Commitment and evaluate the bidder's good faith efforts submission.

b) Following evaluation of the bidder's Good Faith Effort documentation the bidder will be notified that the Department intends to:
   1. *Approve* the request (adequate documentation of GFE has been submitted) - no conditions placed on the contract with respect to the DBE Commitment;
   2. *Deny* the request (inadequate documentation of GFE has been submitted) - the contract is viewed as non-responsive per Wisconsin Standard Specifications for Highway and Structure Construction and will not be executed.

c) If the Department denies the bidder's request, the contract is ineligible for award. The Department will provide a written explanation for denying the request to the bidder. The bidder may appeal the Department's denial (see Section 4).

Supplemental good faith effort documentation must be submitted through eSubmit.

3. Department's Criteria for Good Faith Effort Documentation

The Federal-aid Construction Contract Provision, referenced as FHWA-1273, explicitly states that the prime contractor shall be responsible for all work performed on the contract by piecework, station work, or subcontract. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of the contract including assurances of equal employment opportunity laws, DBE regulations, and affirmative action. Compliance encompasses responsible and responsive action, documentation, and good faith effort.

Contractually, all contractors, subcontractors, and service providers on the contract are bound by FHWA 1273 and DBE program provisions. **Prime contractors should encourage subcontractors to utilize DBE firms whenever possible to contribute to the assigned DBE contract goal.**

Bidders are required to document good faith effort. Per 49 CFR Part 26.53, good faith effort is demonstrated in one of two ways. The bidder:

(1) Documents that it has obtained enough DBE participation to meet the goal; OR

(2) Documents that it made adequate good faith efforts to meet the goal, even though it did not succeed

Appendix A of 49 CFR Part 26 provides guidance concerning good faith efforts. WisDOT evaluates good faith effort on a contract basis just as each contract award is evaluated individually.

The efforts employed by the bidder should be those that WisDOT can reasonably expect a bidder to take to actively and aggressively obtain DBE participation sufficient to meet the DBE contract goal. The Department will only approve demonstration of good faith effort if the bidder documents the quality, quantity, and intensity of the variety of activities undertaken that are commensurate with expected efforts to meet the stated goal.

The Department, in conjunction with industry stakeholders, has developed the following guidance for contractor good faith effort activity. The guidance and the attached appendices provide a framework for the actions required by all parties in the processing and evaluation of bidder's total efforts to achieve the project specific DBE goal prior to the bid letting date.

a. Solicitation Guidance for Prime Contractors:

(1) Document all efforts and decisions made toward achieving the DBE goal on the contract. The bidder should use WisDOT-approved DBE outreach tools, including the UCP DBE Directory and the Bid Express Small Business Network to foster DBE participation on all applicable contracts.

(2) As needed, request assistance with DBE outreach and follow-up by contacting the Department's DBE Support Services Office by phone or email request at least 14 days prior to the bid letting date. Phone numbers are (414) 438-4584 and/or (608) 267-3849; Fax: (414) 438-5392; E-mail: DBE_Alert@dot.wi.gov

(3) Participate in and document a substantive conversation with at least one DBE firm per Let, to discuss questions, concerns, and any other contract related matters that may be applicable to the DBE firm. Guidelines for this conversation are provided in Appendix A of ASP-3.

(4) Request quotes by identifying potential items to subcontract and solicit. In their initial contacts, contractors are strongly encouraged to include a single page, detailed list of items for which they are accepting quotes, by project, within a letting. *See attached sample entitled "Sample Contractor Solicitation Letter" in* Appendix B. Prime contractors should also indicate a willingness to accept quotes in areas they are planning to perform themselves, as required by federal rules. In some cases, it might be appropriate to use DBE firms to do work in a prime contractor's area of specialization.

i. Solicit quotes from certified DBE firms who match possible items to subcontract using all reasonable and available means. Additionally, forward copies of solicitations highlighting the work areas for which quotes are being sought to DBE_Alert@dot.wi.gov

ii. Acceptable outreach tools include SBN (Small Business Network, see Appendix C): https://www.bidx.com/wi/main, postal mail, email, fax, and phone.

a. Contractors must ask DBE firms for a response in their solicitations. See *Sample Contractor Solicitation Letter,* Appendix B. This letter may be included as an attachment to the sub-quote request.

b. Solicit quotes at least 10 calendar days prior to the letting date to allow DBE firms sufficient time to respond. Prime contractors should contact DBE firms early, asking if they need help organizing their quote, assistance confirming equipment needs, or other assistance supporting their submission of a competitive quote for their services.

c. A follow up solicitation should take place within 5 calendar days of the letting date. Email and/or SBN are the preferred method for the solicitation.

iii. Upon request, provide interested DBE firms with adequate information about plans, specifications, and the requirements of the contract by letter, information session, email, phone call, and/or referral.

iv. When potential exists, the contractor should advise interested DBE firms on how to obtain bonding, line of credit, or insurance if requested.

v. Document DBE firm's interest in quoting by taking appropriate steps to follow up initial solicitation with:

a. Email to all prospective DBE firms in relevant work areas

b. Phone call log to DBE firms who express interest via written response or call

c. Fax/letter confirmation

d. Signed copy of record of subcontractor outreach effort

b. Guidance for Evaluating DBE quotes

(1) Quote evaluation practices required to evaluate DBE quotes:

i. Reasonable Price**:** Contractors are expected to assess reasonable price by analyzing the contract scope for DBE subcontract feasibility and comparing common line items in DBE and non-DBE subcontract quotes for the same work. Per federal regulation, reasonable price is not necessarily the lowest price. See 49 CFR Part 26, Appendix A. IV.D(2).

(2) Documentation submitted by the prime of the following evaluation is required to evaluate DBE quotes by contractors:

i. Evaluation of DBE firm's ability to perform "possible items to subcontract" using legitimate reasons, including but not limited to, ***a discussion*** between the prime and DBE firm regarding its capabilities prior to the bid letting. If lack of capacity is the reason for not utilizing the DBE firm's quote, the prime is required to contact the DBE by phone and email regarding their ability to perform the work indicated in the UCP directory listed as their work area by NAICS code. Only the work area indicated by the NAICS code(s) listed in the UCP directory can be counted toward DBE credit. Documentation of the conversation is required.
    a In striving to meet an assigned DBE contract goal, contractors are expected to use DBE quotes that are responsive and reasonable. This includes DBE quotes that are not the low quote.
    b Additional evaluation - Evaluation of DBE quotes with <u>tied bid items</u>. Typically, this type of quoting represents a cost saving but is not clearly stated as a discount. Tied quotes are usually presented as an 'all or none' quote. When non-DBE subcontractors submit tied bid items in their quotes, the DBE firm's quote may not appear competitive. In such a case, the following steps are taken in comparing the relevant quotes. These are qualitative examples:
        i Compare bid items common to both quotes, noting the reasonableness in the price comparison.
        ii Review quotes from other firms for the bid items not quoted by the DBE firm to see if combining both can provide the same competitive advantage that the tied bid items offered.

See Appendix D – *Good Faith Effort Evaluation Measures* and Appendix E - *Good Faith Effort Best Practices.*

c. Requesting Good Faith Effort Evaluation <u>At the time of bid</u>- if the DBE goal is not met in full, the prime contractor must indicate they will file form DT1202- Documentation of Good Faith Effort within 24-hours of bid submission. Supplementary documentation of good faith effort that supports the DT1202 submission is also due within 24-hours of bid submission and prior to bid posting. Supporting documentation for the DT1202 is to include the following:

(1) Solicitation Documentation: The names, addresses, email addresses, and telephone numbers of DBE firms contacted along with the dates of both initial and follow-up contact; electronic copies of all written solicitations to DBE firms. A printed copy of SBN solicitation is acceptable.

(2) Selected Work Items Documentation: Identify economically feasible work units to be performed by DBEs to include activities such as: list of work items to be performed; breaking up of large work items into smaller tasks or quantities; flexible time frames for performance and delivery schedules.

(3) Documentation of Project Information provided to interested DBEs: A description of information provided to the DBE firms regarding the plans, specifications, and estimated quantities for portions of the work to be performed by that DBE firm.

(4) Documentation of Negotiation with Interested DBEs: Provide sufficient evidence to demonstrate that good faith negotiations took place. Merely sending out solicitations requesting bids from DBEs does not constitute sufficient good faith efforts.

(5) Documentation of Sound Reasoning for Rejecting DBEs and copies of each quote received from a DBE firm and, if rejected, copies of quotes from non-DBEs for same items.

(6) Documentation of Assistance to Interested DBEs- Bonding, Credit, Insurance, Equipment, Supplies/Materials

(7) Documentation of outreach to Minority, Women, and Community Organizations and other DBE Business Development Support: Contact organizations and agencies for assistance in contacting, recruiting, and providing support to DBE subcontractors, suppliers, manufacturers, and truckers at least 14 days before bid opening. Participate in or host activities such as networking events, mentor-protégé programs, small business development workshops, and others consistent with DBE support.

If the Good Faith Effort documentation is deemed adequate, the request will be approved and the DBE office will promptly notify the Prime Contractor and Bureau of Project Development.

If the DBE Office denies the request, the Prime Contractor will receive written correspondence outlining the reasons. The Department encourages the Prime Contractor to communicate with DBE staff to clarify any questions related to meeting goals and/or contractor demonstration of good faith efforts.

If the contract is awarded, the Prime Contractor must obtain written consent from the DBE Office to change or replace any DBE firm listed on the approved DBE Commitment. No contractor, prime or subsequent tier, shall be paid for completing work assigned to a DBE subcontractor on an approved DBE Commitment unless WisDOT has granted permission for the reduction, replacement, or termination of the assigned DBE in writing. If a prime contractor or a subcontractor on any tier uses its own forces to perform work assigned to a DBE on an approved DBE Commitment, **they will not be paid for the work**. Any changes to DBE Commitment after the approval of the DBE Commitment must be reviewed and approved by the DBE Office prior to the change (see Section 9).

Additional resources for demonstrating and tracking good faith effort can be found on the “Contracting with a DBE” webpage in the ASP-3 and Good Faith Effort Guidance section.

4. Bidder's Documentation of Good Faith Effort Evaluation Request Appeal Process

A bidder can appeal the Department's decision to deny the bidder’s demonstration of Good Faith Effort through Administrative Reconsideration. The bidder must provide a written justification refuting the specific reasons for denial as stated in the Department's denial notice. The bidder may meet in person with the Department if so requested. Failure to appeal within 5 business days after receiving the Department's written notice denying the request constitutes a forfeiture of the bidder's right of appeal. Receipt of appeal is confirmed by email date stamp or certified mail signed by WisDOT staff. A contract will not be executed without documentation that the DBE provisions have been fulfilled.

The Department will appoint a representative who did not participate in the original good faith effort determination, to assess the bidder's appeal. The Department will issue a written decision within 5 business days after the bidder presents all written and oral information. In that written decision, the Department will explain the basis for finding that the bidder did or did not demonstrate an adequate good faith effort to meet the contract DBE goal. The Department's decision is final.

5. Determining DBE Eligibility

Directory of DBE firms

a. The only resource for DBE firms certified in the State of Wisconsin is the Wisconsin Unified Certification Program (UCP) DBE Directory. WisDOT maintains a current list of certified DBE firms at: http://wisconsindot.gov/Documents/doing-bus/civil-rights/dbe/dbe-ucp-directory.xlsx

b. The DBE Program office is available to assist with contracting DBE firms:(608) 267-3849.

c. DBE firms are certified based on various factors including the federal standards from the Small Business Administration that assigns a North American Industrial Classification (NAICS) Codes. DBE firms are only eligible for credit when performing work in their assigned NAICS code(s). If a DBE subcontractor performs work that is not with its assigned NAICS code, the prime contractor should contact the DBE Office to inquire about compatibility with the Business Development Program.

6. Counting DBE Participation

Assessing DBE Work

The Department will only count the DBE usage towards the contract DBE goal if the DBE firm is certified as a DBE by one of the UCP agencies. The Department only counts the value of the work a DBE actually performs towards the DBE goal. The Department assesses the DBE work as follows:

a. The Department counts work performed by the DBE firm's own resources. The Department includes the cost of materials and supplies the DBE firm obtains for the work. The Department also includes the cost of equipment the DBE firm leases for the work. The Department will not include the cost of materials, supplies, or equipment the DBE firm purchases or leases from the prime contractor or its affiliate, with the exception of non-project specific leases the DBE has in place before the work is advertised.

b. The Department counts fees and commissions the DBE subcontractor charges for providing bona fide professional, technical, consultant, or managerial services. The Department also counts fees and commissions the DBE charges for providing bonds or insurance. The Department will only count costs the program engineer deems reasonable based on experience or prevailing market rates.

c. If a DBE firm subcontracts work, the Department counts the value of the work subcontracted to a DBE subcontractor.

d. The contractor will maintain records and may be required to furnish periodic reports documenting its performance under this item.

e. It is the Prime Contractor's responsibility to determine whether the work that is committed and/or contracted to a DBE firm can be counted for DBE credit by referencing the work type and NAICS code listed for the DBE firm on the Wisconsin UCP DBE Directory.

f. It is the Prime Contractor's responsibility to assess the DBE firm's ability to perform the work for which it is committing/contracting the DBE to do. Note that the Department encourages the Prime Contractor to assist and develop DBE firms to become fully knowledgeable contractors to successfully perform on its contracts.

g. The Prime Contractor will inform the DBE office via email of all DBE subcontractors added to the project following execution of the contract. The Prime Contractor may omit submission of another form DT1506, but must submit signed Attachment A forms for additional DBE firms.

h. See Section 7 for DBE credit evaluation for Trucking and Section 8 for DBE credit evaluation for Manufacturers, Suppliers, and Brokers

Naming conventions: When emailing files, please use the following language to identify your submission- "Project #, Proposal #, Let date, Business Name, Attachment A" Email: DBE_Alert@dot.wi.gov

*Note: A sublet request is required for DBE work, regardless of subcontract tier, and also for reporting materials or supplies furnished by a DBE.

- Sublet Requests via form DT1925 or WS1925 are required for 1st Tier DBEs
- For all 2nd Tier and below notification of DBE sublet is indicated by the contractor entering them in CRCS

7. Credit Evaluation for Trucking

All bidders are expected to adhere to the Department's current trucking policy posted on the HCCI website at: http://wisconsindot.gov/Documents/doing-bus/civil-rights/dbe/trucking-utilization-policy.pdf

The prime contractor is responsible for ensuring that all subcontractors including trucking firms, receive Form FHWA 1273: https://www.fhwa.dot.gov/programadmin/contracts/1273/1273.pdf

See Section 8 for Broker credit.

8. Credit Evaluation for Manufacturers, Suppliers, Brokers

The Department will calculate the amount of DBE credit awarded to a prime using a DBE firm for the provisions of materials and supplies on a contract-by-contract basis. The Department will count the material and supplies that a DBE firm provides under the contract for DBE credit based on whether the DBE firm is a manufacturer, supplier, or broker. Generally, DBE credit is determined through evaluation of the DBE owner's role, responsibility, and contribution to the transaction. Maximum DBE credit is awarded when the DBE firm manufactures materials or supplies. DBE credit decreases when the DBE firm solely supplies materials, and minimal credit is allotted when the DBE firm's role is administrative or transactional. It is the bidder's responsibility to confirm that the DBE firm is considered a supplier or a manufacturer before listing them on Commitment to Subcontract to DBE form DT1506 or DBE Commitment submitted with the bid.

a. Manufacturers

(1) A manufacturer is a firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract and of the general character described by the specifications.

(2) If the materials or supplies are obtained from a DBE manufacturer, **100%** percent of the cost of the materials or supplies counts toward DBE goals.

b. Regular Dealers of Material and/or Supplies

(1) A regular dealer is a firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business.

(2) If the materials or supplies are purchased from a DBE regular dealer, count **60%** percent of the cost of the materials or supplies toward DBE goals.

(3) At a minimum, a regular dealer must meet the following criteria to be counted for DBE credit:

i. The DBE firm must be an established, regular business that engages, as its principal business and under its own name, in the purchase and sale or lease of the products in question.

ii. The DBE firm must both own and operate distribution equipment for the product--bulk items such as petroleum products, steel, cement, gravel, stone, or asphalt. If some of the distribution equipment is leased, the lease agreement must accompany the DBE Commitment form for evaluation of the dealer's control before the DBE office approves the DBE credit.

(4) When DBE suppliers are contracted, additional documentation must accompany the DBE Commitment and Attachment A forms. An invoice or bill-of-sale that includes names of the bidder and the DBE supplier, along with documentation of the calculations used as the basis for the purchase agreement, subcontract, or invoice. WisDOT recognizes that the amount on the Attachment A form may be more or less than the amount on the invoice per b.(1) above.

i. The bidder should respond to the following questions and include with submission of form DT1506 or the DBE Commitment entered with bid:

a. What is the product or material?

b. Is this item in the prime's inventory or was the item purchased when contract was awarded?

c. Which contract line items were referenced to develop this quote?
d. What is the amount of material or product used on the project?

(5) Supplies purchased in **bulk** from DBE firms at the beginning of the season may be credited to current contracts if submitted with appropriate documentation to the DBE office.

i. To ensure that the appropriate credit is assigned, follow the procedure below:
   a. When DBE suppliers are contracted for bulk supply or commodity purchases, an invoice or bill-of-sale that includes names of the contractor and the DBE supplier should be submitted to the DBE Office via eSubmit (preferred during letting) or the DBE_Alert email box. The supply/commodity credit may be applied during the federal fiscal year (October- September) in which the purchase was made.
   b. When the contractor intends to apply the credit to a particular project, submit a copy of the original invoice, documentation of the calculations for supplies/commodities to be used on the project, and an Attachment A. Indicate on the Attachment A:
   c. This supply/commodity is in the prime's inventory or pre-paid in case of commodities
   d. The full value of the original invoice submitted to the DBE Office, above in (1)
   e. The amount of material or product used on this project
   f. Fuel estimate listed on Attachment A will be recorded as a deduction from the full fuel purchase amount shown on the invoice

ii. DBE Office Process (Applies only to bulk purchases)
   a. Supply/Commodity commitment is received
   b. Engineer verifies amount listed on invoice and enters the full amount into spreadsheet
   c. The amount of credit applied for each project is updated on the spreadsheet until the bulk purchase is exhausted
   d. Engineer informs contractor when full amount of bulk purchase has been applied

c. Brokers, Transaction Expediters, Packagers, Manufacturers' Representatives

(1) No portion of the cost of the materials, supplies, services themselves will count for DBE credit. However, WisDOT will evaluate the fees or commissions charged when a prime purchases materials, supplies, or services from a DBE certified firm which is neither a manufacturer nor a regular dealer, namely: brokers, packagers, manufacturers' representatives, or other persons who arrange or expedite transactions.

(2) Brokerage fees are calculated as **10%** of the purchase amount.

(3) WisDOT may count the amount of fees or commissions charged for assistance in the procurement of the materials and supplies, fees, or transportation charges for the delivery of materials or supplies required on a job site.

(4) Evaluation of DBE credit includes review of the contract need for the item/service, the sub-contract or invoice for the item/service, and a comparison of the fees customarily allowed for similar services to determine whether they are reasonable.

9. DBE Commitment Modification Policy (Formerly "DBE Replacement Policy")

a. Issuing a Contract Change Order

Any changes or modifications to the contract once executed are considered contract modifications and as such require a change order. In addition, the DBE office must provide consent for reduction, termination, or replacement of subcontractors approved on the DBE Commitment *in advance* of the modification for the prime contractor to receive payment for work or supplies. Additions to the DBE Commitment do not require advance notification of the DBE office. (see below e. DBE Utilization beyond the approved DBE Commitment)

b. Contractor Considerations

(1) A prime contractor cannot modify the DBE Commitment through reduction in participation, termination, or replacement of a DBE subcontractor listed on the approved DBE Commitment without prior written consent from the DBE Office. This includes, but is not limited to, instances in which a prime contractor

seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm.

(2) If a prime contractor reduces participation, replaces, or terminates a DBE subcontractor who has been approved for DBE credit toward its contract, the prime is required to provide documentation supporting its inability to fulfill the contractual commitment made to the Department regarding the DBE utilization.

(3) The Prime Contractor is required to demonstrate efforts to find another DBE subcontractor to perform at least the same amount of work under the contract as the DBE subcontractor that was terminated, to the extent needed to meet the assigned DBE contract goal. When additional opportunity is available by contract modifications, the Prime Contractor must utilize DBE subcontractors that were committed to equal work items, in the original contract.

(4) In circumstances when a DBE subcontractor fails to complete its work on the contract for any reason, or is terminated from a contract, the Prime Contractor must undertake efforts to maintain its commitment to the assigned DBE goal.

(5) The DBE subcontractor should communicate with the Prime Contractor regarding its schedule and capacity in the context of the contract. If the DBE firm anticipates that it cannot fulfill its subcontract, they will advise the Prime Contractor and suggest a DBE subcontractor that may replace their services and provide written consent to be released from its subcontract.

i. Before the Prime Contractor can request modification to the approved DBE Commitment, the Prime Contractor must:

a. Make every effort to fulfill the DBE Commitment by working with the listed DBE subcontractor to ensure that the firm is fully knowledgeable of the Prime Contractor's expectations for successful performance on the contract. Document these efforts in writing.

b. If those efforts fail, provide written notice to the DBE subcontractor of the Prime Contractor's intent to request to modify the Commitment through reduction in participation, termination, and/or replacement of the subcontractor including the reason(s) for pursuing this action.

c. Copy the DBE Office on all correspondence related to changing a DBE subcontractor who has been approved for DBE credit on a contract, including preparation and coordination efforts.

d. Clearly state the amount of time the DBE firm has to remedy and/or respond to the notice of intent to replace/terminate. The DBE must be allowed five days from the date notice was received as indicated by email time stamp or signed certified mail, to respond, in writing. EXCEPTION: The Prime Contractor must provide a verifiable reason for a response period shorter than five days. For example, a WisDOT project engineer or project manager confirms that WisDOT has eliminated an item the DBE subcontractor was contracted for.

e. The DBE subcontractor must acknowledge the contract modification with written response to the Prime Contractor and the DBE Office. If objecting to the subcontract modification, the DBE subcontractor must outline the basis for objection to the proposed modification, providing sound reasoning for WisDOT to reject the prime's request.

c. Request to Modify DBE Subcontracting Commitment

The written request referenced above may be delivered by email or fax. The request must contain the following:

1. Project ID number
2. WisDOT Contract Project Engineer's name and contact information
3. DBE subcontractor name and work type and/or NAICS code
4. Contract's progress schedule
5. Reason(s) for requesting that the DBE subcontractor be replaced or terminated
6. Attach/include all communication with the DBE subcontractor to deploy/address/resolve work completion

Naming conventions: When emailing files, please use the following language to identify your submission- "Project #, Proposal #, Let date, Business Name, MODIFICATION" Email: DBE_Alert@dot.wi.gov + Project Engineer

WisDOT will review the request and any supporting documentation submitted to evaluate if the circumstance and the reasons constitute good cause for replacing or terminating the approved DBE subcontractor.

Good Causes to Replace a DBE subcontractor according to the federal DBE program guidelines {49 CFR part 26.53}

- The listed DBE subcontractor fails or refuses to execute a written contract
- The listed DBE subcontractor fails or refuses to perform the work of its subcontract in a way consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the DBE subcontractor to perform its work on the subcontract results from the bad faith or discriminatory action of the prime contractor
- The listed DBE subcontractor fails or refuses to meet the prime contractor's reasonable, nondiscriminatory bond requirements
- The listed DBE subcontractor becomes bankrupt, insolvent, or exhibits credit unworthiness
- The listed DBE subcontractor is ineligible to work on public works projects because of suspension and debarment proceedings pursuant 2 CFR Parts 180, 215, and 1,200 or applicable state law
- The prime has determined that the listed DBE subcontractor is not a responsible contractor
- The listed DBE subcontractor voluntarily withdraws from the project and provides written notice of its withdrawal
- The listed DBE subcontractor is ineligible to receive DBE credit for the type of work required
- A DBE firm owner dies or becomes disabled with the result that the listed DBE subcontractor is unable to complete its work on the contract.

d. Evaluation and Response to the Request

WisDOT's timely response to the Prime Contractor's request for modification of the approved DBE Commitment will be provided to the prime and the WisDOT project engineer via email.

If WisDOT determines that the Prime Contractor's basis for reduction in participation, replacement, or termination of the DBE subcontractor is not consistent with the good cause guidelines, the DBE office will provide a response via email within 48-hours of receipt of request from the Prime Contractor as indicated by email time stamp. The communication will include: the requirement to utilize the committed DBE, actions to support the completion of the contractual commitment, a list of available WisDOT support services, and administrative remedies, including withholding payment to the prime, that may be invoked for failure to comply with federal DBE guidelines for DBE replacement.

The WisDOT contact for all actions related to modification of the approved DBE Commitment is the DBE Program Engineer who can be reached at DBE_Alert@dot.wi.gov or (414) 335-0413.

e. DBE Utilization beyond the approved DBE Commitment

When the prime or a subcontractor increases the scope of work for an approved DBE subcontractor or adds a DBE subcontractor who was not on the approved form DT1506 or DBE Commitment submitted with bid at any time after contract execution, this is referred to as voluntary DBE contract goal achievement. The contractor must follow these steps to ensure that the participation is accurately credited toward the DBE goal:

(1) Forward a complete, signed Attachment A form to the DBE Office. A complete Attachment A includes DBE subcontractor contact information, signatures, subcontract value, and description of the work areas to be performed by the DBE. The DBE Office will verify the DBE participation and revise the DBE Commitment based on the email/discussion and the new Attachment A.

(2) When adding to an existing DBE Commitment, submit a new Attachment A to the DBE Alert mailbox

(3) OR Submit a final Attachment A to DBE Alert during the Finals Process when Compliance receives notice of "Substantially Complete"

Naming conventions: When emailing files, please use the following language to identify your submission- “Project #, Proposal #, Let date, Business Name, New Attachment A” Email: DBE_Alert@dot.wi.gov

Special note on trucking

- DBE truckers added to the sublets in CRCS *will* be approved without DBE credit (You will see a “N” in CRCS instead of “Y”)
- Prime Contractors may enter a “place holder” e.g. $1000.00, for DBE Trucking in CRCS if the full amount of trucking is unknown for sublet purposes only
- The hiring contractor may obtain the Attachment A with DBE signature included but the **Prime Contractor** must sign the Attachment A before submitting
- DBE truckers need to be added to the DBE commitment once. If the DBE trucker is on the initial commitment (DT1506/E1506) there is no requirement to submit another Attachment A for that trucker for that contract.

10. Commercially Useful Function

a. Commercially Useful Function (CUF) is evaluated after the contract has been executed, while the DBE certified firm is performing contracted work items.

b. The Department uses Form DT1011, DBE Commercially Useful Function Review and Certification to evaluate if the DBE is performing a commercially useful function. WisDOT counts expenditures of a DBE toward the DBE goal only if the DBE is performing a commercially useful function on that contract.

c. A DBE firm is performing a commercially useful function if the following conditions are met:

(1) For contract work, the DBE is responsible for executing a distinct portion of the work and is carrying out its responsibilities by actually performing, managing, and supervising that work.

(2) For materials and supplies, the DBE is responsible for negotiating price, determining quality and quantity, ordering, and paying for those materials and supplies.

d. Offsite Hauling – when DBE truck will haul between a pit and plant or location other than the construction site associated with the commitment

(1) Indicate Offsite Hauling on Attachment A

(2) Discuss offsite hauling at weekly progress meetings with Project Engineer (PE)

(3) PE conducts spot checks of pits/plants to verify DBE truck is hauling and/or verifying hauling log

(4) Prime should be prepared to submit haul tickets, plant/pit tickets, timecards, and other pertinent documentation if requested by PE or DBE Office

11. Credit Evaluation for DBE Primes

WisDOT calculates DBE credit based on the amount and type of work performed by DBE certified firms for work submitted with required documentation. If the prime contractor is a DBE certified firm, the Department will only count the work that the DBE prime performs with its own forces for DBE neutral credit. The Department will also calculate DBE credit for work performed by any other DBE certified subcontractor, DBE certified supplier, and DBE certified manufacturer on the contract in each firm’s approved NAICS code/work areas that are submitted with required documentation. Crediting for manufacturers and suppliers is calculated consistent with Section 8 of this document and 49 CFR Part 26.

12. Joint Venture

A joint venture is an association of a DBE firm and one or more other firms to carry out a single, for-profit business enterprise, for which the parties combine their property, capital, efforts, skills and knowledge, and in which the DBE is responsible for a distinct, clearly defined portion of the work of the contract and whose share in the capital contribution, control, management, risks, and profits of the joint venture are commensurate with its ownership interest. If a DBE performs as a participant in a joint venture, the Department will only credit the portion of the total dollar value of the contract equal to the portion of the work that the DBE performs with its own forces.

13. Mentor-Protégé

a. If a DBE performs as a participant in a mentor-protégé agreement, the Department will credit the portion of the work performed by the DBE protégé firm.

b. DBE credit is evaluated and confirmed by the DBE Office for any contracts on which the mentor-protégé team identifies itself to the DBE Office as a current participant of the Mentor-Protégé Program.
- **(1)** DBE credit may only be awarded to a non-DBE mentor firm for using its own protégé firm for less than one half of its goal on any contract; and
- **(2)** Not award DBE credit to a non-DBE mentor firm for using its own protégé firm for more than every other contract performed by the protégé firm.

c. A DBE protégé firm may be eligible for conditional NAICS code extension for training with the mentor. Request permission from the DBE Office- Certification area.

d. Refer to WisDOT's Mentor-Protégé guidelines for guidance on the number of contracts and amount of DBE credit allowed on WisDOT projects.

14. Use of Joint Checks

The use of joint checks is allowable if it is a commonly recognized business practice in the material industry. A joint check is defined as a two-party check between a DBE subcontractor, a prime contractor, and the regular dealer or materials supplier who is neither the prime nor an affiliate of the prime. Typically, the prime contractor issues one check as payor to the DBE subcontractor and to the supplier jointly (to guarantee payment to the supplier) as payment for the material/supplies used by the DBE firm in cases where the DBE subcontractor and materials have been approved for DBE credit. The DBE subcontractor gains the opportunity to establish a direct contracting relationship with the supplier to potentially facilitate a business rapport that results in a line of credit or increased partnering opportunities.

The cost of material and supplies purchased by the DBE firm is part of the value of work performed by the DBE to be counted toward the goal. To receive credit, the DBE firm must be responsible for negotiating price, determining quality and quantity, ordering the materials, and installing (where applicable) and "paying for the material itself." See 49 CFR 26.55(c)(1).

The approval to use joint checks constitutes a commitment to provide further information to WisDOT, upon request by staff. WisDOT will allow the use of joint checks when the following conditions are met:

a. The Prime Contractor must request permission to use joint checks from the DBE Office by submitting the Application to Use Joint Checks.
- **(1)** Request should be made when the DBE Commitment or the Request to Sublet is submitted; the request will not be considered if submitted after the DBE Subcontractor starts its work.
- **(2)** Approval/Permission must be granted prior to the issuance of any joint checks.

(3) The payment schedule for the supplier must be presented to the DBE office before the first check is issued.
(4) The joint check for supplies must be strictly for the cost of approved supplies.

b. The DBE subcontractor is responsible for furnishing and/or installing the material/work item and is not an 'extra participant' in the transaction. The DBE firm's role in the transaction cannot be limited solely to signing the check(s) to release payment to the material supplier. At a minimum, the DBE subcontractor's tasks should include the following:
(1) The DBE subcontractor (not the prime/payor) negotiates the quantities, price, and delivery of materials.
(2) The DBE subcontractor consents to sign/release the check to the supplier by signing the Application to Use Joint Checks after establishing the conditions and documentation of payment within the subcontract terms or in a separate written document.

c. The Prime contractor/payor acts solely as a guarantor.
(1) The Prime Contractor agrees to furnish the check used for the payment of materials/supplies under the contract.
(2) The prime contractor/payor cannot require the subcontractor to use a specific supplier or the prime contractor's negotiated unit price.

15. Payment

Costs for conforming to this Additional Special Provision (ASP) and any associated DBE requirements are incidental to the contract.

Appendix A
Substantive Conversation Guidelines

The substantive conversation is critical to all bidders' demonstration of good faith effort to meet the DBE goal prior to bid opening. Relationship building between primes and subcontractors is crucial to DBE goal attainment. Responsible bidders seek to build rapport with potential DBE subcontractors to understand capacity, areas of expertise, and assess contracting feasibility. Bidders who compete for WisDOT contracts are specialty contractors responding to a growing and changing contract environment. Just as these specialists are responsible for care of the roads, they are likewise responsible for contributing to the health of the industry. The substantive conversation drives collaboration that will build industry health and capacity. The following is intended to provide guidance for such discussions but is not an exhaustive list. Contractors are encouraged to incorporate their existing strategies for cultivating business relationships as well.

Prior to Bid Opening- this discussion should happen as early as possible (WisDOT advertisements are released 5 weeks prior to each Let)

- Determine DBE subcontractor's interest in quoting
- If response indicates inexperience with quoting- offer support/assistance to the DBE in understanding the industry including fundamentals a subcontractor needs to know, required reading and/or resources.
- Assess their interest and experience in the road construction industry by asking questions such as:
  1. Have you competed for other WisDOT contracts? Ratio of competed/to wins
  2. Have you performed on any transportation industry contracts (locally or with other states)?
  3. What the largest contract you've completed?
  4. Have you worked in the industry: apprentice, journeyman, safety, inspection etc.?
  5. Does this project fit into your schedule? Are you working on any contracts now?
  6. Have you reviewed a copy of the plans? Are you comfortable performing within the scope and quantity considerations of this contract?
  7. What region do you work in? Home base?
  8. Which line items are you considering?
  9. Have you read/are you familiar with WisDOT Standard Specifications? Construction Material Manual?
  10. Do you understand where your work fits in the project schedule, project phases?

Following Bid Opening- this discussion can happen at any time

1. After reviewing their quote, note the following in your discussion:

- Does the quote look complete? Irregular?
- Are there errors in the quote? Are items very high or very low?
- In general, does the quote look competitive?

2. Questions and Advice for the bidder to share with the potential DBE subcontractor:

- What line items would typically be in a competitive quote for a subcontractor of their specialty?
- How many employees and what is their role/experience/expertise in your firm?
- Do you have resources for labor (union member, family-based, community-resourced) and capital (banking relationship, bond agent, CPA)?
- Where have you worked: cities, states, government, commercial, residential/private sector, etc. Explain similarities or differences.
- Refer them to reliable, trusted, industry resources that can educate or connect them to relevant resources, education/certification resources, more appropriate contract opportunities.
- Discussion about prime contract and subcontract liability, critical path items, contract quantities, schedule risks, and potential profit/loss (for upcoming known projects or in general).
- Discussion of bonding, insurance, and overall business risk considerations.

APPENDIX B

Sample Contractor Solicitation Letter Page 1

(This sample is provided as a guide, not a formatting requirement)

DBE Solicitation - [Month] [Day], [Year] WisDOT Bid Letting

Attention all DBEs. [Prime Contractor] is actively seeking your quote for the [Month][Day], [Year] Bid Letting. [Prime Contractor] is considering bidding on the projects listed on page 2 as a prime contractor. Please see page 2 for instructions and the sub-contractable opportunities for each proposal.

Does [Prime Contractor] accept quotes in areas we might self-perform? Yes, we do! We support this federal rule and (if needed) we consider areas we might self-perform an opportunity to provide in the field assistance and training if we award your quote.

Where can DBEs find the plans, specifications & addenda? Please visit [Prime Contractor's] plan room [LINK] or on WisDOT's Highway Construction Contract Information HCCI website: Wisconsin Department of Transportation Highway Construction Contract Information (wisconsindot.gov). This same website can be checked for the contract status.

What should your quote include? All the costs required to complete the items you propose to perform including labor, equipment, material, and related bonding or insurance. The quote should also note items that you are DBE certified to perform, tied items, and any special terms. Please use page 2 as your cover sheet for your quote.

Do you have a question regarding bonding, credit, insurance, equipment, or supplies/materials? We welcome all DBE questions! Please call [Prime Contractor] and ask to speak with [Contact]. [Prime Contractor] can provide basic information as well as a referral to a trusted industry partner for insurance and bonding needs.

When are quotes due?

[Month] [Day], [Year] at [Time]. We accept quotes via SBN, email, or fax. Please make every effort to have your quotes in by this time or earlier. Quality check your quote so it includes the correct letting date, project ID, proposal number, unit price and extension.

Who can DBEs contact for questions, information, clarification or for a quote evaluation? [Project Manager Name] [Phone] [Email]. If you are quoting [Prime Contractor] for the first time, we encourage you to come meet with us in person to discuss the project. Our office hours are 7:30 a.m. – 5:00 p.m. On bid day, we are in the office by 6:30 a.m.

Why partner with [Prime Contractor]?

DBE partnership is a core part of [Prime Contractor's] mission. Including DBEs at the beginning of each project is essential in the success of each project. We consider DBEs to be important industry partners who bring dedication and knowledge at various stages during construction. We are proud to be an industry leader with our DBE partnership. Your success as a DBE is our success.

Sample Contractor Solicitation Letter Page 2

(This sample is provided as a guide, not a formatting requirement)

REQUEST FOR QUOTE

[Prime Contractor]
Letting Date: [Month] [Day], [Year]
Project IDs: 1234-56-00 (Proposal #1) & 1234-01-78 (Proposal #6)

Please check all that apply:
____Yes, we will be quoting the projects & items listed below
____ No, we are not interested in quoting on the letting or its items referenced below
____ Please take our name off your monthly DBE contact list
____ We have questions about quoting this letting. Please have someone contact me at this number:

Prime Contractor Contact:_____ DBE:_____
Phone:_____ Fax:_____
Email:_____

Please circle the proposals and items you will be quoting below and contact us with any questions

Proposal **County**	**1** **Dane County**	**6** **Crawford County**
Clearing & Grubbing	**X**	**X**
Dump Truck Hauling	**X**	**X**
Curb/Gutter/Sidewalk	**X**	
Erosion Control Items		**X**
Excavation	**X**	**X**
Pavement Marking		**X**
Traffic Control	**X**	
Sawing	**X**	**X**
QMP, Base		**X**
Pipe Underdrain	**X**	
Landscape		**X**
Beam Guard	**X**	
Electrical	**X**	
Signs/Posts/Markers		**X**
Survey/Staking		**X**

Again, please make every effort to have your quotes into our office by time deadline prior to the letting date.

Sample Contractor Solicitation Email - Simplified

(This sample is provided as a guide, not a formatting requirement)

ATTENTION DBEs

- **[Prime Contractor] specializes in municipal projects in the XX Region(s)**
- **We have successfully competed for *and* completed XX WisDOT projects over the past XX years**
- **Consider [Prime Contractor] your partner on WisDOT Projects**

[Prime Contractor] is seeking *your* subcontractor quote for the XX/XX/20XX WisDOT bid letting on the below projects:

Project	Proposal	County	Region
1234-56-00	**2**	**Dane**	**SW**
1234-01-78	**6**	**Crawford**	**SW**

- Please review the attachments **[attach Solicitation Letter]** and respond with your intent to quote (or not) along with the work items you are interested in performing and respond via fax or email by ***date***. The quote should note items that you are DBE certified to perform, tied items, and any special terms. Please include labor, equipment, material, and related bonding or insurance.

- If you have any questions regarding bonding, credit, insurance, equipment and/or materials/supplies, please feel free to call [Prime Contractor] and ask for [Contact]. **(Include if your company is willing to answer these types of DBE questions)**

- Plans and Specifications can be found: **WisDOT HCCI Website: List webpage where plans are located**

- If you do choose to quote, please make every effort to have your quote into our office by ***time and date.*** Make sure the correct letting date, project number, unit price and extension are included in your quote.

- Should you have questions regarding the mentioned project, please call our office at (414) 555-5555 and we will direct you to the correct estimator/project manager.
  Our office hours are 7:30 a.m. - 5:00 p.m.

Thank you – we look forward to working with your company on this project!

Prime Contractor
Project Manager
Direct: 414-555-5555
Cell: 414-555-5556

Sample Contractor Solicitation Email to non-DBE WisDOT Subcontractors - Simplified

(This sample is provided as a guide, not a formatting requirement)

ATTENTION WisDOT SUBCONTRACTORS

[Prime Contractor] is considering bidding on the below projects for the XX/XX/20XX WisDOT Bid Letting:

Project	Proposal	County	Region	DBE Goal
1234-56-00	2	Dodge	SW	6.00%
1234-01-78	11	Adams	NC	3.00%
1234-00-99	20	Buffalo	NW	5.00%
1234-00-98	33	Portage	NC	6.00%

The above projects have DBE goals and [Prime Contractor] is committed to DBE inclusion with every project. As such, we are requesting:

- All WisDOT Subcontractors to **solicit and utilize** DBEs in your quotes.
- DBE participation can be achieved through purchasing materials from DBE suppliers, using DBE subcontractors and/or DBE trucking firms or any combination of these.
- If there is an opportunity to untie an item in your quote so a DBE can be utilized, please look for those opportunities as well.
- Your quote will be evaluated based on the amount of DBE participation your company is able to provide when compared to other quotes for the same work.

If you do choose to quote, please make every effort to have your quote into our office by **time and date.** Please submit all quotes to [Email]. Make sure the correct letting date, project number, unit price and extension are included in your quote.

Should you have questions regarding the mentioned project, the Project Manager contact is: [Name] [Phone Number] [Email]

Thank you for utilizing DBEs who are trusted industry partners with WisDOT projects.

Prime Contractor
Project Manager
Direct: 414-555-5555
Cell: 414-555-5556

Appendix C
Small Business Network (SBN) Overview

The Small Business Network is a part of the Bid Express® service that was created to ensure that prime bidders have a centralized online location to find subs - including small and disadvantaged business enterprises (DBEs). It is available for prime bidders to use as part of their Basic Service subscription. Within the Small Business Network, **Prime Contractors** can:

1. Easily select proposals, work types and items:
    a. After adding applicable work types, select items that you wish to quote. Enter the sub-quote quantities and add comments, if desired. Adding or removing items and work types can be done quickly. If needed, you can save the sub-quote for later completion.
2. Create sub-quotes for the subcontracting community:
    a. Create sub-quotes with ease using the intuitive sub-quote creator. In seven short steps, you can rapidly create a custom sub-quote directed to all subcontractors that bid on the applicable work types. Steps include: provide contact information and sub-quote expiration date, select letting and proposal, add work types and items, specify terms and conditions, upload attachments, and select vendors.
    b. Create a sub-quote to send to subcontractors or suppliers that lists the items in a proposal that you want quoted
    c. Create an unlimited number of sub-quotes for items you want quoted, and optionally mark them as a DBE preferred request.
    d. Add attachments to sub-quotes.
3. View sub-quote requests & responses:
    a. After logging into the Bid Express service, you can quickly review all of your sub-quote requests and all unsolicited sub-quote requests from subcontractors. To simplify the Small Business Network home screen, sub-quote requests can be hidden with one click if they are not applicable.
    b. View or receive unsolicited sub-quotes that subcontractors have posted, complete with terms, conditions and pricing.
4. View Record of Subcontractor Outreach Effort:
    a. For each sub-quote produced, a *Record of Subcontractor Outreach Effort* is generated that shows the response statistics for a particular sub-quote. If accepted by the letting agency, this report may serve as proof of a “Good Faith” effort in reaching out to the DBE community.
    b. Easily locate pre-qualified and certified small and disadvantaged businesses.
    c. Advertise to small and disadvantaged businesses more efficiently and cost effectively.
    d. Document your interactions with subs/DBEs by producing an Outreach Report (may be accepted as proof of DBE outreach at the discretion of each agency).

The Small Business Network help small businesses learn more about opportunities, compete more effectively, network with other contractors and subcontractors, and win more jobs. The DBE will provide free SBN accounts to DBEs when requested. Use DBE_Alert@dot.wi.gov to request an account. **DBE firms can:**

1. View and reply to sub-quote requests from primes:
    a. After logging into the Bid Express service, you can quickly review all incoming sub-quote requests and all unsolicited sub-quotes created by your company. Receive notifications by selected work type. To simplify on the Small Business Network home screen, sub-quote requests can be filtered by work types relevant to your interests or hidden with one click if they are not applicable.
2. Select items when responding to sub-quote requests from primes:
    a. You have the freedom to choose and price any number of items when responding to a sub-quote request. Quantities can be modified, and per-item comments are also available.
    b. View requests for sub-quotes for work that primes have posted for projects they are bidding, add your pricing, terms, and conditions, and submit completed sub-quotes to the requesting primes. c. Add attachments to a sub-quote.
3. Create and send unsolicited sub-quotes to specific contractors:
    a. Create unsolicited sub-quotes with ease using the intuitive sub-quote creator. In eight short steps, you can rapidly create a custom sub-quote directed at any number of specific vendors of your choosing. Steps include: provide contact information and sub-quote expiration date, select letting and proposal, add work types and items, specify terms and conditions, upload attachments, and select vendors.
4. Easily select and price items for unsolicited sub-quotes:
    a. After adding applicable work types, select items that you wish to quote. The extended price calculates automatically, cutting out costly calculation errors. Comments can be provided on a per-item basis as well.
    b. Create an unsolicited sub-quote that lists the items from a proposal that you want to quote, include pricing, terms and conditions, and send it to selected prime/plan holder.
    c. Add attachments to a sub-quote.
    d. Add unsolicited work items to sub-quotes that you are responding to.
5. Easy Access to Valuable Information
    a. Receive a confirmation that your sub-quote was opened by a prime.
    b. View Bid Tab Analysis data from past bids, including the high, average and low prices of items.
    c. View important notices and publications from DOT targeted to small and disadvantaged businesses.
6. Accessing Small Business Network for WisDOT contracting opportunities
    a. If you are a contractor not yet subscribing to the Bid Express service, go to **www.bidx.com** and select “Order Bid Express.” The Small Business Network is a part of the Bid Express Basic Service.

