

HIGHWAY WORK PROPOSAL

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

Proposal Number: **014**

<u>COUNTY</u>	<u>STATE PROJECT</u>	<u>FEDERAL</u>	<u>PROJECT DESCRIPTION</u>	<u>HIGHWAY</u>
Wood	1520-00-77	N/A	Wisconsin Rapids - Pittsville; Industrial Street to STH 186	STH 073

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: \$100,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: September 10, 2024 Time (Local Time): 11:00 am	Firm Name, Address, City, State, Zip Code
Contract Completion Time 60 Working Days	SAMPLE NOT FOR BIDDING PURPOSES
Assigned Disadvantaged Business Enterprise Goal 0%	This contract is exempt from federal oversight.

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

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

Subscribed and sworn to before me this date _____

(Signature, Notary Public, State of Wisconsin)

(Bidder Signature)

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

(Print or Type Bidder Name)

(Date Commission Expires)

(Bidder Title)

Notary Seal

Type of Work:	For Department Use Only
Grading, Base, Milling, Asphalt Pavement, Concrete Pavement, Culvert Pipe, Curb and Gutter, Sidewalk, Storm Sewer, Guardrail, Pavement Markings.	
Notice of Award Dated	Date Guaranty Returned

**PLEASE ATTACH
PROPOSAL GUARANTY HERE**

PROPOSAL REQUIREMENTS AND CONDITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

BID PREPARATION

Preparing the Proposal Schedule of Items

A. General

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

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

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

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

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

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

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

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

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

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

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

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

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

Bidder Name

BN00

Proposals: 1, 12, 14, & 22

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

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

B Waiver of Electronic Submittal

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

PROPOSAL BID BOND

DT1303 1/2006

Wisconsin Department of Transportation

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

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

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

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

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

PRINCIPAL

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

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

NOTARY FOR PRINCIPAL

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

(Signature of Attorney-in-Fact)

NOTARY FOR SURETY

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

CERTIFICATE OF ANNUAL BID BOND

DT1305 8/2003

Wisconsin Department of Transportation

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

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

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

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

(Signature of Authorized Contractor Representative)

(Date)

LIST OF SUBCONTRACTORS

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

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

[illegible]

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

Instructions for Certification

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

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

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

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

Special Provisions

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SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1520-00-77, Wisconsin Rapids – Pittsville, Industrial Street to STH 186, STH 73, Wood County, Wisconsin as the plans show and execute the work as specified in the State of Wisconsin, Department of Transportation, Standard Specifications for Highway and Structure Construction, 2024 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 (20240105)

2. Scope of Work.

The work under this contract shall consist of common excavation, removing asphalt surface milling, asphalt paving, culvert replacements, storm sewer, base aggregate dense, HMA pavement, concrete curb and gutter, concrete pavement, concrete pavement repair and replacement, guard rail replacement pavement marking, rumble strips 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 time frame for construction of the project within the 2024 construction season to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Assure that the time frame is consistent with the contract completion time. Upon approval, the engineer will issue the notice to proceed within 10 calendar days before the beginning of the approved time frame.

To revise the time frame, submit a written request to the engineer at least two weeks before the beginning of the intended time frame. 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.

Place the lower layer of asphaltic pavements on sideroads before the upper surface layer of asphaltic pavements are placed on the mainline adjacent to the sideroad.

Place the upper surface layer of asphaltic pavement on the sideroads within seven calendar days after the upper surface layer of asphaltic pavement is placed on the mainline.

ncr-108-010 (20131005)

Maintain access through the work zone for local traffic and emergency vehicles. Maintain a minimum travel width of 12 feet.

During culvert replacement operations, STH 73 may be closed to local traffic in the immediate area during daytime working hours for a maximum of 3 working days.

Maintain access to all commercial, private, and field entrances. If temporary access closures are required to accommodate construction operations, contact property owner two business days prior to closing access to any existing entrance.

After removal of existing guardrail, delineate the hazard with drums by the end of the work day until the roadside hazard is eliminated or new guardrail is installed.

Temporary Water Diversion

Schedule temporary water diversion for the twin culvert replacements at Station 247+54 and Station 259+53 during favorable weather conditions without significant precipitation in the forecast. Obtain engineers approval prior to implementing temporary water diversion.

Northern Long-eared Bat (*Myotis septentrionalis*)

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

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

Direct temporary lighting, if used, away from wooded areas during the bat active season April 1 to October 31, both dates inclusive.

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

Fish Spawning

There shall be no instream disturbance of Moccasin Creek at Station 46+62 or any of its tributaries or Elm Creek at Station 225+82 or any of its tributaries as a result of construction activity under or for this contract, from March 1 to June 15 both dates inclusive, in order to avoid adverse impacts upon the spawning of fish and other aquatic organisms. The culvert replacement at Station 30+64 is on a Moccasin Creek tributary. The culvert replacements at Stations 184+32, 247+51 and 259+53 are on Elm Creek tributaries.

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

4. Traffic.

Close and detour STH 73 for the pavement replacement and associated work.

Maintaining Access

Maintain local and emergency access to properties within the work zone at all times. Utilize portable changeable message signs within the construction zone to provide advanced notification when individual culvert replacements will not allow passage of local traffic in the area. Construct only one culvert at a time to allow emergency access to all properties from at least one direction.

Wisconsin Lane Closure System Advance Notification

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

TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION

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

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

5. **Holiday and Special Event Work Restrictions.**

Do not haul any materials of any kind to or from the work site during the following holiday and special event periods:

- From noon Friday, May 23, 2025 to 6:00 AM Tuesday, May 27, 2025 for Memorial Day;
- From noon Thursday, July 3, 2025 to 6:00 AM Monday, July 7, 2025 fir Independence Day;
- From noon Friday, August 29, 2025 to 6:00 AM Tuesday, September 2, 2025 for Labor Day.

stp-107-005 (20210113)

6. **Utilities.**

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

stp-107-065 (20080501)

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

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

Alliant Energy (Communication)

Alliant Energy has underground facilities within the project limits.

No conflicts are anticipated.

Alliant Energy (Electricity)

Alliant Energy has overhead electric facilities at the following locations:

- Crossing STH 73 at Station 223+35
- STH 73 from Station 223+35 to Station 271+00 (LT)
- STH 73 from Brookwood Ln to project limits (LT)

No conflicts are anticipated.

ATC Management, Inc (Electricity-Transmission)

ATC Management has an overhead electric transmission facility crossing STH 73 at Station 267+00.

No conflicts are anticipated.

Bug Tussel Wireless, LLC (Communication Line)

Bug Tussel Wireless, LLC has underground communication facilities at the following locations:

- STH 73 from Station 76+00 to project limits (LT)
- Facilities crossing STH 73 at Stations 76+00, 94+20, 107+65, 118+00, 140+40, 149+70, 175+75, 237+70, 267+00 and 304+00

No conflicts are anticipated.

City of Wisconsin Rapids (Sewer)

The City of Wisconsin Rapids has sanitary sewer and forcemain from the south project limits to Station 21+50.

No conflicts are anticipated.

Solarus (Communication Line)

Solarus has underground facilities along and crossing STH 73 between the south project limits to the Schroedel Rd. A Solarus fiber optic cable is located approximately 24 inches below the proposed culvert installation at Station 60+35. Notify Solarus to have someone on site during the culvert installation at this location.