APPENDIX D

Good Faith Effort Evaluation Measures *by categories referenced in DBE regulations*

Bidders must demonstrate that they took all necessary and reasonable steps to achieve the assigned DBE contract goal. For each contract, all bidders must submit documentation indicating the goal has been met or if falling short of meeting the assigned goal, must request a DBE Goal Waiver and document all efforts employed to secure DBE subcontractor participation on Form DT1202.

DBE staff analyze the bidder's documented good faith efforts to determine if action taken was sufficient to meet the goal. Sufficiency is measured contract-by-contract. WisDOT evaluates active and aggressive efforts, quality, quantity, scope, intensity, and appropriateness of the bidder's efforts as a scale of the principles of Good Faith outlined in 49 CFR Part 26, Appendix A. Additional emphasis is placed on the bidder's demonstration of timely submission of documentation and communication with DBE subcontractors, and business development initiatives undertaken to support DBE firm growth.

The following is a sample of good faith effort activities that are rated according to the accompanying rubric. Contractors are encouraged to identify additional activities that align with their business type(s).

- Personal, tailored solicitation to firms that specialize in work types planned or desired for subcontracting
- Follow up to initial solicitation via email or phone
- Substantive conversation including topics such as contract liability, critical path work items, schedule risks, and potential profit/loss
- SBN utilization including posting quotes
- Review and response to DBE quotes including provision of information about plans, specifications,and requirements as applicable
- Documentation requesting subcontractors support DBE goal by solicitation and inclusion of DBE subcontractor quotes
- Responsive and timely submission of organized documentation
- Analysis of number of DBE firms who do work types that you typically subcontract
- Analysis of number of DBE firms who reside in geographical areas where prime seeks work
- Analysis of firms who express interest in bidding/quoting including the number of firms who declined your solicitation
- Reference check of DBE subcontractor work or training (documentation of questions and response required)
- Number of different efforts undertaken to meet the assigned DBE goal as documented in accompanying Form DT1202
- Submission of all DBE quotes received matched with a variety of work to be performed by DBEs
- Number and names of DBE firms provided written advice, or referral to industry-specific business development resources
- Overall pattern of DBE utilization on all WisDOT contracts which may include contracting with municipalities
- Documentation of resources expended to meet assigned DBE goal (#of hours, staff titles, average pay rate, actions taken)
- Analysis of subcontractable work items to be completed by prime beyond prime contractor's 30%
- Risk analysis of work items that are typically in tied quotes that could be unbundled
- List of contract work items in smallest economically feasible units, identifying schedule impact
- Submission of a Gap Analysis identifying DBE skillset and/or industry needs
- Staff training in EEO and Civil Rights laws as documented in training logs
- Written Capacity Assessment completed with DBE firm documenting its ability to perform the work quoted
- DBE engagement efforts beyond simple solicitation that include a substantive discussion, initiated as early in the acquisition process as possible (*points added for each day prior to letting*)
- Outreach and marketing efforts with minority, women, and veteran-focused organizations at least 10 days prior to bid opening
- Active involvement in WisDOT's Business Development Program, TrANS training, facilitated networking efforts, workshops
- Customized teaching/training efforts for future opportunities with DBE subcontractor, contract specific and/or annually
- Introduction and reference provided for DBE subcontractor to a prime who has not previously contracted with the DBE firm
- Prime utilization of a DBE subcontractor the prime has not contracted with previously
- Written referral/recommendation to bond/insurance agents, manufacturer, supplier
- Documented efforts fostering DBE participation through administrative and/or technical assistance
- Evidence of negotiation with the DBE firm about current and future Let opportunities
- Recommendation of local and state services that support small business and access to opportunity: DOA, SBA, WEDC, WPI, etc.
- Advice on bonding, lines of credit, or insurance as required to complete the items quoted and contract requirements

GFE EVALUATION RUBRIC – PHASE 1 – Initial Review

DT1202	Examples	Rating	OBOEC Feedback
Solicitation Documentation	Identify all reasonable and available activities performed to solicit the interest of all certified DBEs who have capacity and ability to perform work on the project. *Such as: Updated solicitation letter and email, timely solicitation, and follow-up, and/or utilized various methods to communicate solicitation (ex: letter, email, publication, posting and/or website)*		
Selected Work Items Documentation	All work items are broken out into economically feasible units to facilitate DBE participation. *Such as: Selected work items are specific to each proposal and clearly identified in all solicitation(s)*		
Documentation of Project Information provided to Interested DBEs	Provide interested DBEs with adequate information about the plans, specifications, and any other contractual requirements in a timely manner to assist DBEs in response to solicitation. *Such as: Project information is clearly identified in all solicitation(s)*		
Documentation of Negotiation with Interested DBEs	Provide sufficient evidence demonstrating that good faith negotiations took place during the bid letting. *Such as: Documented attempts with DBEs or on behalf of DBEs to increase DBE participation*		
Documentation of Sound Reason for Rejecting DBEs	Provide sufficient evidence demonstrating that DBEs are rejected for sound reasons. *Such as: Detailed and thoughtful analysis that considers both the percentage and dollar difference when rejecting a DBE including past performance, relevant business experience and stability, safety record, business ethic and integrity, technical capacity, and other tangible factors.*		
Documentation of Assistance to Interested DBEs- bonding, credit, insurance, equipment, supplies/materials	Documented assistance in both solicitation(s) and outreach to DBEs.		
Documentation of Outreach to Minority, Women, and Community organizations and other DBE Business Development Support	Effectively use the services of minority, women, and community organizations as well as contractors' groups, local, state, and federal business assistance offices and organization that provide assistance in recruiting and supporting DBEs, as well participation in activities that support DBE business development. *Such as: Variety of activities that translate into meaningful DBE participation*		
Documentation of other GFE activities	*Such as: Used DT1202 Excel Workbook, Diversity & Inclusion company policy, Mentor-Protégé participant, awarded neutral DBE after bid submission, included company GFE overview/strategy information and/or company website highlights DBE opportunities and participation*		
Overall Demonstration of GFE			

GFE EVALUATION RATING LEGEND – PHASE 1 – Initial Review

Documentation provided by bidder is evaluated and rated on the rubric. Bidders should include activities characterized by the following types of effort:

ACTIVE & AGGRESSIVE: Demonstrated through engaged and assertive activity
QUALITY: Demonstrated through essential character of conscientious and serious activity
QUANTITY: Demonstrated through a measurable number of activities
SCOPE & INTENSITY: Demonstrated through a rigorous approach to an appropriate and purposeful range of activities
TIMING: Demonstrated through engagement efforts beyond simple solicitation, initiated early in the process

GFE EVALUATION – PHASE 2 – Team Review

GFE Team completes:

- Review of activities included on the rubric
- Review of the intent to award and sound reasoning submitted by Prime
- Bid analysis to confirm if any bid submitted met the DBE goal
- Review average of other bidders DBE goal achievement
- Team review of combined efforts documented in Phase 1 and 2 constitute final GFE determination

Rating Scale:

- **GFE Approval:**
  Bona Fide = 6 or more categories color coded green.
  Genuine effort characterized by sincere and earnest activities – "Solicitation" and "Sound Reasoning" must be green

- **GFE Approval:**
  Sufficient = 5 or more categories color coded green or yellow
  Adequate effort documented with a variety of quality activities – "Solicitation" and "Sound Reasoning" must be green or yellow

- **GFE Denial:**
  Pro Forma efforts = 4 or less categories color coded green or yellow. Perfunctory effort characterized by routine or superficial activities

Green = Exceeds expectations
Yellow = Meets expectations
Red = Areas in need of attention and/or absence of documentation **See OBOEC Rubric Analysis_Feedback**

Excerpt from Appendix A to 49 CFR Part 26:
V. In determining whether a bidder has made good faith efforts, it is essential to scrutinize its documented efforts. At a minimum, you must review the performance of other bidders in meeting the contract goal. For example, when the apparent successful bidder fails to meet the contract goal, but others meet it, you may reasonably raise the question of whether, with additional efforts, the apparent successful bidder could have met the goal. If the apparent successful bidder fails to meet the goal but meets or exceeds the average DBE participation obtained by other bidders, you may view this, in conjunction with other factors, as evidence of the apparent successful bidder having made good faith efforts. As provided in §26.53(b)(2)((vi), you must also require the contractor to submit copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract to review whether DBE prices were substantially higher; and contact the DBEs listed

GFE RUBRIC ANALYSIS	
OBOEC DECISION	APPROVAL OR DENIAL
Prime Contractor	
Proposal	
Project	
Bid Letting	
DBE Goal Amount	
DBE Goal Amount Achieved	
Bid Analysis	
Goal %	Achieved %
Apparent Low Bidder	%
Bidder B	
Bidder C	
Average of OTHER Bidders (Not including Apparent Low Bidder)	
DBE Quotes Received	
DBE Quotes Awarded	
DBE Quote(s) Rejected	**Rejected Quote Analysis**
DBE Quote(s) Awarded	**Awarded DBE Amount**

APPENDIX E
Good Faith Effort Best Practices

This list is not a set of requirements; it is a list of potential strategies

Primes

- Prime contractor open houses inviting DBE firms to see the bid "war room" or providing technical assistance.
- Participate in speed networking and mosaic exercises as arranged by DBE office.
- Host information sessions not directly associated with a bid letting.
- Participate in a formal mentor protégé or joint venture with a DBE firm.
- Participate in WisDOT advisory committees i.e. TRANSAC, or Mega Project committee meetings.
- Facilitate a small group DBE 'training session' clarifying how your firm prepares for bid letting, evaluates subcontractors, preferred qualifications, and communication methods.
- Encourage subcontractors to solicit and highlight DBE participation in their quotes to you.
- Quality of communication, not quantity creates the best results. Contractors should be thorough in communicating with DBE firms before the bid and provide any assistance requested to assure best possible bid.

DBE

- DBE firms should contact primes as soon as possible with questions regarding their quotes or bid; seven days prior is optimal.
- Continually check for contract addendums on the HCCI website through the Thursday prior to letting to stay abreast of changes.
- Review the status of contracts on the HCCI website reviewing the 'apparent low bidder' list and bid tabs at a minimum.
- Prepare a portfolio or list of related projects and prime and supplier references; be sure to note transportation related projects of similar size and scope, firm expertise and staffing.
- Participate in DBE office assessment programs.
- Participate on advisory and mega-project committees.
- Sign up to receive the DBE Contracting Update.
- Consider membership in relevant industry or contractor organizations.
- Active participation is a must. Quote as many projects as you can reasonably work on; quoting the primes and bidding as a prime with the Department are the only ways to get work.

APPENDIX F
Good Faith Effort Evaluation Guidance
Appendix A of 49 CFR Part 26

I. When, as a recipient, you establish a contract goal on a DOT-assisted contract for procuring construction, equipment, services, or any other purpose, a bidder must, in order to be responsible and/or responsive, make sufficient good faith efforts to meet the goal. The bidder can meet this requirement in either of two ways. First, the bidder can meet the goal, documenting commitments for participation by DBE firms sufficient for this purpose. Second, even if it doesn't meet the goal, the bidder can document adequate good faith efforts. This means that the bidder must show that it took all necessary and reasonable steps to achieve a DBE goal or other requirement of this part which, by their scope, intensity, and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if they were not fully successful.

II. In any situation in which you have established a contract goal, Part 26 requires you to use the good faith efforts mechanism of this part. As a recipient, you have the responsibility to make a fair and reasonable judgment whether a bidder that did not meet the goal made adequate good faith efforts. It is important for you to consider the quality, quantity, and intensity of the different kinds of efforts that the bidder has made, based on the regulations and the guidance in this Appendix.

The efforts employed by the bidder should be those that one could reasonably expect a bidder to take if the bidder were actively and aggressively trying to obtain DBE participation sufficient to meet the DBE contract goal. Mere pro forma efforts are not good faith efforts to meet the DBE contract requirements. We emphasize, however, that your determination concerning the sufficiency of the firm's good faith efforts is a judgment call. Determinations should not be made using quantitative formulas.

III. The Department also strongly cautions you against requiring that a bidder meet a contract goal (i.e., obtain a specified amount of DBE participation) in order to be awarded a contract, even though the bidder makes an adequate good faith efforts showing. This rule specifically prohibits you from ignoring bona fide good faith efforts.

IV. The following is a list of types of actions which you should consider as part of the bidder's good faith efforts to obtain DBE participation. It is not intended to be a mandatory checklist, nor is it intended to be exclusive or exhaustive. Other factors or types of efforts may be relevant in appropriate cases.

A. (1) Conducing market research to identify small business contractors and suppliers and soliciting through all reasonable and available means the interest of all certified DBEs that have the capability to perform the work of the contract. This may include attendance at pre-bid and business matchmaking meetings and events, advertising and/or written notices, posting of Notices of Sources Sought and/or Requests for Proposals, written notices or emails to all DBEs listed in the State's directory of transportation firms that specialize in the areas of work desired (as noted in the DBE directory) and which are located in the area or surrounding areas of the project.

(2) The bidder should solicit this interest as early in the acquisition process as practicable to allow the DBEs to respond to the solicitation and submit a timely offer for the subcontract. The bidder should determine with certainty if the DBEs are interested by taking appropriate steps to follow up initial solicitations.

B. Selecting portions of the work to be performed by DBEs in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units (for example, smaller tasks or quantities) to facilitate DBE participation, even when the prime contractor might otherwise prefer to perform these work items with its own forces. This may include, where possible, establishing flexible timeframes for performance and delivery schedules in a manner that encourages and facilitates DBE participation.

C. Providing interested DBEs with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation with their offer for the subcontract.

D. (1) Negotiating in good faith with interested DBEs. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBEs that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional Agreements could not be reached for DBEs to perform the work.

(2) A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also, the ability or desire of a prime contractor to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Prime contractors are not, however, required to accept higher quotes from DBEs if the price difference is excessive or unreasonable.

E. (1) Not rejecting DBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The contractor's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union status) are not legitimate causes for the rejection or non-solicitation of bids in the contractor's efforts to meet the project goal. Another practice considered an insufficient good faith effort is the rejection of the DBE because its quotation for the work was not the lowest received. However, nothing in this paragraph shall be construed to require the bidder or prime contractor to accept unreasonable quotes in order to satisfy contract goals.

(2) A prime contractor's inability to find a replacement DBE at the original price is not alone sufficient to support a finding that good faith efforts have been made to replace the original DBE. The fact that the contractor has the ability and/or desire to perform the contract work with its own forces does not relieve the contractor of the obligation to make good faith efforts to find a replacement DBE, and it is not a sound basis for rejecting a prospective replacement DBE's reasonable quote.

F. Making efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance as required by the recipient or contractor.

G. Making efforts to assist interested DBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.

H. Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, State, and Federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBEs.

V. In determining whether a bidder has made good faith efforts, it is essential to scrutinize its documented efforts. At a minimum, you must review the performance of other bidders in meeting the contract goal. For example, when the apparent successful bidder fails to meet the contract goal, but others meet it, you may reasonably raise the question of whether, with additional efforts, the apparent successful bidder could have met the goal. If the apparent successful bidder fails to meet the goal, but meets or exceeds the average DBE participation obtained by other bidders, you may view this, in conjunction with other factors, as evidence of the apparent successful bidder having made good faith efforts. As provided in §26.53(b)(2)((vi), you must also require the contractor to submit copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract to review whether DBE prices were substantially higher; and contact the DBEs listed on a contractor's solicitation to inquire as to whether they were contacted by the prime. Pro forma mailings to DBEs requesting bids are not alone sufficient to satisfy good faith efforts under the rule.

VI. A promise to use DBEs after contract award is not considered to be responsive to the contract solicitation or to constitute good faith efforts.

[79 FR 59600, Oct. 2, 2014]

APPENDIX G

(SAMPLE) Forms DT1506 and DT1202

Official Form DT1506 can be found here: https://wisconsindot.gov/Documents/formdocs/dt1506.pdf

Clear

Wisconsin Department of Transportation

COMMITMENT TO SUBCONTRACT TO DBE

DT1506 12/2021 s.84.06(2) Wis. Stats.

☐ Non-Traditional Project

Project ID: ____________________

Proposal # ____________________

Prime Contractor: ____________________

County: ____________________

Letting Date: ____________________

Total $ Value of Prime Contract: $ ____________________

DBE Contract Goal: ______ %

DBE Goal Achieved: 0.00 %

This contract requires that a specified percentage of the work be subcontracted to a disadvantaged business enterprise and that this information be submitted as described in ASP-3. The submittal of this form with the bid proposal constitutes your DBE commitment. Include Attachment A for DBEs included on commitment.

This form must be completed and returned for this proposal. See page 2 for instructions.

1. DBE Firm	2. Work or Items to be subcontracted	3. Supplier Y/N	4. Trucking Only	5. DBE Full Subcontract $	6. DBE Amount for Credit $
			O# L#		
			O# L#		
			O# L#		
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			O# L#		
				$ 0.00	$ 0.00

Government Use Only Approved Amounts		
A =	$	%
V =	$	%
Total =	$	%

Signature:

Date:

Good faith effort approved: Yes ☐ No ☐

____

Prime Representative Signature & Date

____

DBE Office Signature & Date Approved

COMMITMENT TO SUBCONTRACT TO DBE
ATTACHMENT A

CONFIRMATION OF PARTICIPATION

Project I.D.:	Proposal Number:
Letting Date:	

Name of DBE Firm Participating in this Contract:	
Name of the Prime/Subcontractor who hired the DBE Firm: *(list all names of tiers if more than one)*	
Type of Work or Type of Material Supplied:	
Total Subcontract Value:	Total DBE Credit Value:

FOR PRIME CONTRACTORS ONLY: I certify that I made arrangements with the participating DBE firm to perform the type of work listed or supply the material indicated above for the subcontract value listed above.	Prime Contractor Representative's Signature
	Prime Contractor Representative's Name (Print Name)
	Prime Contractor (Print Company Name)
	Date

FOR PARTICIPATING DBE FIRMS ONLY: I certify that I made arrangements with the Prime Contractor or the Hiring Contractor to perform the type of work or supply the material indicated above for the subcontract value listed above.	Participating DBE Firm Representative's Signature	Date
	Participating DBE Firm Representative's Name (Print Name)	
FOR DBE TRUCKING FIRMS ONLY: I certify that I will utilize, for DBE credit, only trucks listed on my WisDOT approved Schedule of Owned/Leased Vehicles for DBE Credit form and I will be utilizing the number of trucks as listed below.	Participating DBE Firm (Print Company Name)	
	DBE Firm's Address:	

# Owned Trucks	# Leased Trucks	# DBE-Owned Leased Trucks	# Non-DBE-Owned Leased Trucks

☐ Off site Hauling

Official Form DT1506 can be found here: https://wisconsindot.gov/Documents/formdocs/dt1506.pdf

DOCUMENTATION OF GOOD FAITH EFFORT

Wisconsin Department of Transportation
DT1202 3/2020

Project ID	Proposal No.	Letting
Prime Contractor		County
Person Submitting Document		Telephone Number
Address		Email Address

All bidders must undertake necessary and reasonable steps to achieve the assigned DBE contract goal per federal regulatory guidance at 49 CFR Part 26. Bidders use this form to document all efforts employed to meet the assigned goal as a record of contractor good faith efforts (GFE). Refer to ASP3 or 49 CFR Part 26 for guidance on actions that demonstrate good faith effort.

It is critical to list all efforts, attach documentation, and follow the instructions to complete this submission. Documentation of good faith effort includes copies of each DBE and non-DBE subcontractor quote submitted to the bidder for the same line items. Utilize the sample documentation logs to document and organize efforts.

Submit good faith effort documentation per ASP-3 guidelines.

Instructions: Provide a narrative description of all activities pursued to demonstrate good faith efforts, any corresponding documentation, and applicable explanation on separate pages. Include the following items, organized in the order listed below.

1. **Solicitation Documentation:**
   - a. **Purpose:** To identify all reasonable and available activities the bidder performed to solicit the interest of all certified DBEs who have the capacity and ability to perform work on the project. All solicitation efforts should begin as early as possible to ensure DBEs have ample time to respond and ask questions.
   - b. **Action:** Identify and list all activities engaged in to solicit DBEs using all reasonable and available means such as written notice and follow-up communications; substantive conversations; pre-bid meetings; networking events; market research; advertising.
2. **Selected Work Items Documentation:**
   - a. **Purpose:** To ensure that all work items are broken out into economically feasible units to facilitate DBE participation. This must occur even when you prefer to perform the work yourself.
   - b. **Action:** Identify economically feasible work units to be performed by DBEs to include activities such as: list of work items to be performed; breaking up of large work items into smaller tasks or quantities; flexible time frames for performance and delivery schedules.
3. **Documentation of Project Information provided to Interested DBEs:**
   - a. **Purpose:** To provide interested DBEs with adequate information about the plans, specifications, and any other contractual requirements in a timely manner to assist DBEs in response to solicitation.
   - b. **Action:** Provide DBEs access to plans, specifications, and other contract requirements. Early solicitation allows ample opportunity to provide project information, links to Let advertisements, and substantive engagement with DBEs.

4. **Documentation of Negotiation with Interested DBEs:**
   a. **Purpose:** To ensure that negotiations with interested DBEs were made in good faith providing evidence as to why agreements could not be reached for DBEs to perform work.

   b. **Action:** Provide sufficient evidence to demonstrate that good faith negotiations took place. Merely sending out solicitations requesting bids from DBEs does not constitute sufficient good faith efforts. A bidder using good business judgment considers a number of factors in negotiating with all subcontractors, and the firm's price and capabilities in addition to contract goals are taken into consideration. However, the fact that there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for failing to meet the DBE goal as long as costs are reasonable. (see 49 CFR Part 26 Appendix A)

5. **Documentation of Sound Reason for Rejecting DBEs:**
   a. **Purpose:** To ensure that bidders avoid rejecting DBEs as unqualified without sound reasons. Reasons for rejection must be based on thorough investigation of DBE capabilities.

   b. **Action:** Provide sufficient evidence to demonstrate that DBE was rejected for sound reasons such as past performance, relevant business experience and stability, safety record, business ethic and integrity, technical capacity, other tangible factors.

6. **Documentation of Assistance to Interested DBEs - Bonding, Credit, Insurance, Equipment, Supplies/Materials:**
   a. **Purpose:** To assist interested DBEs in obtaining bonds, lines of credit, insurance, equipment, supplies, materials, and other assistance or services.

   b. **Action:** Assist interested DBEs in obtaining bonding, lines of credit or insurance, and provide technical assistance or information related to plans, specifications, and project requirements. Assist DBEs in obtaining equipment, supplies, materials or other services related to meeting project requirements (excluding supplies or equipment the DBE purchases from the prime).

7. **Documentation of outreach to Minority, Women, and Community Organizations and other DBE Business Development Support:**
   a. **Purpose:** To effectively use the services of minority, women, and community organizations as well as contractors' groups, local, state, and federal business assistance offices and organization that provide assistance in recruiting and supporting DBEs, as well as participation in activities that support DBE business development.

   b. **Action:** Contact organizations and agencies for assistance in contacting, recruiting, and providing support to DBE subcontractors, suppliers, manufacturers, and truckers at least 14 days before bid opening. Participate in or host activities such as networking events, mentor-protégé programs, small business development workshops, and others consistent with DBE support.

Return to:
Wisconsin Department of Transportation
DBE Program Office
PO Box 7965
Madison, WI 53707-7965
DBE_Alert@dot.wi.gov

I certify that I have utilized comprehensive good faith efforts to solicit and utilize DBE firms to meet the DBE participation requirements of this contract proposal, as demonstrated by my responses and as specified in Additional Special Provision 3 (ASP-3).

I certify that the information given in the Documentation of Good Faith Efforts is true and correct to the best of my knowledge and belief.

I further understand that any willful falsification, fraudulent statement, or misrepresentation will result in appropriate sanctions, which may involve debarment and/or prosecution under applicable state (Trans 504) and Federal laws.

(Bidder/Authorized Representative Signature)

(Print Name)

(Title)

Good Faith Effort -- Sample Documentation Logs

The sample logs below are provided as guides rather than exhaustive list. See ASP3, Appendix A for additional examples of demonstrable good faith efforts. Attach documentation for each activity listed.

Acceptable forms of documentation include copies of solicitations sent to DBEs, notes from substantive conversations and negotiations with DBEs, copies of advertisements placed, email communications, all quotes received from DBEs and from all subcontractors who were considered alongside DBE quotes, proof of attendance at applicable networking events; flyers for events or workshops for DBEs offered by the prime, and other physical records of good faith efforts activities.

SOLICITATION LOG

Date	Activity	Name of DBE Solicited	Follow-up
4/1/2020	Sent May Let solicitation	Winterland Electric	Spoke with Mark Winterland on 4/15/20 to ask if he would quote

SELECTED WORK ITEMS SOLICITED LOG

Work Type	DBE Firm	Contact Person	Date	Contact Mode
Pavement Marking	ABC Marking	Leslie Lynch	4/1/2020	Email; phone
	#1 Marking Co.	Mark Smart	4/1/2020	Email; left VM
Electrical	Winterland Electric	Tabitha Tinker	4/3/2020	Email, left VM
	Superstar Wiring	Jose Huascar	4/3/2020	Email; phone

INFORMATION PROVIDED LOG

Request Date	DBE Firm	Information Requested & Provided	Response Date
4/1/2020	Winterland Electric	Requested info on electrical requirements; provided plan and link to specs	4/3/2020
4/21/2020	Absolute Construction	Wanted to know how and when supplies are paid for by WisDOT; referred to spec that covers stockpiling	4/21/2020

NEGOTIATIONS LOG

Date	DBE Firm	Contact Name	Work Type	Quotes Rec'd?	Considered for project?	If not selected, why?
4/12/2020	ABC Landscape	John Dean	Erosion Control	Yes	No	Cannot perform all items
4/17/2020	Wild Ferns	Sandy Lynn	Erosion Control	Yes	Yes	
4/20/2020	#1 Marking	Mark Smart	Electrical	Yes	Yes	

ASSISTANCE LOG

Date	DBE Firm	Contact Person	Assistance Provided
4/1/2020	ABC Sawing	Jackie Swiggle	Informed DBE on how to obtain bonding
4/17/2020	Supreme Construction	Winston Walters	Provided contact for wholesale supply purchase

OUTREACH & BUSINESS DEVELOPMENT LOG

Date	Agency/Organization Contacted	Contact Person	Assistance Requested
4/1/2020	Women in Construction	LaTonya Klein	Contact information for woman-owned suppliers
4/28/2020	WBIC	Sam Smith	Asked for information to provide to DBE regarding financing programs through WBIC

Official Form DT1202 can be found here: https://wisconsindot.gov/pages/global-footer/formdocs/default.aspx

ADDITIONAL SPECIAL PROVISION 4

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

Payment to First-Tier Subcontractors

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

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

Payment to Lower-Tier Subcontractors

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

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 $3.90 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:

416.2.4 Concrete Pavement Repair and Replacement

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

(1) Except as specified in 416.3.6 for inlaid rumble strips, use grade C concrete as specified in 501.

(2) The engineer will allow the contractor to open to construction and public traffic when the concrete reaches 2000 psi.

416.2.5 Special High Early Strength Concrete Pavement Repair and Replacement

416.2.5.1 Composition and Proportioning of Concrete

Replace paragraph one with the following effective with the November 2022 letting:

(1) For the concrete mixture, use a minimum of 846 pounds of cementitious material per cubic yard of concrete. The engineer will allow the contractor to open to construction and public traffic when the concrete reaches 2000 psi. The contractor may add one or a combination of admixtures to the ingredients or to the mixture in order to obtain the required minimum strength and required air content. Do not retemper the concrete mixture.

455.2.4.3 Emulsified Asphalts

Replace paragraph one with the following effective with the November 2022 letting:

(1) Furnish material conforming, before dilution, to the following:

Anionic emulsified asphalts[1] ..... AASHTO M140
Cationic emulsified asphalts[1] ..... AASHTO M208
Polymer-modified cationic emulsified asphalts ..... AASHTO M316

[1] Non-tracking emulsified asphalts shall conform to TABLE 455-1 for the type and grade specified.

TABLE 455-1 Requirements for Non-Tracking Emulsified Asphalt

PRODUCT	ANTT	CNTT
Saybolt Viscosity at 77°F (25°C), (AASHTO T 59), SFS	15-100	15-100
Paddle Viscosity at 77°F (25°C), (AASHTO T 382), cPs[1]	30-200	30-200
Storage Stability Test, 24 hr, (AASHTO T 59), %	1 max	1 max
Residue by Distillation, 500 ± 10 °F (260 ± 5 °C), or Residue by Evaporation, 325 ± 5 °F (163 ± 3 °C), (AASHTO T 59), %	50 min	50 min
Sieve Test, No. 20 (850 µm), (AASHTO T 59), %	0.3	0.3
Penetration at 77°F (25°C), 100 g, 5 sec, (AASHTO T 49), dmm	10-40	10-40
Ash Content, (AASHTO T 111), %	1 max	1 max
Solubility in Trichlorethylene Test, (AASHTO T 44)[2]	97.5% min	97.5% min

[1] Paddle Viscosity (AASHTO T 382) may be run in lieu of Saybolt Viscosity (AASHTO T 59).

[2] The solubility in Trichlorethylene test (AASHTO T 44) may be run in lieu of Ash Content (AASHTO T 111).

455.2.5 Tack Coat

Replace paragraph one with the following effective with the November 2022 letting:

(1) Under the Tack Coat bid item, furnish type SS-1h, CSS-1h, QS-1h, CQS-1h, ANTT, CNTT, or modified emulsified asphalt with an “h” suffix, unless the contract specifies otherwise.

710.5.7 Corrective Action

710.5.7.1 Optimized Aggregate Gradations

Replace paragraph one with the following effective with the November 2022 letting:

(1) If the contractor's 4-point running average or a department test result of the volumetric percent retained exceeds the tarantula curve limits by less than or equal to 1.0 percent on a single sieve size, notify the other party immediately and do one of the following:

- Perform corrective action documented in the QC plan or as the engineer approves. Continue with the following:
  1. Document and provide corrective action results to the engineer as soon as they are available.
  2. Department will conduct two tests within the next business day after corrective action is complete.

     If blended aggregate gradations are within the tarantula curve limits by the second department test:

     - Continue with concrete production.
     - Include a break in the 4-point running average.
     - For Class I Pavements: The department will discontinue reduced frequency testing and will test at a frequency of 1 test per placement day. Once 5 consecutive samples are passing at the 1 test per placement day frequency, the reduced frequency testing will be reapplied.

  - If blended aggregate gradations are not within the tarantula curve limits by the second department test and the contract requires an optimized aggregate gradation mix under 501.2.7.4.2.1(2), stop concrete production and submit a new optimized aggregate gradation mix design.
  - If blended aggregate gradations are not within the tarantula curve limits by the second department test and the contract does not require an optimized aggregate gradation mix under 501.2.7.4.2.1(2), stop concrete production and submit either a new optimized aggregate gradation mix design or a combined aggregate gradation mix design.
- Submit a new optimized aggregate gradation mix design and perform the following:
  1. Restart control charts for the new mix design.
  2. Amend contractor Quality Control Plan

715.5 Payment

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

715.5.1 General

(1) The department will pay incentive for concrete 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 department will adjust pay for each lot using PWL of the 28-day sublot average strengths for that lot. The department will measure PWL relative to strength lower specification limits as follows:

- Compressive strength of 3700 psi for pavements.
- Flexural strength of 650 psi for pavements.
- Compressive strength of 4000 psi for structures and barrier.

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

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

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

715.5.2 Pavements

715.5.2.1 Compressive

(1) The department will adjust pay for each lot using equation “QMP 3.01” as follows:

Percent within Limits (PWL)	Pay Adjustment (dollars per square yard)
>= 95 to 100	(0.1 x PWL) – 9.5
>= 85 to < 95	0
>= 30 to < 85	(1.5/55 x PWL) – 127.5/55
< 30	-1.50

(2) The department will not pay incentive if the lot standard deviation is greater than 400 psi compressive.

(3) For lots with a full battery of QC tests at less than 4 locations, there is no incentive, but the department will assess a disincentive based on the individual sublot average strengths. The department will reduce pay for sublots with an average strength below 3700 psi compressive by $1.50 per square yard.

(4) For integral shoulder pavement and pavement gaps accepted using tests from the adjacent travel lane, the department will adjust pay using strength results of the travel lane for integrally placed concrete shoulders and pavement gaps regardless of mix design and placement method, included in a lane-foot lot.

715.5.2.2 Flexural

(1) The department will adjust pay for each lot using equation “QMP 6.02” as follows:

Percent within Limits (PWL)	Pay Adjustment (dollars per square yard)
>= 95 to 100	(0.2 x PWL) – 19
>= 85 to < 95	0
>= 50 to < 85	(2.0/35 x PWL) – 170/35
< 50	-2.00

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

(3) For lots with a full battery of QC tests at less than 4 locations, there is no incentive, but the department will assess a disincentive based on the individual sublot average strengths. The department will reduce pay for sublots with an average strength below 650 psi flexural by $2.00 per square yard.

(4) For integral shoulder pavement and pavement gaps accepted using tests from the adjacent travel lane, the department will adjust pay using strength results of the travel lane for integrally placed concrete shoulders and pavement gaps regardless of mix design and placement method, included in a lane-foot lot.

715.5.3 Structures and Cast-in-Place Barrier

(1) The department will adjust pay for each lot using equation “QMP 2.01” as follows:

Percent within Limits (PWL)	Pay Adjustment (dollars per square yard)
>= 99 to 100	10
>= 90 to < 99	0
>= 50 to < 90	(7/8 x PWL) – 78.75
< 50	-35

(2) The department will not pay incentive if the lot standard deviation is greater than 350 psi.

(3) For lots with less than 4 sublots, there is no incentive, but the department will assess a disincentive based on the individual sublot average strengths. The department will reduce pay for sublots with an average strength below 4000 psi by $35 per cubic yard.

ADDITIONAL SPECIAL PROVISION 7

A. Reporting 1st Tier and DBE Payments During Construction

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

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

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

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

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

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

REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under title 23, United States Code, as required in 23 CFR 633.102(b) (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services). 23 CFR 633.102(e).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider. 23 CFR 633.102(e).

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services) in accordance with 23 CFR 633.102. The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in solicitation-for-bids or request-for-proposals documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract). 23 CFR 633.102(b).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract. 23 CFR 633.102(d).

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. 23 U.S.C. 114(b). The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors. 23 U.S.C. 101(a).

II. NONDISCRIMINATION (23 CFR 230.107(a); 23 CFR Part 230, Subpart A, Appendix A; EO 11246)

The provisions of this section related to 23 CFR Part 230, Subpart A, Appendix A are applicable to all Federal-aid construction contracts and to all related construction subcontracts of $10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR Part 60, 29 CFR Parts 1625-1627, 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding $10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR Part 60, and 29 CFR Parts 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR Part 230, Subpart A, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal Employment Opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (*see* 28 CFR Part 35, 29 CFR Part 1630, 29 CFR Parts 1625-1627, 41 CFR Part 60 and 49 CFR Part 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140, shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR Part 35 and 29 CFR Part 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract. 23 CFR 230.409 (g)(4) & (5).

b. The contractor will accept as its operating policy the following statement:

> "It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, sexual orientation, gender identity, color, national origin, age or disability. Such action shall include: 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, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action or are substantially involved in such action, will be made fully cognizant of and will implement the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer or other knowledgeable company official.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to ensure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action

within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs (i.e., apprenticeship and on-the-job training programs for the geographical area of contract performance). In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. 23 CFR 230.409. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established thereunder. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors, suppliers, and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurances Required:

a. The requirements of 49 CFR Part 26 and the State DOT's FHWA-approved Disadvantaged Business Enterprise (DBE) program are incorporated by reference.

b. The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:
(1) Withholding monthly progress payments;
(2) Assessing sanctions;
(3) Liquidated damages; and/or
(4) Disqualifying the contractor from future bidding as non-responsible.

c. The Title VI and nondiscrimination provisions of U.S. DOT Order 1050.2A at Appendixes A and E are incorporated by reference. 49 CFR Part 21.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women.

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of more than $10,000. 41 CFR 60-1.5.

As prescribed by 41 CFR 60-1.8, the contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, sexual orientation, gender identity, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location under the contractor's control where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding $2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size), in accordance with 29 CFR 5.5. The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. 23 U.S.C. 113. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. 23 U.S.C. 101. Where applicable law requires that projects be treated as a project on a Federal-aid highway, the provisions of this subpart will apply regardless of the location of the project. Examples include: Surface Transportation Block Grant Program projects funded under 23 U.S.C. 133 [excluding recreational trails projects], the Nationally Significant Freight and Highway Projects funded under 23 U.S.C. 117, and National Highway Freight Program projects funded under 23 U.S.C. 167.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 “Contract provisions and related matters” with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages (29 CFR 5.5)

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH–1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b.(1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding (29 CFR 5.5)

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records (29 CFR 5.5)

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b.(1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH–347 is available for this purpose from the Wage and Hour Division Web site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency.

(2) Each payroll submitted shall be accompanied by a “Statement of Compliance,” signed by the contractor or

subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under 29 CFR 5.5(a)(3)(ii), the appropriate information is being maintained under 29 CFR 5.5(a)(3)(i), and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH–347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 231.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and trainees (29 CFR 5.5)

a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the

corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. 23 CFR 230.111(e)(2). The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract as provided in 29 CFR 5.5.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract as provided in 29 CFR 5.5.

9. Disputes concerning labor standards. As provided in 29 CFR 5.5, disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility (29 CFR 5.5)

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

Pursuant to 29 CFR 5.5(b), the following clauses apply to any Federal-aid construction contract in an amount in excess of $100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek. 29 CFR 5.5.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph 1 of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph 1 of this section, in the sum currently provided in 29 CFR 5.5(b)(2)* for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1 of this section. 29 CFR 5.5.

* $27 as of January 23, 2019 (See 84 FR 213-01, 218) as may be adjusted annually by the Department of Labor; pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990).

3. Withholding for unpaid wages and liquidated damages. The FHWA or the contacting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 2 of this section. 29 CFR 5.5.

4. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs 1 through 4 of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1 through 4 of this section. 29 CFR 5.5.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System pursuant to 23 CFR 635.116.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term “perform work with its own organization” in paragraph 1 of Section VI refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions: (based on longstanding interpretation)

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
(2) the prime contractor remains responsible for the quality of the work of the leased employees;
(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and
(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract. 23 CFR 635.102.

2. Pursuant to 23 CFR 635.116(a), the contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. Pursuant to 23 CFR 635.116(c), the contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract. (based on long-standing interpretation of 23 CFR 635.116).

5. The 30-percent self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements. 23 CFR 635.116(d).

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR Part 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract. 23 CFR 635.108.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR Part 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704). 29 CFR 1926.10.

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance

with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR Part 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 11, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (42 U.S.C. 7606; 2 CFR 200.88; EO 11738)

This provision is applicable to all Federal-aid construction contracts in excess of $150,000 and to all related subcontracts. 48 CFR 2.101; 2 CFR 200.326.

By submission of this bid/proposal or the execution of this contract or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, subcontractor, supplier, or vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal Highway Administration and the Regional Office of the Environmental Protection Agency. 2 CFR Part 200, Appendix II.

The contractor agrees to include or cause to be included the requirements of this Section in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements. 2 CFR 200.326.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost $25,000 or more – as defined in 2 CFR Parts 180 and 1200. 2 CFR 180.220 and 1200.220.

1**. Instructions for Certification – First Tier Participants:**

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction. 2 CFR 180.320.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default. 2 CFR 180.325.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances. 2 CFR 180.345 and 180.350.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900-180.1020, and 1200. “First Tier Covered Transactions” refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant

who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction. 2 CFR 180.330.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold. 2 CFR 180.220 and 180.300.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. 2 CFR 180.300; 180.320, and 180.325. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. 2 CFR 180.335. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (https://www.sam.gov/). 2 CFR 180.300, 180.320, and 180.325.

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

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default. 2 CFR 180.325.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.335;.

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property, 2 CFR 180.800;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification, 2 CFR 180.700 and 180.800; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default. 2 CFR 180.335(d).

(5) Are not a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(6) Are not a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability (USDOT Order 4200.6 implementing appropriations act requirements).

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal. 2 CFR 180.335 and 180.340.

3. **Instructions for Certification - Lower Tier Participants:**

(Applicable to all subcontracts, purchase orders, and other lower tier transactions requiring prior FHWA approval or estimated to cost $25,000 or more - 2 CFR Parts 180 and 1200). 2 CFR 180.220 and 1200.220.

a. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances. 2 CFR 180.365.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900 – 180.1020, and 1200. You may contact the person to which this proposal is

submitted for assistance in obtaining a copy of those regulations. “First Tier Covered Transactions” refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated. 2 CFR 1200.220 and 1200.332.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold. 2 CFR 180.220 and 1200.220.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (https://www.sam.gov/), which is compiled by the General Services Administration. 2 CFR 180.300, 180.320, 180.330, and 180.335.

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

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment. 2 CFR 180.325.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals:

(a) is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.355;

(b) is a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(c) is a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability. (USDOT Order 4200.6 implementing appropriations act requirements)

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed $100,000. 49 CFR Part 20, App. A.

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier

subcontracts, which exceed $100,000 and that all such recipients shall certify and disclose accordingly.

XII. USE OF UNITED STATES-FLAG VESSELS:

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, or any other covered transaction. 46 CFR Part 381.

This requirement applies to material or equipment that is acquired for a specific Federal-aid highway project. 46 CFR 381.7. It is not applicable to goods or materials that come into inventories independent of an FHWA funded-contract.

When oceanic shipments (or shipments across the Great Lakes) are necessary for materials or equipment acquired for a specific Federal-aid construction project, the bidder, proposer, contractor, subcontractor, or vendor agrees:

1. To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels. 46 CFR 381.7.

2. To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, ‘on-board’ commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b)(1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Office of Cargo and Commercial Sealift (MAR-620), Maritime Administration, Washington, DC 20590. (MARAD requires copies of the ocean carrier's (master) bills of lading, certified onboard, dated, with rates and charges. These bills of lading may contain business sensitive information and therefore may be submitted directly to MARAD by the Ocean Transportation Intermediary on behalf of the contractor). 46 CFR 381.7.

ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS ROAD CONTRACTS (23 CFR 633, Subpart B, Appendix B)
This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

Non-discrimination Provisions

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

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

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

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

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

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

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

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

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

Pertinent Non-Discrimination Authorities:

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

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

SEPTEMBER 2002

NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE ORDER 11246)

1. The Offeror's or Bidder's attention is called to the "Employment Practices" and "Equal Opportunity Clause" set forth in the Required Contract Provisions, FHWA 1273.

2. The goals and timetables for minority and female participation expressed in percentage terms for the contractor's aggregate work force in each trade, on all construction work in the covered area, are as follows:

Goals for Minority Participation for Each Trade:

County	%	County	%	County	%
Adams	1.7	Iowa	1.7	Polk	2.2
Ashland	1.2	Iron	1.2	Portage	0.6
Barron	0.6	Jackson	0.6	Price	0.6
Bayfield	1.2	Jefferson	7.0	Racine	8.4
Brown	1.3	Juneau	0.6	Richland	1.7
Buffalo	0.6	Kenosha	3.0	Rock	3.1
Burnett	2.2	Kewaunee	1.0	Rusk	0.6
Calumet	0.9	La Crosse	0.9	St. Croix	2.9
Chippewa	0.5	Lafayette	0.5	Sauk	1.7
Clark	0.6	Langlade	0.6	Sawyer	0.6
Columbia	1.7	Lincoln	0.6	Shawano	1.0
Crawford	0.5	Manitowoc	1.0	Sheboygan	7.0
Dane	2.2	Marathon	0.6	Taylor	0.6
Dodge	7.0	Marinette	1.0	Trempealeau	0.6
Door	1.0	Marquette	1.7	Vernon	0.6
Douglas	1.0	Menominee	1.0	Vilas	0.6
Dunn	0.6	Milwaukee	8.0	Walworth	7.0
Eau Claire	0.5	Monroe	0.6	Washburn	0.6
Florence	1.0	Oconto	1.0	Washington	8.0
Fond du Lac	1.0	Oneida	0.6	Waukesha	8.0
Forest	1.0	Outagamie	0.9	Waupaca	1.0
Grant	0.5	Ozaukee	8.0	Waushara	1.0
Green	1.7	Pepin	0.6	Winnebago	0.9
Green Lake	1.0	Pierce	2.2	Wood	0.6

Goals for female participation for each trade: 6.9%

These goals are applicable to all the contractor's construction work, (whether or not it is federal or federally assisted), performed in the covered area. If the contractor performs construction work in the geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and nonfederally involved construction.

The contractor's compliance with the Executive Order and the Regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from contractor to contractor or from project to project for the sole purpose of meeting the contractor's goals shall be a violation of the contract, the Executive Order and the Regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within ten (10) working days of award of any construction subcontract in excess of $10,000.00 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor, employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

   As referred to in this section, the Director means:

   Director
   Office of Federal Contract Compliance Programs
   Ruess Federal Plaza
   310 W. Wisconsin Ave., Suite 1115
   Milwaukee, WI 53202

   The "Employer Identification Number" means the Federal Social Security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941.

4. As used in this notice, and in the contract resulting from solicitation, the "covered area" is the county(ies) in Wisconsin to which this proposal applies.