No conflicts are anticipated.

Spectrum (Communication Line)

Spectrum has underground communication facilities along and crossing STH 73 from south project limits to 80+00.

No conflicts are anticipated.

TDS Telecom (Communication Line)

TDS Telecom has underground facilities along and crossing STH 73 between Apple Road and STH 186.

No conflicts are anticipated.

WE Energies (Gas/Petroleum)

WE Energies has underground facilities at the following locations:

- Crossing STH 73 at Industrial St
- STH 73 from south project limit to south of Cranberry Creek (LT)
- STH 73 from Industrial Street to north of Condo Dr (RT)
- Crossing STH 73 north of Condo Dr
- STH 73 north of Condo Dr to north of CTH Q (LT)
- Crossing STH 73 at 31+90

WE Energies proposes to complete the following work in 2024 prior to construction:

- Install a new 2" PE main along the STH 73 west right-of-way from STA 4+55 – STA 6+41.
- Install a new 4" PE main along the STH 73 west right-of-way from STA 22+58 – STA 32+54.
- Install several new services lines from STA 1+50 – STA 32+50.

Wisconsin Rapids Water Works and Light Commission (Electricity)

Wisconsin Rapids Water Works and Light commission has facilities along and crossing STH 73 at the following locations:

- Overhead facilities from south project limit to Station 31+25 (RT) (overhead)
- Underground facilities from Station 31+25 to CTH Q
- Overhead facilities from CTH Q to Knuth Rd

No conflicts are anticipated.

Wisconsin Rapids Water Works and Light Commission (Water)

Wisconsin Rapids Water Works and Light commission has facilities along and crossing STH 73 from the south project limits to Station 21+00.

Wisconsin Rapids Water Works and Light Commission will adjust the water valve at Station 4+50, RT, during construction. The water valve adjustment will take approximately two hours to complete.

7. Work By Others.

Wisconsin Rapids Water Works and Light Commission

Wisconsin Rapids Water Works and Light commission will relocate the street lighting wire from Station 1+55 to Station 5+47 concurrent with construction if found to be in conflict with the proposed grading.

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

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

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

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

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

stp-107-054 (20230629)

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

The department has obtained permit coverage through the Wisconsin Department of Natural Resources to discharge storm water associated with land disturbing construction activities under this contract. Conform to all permit requirements for the project.

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

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

A certificate of permit coverage is available from the regional office by contacting Elizabeth Miller at (715) 315-9327. Post the permit certificate in a conspicuous place at the construction site.

stp-107-056 (20230629)

10. Environmental Protection - Dewatering.

Add the following to standard spec 107.18:

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

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

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

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

ncr-107-025 (20160401)

11. Environmental Protection, Aquatic Exotic Species Control.

Exotic invasive organisms such as VHS, zebra mussels, purple loosestrife, and Eurasian water milfoil are becoming more prolific in Wisconsin and pose adverse effects to waters of the state. Wisconsin State Statutes 30.07, "Transportation of Aquatic Plants and Animals; Placement of Objects in Navigable Waters", details the state law that requires the removal of aquatic plants and zebra mussels each time equipment is put into state waters.

At construction sites that involve navigable water or wetlands, use the follow cleaning procedures to minimize the chance of exotic invasive species infestation. Use these procedures for all equipment that comes in contact with waters of the state and/or infested water or potentially infested water in other states.

Ensure that all equipment that has been in contact with waters of the state, or with infested or potentially infested waters, has been decontaminated for aquatic plant materials and zebra mussels before being used in other waters of the state. Before using equipment on this project, thoroughly disinfect all equipment that has come into contact with potentially infested waters. Guidelines from the Wisconsin Department of Natural Resources for disinfection are available at:

<http://dnr.wi.gov/topic/invasives/disinfection.html>

Use the following inspection and removal procedures:

1. Before leaving the contaminated site, wash machinery and ensure that the machinery is free of all soil and other substances that could possibly contain exotic invasive species;
2. Drain all water from boats, trailers, bilges, live wells, coolers, bait buckets, engine compartments, and any other area where water may be trapped;
3. Inspect boat hulls, propellers, trailers and other surfaces. Scrape off any attached mussels, remove any aquatic plant materials (fragments, stems, leaves, seeds, or roots), and dispose of removed mussels and plant materials in a garbage can before leaving the area or invested waters; and
4. Disinfect your boat, equipment and gear by either:
 - 4.1. Washing with ~212 F water (steam clean), or
 - 4.2. Drying thoroughly for five days after cleaning with soap and water and/or high pressure water, or
 - 4.3. Disinfecting with either 200 ppm (0.5 oz per gallon or 1 Tablespoon per gallon) Chlorine for 10-minute contact time or 1:100 solution (38 grams per gallon) of Virkon Aquatic for 20- to 30-minute contact time. Note: Virkon is not registered to kill zebra mussel veligers nor invertebrates like spiny water flea. Therefore, this disinfect should be used in conjunction with a hot water (>104° F) application.

Complete the inspection and removal procedure before equipment is brought to the project site and before the equipment leaves the project site.

stp-107-055 (20130615)

12. Erosion Control.

Add the following to standard spec 107.20:

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

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

ncr-107-050 (20141015)

13. Property Marks – Protecting and Restoring.

Replace standard spec 107.11.3 (1) with the following:

Protect and carefully preserve all known property and survey marks, land monuments, and right-of-way monuments and marker posts. Notify the engineer of the nature and location of these monuments and markers. Do not disturb or destroy monuments or markers until the engineer has arranged for their referencing or perpetuation.

Reset or replace, to the required standard, any property and survey marks, land monuments, and right-of-way monuments and marker posts that fall outside the construction limits that are shifted, lost or damaged by the contractor during construction operations, as determined by the engineer. If the contractor fails to restore the disturbed monuments or markers within a reasonable time, the department may, upon 48 hours written notice, restore the disturbed monuments or markers. The department will deduct restoration costs from payments due the contractor under the contract.

ncr-107-010 (20110531)

14. Coordination with Businesses and Residents.

The department will arrange and conduct a meeting between the contractor, the department, affected residents, local officials and business people to discuss the project schedule of operations including vehicular and pedestrian access during construction operations. Hold the first meeting at least one week before the start of work under this contract and no further meetings will be required unless directed by the engineer. The department will arrange for a suitable location for meetings that provides reasonable accommodation for public involvement. The department will prepare and coordinate publication of the meeting notices and mailings for meetings. The contractor shall schedule meetings with at least two weeks' prior notice to the engineer to allow for these notifications.

stp-108-060 (20141107)

15. Public Convenience and Safety.

Replace standard spec 107.8 (4) with the following:

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

Wood County Sheriff's Department
Wisconsin State Patrol
Wood County Highway Department
Town of Sigel and Seneca
City of Wisconsin Rapids
Wisconsin Rapids School District
Wisconsin Rapids Post Office

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

ncr-107-005 (20200729)

16. Removing Apron Endwalls for Underdrain Reinforced Concrete, Item 204.9060.S.01.

A Description

This special provision describes removing apron endwall for underdrain reinforced concrete conforming to standard spec 204.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Removing Apron Endwalls for Underdrain Reinforced Concrete in each, acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.01	Removing Apron Endwalls for Underdrain Reinforced Concrete	EACH

17. Protecting Concrete.

Add the following to standard spec 415.3.14:

Provide a minimum of one concrete finisher to remain on the project site after final finishing of all concrete surfaces until such time as the concrete has hardened sufficiently to resist surface scarring caused by footprints, handprints, or any other type of imprint, malicious or otherwise. The finisher shall actively and continuously patrol the newly placed concrete and repair any damage to the surface that might be sustained as described above.