APRIL 2013

ADDITIONAL FEDERAL-AID PROVISIONS

NOTICE TO ALL BIDDERS

To report bid rigging activities call:

1-800-424-9071

The U.S. Department of Transportation (DOT) operates the above toll-free "hotline" Monday through Friday, 8:00 a.m. to 5:00 p.m., Eastern Time. Anyone with knowledge of possible bid rigging, bidding collusion, or other fraudulent activities should use the "hotline" to report such activities.

The "hotline" is part of the DOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the DOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

Effective with November 2022 Letting

BUY AMERICA PROVISION

Buy America (as documented in M-22-11 from the Office of Management and Budget: https://www.whitehouse.gov/wp-content/uploads/2022/04/M-22-11.pdf) shall be domestic products and permanently incorporated in this project as classified in the following three categories, and as noted in the Construction and Materials Manual (CMM):

1. Iron and Steel

   All iron and steel manufacturing and coating processes (from 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 the iron and steel manufacturing and coating processes Buy America requirement is the minimal use of foreign materials if the total cost of such material permanently incorporated in the product does not exceed one-tenth of one percent (1/10 of 1%) of the total contract cost or $2,500.00, whichever is greater. For purposes of this paragraph, the cost is that shown to be the value of the subject products as they are delivered to the project.

2. Manufactured Product

   All manufactured products (as defined in CMM 228.5) are covered under a previous waiver from 1983, and are currently exempt from Buy America.

3. Construction Material

   All construction materials (as defined in OMB M-22-11 and as referenced in CMM 228.5) must comply with Buy America. No exemptions (0.0%) are allowed.

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

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

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

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

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

Effective February 2016 letting

Cargo Preference Act Requirement

All Federal-aid projects shall comply with 46 CFR 381.7 (a) – (b) as follows:

(a) *Agreement Clauses.* "Use of United States-flag vessels:"

(1) Pursuant to Pub. L. 664 (43 U.S.C. 1241(b)) at least 50 percent of any equipment, materials or commodities procured, contracted for or otherwise obtained with funds granted, guaranteed, loaned, or advanced by the U.S. Government under this agreement, and which may be transported by ocean vessel, shall be transported on privately owned United States-flag commercial vessels, if available.

(2) Within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (a)(1) of this section shall be furnished to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590."

(b) *Contractor and Subcontractor Clauses.* "Use of United States-flag vessels: The contractor agrees—"

(1) To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.

(2) To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b) (1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.

(3) To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.

Effective with December 2017 Letting

WISCONSIN DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION AND SYSTEM DEVELOPMENT

SUPPLEMENTAL REQUIRED CONTRACT PROVISIONS
FOR PROJECTS WITH FEDERAL AID

I. PREVAILING WAGE RATES

The attached U.S. Department of Labor (Davis-Bacon Minimum Wage Rates) furnishes the minimum prevailing wage rates pursuant to the Davis-Bacon and Related Acts. The wage rates shown are the minimum rates required by the contract to be paid during its life, however this is not a representation that labor can be obtained at these rates. It is the responsibility of bidders to inform themselves as to the local labor conditions and prospective changes or adjustments of wage rates. No increase in the contract price will be allowed or authorized on account of the payment of wage rates in excess of those listed herein.

II. COVERAGE OF TRUCK DRIVERS

Truck drivers are covered by Davis-Bacon Minimum Wage Rates in the following circumstances:

- Drivers of a contractor or subcontractor for time spent working on the site of the work.
- Drivers of a contractor or subcontractor for time spent loading and/or unloading materials and supplies on the site of the work, if such time is not de minimis. https://www.dol.gov/whd/FOH/FOH_Ch15.pdf
- Truck drivers transporting materials or supplies between a facility that is deemed part of the site of the work and the actual construction site.
- Truck drivers transporting portions of the building or work between a site established specifically for the performance of the contract where a significant portion of such building or work is constructed and the physical place where the building or work called for in the contract will remain.

Truck drivers are not covered by Davis-Bacon Minimum Wage Rates in the following circumstances:

- Material delivery truck drivers while off the site of the work.
- Drivers of a contractor or subcontractor traveling between a Davis-Bacon job and a commercial supply facility while they are off the site of the work."
- Truck drivers whose time spent on the site of the work is de minimis, such as only a few minutes at a time merely to pick up or drop off materials or supplies.

Details are available online at:
https://www.dol.gov/whd/recovery/pwrb/Tab9.pdf
https://wisconsindot.gov/Pages/doing-bus/civil-rights/labornwage/trckng.aspx

III. POSTINGS AT THE SITE OF THE WORK

In addition to the required postings furnished by the department, the contractor shall post the following in at least one conspicuous and accessible place at the site of work:

a. A copy of the contractor's Equal Employment Opportunity Policy.

All required documents shall be posted by the first day of work and be accurate and complete. Postings must be readable, in an area where they will be noticed, and maintained until the last day of work.

IV. RESOURCES

Required information regarding compliance with federal provisions is found in the following resources:

- FHWA-1273 included in this contract
- U.S. Department of Labor Prevailing Wage Resource Book
- U.S. Department of Labor Field Operations Handbook
- U.S. Code of Federal Regulations
- Any applicable law, Act, or Executive Order enacted by the federal government at the time of the letting of this contract

"General Decision Number: WI20220010 09/16/2022

Superseded General Decision Number: WI20210010

State: Wisconsin

Construction Type: Highway

Counties: Wisconsin Statewide.

HIGHWAY, AIRPORT RUNWAY & TAXIWAY CONSTRUCTION PROJECTS (does not include bridges over navigable waters; tunnels; buildings in highway rest areas; and railroad construction)

Note: Contracts subject to the Davis-Bacon Act are generally required to pay at least the applicable minimum wage rate required under Executive Order 14026 or Executive Order 13658. Please note that these Executive Orders apply to covered contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but do not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60).

If the contract is entered into on or after January 30, 2022, or the contract is renewed or extended (e.g., an option is exercised) on or after January 30, 2022:	. Executive Order 14026 generally applies to the contract. . The contractor must pay all covered workers at least $15.00 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2022.
If the contract was awarded on or between January 1, 2015 and January 29, 2022, and the contract is not renewed or extended on or after January 30, 2022:	. Executive Order 13658 generally applies to the contract. . The contractor must pay all covered workers at least $11.25 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on that contract in 2022.

The applicable Executive Order minimum wage rate will be adjusted annually. If this contract is covered by one of the Executive Orders and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must still submit a conformance request.

Additional information on contractor requirements and worker protections under the Executive Orders is available at https://www.dol.gov/agencies/whd/government-contracts.

Modification Number	Publication Date
0	01/07/2022

1	01/21/2022
2	02/04/2022
3	02/25/2022
4	03/11/2022
5	03/18/2022
6	04/29/2022
7	05/13/2022
8	06/17/2022
9	07/08/2022
10	07/22/2022
11	07/29/2022
12	08/12/2022
13	09/16/2022

BRWI0001-002 06/01/2021

CRAWFORD, JACKSON, JUNEAU, LA CROSSE, MONROE, TREMPEALEAU, AND VERNON COUNTIES

	Rates	Fringes
BRICKLAYER	$ 36.81	25.17

BRWI0002-002 06/01/2021

ASHLAND, BAYFIELD, DOUGLAS, AND IRON COUNTIES

	Rates	Fringes
BRICKLAYER	$ 44.35	23.89

BRWI0002-005 06/01/2021

ADAMS, ASHLAND, BARRON, BROWN, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, DODGE, DOOR, DUNN, FLORENCE, FOND DU LAC, FOREST, GREEN LAKE, IRON, JEFFERSON, KEWAUNEE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, OCONTO, ONEIDA, OUTAGAMIE, POLK, PORTAGE, RUSK, ST CROIX, SAUK, SHAWANO, SHEBOYGAN, TAYLOR, VILAS, WALWORTH, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER	$ 37.73	24.15

BRWI0003-002 06/01/2021

BROWN, DOOR, FLORENCE, KEWAUNEE, MARINETTE, AND OCONTO COUNTIES

	Rates	Fringes
BRICKLAYER	$ 37.03	24.95

BRWI0004-002 06/01/2021

KENOSHA, RACINE, AND WALWORTH COUNTIES

	Rates	Fringes
BRICKLAYER	$ 41.30	26.03

BRWI0006-002 06/01/2021

ADAMS, CLARK, FOREST, LANGLADE, LINCOLN, MARATHON, MENOMINEE, ONEIDA, PORTAGE, PRICE, TAYLOR, VILAS AND WOOD COUNTIES

	Rates	Fringes
BRICKLAYER	$ 37.78	24.20

BRWI0007-002 06/01/2021

GREEN, LAFAYETTE, AND ROCK COUNTIES

	Rates	Fringes
BRICKLAYER	$ 38.38	25.31

BRWI0008-002 06/01/2021

MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
BRICKLAYER	$ 42.38	24.64

BRWI0011-002 06/01/2021

CALUMET, FOND DU LAC, MANITOWOC, AND SHEBOYGAN COUNTIES

	Rates	Fringes
BRICKLAYER	$ 37.03	24.95

BRWI0019-002 06/01/2021

BARRON, BUFFALO, BURNETT, CHIPPEWA, DUNN, EAU CLAIRE, PEPIN, PIERCE, POLK, RUSK, ST. CROIX, SAWYER AND WASHBURN COUNTIES

	Rates	Fringes
BRICKLAYER	$ 36.31	25.67

BRWI0034-002 06/01/2021

COLUMBIA AND SAUK COUNTIES

	Rates	Fringes
BRICKLAYER	$ 38.53	25.16

CARP0087-001 05/01/2016

BURNETT (W. of Hwy 48), PIERCE (W. of Hwy 29), POLK (W. of Hwys 35, 48 & 65), AND ST. CROIX (W. of Hwy 65) COUNTIES

	Rates	Fringes
Carpenter & Piledrivermen	$ 36.85	18.39

CARP0252-002 06/01/2016

ADAMS, BARRON, BAYFIELD (Eastern 2/3), BROWN, BUFFALO, BURNETT (E. of Hwy 48), CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DANE, DODGE, DOOR, DUNN, EAU CLAIRE, FLORENCE (except

area bordering Michigan State Line), FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IOWA, IRON, JACKSON, JEFFERSON, JUNEAU, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE (except N.E. corner), MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE (E. of Hwys 29 & 65), POLK (E. of Hwys 35, 48 & 65), PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST CROIX (E. of Hwy 65), TAYLOR, TREMPEALEAU, VERNON, VILAS, WALWORTH, WASHBURN, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
CARPENTER		
CARPENTER	$ 33.56	18.00
MILLWRIGHT	$ 35.08	18.35
PILEDRIVER	$ 34.12	18.00

CARP0252-010 06/01/2016

ASHLAND COUNTY

	Rates	Fringes
Carpenters		
Carpenter	$ 33.56	18.00
Millwright	$ 35.08	18.35
Pile Driver	$ 34.12	18.00

CARP0264-003 06/01/2016

KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WAUKESHA, AND WASHINGTON COUNTIES

	Rates	Fringes
CARPENTER	$ 35.78	22.11

CARP0361-004 05/01/2018

BAYFIELD (West of Hwy 63) AND DOUGLAS COUNTIES

	Rates	Fringes
CARPENTER	$ 36.15	20.43

CARP2337-001 06/01/2016

ZONE A: MILWAUKEE, OZAUKEE, WAUKESHA AND WASHINGTON

ZONE B: KENOSHA & RACINE

	Rates	Fringes
PILEDRIVERMAN		
Zone A	$ 31.03	22.69
Zone B	$ 31.03	22.69

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* ELEC0014-002 05/29/2022

ASHLAND, BARRON, BAYFIELD, BUFFALO, BURNETT, CHIPPEWA, CLARK (except Maryville, Colby, Unity, Sherman, Fremont, Lynn &

Sherwood), CRAWFORD, DUNN, EAU CLAIRE, GRANT, IRON, JACKSON, LA CROSSE, MONROE, PEPIN, PIERCE, POLK, PRICE, RICHLAND, RUSK, ST CROIX, SAWYER, TAYLOR, TREMPEALEAU, VERNON, AND WASHBURN COUNTIES

	Rates	Fringes
Electricians:	$ 38.49	22.09

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* ELEC0014-007 05/29/2022

REMAINING COUNTIES

	Rates	Fringes
Teledata System Installer	$ 29.63	3%+16.18
Installer/Technician	$ 28.50	15.92

Low voltage construction, installation, maintenance and removal of teledata facilities (voice, data, and video) including outside plant, telephone and data inside wire, interconnect, terminal equipment, central offices, PABX, fiber optic cable and equipment, micro waves, V-SAT, bypass, CATV, WAN (wide area networks), LAN (local area networks), and ISDN (integrated systems digital network).

ELEC0127-002 06/01/2021

KENOSHA COUNTY

	Rates	Fringes
Electricians:	$ 43.16	30%+12.70

ELEC0158-002 05/30/2021

BROWN, DOOR, KEWAUNEE, MANITOWOC (except Schleswig), MARINETTE(Wausuakee and area South thereof), OCONTO, MENOMINEE (East of a ine 6 miles West of the West boundary of Oconto County), SHAWANO (Except Area North of Townships of Aniwa and Hutchins) COUNTIES

	Rates	Fringes
ELECTRICIAN	$ 36.14	29.75%+10.26

ELEC0159-003 05/30/2021

COLUMBIA, DANE, DODGE (Area West of Hwy 26, except Chester and Emmet Townships), GREEN, LAKE (except Townships of Berlin, Seneca, and St. Marie), IOWA, MARQUETTE (except Townships of Neshkoka, Crystal Lake, Newton, and Springfield), and SAUK COUNTIES

	Rates	Fringes
ELECTRICIAN	$ 43.38	23.13

ELEC0219-004 06/01/2019

FLORENCE COUNTY (Townships of Aurora, Commonwealth, Fern,

Florence and Homestead) AND MARINETTE COUNTY (Township of Niagara)

	Rates	Fringes
Electricians:		
Electrical contracts over $180,000	$ 33.94	21.80
Electrical contracts under $180,000	$ 31.75	21.73

ELEC0242-005 05/30/2021

DOUGLAS COUNTY

	Rates	Fringes
Electricians:	$ 41.37	69.25%

ELEC0388-002 05/30/2021

ADAMS, CLARK (Colby, Freemont, Lynn, Mayville, Sherman, Sherwood, Unity), FOREST, JUNEAU, LANGLADE, LINCOLN, MARATHON, MARINETTE (Beecher, Dunbar, Goodman & Pembine), MENOMINEE (Area West of a line 6 miles West of the West boundary of Oconto County), ONEIDA, PORTAGE, SHAWANO (Aniwa and Hutchins), VILAS AND WOOD COUNTIES

	Rates	Fringes
Electricians:	$ 36.22	26%+11.24

ELEC0430-002 06/01/2022

RACINE COUNTY (Except Burlington Township)

	Rates	Fringes
Electricians:	$ 45.02	24.35

ELEC0494-005 06/01/2021

MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
Electricians:	$ 44.39	25.67

ELEC0494-006 06/01/2021

CALUMET (Township of New Holstein), DODGE (East of Hwy 26 including Chester Township), FOND DU LAC, MANITOWOC (Schleswig), and SHEBOYGAN COUNTIES

	Rates	Fringes
Electricians:	$ 37.91	22.74

ELEC0494-013 06/01/2021

DODGE (East of Hwy 26 including Chester Twp, excluding Emmet Twp), FOND DU LAC (Except Waupuin), MILWAUKEE, OZAUKEE,

MANITOWOC (Schleswig), WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
Sound & Communications		
Installer	$ 22.39	18.80
Technician	$ 32.49	20.26

Installation, testing, maintenance, operation and servicing of all sound, intercom, telephone interconnect, closed circuit TV systems, radio systems, background music systems, language laboratories, electronic carillion, antenna distribution systems, clock and program systems and low-voltage systems such as visual nurse call, audio/visual nurse call systems, doctors entrance register systems. Includes all wire and cable carrying audio, visual, data, light and radio frequency signals. Includes the installation of conduit, wiremold, or raceways in existing structures that have been occupied for six months or more where required for the protection of the wire or cable, but does not mean a complete conduit or raceway system. work covered does not include the installation of conduit, wiremold or any raceways in any new construction, or the installation of power supply outlets by means of which external electric power is supplied to any of the foregoing equipment or products

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ELEC0577-003 06/01/2021

CALUMET (except Township of New Holstein), GREEN LAKE (N. part including Townships of Berlin, St Marie, and Seneca), MARQUETTE (N. part including Townships of Crystal Lake, Neshkoro, Newton, and Springfield), OUTAGAMIE, WAUPACA, WAUSHARA, AND WINNEBAGO COUNTIES

	Rates	Fringes
Electricians:	$ 35.66	29.50%+10.00

ELEC0890-003 06/01/2021

DODGE (Emmet Township only), GREEN, JEFFERSON, LAFAYETTE, RACINE (Burlington Township), ROCK AND WALWORTH COUNTIES

	Rates	Fringes
Electricians:	$ 39.00	25.95%+11.17

ELEC0953-001 06/02/2019

	Rates	Fringes
Line Construction:		
(1) Lineman	$ 47.53	21.43
(2) Heavy Equipment Operator	$ 42.78	19.80
(3) Equipment Operator	$ 38.02	18.40
(4) Heavy Groundman Driver	$ 33.27	16.88
(5) Light Groundman Driver	$ 30.89	16.11
(6) Groundsman	$ 26.14	14.60

ENGI0139-005 06/01/2022

	Rates	Fringes
Power Equipment Operator		
Group 1	$ 43.27	25.95
Group 2	$ 42.77	25.95
Group 3	$ 42.27	25.95
Group 4	$ 42.01	25.95
Group 5	$ 41.72	25.95
Group 6	$ 35.82	25.95

HAZARDOUS WASTE PREMIUMS:
EPA Level ""A"" protection - $3.00 per hour
EPA Level ""B"" protection - $2.00 per hour
EPA Level ""C"" protection - $1.00 per hour

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1: Cranes, tower cranes, and derricks with or without attachments with a lifting capacity of over 100 tons; or cranes, tower cranes, and derricks with boom, leads and/or jib lengths measuring 176 feet or longer.

GROUP 2: Cranes, tower cranes and derricks with or without attachments with a lifting capacity of 100 tons or less; or cranes, tower cranes, and derricks with boom, leads, and/or jibs lengths measuring 175 feet or under and Backhoes (excavators) weighing 130,000 lbs and over; caisson rigs; pile driver; dredge operator; dredge engineer; Boat Pilot.

GROUP 3: Mechanic or welder - Heavy duty equipment; cranes with a lifting capacity of 25 tons or under; concrete breaker (manual or remote); vibratory/sonic concrete breaker; concrete laser screed; concrete slipform paver; concrete batch plant operator; concrete pvt. spreader - heavy duty (rubber tired); concrete spreader & distributor; automatic subgrader (concrete); concrete grinder & planing machine; concrete slipform curb & gutter machine; slipform concrete placer; tube finisher; hydro blaster (10,000 psi & over); bridge paver; concrete conveyor system; concrete pump; Rotec type Conveyor; stabilizing mixer (self-propelled); shoulder widener; asphalt plant engineer; bituminious paver; bump cutter & grooving machine; milling machine; screed (bituminous paver); asphalt heater, planer & scarifier; Backhoes (excavators) weighing under 130,000 lbs; grader or motor patrol; tractor (scraper, dozer, pusher, loader); scraper - rubber tired (single or twin engine); endloader; hydraulic backhoe (tractor type); trenching machine; skid rigs; tractor, side boom (heavy); drilling or boring machine (mechanical heavy); roller over 5 tons; percussion or rotary drilling machine; air track; blaster; loading machine (conveyor); tugger; boatmen; winches & A-frames; post driver; material hoist.

GROUP 4: Greaser, roller steel (5 tons or less); roller (pneumatic tired) - self propelled; tractor (mounted or towed compactors & light equipment); shouldering machine; self- propelled chip spreader; concrete spreader; finishing machine; mechanical float; curing machine; power subgrader; joint sawer (multiple blade) belting machine; burlap machine; texturing machine; tractor endloader (rubber tired) - light; jeep digger; forklift; mulcher; launch operator; fireman, environmental burner

GROUP 5: Air compressor; power pack; vibrator hammer and extractor; heavy equipment, leadman; tank car heaters; stump chipper; curb machine operator; Concrete proportioning plants; generators; mudjack operator; rock breaker; crusher or screening plant; screed (milling machine); automatic belt conveyor and surge bin; pug mill operator; Oiler, pump (over 3 inches); Drilling Machine Tender, day light machine

GROUP 6: Off-road material hauler with or without ejector.

IRON0008-002 06/13/2022

BROWN, CALUMET, DOOR, FOND DU LAC, KEWAUNEE, MANITOWOC, MARINETTE, OCONTO, OUTAGAMI, SHAWANO, SHEBOYGAN, AND WINNEBAGO COUNTIES:

	Rates	Fringes
IRONWORKER	$ 41.00	28.95

Paid Holidays: New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day & Christmas Day.

IRON0008-003 06/01/2021

KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WALWORTH (N.E. 2/3), WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
IRONWORKER	$ 40.57	28.40

Paid Holidays: New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day & Christmas Day.

IRON0383-001 06/05/2022

ADAMS, COLUMBIA, CRAWFORD, DANE, DODGE, FLORENCE, FOREST, GRANT, GREENE, (Excluding S.E. tip), GREEN LAKE, IOWA, JEFFERSON, JUNEAU, LA CROSSE, LAFAYETTE, LANGLADE, MARATHON, MARQUETTE, MENOMINEE, MONROE, PORTAGE, RICHLAND, ROCK (Northern area, vicinity of Edgerton and Milton), SAUK, VERNON, WAUPACA, WAUSHARA, AND WOOD COUNTIES

	Rates	Fringes
IRONWORKER	$ 39.00	28.58

IRON0498-005 06/01/2021

GREEN (S.E. 1/3), ROCK (South of Edgerton and Milton), and WALWORTH (S.W. 1/3) COUNTIES:

	Rates	Fringes
IRONWORKER	$ 41.37	44.41

IRON0512-008 05/01/2022

BARRON, BUFFALO, CHIPPEWA, CLARK, DUNN, EAU CLAIRE, JACKSON, PEPIN, PIERCE, POLK, RUSK, ST CROIX, TAYLOR, AND TREMPEALEAU COUNTIES

	Rates	Fringes
IRONWORKER	$ 41.00	33.11

IRON0512-021 05/01/2022

ASHLAND, BAYFIELD, BURNETT, DOUGLAS, IRON, LINCOLN, ONEIDA, PRICE, SAWYER, VILAS AND WASHBURN COUNTIES

	Rates	Fringes
IRONWORKER	$ 36.94	33.11

LABO0113-002 06/01/2022

MILWAUKEE AND WAUKESHA COUNTIES

	Rates	Fringes
LABORER		
Group 1	$ 32.65	23.09
Group 2	$ 32.80	23.09
Group 3	$ 33.00	23.09
Group 4	$ 33.15	23.09
Group 5	$ 33.30	23.09
Group 6	$ 29.14	23.09

LABORERS CLASSIFICATIONS

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous Worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator; Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster and Powderman

GROUP 6: Flagperson; traffic control person

LABO0113-003 06/01/2022

OZAUKEE AND WASHINGTON COUNTIES

	Rates	Fringes

LABORER

Group 1	$ 31.90	23.09
Group 2	$ 32.00	23.09
Group 3	$ 32.05	23.09
Group 4	$ 32.25	23.09
Group 5	$ 32.10	23.09
Group 6	$ 28.99	23.09

LABORERS CLASSIFICATIONS

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous Worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster; powderman

GROUP 6: Flagperson and Traffic Control Person

LABO0113-011 06/01/2022

KENOSHA AND RACINE COUNTIES

	Rates	Fringes
LABORER		
Group 1	$ 31.71	23.09
Group 2	$ 31.86	23.09
Group 3	$ 32.06	23.09
Group 4	$ 32.03	23.09
Group 5	$ 32.36	23.09
Group 6	$ 28.85	23.09

LABORERS CLASSIFICATIONS:

GROUP 1: General laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator; Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster and Powderman

GROUP 6: Flagman; traffic control person

LABO0140-002 06/01/2022

ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DODGE, DOOR, DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IRON, JACKSON, JUNEAU, IOWA, JEFFERSON, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST. CROIX, TAYLOR, TREMPEALEAU, VERNON, VILLAS, WALWORTH, WASHBURN, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
LABORER		
Group 1	$ 36.42	18.68
Group 2	$ 36.52	18.68
Group 3	$ 36.57	18.68
Group 4	$ 36.77	18.68
Group 5	$ 36.62	18.68
Group 6	$ 33.05	18.68

LABORER CLASSIFICATIONS

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bitminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous Worker (Dumper, Ironer, Smoother and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator, Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk and Pavement); Strike Off Man

GROUP 4: Line and Grade Secialist

GROUP 5: Blaster; powderman

GROUP 6: Flagperson; Traffic Control

LABO0464-003 06/01/2022

DANE COUNTY

	Rates	Fringes
LABORER		
Group 1	$ 36.70	18.68
Group 2	$ 36.80	18.68

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     Group 3.....................$ 36.85            18.68
     Group 4.....................$ 37.05            18.68
     Group 5.....................$ 36.90            18.68
     Group 6.....................$ 33.05            18.68

LABORERS CLASSIFICATIONS:

  GROUP 1:  General Laborer; Tree Trimmer; Conduit Layer;
  Demolition and Wrecking Laborer; Guard Rail, Fence, and
  Bridge Builder; Landscaper; Multiplate Culvert Assembler;
  Stone Handler; Bituminous Worker (Shoveler, Loader, and
  Utility Man); Batch Truck Dumper or Cement Handler;
  Bituminious Worker (Dumper, Ironer, Smoother, and Tamper);
  Concrete Handler

  GROUP 2:  Air Tool Operator; Joint Sawer and Filler
  (Pavement); Vibrator or Tamper Operator (Mechanical Hand
  Operated); Chain Saw Operator; Demolition Burning Torch
  Laborer

  GROUP 3:  Bituminous Worker (Raker and Luteman); Formsetter
  (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4:  Line and Grade Specialist

GROUP 5:  Blaster; Powderman

GROUP 6:  Flagperson and Traffic Control Person

----------------------------------------------------------------
 PAIN0106-008 05/01/2022

ASHLAND, BAYFIELD, BURNETT, AND DOUGLAS COUNTIES

                                   Rates          Fringes

Painters:
     New:
      Brush, Roller..............$ 33.99            22.70
      Spray, Sandblast, Steel....$ 34.59            22.70
     Repaint:
      Brush, Roller..............$ 33.09            22.70
      Spray, Sandblast, Steel....$ 32.49            22.70
----------------------------------------------------------------
 PAIN0108-002 06/01/2021

RACINE COUNTY

                                   Rates          Fringes

Painters:
     Brush, Roller..............$ 36.08            20.36
     Spray & Sandblast..........$ 37.52            23.27
----------------------------------------------------------------
 PAIN0259-002 05/01/2008

BARRON, CHIPPEWA, DUNN, EAU CLAIRE, PEPIN, PIERCE, POLK, RUSK,
SAWYER, ST. CROIX, AND WASHBURN COUNTIES


                                   Rates          Fringes

PAINTER.....................$ 24.11            12.15
----------------------------------------------------------------
 PAIN0259-004 05/01/2015
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BUFFALO, CRAWFORD, JACKSON, LA CROSSE, MONROE, TREMPEALEAU, AND VERNON COUNTIES

	Rates	Fringes
PAINTER	$ 22.03	12.45

PAIN0781-002 06/01/2021

JEFFERSON, MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
Painters:		
Bridge	$ 36.70	24.50
Brush	$ 35.95	24.50
Spray & Sandblast	$ 36.70	24.50

PAIN0802-002 06/01/2021

COLUMBIA, DANE, DODGE, GRANT, GREEN, IOWA, LAFAYETTE, RICHLAND, ROCK, AND SAUK COUNTIES

	Rates	Fringes
PAINTER		
Brush	$ 29.98	18.78

PREMIUM PAY:
Structural Steel, Spray, Bridges = $1.00 additional per hour.

PAIN0802-003 06/01/2021

ADAMS, BROWN, CALUMET, CLARK, DOOR, FOND DU LAC, FOREST, GREEN LAKE, IRON, JUNEAU, KEWAUNEE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, OCONTO, ONEIDA, OUTAGAMIE, PORTAGE, PRICE, SHAWANO, SHEBOYGAN, TAYLOR, VILAS, WAUSHARA, WAUPACA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
PAINTER	$ 29.98	18.78

PAIN0934-001 06/01/2021

KENOSHA AND WALWORTH COUNTIES

	Rates	Fringes
Painters:		
Brush	$ 36.52	23.27
Spray	$ 37.52	23.27
Structural Steel	$ 36.67	23.27

PAIN1011-002 06/06/2021

FLORENCE COUNTY

	Rates	Fringes

Painters:.....$ 26.71 14.38

PLAS0599-010 06/01/2021

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER		
Area 1	$ 42.06	20.87
Area 2 (BAC)	$ 37.73	23.80
Area 3	$ 38.74	22.46
Area 4	$ 38.59	22.66
Area 5	$ 38.16	22.98
Area 6	$ 34.94	26.36

AREA DESCRIPTIONS

AREA 1: BAYFIELD, DOUGLAS, PRICE, SAWYER, AND WASHBURN COUNTIES

AREA 2: ADAMS, ASHLAND, BARRON, BROWN, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, DODGE, DOOR, DUNN, FLORENCE, FOND DU LAC, FOREST, GREEN LAKE, IRON, JEFFERSON, KEWAUNEE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, OCONTO, ONEIDA, OUTAGAMIE, POLK, PORTAGE, RUSK, ST CROIX, SAUK, SHAWANO, SHEBOYGAN, TAYLOR, VILAS, WALWORTH, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

AREA 3: BUFFALO, CRAWFORD, EAU CLAIRE, JACKSON, JUNEAU, LA CROSSE MONROE, PEPIN, PIERCE, RICHLAND, TREMPEALEAU, AND VERNON COUNTIES

AREA 4: MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

AREA 5: DANE, GRANT, GREEN, IOWA, LAFAYETTE, AND ROCK COUNTIES

AREA 6: KENOSHA AND RACINE COUNTIES

TEAM0039-001 06/01/2021

	Rates	Fringes
TRUCK DRIVER		
1 & 2 Axles	$ 32.57	23.81
3 or more Axles; Euclids, Dumptor & Articulated, Truck Mechanic	$ 32.72	23.81
WELL DRILLER	$ 16.52	3.70

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide

employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at https://www.dol.gov/agencies/whd/government-contracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of ""identifiers"" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than ""SU"" or ""UAVG"" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the ""SU"" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007

in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

* an existing published wage determination
* a survey underlying a wage determination
* a Wage and Hour Division letter setting forth a position on a wage determination matter
* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour National Office because National Office has responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISIO"

August 2018

NOTICE TO BIDDERS
WAGE RATE DECISION

The wage rate decision of the Department of Labor which has been incorporated in these advertised specifications is incomplete in that the classifications may be omitted from the Department of Labor's decision.

Since the bidder is responsible, independently, for ascertaining area practice with respect to the necessity, or lack of necessity, for the use of these classifications in the prosecution of the work contemplated by this project, no inference may be drawn from the omission of these classifications concerning prevailing area practices relative to their use. Further, this omission will not, per se, be construed as establishing any governmental liability for increased labor cost if it is subsequently determined that such classifications are required.

There may be omissions and/or errors in the federal wage rates. The bidder is responsible for evaluating and determining the correct applicable rate.

If a project includes multiple types of construction (highway, bridge over navigable water, sanitary sewer and water main, building) and there is not a separate wage determination for this type of work included in the proposal, use the wage determination that is in the proposal.

If a project includes multiple types of construction, different wage rate determinations may be inserted into the contract (WI10/Highway = in all WisDOT highway contracts, WI15/Heavy = bridge over navigable water per USDOL and US Coast Guard designation, WI8/Heavy (Sewer & Water Line & Tunnel) = sanitary sewer and water main if the cost is more than 20% of the contract and/or at least $1,000,000, and Building). If multiple wage rate determinations are inserted into the contract, use the classification in the wage determination for the work being done. Use WI15 wage rates when working on the bridge and/or structure from bank to bank. Use WI8 wage rates when working on any sanitary sewer or water main work. Use Building wage rates for all work done within the footprint of the building. Use WI10 wage rates for all other highway work in the contract and approaches to structures. For example, if a laborer is working within the footprint of a building, use the Laborer rate in the Building wage determination inserted in the contract. If a laborer is working on a bridge/structure within the banks, use the Laborer rate in the WI15/Heavy wage determination if inserted in the contract. If the laborer is working on the highway, use the Laborer rate in the WI10/Highway wage determination.

Proposal ID: 20221108001 Project(s): 1017-01-71

Federal ID(s): WISC 2023011

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	42.000 EACH	_____.____	_____.____
0004	203.0220 Removing Structure (structure) 01. B-41-50	1.000 EACH	_____.____	_____.____
0006	203.0220 Removing Structure (structure) 02. B-41-46	1.000 EACH	_____.____	_____.____
0008	203.0220 Removing Structure (structure) 03. C-41-24	1.000 EACH	_____.____	_____.____
0010	203.0220 Removing Structure (structure) 04. B-41-45	1.000 EACH	_____.____	_____.____
0012	203.0220 Removing Structure (structure) 05. 3080+42A	1.000 EACH	_____.____	_____.____
0014	204.0115 Removing Asphaltic Surface Butt Joints	9,235.000 SY	_____.____	_____.____
0016	204.0165 Removing Guardrail	5,721.000 LF	_____.____	_____.____
0018	204.0170 Removing Fence	165,137.000 LF	_____.____	_____.____
0020	204.0180 Removing Delineators and Markers	40.000 EACH	_____.____	_____.____
0022	204.0190 Removing Surface Drains	1.000 EACH	_____.____	_____.____
0024	204.0220 Removing Inlets	3.000 EACH	_____.____	_____.____
0026	205.0100 Excavation Common	11,787.000 CY	_____.____	_____.____
0028	206.2001 Excavation for Structures Culverts (structure) 01. B-41-50	1.000 EACH	_____.____	_____.____
0030	206.2001 Excavation for Structures Culverts (structure) 02. B-41-46	1.000 EACH	_____.____	_____.____

Proposal ID: 20221108001 Project(s): 1017-01-71

Federal ID(s): WISC 2023011

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	206.2001 Excavation for Structures Culverts (structure) 03. C-41-24	1.000 EACH	_____.____	_____.____
0034	206.2001 Excavation for Structures Culverts (structure) 04. B-41-45	1.000 EACH	_____.____	_____.____
0036	208.0100 Borrow	21,243.000 CY	_____.____	_____.____
0038	208.1100 Select Borrow	39,298.000 CY	_____.____	_____.____
0040	210.2500 Backfill Structure Type B	775.000 TON	_____.____	_____.____
0042	211.0400 Prepare Foundation for Asphaltic Shoulders	32.000 STA	_____.____	_____.____
0044	213.0100 Finishing Roadway (project) 01. 1017-01-71	1.000 EACH	_____.____	_____.____
0046	305.0110 Base Aggregate Dense 3/4-Inch	13,909.000 TON	_____.____	_____.____
0048	305.0120 Base Aggregate Dense 1 1/4-Inch	41,811.000 TON	_____.____	_____.____
0050	311.0110 Breaker Run	197.000 TON	_____.____	_____.____
0052	390.0403 Base Patching Concrete Shes	60.000 SY	_____.____	_____.____
0054	416.0620 Drilled Dowel Bars	108.000 EACH	_____.____	_____.____
0056	416.1010 Concrete Surface Drains	3.500 CY	_____.____	_____.____
0058	455.0605 Tack Coat	57,178.000 GAL	_____.____	_____.____
0060	460.0105.S HMA Percent Within Limits (PWL) Test Strip Volumetrics	2.000 EACH	_____.____	_____.____

Proposal ID: 20221108001 Project(s): 1017-01-71

Federal ID(s): WISC 2023011

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	460.0110.S HMA Percent Within Limits (PWL) Test Strip Density	2.000 EACH	_____.____	_____.____
0064	460.0115.S HMA Pavement Test Strips Volumetrics	3.000 EACH	_____.____	_____.____
0066	460.0120.S HMA Pavement Test Strips Density	3.000 EACH	_____.____	_____.____
0068	460.2000 Incentive Density HMA Pavement	39,800.000 DOL	1.00000	39,800.00
0070	460.2005 Incentive Density PWL HMA Pavement	23,860.000 DOL	1.00000	23,860.00
0072	460.2007 Incentive Density HMA Pavement Longitudinal Joints	45,580.000 DOL	1.00000	45,580.00
0074	460.2010 Incentive Air Voids HMA Pavement	23,860.000 DOL	1.00000	23,860.00
0076	460.7223 HMA Pavement 3 HT 58-28 S	35,318.000 TON	_____.____	_____.____
0078	460.7224 HMA Pavement 4 HT 58-28 S	17,035.000 TON	_____.____	_____.____
0080	460.7423 HMA Pavement 3 HT 58-28 H	14,762.000 TON	_____.____	_____.____
0082	460.7424 HMA Pavement 4 HT 58-28 H	4,286.000 TON	_____.____	_____.____
0084	460.8624 HMA Pavement 4 SMA 58-28 V	44,411.000 TON	_____.____	_____.____
0086	460.9000.S Material Transfer Vehicle 01. 1017-01-71	1.000 EACH	_____.____	_____.____
0088	465.0400 Asphaltic Shoulder Rumble Strips	133,850.000 LF	_____.____	_____.____
0090	502.4205 Adhesive Anchors No. 5 Bar	228.000 EACH	_____.____	_____.____
0092	504.0100 Concrete Masonry Culverts	164.100 CY	_____.____	_____.____

Proposal ID: 20221108001 Project(s): 1017-01-71

Federal ID(s): WISC 2023011

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0094	505.0400 Bar Steel Reinforcement HS Structures	32,920.000 LB	_____.____	_____.____
0096	505.0600 Bar Steel Reinforcement HS Coated Structures	2,500.000 LB	_____.____	_____.____
0098	511.1200 Temporary Shoring (structure) 01. B-41-50	767.000 SF	_____.____	_____.____
0100	511.1200 Temporary Shoring (structure) 02. B-41-46	783.000 SF	_____.____	_____.____
0102	511.1200 Temporary Shoring (structure) 03. C-41-24	649.000 SF	_____.____	_____.____
0104	511.1200 Temporary Shoring (structure) 04. B-41-45	403.000 SF	_____.____	_____.____
0106	516.0500 Rubberized Membrane Waterproofing	61.000 SY	_____.____	_____.____
0108	520.3415 Culvert Pipe Class III-A Non-metal 15-Inch	108.000 LF	_____.____	_____.____
0110	520.3618 Culvert Pipe Class III-B Non-metal 18-Inch	33.000 LF	_____.____	_____.____
0112	520.8000 Concrete Collars for Pipe	39.000 EACH	_____.____	_____.____
0114	521.1012 Apron Endwalls for Culvert Pipe Steel 12-Inch	1.000 EACH	_____.____	_____.____
0116	521.1018 Apron Endwalls for Culvert Pipe Steel 18-Inch	1.000 EACH	_____.____	_____.____
0118	521.1615 Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 15-Inch 10 to 1	2.000 EACH	_____.____	_____.____
0120	521.1618 Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 10 to 1	1.000 EACH	_____.____	_____.____

Proposal ID: 20221108001 Project(s): 1017-01-71

Federal ID(s): WISC 2023011

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0122	521.3118 Culvert Pipe Corrugated Steel 18-Inch	12.000 LF	_____.____	_____.____
0124	522.0118 Culvert Pipe Reinforced Concrete Class III 18-Inch	76.000 LF	_____.____	_____.____
0126	522.0124 Culvert Pipe Reinforced Concrete Class III 24-Inch	30.000 LF	_____.____	_____.____
0128	522.0130 Culvert Pipe Reinforced Concrete Class III 30-Inch	34.000 LF	_____.____	_____.____
0130	522.0136 Culvert Pipe Reinforced Concrete Class III 36-Inch	26.000 LF	_____.____	_____.____
0132	522.0142 Culvert Pipe Reinforced Concrete Class III 42-Inch	4.000 LF	_____.____	_____.____
0134	522.0148 Culvert Pipe Reinforced Concrete Class III 48-Inch	46.000 LF	_____.____	_____.____
0136	522.0160 Culvert Pipe Reinforced Concrete Class III 60-Inch	6.000 LF	_____.____	_____.____
0138	522.0418 Culvert Pipe Reinforced Concrete Class IV 18-Inch	14.000 LF	_____.____	_____.____
0140	522.0424 Culvert Pipe Reinforced Concrete Class IV 24-Inch	28.000 LF	_____.____	_____.____
0142	522.0430 Culvert Pipe Reinforced Concrete Class IV 30-Inch	14.000 LF	_____.____	_____.____
0144	522.0442 Culvert Pipe Reinforced Concrete Class IV 42-Inch	12.000 LF	_____.____	_____.____
0146	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	10.000 EACH	_____.____	_____.____

Proposal ID: 20221108001 Project(s): 1017-01-71

Federal ID(s): WISC 2023011

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0148	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	7.000 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	4.000 EACH	_____.____	_____.____
0154	522.1042 Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	2.000 EACH	_____.____	_____.____
0156	522.1048 Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	6.000 EACH	_____.____	_____.____
0158	522.1060 Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	1.000 EACH	_____.____	_____.____
0160	531.1100 Concrete Masonry Ancillary Structures Type NS	2.000 CY	_____.____	_____.____
0162	531.1140 Steel Reinforcement HS Ancillary Structures Type NS	220.000 LB	_____.____	_____.____
0164	531.2024 Drilling Shaft 24-Inch	16.000 LF	_____.____	_____.____
0166	606.0200 Riprap Medium	1.800 CY	_____.____	_____.____
0168	606.0300 Riprap Heavy	81.000 CY	_____.____	_____.____
0170	611.0642 Inlet Covers Type MS	6.000 EACH	_____.____	_____.____
0172	611.0654 Inlet Covers Type V	2.000 EACH	_____.____	_____.____
0174	611.3220 Inlets 2x2-FT	2.000 EACH	_____.____	_____.____
0176	611.3901 Inlets Median 1 Grate	2.000 EACH	_____.____	_____.____

Proposal ID: 20221108001 Project(s): 1017-01-71

Federal ID(s): WISC 2023011

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0178	611.3902 Inlets Median 2 Grate	2.000 EACH	_____.____	_____.____
0180	612.0212 Pipe Underdrain Unperforated 12-Inch	70.000 LF	_____.____	_____.____
0182	614.0115 Anchorages for Steel Plate Beam Guard Type 2	1.000 EACH	_____.____	_____.____
0184	614.0220 Steel Thrie Beam Bullnose Terminal	12.000 EACH	_____.____	_____.____
0186	614.0230 Steel Thrie Beam	1,050.000 LF	_____.____	_____.____
0188	614.0305 Steel Plate Beam Guard Class A	639.000 LF	_____.____	_____.____
0190	614.2300 MGS Guardrail 3	3,708.000 LF	_____.____	_____.____
0192	614.2500 MGS Thrie Beam Transition	79.000 LF	_____.____	_____.____
0194	614.2610 MGS Guardrail Terminal EAT	11.000 EACH	_____.____	_____.____
0196	614.2620 MGS Guardrail Terminal Type 2	1.000 EACH	_____.____	_____.____
0198	616.0100 Fence Woven Wire (height) 01. 4-FT	165,137.000 LF	_____.____	_____.____
0200	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1017-01-71	1.000 EACH	_____.____	_____.____
0202	619.1000 Mobilization	1.000 EACH	_____.____	_____.____
0204	624.0100 Water	570.000 MGAL	_____.____	_____.____
0206	625.0500 Salvaged Topsoil	122,420.000 SY	_____.____	_____.____
0208	628.1504 Silt Fence	44,863.000 LF	_____.____	_____.____

Proposal ID: 20221108001 Project(s): 1017-01-71

Federal ID(s): WISC 2023011

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0210	628.1520 Silt Fence Maintenance	44,863.000 LF	_____.____	_____.____
0212	628.1905 Mobilizations Erosion Control	4.000 EACH	_____.____	_____.____
0214	628.1910 Mobilizations Emergency Erosion Control	4.000 EACH	_____.____	_____.____
0216	628.2002 Erosion Mat Class I Type A	122,862.000 SY	_____.____	_____.____
0218	628.7010 Inlet Protection Type B	7.000 EACH	_____.____	_____.____
0220	628.7504 Temporary Ditch Checks	1,224.000 LF	_____.____	_____.____
0222	628.7555 Culvert Pipe Checks	154.000 EACH	_____.____	_____.____
0224	628.7560 Tracking Pads	1.000 EACH	_____.____	_____.____
0226	628.7570 Rock Bags	1,156.000 EACH	_____.____	_____.____
0228	629.0210 Fertilizer Type B	130.000 CWT	_____.____	_____.____
0230	630.0130 Seeding Mixture No. 30	3,712.000 LB	_____.____	_____.____
0232	630.0200 Seeding Temporary	2,802.000 LB	_____.____	_____.____
0234	630.0500 Seed Water	4,613.000 MGAL	_____.____	_____.____
0236	633.0200 Delineators Flexible	16.000 EACH	_____.____	_____.____
0238	633.5200 Markers Culvert End	39.000 EACH	_____.____	_____.____
0240	633.5350 Markers Permanent Flexible	110.000 EACH	_____.____	_____.____
0242	634.0618 Posts Wood 4x6-Inch X 18-FT	4.000 EACH	_____.____	_____.____

Proposal ID: 20221108001 Project(s): 1017-01-71

Federal ID(s): WISC 2023011

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0244	635.0200 Sign Supports Structural Steel HS	1,020.000 LB	_____.____	_____.____
0246	637.2210 Signs Type II Reflective H	48.000 SF	_____.____	_____.____
0248	638.2101 Moving Signs Type I	1.000 EACH	_____.____	_____.____
0250	638.2102 Moving Signs Type II	30.000 EACH	_____.____	_____.____
0252	638.2602 Removing Signs Type II	4.000 EACH	_____.____	_____.____
0254	638.3000 Removing Small Sign Supports	4.000 EACH	_____.____	_____.____
0256	638.3100 Removing Structural Steel Sign Supports	2.000 EACH	_____.____	_____.____
0258	638.4000 Moving Small Sign Supports	31.000 EACH	_____.____	_____.____
0260	642.5001 Field Office Type B	1.000 EACH	_____.____	_____.____
0262	643.0300 Traffic Control Drums	33,985.000 DAY	_____.____	_____.____
0264	643.0420 Traffic Control Barricades Type III	1,677.000 DAY	_____.____	_____.____
0266	643.0705 Traffic Control Warning Lights Type A	3,312.000 DAY	_____.____	_____.____
0268	643.0715 Traffic Control Warning Lights Type C	4,634.000 DAY	_____.____	_____.____
0270	643.0800 Traffic Control Arrow Boards	230.000 DAY	_____.____	_____.____
0272	643.0900 Traffic Control Signs	6,660.000 DAY	_____.____	_____.____
0274	643.0910 Traffic Control Covering Signs Type I	11.000 EACH	_____.____	_____.____
0276	643.0920 Traffic Control Covering Signs Type II	53.000 EACH	_____.____	_____.____

Proposal ID: 20221108001 Project(s): 1017-01-71

Federal ID(s): WISC 2023011

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0278	643.1050 Traffic Control Signs PCMS	150.000 DAY	_____.____	_____.____
0280	643.1051 Traffic Control Signs PCMS with Cellular Communications	35.000 DAY	_____.____	_____.____
0282	643.1205.S Basic Traffic Queue Warning System	121.000 DAY	_____.____	_____.____
0284	643.4100.S Traffic Control Interim Lane Closure	61.000 EACH	_____.____	_____.____
0286	643.5000 Traffic Control	1.000 EACH	_____.____	_____.____
0288	645.0105 Geotextile Type C	288.000 SY	_____.____	_____.____
0290	645.0120 Geotextile Type HR	129.500 SY	_____.____	_____.____
0292	646.1020 Marking Line Epoxy 4-Inch	291,146.000 LF	_____.____	_____.____
0294	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	171,035.000 LF	_____.____	_____.____
0296	646.1555 Marking Line Grooved Contrast Permanent Tape 4-Inch	20,192.000 LF	_____.____	_____.____
0298	646.3020 Marking Line Epoxy 8-Inch	19,030.000 LF	_____.____	_____.____
0300	646.3555 Marking Line Grooved Contrast Permanent Tape 8-Inch	18,422.000 LF	_____.____	_____.____
0302	646.5420 Marking Aerial Enforcement Bar Epoxy	10.000 EACH	_____.____	_____.____
0304	646.7220 Marking Chevron Epoxy 24-Inch	1,179.000 LF	_____.____	_____.____
0306	650.6000 Construction Staking Pipe Culverts	40.000 EACH	_____.____	_____.____

Proposal ID: 20221108001 Project(s): 1017-01-71

Federal ID(s): WISC 2023011

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0308	650.8000 Construction Staking Resurfacing Reference	131,722.000 LF	_____._____	_____._____
0310	650.9911 Construction Staking Supplemental Control (project) 01. 1017-01-71	1.000 EACH	_____._____	_____._____
0312	650.9920 Construction Staking Slope Stakes	74,826.000 LF	_____._____	_____._____
0314	690.0250 Sawing Concrete	194.000 LF	_____._____	_____._____
0316	715.0502 Incentive Strength Concrete Structures	985.000 DOL	1.00000	985.00
0318	740.0440 Incentive IRI Ride	91,380.000 DOL	1.00000	91,380.00
0320	ASP.1T0A On-the-Job Training Apprentice at $5.00/HR	2,100.000 HRS	5.00000	10,500.00
0322	ASP.1T0G On-the-Job Training Graduate at $5.00/HR	6,480.000 HRS	5.00000	32,400.00
0324	SPV.0060 Special 01. Temporary Emergency Pullout 7-FT	12.000 EACH	_____._____	_____._____
0326	SPV.0060 Special 02. Temporary Emergency Pullout 12-FT	11.000 EACH	_____._____	_____._____
0328	SPV.0090 Special 01. Concrete Joint And Crack Cleaning	150.000 LF	_____._____	_____._____
0330	SPV.0090 Special 02. Asphaltic Rumble Strip Filling	9,685.000 LF	_____._____	_____._____
0332	SPV.0180 Special 01. Removing Asphaltic Surface Milling	563,061.000 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

October 18, 2022

NOTICE TO ALL CONTRACTORS:

ASP-4 Addendum #01

Letting of November 8, 2022

Attached is a copy of the revised ASP-4. This ASP-4 replaces ASP-4 in all proposals in the November 8, 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 4

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

Payment to First-Tier Subcontractors

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

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

Payment to Lower-Tier Subcontractors

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

Acceptance and Final Payment

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

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

October 31, 2022

NOTICE TO ALL CONTRACTORS:

Federal Wage Rate Addendum #01

Letting of November 8, 2022

Attached is a copy of the revised WI 10 Highway Davis Bacon Prevailing Wage Rates that are included in proposals 01 - 65. These wage rates are effective for all proposals they are included in in the November 8, 2022, letting. The updated wage rates are dated October 14, 2022 and are effective on or after October 24, 2022.