The cost for providing the finisher(s), necessary equipment, and materials shall be considered incidental to the contract unit price for each concrete item.

ncr-415-005 (20141015)

**18. 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 WTM R47. These three samples will be randomly selected by the engineer from each *third* of the test strip tonnage (T), excluding the first 50 tons:

<u>Sample Number</u>	<u>Production Interval (tons)</u>
1	50 to $\frac{1}{3}$ T
2	$\frac{1}{3}$ T to $\frac{2}{3}$ T
3	$\frac{2}{3}$ 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 WTM T355 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 WTM T355. 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/ft³. 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/ft³. 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

<i>PERCENT WITHIN LIMITS</i> (PWL)	<i>PAYMENT FACTOR, PF</i> (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 $PF_{\text{air voids}}$ & 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:

$$\text{Pay Adjustment} = (PF - 100) / 100 \times (WP) \times (\text{tonnage}) \times (\$65/\text{ton})^*$$

*Note: If Pay Factor = 50, the contract unit price will be used in lieu of \$65/ton and the weighted percentage (WP) will equal 1.0.

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

<u>Parameter</u>	<u>WP</u>
Air Voids	0.5
Density	0.5

Individual Pay Factors for each air voids ($PF_{\text{air voids}}$) and density (PF_{density}) will be determined. $PF_{\text{air voids}}$ 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
460.2010	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.

stp-460-040 (20230629)

19. Pipe Culverts.

Replace standard spec 520.3.3(5) with the following:

Provide joint ties at all joints of circular or horizontal elliptical concrete culvert pipe installations, including endwalls.

ncr-520-005 (20180319)

20. Seeding.

Replace standard spec 630.3.5 Seeding Rates paragraph (1) with the following:

630.3.5 Seeding Rates

(1) Use the following sowing rate for seeds in pounds per 1000 square feet:

- No. 10 at 3 pounds
- No. 20 at 5 pounds
- No. 30 at 5 pounds
- No. 40 at 5 pounds
- No. 60 at an equivalent seeding rate of 1.5 pounds [1]
- No. 70 or 70A at 0.4 pounds
- No. 75 at an equivalent seeding rate of 0.7 pounds [1]
- No. 80 at an equivalent seeding rate of 0.8 pounds [1]
- Temporary seeding at 3 pounds
- Nurse crop seeding at 0.8 pounds

[1] Determine the actual seeding rate by multiplying the equivalent seeding rate by the sum of the unadjusted and adjusted percentages of the various species in the seed mixtures as sown.

21. Field Facilities.

Add the following to standard spec 642.3:

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

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

ncr-642-005 (20160406)

22. Traffic Control.

Add the following to standard spec 643.3.1:

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

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

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

Add the following to standard spec 104.6.1.2.2:

Provide a dedicated person or alternate method to guide traffic travelling alongside or near moving operations such as milling, paving, and shouldering.

ncr-643-005 (20190703)

23. Locating No-Passing Zones, Item 648.0100.

For this project, the spotting sight distance in areas with a 55 mph posted speed limit is 0.26 miles (1373 feet).

stp-648-005 (20060512)

**24. HMA Pavement Percent Within Limits (PWL) QMP, Core Only Project;
Incentive Density PWL HMA Pavement, Item SPV.0055.01;
Incentive Air Voids HMA Pavement, Item SPV.0055.02.**

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 article at no additional cost to the department. The HMA Pavement Percent Within Limits (PWL) QMP Test Strip Density article will not be added to the Core Only Projects. The contractor may correlate gauges by taking up to 10 additional cores (non-production) at any location during the project. The department will not correlate any gauges.

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 subplot 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 according to WTM R97 and four-part splitting of HMA samples according to WTM R47. 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 four splits for all random sampling per subplot. All QC samples shall provide the following: QC, QV, Retained, and Extra. The contractor shall take possession of the QC and Extra split samples intended for QC testing. The department will observe the splitting and take possession of the QV and Retained split samples intended for QV testing. Additional sampling details are found in Appendix A. Label samples according to WTM R97.

(4) The contractor shall test the QC split sample using the test methods identified below at a frequency greater than or equal to that indicated. The Extra split sample shall be tested only when the Gmm and/or Gmb replicate tolerances are exceeded according to WTM T166 section 13.1.4 and WTM T209 section 14.1.1. When testing the Extra split sample, only the results from the test from which the tolerances were exceeded may replace the results from the QC split sample. The Rule of Retained according to CMM 836.1.2 applies.

- Blended aggregate gradations according to WTM T30.
- Asphalt content (AC) in percent.

Determine AC using one of the following methods:

- AC by ignition oven according to WTM T308. If the department is using an ignition oven to determine AC, conform to WTP H-003. If the department is not using an ignition oven to determine AC, IOCFs must still be reverified for any of the reasons listed in WTP H-003 Table 2 and conform to WTP H-003 section 3.
- AC by chemical extraction according to AASHTO T164 Method A or B.
- AC by automated extraction according to WTM D8159.

- Bulk specific gravity (Gmb) of the compacted mixture according to WTM T166.
- Maximum specific gravity (Gmm) according to WTM T209.
- Air voids (V_a) by calculation according to WTM T269.
- Voids in Mineral Aggregate (VMA) by calculation according to WTM R35 section 9.2.

(5) Lot size shall consist of 3,750 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 subplot 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 according to WTM T283 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 four splits for all random sampling per subplot. All QV samples shall furnish the following: QC, QV, Retained, and Extra. The department will observe the splitting and take possession of the QV, Retained, and Extra split samples intended for QV testing. 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 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 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 test the QV split sample using the test methods identified below at the frequency indicated. The Extra split sample will be tested only when the Gmm and/or Gmb replicate tolerances are exceeded according to WTM T166 section 13.1.4 and WTM T209 section 14.1.1. When testing the Extra split sample, only the results from the test from which the tolerances were exceeded may replace the results from the QV split sample. The Rule of Retained according to CMM 836.1.2 applies. In the event that both the department and contractor's replicate tolerances are exceeded, perform dispute resolution according to 460.2.8.3.1.7(2).

- Bulk specific gravity (Gmb) of the compacted mixture according to WTM T166.
- Maximum specific gravity (Gmm) according to WTM T209.
- Air voids (Va) by calculation according to WTM T269.
- Voids in Mineral Aggregate (VMA) by calculation according to WTM R35 section 9.2.
- Asphalt Content (AC) in percent determined by ignition oven method according to WTM T308 and conforming to WTP H-003, chemical extraction according to AASHTO T164 Method A or B, or automated extraction according to WTM D8159.

(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 subplot 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 subplot(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 within 7 days after receiving results from the region. In this event, the retained portion of each subplot 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, 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 subplot basis. If an entire PWL subplot is removed and replaced, the test results of the newly placed material will replace the original data for the subplot. 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 by Cores

- (1) For mainline pavement, determine density with cores. Full width passing lanes, turn lanes, or auxiliary lanes must be 1,500 lane feet or greater to be eligible for PWL density. Shoulder and appurtenance density will be by cores and average lot (daily) densities must conform to standard spec Table 460-3 or else be subject to disincentives according to 460.5.2.2(5) herein. No density incentive will be applied to shoulders or appurtenances.
- (2) The engineer will determine the target maximum density using department procedures described in WTM T355 and CMM 815. The engineer will determine density as soon as practicable after compaction and before placement of subsequent layers or before opening to traffic.
- (3) A lot is defined as 7,500 lane feet with sublots of 1,500 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. A partial quantity less than 750 lane feet will be included with the previous subplot. Partial lots with less than three sublots will be included in the previous lot for data analysis/acceptance and pay, by the engineer.
- (4) Under the direct observation of the engineer, cut 100 or 150 mm (4 or 6 inch) diameter cores from the pavement according to WTM R67 at one random location, determined by the engineer, per subplot. Each core will represent the entire length and width of the subplot. Cores will be cut by the next day, except if the next day is not a working day, then they shall be cut within 48 hours after placement. Fill core holes according to WTM R67 section 5.8 and obtain engineer approval before opening to traffic. Prepare cores and determine density according to WTM T166. Dry cores after testing according WTM R79. The department will label cores, transport cores to testing facilities, witness testing, store dried cores, and provide subsequent verification testing.
- (5) 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.
- (6) 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.

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) As random density locations are paved, the core data will be recorded in the HMA PWL Production Spreadsheet for analysis in chronological order. Each lot will contain core density data from a single HMA mixture type placed over a specific underlying material.
- (2) The department reserves the right to verify the density of any core and the department's result may be used for PWL and pay adjustment calculations, at the discretion of the engineer.
- (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) Upon the completion of each lot, core data will be used by the department for PWL and pay adjustment calculation.

(5) 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 is conducted on a subplot basis. If an entire PWL subplot is removed and replaced, the test results of the newly placed material will replace the original data for the subplot.
- 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	
<i>PERCENT WITHIN LIMITS</i>	<i>PAYMENT FACTOR, PF</i>
<i>(PWL)</i>	<i>(percent of \$65/ton)</i>
≥ 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} & 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.

(2) 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.

(3) Pay adjustment will be determined on a lot basis and will be computed as shown in the following equation.

$$\text{Pay Adjustment} = (\text{PF}-100)/100 \times (\text{WP}) \times (\text{tonnage}) \times (\$65/\text{ton})^*$$

*Note: If the Pay Factor = 50%, the contract unit price will be used in lieu of \$65/ton and the weighted percentage (WP) will equal 1.0. The following weighted percentage (WP) values will be used for the corresponding parameter:

<u>Parameter</u>	<u>WP</u>
Air Voids	0.5
Density	0.5

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

(5) Pay adjustment for shoulders and appurtenances accepted by department testing will be determined on a lot basis. If the lot density is less than the specified minimum in table 460-3, the department will reduce pay based on the contract unit price for the HMA pavement bid item for that lot as follows:

DISINCENTIVE PAY REDUCTION FOR HMA PAVEMENT DENSITY	
PERCENT LOT DENSITY	PAYMENT FACTOR
BELOW SPECIFIED MINIMUM	(percent of contract price)
From 0.5 to 1.0 inclusive	98
From 1.1 to 1.5 inclusive	95
From 1.6 to 2.0 inclusive	91
From 2.1 to 2.5 inclusive	85
From 2.6 to 3.0 inclusive	70
More than 3.0 ^[1]	—

^[1] Remove and replace the lot with a mixture at the specified density. When acceptably replaced, the department will pay for the replaced work at the contract unit price. Alternatively, the engineer may allow the nonconforming material to remain in place with a 50 percent payment factor.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0055.01	Incentive Density PWL HMA Pavement	DOL
SPV.0055.02	Incentive Air Voids HMA Pavement	DOL

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

(8) 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 subplot of mix at 65 dollars per ton of HMA pavement multiplied by the following pay adjustment calculated according to the HMA PWL Production Spreadsheet:

<u>AC Binder Relative to JMF</u>	<u>Pay Adjustment / Sublot</u>
-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 WTM D8159.

^[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 and Instructions* tab of the HMA PWL Production spreadsheet.

25. Appendix A, Core Only Project.

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 Test Method for HMA PWL QMP Density Measurements for Main Production
- Sampling for WisDOT HMA PWL QMP
- Calculation of PWL Mainline Tonnage Example

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

For mainline density determination, typical subplot lengths are 1,500 lane feet and lots typically consist of 5 sublots. Partial lots with less than three sublots remaining at the end of the project will be included in the previous lot, by the engineer. 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 but are subject to disincentive according to 460.5.2.2(5) of the HMA PWL QMP STSP.

Determination by Cores

For mainline density determination by cores, collect one core per subplot. Each core location is determined by the engineer using random numbers and represents the entire length and width of the subplot. The contractor is responsible for all work related to coring and filling of the core holes according to WTM R67. Each core is tested for density according to WTM T166 by the contractor and witnessed by a department representative. The department must always maintain custody of the cores during collection, transportation, and testing. Figure 5 shows an example coring layout for a 12-foot-wide lane.

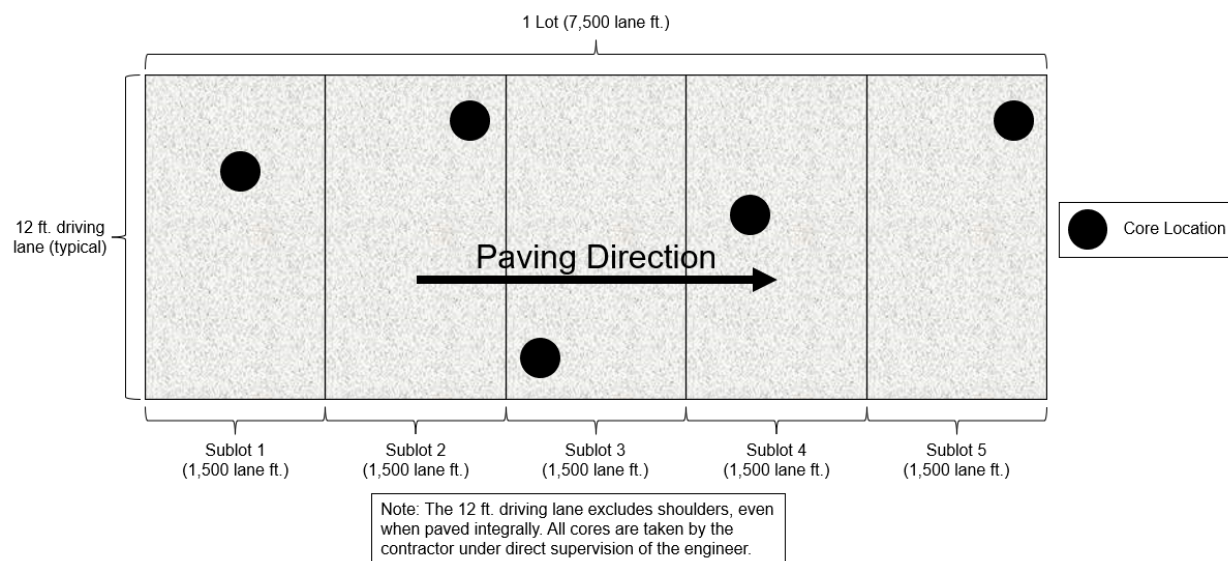


Figure 5: Example core density locations for traffic lanes

Sampling for WisDOT HMA PWL QMP Production

Sampling of HMA mix for QC, QV, Retained, and Extra split samples shall conform to WTM R97 and WTM R47.