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

"General Decision Number: WI20220010 10/14/2022

Superseded General Decision Number: WI20210010

State: Wisconsin

Construction Type: Highway

Counties: Wisconsin Statewide.

HIGHWAY, AIRPORT RUNWAY & TAXIWAY CONSTRUCTION PROJECTS (does not include bridges over navigable waters; tunnels; buildings in highway rest areas; and railroad construction)

Note: Contracts subject to the Davis-Bacon Act are generally required to pay at least the applicable minimum wage rate required under Executive Order 14026 or Executive Order 13658. Please note that these Executive Orders apply to covered contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but do not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60).

If the contract is entered into on or after January 30, 2022, or the contract is renewed or extended (e.g., an option is exercised) on or after January 30, 2022:	. Executive Order 14026 generally applies to the contract. . The contractor must pay all covered workers at least $15.00 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2022.
If the contract was awarded on or between January 1, 2015 and January 29, 2022, and the contract is not renewed or extended on or after January 30, 2022:	. Executive Order 13658 generally applies to the contract. . The contractor must pay all covered workers at least $11.25 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on that contract in 2022.

The applicable Executive Order minimum wage rate will be adjusted annually. If this contract is covered by one of the Executive Orders and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must still submit a conformance request.

Additional information on contractor requirements and worker protections under the Executive Orders is available at https://www.dol.gov/agencies/whd/government-contracts.

Modification Number	Publication Date
0	01/07/2022

1	01/21/2022
2	02/04/2022
3	02/25/2022
4	03/11/2022
5	03/18/2022
6	04/29/2022
7	05/13/2022
8	06/17/2022
9	07/08/2022
10	07/22/2022
11	07/29/2022
12	08/12/2022
13	09/16/2022
14	10/14/2022

BRWI0001-002 06/01/2021

CRAWFORD, JACKSON, JUNEAU, LA CROSSE, MONROE, TREMPEALEAU, AND VERNON COUNTIES

	Rates	Fringes
BRICKLAYER	$ 36.81	25.17

BRWI0002-002 06/01/2021

ASHLAND, BAYFIELD, DOUGLAS, AND IRON COUNTIES

	Rates	Fringes
BRICKLAYER	$ 44.35	23.89

BRWI0002-005 06/01/2021

ADAMS, ASHLAND, BARRON, BROWN, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, DODGE, DOOR, DUNN, FLORENCE, FOND DU LAC, FOREST, GREEN LAKE, IRON, JEFFERSON, KEWAUNEE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, OCONTO, ONEIDA, OUTAGAMIE, POLK, PORTAGE, RUSK, ST CROIX, SAUK, SHAWANO, SHEBOYGAN, TAYLOR, VILAS, WALWORTH, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER	$ 37.73	24.15

BRWI0003-002 06/01/2021

BROWN, DOOR, FLORENCE, KEWAUNEE, MARINETTE, AND OCONTO COUNTIES

	Rates	Fringes
BRICKLAYER	$ 37.03	24.95

BRWI0004-002 06/01/2021

KENOSHA, RACINE, AND WALWORTH COUNTIES

	Rates	Fringes
BRICKLAYER	$ 41.30	26.03

BRWI0006-002 06/01/2021

ADAMS, CLARK, FOREST, LANGLADE, LINCOLN, MARATHON, MENOMINEE,
ONEIDA, PORTAGE, PRICE, TAYLOR, VILAS AND WOOD COUNTIES

	Rates	Fringes
BRICKLAYER	$ 37.78	24.20

BRWI0007-002 06/01/2021

GREEN, LAFAYETTE, AND ROCK COUNTIES

	Rates	Fringes
BRICKLAYER	$ 38.38	25.31

BRWI0008-002 06/01/2021

MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
BRICKLAYER	$ 42.38	24.64

BRWI0011-002 06/01/2021

CALUMET, FOND DU LAC, MANITOWOC, AND SHEBOYGAN COUNTIES

	Rates	Fringes
BRICKLAYER	$ 37.03	24.95

BRWI0019-002 06/01/2021

BARRON, BUFFALO, BURNETT, CHIPPEWA, DUNN, EAU CLAIRE, PEPIN,
PIERCE, POLK, RUSK, ST. CROIX, SAWYER AND WASHBURN COUNTIES

	Rates	Fringes
BRICKLAYER	$ 36.31	25.67

BRWI0034-002 06/01/2021

COLUMBIA AND SAUK COUNTIES

	Rates	Fringes
BRICKLAYER	$ 38.53	25.16

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* CARP0068-011 05/02/2022

BURNETT (W. of Hwy 48), PIERCE (W. of Hwy 29), POLK (W. of Hwys
35, 48 & 65), AND ST. CROIX (W. of Hwy 65) COUNTIES

	Rates	Fringes
Carpenter & Piledrivermen	$ 41.19	27.05

CARP0252-002 06/01/2016

ADAMS,   BARRON, BAYFIELD (Eastern 2/3), BROWN, BUFFALO,
BURNETT (E. of Hwy 48), CALUMET, CHIPPEWA, CLARK, COLUMBIA,

CRAWFORD, DANE, DODGE, DOOR, DUNN, EAU CLAIRE, FLORENCE (except area bordering Michigan State Line), FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IOWA, IRON, JACKSON, JEFFERSON, JUNEAU, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE (except N.E. corner), MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE (E. of Hwys 29 & 65), POLK (E. of Hwys 35, 48 & 65), PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST CROIX (E. of Hwy 65), TAYLOR, TREMPEALEAU, VERNON, VILAS, WALWORTH, WASHBURN, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
CARPENTER		
CARPENTER	$ 33.56	18.00
MILLWRIGHT	$ 35.08	18.35
PILEDRIVER	$ 34.12	18.00

CARP0252-010 06/01/2016

ASHLAND COUNTY

	Rates	Fringes
Carpenters		
Carpenter	$ 33.56	18.00
Millwright	$ 35.08	18.35
Pile Driver	$ 34.12	18.00

CARP0264-003 06/01/2016

KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WAUKESHA, AND WASHINGTON COUNTIES

	Rates	Fringes
CARPENTER	$ 35.78	22.11

CARP0361-004 05/01/2018

BAYFIELD (West of Hwy 63) AND DOUGLAS COUNTIES

	Rates	Fringes
CARPENTER	$ 36.15	20.43

CARP2337-001 06/01/2016

ZONE A: MILWAUKEE, OZAUKEE, WAUKESHA AND WASHINGTON

ZONE B: KENOSHA & RACINE

	Rates	Fringes
PILEDRIVERMAN		
Zone A	$ 31.03	22.69
Zone B	$ 31.03	22.69

ELEC0014-002 05/29/2022

ASHLAND, BARRON, BAYFIELD, BUFFALO, BURNETT, CHIPPEWA, CLARK

(except Maryville, Colby, Unity, Sherman, Fremont, Lynn & Sherwood), CRAWFORD, DUNN, EAU CLAIRE, GRANT, IRON, JACKSON, LA CROSSE, MONROE, PEPIN, PIERCE, POLK, PRICE, RICHLAND, RUSK, ST CROIX, SAWYER, TAYLOR, TREMPEALEAU, VERNON, AND WASHBURN COUNTIES

	Rates	Fringes
Electricians:	$ 38.49	22.09

ELEC0014-007 05/29/2022

REMAINING COUNTIES

	Rates	Fringes
Teledata System Installer	$ 29.63	3%+16.18
Installer/Technician	$ 28.50	15.92

Low voltage construction, installation, maintenance and removal of teledata facilities (voice, data, and video) including outside plant, telephone and data inside wire, interconnect, terminal equipment, central offices, PABX, fiber optic cable and equipment, micro waves, V-SAT, bypass, CATV, WAN (wide area networks), LAN (local area networks), and ISDN (integrated systems digital network).

ELEC0127-002 06/01/2021

KENOSHA COUNTY

	Rates	Fringes
Electricians:	$ 43.16	30%+12.70

ELEC0158-002 05/30/2021

BROWN, DOOR, KEWAUNEE, MANITOWOC (except Schleswig), MARINETTE(Wausuakee and area South thereof), OCONTO, MENOMINEE (East of a ine 6 miles West of the West boundary of Oconto County), SHAWANO (Except Area North of Townships of Aniwa and Hutchins) COUNTIES

	Rates	Fringes
ELECTRICIAN	$ 36.14	29.75%+10.26

ELEC0159-003 05/30/2021

COLUMBIA, DANE, DODGE (Area West of Hwy 26, except Chester and Emmet Townships), GREEN, LAKE (except Townships of Berlin, Seneca, and St. Marie), IOWA, MARQUETTE (except Townships of Neshkoka, Crystal Lake, Newton, and Springfield), and SAUK COUNTIES

	Rates	Fringes
ELECTRICIAN	$ 43.38	23.13

ELEC0219-004 06/01/2019

FLORENCE COUNTY (Townships of Aurora, Commonwealth, Fern, Florence and Homestead) AND MARINETTE COUNTY (Township of Niagara)

	Rates	Fringes
Electricians:		
Electrical contracts over $180,000	$ 33.94	21.80
Electrical contracts under $180,000	$ 31.75	21.73

ELEC0242-005 05/30/2021

DOUGLAS COUNTY

	Rates	Fringes
Electricians:	$ 41.37	69.25%

ELEC0388-002 05/30/2021

ADAMS, CLARK (Colby, Freemont, Lynn, Mayville, Sherman, Sherwood, Unity), FOREST, JUNEAU, LANGLADE, LINCOLN, MARATHON, MARINETTE (Beecher, Dunbar, Goodman & Pembine), MENOMINEE (Area West of a line 6 miles West of the West boundary of Oconto County), ONEIDA, PORTAGE, SHAWANO (Aniwa and Hutchins), VILAS AND WOOD COUNTIES

	Rates	Fringes
Electricians:	$ 36.22	26%+11.24

ELEC0430-002 06/01/2022

RACINE COUNTY (Except Burlington Township)

	Rates	Fringes
Electricians:	$ 45.02	24.35

ELEC0494-005 06/01/2021

MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
Electricians:	$ 44.39	25.67

ELEC0494-006 06/01/2021

CALUMET (Township of New Holstein), DODGE (East of Hwy 26 including Chester Township), FOND DU LAC, MANITOWOC (Schleswig), and SHEBOYGAN COUNTIES

	Rates	Fringes
Electricians:	$ 37.91	22.74

ELEC0494-013 06/01/2021

DODGE (East of Hwy 26 including Chester Twp, excluding Emmet

Twp), FOND DU LAC (Except Waupuin), MILWAUKEE, OZAUKEE, MANITOWOC (Schleswig), WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
Sound & Communications		
Installer	$ 22.39	18.80
Technician	$ 32.49	20.26

Installation, testing, maintenance, operation and servicing of all sound, intercom, telephone interconnect, closed circuit TV systems, radio systems, background music systems, language laboratories, electronic carillion, antenna distribution systems, clock and program systems and low-voltage systems such as visual nurse call, audio/visual nurse call systems, doctors entrance register systems. Includes all wire and cable carrying audio, visual, data, light and radio frequency signals. Includes the installation of conduit, wiremold, or raceways in existing structures that have been occupied for six months or more where required for the protection of the wire or cable, but does not mean a complete conduit or raceway system. work covered does not include the installation of conduit, wiremold or any raceways in any new construction, or the installation of power supply outlets by means of which external electric power is supplied to any of the foregoing equipment or products

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ELEC0577-003 06/01/2021

CALUMET (except Township of New Holstein), GREEN LAKE (N. part including Townships of Berlin, St Marie, and Seneca), MARQUETTE (N. part including Townships of Crystal Lake, Neshkoro, Newton, and Springfield), OUTAGAMIE, WAUPACA, WAUSHARA, AND WINNEBAGO COUNTIES

	Rates	Fringes
Electricians:	$ 35.66	29.50%+10.00

ELEC0890-003 06/01/2021

DODGE (Emmet Township only), GREEN, JEFFERSON, LAFAYETTE, RACINE (Burlington Township), ROCK AND WALWORTH COUNTIES

	Rates	Fringes
Electricians:	$ 39.00	25.95%+11.17

ELEC0953-001 06/02/2019

	Rates	Fringes
Line Construction:		
(1) Lineman	$ 47.53	21.43
(2) Heavy Equipment Operator	$ 42.78	19.80
(3) Equipment Operator	$ 38.02	18.40
(4) Heavy Groundman Driver	$ 33.27	16.88
(5) Light Groundman Driver	$ 30.89	16.11
(6) Groundsman	$ 26.14	14.60

ENGI0139-005 06/01/2022

	Rates	Fringes
Power Equipment Operator		
Group 1	$ 43.27	25.95
Group 2	$ 42.77	25.95
Group 3	$ 42.27	25.95
Group 4	$ 42.01	25.95
Group 5	$ 41.72	25.95
Group 6	$ 35.82	25.95

HAZARDOUS WASTE PREMIUMS:
EPA Level ""A"" protection - $3.00 per hour
EPA Level ""B"" protection - $2.00 per hour
EPA Level ""C"" protection - $1.00 per hour

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1: Cranes, tower cranes, and derricks with or without attachments with a lifting capacity of over 100 tons; or cranes, tower cranes, and derricks with boom, leads and/or jib lengths measuring 176 feet or longer.

GROUP 2: Cranes, tower cranes and derricks with or without attachments with a lifting capacity of 100 tons or less; or cranes, tower cranes, and derricks with boom, leads, and/or jibs lengths measuring 175 feet or under and Backhoes (excavators) weighing 130,000 lbs and over; caisson rigs; pile driver; dredge operator; dredge engineer; Boat Pilot.

GROUP 3: Mechanic or welder - Heavy duty equipment; cranes with a lifting capacity of 25 tons or under; concrete breaker (manual or remote); vibratory/sonic concrete breaker; concrete laser screed; concrete slipform paver; concrete batch plant operator; concrete pvt. spreader - heavy duty (rubber tired); concrete spreader & distributor; automatic subgrader (concrete); concrete grinder & planing machine; concrete slipform curb & gutter machine; slipform concrete placer; tube finisher; hydro blaster (10,000 psi & over); bridge paver; concrete conveyor system; concrete pump; Rotec type Conveyor; stabilizing mixer (self-propelled); shoulder widener; asphalt plant engineer; bituminious paver; bump cutter & grooving machine; milling machine; screed (bituminous paver); asphalt heater, planer & scarifier; Backhoes (excavators) weighing under 130,000 lbs; grader or motor patrol; tractor (scraper, dozer, pusher, loader); scraper - rubber tired (single or twin engine); endloader; hydraulic backhoe (tractor type); trenching machine; skid rigs; tractor, side boom (heavy); drilling or boring machine (mechanical heavy); roller over 5 tons; percussion or rotary drilling machine; air track; blaster; loading machine (conveyor); tugger; boatmen; winches & A-frames; post driver; material hoist.

GROUP 4: Greaser, roller steel (5 tons or less); roller (pneumatic tired) - self propelled; tractor (mounted or towed compactors & light equipment); shouldering machine; self- propelled chip spreader; concrete spreader; finishing machine; mechanical float; curing machine; power subgrader; joint sawer (multiple blade) belting machine; burlap machine; texturing machine; tractor endloader (rubber tired) - light; jeep digger; forklift; mulcher; launch operator; fireman, environmental burner

GROUP 5: Air compressor; power pack; vibrator hammer and extractor; heavy equipment, leadman; tank car heaters; stump chipper; curb machine operator; Concrete proportioning plants; generators; mudjack operator; rock breaker; crusher or screening plant; screed (milling machine); automatic belt conveyor and surge bin; pug mill operator; Oiler, pump (over 3 inches); Drilling Machine Tender, day light machine

GROUP 6: Off-road material hauler with or without ejector.

IRON0008-002 06/13/2022

BROWN, CALUMET, DOOR, FOND DU LAC, KEWAUNEE, MANITOWOC, MARINETTE, OCONTO, OUTAGAMI, SHAWANO, SHEBOYGAN, AND WINNEBAGO COUNTIES:

	Rates	Fringes
IRONWORKER	$ 41.00	28.95

Paid Holidays: New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day & Christmas Day.

IRON0008-003 06/01/2021

KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WALWORTH (N.E. 2/3), WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
IRONWORKER	$ 40.57	28.40

Paid Holidays: New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day & Christmas Day.

IRON0383-001 06/05/2022

ADAMS, COLUMBIA, CRAWFORD, DANE, DODGE, FLORENCE, FOREST, GRANT, GREENE, (Excluding S.E. tip), GREEN LAKE, IOWA, JEFFERSON, JUNEAU, LA CROSSE, LAFAYETTE, LANGLADE, MARATHON, MARQUETTE, MENOMINEE, MONROE, PORTAGE, RICHLAND, ROCK (Northern area, vicinity of Edgerton and Milton), SAUK, VERNON, WAUPACA, WAUSHARA, AND WOOD COUNTIES

	Rates	Fringes
IRONWORKER	$ 39.00	28.58

IRON0498-005 06/01/2021

GREEN (S.E. 1/3), ROCK (South of Edgerton and Milton), and WALWORTH (S.W. 1/3) COUNTIES:

	Rates	Fringes
IRONWORKER	$ 41.37	44.41

IRON0512-008 05/01/2022

BARRON, BUFFALO, CHIPPEWA, CLARK, DUNN, EAU CLAIRE, JACKSON, PEPIN, PIERCE, POLK, RUSK, ST CROIX, TAYLOR, AND TREMPEALEAU COUNTIES

	Rates	Fringes
IRONWORKER	$ 41.00	33.11

IRON0512-021 05/01/2022

ASHLAND, BAYFIELD, BURNETT, DOUGLAS, IRON, LINCOLN, ONEIDA, PRICE, SAWYER, VILAS AND WASHBURN COUNTIES

	Rates	Fringes
IRONWORKER	$ 36.94	33.11

LABO0113-002 06/01/2022

MILWAUKEE AND WAUKESHA COUNTIES

	Rates	Fringes
LABORER		
Group 1	$ 32.65	23.09
Group 2	$ 32.80	23.09
Group 3	$ 33.00	23.09
Group 4	$ 33.15	23.09
Group 5	$ 33.30	23.09
Group 6	$ 29.14	23.09

LABORERS CLASSIFICATIONS

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous Worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator; Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster and Powderman

GROUP 6: Flagperson; traffic control person

LABO0113-003 06/01/2022

OZAUKEE AND WASHINGTON COUNTIES

	Rates	Fringes
LABORER		
Group 1	$ 31.90	23.09
Group 2	$ 32.00	23.09
Group 3	$ 32.05	23.09
Group 4	$ 32.25	23.09
Group 5	$ 32.10	23.09
Group 6	$ 28.99	23.09

LABORERS CLASSIFICATIONS

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous Worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster; powderman

GROUP 6: Flagperson and Traffic Control Person

LABO0113-011 06/01/2022

KENOSHA AND RACINE COUNTIES

	Rates	Fringes
LABORER		
Group 1	$ 31.71	23.09
Group 2	$ 31.86	23.09
Group 3	$ 32.06	23.09
Group 4	$ 32.03	23.09
Group 5	$ 32.36	23.09
Group 6	$ 28.85	23.09

LABORERS CLASSIFICATIONS:

GROUP 1: General laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator; Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster and Powderman

GROUP 6: Flagman; traffic control person

LABO0140-002 06/01/2022

ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DODGE, DOOR, DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IRON, JACKSON, JUNEAU, IOWA, JEFFERSON, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST. CROIX, TAYLOR, TREMPEALEAU, VERNON, VILLAS, WALWORTH, WASHBURN, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
LABORER		
Group 1	$ 36.42	18.68
Group 2	$ 36.52	18.68
Group 3	$ 36.57	18.68
Group 4	$ 36.77	18.68
Group 5	$ 36.62	18.68
Group 6	$ 33.05	18.68

LABORER CLASSIFICATIONS

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bitminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous Worker (Dumper, Ironer, Smoother and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator, Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk and Pavement); Strike Off Man

GROUP 4: Line and Grade Secialist

GROUP 5: Blaster; powderman

GROUP 6: Flagperson; Traffic Control

LABO0464-003 06/01/2022

DANE COUNTY

	Rates	Fringes
LABORER		
Group 1	$ 36.70	18.68

Group 2	$ 36.80	18.68
Group 3	$ 36.85	18.68
Group 4	$ 37.05	18.68
Group 5	$ 36.90	18.68
Group 6	$ 33.05	18.68

LABORERS CLASSIFICATIONS:

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminious Worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator; Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster; Powderman

GROUP 6: Flagperson and Traffic Control Person

PAIN0106-008 05/01/2022

ASHLAND, BAYFIELD, BURNETT, AND DOUGLAS COUNTIES

	Rates	Fringes
Painters:		
New:		
Brush, Roller	$ 33.99	22.70
Spray, Sandblast, Steel	$ 34.59	22.70
Repaint:		
Brush, Roller	$ 33.09	22.70
Spray, Sandblast, Steel	$ 32.49	22.70

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* PAIN0108-002 06/01/2022

RACINE COUNTY

	Rates	Fringes
Painters:		
Brush, Roller	$ 39.60	21.79
Spray & Sandblast	$ 40.60	21.79

PAIN0259-002 05/01/2008

BARRON, CHIPPEWA, DUNN, EAU CLAIRE, PEPIN, PIERCE, POLK, RUSK, SAWYER, ST. CROIX, AND WASHBURN COUNTIES

	Rates	Fringes
PAINTER	$ 24.11	12.15

PAIN0259-004 05/01/2015

BUFFALO, CRAWFORD, JACKSON, LA CROSSE, MONROE, TREMPEALEAU, AND VERNON COUNTIES

	Rates	Fringes
PAINTER	$ 22.03	12.45

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* PAIN0781-002 06/01/2022

JEFFERSON, MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
Painters:		
Bridge	$ 38.15	24.80
Brush	$ 37.40	24.80
Spray & Sandblast	$ 38.15	24.80

PAIN0802-002 06/01/2021

COLUMBIA, DANE, DODGE, GRANT, GREEN, IOWA, LAFAYETTE, RICHLAND, ROCK, AND SAUK COUNTIES

	Rates	Fringes
PAINTER		
Brush	$ 29.98	18.78

PREMIUM PAY:
Structural Steel, Spray, Bridges = $1.00 additional per hour.

PAIN0802-003 06/01/2021

ADAMS, BROWN, CALUMET, CLARK, DOOR, FOND DU LAC, FOREST, GREEN LAKE, IRON, JUNEAU, KEWAUNEE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, OCONTO, ONEIDA, OUTAGAMIE, PORTAGE, PRICE, SHAWANO, SHEBOYGAN, TAYLOR, VILAS, WAUSHARA, WAUPACA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
PAINTER	$ 29.98	18.78

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* PAIN0934-001 06/01/2022

KENOSHA AND WALWORTH COUNTIES

	Rates	Fringes
Painters:		
Brush	$ 36.70	24.69
Spray	$ 37.70	24.69
Structural Steel	$ 36.85	24.69

PAIN1011-002 06/06/2021

FLORENCE COUNTY

	Rates	Fringes
Painters:	$ 26.71	14.38

PLAS0599-010 06/01/2021

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER		
Area 1	$ 42.06	20.87
Area 2 (BAC)	$ 37.73	23.80
Area 3	$ 38.74	22.46
Area 4	$ 38.59	22.66
Area 5	$ 38.16	22.98
Area 6	$ 34.94	26.36

AREA DESCRIPTIONS

AREA 1: BAYFIELD, DOUGLAS, PRICE, SAWYER, AND WASHBURN COUNTIES

AREA 2: ADAMS, ASHLAND, BARRON, BROWN, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, DODGE, DOOR, DUNN, FLORENCE, FOND DU LAC, FOREST, GREEN LAKE, IRON, JEFFERSON, KEWAUNEE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, OCONTO, ONEIDA, OUTAGAMIE, POLK, PORTAGE, RUSK, ST CROIX, SAUK, SHAWANO, SHEBOYGAN, TAYLOR, VILAS, WALWORTH, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

AREA 3: BUFFALO, CRAWFORD, EAU CLAIRE, JACKSON, JUNEAU, LA CROSSE MONROE, PEPIN, PIERCE, RICHLAND, TREMPEALEAU, AND VERNON COUNTIES

AREA 4: MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

AREA 5: DANE, GRANT, GREEN, IOWA, LAFAYETTE, AND ROCK COUNTIES

AREA 6: KENOSHA AND RACINE COUNTIES

TEAM0039-001 06/01/2021

	Rates	Fringes
TRUCK DRIVER		
1 & 2 Axles	$ 32.57	23.81
3 or more Axles; Euclids, Dumptor & Articulated, Truck Mechanic	$ 32.72	23.81
WELL DRILLER	$ 16.52	3.70

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this

contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at https://www.dol.gov/agencies/whd/government-contracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of ""identifiers"" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than ""SU"" or ""UAVG"" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the ""SU"" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which

these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

* an existing published wage determination
* a survey underlying a wage determination
* a Wage and Hour Division letter setting forth a position on a wage determination matter
* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour National Office because National Office has responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.

Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISIO"

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

October 26, 2022

NOTICE TO ALL CONTRACTORS:

Proposal #01: 1017-01-71, WISC 2023011
Tomah – Camp Douglas, Eb
Ush 12 To CTH C/Prep/B41-45, -46, -50
IH 90
Monroe County

Letting of November 8, 2022

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
3	Prosecution and Progress

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
460.0115.S	HMA Pavement Test Strips Volumetrics	EACH	3	-2	1
460.0120.S	HMA Pavement Test Strips Density	EACH	3	-2	1
460.2000	Incentive Density HMA Pavement	DOL	39,800	1,660	41,460
460.2010	INCENTIVE AIR VOIDS HMA PAVEMENT	DOL	23,860	16,180	40,040

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
210	Miscellaneous Quantities (Revised acceptance testing methods)
211	Miscellaneous Quantities (Revised acceptance testing methods)
212	Miscellaneous Quantities (Revised acceptance testing methods)

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

1017-01-71

October 26, 2022

Special Provisions

3. Prosecution and Progress.

Replace paragraph six under section titled **Schedule of Operations** *with the following:*

Complete resurfacing, slope corrections and culvert extensions on IH 90/94 outside shoulder prior to completing IH 90/94 WB median widening and mainline traffic crossover construction. Do not resurface IH 90/94 WB mainline lanes until IH 90/94 WB median widening and mainline traffic crossover construction is completed. IH 90/94 WB Ramps to be closed during the outside lane resurfacing construction.

Replace paragraph one under section titled **Interim Completion and Liquidated Damages – IH 94 EB/WB Mill and Overlay: May 26, 2023,** *with the following:*

Complete construction operations on IH 94 EB/WB to the stage necessary to reopen it to through traffic by 05/26/2023. Do not reopen until completing the following work: asphaltic surface milling, grading, base aggregate dense, HMA pavement, guardrail, pavement marking.

Schedule of Items
Attached, dated October 26, 2022, are the revised Schedule of Items Page 3.

Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 210, 211 and 212.

END OF ADDENDUM

MIXTURE TESTING TABLE

Location	Station	Mixture Use:	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for: Mixture Acceptance	Quality Management Program to be used for: Density Acceptance
EASTBOUND								
2 - 12' Driving Lanes	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B 3145+85D to 3161+92D	Lower Layer	Continuous Reinforced Concrete Pavement	3 HT 58-28 S	13,366	2 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005, Incentive Density HMA Pavement Longitudinal Joints 460.2007
6' Shoulder	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B 3145+85D to 3161+92D	Lower Layer	Recycled Bituminous	3 HT 58-28 S	3,336	2 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
10' Shoulder	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B 3145+85D to 3161+92D	Lower Layer	Recycled Bituminous / Base Aggegate Dense	3 HT 58-28 S	4,588	2 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
2 - 12' foot Driving Lanes	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B 3145+85D to 3161+92D	Mid Layer	3 HT 58-28 S	3 HT 58-28 H	10,489	2 1/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005, Incentive Density HMA Pavement Longitudinal Joints 460.2007
6' Shoulder	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B 3145+85D to 3161+92D	Mid Layer	3 HT 58-28 S	3 HT 58-28 H	2,623	2 1/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
10' Shoulder	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B 3145+85D to 3161+92D	Mid Layer	3 HT 58-28 S	3 HT 58-28 S	3,986	2 1/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive

Addendum No. 01
ID 1017-01-71
Revised Sheet 210
October 26, 2022

MIXTURE TESTING TABLE

Location	Station	Mixture Use:	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for: Mixture Acceptance	Quality Management Program to be used for: Density Acceptance
2 - 12' foot Driving Lanes	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B	Upper Layer	3 HT 58-28 H	4 SMA 58-28 V	9,617	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
6' Shoulder	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B 3145+85D to 3161+92D	Upper Layer	3 HT 58-28 H	4 SMA 58-28 V	2,353	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
10' Shoulder	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B 3145+85D to 3161+92D	Upper Layer	3 HT 58-28 S	4 HT 58-28 S	3,533	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
Maintenance Crossover	VARIOUS	Upper Layer	Existing HMA	4 HT 58-28 S	65.0	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
Ramps	2321+45RA to 2329+62RA 2331+48RB to 2339+78RB 2938+29RC to 2948+91RC 2964+50RD to 2971+14RD 3045+58RE to 3049+68RE 3067+35RF to 3074+07RF	Lower Layer	Milled Existing HMA Surface	4 HT 58-28 S	1,340	1 3/4"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
Ramps	2321+45RA to 2329+62RA 2331+48RB to 2339+78RB 2938+29RC to 2948+91RC 2964+50RD to 2971+14RD 3045+58RE to 3049+68RE 3067+35RF to 3074+07RF	Upper Layer	4 HT 58-28 S	4 HT 58-28 H	1,026	1 3/4"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
Ramps Outside Shoulder	2321+45RA to 2329+62RA 2331+48RB to 2339+78RB 2938+29RC to 2948+91RC 2964+50RD to 2971+14RD 3045+58RE to 3049+68RE 3067+35RF to 3074+07RF	Upper Layer	4 HT 58-28 S	4 HT 58-28 S	981	3 1/2 "	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000

Addendum No. 01
ID 1017-01-71
Revised Sheet 211
October 26, 2022

MIXTURE TESTING TABLE

Location	Station	Mixture Use:	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for:	
							Mixture Acceptance	Density Acceptance
WESTBOUND								
2 - 12' Driving Lanes	2936+03A to 2989+36A 2991+92A to 3050+34A 3052+34A to 3503+00A 3520+00A to 3653+12A 3657+41A to 3669+08A 3122+00E to 3145+20E 2328+25C to 2430+00C 3133+65D to 3144+05D	Upper Layer	Milled Existing HMA Surface	4 SMA 58-28 V	25,793	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
6' Shoulder	2936+03A to 2989+36A 2991+92A to 3050+34A 3052+34A to 3503+00A 3520+00A to 3653+12A 3657+41A to 3669+08A 3122+00E to 3145+20E 2328+25C to 2430+00C 3133+65D to 3144+05D	Upper Layer	Milled Existing HMA Surface	4 SMA 58-28 V	6,648	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
10' Shoulder	2936+03A to 2989+36A 2991+92A to 3050+34A 3052+34A to 3503+00A 3520+00A to 3653+12A 3657+41A to 3669+08A 3122+00E to 3145+20E 2328+25C to 2430+00C 3133+65D to 3144+05D	Upper Layer	Milled Existing HMA Surface	4 HT 58-28 S	9,931	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
Mainline Crossover	3220+95 to 3224+05 3626+80 to 3629+92	Lower Layer	Base Aggregate	3 HT 58-28 H	825	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
Mainline Crossover	3220+95 to 3224+05 3626+80 to 3629+92	Upper Layer	HMA Surface	3 HT 58-28 H	825	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive

Addendum No. 01
ID 1017-01-71
Revised Sheet 212
October 26, 2022

Proposal ID: 20221108001 Project(s): 1017-01-71

Federal ID(s): WISC 2023011

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	460.0110.S HMA Percent Within Limits (PWL) Test Strip Density	2.000 EACH	_____.____	_____.____
0064	460.0115.S HMA Pavement Test Strips Volumetrics	1.000 EACH	_____.____	_____.____
0066	460.0120.S HMA Pavement Test Strips Density	1.000 EACH	_____.____	_____.____
0068	460.2000 Incentive Density HMA Pavement	41,460.000 DOL	1.00000	41,460.00
0070	460.2005 Incentive Density PWL HMA Pavement	23,860.000 DOL	1.00000	23,860.00
0072	460.2007 Incentive Density HMA Pavement Longitudinal Joints	45,580.000 DOL	1.00000	45,580.00
0074	460.2010 Incentive Air Voids HMA Pavement	40,040.000 DOL	1.00000	40,040.00
0076	460.7223 HMA Pavement 3 HT 58-28 S	35,318.000 TON	_____.____	_____.____
0078	460.7224 HMA Pavement 4 HT 58-28 S	17,035.000 TON	_____.____	_____.____
0080	460.7423 HMA Pavement 3 HT 58-28 H	14,762.000 TON	_____.____	_____.____
0082	460.7424 HMA Pavement 4 HT 58-28 H	4,286.000 TON	_____.____	_____.____
0084	460.8624 HMA Pavement 4 SMA 58-28 V	44,411.000 TON	_____.____	_____.____
0086	460.9000.S Material Transfer Vehicle 01. 1017-01-71	1.000 EACH	_____.____	_____.____
0088	465.0400 Asphaltic Shoulder Rumble Strips	133,850.000 LF	_____.____	_____.____
0090	502.4205 Adhesive Anchors No. 5 Bar	228.000 EACH	_____.____	_____.____
0092	504.0100 Concrete Masonry Culverts	164.100 CY	_____.____	_____.____

Wisconsin Department of Transportation

November 1, 2022

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

NOTICE TO ALL CONTRACTORS:

Proposal #01: 1017-01-71, WISC 2023011
Tomah – Camp Douglas, Eb
Ush 12 To CTH C/Prep/B41-45, -46, -50
IH 90
Monroe County

Letting of November 8, 2022

This is Addendum No. 02, which provides for the following:

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
66 - 71	Traffic Control (sheets were not legible.)
175, 180, 188 - 192, 194, 195, 198, 203	Miscellaneous Quantities (sheets were not legible.)
381-410	Earthwork Data Sheets (sheets were not legible.)

It was discovered that the above-mentioned plan sheets were no legible.

Full size copies of the plan sheets (11x17) can be found at the following location:

https://wisdot.box.com/s/y96t18jm8ie2mcjw9yvwgjc787e031f2 or can be accessed on the HCCI November bid letting page under Supplemental Information.

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

2

TOMAH

LEGEND
COMPLETE STAGE
CURRENT STAGE

N

EB IH 94
TO WB IH 90
'E' LINE

EB IH 90 TO WB IH
94 'D' LINE

EXIT 45/147
IH90/94 INTERCHANGE
TOMAH

EB IH 90 'B' LINE

STA. 3200A

STA. 3250A

STA. 3300A

EXIT 48
CTH PP
OAKDALE

WB IH 90/94
'A' LINE

STA. 3350A

EB IH 90/94

GROVER RD.

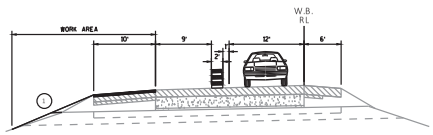
STA. 3400A

OAKDALE

EB

NOTE: WORK ON IH 90/94 WB TO BE COMPLETED USING SINGLE LANE CLOSURES. SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION AND TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM FOR ADDITIONAL DETAILS. ENTRANCE RAMPS AND EXIT RAMPS ARE TO REMAIN OPEN WHILE IH 90/94 WB SHOULDER WORK IS COMPLETED. SEE SDD(S) TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE AND TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE FOR ADDITIONAL DETAILS.