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 3,750 tons (lot or 5 sublots) for QV as defined by the HMA PWL QMP STSP. A test sample is obtained randomly from each sublot. Each random sample shall be collected at the plant according to WTM R97. 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 WTM D3665. 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 3,750 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's intended that the plant operator is not 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, Retained, and Extra split samples shall be collected for all test strip and production mixture testing using a four-part splitting procedure according to WTM R47.

Calculation of PWL Mainline Tonnage Example

A mill and overlay project is being constructed with a 12-foot traffic 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:

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

**26. HMA Pavement Longitudinal Joint Density, Core Only Project;
Incentive Density HMA Pavement Longitudinal Joints, Item SPV.0055.03.**

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 1500 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 ^[1]	90 ^[1]	91.5 ^[1]	91.5 ^[1]
Upper	90	90	91.5	91.5

^[1] Minimum reduced by 1.0 percent for a 1.25-inch-thick No. 5 mix lower layer constructed on a paved or milled surface.

C Construction

Add the following to standard spec 460.3.3.2:

- (5) Establish companion density locations for each applicable joint. Each companion location shares longitudinal stationing with the QV mainline density location within each subplot and is located transversely with the center of the core 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 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 subplot 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 subplot, 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 subplot density. When this occurs, the lane feet of any unacceptable material will be deducted from the subplot in which it is located, and the previously accepted subplot density will be used to calculate pay for the remainder of the subplot.

- (8) Joint density measurements will be recorded in the HMA PWL Production Spreadsheet.
- (9) Placement and removal of excess material outside of the final joint edge, to increase joint density at the longitudinal joint 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 HMA Longitudinal Joints](#). 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.

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 standard spec 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 subplot 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	\$0.20
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.
- (4) Inlay paving operations will limit payment for additional material to 2 inches wider than the final paving lane width at the centerline.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0055.03	Incentive Density HMA Pavement Longitudinal Joints	DOL

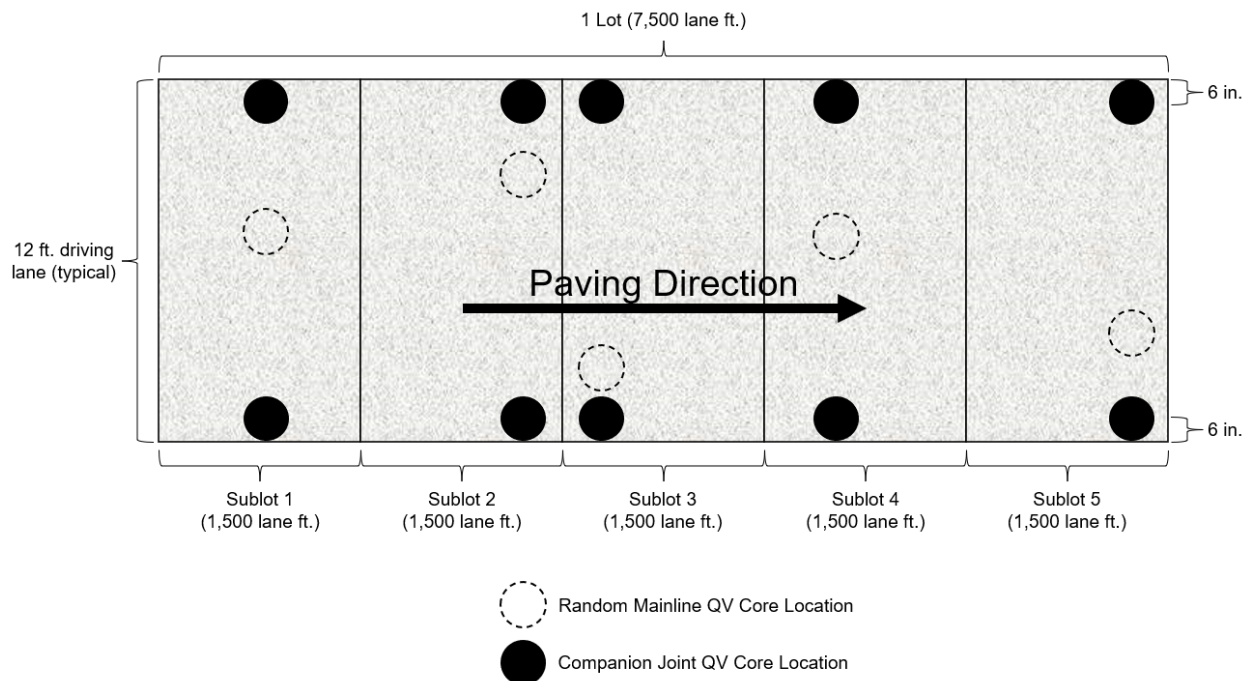
The department will administer disincentives under the Disincentive Density HMA Pavement Longitudinal Joints administrative item.

Appendix

WisDOT Longitudinal Joint – Core Density Layout

Each mainline QV density location must have a companion longitudinal joint density location for applicable joints. This companion location shares the longitudinal stationing for each QV mainline density location and is located transversely with the center of the core 6-inches from the final joint 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				Pay Adjust
	Lower Layer (On Base)		Upper Layer		
	LT/MT	HT	LT/MT	HT	
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	\$0.20
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				Pay Adjust
	Lower Layer (On Base)		Upper Layer		
	LT/MT	HT	LT/MT	HT	
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	\$0.20
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

**27. Temporary Bypass Pumping STA 30+64, Item SPV.0060.01;
Temporary Bypass Pumping STA 184+32, Item SPV.0060.02.**

A Description

This special provision describes maintaining the stream flow of the tributaries at Station 30+64 and Station 184+32 by furnishing and installing bypass pump(s) prior to and during the installing of new culvert pipes.

B Materials

The temporary pump(s) provided must be adequate to handle the flow for the following 2-year recurrence interval stream discharges:

- Station 30+64 (culvert no. 7173007361), 5.7 CFS (upstream elevation 1018.89)
- Station 184+32 (culvert no. 7173007368), 11.5 CFS (upstream elevation 1052.90)

Provide fully automatic self-priming units that do not require use of foot-valves or vacuum pumps in the priming system.

C Construction

Provide detailed plans and descriptions in the Erosion Control Implementation Plan (ECIP) as to the number, size, and performance of pumps to be used. Include the following details in the plan:

- Staging area for pumps.
- Number, size, material, and location of suction piping.
- Number, size, material, and location of discharge pipe.
- Type, location, size, and material of sump(s).
- Bypass pump sizes, capacity, number of pumps on site, and power requirements.
- Downstream discharge plan.