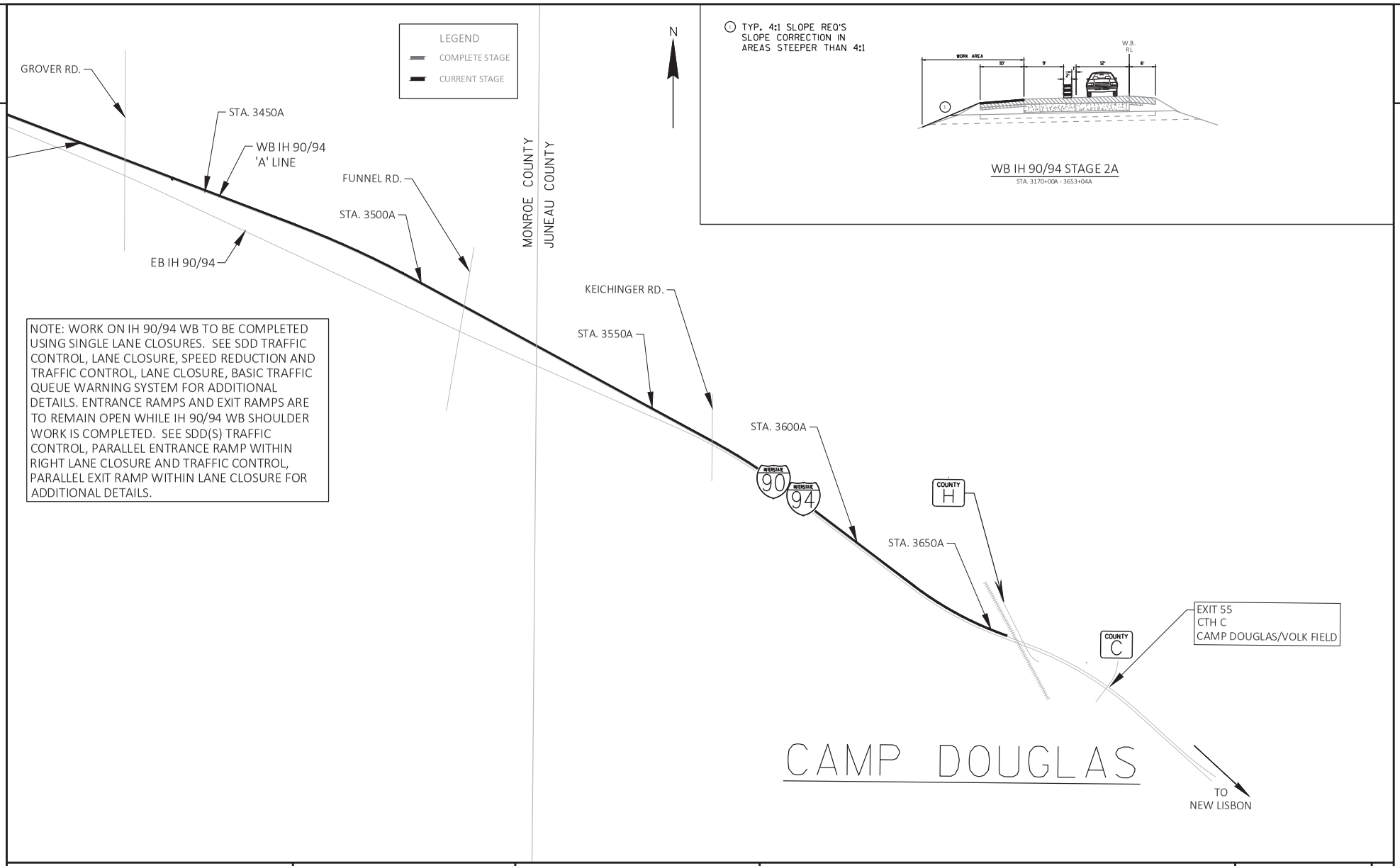
① TYP. 4:1 SLOPE REQ'S
SLOPE CORRECTION IN
AREAS STEEPER THAN 4:1



WB IH 90/94 STAGE 2A
STA. 3170+00A - 3653+04A

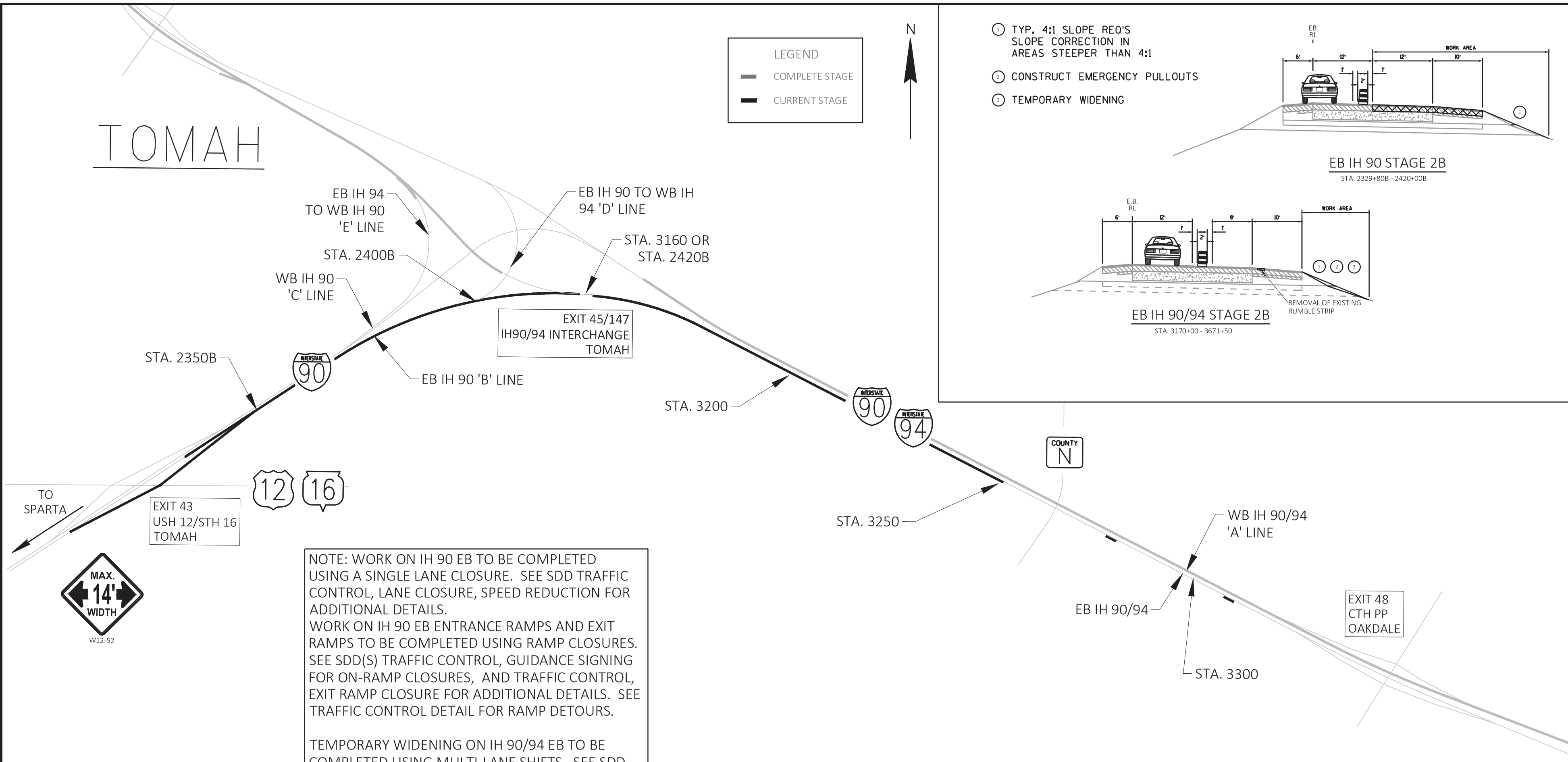
2

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 2A OVERVIEW	SHEET 66	E



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 2A OVERVIEW	SHEET 67	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026001_S2A.DWG
LAYOUT NAME - TC STG 2 OUTSIDE SHLD (2)
PLOT DATE : 10/31/2022 12:47 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42



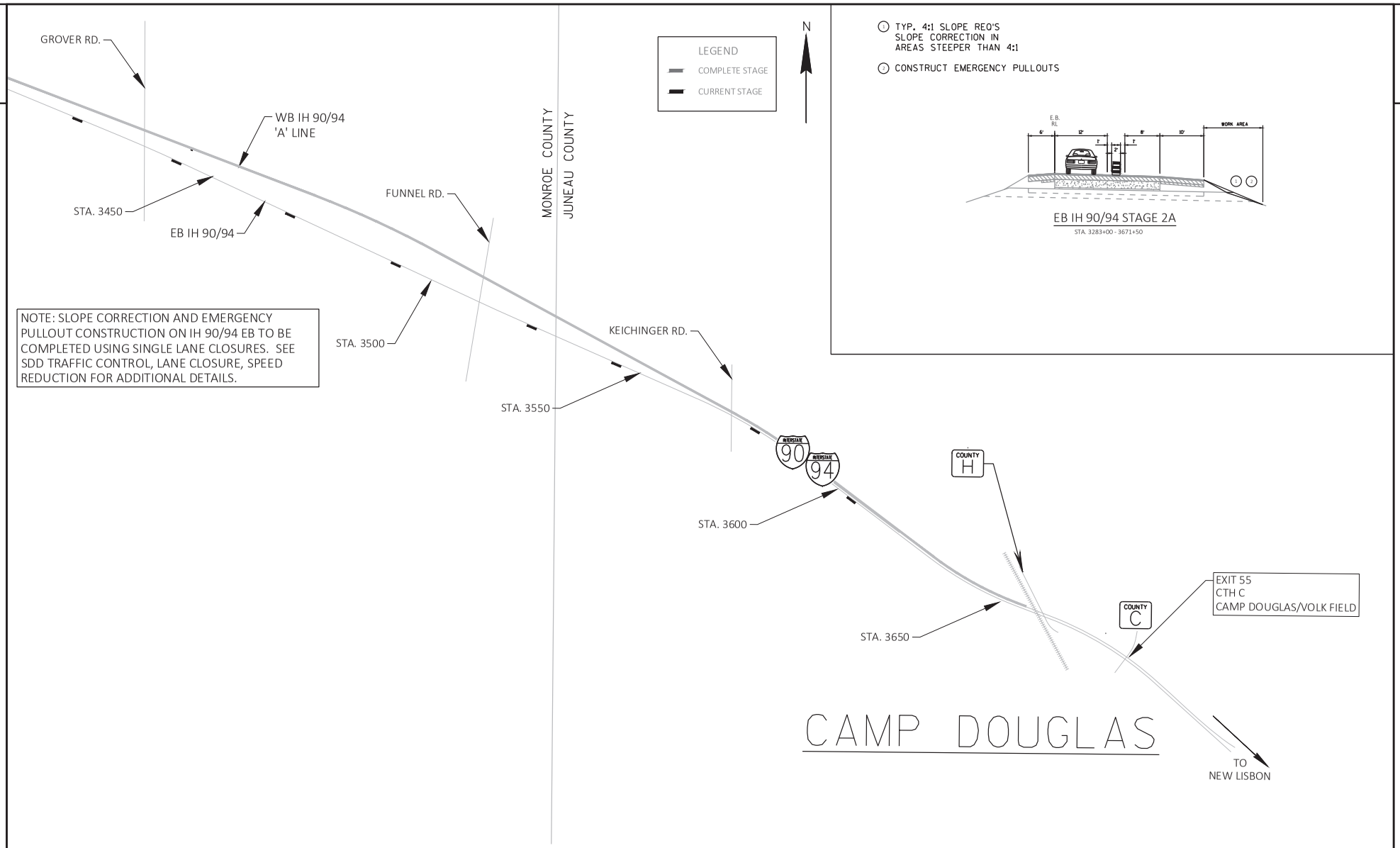
NOTE: WORK ON IH 90 EB TO BE COMPLETED USING A SINGLE LANE CLOSURE. SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION FOR ADDITIONAL DETAILS.
WORK ON IH 90 EB ENTRANCE RAMPS AND EXIT RAMPS TO BE COMPLETED USING RAMP CLOSURES. SEE SDD(S) TRAFFIC CONTROL, GUIDANCE SIGNING FOR ON-RAMP CLOSURES, AND TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL DETAILS. SEE TRAFFIC CONTROL DETAIL FOR RAMP DETOURS.

TEMPORARY WIDENING ON IH 90/94 EB TO BE COMPLETED USING MULTI-LANE SHIFTS. SEE SDD TRAFFIC CONTROL, LANE SHIFT, MULTI-LANE DIVIDED FOR ADDITIONAL DETAILS.

SLOPE CORRECTION AND EMERGENCY PULLOUT CONSTRUCTION ON IH 90/94 EB TO BE COMPLETED USING SINGLE LANE CLOSURES. SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION FOR ADDITIONAL DETAILS.

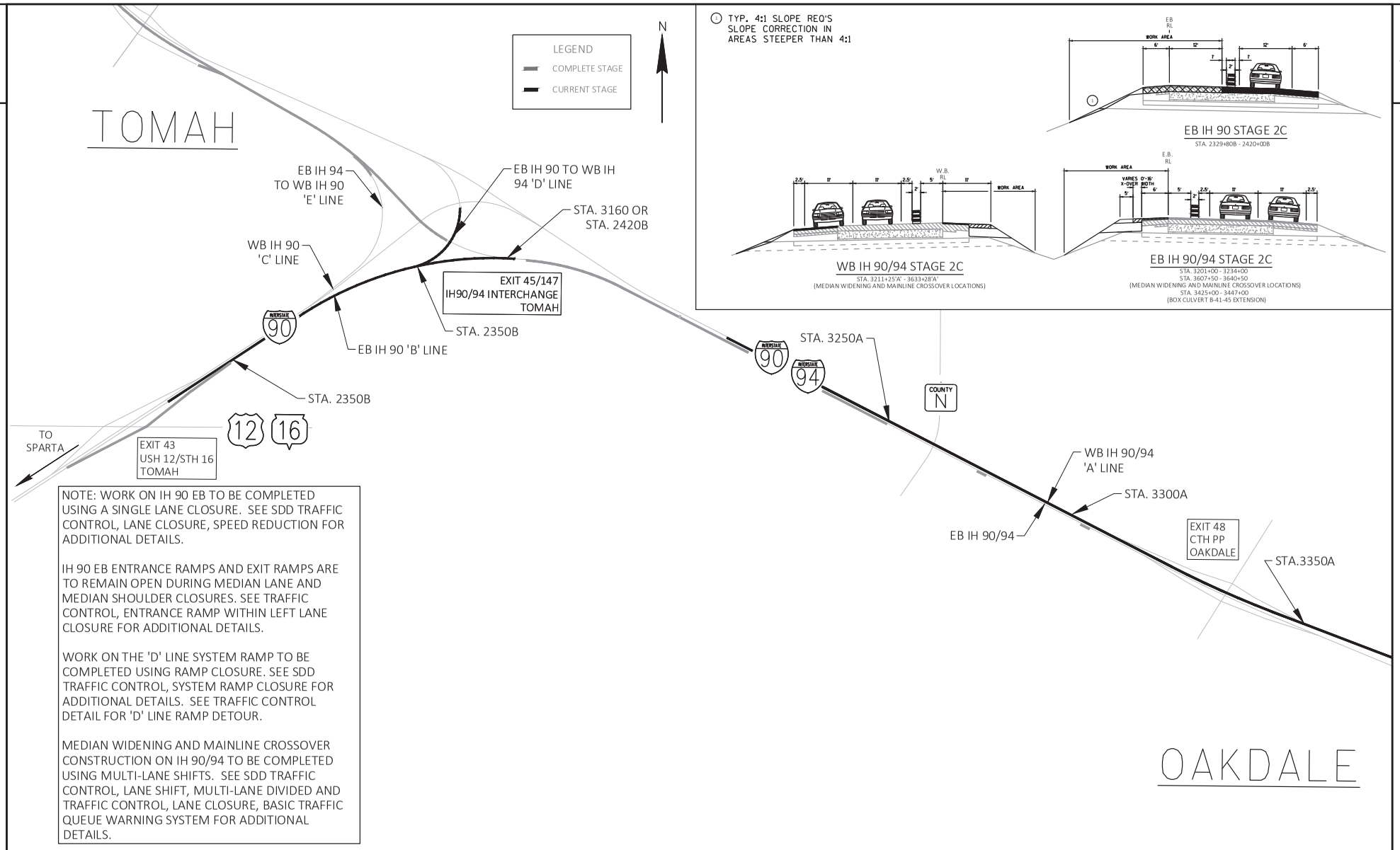
MAX WIDTH RESTRICTIONS: SEE SDD 15C02-F FOR DETAILS

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 2B OVERVIEW	SHEET 68	E



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 2A OVERVIEW	SHEET 69	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026001_S2B.DWG
LAYOUT NAME - TC STG 2A (2)
PLOT DATE : 10/31/2022 12:49 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42



NOTE: WORK ON IH 90 EB TO BE COMPLETED USING A SINGLE LANE CLOSURE. SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION FOR ADDITIONAL DETAILS.

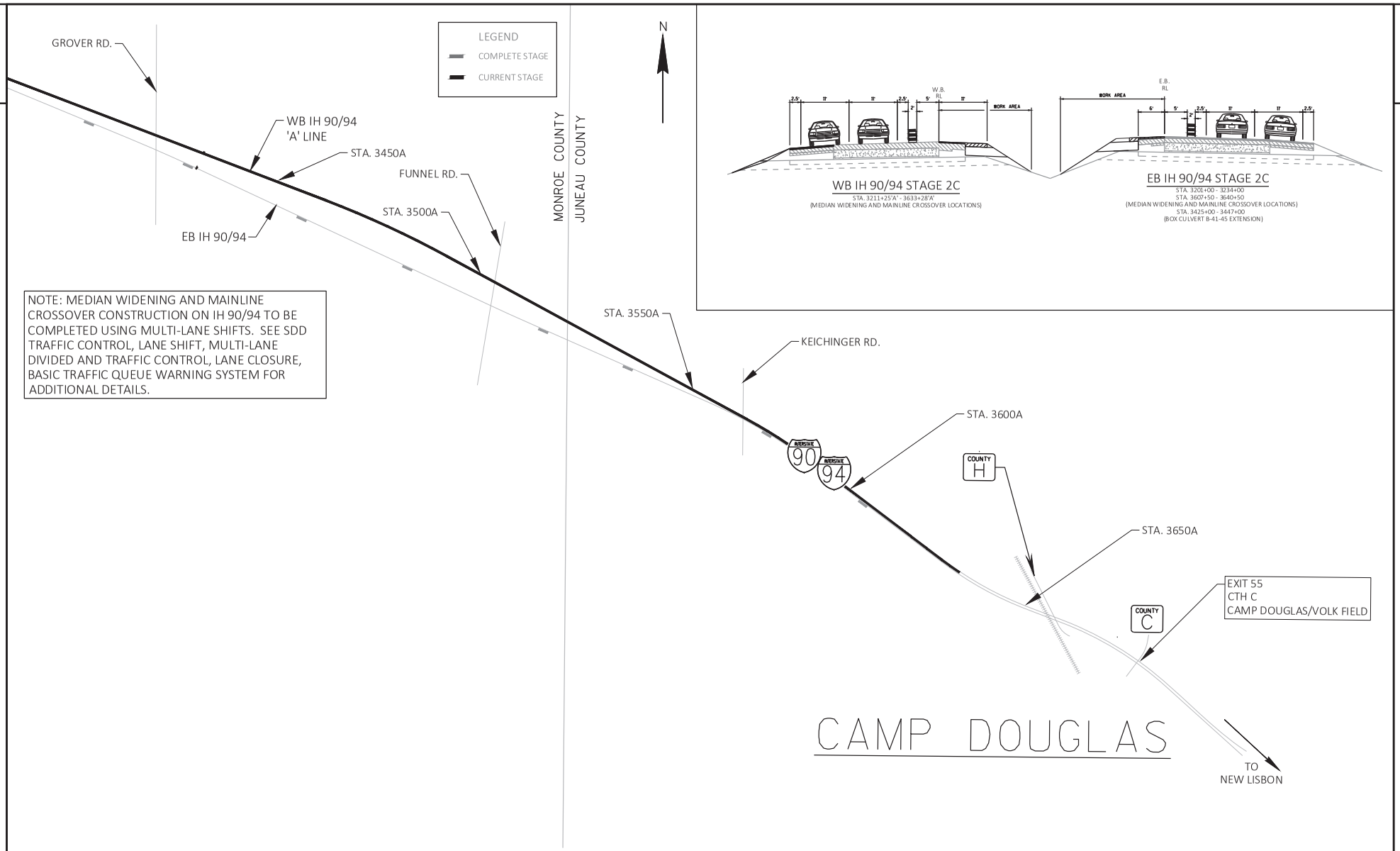
IH 90 EB ENTRANCE RAMPS AND EXIT RAMPS ARE TO REMAIN OPEN DURING MEDIAN LANE AND MEDIAN SHOULDER CLOSURES. SEE TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE FOR ADDITIONAL DETAILS.

WORK ON THE 'D' LINE SYSTEM RAMP TO BE COMPLETED USING RAMP CLOSURE. SEE SDD TRAFFIC CONTROL, SYSTEM RAMP CLOSURE FOR ADDITIONAL DETAILS. SEE TRAFFIC CONTROL DETAIL FOR 'D' LINE RAMP DETOUR.

MEDIAN WIDENING AND MAINLINE CROSSOVER CONSTRUCTION ON IH 90/94 TO BE COMPLETED USING MULTI-LANE SHIFTS. SEE SDD TRAFFIC CONTROL, LANE SHIFT, MULTI-LANE DIVIDED AND TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM FOR ADDITIONAL DETAILS.

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 2C OVERVIEW	SHEET 70	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026001_S2C.DWG
LAYOUT NAME - TC STG 2B
PLOT DATE : 10/31/2022 12:51 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 2C OVERVIEW	SHEET 71	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026001_S2C.DWG
LAYOUT NAME - TC STG 2B (2)
PLOT DATE : 10/31/2022 12:51 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42

INFO FOR REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	SIZE (INCH)	MATERIAL	LENGTH (FT)
2356+99B	IH 90 EB OUTSIDE	18	STEEL	3
2954+99	IH 94 EB MEDIAN	18	CONCRETE	6
3030+98	IH 94 EB MEDIAN	18	CONCRETE	6
3057+99	IH 94 EB MEDIAN	18	CONCRETE	6
3062+98	IH 94 EB OUTSIDE	24	CONCRETE	6
3215+23A	IH 90/94 MEDIAN	18	CONCRETE	6
3227+75A	IH 90/94 MEDIAN	24	CONCRETE	6
3248+74A	IH 90/94 MEDIAN	36	CONCRETE	8
3259+74A	IH 90/94 MEDIAN	30	CONCRETE	6
3274+75A	IH 90/94 MEDIAN	18	CONCRETE	6
3294+73A	IH 90/94 MEDIAN	30	CONCRETE	6
3303+71A	IH 90/94 MEDIAN	18	CONCRETE	6
3317+73A	IH 90/94 MEDIAN	36	CONCRETE	8
3323+72A	IH 90/94 MEDIAN	36	CONCRETE	8
3323+78A	IH 90/94 MEDIAN	36	CONCRETE	8
3360+71A	IH 90/94 MEDIAN	24	CONCRETE	6
3390+65A	IH 90/94 MEDIAN	30	CONCRETE	6
3403+18A	IH 90/94 MEDIAN	30	CONCRETE	6
3543+00A	IH 90/94 MEDIAN	30	CONCRETE	6
3571+87A	IH 90/94 MEDIAN	30	CONCRETE	2
3575+97A	IH 90/94 MEDIAN	24	CONCRETE	6
3577+79A	IH 90/94 MEDIAN	24	CONCRETE	6
3584+06A	IH 90/94 MEDIAN	18	CONCRETE	6
3592+04A	IH 90/94 MEDIAN	18	CONCRETE	6
3605+03A	IH 90/94 MEDIAN	30	CONCRETE	6
3618+03A	IH 90/94 MEDIAN	18	CONCRETE	6
3628+03A	IH 90/94 WB OUTSIDE	18	CONCRETE	6
3628+03A	IH 90/94 MEDIAN	18	CONCRETE	6
3001+82	IH 94 EB OUTSIDE	48	CONCRETE	8
3102+00	IH 94 EB MEDIAN	48	CONCRETE	8
3192+95	IH 94 EB OUTSIDE	24	CONCRETE	6
3209+64	IH 94 EB OUTSIDE	42	CONCRETE	8
3229+97	IH 94 EB OUTSIDE	24	CONCRETE	6
3221+72A	IH 90/94 MEDIAN	18	CONCRETE	6
3446+39A	IH 90/94 MEDIAN	48	CONCRETE	8
3446+49A	IH 90/94 MEDIAN	48	CONCRETE	8
3446+53A	IH 90/94 WB OUTSIDE	48	CONCRETE	8
3446+63A	IH 90/94 WB OUTSIDE	48	CONCRETE	8
3457+52A	IH 90/94 MEDIAN	42	CONCRETE	8
3516+59A	IH 90/94 MEDIAN	30	CONCRETE	6
3509+27A	IH 90/94 MEDIAN	12	PLASTIC	40
3572+70A	IH 90/94 MEDIAN	12	STEEL	257

NOTE: FOR INFORMATIONAL PURPOSES ONLY.

FENCE SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	204.0170 REMOVING FENCE LF	616.0100.01 FENCE WOVEN WIRE (HEIGHT) (01. 4-FT) LF
STG 1						
0010	2937+50	-	2954+29	IH 94 EB	1,685	1,685
0010	2957+36	-	2988+55	IH 94 EB	3,232	3,232
0010	2990+68	-	3031+93	IH 94 EB	4,465	4,465
0010	3032+32	-	3049+74	IH 94 EB	1,800	1,800
0010	3062+06	-	3120+92	IH 94 EB	6,028	6,028
				STG 1 TOTAL	17,210	17,210
STG 2						
0010	3170+00A	-	3200+42A	IH 90/94 WB	3,075	3,075
0010	3200+58A	-	3263+98A	IH 90/94 WB	6,355	6,355
0010	3264+31A	-	3265+61A	IH 90/94 WB	160	160
0010	3265+87A	-	3309+00A	IH 90/94 WB	4,608	4,608
0010	3309+24A	-	3337+57A	IH 90/94 WB	2,868	2,868
0010	3341+16A	-	3381+64A	IH 90/94 WB	4,094	4,094
0010	3381+92A	-	3423+92A	IH 90/94 WB	4,220	4,220
0010	3424+23A	-	3435+61A	IH 90/94 WB	1,155	1,155
0010	3435+85A	-	3507+71A	IH 90/94 WB	7,290	7,290
0010	3508+98A	-	3572+05A	IH 90/94 WB	6,405	6,405
0010	3572+37A	-	3653+16A	IH 90/94 WB	8,140	8,140
0010	3656+88A	-	3678+15A	IH 90/94 WB	2,232	2,232
0010	3679+28A	-	3693+00A	IH 90/94 WB	1,403	1,403
				STG 2 TOTAL	52,005	52,005
STG 2A						
0010	2334+95B	-	2365+50B	IH 90 EB	3,790	3,790
0010	2367+54B	-	2373+88B	IH 90 EB	730	730
0010	2374+11B	-	2424+00B	IH 90 EB	4,998	4,998
				STG 2A TOTAL	9,518	9,518
STG 2B						
0010	3161+35	-	3201+50	IH 90/94 EB	3,975	3,975
0010	3201+66	-	3266+40	IH 90/94 EB	6,500	6,500
0010	3266+71	-	3267+59	IH 90/94 EB	114	114
0010	3267+86	-	3311+19	IH 90/94 EB	4,385	4,385
0010	3311+49	-	3339+26	IH 90/94 EB	2,831	2,831
0010	3342+30	-	3382+19	IH 90/94 EB	4,033	4,033
0010	3382+49	-	3428+17	IH 90/94 EB	4,603	4,603
0010	3428+45	-	3440+33	IH 90/94 EB	1,220	1,220
0010	3440+63	-	3511+91	IH 90/94 EB	7,351	7,351
0010	3512+29	-	3574+98	IH 90/94 EB	6,300	6,300
0010	3575+31	-	3656+28	IH 90/94 EB	8,250	8,250
0010	3660+13	-	3679+20	IH 90/94 EB	1,958	1,958
0010	3681+41	-	3694+69	IH 90/94 EB	1,454	1,454
0010				FUNNEL RD	495	495
0010				FUNNEL RD	465	465
				STG 2B TOTAL	53,934	53,934

FENCE SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	204.0170 REMOVING FENCE LF	616.0100.01 FENCE WOVEN WIRE (HEIGHT) (01. 4-FT) LF
STG 4						
0010	2936+45A	-	2959+23A	IH 94 WB	2,425	2,425
0010	2961+28A	-	2975+48A	IH 94 WB	1,580	1,580
0010	2976+04A	-	2989+71A	IH 94 WB	1,490	1,490
0010	2991+84A	-	3033+95A	IH 94 WB	4,290	4,290
0010	3034+34A	-	3050+68A	IH 94 WB	1,660	1,660
0010	3052+38A	-	3059+05A	IH 94 WB	835	835
0010	3063+07A	-	3124+34A	IH 94 WB	6,210	6,210
0010	3124+87A	-	3170+00A	IH 94 WB	4,560	4,560
				STG 4 TOTAL	23,050	23,050
STG 5						
0010	2121+05E	-	3127+85E	E RAMP	675	675
0010	3128+07E	-	3145+00E	E RAMP	1,625	1,625
0010	2322+51C	-	2364+19C	IH 90 WB	4,270	4,270
0010	2366+27C	-	2375+22C	IH 90 WB	1,310	1,310
0010	2375+43C	-	2390+70C	IH 90 WB	1,540	1,540
				STG 5 TOTAL	9,420	9,420
				TOTAL 0010	165,137	165,137

RIPRAP

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	* 645.0120 GEOTEXTILE TYPE HR SY	REMARKS
0010	3509+77A	IH 90/94 WB MEDIAN	1.8	8.5	
		TOTAL 0010	1.8	8.5	

PAVING SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	455.0605 TACK COAT GAL	460.7223 HMA PAVEMENT 3 HT 58-28 S TON	460.7224 HMA PAVEMENT 4 HT 58-28 S TON	460.7423 HMA PAVEMENT 3 HT 58-28 H TON	460.7424 HMA PAVEMENT 4 HT 58-28 H TON	460.8624 HMA PAVEMENT 4 SMA 58-28 V TON	SPV.0180.01 SPECIAL (01. REMOVING ASPHALTIC SURFACE MILLING, SPECIAL) SY	REMARKS
STG 3A													
0010	3170+00A	-	3241+00A	IH 90/94 WB	0	662.5	0.0	0.0	0.0	0.0	1060.0	9464	OUTSIDE LANE
0010	3241+00A	-	3294+00A	IH 90/94 WB	0	494.7	0.0	0.0	0.0	0.0	791.5	7067	OUTSIDE LANE
0010	3294+00A	-	3347+00A	IH 90/94 WB	0	656.6	0.0	259.4	0.0	0.0	791.2	9381	OUTSIDE LANE
0010	3318+00RGG	-	3329+43RGG	CTH PP ENT. RAMP	0	168.6	0.0	114.8	0.0	155.0	0.0	2409	RAMP/OUTSIDE SHOULDER
0010	3329+43RGG	-	3337+76RGG	CTH PP ENT. RAMP	0	180.8	0.0	84.4	0.0	204.9	0.0	2582	RAMP/OUTSIDE SHOULDER
0010	3337+76RGG	-	3337+86RGG	CTH PP ENT. RAMP	31	2.1	0.0	0.7	0.0	2.7	0.0	0	INSIDE SHOULDER
				SUB TOTAL	31	2165.3	0.0	459.3	0.0	362.6	2642.7	30903	
0010	3347+00A	-	3404+00A	IH 90/94 WB	0	554.6	0.0	36.3	0.0	0.0	851.2	7923	OUTSIDE LANE
0010	3340+86RHH	-	3340+96RHH	CTH PP EXIT RAMP	31	2.2	0.0	1.0	0.0	2.5	0.0	0	INSIDE SHOULDER
0010	3340+96RHH	-	3347+39RHH	CTH PP EXIT RAMP	0	139.9	0.0	63.5	0.0	160.3	0.0	1998	INSIDE SHOULDER
0010	3347+39RHH	-	3356+00A	CTH PP EXIT RAMP	0	104.2	0.0	89.6	0.0	77.0	0.0	1488	RAMP/OUTSIDE SHOULDER
0010	3404+00A	-	3457+00A	IH 90/94 WB	0	494.7	0.0	0.0	0.0	0.0	791.5	7067	OUTSIDE LANE
0010	3457+00A	-	3502+90A	IH 90/94 WB	0	428.6	0.0	0.0	0.0	0.0	685.8	6123	OUTSIDE LANE
0010	3502+90A	-	3503+00A	IH 90/94 WB	13	0.9	0.0	0.0	0.0	0.0	1.5	0	OUTSIDE LANE
				SUB TOTAL	44	1725.1	0.0	190.4	0.0	239.8	2330.0	24599	
0010	3520+00A	-	3520+10A	IH 90/94 WB	13	0.9	0.0	0.0	0.0	0.0	1.5	0	OUTSIDE LANE
0010	3520+10A	-	3563+00A	IH 90/94 WB	0	400.4	0.0	0.0	0.0	0.0	640.6	5720	OUTSIDE LANE
0010	3563+00A	-	3616+00A	IH 90/94 WB	0	494.9	0.0	0.0	0.0	0.0	791.9	7070	OUTSIDE LANE
0010	3616+00A	-	3653+02A	IH 90/94 WB	0	345.0	0.0	0.0	0.0	0.0	552.1	4929	OUTSIDE LANE
0010	3653+02A	-	3653+12A	IH 90/94 WB	13	0.9	0.0	0.0	0.0	0.0	1.5	0	OUTSIDE LANE
				SUB TOTAL	26	1242.1	0.0	0.0	0.0	0.0	1987.6	17719	
0010	3657+41A	-	3657+51A	IH 90/94 WB	49	3.4	0.0	4.0	0.0	0.0	1.5	0	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3657+51A	-	3659+01A	IH 90/94 WB	0	19.2	0.0	8.3	0.0	0.0	22.4	274	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3659+01A	-	3668+98A	IH 90/94 WB	0	93.3	0.0	0.0	0.0	0.0	149.2	1332	OUTSIDE LANE
0010	3668+98A	-	3669+08A	IH 90/94 WB	13	0.9	0.0	0.0	0.0	0.0	1.5	0	OUTSIDE LANE
0010	3666+84A	-	3677+90A	IH 90/94 WB	0	138.4	127.8	26.7	0.0	99.4	0.0	1253	OUTSIDE SHOULDER
0010	3677+90A	-	3678+00A	IH 90/94 WB	11	1.3	1.4	0.0	0.0	1.1	0.0	0	OUTSIDE SHOULDER
0010	3665+00RII	-	3676+29RII	CTH C ENT. RAMP	0	159.8	0.0	114.5	0.0	141.1	0.0	2282	RAMP/OUTSIDE SHOULDER
0010	3676+29RII	-	3684+52RII	CTH C ENT. RAMP	0	181.4	0.0	82.9	0.0	207.3	0.0	2592	INSIDE SHOULDER
0010	3684+52RII	-	3684+72RII	CTH C ENT. RAMP	31	2.2	0.0	1.0	0.0	2.5	0.0	0	INSIDE SHOULDER
				SUB TOTAL	104	599.9	129.2	237.4	0.0	451.4	174.6	7733	
0010	3679+57A	-	3679+67A	IH 90/94 WB	12	1.5	1.5	0.0	0.0	1.2	0.0	0	OUTSIDE SHOULDER
0010	3679+67A	-	3686+28A	IH 90/94 WB	0	93.7	98.4	0.0	0.0	76.5	0.0	781	OUTSIDE SHOULDER
0010	3686+28A	-	3686+38A	IH 90/94 WB	3	0.3	0.3	0.0	0.0	0.3	0.0	0	
0010	3680+44RJJ	-	3680+54RJJ	CTH C EXIT. RAMP	9	0.6	0.0	0.0	0.0	1.4	0.0	0	INSIDE SHOULDER
0010	3680+54RJJ	-	3684+64RJJ	CTH C EXIT. RAMP	0	25.4	0.0	0.0	0.0	61.1	0.0	363	INSIDE SHOULDER
0010	3680+44RJJ	-	3680+54RJJ	CTH C EXIT. RAMP	8	0.5	0.0	0.0	0.0	1.3	0.0	0	OUTSIDE SHOULDER
0010	3680+54RJJ	-	3692+90RJJ	CTH C EXIT. RAMP	0	76.9	0.0	0.0	0.0	184.6	0.0	1099	OUTSIDE SHOULDER
0010	3692+90RJJ	-	3693+00RJJ	CTH C EXIT. RAMP	9	0.6	0.0	0.0	0.0	1.5	0.0	0	OUTSIDE SHOULDER
				SUB TOTAL	41	199.5	100.2	0.0	0.0	327.9	0.0	2243	
				STG 3 TOTAL	246	5932	229	887	0	1382	7135	83197	

EARTHWORK SUMMARY

DIVISION	STATION	TO	STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE	208.0100 BORROW	208.1100 SELECT BORROW	COMMENT
DIVISION 1															
STG 1															
	2953+50	-	2970+25	IH 94 EB	0	0	0	0	534	668	-668	0	668	0	MEDIAN SHOULDER SLOPE CORRECTION
	3020+00	-	3027+00	IH 94 EB	0	0	0	0	245	306	-306	0	306	0	MEDIAN SHOULDER SLOPE CORRECTION
	3030+00	-	3045+25	IH 94 EB	0	0	0	0	306	383	-383	0	383	0	MEDIAN SHOULDER SLOPE CORRECTION
	3053+00	-	3057+00	IH 94 EB	0	0	0	0	24	30	-30	0	30	0	MEDIAN SHOULDER SLOPE CORRECTION
	3057+00	-	3059+25	IH 94 EB	0	0	0	0	41	51	-51	0	51	0	MEDIAN SHOULDER SLOPE CORRECTION
	3067+75	-	3078+25	IH 94 EB	0	0	0	0	89	111	-111	0	111	0	MEDIAN SHOULDER SLOPE CORRECTION
	3085+75	-	3089+75	IH 94 EB	0	0	0	0	91	114	-114	0	114	0	MEDIAN SHOULDER SLOPE CORRECTION
	3095+75	-	3114+48	IH 94 EB	0	0	0	0	733	916	-916	0	916	0	MEDIAN SHOULDER SLOPE CORRECTION
	3116+75	-	3125+22	IH 94 EB	0	0	0	0	438	548	-548	0	548	0	MEDIAN SHOULDER SLOPE CORRECTION
	3129+00	-	3135+44	IH 94 EB	0	0	0	0	275	344	-344	0	344	0	MEDIAN SHOULDER SLOPE CORRECTION
STAGE 1 TOTAL					0	0	0	0	2,776	3,471	-3,471	0	3,471	0	
STG 1A															
	2995+32	-	3005+10	IH 94 EB	0	0	0	0	2,144	2,680	-2,680	0	2,680	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3010+75	-	3017+25	IH 94 EB	0	0	0	0	223	279	-279	0	279	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3020+75	-	3026+25	IH 94 EB	0	0	0	0	159	199	-199	0	199	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3034+75	-	3038+25	IH 94 EB	0	0	0	0	80	100	-100	0	100	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3062+00	-	3067+75	IH 94 EB	0	0	0	0	134	168	-168	0	168	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3097+00	-	3101+25	IH 94 EB	0	0	0	0	45	56	-56	0	56	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3128+00	-	3132+00	IH 94 EB	0	0	0	0	155	194	-194	0	194	0	OUTSIDE SHOULDER SLOPE CORRECTION
STAGE 1A TOTAL					0	0	0	0	2,940	3,676	-3,676	0	3,676	0	
STG 2															
	3244+75A	-	3249+75A	IH 90/94 WB	0	0	0	0	76	95	-95	0	95	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3444+75A	-	3448+25A	IH 90/94 WB	0	0	0	0	67	84	-84	0	84	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3522+25A	-	3530+75A	IH 90/94 WB	0	0	0	0	614	768	-768	0	768	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3532+75A	-	3536+25A	IH 90/94 WB	0	0	0	0	51	64	-64	0	64	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3624+76A	-	3629+00A	IH 90/94 WB	0	0	0	0	73	91	-91	0	91	0	OUTSIDE SHOULDER SLOPE CORRECTION
STG 2 TOTAL					0	0	0	0	881	1,102	-1,102	0	1,102	0	
STG 2A															
	2347+00B	-	2350+25B	IH 90 EB	0	0	0	0	45	56	-56	0	56	0	OUTSIDE SHOULDER SLOPE CORRECTION
	2351+00B	-	2361+67B	IH 90 EB	0	0	0	0	4,687	5,859	-5,859	0	5,859	0	OUTSIDE SHOULDER SLOPE CORRECTION
	2374+00B	-	2398+33B	IH 90 EB	0	0	0	0	1,982	2,478	-2,478	0	2,478	0	OUTSIDE SHOULDER SLOPE CORRECTION
	2399+75B	-	2421+25B	IH 90 EB	0	0	0	0	717	896	-896	0	896	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3169+75	-	3237+75	IH 90/94 EB	1,025	0	0	1,025	5,579	6,974	-5,949	0	0	5,949	OUTSIDE SHOULDER WIDENING
	3497+75	-	3505+25	IH 90/94 EB	0	0	0	0	98	123	-123	0	123	0	OUTSIDE SHOULDER SLOPE CORRECTION
STG 2A TOTAL					1,025	0	0	1,025	13,108	16,386	-15,361	0	9,412	5,949	

EARTHWORK SUMMARY(CONT.)

DIVISION	STATION	TO	STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE	208.0100 BORROW	208.1100 SELECT BORROW	COMMENT
DIVISION 1(CONT.)															
STG 2B															
	2386+00B	-	2398+33B	IH 90 EB	0	0	0	0	541	676	-676	0	676	0	MEDIAN SHOULDER SLOPE CORRECTION
	2403+50B	-	2419+25B	IH 90 EB	0	0	0	0	1,237	1,546	-1,546	0	1,546	0	MEDIAN SHOULDER SLOPE CORRECTION
	3215+00	-	3229+00	IH 90/94 MEDIAN	346	1,078	0	346	3,515	4,394	-4,048	1,078	0	4,048	WEST TRAFFIC CROSSOVER
	3223+25A	-	3366+00A	IH 90/94 MEDIAN	3,289	0	0	3,289	5,248	6,561	-3,272	0	0	3,272	MEDIAN WIDENING
	3375+90A	-	3503+00A	IH 90/94 MEDIAN	2,282	0	0	2,282	9,584	11,980	-9,698	0	0	9,698	MEDIAN WIDENING
	3503+00A	-	3507+83A	IH 90/94 MEDIAN	343	0	0	343	100	125	218	218	0	0	MEDIAN WIDENING
	3509+27A	-	3520+00A	IH 90/94 MEDIAN	480	0	0	480	6,105	7,631	-7,151	0	0	7,151	MEDIAN WIDENING
	3520+00A	-	3619+50A	IH 90/94 MEDIAN	1,849	0	0	1,849	7,194	8,992	-7,143	0	0	7,143	MEDIAN WIDENING
	3621+34	-	3635+50	IH 90/94 MEDIAN	407	688	0	407	1,955	2,444	-2,037	688	0	2,037	EAST TRAFFIC CROSSOVER
STG 2B TOTAL					8,996	1,766	0	8,996	35,479	44,349	-35,353	1,984	2,222	33,349	
STG 4															
	3006+80A	-	3016+20A	IH 94 WB	0	0	0	0	197	246	-246	0	246	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3078+75A	-	3083+25A	IH 94 WB	0	0	0	0	164	205	-205	0	205	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3106+75A	-	3112+25A	IH 94 WB	0	0	0	0	130	163	-163	0	163	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3113+75A	-	3118+25A	IH 94 WB	0	0	0	0	47	59	-59	0	59	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3150+75A	-	3162+25A	IH 94 WB	0	0	0	0	281	351	-351	0	351	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3163+06A	-	3171+25A	IH 90/94 WB	0	0	0	0	269	336	-336	0	336	0	OUTSIDE SHOULDER SLOPE CORRECTION
STG 4 TOTAL					0	0	0	0	1,088	1,360	-1,360	0	1,360	0	
GRAND TOTAL															
TOTAL COMMON EXC					11,787					TOTAL BORROW			21,243	39,298	

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL. NOTE: THIS IS DESIGNERS CHOICE, CAN BE BACKFILLED WITH BORROW, OR CUT AS WELL.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(13) EXPANDED FILL FACTOR = 1.25

(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

BASE AGGREGATE SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
STG 1									
0010	2925+50	-	2945+75	IH 94 EB	-	45	-	0.5	MEDIAN SHOULDER
0010	2945+75	-	2953+50	IH 94 EB	-	79	-	0.8	MEDIAN SHOULDER
0010	2953+50	-	2970+25	IH 94 EB	-	452	-	4.6	MEDIAN SHOULDER SLOPE CORRECTION
0010	2970+25	-	3020+00	IH 94 EB	-	421	-	4.3	MEDIAN SHOULDER
0010	3020+00	-	3026+25	IH 94 EB	-	130	-	1.3	MEDIAN SHOULDER SLOPE CORRECTION
0010	3026+25	-	3030+00	IH 94 EB	-	39	-	0.4	MEDIAN SHOULDER
0010	3030+00	-	3045+25	IH 94 EB	-	469	-	4.7	MEDIAN SHOULDER SLOPE CORRECTION
0010	3045+25	-	3053+00	IH 94 EB	-	64	-	0.7	MEDIAN SHOULDER
0010	3053+00	-	3059+25	IH 94 EB	-	82	-	0.9	MEDIAN SHOULDER SLOPE CORRECTION
0010	3059+25	-	3067+75	IH 94 EB	-	71	-	0.8	MEDIAN SHOULDER
0010	3067+75	-	3078+25	IH 94 EB	-	185	-	1.9	MEDIAN SHOULDER SLOPE CORRECTION
0010	3078+25	-	3095+75	IH 94 EB	-	178	-	1.8	MEDIAN SHOULDER
0010	3095+75	-	3114+48	IH 94 EB	-	429	-	4.3	MEDIAN SHOULDER SLOPE CORRECTION
0010	3114+48	-	3116+75	IH 94 EB	-	24	-	0.3	MEDIAN SHOULDER
0010	3116+75	-	3125+22	IH 94 EB	-	140	-	1.4	MEDIAN SHOULDER SLOPE CORRECTION
0010	3125+22	-	3129+00	IH 94 EB	-	39	-	0.4	MEDIAN SHOULDER
0010	3129+00	-	3135+44	IH 94 EB	-	122	-	1.3	MEDIAN SHOULDER SLOPE CORRECTION
0010	3135+44	-	3145+40	IH 94 EB	-	85	-	0.9	MEDIAN SHOULDER
				STG 1 TOTAL	0	3,054	0	32	
STG 1A									
0010	2926+63	-	2945+75	IH 94 EB	-	74	-	0.8	OUTSIDE SHOULDER
0010	2945+75	-	2995+32	IH 94 EB	-	348	-	3.5	OUTSIDE SHOULDER
0010	2995+32	-	3005+10	IH 94 EB	-	130	-	1.3	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3005+10	-	3010+75	IH 94 EB	-	42	-	0.5	OUTSIDE SHOULDER
0010	3010+75	-	3017+25	IH 94 EB	-	66	-	0.7	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3017+25	-	3020+75	IH 94 EB	-	26	-	0.3	OUTSIDE SHOULDER
0010	3020+75	-	3026+25	IH 94 EB	-	71	-	0.8	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3026+25	-	3034+75	IH 94 EB	-	63	-	0.7	OUTSIDE SHOULDER
0010	3034+75	-	3038+25	IH 94 EB	-	44	-	0.5	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3038+25	-	3062+00	IH 94 EB	-	163	-	1.7	OUTSIDE SHOULDER
0010	3062+00	-	3067+75	IH 94 EB	-	105	-	1.1	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3067+75	-	3096+75	IH 94 EB	-	213	-	2.2	OUTSIDE SHOULDER
0010	3096+75	-	3101+25	IH 94 EB	-	40	-	0.4	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3101+25	-	3128+00	IH 94 EB	-	197	-	2.0	OUTSIDE SHOULDER
0010	3128+00	-	3132+25	IH 94 EB	-	94	-	1.0	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3132+25	-	3145+60	IH 94 EB	-	89	-	0.9	OUTSIDE SHOULDER
0010	2938+29RC	-	2945+00RC	IH 94 EB & USH 12 ENT RAMP	-	62	-	0.7	SHOULDER
0010	2964+50RD	-	2966+24RD	IH 94 EB & USH 21 ENT RAMP	-	17	-	0.2	SHOULDER
0010	3048+91RE	-	3049+68RE	IH 94 EB & INDUSTRIAL AVE EXIT RAMP	-	8	-	0.1	SHOULDER
0010	3067+35RF	-	3069+12RF	IH 94 EB & INDUSTRIAL AVE ENT RAMP	-	17	-	0.2	SHOULDER
				STG 1A TOTAL	0	1,869	0	20	