Alterations to the suggested methodology of water diversion may be acceptable. Such alterations shall be clearly shown in the ECIP for approval by WisDOT and WDNR prior to construction.

Notify the engineer three working days prior to installation and implementation of the pump(s). Do not commence bypass pumping without engineer approval.

Install temporary pump(s) outside of delineated wetland boundaries or within permitted wetland impact areas. Place pumps on firm ground on top of a drip pan or pollution prevention material to avoid soil contamination.

D Measurement

The department will measure Temporary Bypass Pumping by each location, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.01	Temporary Bypass Pumping STA 30+64	EACH
SPV.0060.02	Temporary Bypass Pumping STA 184+32	EACH

Payment is full compensation for furnishing, installing, maintaining, monitoring, and removal of temporary pumps, installing, maintaining, and removal of sumps. Payment is also full compensation for construction of any temporary pads or landings necessary for supporting temporary pump(s) and any other pumping equipment.

28. Temporary Water Diversion Twin Culvert Construction Station 247+51, Item SPV.0060.03; Temporary Water Diversion Twin Culvert Construction Station 259+53, Item SPV.0060.04.

A Description

This special provision describes providing temporary water diversion for twin culvert construction at two project locations utilizing existing roadway ditches. Conform to the required Standard Specifications. Plan and the methods used must be approved in the Erosion Control Implementation Plan (ECIP).

B Materials

Furnish materials conforming to the necessary Standard Specifications based on the method of construction.

C Construction

General

Maintain flow of the existing channel entering the road right-of-way at Station 259+50 RT and exiting the road right-of-way at 247+46 LT at all times. Construct the twin culverts at Station 247+51 first. During construction of the twin culverts at Station 247+51, divert the flow of the existing channel entering the right-of-way through the culverts at Station 259+53 to the west STH 73 ditch. During construction of the twin culverts at Station 247+51, divert the flow of the existing channel entering the right-of-way in the east STH 73 ditch to the twin culverts at Station 247+51. Minimize erosion in the existing roadway ditches using appropriate erosion control measures. Inspect Temporary Water Diversion(s) daily to ensure proper

functioning and no erosion is occurring. During construction of twin culverts at each location, isolate the ends of the culvert work area to keep diverted channel flow from entering the work site.

All methods, plans and details for water diversion and diversion are subject to approval as part of the ECIP.

Restoration

Once water flow has been restored to the final location, grade, shape and finish all disturbed areas to their original existing contours.

D Measurement

The department will measure Temporary Water Diversion Twin Culvert Construction at each location, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.03	Temporary Water Diversion Twin Culvert Construction Station 247+51	EACH
SPV.0060.04	Temporary Water Diversion Twin Culvert Construction Station 259+53	EACH

Payment is full compensation for providing, plans, installation, daily inspections, any necessary modifications to the Temporary Water Diversion operation, removal when Temporary Water Diversion operation is no longer needed, restoration to original ditch conditions, and isolation of work area at each twin culvert installation location.

The department will pay separately for topsoil, seeding, fertilizer, e-mat, mulch and any other items needed for permanent restoration.

ADDITIONAL SPECIAL PROVISION 4

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

Payment to First-Tier Subcontractors

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

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

Payment to Lower-Tier Subcontractors

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

Acceptance and Final Payment

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

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

Make the following revisions to the standard specifications:

108 Prosecution and Progress

Add subsection 108.9.4.1 effective with the November 2023 letting:

108.9.4.1 Winter Suspension for Completion Date Contracts

- (1) The contractor may request a winter suspension for a completion date contract. If the department determines weather conditions do not allow for the completion of the remaining work, the department may approve the contractor's request and determine the start date of the winter suspension. The end date of the winter suspension is March 31 or a date mutually agreed upon by both parties. For multi-year contracts, the department will only consider winter suspension for the final year of the contract.
 - (2) During winter suspension, store all materials in a manner that does not obstruct vehicular and pedestrian traffic and protect the materials from damage. Install traffic control and other safety devices necessary to protect the traveling public and pedestrians. Provide suitable drainage and install temporary erosion control where necessary. If the winter suspension begins when liquidated damages are being assessed, or when the work has not progressed as scheduled and would not have been completed prior to the completion date, the cost of necessary pre-suspension work is incidental. If the winter suspension begins prior to the contract completion date, and the work has progressed as scheduled and would have been completed prior to the completion date, the cost of pre-suspension work will be paid as specified under 109.4.
 - (3) For a winter suspension that begins prior to the contract completion date and the work has progressed as scheduled and would have been completed prior to the completion date, the engineer will extend contract time to correspond with the end of the winter suspension and liquidated damages will not be assessed during the winter suspension.
 - (4) For a winter suspension that begins when liquidated damages are being assessed or when the work has not progressed as scheduled and would not have been completed prior to the completion date, the engineer will not extend contract time. Time will be suspended until the end of the winter suspension. Liquidated damages will not be assessed during the winter suspension and liquidated damages will resume at the end of the winter suspension.
-

108.10.2 Excusable, Non-Compensable Delays

108.10.2.1 General

Replace entire section with the following effective with the January 2024 letting:

- (1) Non-compensable delays, 108.10.2.1(3), are excusable delays not the contractor's or the department's fault. The engineer will not pay for the delay costs listed in 109.4.7 for non-compensable delays.
 - (2) For non-compensable delays under calendar day and completion date contracts, the engineer will extend contract time if the conditions specified in 108.10.1 are met. The department will relieve the contractor from associated liquidated damages, as specified in 108.11, if the engineer extends time under 108.10.1.
 - (3) The following are non-compensable delays:
 1. Delays due to earthquakes, other cataclysmic phenomena of nature the contractor cannot foresee and avoid, severe weather or job conditions caused by recent weather as specified in 108.10.2.2.
 2. Extraordinary delays in material deliveries the contractor or their suppliers cannot foresee and forestall resulting from strikes, lockouts, freight embargoes, industry-wide shortages, governmental acts, or sudden disasters.
 3. Delays due to acts of the government, a political subdivision other than the department, or the public enemy.
 4. Delays from fires or epidemics.
 5. Delays from strikes beyond the contractor's power to settle not caused by improper acts or omissions of the contractor, their subcontractors, or their suppliers.
 6. Altered quantities as specified in 109.3.
-

108.10.3 Excusable Compensable Delays

Replace entire section with the following effective with the January 2024 letting:

- (1) Compensable delays are excusable delays due to the department's actions or lack of actions. The engineer will grant a time extension for a compensable delay if the conditions specified in 108.10.1 are met.
- (2) The following are compensable delays:

1. A contract change for revised work as specified for extra work under 104.2.2.1, for a differing site condition under 104.2.2.2, or for significant changes in the character of the work under 104.2.2.4.
 2. A contract change for an engineer-ordered suspension under 104.2.2.3.
 3. The unexpected discovery of human remains, an archaeological find, or historical find consistent with 107.25.
 4. The unexpected discovery of a hazardous substance consistent with 107.24.
 5. The non-completion of work that utilities or other third parties perform, if that work is not completed as specified in the contract.
- (3) For a compensable delay or a time extension, the department will relieve the contractor from associated liquidated damages under 108.11, and will pay the contractor for delay costs determined as follows:
1. Adjust the contract price as specified in 109.4.2 through 109.4.5 for delays under item 1 of 108.10.3(2).
 2. Adjust the contract price as specified in 109.4.7 for delays under items 2 through 5 of 108.10.3(2).