BASE AGGREGATE SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
STG 2									
0010	3171+25A	-	3244+75A	IH 90/94 WB	-	100	-	1.0	OUTSIDE SHOULDER
0010	3244+75A	-	3249+75A	IH 90/94 WB	-	61	-	0.7	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3249+75A	-	3444+75A	IH 90/94 WB	-	265	-	2.7	OUTSIDE SHOULDER
0010	3444+75A	-	3448+25A	IH 90/94 WB	-	49	-	0.5	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3448+25A	-	3507+83A	IH 90/94 WB	5	81	-	0.9	OUTSIDE SHOULDER
0010	3509+03A	-	3521+75A	IH 90/94 WB	11	18	-	0.2	OUTSIDE SHOULDER
0010	3521+75A	-	3530+75A	IH 90/94 WB	-	161	-	1.7	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3530+75A	-	3532+75A	IH 90/94 WB	-	3	-	0.1	OUTSIDE SHOULDER
0010	3532+75A	-	3536+25A	IH 90/94 WB	-	23	-	0.3	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3536+25A	-	3624+76A	IH 90/94 WB	-	120	-	1.2	OUTSIDE SHOULDER
0010	3624+76A	-	3629+00A	IH 90/94 WB	-	42	-	0.5	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3629+00A	-	3653+12A	IH 90/94 WB	-	33	-	0.4	OUTSIDE SHOULDER
				STG 2 TOTAL	16	956	0	11	
STG 2A									
0010	2329+80B	-	2347+00B	IH 90 EB	-	127	-	1.3	OUTSIDE SHOULDER
0010	2347+00B	-	2361+67B	IH 90 EB	-	308	-	3.1	OUTSIDE SHOULDER SLOPE CORRECTION
0010	2361+67B	-	2374+00B	IH 90 EB	-	76	-	0.8	OUTSIDE SHOULDER
0010	2374+00B	-	2398+33B	IH 90 EB	-	737	-	7.4	OUTSIDE SHOULDER SLOPE CORRECTION
0010	2398+33B	-	2421+25B	IH 90 EB	-	517	-	5.2	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3169+75	-	3238+00	IH 90/94 EB	-	196	5,736	59.4	OUTSIDE SHOULDER WIDENING
0010	3497+75	-	3505+25	IH 90/94 EB	-	70	-	0.7	OUTSIDE SHOULDER SLOPE CORRECTION
0010	2321+45RA	-	2329+62RA	IH 90 EB & USH 12 EXIT RAMP	-	76	-	0.8	SHOULDER
0010	2331+48RB	-	2336+36RB	IH 90 EB & USH 12 ENT RAMP	-	46	-	0.5	SHOULDER
				STG 2A TOTAL	0	2,153	5,736	80	
STG 2B									
0010	2329+80B	-	2386+00B	IH 90 EB	-	520	-	5.2	MEDIAN SHOULDER
0010	2386+00B	-	2398+33B	IH 90 EB	-	212	-	2.2	MEDIAN SHOULDER SLOPE CORRECTION
0010	2398+33B	-	2403+50B	IH 90 EB	-	53	-	0.6	MEDIAN SHOULDER
0010	2403+50B	-	2419+25B	IH 90 EB	-	394	-	4.0	MEDIAN SHOULDER SLOPE CORRECTION
0010	3171+25A	-	3212+50A	IH 90/94 MEDIAN	-	56	-	0.6	MEDIAN SHOULDER
0010	3214+55	-	3229+25	IH 90/94 MEDIAN	-	234	2,821	30.6	WEST TRAFFIC CROSSOVER
0010	3223+32A	-	3366+00A	IH 90/94 MEDIAN	-	628	10,880	115.1	MEDIAN WIDENING
0010	3375+75A	-	3503+00A	IH 90/94 MEDIAN	-	804	9,806	106.1	MEDIAN WIDENING
0010	3503+00A	-	3507+83A	IH 90/94 MEDIAN	5	58	678	7.4	MEDIAN WIDENING
0010	3509+27A	-	3520+00A	IH 90/94 MEDIAN	11	128	1,166	13.0	MEDIAN WIDENING
0010	3520+00A	-	3619+50A	IH 90/94 MEDIAN	-	454	8,122	85.8	MEDIAN WIDENING
0010	3621+34	-	3633+19	IH 90/94 MEDIAN	-	315	2,602	29.2	EAST TRAFFIC CROSSOVER
0010	3145+52D	-	3162+00D	IH 90 EB TO IH 94 WB	-	181	-	1.9	SHOULDER
				STG 2B TOTAL	16	4,037	36,075	402	

BASE AGGREGATE SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
STG 3									
0010	3657+41A	-	3669+08A	IH 94 WB	-	16	-	0.2	OUTSIDE SHOULDER
0010	3669+08A	-	3678+00A	IH 94 WB	-	20	-	0.2	OUTSIDE SHOULDER
0010	3679+52A	-	3693+00A	IH 94 WB	-	31	-	0.4	OUTSIDE SHOULDER
0010	3329+43RGG	-	3337+85RGG	IH 90/94 WB & CTH PP ENT RAMP	-	39	-	0.4	SHOULDER
0010	3340+86RHH	-	3347+38RHH	IH 90/94 WB & CTH PP EXIT RAMP	-	30	-	0.3	SHOULDER
0010	3676+29RII	-	3684+72RII	IH 90/94 WB & CTH C ENT RAMP	-	39	-	0.4	SHOULDER
0010	3680+44RJJ	-	3685+67RJJ	IH 90/94 WB & CTH C EXIT RAMP	-	12	-	0.2	SHOULDER
				STG 3 TOTAL	0	187	0	3	
STG 3A									
0010	3633+25A	-	3652+12A	IH 94 WB	-	26	-	0.3	MEDIAN SHOULDER
0010	3657+41A	-	3669+08A	IH 94 WB	-	11	-	0.2	MEDIAN SHOULDER
0010	3669+08A	-	3678+00A	IH 94 WB	-	21	-	0.3	MEDIAN SHOULDER
0010	3679+52A	-	3693+00A	IH 94 WB	-	31	-	0.4	MEDIAN SHOULDER
				STG 3A TOTAL	0	89	0	2	
STG 4									
0010	2936+03	-	2989+36	IH 94 WB	-	73	-	0.8	OUTSIDE SHOULDER
0010	2991+92A	-	3006+80	IH 94 WB	-	21	-	0.3	OUTSIDE SHOULDER
0010	3006+80A	-	3016+20A	IH 94 WB	-	52	-	0.6	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3016+20A	-	3050+34A	IH 94 WB	-	47	-	0.5	OUTSIDE SHOULDER
0010	3052+34A	-	3078+75A	IH 94 WB	-	36	-	0.4	OUTSIDE SHOULDER
0010	3078+75A	-	3083+25A	IH 94 WB	-	72	-	0.8	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3083+25A	-	3106+75A	IH 94 WB	-	32	-	0.4	OUTSIDE SHOULDER
0010	3106+75A	-	3112+25A	IH 94 WB	-	84	-	0.9	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3112+25A	-	3113+75A	IH 94 WB	-	3	-	0.1	OUTSIDE SHOULDER
0010	3113+75A	-	3118+25A	IH 94 WB	-	41	-	0.5	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3118+25A	-	3150+75A	IH 94 WB	-	45	-	0.5	OUTSIDE SHOULDER
0010	3150+75A	-	3162+25A	IH 94 WB	-	142	-	1.5	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3162+25A	-	3163+00A	IH 94 WB	-	2	-	0.1	OUTSIDE SHOULDER
0010	3163+00A	-	3171+25A	IH 90/94 WB	-	152	-	1.6	OUTSIDE SHOULDER SLOPE CORRECTION
0010	2948+87RCC	-	2950+60RCC	IH 94 WB & USH 21 ENT Ramp	-	8	-	0.1	SHOULDER
0010	2969+97RDD	-	2971+58RDD	IH 94 WB & USH 21 EXIT Ramp	-	8	-	0.1	SHOULDER
0010	3071+93RFF	-	3073+68RFF	IH 94 WB & INDUSTRIAL AVE EXIT RAMP	-	9	-	0.1	SHOULDER
				STG 4 TOTAL	0	827	0	10	
STG 4A									
0010	2936+03A	-	2989+36A	IH 94 WB	-	73	-	0.8	MEDIAN SHOULDER
0010	2991+92A	-	3050+34A	IH 94 WB	-	80	-	0.8	MEDIAN SHOULDER
0010	3052+34A	-	3171+25A	IH 94 WB	-	162	-	1.7	MEDIAN SHOULDER
0010	3133+65D	-	3144+21D	IH 90 EB TO IH 94 WB	-	15	-	0.2	OUTSIDE SHOULDER
0010	2400+00C	-	2430+75C	IH 90 WB	-	42	-	0.5	OUTSIDE SHOULDER
				STG 4A TOTAL	0	372	0	4	
STG 4B									
0010	2328+25C	-	2364+61C	IH 90 WB	-	43	-	0.5	MEDIAN SHOULDER
0010	2366+68C	-	2430+75C	IH 90 WB	-	78	-	0.8	MEDIAN SHOULDER
0010	3133+65D	-	3144+21D	IH 90 EB TO IH 94 WB	-	15	-	0.2	MEDIAN SHOULDER
				STG 4B TOTAL	0	136	0	2	

ASPHALTIC SHOULDER RUMBLE STRIP

CATEGORY	STATION	TO	STATION	LOCATION	465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS LF	REMARKS
STG 1A						
0010	2926+63	-	2934+42	IH 94 EB OUTSIDE	779	
0010	2936+53	-	2944+87	IH 94 EB OUTSIDE	834	
0010	2950+50	-	2966+18	IH 94 EB OUTSIDE	1,568	
				STG 1A TOTAL	3,181	
STG 1.1A						
0010	2972+09	-	2988+47	IH 94 EB OUTSIDE	1,638	
0010	2991+15	-	3008+00	IH 94 EB OUTSIDE	1,685	
				STG 1.1A TOTAL	3,323	
STG 1.2A		-				
0010	3008+00	-	3042+31	IH 94 EB OUTSIDE	3,431	
0010	3048+95	-	3049+81	IH 94 EB OUTSIDE	86	
				STG 1.2A TOTAL	3,517	
STG 1.3A						
0010	3051+82	-	3069+12	IH 94 EB OUTSIDE	1,730	
0010	3075+75	-	3093+00	IH 94 EB OUTSIDE	1,725	
				STG 1.3A TOTAL	3,455	
STG 1.4A						
0010	3093+00	-	3116+95	IH 94 EB OUTSIDE	2,395	
0010	3121+43	-	3137+12	IH 94 EB OUTSIDE	1,569	
0010	3138+82	-	3145+40	IH 94 EB OUTSIDE	658	
0010	3116+95E	-	3122+00E	INTERCHANGE	505	
0010	3121+35E	-	3122+00E	INTERCHANGE	65	
				STG 1.4A TOTAL	5,192	
STG 1.5						
0010	2925+50	-	2934+00	IH 94 EB MEDIAN	850	
0010	2936+47	-	2988+47	IH 94 EB MEDIAN	5,200	
0010	2991+15	-	3003+00	IH 94 EB MEDIAN	1,185	
0010	3014+00	-	3049+81	IH 94 EB MEDIAN	3,581	
0010	3051+82	-	3137+12	IH 94 EB MEDIAN	8,530	
0010	3138+82	-	3145+40	IH 94 EB MEDIAN	658	
				STG 1.4A TOTAL	20,004	
STG 2A						
0010	2329+80B	-	2336+32B	IH 90 EB OUTSIDE	652	
0010	2341+57B	-	2364+95B	IH 90 EB OUTSIDE	2,338	
0010	2367+65B	-	2420+00B	IH 90 EB OUTSIDE	5,235	
				STG 2A TOTAL	8,225	
STG 2B						
0010	2329+80B	-	2348+50B	IH 90 EB MEDIAN	1,870	
0010	2356+00B	-	2364+95B	IH 90 EB MEDIAN	895	
0010	2367+65B	-	2373+50B	IH 90 EB MEDIAN	585	
0010	2381+00B	-	2403+62B	IH 90 EB MEDIAN	2,262	
0010	2402+95B	-	2420+00B	IH 90 EB MEDIAN	1,778	
0010	3145+85D	-	3161+92D	INTERCHANGE	1,607	
0010	3145+85D	-	3161+92D	INTERCHANGE	1,607	
				STG 1.4A TOTAL	10,604	

ASPHALTIC SHOULDER RUMBLE STRIP(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS LF	REMARKS
STG 3						
0010	3657+41A	-	3665+30A	IH 90/94 WB OUTSIDE	789	
0010	3676+28A	-	3678+00A	IH 90/94 WB OUTSIDE	172	
0010	3679+57A	-	3684+62A	IH 90/94 WB OUTSIDE	505	
				STG 3 TOTAL	1,466	
STG 3A						
0010	3170+00A	-	3212+50A	IH 90/94 WB MEDIAN	4,250	
0010	3630+00A	-	3653+12A	IH 90/94 WB MEDIAN	2,312	
0010	3664+50A	-	3678+00A	IH 90/94 WB MEDIAN	1,350	
0010	3679+52A	-	3693+00A	IH 90/94 WB MEDIAN	1,348	
				STG 3 TOTAL	9,260	
STG 4						
0010	2936+03A	-	2941+75A	IH 94 WB OUTSIDE	572	
0010	2948+89A	-	2971+61A	IH 94 WB OUTSIDE	2,272	
0010	2977+00A	-	2989+36A	IH 94 WB OUTSIDE	1,236	
0010	2991+92A	-	3042+84A	IH 94 WB OUTSIDE	5,092	
0010	3052+60A	-	3073+63A	IH 94 WB OUTSIDE	2,103	
0010	3079+58A	-	3155+00A	IH 94 WB OUTSIDE	7,542	
0010	3155+00A	-	3190+00A	IH 90/94 WB OUTSIDE	3,500	
				STG 4 TOTAL	22,317	
STG 4A						
0010	2936+03A	-	2989+36A	IH 94 WB MEDIAN	5,333	
0010	2991+92A	-	3003+50A	IH 94 WB MEDIAN	1,158	
0010	3013+50A	-	3050+34A	IH 94 WB MEDIAN	3,684	
0010	3052+34A	-	3132+11A	IH 94 WB MEDIAN	7,977	
0010	3134+50A	-	3155+33A	IH 94 WB MEDIAN	2,083	
0010	3132+27D	-	3144+05D	INTERCHANGE	1,178	
0010	2400+00C	-	2430+76C	IH 90 WB OUTSIDE	3,076	
				STG 4A TOTAL	21,413	
STG 4B						
0010	3157+60A	-	3170+00A	IH 90/94 WB MEDIAN	1,240	
0010	3133+52D	-	3144+05D	INTERCHANGE	1,053	
0010	2328+25C	-	2348+50C	IH 90 WB MEDIAN	2,025	
0010	2355+50C	-	2364+17C	IH 90 WB MEDIAN	867	
0010	2366+75C	-	2373+50C	IH 90 WB MEDIAN	675	
0010	2380+50C	-	2433+00C	IH 90 WB MEDIAN	5,250	
				STG 4B TOTAL	11,110	
STG 5						
0010	2328+25C	-	2332+95C	IH 94 WB OUTSIDE	470	
0010	2390+61C	-	2400+00C	IH 94 WB OUTSIDE	939	
0010	3122+00E	-	3145+20E	INTERCHANGE	2,320	
				STG 5 TOTAL	3,729	
STG 5A						
0010	2340+64C	-	2364+17C	IH 94 WB OUTSIDE	2,353	
0010	2366+75C	-	2375+38C	IH 94 WB OUTSIDE	863	
0010	3122+00E	-	3160+38E	INTERCHANGE	3,838	
				STG 5A TOTAL	7,054	
				TOTAL 0010	133,850	

LANDSCAPE SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	628.2002 EROSION MAT CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
STG 1												
0010	2953+78	-	2970+00	IH 94 EB MEDIAN	1,938	1,938	2.7	78	59	98	1,622	SLOPE CORRECTION
0010	3020+25	-	3026+75	IH 94 EB MEDIAN	593	593	0.9	26	20	33	650	SLOPE CORRECTION
0010	3030+02	-	3045+00	IH 94 EB MEDIAN	1,265	1,265	2.4	68	51	84	1,498	SLOPE CORRECTION
0010	3053+25	-	3056+75	IH 94 EB MEDIAN	258	258	0.5	13	10	16	350	SLOPE CORRECTION
0010	3057+30	-	3059+00	IH 94 EB MEDIAN	204	204	0.3	10	7	12	170	SLOPE CORRECTION
0010	3068+00	-	3078+00	IH 94 EB MEDIAN	601	601	1.2	34	26	43	1,000	SLOPE CORRECTION
0010	3085+86	-	3089+50	IH 94 EB MEDIAN	485	485	0.6	18	13	22	364	SLOPE CORRECTION
0010	3096+00	-	3114+25	IH 94 EB MEDIAN	3,237	3,237	3.6	102	76	127	1,825	SLOPE CORRECTION
0010	3117+00	-	3125+02	IH 94 EB MEDIAN	2,183	2,183	2.1	59	44	73	802	SLOPE CORRECTION
0010	3129+25	-	3135+29	IH 94 EB MEDIAN	1,389	1,389	1.3	38	29	48	604	SLOPE CORRECTION
				STG 1 TOTAL	12,153	12,153	15.6	446	335	556	8,885	
STG 1A												
0010	2995+57	-	3005+00	IH 94 EB OUTSIDE	3,975	3,975	3.4	96	72	120	943	SLOPE CORRECTION
0010	3011+00	-	3017+00	IH 94 EB OUTSIDE	1,616	1,616	1.5	44	33	55	600	SLOPE CORRECTION
0010	3021+00	-	3026+00	IH 94 EB OUTSIDE	863	863	1.0	28	42	21	500	SLOPE CORRECTION
0010	3035+00	-	3038+00	IH 94 EB OUTSIDE	542	542	0.6	18	13	22	300	SLOPE CORRECTION
0010	3062+10	-	3067+50	IH 94 EB OUTSIDE	632	632	0.9	25	19	31	540	SLOPE CORRECTION
0010	3097+00	-	3101+00	IH 94 EB OUTSIDE	560	560	0.7	20	15	25	400	SLOPE CORRECTION
0010	3128+25	-	3132+00	IH 94 EB OUTSIDE	745	745	0.8	23	17	29	375	SLOPE CORRECTION
				STG 1A TOTAL	8,933	8,933	8.9	254	211	303	3,658	
STG 2												
0010	3245+00A	-	3249+50A	IH 90/94 WB OUTSIDE	394	394	0.6	18	14	23	450	SLOPE CORRECTION
0010	3445+00A	-	3448+00A	IH 90/94 WB OUTSIDE	559	559	0.6	18	13	22	300	SLOPE CORRECTION
0010	3522+00A	-	3530+69A	IH 90/94 WB OUTSIDE	2,776	2,776	2.4	70	52	87	869	SLOPE CORRECTION
0010	3533+00A		3536+00A	IH 90/94 WB OUTSIDE	445	445	0.5	16	12	19	300	SLOPE CORRECTION
0010	3625+01A	-	3628+68A	IH 90/94 WB OUTSIDE	474	474	0.6	18	13	22	367	SLOPE CORRECTION
				STG 2 TOTAL	4,648	4,648	4.7	140	104	173	2,286	
STG 2A												
0010	2347+50B	-	2350+00B	IH 90 EB OUTSIDE	478	478	0.5	15	11	19	250	SLOPE CORRECTION
0010	2351+25B	-	2361+42B	IH 90 EB OUTSIDE	6,551	6,551	5.0	144	108	180	1,017	SLOPE CORRECTION
0010	2374+24B	-	2398+15B	IH 90 EB OUTSIDE	5,349	5,349	5.4	155	117	194	2,391	SLOPE CORRECTION
0010	2399+99B	-	2421+00B	IH 90 EB OUTSIDE	3,588	3,588	4.0	116	87	144	2,101	SLOPE CORRECTION
0010	3170+00	-	3237+50	IH 90/94 EB OUTSIDE	8,388	8,388	9.8	279	209	348	6,750	TEMPORARY WIDENING
0010	3498+00	-	3505+00	IH 90/94 EB OUTSIDE	838	838	1.2	33	25	42	700	SLOPE CORRECTION
				STG 2A TOTAL	25,192	25,192	25.9	742	557	927	13,209	
STG 2B												
0010	2386+10B	-	2398+32B	IH 90 EB MEDIAN	2,620	2,620	2.7	76	57	95	1,222	SLOPE CORRECTION
0010	2403+75B	-	2419+04B	IH 90 EB MEDIAN	3,707	3,707	3.6	102	77	127	1,529	SLOPE CORRECTION
0010	3195+59	-	3196+15	IH 90/94 MEDIAN	-	266	0.3	7	5	9	-	XOVER REMOVAL
0010	3215+06	-	3220+89	IH 90/94 MEDIAN	1,474	1,474	1.8	50	38	63	583	MEDIAN WIDENING
0010	3224+11	-	3227+98	IH 90/94 MEDIAN	772	772	0.9	26	19	32	387	MEDIAN WIDENING
0010	3621+34	-	3622+22	IH 90/94 MEDIAN	65	65	0.1	4	3	5	88	MEDIAN WIDENING
0010	3621+60	-	3626+76	IH 90/94 MEDIAN	821	821	1.2	33	25	41	516	MEDIAN WIDENING
0010	3629+97	-	3634+71	IH 90/94 MEDIAN	698	698	1.1	31	23	38	474	MEDIAN WIDENING
0010	3635+97	-	3636+48	IH 90/94 MEDIAN	-	176	0.2	5	4	6	-	XOVER REMOVAL
0010	3223+25A	-	3286+50A	IH 90/94 MEDIAN	9,657	9,657	11.0	301	226	376	6,325	MEDIAN WIDENING
0010	3286+50A	-	3312+30A	IH 90/94 MEDIAN	2,109	2,109	3.0	86	64	107	2,580	MEDIAN WIDENING
0010	3313+25A	-	3350+00A	IH 90/94 MEDIAN	3,007	3,007	4.5	129	97	162	3,675	MEDIAN WIDENING
0010	3350+00A	-	3366+05A	IH 90/94 MEDIAN	842	842	1.6	46	34	57	1,605	MEDIAN WIDENING
0010	3375+75A	-	3428+22A	IH 90/94 MEDIAN	3,650	3,650	5.6	161	121	201	5,247	MEDIAN WIDENING
0010	3428+22A	-	3507+82A	IH 90/94 MEDIAN	14,022	14,022	14.0	400	300	498	7,960	MEDIAN WIDENING
				STG 2B SUBTOTAL	43,444	43,886	51.6	1,457	1,093	1,817	32,191	

EROSION CONTROL SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7010 INLET PROTECTION TYPE B EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH	REMARKS
STG 2B											
0010	2385+75B	-	2398+75B	IH 90 EB MEDIAN	1,317	1,317	-	-	-	51	SLOPE CORRECTION
0010	2403+50B	-	2419+50B	IH 90 EB MEDIAN	1,615	1,615	-	-	7	68	SLOPE CORRECTION
0010	3195+25			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3196+50			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3218+85			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3223+95			IH 90/94 MEDIAN	-	-	1	-	-	-	MEDIAN WIDENING
0010	3622+65			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3624+95			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3629+75			IH 90/94 MEDIAN	-	-	1	-	-	-	MEDIAN WIDENING
0010	3630+25			IH 90/94 MEDIAN	-	-	-	-	3	-	MEDIAN WIDENING
0010	3631+40			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3633+50			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3636+75			IH 90/94 MEDIAN	-	-	-	-	3	-	MEDIAN WIDENING
0010	3215+25A			IH 90/94 MEDIAN	-	-	-	-	2	-	MEDIAN WIDENING
0010	3223+70A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3225+30A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3227+75A			IH 90/94 MEDIAN	-	-	-	-	3	-	MEDIAN WIDENING
0010	3229+50A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3231+30A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3234+10A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3235+00A	-	3239+25A	IH 90/94 MEDIAN	425	425	1	-	-	-	MEDIAN WIDENING
0010	3240+30A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3243+50A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3246+50A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3247+00A	-	3263+25A	IH 90/94 MEDIAN	1,687	1,687	-	-	-	-	MEDIAN WIDENING
0010	3248+75A			IH 90/94 MEDIAN	-	-	-	-	7	-	MEDIAN WIDENING
0010	3259+75A			IH 90/94 MEDIAN	-	-	-	-	5	-	MEDIAN WIDENING
0010	3265+70A			IH 90/94 MEDIAN	-	-	1	-	-	-	MEDIAN WIDENING
0010	3269+60A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3273+55A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3274+50A	-	3275+00A	IH 90/94 MEDIAN	78	78	-	-	-	-	MEDIAN WIDENING
0010	3274+75A			IH 90/94 MEDIAN	-	-	-	-	3		MEDIAN WIDENING
0010	3276+50A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3279+25A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3282+00A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3289+45A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3293+55A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3294+50A	-	3295+00A	IH 90/94 MEDIAN	76	76	-	-	-	-	MEDIAN WIDENING
0010	3294+75A			IH 90/94 MEDIAN	-	-	-	-	5	-	MEDIAN WIDENING
0010	3295+75A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3299+90A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3300+50A	-	3304+00A	IH 90/94 MEDIAN	375	375	-	-	-	-	MEDIAN WIDENING
0010	3303+75A			IH 90/94 MEDIAN	-	-	-	-	2	-	MEDIAN WIDENING
0010	3304+50A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3307+60A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3311+30A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3316+25A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3317+00A	-	3318+25A	IH 90/94 MEDIAN	163	163	-	-	-	-	MEDIAN WIDENING
0010	3317+75A			IH 90/94 MEDIAN	-	-	-	-	7	-	MEDIAN WIDENING
0010	3319+35A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
				STG 2B SUBTOTAL	5,736	5,736	4	522	47	119	

DETOUR SIGNING

CATEGORY	LOCATION	DURATION	SIGNS	643.0900* TRAFFIC CONTROL SIGNS DAY	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	PCMS	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	REMARKS
0010	USH 12/IH 94 EB ON RAMP	7	-	-	-	-	1	7	PREWARN
0010	USH 12/IH 94 EB ON RAMP	4	40	160	-	3	-	-	CLOSURE
0010	STH 21/IH 94 EB ON RAMP	7	-	-	-	-	1	7	PREWARN
0010	STH 21/IH 94 EB ON RAMP	4	38	152	-	6	-	-	CLOSURE
0010	INDUSTRIAL AVE/IH 94 EB OFF RAMP	7	-	-	-	-	1	7	PREWARN
0010	INDUSTRIAL AVE/IH 94 EB OFF RAMP	4	55	220	1	1	1	4	CLOSURE
0010	INDUSTRIAL AVE/IH 94 EB ON RAMP	7	-	-	-	-	1	7	PREWARN
0010	INDUSTRIAL AVE/IH 94 EB ON RAMP	4	54	216	-	5	-	-	CLOSURE
0010	USH 12/STH 16/IH 90 EB ON RAMP	7	-	-	-	-	1	7	PREWARN
0010	USH 12/STH 16/IH 90 EB ON RAMP	4	43	172	-	9	-	-	CLOSURE
0010	USH 12/STH 16/IH 90 EB OFF RAMP	7	-	-	-	-	1	7	PREWARN
0010	USH 12/STH 16/IH 90 EB OFF RAMP	4	32	128	1	1	1	4	CLOSURE
0010	D-LINE SYSTEM RAMP	7	-	-	-	-	1	7	PREWARN
0010	D-LINE SYSTEM RAMP	4	45	180	1	1	1	4	CLOSURE
0010	E-LINE SYSTEM RAMP	7	-	-	-	-	1	7	PREWARN
0010	E-LINE SYSTEM RAMP	4	54	216	2	1	1	4	CLOSURE
0010	STH 21/IH 94 WB ON RAMP	7	-	-	-	-	1	7	PREWARN
0010	STH 21/IH 94 WB ON RAMP	1	47	47	-	6	-	-	CLOSURE
0010	STH 21/IH 94 WB OFF RAMP	7	-	-	-	-	1	7	PREWARN
0010	STH 21/IH 94 WB OFF RAMP	1	91	91	1	1	2	2	CLOSURE
0010	INDUSTRIAL AVE/IH 94 WB ON RAMP	7	-	-	-	-	1	7	PREWARN
0010	INDUSTRIAL AVE/IH 94 WB ON RAMP	1	85	85	-	5	-	-	CLOSURE
0010	INDUSTRIAL AVE/IH 94 WB OFF RAMP	7	-	-	-	-	1	7	PREWARN
0010	INDUSTRIAL AVE/IH 94 WB OFF RAMP	1	34	34	1	1	2	2	CLOSURE
0010	USH 12/STH 16/IH 90 WB OFF RAMP	7	-	-	-	-	1	7	PREWARN
0010	USH 12/STH 16/IH 90 WB OFF RAMP	1	54	54	2	1	2	2	CLOSURE
0010	USH 12/STH 16/IH 90 WB ON RAMP	7	-	-	-	-	1	7	PREWARN
0010	USH 12/STH 16/IH 90 WB ON RAMP	1	46	46	-	4	-	-	CLOSURE
0010	CTH PP/IH90/94 WB ON RAMP	7	-	-	-	-	1	7	PREWARN
0010	CTH PP/IH90/94 WB ON RAMP	1	100	100	-	3	-	-	CLOSURE
0010	CTH PP/IH90/94 WB OFF RAMP	7	-	-	-	-	1	7	PREWARN
0010	CTH PP/IH90/94 WB OFF RAMP	1	52	52	1	1	1	1	CLOSURE
0010	CTH C/IH90/94 WB ON RAMP	7	-	-	-	-	1	7	PREWARN
0010	CTH C/IH90/94 WB ON RAMP	1	53	53	-	3	-	-	CLOSURE
0010	CTH C/IH90/94 WB OFF RAMP	7	-	-	-	-	1	7	PREWARN
0010	CTH C/IH90/94 WB OFF RAMP	1	34	34	1	1	1	1	CLOSURE
	TOTAL 0010			2,040	11	53		150	

*BID ITEM LISTED ELSEWHERE

*NOTE: EACH SIGN WILL BE COVERED FOR 1 CYCLE.

CONSTRUCTION STAKING RESURFACING REFERENCE

CATEGORY	STATION	TO	STATION	LOCATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	REMARKS
0010	2925+50	-	2934+42	IH 94 EB	892	
0010	2936+47	-	2988+47	IH 90/94 EB	5,200	
0010	2991+15	-	3049+81	IH 90/94 EB	5,866	
0010	3051+82	-	3137+12	IH 90/94 EB	8,530	
0010	3138+81	-	3145+40	IH 90/94 EB	659	
0010	2936+03A	-	2989+36A	IH 94 WB	5,333	
0010	2991+92A	-	3050+34A	IH 94 WB	5,842	
0010	3052+34A	-	3507+76A	IH 90/94 WB	45,542	
0010	3509+03A	-	3653+12A	IH 90/94 WB	14,409	
0010	3657+41A	-	3678+00A	IH 90/94 WB	2,059	
0010	3679+52A	-	3693+00A	IH 90/94 WB	1,348	
0010	2329+80B	-	2364+95B	IH 90 EB	3,515	
0010	2367+65B	-	2420+00B	IH 90 EB	5,235	
0010	2328+25C	-	2364+19C	IH 90 WB	3,594	
0010	2366+75C	-	2430+75C	IH 90 WB	6,400	
0010	3133+50D	-	3144+05D	IH 90 EB TO IH 94 WB	1,055	
0010	3145+85D	-	3161+92D	IH 90 EB TO IH 94 WB	1,607	
0010	3120+00E	-	3151+37E	IH 94 EB TO IH 90 WB	3,137	
0010	2321+45RA	-	2329+62RA	IH 90 EB & USH 12 EXIT RAMP	817	
0010	2314+25RAA	-	2322+06RAA	IH 90 WB & USH 12 ENT RAMP	781	
0010	2331+48RB	-	2339+78RB	IH 90 EB & USH 12 ENT RAMP	830	
0010	2322+64RBB	-	2333+45RBB	IH 90 WB & USH 12 EXIT RAMP	1,081	
0010	2938+29RC	-	2948+91RC	IH 94 EB & USH 12 ENT RAMP	1,062	
0010	2944+15RCC	-	2950+60RCC	IH 94 WB & USH 21 ENT Ramp	645	
0010	2964+50RD	-	2971+14RD	IH 94 EB & USH 21 ENT RAMP	664	
0010	2969+97RDD	-	2973+76RDD	IH 94 WB & USH 21 EXIT Ramp	379	
0010	3045+58RE	-	3049+68RE	IH 94 EB & INDUSTRIAL AVE EXIT RAMP	410	
0010	3067+35RF	-	3074+07RF	IH 94 EB & INDUSTRIAL AVE ENT RAMP	672	
0010	3071+93RFF	-	3076+31RFF	IH 94 WB & INDUSTRIAL AVE EXIT RAMP	438	
0010	3325+43RGG	-	3337+85RGG	IH 90/94 WB & CTH PP ENT RAMP	1,242	
0010	3340+86RHH	-	3348+68RHH	IH 90/94 WB & CTH PP EXIT RAMP	782	
0010	3673+69RII	-	3684+71RII	IH 90/94 WB & CTH C ENT RAMP	1,102	
0010	3680+44RJJ	-	3686+38RJJ	IH 90/94 WB & CTH C EXIT RAMP	594	
				TOTAL 0010	131,722	

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
2953+50	295350.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
2953+80	295380.00	30.00	0.00	0.00	1.01	0	0	1	0	1	-1
2954+00	295400.00	20.00	0.00	0.00	1.69	0	0	1	0	3	-3
2954+99	295499.00	99.00	0.00	0.00	27.00	0	0	53	0	69	-69
2955+00	295500.00	1.00	0.00	0.00	27.79	0	0	1	0	70	-70
2955+30	295530.00	30.00	0.00	0.00	19.86	0	0	26	0	103	-103
2955+93.5	295593.50	63.50	0.00	0.00	15.19	0	0	41	0	154	-154
2956+00	295600.00	6.50	0.00	0.00	13.50	0	0	3	0	158	-158
2956+06	295606.00	6.00	0.00	0.00	11.59	0	0	3	0	161	-161
2957+00	295700.00	94.00	0.00	0.00	11.64	0	0	40	0	211	-211
2958+00	295800.00	100.00	0.00	0.00	14.51	0	0	48	0	271	-271
2958+56	295856.00	56.00	0.00	0.00	20.05	0	0	36	0	316	-316
2958+68.5	295868.50	12.50	0.00	0.00	23.06	0	0	10	0	329	-329
2959+00	295900.00	31.50	0.00	0.00	34.16	0	0	33	0	370	-370
2959+32	295932.00	32.00	0.00	0.00	44.25	0	0	46	0	428	-428
2960+00	296000.00	68.00	0.00	0.00	28.26	0	0	91	0	541	-541
2960+82	296082.00	82.00	0.00	0.00	2.91	0	0	47	0	600	-600
2961+00	296100.00	18.00	0.00	0.00	4.10	0	0	2	0	603	-603
2962+00	296200.00	100.00	0.00	0.00	1.23	0	0	10	0	615	-615
2963+00	296300.00	100.00	0.00	0.00	2.00	0	0	6	0	623	-623
2964+00	296400.00	100.00	0.00	0.00	1.94	0	0	7	0	631	-631
2965+00	296500.00	100.00	0.00	0.00	2.03	0	0	7	0	640	-640
2966+00	296600.00	100.00	0.00	0.00	1.56	0	0	7	0	649	-649
2967+00	296700.00	100.00	0.00	0.00	1.65	0	0	6	0	656	-656
2968+00	296800.00	100.00	0.00	0.00	0.80	0	0	5	0	663	-663
2969+00	296900.00	100.00	0.00	0.00	0.49	0	0	2	0	665	-665
2970+00	297000.00	100.00	0.00	0.00	0.41	0	0	2	0	668	-668
2970+25	297025.00	25.00	0.00	0.00	0.00	0	0	0	0	668	-668

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3020+00	302000.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3020+50	302050.00	50.00	0.00	0.00	1.33	0	0	1	0	1	-1
3020+75	302075.00	25.00	0.00	0.00	1.98	0	0	2	0	4	-4
3021+00	302100.00	25.00	0.00	0.00	1.93	0	0	2	0	6	-6
3022+00	302200.00	100.00	0.00	0.00	5.91	0	0	15	0	25	-25
3023+00	302300.00	100.00	0.00	0.00	5.15	0	0	20	0	50	-50
3024+00	302400.00	100.00	0.00	0.00	5.93	0	0	21	0	76	-76
3025+00	302500.00	100.00	0.00	0.00	2.81	0	0	16	0	96	-96
3026+00	302600.00	100.00	0.00	0.00	0.82	0	0	7	0	105	-105
3026+25	302625.00	25.00	0.00	0.00	1.22	0	0	1	0	106	-106
3026+50	302650.00	25.00	0.00	0.00	0.97	0	0	1	0	108	-108
3027+00	302700.00	50.00	0.00	0.00	0.00	0	0	1	0	109	-109

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
									1.00	1.25	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3030+00	303000.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3030+03	303003.00	3.00	0.00	0.00	0.56	0	0	0	0	0	0
3030+98.127	303098.13	95.13	0.00	0.00	21.36	0	0	39	0	49	-49
3031+00	303100.00	1.87	0.00	0.00	24.01	0	0	2	0	51	-51
3031+53	303153.00	53.00	0.00	0.00	17.63	0	0	41	0	103	-103
3032+00	303200.00	47.00	0.00	0.00	7.15	0	0	22	0	130	-130
3032+16	303216.00	16.00	0.00	0.00	7.27	0	0	4	0	135	-135
3032+28.5	303228.50	12.50	0.00	0.00	6.87	0	0	3	0	139	-139
3033+00	303300.00	71.50	0.00	0.00	0.80	0	0	10	0	151	-151
3033+79	303379.00	79.00	0.00	0.00	10.74	0	0	17	0	173	-173
3033+91.5	303391.50	12.50	0.00	0.00	11.52	0	0	5	0	179	-179
3034+00	303400.00	8.50	0.00	0.00	11.54	0	0	4	0	184	-184
3034+55	303455.00	55.00	0.00	0.00	19.59	0	0	32	0	224	-224
3034+75	303475.00	20.00	0.00	0.00	22.82	0	0	16	0	244	-244
3035+00	303500.00	25.00	0.00	0.00	19.13	0	0	19	0	268	-268
3036+00	303600.00	100.00	0.00	0.00	1.78	0	0	39	0	316	-316
3036+05	303605.00	5.00	0.00	0.00	1.09	0	0	0	0	316	-316
3037+00	303700.00	95.00	0.00	0.00	1.13	0	0	4	0	321	-321
3038+00	303800.00	100.00	0.00	0.00	1.92	0	0	6	0	329	-329
3038+25	303825.00	25.00	0.00	0.00	3.03	0	0	2	0	331	-331
3039+00	303900.00	75.00	0.00	0.00	0.24	0	0	5	0	338	-338
3040+00	304000.00	100.00	0.00	0.00	1.05	0	0	2	0	340	-340
3040+75	304075.00	75.00	0.00	0.00	3.21	0	0	6	0	348	-348
3041+00	304100.00	25.00	0.00	0.00	2.40	0	0	3	0	351	-351
3042+00	304200.00	100.00	0.00	0.00	2.73	0	0	9	0	363	-363
3043+00	304300.00	100.00	0.00	0.00	0.34	0	0	6	0	370	-370
3043+25	304325.00	25.00	0.00	0.00	0.65	0	0	0	0	370	-370
3044+00	304400.00	75.00	0.00	0.00	1.57	0	0	3	0	374	-374
3045+00	304500.00	100.00	0.00	0.00	1.73	0	0	6	0	381	-381
3045+25	304525.00	25.00	0.00	0.00	0.00	0	0	1	0	383	-383

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
									1.00	1.25	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3053+00	305300.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3053+25	305325.00	25.00	0.00	0.00	0.38	0	0	0	0	0	0
3054+00	305400.00	75.00	0.00	0.00	2.28	0	0	4	0	5	-5
3055+00	305500.00	100.00	0.00	0.00	1.56	0	0	7	0	14	-14
3056+00	305600.00	100.00	0.00	0.00	1.88	0	0	6	0	21	-21
3056+75	305675.00	75.00	0.00	0.00	2.20	0	0	6	0	29	-29
3057+00	305700.00	25.00	0.00	0.00	0.00	0	0	1	0	30	-30

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3057+00	305700.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3057+30	305730.00	30.00	0.00	0.00	1.23	0	0	1	0	1	-1
3057+99.1	305799.10	69.10	0.00	0.00	11.22	0	0	16	0	21	-21
3058+00	305800.00	0.90	0.00	0.00	12.91	0	0	0	0	21	-21
3058+80	305880.00	80.00	0.00	0.00	2.91	0	0	23	0	50	-50
3059+00	305900.00	20.00	0.00	0.00	0.45	0	0	1	0	51	-51
3059+25	305925.00	25.00	0.00	0.00	0.00	0	0	0	0	51	-51

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3067+75	306775.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3068+00	306800.00	25.00	0.00	0.00	0.67	0	0	0	0	0	0
3069+00	306900.00	100.00	0.00	0.00	3.60	0	0	8	0	10	-10
3070+00	307000.00	100.00	0.00	0.00	2.63	0	0	12	0	25	-25
3071+00	307100.00	100.00	0.00	0.00	0.64	0	0	6	0	33	-33
3072+00	307200.00	100.00	0.00	0.00	2.89	0	0	7	0	41	-41
3073+00	307300.00	100.00	0.00	0.00	4.38	0	0	13	0	58	-58
3074+00	307400.00	100.00	0.00	0.00	2.42	0	0	13	0	74	-74
3075+00	307500.00	100.00	0.00	0.00	1.40	0	0	7	0	83	-83
3076+00	307600.00	100.00	0.00	0.00	0.72	0	0	4	0	88	-88
3077+00	307700.00	100.00	0.00	0.00	3.00	0	0	7	0	96	-96
3078+00	307800.00	100.00	0.00	0.00	3.01	0	0	11	0	110	-110
3078+25	307825.00	25.00	0.00	0.00	0.00	0	0	1	0	111	-111

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3085+75	308575.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3085+86.235	308586.23	11.23	0.00	0.00	1.75	0	0	0	0	0	0
3086+00	308600.00	13.77	0.00	0.00	4.08	0	0	1	0	1	-1
3087+00	308700.00	100.00	0.00	0.00	7.82	0	0	22	0	29	-29
3088+00	308800.00	100.00	0.00	0.00	9.42	0	0	32	0	69	-69
3089+00	308900.00	100.00	0.00	0.00	6.22	0	0	29	0	105	-105
3089+50	308950.00	50.00	0.00	0.00	1.02	0	0	7	0	114	-114
3089+75	308975.00	25.00	0.00	0.00	0.00	0	0	0	0	114	-114

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3095+75	309575.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3096+00	309600.00	25.00	0.00	0.00	0.42	0	0	0	0	0	0
3096+75	309675.00	75.00	0.00	0.00	4.02	0	0	6	0	8	-8
3097+00	309700.00	25.00	0.00	0.00	4.13	0	0	4	0	13	-13
3098+00	309800.00	100.00	0.00	0.00	5.46	0	0	18	0	35	-35
3099+00	309900.00	100.00	0.00	0.00	15.48	0	0	39	0	84	-84
3100+00	310000.00	100.00	0.00	0.00	9.00	0	0	45	0	140	-140
3101+00	310100.00	100.00	0.00	0.00	8.47	0	0	32	0	180	-180
3101+25	310125.00	25.00	0.00	0.00	6.00	0	0	7	0	189	-189
3101+95.457	310195.46	70.46	0.00	0.00	21.05	0	0	35	0	233	-233
3102+00	310200.00	4.54	0.00	0.00	20.65	0	0	4	0	238	-238
3103+00	310300.00	100.00	0.00	0.00	9.79	0	0	56	0	308	-308
3104+00	310400.00	100.00	0.00	0.00	7.48	0	0	32	0	348	-348
3105+00	310500.00	100.00	0.00	0.00	9.18	0	0	31	0	386	-386
3106+00	310600.00	100.00	0.00	0.00	11.02	0	0	37	0	433	-433
3107+00	310700.00	100.00	0.00	0.00	8.74	0	0	37	0	479	-479
3108+00	310800.00	100.00	0.00	0.00	10.38	0	0	35	0	523	-523
3109+00	310900.00	100.00	0.00	0.00	15.03	0	0	47	0	581	-581
3110+00	311000.00	100.00	0.00	0.00	14.19	0	0	54	0	649	-649
3111+00	311100.00	100.00	0.00	0.00	10.15	0	0	45	0	705	-705
3112+00	311200.00	100.00	0.00	0.00	9.03	0	0	36	0	750	-750
3112+79.24	311279.24	79.24	0.00	0.00	11.10	0	0	30	0	788	-788
3113+00	311300.00	20.76	0.00	0.00	12.82	0	0	9	0	799	-799
3113+97.943	311397.94	97.94	0.00	0.00	21.81	0	0	63	0	878	-878
3114+00	311400.00	2.06	0.00	0.00	22.26	0	0	2	0	880	-880
3114+22.94	311422.94	22.94	0.00	0.00	22.32	0	0	19	0	904	-904
3114+48	311448.00	25.06	0.00	0.00	0.00	0	0	10	0	916	-916

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3116+75	311675.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3117+00	311700.00	25.00	0.00	0.00	1.06	0	0	0	0	0	0
3118+00	311800.00	100.00	0.00	0.00	14.73	0	0	29	0	36	-36
3119+00	311900.00	100.00	0.00	0.00	20.36	0	0	65	0	118	-118
3120+00	312000.00	100.00	0.00	0.00	25.27	0	0	85	0	224	-224
3121+00	312100.00	100.00	0.00	0.00	14.62	0	0	74	0	316	-316
3122+00	312200.00	100.00	0.00	0.00	9.66	0	0	45	0	373	-373
3123+00	312300.00	100.00	0.00	0.00	8.97	0	0	34	0	415	-415
3123+53.4	312353.40	53.40	0.00	0.00	8.55	0	0	17	0	436	-436
3124+00	312400.00	46.60	0.00	0.00	12.49	0	0	18	0	459	-459
3124+72.099	312472.10	72.10	0.00	0.00	21.15	0	0	45	0	515	-515
3124+97.1	312497.10	25.00	0.00	0.00	16.54	0	0	17	0	536	-536
3125+00	312500.00	2.90	0.00	0.00	17.20	0	0	2	0	539	-539
3125+22	312522.00	22.00	0.00	0.00	0.00	0	0	7	0	548	-548