310 Open Graded Base

310.2 Materials

Replace paragraph two with the following effective with the November 2023 letting:

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

TABLE 310-01 COARSE AGGREGATE (% passing by weight)

AASHTO No. 67^[1]	
SEIVE	COARSE AGGREGATE (% PASSING by WEIGHT) AASHTO No. 67
2-inch	-
1 1/2-inch	-
1-inch	100
3/4-inch	90 – 100
1/2-inch	-
3/8-inch	20 – 55
No. 4	0 – 10
No. 8	0 – 5
No. 16	-
No. 30	-
No. 50	-
No. 100	-
No. 200	<=1.5

^[1] Size according to AASHTO M43.

390 Base Patching

390.4 Measurement

Replace entire section with the following effective with the November 2023 letting:

- (1) The department will measure Removing Pavement for Base Patching by the cubic yard acceptably completed. Measure the depth from the bottom of the adjacent pavement to the top of the patch.
- (2) The department will measure Base Patching Asphaltic by the ton acceptably completed as specified for asphaltic pavement in 450.4.
- (3) The department will measure Base Patching Concrete HES and Base Patching Concrete SHES by the cubic yard acceptably completed. Measure the depth from the bottom of the adjacent pavement to the top of the patch.

390.5 Payment

Replace entire section with the following effective with the November 2023 letting:

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

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
390.0100	Removing Pavement for Base Patching	CY
390.0201	Base Patching Asphaltic	TON
390.0305	Base Patching Concrete HES	CY
390.0405	Base Patching Concrete SHES	CY

- (2) Payment for Removing Pavement for Base Patching is full compensation for removing old pavement; for preparing the foundation and bringing up to grade. If the engineer orders the contractor to excavate yielding or unstable subgrade materials and backfill with suitable materials, the department will pay for that work with contract bid items or as agreed upon using 109.4.
- (3) Payment for Base Patching Asphaltic is full compensation for providing and compacting asphaltic mixture including asphaltic binder.
- (4) Payment for Base Patching Concrete HES and Base Patching Concrete SHES is full compensation for providing, curing, and protecting concrete. Payment also includes providing tie bars and dowel bars in unhardened concrete and steel within the patch. For tie bars and dowel bars provided in concrete not placed under the contract, the department will pay separately under the Drilled Tie Bars and Drilled Dowel Bars bid items as specified in 416.5.
- (5) Payment for Base Patching SHES also includes providing test data to the engineer as specified in 416.2.4.
- (6) The department will pay for sawing existing concrete pavement for removal under the Sawing Concrete bid item as specified in 690.5.

460 Hot Mix Asphalt Pavement**460.2.8.2.1.3.1 Contracts with 5000 Tons of Mixture or Greater**

Replace paragraph four with the following effective with the November 2023 letting:

- (4) Use the test methods identified below, or other methods the engineer approves, to perform the following tests at the frequency indicated:

Blended aggregate gradations:

Drum plants:

- Field extraction by ignition oven according to WTM T308, chemical extraction according to AASHTO T-164 method A or B; or automated extraction according to WTM D8159. Gradation of resulting aggregate sample determined according to WTM T30.
- Belt samples, optional for virgin mixtures, obtained from stopped belt or from the belt discharge using an engineer-approved sampling device and performed according to WTM T11 and T27.

Batch plants:

- Field extraction by ignition oven according to WTM T308, chemical extraction according to AASHTO T-164 method A or B; or automated extraction according to WTM D8159. Gradation of resulting aggregate sample determined according to WTM T30.

Asphalt content (AC) in percent:

Determine AC using one of the following methods:

- AC by ignition oven according to WTM T308.
- AC by chemical extraction according to AASHTO T-164 method A or B.
- AC by automated extraction according to WTM D8159.
- If the department is using an ignition oven to determine AC, conform to WTP H003.
- If the department is not using an ignition oven to determine AC, ignition oven correction factor (IOCF) must still be reverified for any of the reasons listed in WTP H003 Table 2 and conform to WTP H-003 sections 3 through 6.
- Gradation of resulting aggregate sample determined according to WTM T30.

Bulk specific gravity of the compacted mixture:

According to WTM T166.

Theoretical maximum specific gravity:

According to WTM T209.

Air voids (Va) by calculation according to WTM T269.

VMA by calculation according to WTM R35.

460.2.8.3.1.4 Department Verification Testing Requirements

Replace paragraph three with the following effective with the November 2023 letting:

- (3) The department will perform testing conforming to the following standards:
 - Bulk specific gravity (G_{mb}) of the compacted mixture according to WTM T166.
 - Maximum specific gravity (G_{mm}) according to WTM T209.
 - Air voids (V_a) by calculation according to WTM T269.
 - VMA by calculation according to WTM R35.
 - Asphalt content by ignition oven according to WTM T308, chemical extraction according to AASHTO T-164 method A or B, or automated extraction according to WTM D8159. If using an ignition oven to determine AC, conform to WTP H-003.

460.3.3.2 Pavement Density Determinations

Replace entire section with the following effective with the February 2024 letting:

- (1) The engineer will determine the target maximum density using department procedures described in WTM T355. The engineer will determine density according to CMM 815 and WTM T355 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 one day's production for each subplot type or one production shift if running 24 hours per day and placed within a single layer for each location and target maximum density category indicated in table 460-3. The lot density is the average of the tests taken for that lot. The department determines the number of tests per lot according to WTP H-002.
- (4) An HTPC-certified Nuclear Density Technician I (NUCDENSITYTEC-I) or a nuclear density ACT working under a NUCDENSITYTEC-I technician, will locate samples and perform the testing. A NUCDENSITYTEC-I technician will coordinate and take responsibility for the work an ACT performs. No more than one ACT can work under a single NUCDENSITYTEC-I technician. The responsible NUCDENSITYTEC-I technician will ensure that sample location and testing is performed correctly, analyze test results, and provide density results to the contractor weekly.

503 Prestressed Concrete Members

503.2.2 Concrete

Replace paragraph five with the following effective with the November 2023 letting:

- (5) Furnish prestressed concrete members cast from air-entrained concrete, except I-type girders may use non-air-entrained concrete. Use type I, IL, IS, IP, IT, II, or III cement. The contractor may replace up to 30 percent of type I, IL, II, or III cement with an equal weight of fly ash, slag, or a combination of fly ash and slag. Ensure that fly ash conforms to 501.2.4.2.2 and slag conforms to 501.2.4.2.3. Use only one source and replacement rate for work under a single bid item. Use a department-approved air-entraining admixture conforming to 501.2.5.2 for air-entrained concrete. Use only coarse aggregate conforming to 310.2(2).

604 Slope Paving

604.2 Materials

Replace paragraph three with the following effective with the November 2023 letting:

- (3) Under the Slope Paving Crushed Aggregate bid item, furnish crushed stone or crushed gravel conforming to the gradation in Table 604-01, but with the additional requirements that at least 75 percent of the particles, by count, have at least one fractured face. Determine fracture according to WTM D5821.