DIVISION – IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3129+00	312900.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3129+25	312925.00	25.00	0.00	0.00	1.69	0	0	1	0	1	-1
3130+00	313000.00	75.00	0.00	0.00	5.43	0	0	10	0	14	-14
3131+00	313100.00	100.00	0.00	0.00	5.73	0	0	21	0	40	-40
3131+24.137	313124.14	24.14	0.00	0.00	6.83	0	0	6	0	48	-48
3131+50	313150.00	25.86	0.00	0.00	7.62	0	0	7	0	56	-56
3132+00	313200.00	50.00	0.00	0.00	10.22	0	0	17	0	78	-78
3132+25	313225.00	25.00	0.00	0.00	7.54	0	0	8	0	88	-88
3132+43.209	313243.21	18.21	0.00	0.00	4.79	0	0	4	0	93	-93
3132+68.21	313268.21	25.00	0.00	0.00	4.79	0	0	4	0	98	-98
3132+93.21	313293.21	25.00	0.00	0.00	5.13	0	0	5	0	104	-104
3133+00	313300.00	6.79	0.00	0.00	5.22	0	0	1	0	105	-105
3133+75.74	313375.74	75.74	0.00	0.00	8.56	0	0	19	0	129	-129
3134+00	313400.00	24.26	0.00	0.00	18.72	0	0	12	0	144	-144
3134+94.44	313494.44	94.44	0.00	0.00	40.50	0	0	104	0	274	-274
3135+00	313500.00	5.56	0.00	0.00	39.60	0	0	8	0	284	-284
3135+19.44	313519.44	19.44	0.00	0.00	41.58	0	0	29	0	320	-320
3135+44	313544.00	24.56	0.00	0.00	0.00	0	0	19	0	344	-344

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
2995+32	299532.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
2995+56.973	299556.97	24.97	0.00	0.00	72.98	0	0	34	0	43	-43
2995+81.973	299581.97	25.00	0.00	0.00	74.55	0	0	68	0	128	-128
2996+00	299600.00	18.03	0.00	0.00	74.04	0	0	50	0	190	-190
2997+00	299700.00	100.00	0.00	0.00	112.91	0	0	346	0	623	-623
2997+10.47	299710.47	10.47	0.00	0.00	111.24	0	0	43	0	676	-676
2998+00	299800.00	89.53	0.00	0.00	101.70	0	0	353	0	1,118	-1,118
2999+00	299900.00	100.00	0.00	0.00	115.53	0	0	402	0	1,620	-1,620
3000+00	300000.00	100.00	0.00	0.00	104.80	0	0	408	0	2,130	-2,130
3001+00	300100.00	100.00	0.00	0.00	25.60	0	0	241	0	2,431	-2,431
3002+00	300200.00	100.00	0.00	0.00	7.79	0	0	62	0	2,509	-2,509
3002+16.29	300216.29	16.29	0.00	0.00	41.47	0	0	15	0	2,528	-2,528
3003+00	300300.00	83.71	0.00	0.00	6.64	0	0	75	0	2,621	-2,621
3004+00	300400.00	100.00	0.00	0.00	7.56	0	0	26	0	2,654	-2,654
3005+00	300500.00	100.00	0.00	0.00	3.35	0	0	20	0	2,679	-2,679
3005+10	300510.00	10.00	0.00	0.00	0.00	0	0	1	0	2,680	-2,680

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3010+75	301075.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3011+00	301100.00	25.00	0.00	0.00	1.25	0	0	1	0	1	-1
3012+00	301200.00	100.00	0.00	0.00	8.20	0	0	17	0	23	-23
3013+00	301300.00	100.00	0.00	0.00	8.94	0	0	32	0	63	-63
3014+00	301400.00	100.00	0.00	0.00	17.92	0	0	50	0	125	-125
3015+00	301500.00	100.00	0.00	0.00	13.28	0	0	58	0	198	-198
3016+00	301600.00	100.00	0.00	0.00	9.64	0	0	42	0	250	-250
3017+00	301700.00	100.00	0.00	0.00	1.97	0	0	22	0	278	-278
3017+25	301725.00	25.00	0.00	0.00	0.00	0	0	1	0	279	-279

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3020+75	302075.00	25.00	0.00	0.00	0.00	0	0	0	0	0	0
3021+00	302100.00	25.00	0.00	0.00	9.87	0	0	5	0	6	-6
3022+00	302200.00	100.00	0.00	0.00	8.92	0	0	35	0	50	-50
3023+00	302300.00	100.00	0.00	0.00	12.35	0	0	39	0	99	-99
3024+00	302400.00	100.00	0.00	0.00	8.33	0	0	38	0	146	-146
3025+00	302500.00	100.00	0.00	0.00	4.37	0	0	24	0	176	-176
3026+00	302600.00	100.00	0.00	0.00	4.33	0	0	16	0	196	-196
3026+25	302625.00	25.00	0.00	0.00	0.00	0	0	2	0	199	-199
3026+50	302650.00	25.00	0.00	0.00	0.00	0	0	0	0	199	-199
3027+00	302700.00	50.00	0.00	0.00	0.00	0	0	0	0	199	-199

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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	EARTHWORK DATA	SHEET 386	E

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3034+75	303475.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3035+00	303500.00	25.00	0.00	0.00	11.98	0	0	6	0	8	-8
3036+00	303600.00	100.00	0.00	0.00	7.07	0	0	35	0	51	-51
3036+05	303605.00	5.00	0.00	0.00	6.73	0	0	1	0	53	-53
3037+00	303700.00	95.00	0.00	0.00	2.75	0	0	17	0	74	-74
3038+00	303800.00	100.00	0.00	0.00	6.94	0	0	18	0	96	-96
3038+25	303825.00	25.00	0.00	0.00	0.00	0	0	3	0	100	-100

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3062+00	306200.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3062+10	306210.00	10.00	0.00	0.00	4.50	0	0	1	0	1	-1
3062+97	306297.18	87.18	0.00	0.00	19.02	0	0	38	0	49	-49
3063+00	306300.00	2.82	0.00	0.00	19.54	0	0	2	0	51	-51
3064+00	306400.00	100.00	0.00	0.00	3.56	0	0	43	0	105	-105
3065+00	306500.00	100.00	0.00	0.00	5.25	0	0	16	0	125	-125
3066+00	306600.00	100.00	0.00	0.00	4.14	0	0	17	0	146	-146
3067+00	306700.00	100.00	0.00	0.00	2.25	0	0	12	0	161	-161
3067+50	306750.00	50.00	0.00	0.00	2.21	0	0	4	0	166	-166
3067+75	306775.00	25.00	0.00	0.00	0.00	0	0	1	0	168	-168

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3097+00	309700.00	25.00	0.00	0.00	0.00	0	0	0	0	0	0
3098+00	309800.00	100.00	0.00	0.00	4.20	0	0	8	0	10	-10
3099+00	309900.00	100.00	0.00	0.00	3.08	0	0	13	0	26	-26
3100+00	310000.00	100.00	0.00	0.00	3.29	0	0	12	0	41	-41
3101+00	310100.00	100.00	0.00	0.00	2.69	0	0	11	0	55	-55
3101+25	310125.00	25.00	0.00	0.00	0.00	0	0	1	0	56	-56

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3128+00	312800.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3128+25	312825.00	25.00	0.00	0.00	32.22	0	0	15	0	19	-19
3129+00	312900.00	75.00	0.00	0.00	11.82	0	0	61	0	95	-95
3129+25	312925.00	25.00	0.00	0.00	9.61	0	0	10	0	108	-108
3130+00	313000.00	75.00	0.00	0.00	2.72	0	0	17	0	129	-129
3131+00	313100.00	100.00	0.00	0.00	7.79	0	0	19	0	153	-153
3131+24.137	313124.14	24.14	0.00	0.00	5.54	0	0	6	0	160	-160
3131+50	313150.00	25.86	0.00	0.00	4.41	0	0	5	0	166	-166
3132+00	313200.00	50.00	0.00	0.00	13.30	0	0	16	0	186	-186
3132+25	313225.00	25.00	0.00	0.00	0.00	0	0	6	0	194	-194

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
									1.00	1.25	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3244+75A	324475.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3245+00A	324500.00	25.00	0.00	0.00	1.78	0	0	1	0	1	-1
3246+00A	324600.00	100.00	0.00	0.00	2.81	0	0	8	0	11	-11
3247+00A	324700.00	100.00	0.00	0.00	2.02	0	0	9	0	23	-23
3248+00A	324800.00	100.00	0.00	0.00	3.74	0	0	11	0	36	-36
3248+74A	324874.00	74.00	0.00	0.00	21.90	0	0	35	0	80	-80
3249+00A	324900.00	26.00	0.00	0.00	1.12	0	0	11	0	94	-94
3249+50A	324950.00	50.00	0.00	0.00	0.21	0	0	1	0	95	-95
3249+75A	324975.00	25.00	0.00	0.00	0.00	0	0	0	0	95	-95

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
									1.00	1.25	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3444+75A	344475.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3445+00A	344500.00	25.00	0.00	0.00	0.83	0	0	0	0	0	0
3446+00A	344600.00	100.00	0.00	0.00	8.03	0	0	16	0	20	-20
3447+00A	344700.00	100.00	0.00	0.00	8.06	0	0	30	0	58	-58
3448+00A	344800.00	100.00	0.00	0.00	2.88	0	0	20	0	83	-83
3448+25A	344825.00	25.00	0.00	0.00	0.00	0	0	1	0	84	-84

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
									1.00	1.25	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3522+25A	352225.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3522+50A	352250.00	25.00	0.00	0.00	28.46	0	0	13	0	16	-16
3523+00A	352300.00	50.00	0.00	0.00	24.33	0	0	49	0	78	-78
3524+00A	352400.00	100.00	0.00	0.00	16.77	0	0	76	0	173	-173
3525+00A	352500.00	100.00	0.00	0.00	13.45	0	0	56	0	243	-243
3526+00A	352600.00	100.00	0.00	0.00	16.77	0	0	56	0	313	-313
3527+00A	352700.00	100.00	0.00	0.00	36.01	0	0	98	0	435	-435
3528+00A	352800.00	100.00	0.00	0.00	20.56	0	0	105	0	566	-566
3529+00A	352900.00	100.00	0.00	0.00	14.70	0	0	65	0	648	-648
3530+00A	353000.00	100.00	0.00	0.00	17.15	0	0	59	0	721	-721
3530+50A	353050.00	50.00	0.00	0.00	15.24	0	0	30	0	759	-759
3530+75A	353075.00	25.00	0.00	0.00	0.00	0	0	7	0	768	-768

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
									1.00	1.25	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3532+75A	353275.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3533+00A	353300.00	25.00	0.00	0.00	3.21	0	0	1	0	1	-1
3534+00A	353400.00	100.00	0.00	0.00	6.53	0	0	18	0	24	-24
3535+00A	353500.00	100.00	0.00	0.00	3.56	0	0	19	0	48	-48
3536+00A	353600.00	100.00	0.00	0.00	2.92	0	0	12	0	63	-63
3536+25A	353625.00	25.00	0.00	0.00	0.00	0	0	1	0	64	-64

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3624+76A	362475.60	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3625+26A	362525.60	50.00	0.00	0.00	1.36	0	0	1	0	1	-1
3626+26A	362625.60	100.00	0.00	0.00	7.79	0	0	17	0	23	-23
3627+26A	362725.60	100.00	0.00	0.00	4.76	0	0	23	0	51	-51
3628+01A	362800.60	75.00	0.00	0.00	8.05	0	0	18	0	74	-74
3628+04A	362803.60	3.00	0.00	0.00	9.55	0	0	1	0	75	-75
3628+26A	362825.60	22.00	0.00	0.00	5.08	0	0	6	0	83	-83
3629+01A	362900.60	75.00	0.00	0.00	0.00	0	0	7	0	91	-91

DIVISION -- IH 90 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
2347+00B	234700.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
2347+50B	234750.00	50.00	0.00	0.00	3.05	0	0	3	0	4	-4
2348+00B	234800.00	50.00	0.00	0.00	4.02	0	0	7	0	13	-13
2349+00B	234900.00	100.00	0.00	0.00	0.68	0	0	9	0	24	-24
2350+00B	235000.00	100.00	0.00	0.00	10.65	0	0	21	0	50	-50
2350+25B	235025.00	25.00	0.00	0.00	0.00	0	0	5	0	56	-56

DIVISION -- IH 90 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
2351+00B	235100.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
2351+25B	235125.00	25.00	0.00	0.00	5.82	0	0	3	0	4	-4
2352+00B	235200.00	75.00	0.00	0.00	40.08	0	0	64	0	84	-84
2353+00B	235300.00	100.00	0.00	0.00	66.46	0	0	197	0	330	-330
2354+00B	235400.00	100.00	0.00	0.00	83.82	0	0	278	0	678	-678
2355+00B	235500.00	100.00	0.00	0.00	77.76	0	0	299	0	1,051	-1,051
2356+00B	235600.00	100.00	0.00	0.00	61.40	0	0	258	0	1,374	-1,374
2356+98B	235698.28	98.28	0.00	0.00	111.73	0	0	315	0	1,768	-1,768
2357+00B	235700.00	1.72	0.00	0.00	107.71	0	0	7	0	1,776	-1,776
2358+00B	235800.00	100.00	0.00	0.00	125.10	0	0	431	0	2,315	-2,315
2359+00B	235900.00	100.00	0.00	0.00	160.39	0	0	529	0	2,976	-2,976
2359+73B	235973.11	73.11	0.00	0.00	191.94	0	0	477	0	3,573	-3,573
2360+00B	236000.00	26.89	0.00	0.00	210.06	0	0	200	0	3,823	-3,823
2361+00B	236100.00	100.00	0.00	0.00	314.48	0	0	971	0	5,036	-5,036
2361+17B	236116.58	16.58	0.00	0.00	335.13	0	0	199	0	5,285	-5,285
2361+42B	236141.58	25.00	0.00	0.00	328.06	0	0	307	0	5,669	-5,669
2361+67B	236166.58	25.00	0.00	0.00	0.00	0	0	152	0	5,859	-5,859

DIVISION -- IH 90 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
2374+00B	237400.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
2374+25B	237425.00	25.00	0.00	0.00	111.29	0	0	52	0	65	-65
2375+00B	237500.00	75.00	0.00	0.00	74.01	0	0	257	0	386	-386
2376+00B	237600.00	100.00	0.00	0.00	67.94	0	0	263	0	715	-715
2377+00B	237700.00	100.00	0.00	0.00	30.67	0	0	183	0	944	-944
2378+00B	237800.00	100.00	0.00	0.00	16.53	0	0	87	0	1,053	-1,053
2379+00B	237900.00	100.00	0.00	0.00	15.42	0	0	59	0	1,126	-1,126
2380+00B	238000.00	100.00	0.00	0.00	19.81	0	0	65	0	1,208	-1,208
2381+00B	238100.00	100.00	0.00	0.00	16.96	0	0	68	0	1,293	-1,293
2382+00B	238200.00	100.00	0.00	0.00	9.05	0	0	48	0	1,353	-1,353
2383+00B	238300.00	100.00	0.00	0.00	10.69	0	0	37	0	1,399	-1,399
2384+00B	238400.00	100.00	0.00	0.00	7.08	0	0	33	0	1,440	-1,440
2385+00B	238500.00	100.00	0.00	0.00	7.68	0	0	27	0	1,474	-1,474
2386+00B	238600.00	100.00	0.00	0.00	10.50	0	0	34	0	1,516	-1,516
2387+00B	238700.00	100.00	0.00	0.00	9.64	0	0	37	0	1,563	-1,563
2388+00B	238800.00	100.00	0.00	0.00	14.06	0	0	44	0	1,618	-1,618
2389+00B	238900.00	100.00	0.00	0.00	16.99	0	0	58	0	1,690	-1,690
2390+00B	239000.00	100.00	0.00	0.00	17.41	0	0	64	0	1,770	-1,770
2391+00B	239100.00	100.00	0.00	0.00	16.46	0	0	63	0	1,849	-1,849
2392+00B	239200.00	100.00	0.00	0.00	16.60	0	0	61	0	1,925	-1,925
2393+00B	239300.00	100.00	0.00	0.00	18.71	0	0	65	0	2,006	-2,006
2394+00B	239400.00	100.00	0.00	0.00	16.89	0	0	66	0	2,089	-2,089
2395+00B	239500.00	100.00	0.00	0.00	15.78	0	0	61	0	2,165	-2,165
2396+00B	239600.00	100.00	0.00	0.00	16.95	0	0	61	0	2,241	-2,241
2396+64B	239663.98	63.98	0.00	0.00	23.57	0	0	48	0	2,301	-2,301
2397+00B	239700.00	36.02	0.00	0.00	28.78	0	0	35	0	2,345	-2,345
2397+82B	239782.48	82.48	0.00	0.00	24.22	0	0	81	0	2,446	-2,446
2398+07B	239807.48	25.00	0.00	0.00	14.14	0	0	18	0	2,469	-2,469
2398+33B	239833.48	26.00	0.00	0.00	0.00	0	0	7	0	2,478	-2,478

DIVISION -- IH 90 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
2399+75B	239975.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
2400+00B	240000.00	25.00	0.00	0.00	1.26	0	0	1	0	1	-1
2401+00B	240100.00	100.00	0.00	0.00	15.57	0	0	31	0	40	-40
2402+00B	240200.00	100.00	0.00	0.00	11.59	0	0	50	0	103	-103
2403+00B	240300.00	100.00	0.00	0.00	15.18	0	0	50	0	165	-165
2404+00B	240400.00	100.00	0.00	0.00	11.45	0	0	49	0	226	-226
2405+00B	240500.00	100.00	0.00	0.00	9.30	0	0	38	0	274	-274
2406+00B	240600.00	100.00	0.00	0.00	7.61	0	0	31	0	313	-313
2407+00B	240700.00	100.00	0.00	0.00	7.15	0	0	27	0	346	-346
2408+00B	240800.00	100.00	0.00	0.00	11.20	0	0	34	0	389	-389
2409+00B	240900.00	100.00	0.00	0.00	10.25	0	0	40	0	439	-439
2410+00B	241000.00	100.00	0.00	0.00	9.08	0	0	36	0	484	-484
2411+00B	241100.00	100.00	0.00	0.00	4.92	0	0	26	0	516	-516
2412+00B	241200.00	100.00	0.00	0.00	5.53	0	0	19	0	540	-540
2413+00B	241300.00	100.00	0.00	0.00	4.20	0	0	18	0	563	-563
2414+00B	241400.00	100.00	0.00	0.00	10.68	0	0	28	0	598	-598
2415+00B	241500.00	100.00	0.00	0.00	10.07	0	0	38	0	645	-645
2416+00B	241600.00	100.00	0.00	0.00	8.34	0	0	34	0	688	-688
2417+00B	241700.00	100.00	0.00	0.00	10.42	0	0	35	0	731	-731
2418+00B	241800.00	100.00	0.00	0.00	7.92	0	0	34	0	774	-774
2419+00B	241900.00	100.00	0.00	0.00	9.68	0	0	33	0	815	-815
2420+00B	242000.00	100.00	0.00	0.00	7.55	0	0	32	0	855	-855
2421+00B	242100.00	100.00	0.00	0.00	8.26	0	0	29	0	891	-891
2421+25B	242125.00	25.00	0.00	0.00	0.00	0	0	4	0	896	-896

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3169+75	316975.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3170+00	317000.00	25.00	4.71	0.00	5.23	2	0	2	2	3	-1
3171+00	317100.00	100.00	4.29	0.00	4.57	17	0	18	19	25	-6
3172+00	317200.00	100.00	3.99	0.00	4.76	15	0	17	34	46	-12
3173+00	317300.00	100.00	2.56	0.00	5.83	12	0	20	46	71	-25
3174+00	317400.00	100.00	4.73	0.00	0.83	13	0	12	59	86	-27
3175+00	317500.00	100.00	4.54	0.00	1.40	17	0	4	76	91	-15
3176+00	317600.00	100.00	4.35	0.00	1.91	16	0	6	92	99	-7
3177+00	317700.00	100.00	3.49	0.00	1.16	15	0	6	107	106	1
3178+00	317800.00	100.00	4.07	0.00	2.28	14	0	6	121	114	7
3179+00	317900.00	100.00	3.81	0.00	3.44	15	0	11	136	128	9
3180+00	318000.00	100.00	3.87	0.00	5.25	14	0	16	150	148	3
3181+00	318100.00	100.00	3.07	0.00	6.87	13	0	22	163	175	-12
3182+00	318200.00	100.00	3.72	0.00	5.63	13	0	23	176	204	-28
3183+00	318300.00	100.00	4.29	0.00	11.99	15	0	33	191	245	-54
3184+00	318400.00	100.00	4.78	0.00	10.08	17	0	41	208	296	-88
3185+00	318500.00	100.00	4.40	0.00	8.82	17	0	35	225	340	-115
3186+00	318600.00	100.00	3.68	0.00	12.31	15	0	39	240	389	-149
3187+00	318700.00	100.00	1.34	0.00	31.02	9	0	80	249	489	-240
3188+00	318800.00	100.00	1.65	0.00	41.93	6	0	135	255	658	-403
3189+00	318900.00	100.00	3.01	0.00	41.32	9	0	154	264	850	-586
3190+00	319000.00	100.00	4.25	0.00	34.09	13	0	140	277	1,025	-748
3191+00	319100.00	100.00	3.92	0.00	30.58	15	0	120	292	1,175	-883
3192+00	319200.00	100.00	3.83	0.00	32.49	14	0	117	306	1,321	-1,015
3193+00	319300.00	100.00	3.74	0.00	59.78	14	0	171	320	1,535	-1,215
3194+00	319400.00	100.00	4.14	0.00	36.13	15	0	178	335	1,758	-1,423
3195+00	319500.00	100.00	4.80	0.00	32.75	17	0	128	352	1,918	-1,566
3196+00	319600.00	100.00	4.33	0.00	36.04	17	0	127	369	2,076	-1,707
3197+00	319700.00	100.00	3.86	0.00	34.25	15	0	130	384	2,239	-1,855
3198+00	319800.00	100.00	3.25	0.00	50.08	13	0	156	397	2,434	-2,037
3198+15	319815.00	15.00	3.52	0.00	50.09	2	0	28	399	2,469	-2,070
3198+40.18	319840.18	25.18	4.14	0.00	44.30	4	0	44	403	2,524	-2,121
3198+65.18	319865.18	25.00	6.22	0.00	36.74	5	0	38	408	2,571	-2,163
3199+00	319900.00	34.82	5.98	0.00	31.68	8	0	44	416	2,626	-2,210
3200+00	320000.00	100.00	4.26	0.00	27.80	19	0	110	435	2,764	-2,329
3201+00	320100.00	100.00	4.13	0.00	28.45	16	0	104	451	2,894	-2,443
3201+64	320164.00	64.00	3.74	0.00	109.86	9	0	164	460	3,099	-2,639
3202+00	320200.00	36.00	4.39	0.00	25.39	5	0	90	465	3,211	-2,746
3203+00	320300.00	100.00	4.20	0.00	27.58	16	0	98	481	3,334	-2,853
3204+00	320400.00	100.00	3.73	0.00	29.38	15	0	105	496	3,465	-2,969
3205+00	320500.00	100.00	2.79	0.00	40.11	12	0	129	508	3,626	-3,118
3206+00	320600.00	100.00	2.95	0.00	34.36	11	0	138	519	3,799	-3,280
3207+00	320700.00	100.00	3.48	0.00	31.16	12	0	121	531	3,950	-3,419
3208+00	320800.00	100.00	3.74	0.00	30.63	13	0	114	544	4,093	-3,549
3209+00	320900.00	100.00	5.19	0.00	21.18	17	0	96	561	4,213	-3,652
3210+00	321000.00	100.00	2.85	0.00	22.45	15	0	81	576	4,314	-3,738
3211+00	321100.00	100.00	4.72	0.00	15.09	14	0	70	590	4,401	-3,811
3212+00	321200.00	100.00	3.04	0.00	27.86	14	0	80	604	4,501	-3,897
3213+00	321300.00	100.00	3.78	0.00	26.43	13	0	101	617	4,628	-4,011
3214+00	321400.00	100.00	3.87	0.00	22.05	14	0	90	631	4,740	-4,109
3215+00	321500.00	100.00	3.84	0.00	20.87	14	0	79	645	4,839	-4,194
3216+00	321600.00	100.00	4.23	0.00	19.81	15	0	75	660	4,933	-4,273
3217+00	321700.00	100.00	4.51	0.00	19.85	16	0	73	676	5,024	-4,348
3218+00	321800.00	100.00	3.74	0.00	27.05	15	0	87	691	5,133	-4,442
3219+00	321900.00	100.00	3.97	0.00	22.79	14	0	92	705	5,248	-4,543

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DIVISION -- IH 94 EB (CONTINUED)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3220+00	322000.00	100.00	3.40	0.00	24.16	14	0	87	719	5,356	-4,637
3221+00	322100.00	100.00	4.67	0.00	15.07	15	0	73	734	5,448	-4,714
3222+00	322200.00	100.00	4.62	0.00	14.38	17	0	55	751	5,516	-4,765
3223+00	322300.00	100.00	4.03	0.00	20.10	16	0	64	767	5,596	-4,829
3224+00	322400.00	100.00	4.81	0.00	17.08	16	0	69	783	5,683	-4,900
3225+00	322500.00	100.00	4.80	0.00	17.18	18	0	63	801	5,761	-4,960
3226+00	322600.00	100.00	3.89	0.00	18.24	16	0	66	817	5,844	-5,027
3227+00	322700.00	100.00	5.01	0.00	15.75	16	0	63	833	5,923	-5,090
3228+00	322800.00	100.00	5.68	0.00	15.31	20	0	58	853	5,995	-5,142
3229+00	322900.00	100.00	4.94	0.00	12.76	20	0	52	873	6,060	-5,187
3230+00	323000.00	100.00	5.42	0.00	47.03	19	0	111	892	6,199	-5,307
3231+00	323100.00	100.00	5.57	0.00	20.96	20	0	126	912	6,356	-5,444
3232+00	323200.00	100.00	4.12	0.00	32.58	18	0	99	930	6,480	-5,550
3233+00	323300.00	100.00	4.83	0.00	28.79	17	0	114	947	6,623	-5,676
3234+00	323400.00	100.00	4.80	0.00	26.11	18	0	102	965	6,750	-5,785
3235+00	323500.00	100.00	4.76	0.00	22.95	18	0	91	983	6,864	-5,881
3236+00	323600.00	100.00	4.54	0.00	7.83	17	0	57	1,000	6,935	-5,935
3237+00	323700.00	100.00	3.74	0.00	5.48	15	0	25	1,015	6,966	-5,951
3237+50	323750.00	50.00	5.08	0.00	0.72	8	0	6	1,023	6,974	-5,951
3237+75	323775.00	25.00	0.00	0.00	0.00	2	0	0	1,025	6,974	-5,949

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3497+75	349775.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3498+00	349800.00	25.00	0.00	0.00	1.48	0	0	1	0	1	-1
3499+00	349900.00	100.00	0.00	0.00	2.91	0	0	8	0	11	-11
3500+00	350000.00	100.00	0.00	0.00	3.28	0	0	11	0	25	-25
3501+00	350100.00	100.00	0.00	0.00	8.16	0	0	21	0	51	-51
3502+00	350200.00	100.00	0.00	0.00	5.78	0	0	26	0	84	-84
3503+00	350300.00	100.00	0.00	0.00	3.71	0	0	18	0	106	-106
3504+00	350400.00	100.00	0.00	0.00	0.60	0	0	8	0	116	-116
3505+00	350500.00	100.00	0.00	0.00	1.31	0	0	4	0	121	-121
3505+25	350525.00	25.00	0.00	0.00	0.00	0	0	1	0	123	-123

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DIVISION -- IH 90 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
2386+00B	238600.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
2386+25B	238625.00	25.00	0.00	0.00	2.77	0	0	1	0	1	-1
2387+00B	238700.00	75.00	0.00	0.00	3.65	0	0	9	0	13	-13
2388+00B	238800.00	100.00	0.00	0.00	8.28	0	0	22	0	40	-40
2389+00B	238900.00	100.00	0.00	0.00	11.68	0	0	37	0	86	-86
2390+00B	239000.00	100.00	0.00	0.00	12.51	0	0	45	0	143	-143
2391+00B	239100.00	100.00	0.00	0.00	9.00	0	0	40	0	193	-193
2392+00B	239200.00	100.00	0.00	0.00	6.57	0	0	29	0	229	-229
2393+00B	239300.00	100.00	0.00	0.00	6.21	0	0	24	0	259	-259
2394+00B	239400.00	100.00	0.00	0.00	9.02	0	0	28	0	294	-294
2395+00B	239500.00	100.00	0.00	0.00	25.60	0	0	64	0	374	-374
2396+00B	239600.00	100.00	0.00	0.00	29.45	0	0	102	0	501	-501
2396+64B	239663.98	63.98	0.00	0.00	20.01	0	0	59	0	575	-575
2397+00B	239700.00	36.02	0.00	0.00	25.85	0	0	31	0	614	-614
2397+82B	239782.48	82.48	0.00	0.00	0.03	0	0	40	0	664	-664
2398+07B	239807.48	25.00	0.00	0.00	11.35	0	0	5	0	670	-670
2398+33B	239833.48	26.00	0.00	0.00	0.00	0	0	5	0	676	-676

DIVISION -- IH 90 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
2403+50B	240350.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
2403+75B	240375.00	25.00	0.00	0.00	0.07	0	0	0	0	0	0
2404+00B	240400.00	25.00	0.00	0.00	0.64	0	0	0	0	0	0
2405+00B	240500.00	100.00	0.00	0.00	11.60	0	0	23	0	29	-29
2406+00B	240600.00	100.00	0.00	0.00	21.16	0	0	61	0	105	-105
2407+00B	240700.00	100.00	0.00	0.00	18.47	0	0	73	0	196	-196
2408+00B	240800.00	100.00	0.00	0.00	22.90	0	0	77	0	293	-293
2409+00B	240900.00	100.00	0.00	0.00	31.68	0	0	101	0	419	-419
2410+00B	241000.00	100.00	0.00	0.00	25.38	0	0	106	0	551	-551
2411+00B	241100.00	100.00	0.00	0.00	23.82	0	0	91	0	665	-665
2412+00B	241200.00	100.00	0.00	0.00	22.38	0	0	86	0	773	-773
2413+00B	241300.00	100.00	0.00	0.00	26.54	0	0	91	0	886	-886
2414+00B	241400.00	100.00	0.00	0.00	37.71	0	0	119	0	1,035	-1,035
2415+00B	241500.00	100.00	0.00	0.00	36.12	0	0	137	0	1,206	-1,206
2416+00B	241600.00	100.00	0.00	0.00	37.02	0	0	135	0	1,375	-1,375
2417+00B	241700.00	100.00	0.00	0.00	14.27	0	0	95	0	1,494	-1,494
2418+00B	241800.00	100.00	0.00	0.00	4.17	0	0	34	0	1,536	-1,536
2419+00B	241900.00	100.00	0.00	0.00	0.40	0	0	8	0	1,546	-1,546
2419+25B	241925.00	25.00	0.00	0.00	0.00	0	0	0	0	1,546	-1,546

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.25	1.25 NOTE 5	NOTE 8
3215+00	321500.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
3216+00	321600.00	100.00	4.59	0.00	6.00	0.00	8	0	11	0	8	14	0	-6
3217+00	321700.00	100.00	7.44	0.00	16.77	0.00	22	0	42	0	30	66	0	-36
3218+00	321800.00	100.00	8.34	0.00	15.16	0.00	29	0	59	0	59	140	0	-81
3219+00	321900.00	100.00	7.95	0.00	22.00	0.00	30	0	69	0	89	226	0	-137
3220+00	322000.00	100.00	8.42	0.00	38.62	0.00	30	0	112	0	119	366	0	-247
3221+00	322100.00	100.00	10.70	0.00	195.00	96.30	35	0	433	178	154	908	223	-754
3222+00	322200.00	100.00	8.50	0.00	195.00	74.50	36	0	722	316	190	1,810	618	-1,620
3223+00	322300.00	100.00	9.60	0.00	195.00	69.50	34	0	722	267	224	2,713	951	-2,489
3224+00	322400.00	100.00	9.30	0.00	195.00	50.80	35	0	722	223	259	3,615	1,230	-3,356
3225+00	322500.00	100.00	10.13	0.00	47.78	0.00	36	0	450	94	295	4,178	1,348	-3,883
3226+00	322600.00	100.00	4.43	0.00	16.36	0.00	27	0	119	0	322	4,326	1,348	-4,004
3227+00	322700.00	100.00	4.27	0.00	6.48	0.00	16	0	42	0	338	4,379	1,348	-4,041
3228+00	322800.00	100.00	0.00	0.00	0.00	0.00	8	0	12	0	346	4,394	1,348	-4,048
3229+00	322900.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	346	4,394	1,348	-4,048

DIVISION - IH94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3223+25A	322325.00	0.00	5.24	0.00	9.59	0	0	0	0	0	0
3224+00A	322400.00	75.00	5.17	0.00	11.01	14	0	29	14	36	-22
3225+00A	322500.00	100.00	5.14	0.00	12.41	19	0	43	33	90	-57
3226+00A	322600.00	100.00	4.45	0.00	18.61	18	0	57	51	161	-110
3227+00A	322700.00	100.00	4.29	0.00	23.81	16	0	79	67	260	-193
3227+38A	322738.16	38.16	5.20	0.00	24.28	7	0	34	74	303	-229
3228+00A	322800.00	61.84	8.01	0.00	32.42	15	0	65	89	384	-295
3228+88A	322888.16	88.16	15.09	0.00	9.58	38	0	69	127	470	-343
3229+00A	322900.00	11.84	16.09	0.00	6.39	7	0	4	134	475	-341
3229+51A	322951.32	51.32	12.19	0.00	5.21	27	0	11	161	489	-328
3229+64A	322963.98	12.66	11.24	0.00	6.41	5	0	3	166	493	-327
3230+00A	323000.00	36.02	8.54	0.00	7.35	13	0	9	179	504	-325
3230+89A	323088.98	88.98	9.39	0.00	5.40	30	0	21	209	530	-321
3231+00A	323100.00	11.02	10.45	0.00	3.96	4	0	2	213	533	-320
3231+02A	323101.65	1.65	10.67	0.00	2.85	1	0	0	214	533	-319
3231+65A	323164.82	63.17	9.60	0.00	10.69	24	0	16	238	553	-315
3232+00A	323200.00	35.18	12.17	0.00	18.08	14	0	19	252	576	-324
3233+00A	323300.00	100.00	5.49	0.00	9.03	33	0	50	285	639	-354
3233+15A	323314.82	14.82	4.87	0.00	6.58	3	0	4	288	644	-356
3234+00A	323400.00	85.18	4.44	0.00	8.42	15	0	24	303	674	-371
3234+15A	323415.00	15.00	5.29	0.00	8.56	3	0	5	306	680	-374
3235+00A	323500.00	85.00	5.24	0.00	7.77	17	0	26	323	713	-390

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3235+00A	323500.00	0.00	5.12	0.00	8.25	0	0	0	0	0	0
3236+00A	323600.00	100.00	4.47	0.00	15.48	18	0	44	18	55	-37
3237+00A	323700.00	100.00	5.87	0.00	13.45	19	0	54	37	123	-86
3238+00A	323800.00	100.00	5.20	0.00	8.00	21	0	40	58	173	-115
3239+00A	323900.00	100.00	5.50	0.00	9.99	20	0	33	78	214	-136
3240+00A	324000.00	100.00	4.28	0.00	9.96	18	0	37	96	260	-164
3241+00A	324100.00	100.00	5.49	0.00	8.36	18	0	34	114	303	-189
3242+00A	324200.00	100.00	4.79	0.00	10.24	19	0	34	133	345	-212
3243+00A	324300.00	100.00	4.73	0.00	13.74	18	0	44	151	400	-249
3244+00A	324400.00	100.00	4.70	0.00	16.88	17	0	57	168	471	-303
3245+00A	324500.00	100.00	3.20	0.00	23.25	15	0	74	183	564	-381
3246+00A	324600.00	100.00	4.29	0.00	19.51	14	0	79	197	663	-466
3247+00A	324700.00	100.00	4.15	0.00	19.26	16	0	72	213	753	-540
3248+00A	324800.00	100.00	5.14	0.00	20.67	17	0	74	230	845	-615
3249+00A	324900.00	100.00	4.07	0.00	17.10	17	0	70	247	933	-686
3250+00A	325000.00	100.00	3.47	0.00	14.79	14	0	59	261	1,006	-745
3251+00A	325100.00	100.00	2.96	0.00	16.45	12	0	58	273	1,079	-806
3252+00A	325200.00	100.00	2.68	0.00	30.57	10	0	87	283	1,188	-905
3253+00A	325300.00	100.00	4.07	0.00	42.27	12	0	135	295	1,356	-1,061
3254+00A	325400.00	100.00	2.82	0.00	44.37	13	0	160	308	1,556	-1,248
3255+00A	325500.00	100.00	3.20	0.00	20.60	11	0	120	319	1,706	-1,387
3256+00A	325600.00	100.00	2.64	0.00	22.11	11	0	79	330	1,805	-1,475
3257+00A	325700.00	100.00	4.06	0.00	14.49	12	0	68	342	1,890	-1,548
3258+00A	325800.00	100.00	3.63	0.00	21.11	14	0	66	356	1,973	-1,617
3259+00A	325900.00	100.00	2.75	0.00	21.42	12	0	79	368	2,071	-1,703
3260+00A	326000.00	100.00	4.67	0.00	16.77	14	0	71	382	2,160	-1,778
3261+00A	326100.00	100.00	4.96	0.00	9.41	18	0	48	400	2,220	-1,820
3261+23A	326122.59	22.59	5.06	0.00	7.74	4	0	7	404	2,229	-1,825
3262+00A	326200.00	77.41	5.70	0.00	17.36	15	0	36	419	2,274	-1,855
3262+73A	326272.59	72.59	4.69	0.00	60.93	14	0	105	433	2,405	-1,972
3263+00A	326300.00	27.41	4.95	0.00	57.13	5	0	60	438	2,480	-2,042
3263+36A	326335.73	35.73	4.91	0.00	51.67	7	0	72	445	2,570	-2,125
3263+48A	326348.39	12.66	4.01	0.00	53.49	2	0	25	447	2,601	-2,154
3264+00A	326400.00	51.61	3.37	0.00	53.23	7	0	102	454	2,729	-2,275
3265+00A	326500.00	100.00	3.93	0.00	53.78	14	0	198	468	2,976	-2,508
3265+11A	326510.90	10.90	3.80	0.00	55.53	2	0	22	470	3,004	-2,534
3265+24A	326523.57	12.66	3.68	0.00	58.52	2	0	27	472	3,038	-2,566
3265+87A	326586.73	63.16	4.70	0.00	48.75	10	0	125	482	3,194	-2,712
3266+00A	326600.00	13.27	4.44	0.00	41.12	2	0	22	484	3,221	-2,737
3267+00A	326700.00	100.00	3.67	0.00	9.32	15	0	93	499	3,338	-2,839
3267+37A	326736.73	36.73	3.30	0.00	7.57	5	0	11	504	3,351	-2,847
3268+00A	326800.00	63.27	5.94	0.00	1.62	11	0	11	515	3,365	-2,850
3269+00A	326900.00	100.00	5.92	0.00	0.48	22	0	4	537	3,370	-2,833
3270+00A	327000.00	100.00	5.64	0.00	1.18	21	0	3	558	3,374	-2,816
3271+00A	327100.00	100.00	4.92	0.00	2.81	20	0	7	578	3,383	-2,805
3272+00A	327200.00	100.00	5.07	0.00	3.81	18	0	12	596	3,398	-2,802
3273+00A	327300.00	100.00	5.41	0.00	6.83	19	0	20	615	3,423	-2,808
3274+00A	327400.00	100.00	5.61	0.00	10.23	20	0	32	635	3,463	-2,828
3275+00A	327500.00	100.00	6.30	0.00	11.51	22	0	40	657	3,513	-2,856
3276+00A	327600.00	100.00	6.30	0.00	6.99	23	0	34	680	3,555	-2,875

DIVISION -- IH 94 WB (CONTINUED)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3277+00A	327700.00	100.00	5.77	0.00	7.02	22	0	26	702	3,588	-2,886
3278+00A	327800.00	100.00	4.24	0.00	8.69	19	0	29	721	3,624	-2,903
3279+00A	327900.00	100.00	6.44	0.00	6.29	20	0	28	741	3,659	-2,918
3280+00A	328000.00	100.00	4.70	0.00	6.99	21	0	25	762	3,690	-2,928
3281+00A	328100.00	100.00	6.46	0.00	2.72	21	0	18	783	3,713	-2,930
3282+00A	328200.00	100.00	5.16	0.00	4.64	22	0	14	805	3,730	-2,925
3283+00A	328300.00	100.00	4.95	0.00	2.73	19	0	14	824	3,748	-2,924
3284+00A	328400.00	100.00	6.50	0.00	11.14	21	0	26	845	3,780	-2,935
3285+00A	328500.00	100.00	5.72	0.00	23.86	23	0	65	868	3,861	-2,993
3286+00A	328600.00	100.00	7.95	0.00	19.87	25	0	81	893	3,963	-3,070
3286+50A	328650.00	50.00	7.95	0.00	0.01	15	0	18	908	3,985	-3,077

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3286+50A	328650.00	0.00	8.25	0.00	0.00	0	0	0	0	0	0
3287+00A	328700.00	50.00	8.27	0.00	0.06	15	0	0	15	0	15
3288+00A	328800.00	100.00	9.42	0.00	0.00	33	0	0	48	0	48
3289+00A	328900.00	100.00	7.42	0.00	0.72	31	0	1	79	1	78
3290+00A	329000.00	100.00	5.71	0.00	4.88	24	0	10	103	14	89
3291+00A	329100.00	100.00	6.41	0.00	4.42	22	0	17	125	35	90
3292+00A	329200.00	100.00	7.03	0.00	0.66	25	0	9	150	46	104
3293+00A	329300.00	100.00	7.10	0.00	1.49	26	0	4	176	51	125
3294+00A	329400.00	100.00	6.14	0.00	8.35	25	0	18	201	74	127
3295+00A	329500.00	100.00	6.12	0.00	9.60	23	0	33	224	115	109
3296+00A	329600.00	100.00	6.26	0.00	5.92	23	0	29	247	151	96
3297+00A	329700.00	100.00	6.27	0.00	3.91	23	0	18	270	174	96
3298+00A	329800.00	100.00	7.23	0.00	1.62	25	0	10	295	186	109
3299+00A	329900.00	100.00	6.48	0.00	2.71	25	0	8	320	196	124
3300+00A	330000.00	100.00	6.78	0.00	2.10	25	0	9	345	208	138
3301+00A	330100.00	100.00	5.17	0.00	16.10	22	0	34	367	250	117
3302+00A	330200.00	100.00	5.99	0.00	30.06	21	0	85	388	356	32
3303+00A	330300.00	100.00	5.53	0.00	34.26	21	0	119	409	505	-96
3304+00A	330400.00	100.00	6.67	0.00	7.82	23	0	78	432	603	-171
3305+00A	330500.00	100.00	5.21	0.00	7.20	22	0	28	454	638	-184
3306+00A	330600.00	100.00	6.25	0.00	6.59	21	0	26	475	670	-195
3307+00A	330700.00	100.00	4.86	0.00	3.59	21	0	19	496	694	-198
3308+00A	330800.00	100.00	5.56	0.00	2.10	19	0	11	515	708	-193
3309+00A	330900.00	100.00	7.88	0.00	0.05	25	0	4	540	713	-173
3310+00A	331000.00	100.00	6.53	0.00	3.50	27	0	7	567	721	-154
3311+00A	331100.00	100.00	6.77	0.00	1.18	25	0	9	592	733	-141
3312+00A	331200.00	100.00	6.86	0.00	1.17	25	0	4	617	738	-121
3313+00A	331300.00	100.00	0.00	0.00	0.00	13	0	2	630	740	-110
3314+00A	331400.00	100.00	6.54	0.00	0.30	12	0	1	642	741	-99
3315+00A	331500.00	100.00	5.55	0.00	3.81	22	0	8	664	751	-87
3316+00A	331600.00	100.00	4.70	0.00	4.95	19	0	16	683	771	-88
3317+00A	331700.00	100.00	5.00	0.00	3.61	18	0	16	701	791	-90
3318+00A	331800.00	100.00	4.80	0.00	10.40	18	0	26	719	824	-105
3318+25A	331825.00	25.00	6.67	0.00	5.59	5	0	7	724	833	-109

DIVISION – IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3318+25A	331825.00	0.00	6.50	0.00	5.72	0	0	0	0	0	0
3319+00A	331900.00	75.00	8.98	0.00	1.27	21	0	10	21	13	9
3320+00A	332000.00	100.00	8.44	0.00	0.03	32	0	2	53	15	38
3321+00A	332100.00	100.00	8.44	0.00	0.01	31	0	0	84	15	69
3322+00A	332200.00	100.00	12.76	0.00	0.00	39	0	0	123	15	108
3323+00A	332300.00	100.00	7.17	0.00	0.03	37	0	0	160	15	145
3324+00A	332400.00	100.00	5.78	0.00	10.93	24	0	20	184	40	144
3325+00A	332500.00	100.00	6.30	0.00	9.52	22	0	38	206	88	119
3326+00A	332600.00	100.00	7.09	0.00	2.88	25	0	23	231	116	115
3327+00A	332700.00	100.00	8.28	0.00	0.00	28	0	5	259	123	137
3328+00A	332800.00	100.00	7.69	0.00	0.21	30	0	0	289	123	167
3329+00A	332900.00	100.00	8.50	0.00	11.44	30	0	22	319	150	169
3330+00A	333000.00	100.00	6.76	0.00	18.23	28	0	55	347	219	128
3331+00A	333100.00	100.00	7.20	0.00	5.59	26	0	44	373	274	99
3332+00A	333200.00	100.00	9.33	0.00	0.42	31	0	11	404	288	117
3333+00A	333300.00	100.00	6.99	0.00	2.10	30	0	5	434	294	140
3334+00A	333400.00	100.00	6.69	0.00	2.08	25	0	8	459	304	155
3335+00A	333500.00	100.00	6.52	0.00	2.74	24	0	9	483	315	168
3336+00A	333599.89	99.89	7.15	0.00	3.05	25	0	11	508	329	179
3336+00A	333600.00	0.11	7.15	0.00	3.06	0	0	0	508	329	179
3337+00A	333700.00	100.00	8.98	0.00	19.94	30	0	43	538	383	156
3337+50A	333749.89	49.89	12.33	0.00	8.17	20	0	26	558	415	143
3338+00A	333800.00	50.11	12.66	0.00	1.37	23	0	9	581	426	155
3338+13A	333813.00	13.00	10.76	0.00	1.62	6	0	1	587	428	160
3338+26A	333826.00	13.00	10.93	0.00	2.25	5	0	1	592	429	163
3339+00A	333900.00	74.00	0.01	0.00	7.22	15	0	13	607	445	162
3339+75A	333975.00	75.00	10.52	0.00	7.32	15	0	20	622	470	152
3339+88A	333988.35	13.35	10.37	0.00	9.31	5	0	4	627	475	152
3340+00A	334000.00	11.65	9.72	0.00	11.04	4	0	4	631	480	151
3340+51A	334051.19	51.19	6.91	0.00	45.74	16	0	54	647	548	100
3341+00A	334100.00	48.81	7.42	0.00	23.44	13	0	63	660	626	34
3342+00A	334200.00	100.00	5.75	0.00	2.77	24	0	49	684	688	-4
3342+01A	334200.70	0.70	5.77	0.00	2.72	0	0	0	684	688	-4
3343+00A	334300.00	99.30	6.56	0.00	4.14	23	0	13	707	704	3
3344+00A	334400.00	100.00	6.55	0.00	4.83	24	0	17	731	725	6
3345+00A	334500.00	100.00	7.42	0.00	1.80	26	0	12	757	740	17
3346+00A	334600.00	100.00	7.42	0.00	1.71	27	0	7	784	749	35
3347+00A	334700.00	100.00	6.95	0.00	2.14	27	0	7	811	758	54
3348+00A	334800.00	100.00	7.32	0.00	1.66	26	0	7	837	766	71
3349+00A	334900.00	100.00	7.70	0.00	1.10	28	0	5	865	773	93
3350+00A	335000.00	100.00	7.19	0.00	0.67	28	0	3	893	776	117

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
									1.00	1.25	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3351+00A	335100.00	0.00	8.96	0.00	0.00	0	0	0	0	0	0
3352+00A	335200.00	100.00	10.96	0.00	0.00	37	0	0	37	0	37
3353+00A	335300.00	100.00	10.52	0.00	0.00	40	0	0	77	0	77
3354+00A	335400.00	100.00	10.47	0.00	0.00	39	0	0	116	0	116
3355+00A	335500.00	100.00	9.83	0.00	0.22	38	0	0	154	0	154
3356+00A	335600.00	100.00	7.03	0.00	19.19	31	0	36	185	45	140
3357+00A	335700.00	100.00	8.82	0.00	25.66	29	0	83	214	149	65
3358+00A	335800.00	100.00	7.27	0.00	0.87	30	0	49	244	210	34
3359+00A	335900.00	100.00	8.86	0.00	0.00	30	0	2	274	213	62
3360+00A	336000.00	100.00	8.28	0.00	0.16	32	0	0	306	213	94
3361+00A	336100.00	100.00	7.19	0.00	1.78	29	0	4	335	218	118
3362+00A	336200.00	100.00	5.71	0.00	3.85	24	0	10	359	230	129
3363+00A	336300.00	100.00	5.95	0.00	2.05	22	0	11	381	244	137
3364+00A	336400.00	100.00	9.14	0.00	0.53	28	0	5	409	250	159
3365+00A	336500.00	100.00	8.18	0.00	0.99	32	0	3	441	254	187

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3376+00A	337600.00	0.00	14.23	0.00	0.00	0	0	0	0	0	0
3377+00A	337700.00	100.00	8.86	0.00	0.00	43	0	0	43	0	43
3377+45A	337744.93	44.93	7.88	0.00	0.00	14	0	0	57	0	57
3378+00A	337800.00	55.07	10.55	0.00	2.04	19	0	2	76	3	74
3378+63A	337863.39	63.39	12.00	0.00	2.96	26	0	6	102	10	92
3378+88A	337888.40	25.01	13.54	0.00	0.13	12	0	1	114	11	103
3379+00A	337900.00	11.60	13.46	0.00	0.01	6	0	0	120	11	109
3379+13A	337913.40	13.40	12.42	0.00	0.00	6	0	0	126	11	115
3380+00A	338000.00	86.60	6.55	0.00	2.31	30	0	4	156	16	140
3381+00A	338100.00	100.00	7.17	0.00	4.69	25	0	13	181	33	149
3381+40A	338140.00	40.00	5.30	0.00	32.10	9	0	27	190	66	124
3382+00A	338200.00	60.00	5.32	0.00	16.84	12	0	54	202	134	68
3383+00A	338300.00	100.00	9.72	0.00	1.22	28	0	33	230	175	55
3383+07A	338306.90	6.90	9.02	0.00	1.02	2	0	0	232	175	57
3383+32A	338331.90	25.00	7.54	0.00	6.62	8	0	4	240	180	60
3383+57A	338356.90	25.00	7.80	0.00	11.20	7	0	8	247	190	57
3384+00A	338400.00	43.10	7.71	0.00	6.68	12	0	14	259	208	52
3384+75A	338475.34	75.34	5.79	0.00	2.79	19	0	13	278	224	54
3385+00A	338500.00	24.66	6.66	0.00	1.31	6	0	2	284	226	58
3386+00A	338600.00	100.00	6.85	0.00	2.73	25	0	7	309	235	74
3387+00A	338700.00	100.00	4.95	0.00	4.79	22	0	14	331	253	79
3388+00A	338800.00	100.00	4.70	0.00	20.35	18	0	47	349	311	38
3389+00A	338900.00	100.00	5.70	0.00	21.07	19	0	77	368	408	-40
3390+00A	339000.00	100.00	5.37	0.00	14.60	20	0	66	388	490	-102
3391+00A	339100.00	100.00	5.17	0.00	5.95	20	0	38	408	538	-130
3392+00A	339200.00	100.00	6.62	0.00	1.17	22	0	13	430	554	-124
3393+00A	339300.00	100.00	5.67	0.00	2.26	23	0	6	453	561	-108
3394+00A	339400.00	100.00	5.97	0.00	2.31	22	0	8	475	571	-96
3395+00A	339500.00	100.00	5.34	0.00	4.17	21	0	12	496	586	-90
3396+00A	339600.00	100.00	4.87	0.00	1.96	19	0	11	515	600	-85
3397+00A	339700.00	100.00	3.51	0.00	4.91	16	0	13	531	616	-85
3398+00A	339800.00	100.00	4.09	0.00	5.99	14	0	20	545	641	-96
3399+00A	339900.00	100.00	3.88	0.00	7.20	15	0	24	560	671	-111
3400+00A	340000.00	100.00	2.89	0.00	8.47	13	0	29	573	708	-135

DIVISION – IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3400+00A	340000.00	0.00	2.89	0.00	8.47	0	0	0	0	0	0
3401+00A	340100.00	100.00	3.40	0.00	10.98	12	0	36	12	45	-33
3402+00A	340200.00	100.00	3.72	0.00	9.93	13	0	39	25	94	-69
3403+00A	340300.00	100.00	3.70	0.00	11.92	14	0	40	39	144	-105
3404+00A	340400.00	100.00	5.36	0.00	4.85	17	0	31	56	183	-127
3405+00A	340500.00	100.00	3.40	0.00	9.39	16	0	26	72	215	-143
3406+00A	340600.00	100.00	4.10	0.00	8.51	14	0	33	86	256	-170
3406+26A	340625.56	25.56	4.17	0.00	9.32	4	0	8	90	266	-176
3407+00A	340700.00	74.44	3.78	0.00	20.58	11	0	41	101	318	-217
3407+44A	340744.00	44.00	3.46	0.00	29.75	6	0	41	107	369	-262
3407+69A	340769.00	25.00	3.31	0.00	22.01	3	0	24	110	399	-289
3407+94A	340794.00	25.00	3.15	0.00	11.58	3	0	16	113	419	-306
3408+00A	340800.00	6.00	3.15	0.00	11.21	1	0	3	114	423	-309
3409+00A	340900.00	100.00	4.93	0.00	8.99	15	0	37	129	469	-340
3410+00A	341000.00	100.00	3.51	0.00	9.72	16	0	35	145	513	-368
3411+00A	341100.00	100.00	5.08	0.00	4.96	16	0	27	161	546	-385
3412+00A	341200.00	100.00	5.00	0.00	4.63	19	0	18	180	569	-389
3412+63A	341262.50	62.50	4.44	0.00	6.27	11	0	13	191	585	-394
3412+88A	341287.52	25.02	4.31	0.00	10.28	4	0	8	195	595	-400
3413+00A	341300.00	12.48	4.54	0.00	12.48	2	0	5	197	601	-404
3413+13A	341312.53	12.53	5.08	0.00	15.71	2	0	7	199	610	-411
3414+00A	341400.00	87.47	6.98	0.00	3.23	20	0	31	219	649	-430
3414+31A	341430.97	30.97	7.07	0.00	1.05	8	0	2	227	651	-424
3415+00A	341500.00	69.03	6.10	0.00	1.82	17	0	4	244	656	-412
3416+00A	341600.00	100.00	6.51	0.00	3.43	23	0	10	267	669	-402
3417+00A	341700.00	100.00	7.18	0.00	1.61	25	0	9	292	680	-388
3418+00A	341800.00	100.00	5.22	0.00	2.67	23	0	8	315	690	-375
3419+00A	341900.00	100.00	7.30	0.00	1.79	23	0	8	338	700	-362
3419+69A	341968.95	68.95	6.60	0.00	2.38	18	0	5	356	706	-350
3420+00A	342000.00	31.05	6.92	0.00	4.18	8	0	4	364	711	-347
3420+87A	342087.37	87.37	6.76	0.00	13.34	22	0	28	386	746	-360
3421+00A	342100.00	12.63	7.44	0.00	10.84	3	0	6	389	754	-365
3421+12A	342112.37	12.37	8.29	0.00	8.20	4	0	4	393	759	-366
3421+37A	342137.37	25.00	9.76	0.00	4.86	8	0	6	401	766	-365
3422+00A	342200.00	62.63	8.48	0.00	1.24	21	0	7	422	775	-353
3423+00A	342300.00	100.00	7.56	0.00	2.04	30	0	6	452	783	-331
3424+00A	342400.00	100.00	7.80	0.00	1.82	28	0	7	480	791	-311
3425+00A	342500.00	100.00	7.13	0.00	0.97	28	0	5	508	798	-290
3426+00A	342600.00	100.00	8.81	0.00	3.18	30	0	8	538	808	-270
3427+00A	342700.00	100.00	4.69	0.00	13.54	25	0	31	563	846	-283
3428+00A	342800.00	100.00	6.34	0.00	10.96	20	0	45	583	903	-320
3428+19A	342818.51	18.51	6.60	0.00	9.49	4	0	7	587	911	-324
3428+44A	342843.51	25.00	7.56	0.00	15.98	7	0	12	594	926	-332
3428+69A	342868.51	25.00	8.49	0.00	19.56	7	0	16	601	946	-345
3429+00A	342900.00	31.49	7.99	0.00	15.56	10	0	20	611	971	-360

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PROJECT NO: 1017-01-71 | HWY: IH 90 | COUNTY: MONROE AND JUNEAU | EARTHWORK DATA | SHEET 402 | E

FILE NAME : N:\PDS\C3D\10170103\DESIGN\QUANTITIES\EWKDETAILREPORTS\71\090102_EW.DWG
LAYOUT NAME - 02

PLOT DATE : 10/31/2022 1:08 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3429+00A	342900.00	0.00	7.99	0.00	15.77	0	0	0	0	0	0
3429+87A	342986.96	86.96	8.55	0.00	4.90	27	0	33	27	41	-14
3430+00A	343000.00	13.04	9.17	0.00	4.67	4	0	2	31	44	-13
3431+00A	343100.00	100.00	5.20	0.00	11.72	27	0	30	58	81	-23
3432+00A	343200.00	100.00	4.10	0.00	13.15	17	0	46	75	139	-64
3432+01A	343200.55	0.55	4.09	0.00	13.20	0	0	0	75	139	-64
3433+00A	343300.00	99.45	9.30	0.00	16.71	25	0	55	100	208	-108
3433+19A	343319.00	19.00	10.15	0.00	18.03	7	0	12	107	223	-116
3433+44A	343344.00	25.00	8.98	0.00	15.39	9	0	15	116	241	-125
3433+69A	343369.00	25.00	7.48	0.00	6.83	8	0	10	124	254	-130
3434+00A	343400.00	31.00	6.63	0.00	8.30	8	0	9	132	265	-133
3435+00A	343500.00	100.00	4.98	0.00	15.87	22	0	45	154	321	-167
3436+00A	343600.00	100.00	5.88	0.00	45.87	20	0	114	174	464	-290
3437+00A	343700.00	100.00	6.93	0.00	3.81	24	0	92	198	579	-381
3437+19A	343719.50	19.50	7.37	0.00	2.28	5	0	2	203	581	-378
3437+44A	343744.50	25.00	8.48	0.00	5.82	7	0	4	210	586	-376
3437+69A	343769.50	25.00	7.62	0.00	8.06	7	0	6	217	594	-377
3438+00A	343800.00	30.50	5.88	0.00	7.27	8	0	9	225	605	-380
3439+00A	343900.00	100.00	5.17	0.00	4.54	20	0	22	245	633	-388
3440+00A	344000.00	100.00	4.12	0.00	7.55	17	0	22	262	660	-398
3441+00A	344100.00	100.00	3.64	0.00	39.73	14	0	88	276	770	-494
3442+00A	344200.00	100.00	3.49	0.00	41.94	13	0	151	289	959	-670
3443+00A	344300.00	100.00	2.87	0.00	22.22	12	0	119	301	1,108	-807
3444+00A	344400.00	100.00	3.79	0.00	20.07	12	0	78	313	1,205	-892
3444+75A	344475.00	75.00	3.36	0.00	21.55	10	0	58	323	1,278	-955
3445+00A	344500.00	25.00	3.71	0.00	21.35	3	0	20	326	1,303	-977
3446+00A	344600.00	100.00	2.69	0.00	36.50	12	0	107	338	1,436	-1,098
3446+43A	344643.47	43.47	2.87	0.00	114.41	4	0	121	342	1,588	-1,246
3446+54A	344653.65	10.18	4.00	0.00	87.79	1	0	38	343	1,635	-1,292
3447+00A	344700.00	46.35	3.20	0.00	28.39	6	0	100	349	1,760	-1,411
3448+00A	344800.00	100.00	3.71	0.00	15.92	13	0	82	362	1,863	-1,501
3448+25A	344825.00	25.00	3.98	0.00	7.95	4	0	11	366	1,876	-1,510
3449+00A	344900.00	75.00	3.30	0.00	8.68	10	0	23	376	1,905	-1,529
3450+00A	345000.00	100.00	6.19	0.00	3.48	18	0	23	394	1,934	-1,540
3451+00A	345100.00	100.00	6.41	0.00	2.15	23	0	10	417	1,946	-1,529
3452+00A	345200.00	100.00	4.36	0.00	6.65	20	0	16	437	1,966	-1,529
3453+00A	345300.00	100.00	4.49	0.00	11.41	16	0	33	453	2,008	-1,555
3454+00A	345400.00	100.00	4.50	0.00	10.17	17	0	40	470	2,058	-1,588
3455+00A	345500.00	100.00	2.70	0.00	13.21	13	0	43	483	2,111	-1,628
3456+00A	345600.00	100.00	2.24	0.00	14.75	9	0	52	492	2,176	-1,684
3457+00A	345700.00	100.00	3.24	0.00	17.22	10	0	59	502	2,250	-1,748
3457+41A	345741.26	41.26	3.76	0.00	25.80	5	0	33	507	2,291	-1,784
3458+00A	345800.00	58.74	4.11	0.00	7.03	9	0	36	516	2,336	-1,820
3459+00A	345900.00	100.00	3.65	0.00	5.44	14	0	23	530	2,365	-1,835
3460+00A	346000.00	100.00	3.79	0.00	9.43	14	0	28	544	2,400	-1,856
3461+00A	346100.00	100.00	2.81	0.00	20.23	12	0	55	556	2,469	-1,913
3462+00A	346200.00	100.00	2.84	0.00	44.50	10	0	120	566	2,619	-2,053
3463+00A	346300.00	100.00	3.81	0.00	38.98	12	0	155	578	2,813	-2,235
3464+00A	346400.00	100.00	3.15	0.00	16.48	13	0	103	591	2,941	-2,350
3465+00A	346500.00	100.00	3.93	0.00	8.95	13	0	47	604	3,000	-2,396
3466+00A	346600.00	100.00	3.24	0.00	15.94	13	0	46	617	3,058	-2,441
3467+00A	346700.00	100.00	5.50	0.00	27.97	16	0	81	633	3,159	-2,526
3468+00A	346800.00	100.00	4.21	0.00	13.78	18	0	77	651	3,255	-2,604

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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	EARTHWORK DATA	SHEET 403	E

FILE NAME : N:\PDS\C3D\10170103\DESIGN\QUANTITIES\EWKDETAILREPORTS\71\090102_EW.DWG
LAYOUT NAME - 03
PLOT DATE : 10/31/2022 1:08 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 49

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3469+00A	346900.00	0.00	4.96	0.00	10.59	0	0	0	0	0	0
3470+00A	347000.00	100.00	3.87	0.00	13.95	16	0	45	16	56	-40
3471+00A	347100.00	100.00	3.98	0.00	15.38	15	0	54	31	124	-93
3472+00A	347200.00	100.00	3.93	0.00	9.27	15	0	46	46	181	-135
3473+00A	347300.00	100.00	4.24	0.00	11.33	15	0	38	61	229	-168
3474+00A	347400.00	100.00	3.47	0.00	16.33	14	0	51	75	293	-218
3475+00A	347500.00	100.00	5.51	0.00	9.22	17	0	47	92	351	-259
3476+00A	347600.00	100.00	5.12	0.00	13.44	20	0	42	112	404	-292
3477+00A	347700.00	100.00	2.73	0.00	19.60	15	0	61	127	480	-353
3478+00A	347800.00	100.00	3.75	0.00	22.74	12	0	78	139	578	-439
3479+00A	347900.00	100.00	3.37	0.00	27.34	13	0	93	152	694	-542
3480+00A	348000.00	100.00	3.28	0.00	34.93	12	0	115	164	838	-674
3481+00A	348100.00	100.00	3.03	0.00	42.80	12	0	144	176	1,018	-842
3482+00A	348200.00	100.00	3.03	0.00	37.75	11	0	149	187	1,204	-1,017
3483+00A	348300.00	100.00	2.79	0.00	42.37	11	0	148	198	1,389	-1,191
3484+00A	348400.00	100.00	2.54	0.00	34.55	10	0	142	208	1,566	-1,358
3485+00A	348500.00	100.00	5.02	0.00	17.22	14	0	96	222	1,686	-1,464
3486+00A	348600.00	100.00	4.06	0.00	19.64	17	0	68	239	1,771	-1,532
3487+00A	348700.00	100.00	2.91	0.00	39.15	13	0	109	252	1,908	-1,656
3488+00A	348800.00	100.00	2.66	0.00	64.11	10	0	191	262	2,146	-1,884
3489+00A	348900.00	100.00	2.85	0.00	67.58	10	0	244	272	2,451	-2,179
3490+00A	349000.00	100.00	3.12	0.00	71.57	11	0	258	283	2,774	-2,491
3491+00A	349100.00	100.00	3.17	0.00	68.14	12	0	259	295	3,098	-2,803
3492+00A	349200.00	100.00	2.74	0.00	91.86	11	0	296	306	3,468	-3,162
3493+00A	349300.00	100.00	4.30	0.00	103.46	13	0	362	319	3,920	-3,601
3494+00A	349400.00	100.00	3.11	0.00	105.50	14	0	387	333	4,404	-4,071
3495+00A	349500.00	100.00	3.23	0.00	97.98	12	0	377	345	4,875	-4,530
3496+00A	349600.00	100.00	2.98	0.00	83.23	12	0	336	357	5,295	-4,938
3497+00A	349700.00	100.00	2.35	0.00	96.66	10	0	333	367	5,711	-5,344
3498+00A	349800.00	100.00	3.77	0.00	82.64	11	0	332	378	6,126	-5,748
3499+00A	349900.00	100.00	3.59	0.00	75.82	14	0	293	392	6,493	-6,101
3500+00A	350000.00	100.00	3.63	0.00	38.02	13	0	211	405	6,756	-6,351
3500+97A	350096.85	96.85	2.00	0.00	19.50	10	0	103	415	6,885	-6,470
3502+00A	350200.00	103.15	3.35	0.00	25.85	10	0	87	425	6,994	-6,569
3502+15A	350215.30	15.30	3.52	0.00	24.55	2	0	14	427	7,011	-6,584
3502+40A	350240.30	25.00	4.19	0.00	15.13	4	0	18	431	7,034	-6,603
3502+65A	350265.30	25.00	6.56	0.00	2.55	5	0	8	436	7,044	-6,608
3503+00A	350300.00	34.70	10.43	0.00	0.06	11	0	2	447	7,046	-6,599

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3503+00A	350300.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3503+01A	350300.72	0.72	10.53	0.00	0.04	0	0	0	0	0	0
3504+00A	350400.00	99.28	15.80	0.00	0.17	48	0	0	48	0	48
3505+00A	350500.00	100.00	13.94	0.00	0.07	55	0	0	103	0	103
3506+00A	350600.00	100.00	17.92	0.00	3.43	59	0	6	162	8	155
3507+00A	350700.00	100.00	28.48	0.00	3.32	86	0	12	248	23	226
3507+21A	350720.70	20.70	31.63	0.00	2.39	23	0	2	271	25	246
3507+82A	350782.32	61.62	31.43	0.00	66.51	72	0	79	343	124	219
3507+83A	350783.00	0.68	0.00	0.00	0.00	0	0	1	343	125	218

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3509+27A	350927.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3509+28A	350928.00	1.00	30.88	0.00	83.48	1	0	2	1	3	-2
3509+52A	350952.00	24.00	34.04	0.00	0.00	29	0	37	30	49	-19
3509+90A	350990.14	38.14	28.07	0.00	170.27	44	0	120	74	199	-125
3510+00A	351000.00	9.86	27.86	0.00	175.82	10	0	63	84	278	-194
3511+00A	351100.00	100.00	16.46	0.00	267.67	82	0	821	166	1,304	-1,138
3511+82A	351182.00	82.00	10.44	0.00	354.45	41	0	945	207	2,485	-2,278
3512+00A	351200.00	18.00	8.94	0.00	362.55	6	0	239	213	2,784	-2,571
3513+00A	351300.00	100.00	7.49	0.00	273.39	30	0	1,178	243	4,256	-4,013
3514+00A	351400.00	100.00	8.98	0.00	154.71	31	0	793	274	5,248	-4,974
3514+20A	351420.00	20.00	8.67	0.00	149.53	7	0	113	281	5,389	-5,108
3515+00A	351500.00	80.00	8.03	0.00	163.52	25	0	464	306	5,969	-5,663
3516+00A	351600.00	100.00	9.55	0.00	125.02	33	0	534	339	6,636	-6,297
3516+34A	351634.34	34.34	10.19	0.00	122.99	13	0	158	352	6,834	-6,482
3517+00A	351700.00	65.66	9.17	0.00	81.66	24	0	249	376	7,145	-6,769
3518+00A	351800.00	100.00	8.52	0.00	54.58	33	0	252	409	7,460	-7,051
3519+00A	351900.00	100.00	9.12	0.00	9.92	33	0	119	442	7,609	-7,167
3519+94A	351994.18	94.18	11.29	0.00	0.31	36	0	18	478	7,631	-7,153
3520+00A	352000.00	5.82	10.77	0.00	0.68	2	0	0	480	7,631	-7,151

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3520+00A	352000.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3520+19A	352019.14	19.14	8.37	0.00	73.36	3	0	26	3	33	-30
3520+44A	352044.17	25.02	5.50	0.00	176.40	6	0	116	9	178	-169
3521+00A	352100.00	55.83	3.69	0.00	158.13	10	0	346	19	610	-591
3521+63A	352163.00	63.00	4.50	0.00	103.27	10	0	305	29	991	-962
3521+75A	352175.00	12.00	4.39	0.00	100.41	2	0	45	31	1,048	-1,017
3522+00A	352200.00	25.00	4.27	0.00	156.01	4	0	119	35	1,196	-1,161
3522+50A	352250.00	50.00	3.79	0.00	138.30	7	0	273	42	1,538	-1,496
3523+00A	352300.00	50.00	3.09	0.00	124.11	6	0	243	48	1,841	-1,793
3524+00A	352400.00	100.00	3.30	0.00	88.81	12	0	394	60	2,334	-2,274
3525+00A	352500.00	100.00	6.62	0.00	34.70	18	0	229	78	2,620	-2,542
3526+00A	352600.00	100.00	6.08	0.00	15.47	24	0	93	102	2,736	-2,634
3527+00A	352700.00	100.00	4.58	0.00	64.53	20	0	148	122	2,921	-2,799
3528+00A	352800.00	100.00	3.73	0.00	133.99	15	0	368	137	3,381	-3,244
3529+00A	352900.00	100.00	3.50	0.00	115.37	13	0	462	150	3,959	-3,809
3530+00A	353000.00	100.00	3.42	0.00	60.44	13	0	326	163	4,366	-4,203
3530+50A	353050.00	50.00	4.17	0.00	31.05	7	0	85	170	4,473	-4,303
3530+75A	353075.00	25.00	5.63	0.00	10.82	5	0	19	175	4,496	-4,321
3531+00A	353100.00	25.00	6.11	0.00	11.81	5	0	10	180	4,509	-4,329
3532+00A	353200.00	100.00	6.56	0.00	12.72	23	0	45	203	4,565	-4,362
3532+75A	353275.00	75.00	4.94	0.00	16.39	16	0	40	219	4,615	-4,396
3533+00A	353300.00	25.00	3.53	0.00	22.85	4	0	18	223	4,638	-4,415
3534+00A	353400.00	100.00	3.69	0.00	20.76	13	0	81	236	4,739	-4,503
3535+00A	353500.00	100.00	4.45	0.00	21.62	15	0	78	251	4,836	-4,585
3536+00A	353600.00	100.00	3.95	0.00	23.38	16	0	83	267	4,940	-4,673
3536+25A	353625.00	25.00	3.70	0.00	19.77	4	0	20	271	4,965	-4,694
3537+00A	353700.00	75.00	3.62	0.00	18.30	10	0	53	281	5,031	-4,750

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3538+00A	353800.00	0.00	3.73	0.00	15.45	0	0	0	0	0	0
3539+00A	353900.00	100.00	2.97	0.00	22.33	12	0	70	12	88	-76
3540+00A	354000.00	100.00	4.39	0.00	27.62	14	0	92	26	203	-177
3541+00A	354100.00	100.00	4.32	0.00	37.23	16	0	120	42	353	-311
3542+00A	354200.00	100.00	4.99	0.00	26.65	17	0	118	59	500	-441
3543+00A	354300.00	100.00	4.82	0.00	13.03	18	0	73	77	591	-514
3544+00A	354400.00	100.00	4.55	0.00	4.41	17	0	32	94	631	-537
3545+00A	354500.00	100.00	5.23	0.00	1.47	18	0	11	112	645	-533
3546+00A	354600.00	100.00	6.32	0.00	1.59	21	0	6	133	653	-520
3547+00A	354700.00	100.00	4.68	0.00	3.61	20	0	10	153	665	-512
3548+00A	354800.00	100.00	4.95	0.00	3.66	18	0	13	171	681	-510
3549+00A	354900.00	100.00	5.25	0.00	3.64	19	0	14	190	699	-509
3550+00A	355000.00	100.00	5.62	0.00	6.85	20	0	19	210	723	-513
3551+00A	355100.00	100.00	4.82	0.00	7.54	19	0	27	229	756	-527
3552+00A	355200.00	100.00	4.78	0.00	9.52	18	0	32	247	796	-549
3552+75A	355275.00	75.00	4.90	0.00	12.70	13	0	31	260	835	-575
3553+00A	355300.00	25.00	5.05	0.00	13.33	5	0	12	265	850	-585
3554+00A	355400.00	100.00	4.31	0.00	14.54	17	0	52	282	915	-633
3555+00A	355500.00	100.00	4.30	0.00	16.50	16	0	57	298	986	-688
3556+00A	355600.00	100.00	3.87	0.00	19.36	15	0	66	313	1,069	-756
3556+25A	355625.00	25.00	4.24	0.00	18.87	4	0	18	317	1,091	-774
3557+00A	355700.00	75.00	4.63	0.00	13.16	12	0	44	329	1,146	-817
3558+00A	355800.00	100.00	7.81	0.00	3.36	23	0	31	352	1,185	-833
3559+00A	355900.00	100.00	8.12	0.00	2.42	29	0	11	381	1,199	-818
3560+00A	356000.00	100.00	5.12	0.00	8.08	25	0	19	406	1,223	-817
3561+00A	356100.00	100.00	4.20	0.00	10.96	17	0	35	423	1,266	-843
3562+00A	356200.00	100.00	4.29	0.00	7.62	16	0	34	439	1,309	-870
3563+00A	356300.00	100.00	4.51	0.00	6.47	16	0	26	455	1,341	-886
3564+00A	356400.00	100.00	4.42	0.00	4.53	17	0	20	472	1,366	-894
3565+00A	356500.00	100.00	4.21	0.00	4.46	16	0	17	488	1,388	-900
3566+00A	356600.00	100.00	4.36	0.00	5.57	16	0	19	504	1,411	-907
3567+00A	356700.00	100.00	5.33	0.00	4.49	18	0	19	522	1,435	-913
3568+00A	356800.00	100.00	5.48	0.00	3.24	20	0	14	542	1,453	-911
3569+00A	356900.00	100.00	5.82	0.00	2.14	21	0	10	563	1,465	-902
3569+74A	356973.90	73.90	10.52	0.00	1.90	22	0	6	585	1,473	-888
3570+00A	357000.00	26.10	11.49	0.00	2.27	11	0	2	596	1,475	-879
3571+00A	357100.00	100.00	11.62	0.00	8.89	43	0	21	639	1,501	-862
3571+24A	357123.90	23.90	9.88	0.00	17.07	10	0	11	649	1,515	-866
3571+87A	357187.20	63.30	38.04	0.00	0.00	56	0	20	705	1,540	-835
3572+00A	357199.70	12.50	41.09	0.00	0.00	18	0	0	723	1,540	-817
3572+00A	357200.00	0.30	41.09	0.00	0.00	0	0	0	723	1,540	-817
3573+00A	357300.00	100.00	27.95	0.00	0.11	128	0	0	851	1,540	-689
3573+50A	357349.70	49.70	22.38	0.00	2.08	46	0	2	897	1,543	-646
3573+62A	357362.20	12.50	21.09	0.00	3.28	10	0	1	907	1,544	-637
3574+00A	357400.00	37.80	8.93	0.00	8.08	21	0	8	928	1,554	-626
3574+26A	357425.50	25.50	6.60	0.00	45.86	7	0	25	935	1,585	-650
3575+00A	357500.00	74.50	7.40	0.00	43.23	19	0	123	954	1,739	-785
3575+76A	357575.50	75.50	6.20	0.00	30.58	19	0	103	973	1,868	-895
3576+00A	357600.00	24.50	5.83	0.00	36.33	5	0	30	978	1,905	-927
3577+00A	357700.00	100.00	2.65	0.00	6.91	16	0	80	994	2,005	-1,011

DIVISION – IH 94 WB (CONTINUED)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3578+00A	357800.00	100.00	3.47	0.00	18.35	11	0	47	1,005	2,064	-1,059
3579+00A	357900.00	100.00	3.84	0.00	21.93	14	0	75	1,019	2,158	-1,139
3580+00A	358000.00	100.00	4.25	0.00	13.34	15	0	65	1,034	2,239	-1,205
3581+00A	358100.00	100.00	4.11	0.00	5.51	15	0	35	1,049	2,283	-1,234
3582+00A	358200.00	100.00	3.31	0.00	7.19	14	0	24	1,063	2,313	-1,250
3583+00A	358300.00	100.00	3.36	0.00	9.48	12	0	31	1,075	2,351	-1,276
3584+00A	358400.00	100.00	3.51	0.00	16.03	13	0	47	1,088	2,410	-1,322

DIVISION – IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3585+00A	358500.00	0.00	4.38	0.00	11.12	0	0	0	0	0	0
3586+00A	358600.00	100.00	5.66	0.00	5.45	19	0	31	19	39	-20
3587+00A	358700.00	100.00	2.88	0.00	8.77	16	0	26	35	71	-36
3588+00A	358800.00	100.00	3.68	0.00	6.34	12	0	28	47	106	-59
3589+00A	358900.00	100.00	3.32	0.00	7.27	13	0	25	60	138	-78
3590+00A	359000.00	100.00	2.41	0.00	9.06	11	0	30	71	175	-104
3591+00A	359100.00	100.00	2.42	0.00	11.08	9	0	37	80	221	-141
3592+00A	359200.00	100.00	3.07	0.00	15.85	10	0	50	90	284	-194
3593+00A	359300.00	100.00	2.85	0.00	12.08	11	0	52	101	349	-248
3594+00A	359400.00	100.00	3.61	0.00	7.57	12	0	36	113	394	-281
3595+00A	359500.00	100.00	2.90	0.00	8.58	12	0	30	125	431	-306
3596+00A	359600.00	100.00	3.89	0.00	4.97	13	0	25	138	463	-325
3597+00A	359700.00	100.00	3.57	0.00	7.83	14	0	24	152	493	-341
3598+00A	359800.00	100.00	4.38	0.00	24.84	15	0	60	167	568	-401
3599+00A	359900.00	100.00	3.66	0.00	27.00	15	0	96	182	688	-506
3600+00A	360000.00	100.00	3.70	0.00	8.09	14	0	65	196	769	-573
3601+00A	360100.00	100.00	4.63	0.00	5.43	15	0	25	211	800	-589
3602+00A	360200.00	100.00	4.75	0.00	4.55	17	0	18	228	823	-595
3603+00A	360300.00	100.00	4.87	0.00	8.75	18	0	25	246	854	-608
3604+00A	360400.00	100.00	4.09	0.00	10.43	17	0	36	263	899	-636
3605+00A	360500.00	100.00	4.42	0.00	12.52	16	0	43	279	953	-674
3606+00A	360600.00	100.00	3.87	0.00	11.02	15	0	44	294	1,008	-714
3607+00A	360700.00	100.00	3.41	0.00	10.10	13	0	39	307	1,056	-749
3608+00A	360800.00	100.00	3.92	0.00	8.17	14	0	34	321	1,099	-778
3609+00A	360900.00	100.00	3.27	0.00	9.31	13	0	32	334	1,139	-805
3610+00A	361000.00	100.00	3.63	0.00	8.56	13	0	33	347	1,180	-833
3611+00A	361100.00	100.00	4.78	0.00	5.85	16	0	27	363	1,214	-851
3612+00A	361200.00	100.00	5.38	0.00	6.04	19	0	22	382	1,241	-859
3613+00A	361300.00	100.00	4.79	0.00	5.61	19	0	22	401	1,269	-868
3614+00A	361400.00	100.00	4.56	0.00	3.46	17	0	17	418	1,290	-872
3615+00A	361500.00	100.00	3.11	0.00	5.83	14	0	17	432	1,311	-879
3615+75A	361575.00	75.00	2.73	0.00	8.24	8	0	20	440	1,336	-896
3616+00A	361600.00	25.00	2.50	0.00	10.10	2	0	8	442	1,346	-904
3617+00A	361700.00	100.00	1.92	0.00	11.87	8	0	41	450	1,398	-948
3618+00A	361800.00	100.00	2.11	0.00	15.60	7	0	51	457	1,461	-1,004
3619+00A	361900.00	100.00	4.04	0.00	9.79	11	0	47	468	1,520	-1,052
3619+50A	361950.00	50.00	4.32	0.00	8.26	8	0	17	476	1,541	-1,065
3620+00A	362000.00	50.00	0.00	0.00	0.00	4	0	8	480	1,551	-1,071
3620+25A	362025.00	25.00	0.00	0.00	0.00	0	0	0	480	1,551	-1,071

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.25	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
3621+20	362120.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
3622+00	362200.00	80.00	9.73	0.00	14.96	0.00	14	0	22	0	14	28	0	-14
3623+00	362300.00	100.00	7.62	0.00	18.11	0.00	32	0	61	0	46	104	0	-58
3624+00	362400.00	100.00	9.66	0.00	18.27	0.00	32	0	67	0	78	188	0	-110
3625+00	362500.00	100.00	7.80	0.00	23.30	0.00	32	0	77	0	110	284	0	-174
3626+00	362600.00	100.00	8.04	0.00	26.03	0.00	29	0	91	0	139	398	0	-259
3626+50	362650.00	50.00	7.06	0.00	44.74	0.00	14	0	66	0	153	480	0	-327
3627+00	362700.00	50.00	7.30	0.00	109.00	56.00	13	0	142	52	166	658	65	-492
3628+00	362800.00	100.00	8.10	0.00	109.00	58.00	29	0	404	211	195	1,163	329	-968
3629+00	362900.00	100.00	10.20	0.00	109.00	63.40	34	0	404	225	229	1,668	610	-1,439
3629+75	362975.00	75.00	9.70	0.00	109.00	60.50	28	0	303	172	257	2,046	825	-1,789
3630+00	363000.00	25.00	8.27	0.00	47.39	0.00	8	0	72	28	265	2,136	860	-1,871
3630+75	363075.00	75.00	9.86	0.00	18.93	0.00	25	0	92	0	290	2,251	860	-1,961
3631+00	363100.00	25.00	9.86	0.00	16.76	0.00	9	0	17	0	299	2,273	860	-1,974
3632+00	363200.00	100.00	9.77	0.00	13.16	0.00	36	0	55	0	335	2,341	860	-2,006
3633+00	363300.00	100.00	10.21	0.00	12.38	0.00	37	0	47	0	372	2,400	860	-2,028
3634+00	363400.00	100.00	4.20	0.00	3.45	0.00	27	0	29	0	399	2,436	860	-2,037
3635+00	363500.00	100.00	0.00	0.00	0.00	0.00	8	0	6	0	407	2,444	860	-2,037
3635+50	363550.00	50.00	0.00	0.00	0.00	0.00	0	0	0	0	407	2,444	860	-2,037

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3006+80A	300680.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3007+00A	300700.00	20.00	0.00	0.00	7.97	0	0	3	0	4	-4
3008+00A	300800.00	100.00	0.00	0.00	9.22	0	0	32	0	44	-44
3009+00A	300900.00	100.00	0.00	0.00	9.23	0	0	34	0	86	-86
3009+20A	300920.00	20.00	0.00	0.00	0.00	0	0	3	0	90	-90
3012+80A	301280.00	360.00	0.00	0.00	0.00	0	0	0	0	90	-90
3013+00A	301300.00	20.00	0.00	0.00	6.29	0	0	2	0	93	-93
3014+00A	301400.00	100.00	0.00	0.00	13.98	0	0	38	0	140	-140
3015+00A	301500.00	100.00	0.00	0.00	9.99	0	0	44	0	195	-195
3016+00A	301600.00	100.00	0.00	0.00	9.83	0	0	37	0	241	-241
3016+20A	301620.00	20.00	0.00	0.00	0.00	0	0	4	0	246	-246

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3078+75	307875.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3079+00	307900.00	25.00	0.00	0.00	9.46	0	0	4	0	5	-5
3080+00	308000.00	100.00	0.00	0.00	30.76	0	0	74	0	98	-98
3081+00	308100.00	100.00	0.00	0.00	5.35	0	0	20	0	123	-123
3082+00	308200.00	100.00	0.00	0.00	8.54	0	0	26	0	155	-155
3083+00	308300.00	100.00	0.00	0.00	10.12	0	0	35	0	199	-199
3083+25	308325.00	25.00	0.00	0.00	0.00	0	0	5	0	205	-205

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3106+75	310675.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3107+00	310700.00	25.00	0.00	0.00	7.92	0	0	4	0	5	-5
3108+00	310800.00	100.00	0.00	0.00	9.64	0	0	33	0	46	-46
3109+00	310900.00	100.00	0.00	0.00	7.10	0	0	31	0	85	-85
3110+00	311000.00	100.00	0.00	0.00	6.01	0	0	24	0	115	-115
3111+00	311100.00	100.00	0.00	0.00	6.32	0	0	23	0	144	-144
3112+00	311200.00	100.00	0.00	0.00	1.25	0	0	14	0	161	-161
3112+25	311225.00	25.00	0.00	0.00	0.00	0	0	1	0	163	-163

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3113+75	311375.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3114+00	311400.00	25.00	0.00	0.00	0.70	0	0	0	0	0	0
3115+00	311500.00	100.00	0.00	0.00	4.43	0	0	10	0	13	-13
3116+00	311600.00	100.00	0.00	0.00	2.95	0	0	14	0	30	-30
3117+00	311700.00	100.00	0.00	0.00	4.69	0	0	14	0	48	-48
3118+00	311800.00	100.00	0.00	0.00	0.41	0	0	9	0	59	-59
3118+25	311825.00	25.00	0.00	0.00	0.00	0	0	0	0	59	-59

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3150+75	315075.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3151+00	315100.00	25.00	0.00	0.00	15.71	0	0	7	0	9	-9
3152+00	315200.00	100.00	0.00	0.00	7.32	0	0	43	0	63	-63
3153+00	315300.00	100.00	0.00	0.00	9.00	0	0	30	0	100	-100
3154+00	315400.00	100.00	0.00	0.00	6.61	0	0	29	0	136	-136
3155+00	315500.00	100.00	0.00	0.00	4.46	0	0	21	0	163	-163
3156+00	315600.00	100.00	0.00	0.00	5.36	0	0	18	0	185	-185
3157+00	315700.00	100.00	0.00	0.00	3.90	0	0	17	0	206	-206
3158+00	315800.00	100.00	0.00	0.00	6.35	0	0	19	0	230	-230
3159+00	315900.00	100.00	0.00	0.00	10.06	0	0	30	0	268	-268
3160+00	316000.00	100.00	0.00	0.00	6.51	0	0	31	0	306	-306
3161+00	316100.00	100.00	0.00	0.00	6.56	0	0	24	0	336	-336
3162+00	316200.00	100.00	0.00	0.00	0.16	0	0	12	0	351	-351
3162+25	316225.00	25.00	0.00	0.00	0.00	0	0	0	0	351	-351

DIVISION – IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3163+06	316306.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3163+31	316331.00	25.00	0.00	0.00	16.71	0	0	8	0	10	-10
3163+56.162	316356.16	25.16	0.00	0.00	21.32	0	0	18	0	33	-33
3164+00	316400.00	43.84	0.00	0.00	18.77	0	0	33	0	74	-74
3164+74.5	316474.50	74.50	0.00	0.00	13.31	0	0	44	0	129	-129
3165+00	316500.00	25.50	0.00	0.00	10.67	0	0	11	0	143	-143
3166+00	316600.00	100.00	0.00	0.00	7.17	0	0	33	0	184	-184
3167+00	316700.00	100.00	0.00	0.00	7.64	0	0	27	0	218	-218
3168+00	316800.00	100.00	0.00	0.00	9.72	0	0	32	0	258	-258
3169+00	316900.00	100.00	0.00	0.00	3.64	0	0	25	0	289	-289
3170+00	317000.00	100.00	0.00	0.00	6.12	0	0	18	0	311	-311
3171+00	317100.00	100.00	0.00	0.00	3.76	0	0	18	0	334	-334
3171+25	317125.00	25.00	0.00	0.00	0.00	0	0	2	0	336	-336

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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	EARTHWORK DATA	SHEET 410	E

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

November 4, 2022

NOTICE TO ALL CONTRACTORS:

Proposal #01: 1017-01-71, WISC 2023011
Tomah – Camp Douglas, Eb
Ush 12 To CTH C/Prep/B41-45, -46, -50
IH 90
Monroe County

Letting of November 8, 2022

This is Addendum No. 03, which provides for the following:

Special Provisions:

Revised Special Provisions	
Article No.	Description
5	Traffic
30	Removing Asphaltic Surface Milling Special, Item SPV.0180.01

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. 03

1017-01-71

November 4, 2022

Special Provisions

5 Traffic.

Replace paragraph one under section titled **Work Restriction(s)** *with the following:*

Do not perform work on IH 94 and IH 90/94, and entirely clear the traveled way and outside 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 periods (shoulder closures may remain in place):

Replace May under section titled **IH 90/94 EB and IH 90/94 WB** *with the following:*

May:

- From 9:00 AM Friday to 8:00 PM Sunday
- From 9:00 AM to 6:00 PM Daily (Monday-Thursday)

Replace paragraph two under section titled **Work Restriction(s)** *with the following:*

Lane closures are limited to two closures in each direction of travel, each with a maximum length of 4 miles and separated by at least 3 miles. There must be work activities taking place when a lane is closed.

30 Removing Asphaltic Surface Milling Special, Item SPV.0180.01

Replace paragraph two under section titled **C Construction** *with the following:*

The contractor may take possession of the top 2-inches of asphalt (SMA Mix). The remaining asphaltic surface milling special millings are to remain property of the State of Wisconsin. The contractor shall haul and stockpile all waste millings at the Monroe County Stockyard, 3100 E Wisconsin Street, Sparta, WI 54656. Any equipment needed to stockpile shall be provided by the contractor.

END OF ADDENDUM