TABLE 604-01 COARSE AGGREGATE (% passing by weight)

AASHTO No. 4 ^[1]	
SEIVE	COARSE AGGREGATE (% PASSING by WEIGHT) AASHTO No. 4
2-inch	100
1 1/2-inch	90 - 100
1-inch	20 - 55
3/4-inch	0 - 15
1/2-inch	-
3/8-inch	0 - 5
No. 4	-
No. 8	-
No. 16	-
No. 30	-
No. 50	-
No. 100	-
No. 200	<=1.5

^[1] Size according to AASHTO M43.

612 Underdrains

612.3.9 Trench Underdrains

Replace paragraph one with the following effective with the November 2023 letting:

- (1) Under the Underdrain Trench bid item, excavate and backfill underdrain trenches. Backfill with coarse aggregate gradation conforming to 604.2(3). Before backfilling place geotextile as the plans show.

614 Semi-rigid Barrier Systems and End Treatments

614.2.6 Sand Barrel Arrays

Replace paragraph one with the following effective with the November 2023 letting:

- (1) Furnish sand barrels from the APL. Use fine aggregate conforming to gradation shown in Table 614-2 mixed with sodium chloride conforming to AASHTO M143. Apply an object marker to front-most barrel in the array.

TABLE 614-2 FINE AGGREGATE GRADATION

SEIVE	FINE AGGREGATE (% PASSING by WEIGHT)
3/8-inch	100
No. 4	90 - 100
No. 8	-
No. 16	45 - 85
No. 30	-
No. 50	5 - 30
No. 100	0 - 10
No. 200	<=3.5

628 Erosion Control**628.2.13 Rock Bags**

Replace paragraph two with the following effective with the November 2023 letting:

- (2) Fill the bags with a clean, sound, hard, durable, engineer-approved coarse aggregate conforming by visual inspection to the gradation specified for coarse aggregate gradation in 604.2(3).

639 Drilling Wells**639.2.1 General**

Replace paragraph two with the following effective with the November 2023 letting:

- (2) For grout use fine aggregate conforming to 501.2.7.2; and gradation conforming to 614.2.6(1); and type I, IL, IS, IP, or IT cement.

652 Electrical Conduit**652.3.1.2 Installing Underground**

Replace paragraph two with the following effective with the November 2023 letting:

- (2) Excavate trenches true to line and grade to provide the conduit uniform bearing throughout its length. Do not backfill the trench before inspecting the conduit. Carefully tamp the backfill in place as specified for placing backfill in layers in 651.3. Place at least 0.7 cubic feet of coarse aggregate gradation conforming to 604.2(3) directly under each drainage hole.

ERRATA

390.3.4 Special High Early Strength Concrete Patching

Correct errata link in paragraph (1) by changing from 416.3.8 to 416.3.7.

- (1) Construct as specified for special high early strength repairs under 416.3.7 except as follows:
 - The contractor may delay removal for up to 14 calendar days after cutting the existing pavement.
 - Open to traffic as specified for concrete base in 320.3.

ADDITIONAL SPECIAL PROVISION 7

A. Reporting 1st Tier and DBE Payments During Construction

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

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

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

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

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

ADDITIONAL SPECIAL PROVISION 9

Electronic Certified Payroll or Labor Data Submittal

- (1) Use the department's Civil Rights Compliance System (CRCS) to electronically submit certified payroll reports for contracts with federal funds and labor data for contracts with state funds only. Details are available online through the department's highway construction contractor information (HCCI) site on the Labor, Wages, and EEO Information page at:
<https://wisconsindot.gov/Pages/doing-bus/civil-rights/labornwage/default.aspx>
- (2) Ensure that all tiers of subcontractors, including all trucking firms, either submit their weekly certified payroll reports (contracts with federal funds) or labor data (contracts with state funds only) electronically through CRCS. These payrolls or labor data are due within seven calendar days following the close of the payroll period. Every firm providing physical labor towards completing the project is a subcontractor under this special provision.
- (3) Upon receipt of contract execution, promptly make all affected firms aware of the requirements under this special provision and arrange for them to receive CRCS training as they are about to begin their submittals. The department will provide training either in a classroom setting at one of our regional offices or by telephone. Contact Paul Ndon at (414) 438-4584 to schedule the training.
- (4) The department will reject all paper submittals for information required under this special provision. All costs for conforming to this special provision are incidental to the contract.
- (5) Firms wishing to export payroll/labor data from their computer system into CRCS should have their payroll coordinator contact Paul Ndon at paul.ndon@dot.wi.gov. Not every contractor's payroll system is capable of producing export files. For details, see Section 4.8 CPR Auto Submit (Data Mapping) on pages 49-50; 66-71 of the CRCS Payroll Manual at:
<https://wisconsindot.gov/Documents/doing-bus/civil-rights/labornwage/crcs-payroll-manual.pdf>

NON-DISCRIMINATION PROVISIONS

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

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

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

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

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

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

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

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

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

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

BUY AMERICA PROVISION

Buy America (as documented in [88 FR 57750 \(2 CFR part 184 and 200\)](#) from the Office of Management and Budget: [Federal Register: Guidance for Grants and Agreements](#)) shall be domestic products and permanently incorporated in this project as classified in the following three categories, and as noted in the Construction and Materials Manual (CMM):

1. Iron and Steel

All iron and steel manufacturing and coating processes (from the initial melting stage through the application of coatings) must have occurred within the United States. Coating includes epoxy coating, galvanizing, painting and any other coating that protects or enhances the value of a material subject to the requirements of Buy America.

The exemption of the iron and steel manufacturing and coating processes Buy America requirement is the minimal use of foreign materials if the total cost of such material permanently incorporated in the product does not exceed one-tenth of one percent (1/10 of 1%) of the total contract cost or \$2,500.00, whichever is greater. For purposes of this paragraph, the cost is that shown to be the value of the subject products as they are delivered to the project.

2. Manufactured Product

All manufactured products (as defined in CMM 228.5) are covered under a previous waiver from 1983 and are currently exempt from Buy America.

3. Construction Material

All construction materials (as defined in [88 FR 57750 \(2 CFR part 184 and 200\)](#) and as referenced in CMM 228.5) must comply with Buy America. All manufacturing process of construction materials must occur in the United States.

[88 FR 55817 \(DOT-OST-2022-0124\)](#) allows a limited waiver of Buy America requirements for de minimis costs and small grants.

- The Total value of the non-compliant products is no more than the lesser of \$1,000,000 or 5% of total applicable costs for the project¹; or
- The total amount of Federal financial assistance applied to the project, through awards or subaward, is below \$500,000²

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

<https://wisconsin.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://wisconsin.gov/Documents/formdocs/dt4567.docx>

Attach a list of iron or steel and construction material exemptions and their associated costs to the certification form.

¹ The de minimis public interest waiver does not apply to iron and steel subject to the requirements of 23 U.S.C. 313 on financial assistance administered by FHWA. The de minimis threshold in 23 CFR 635.410(b)(4) continues to apply for iron and steel.

² The small grant portion of the waiver does not apply to iron, steel, and manufactured goods subject to the requirements of 49 U.S.C. 22905(a).



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SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	203.0100 Removing Small Pipe Culverts	9.000 EACH	_____.	_____.
0004	203.0220 Removing Structure (structure) 01. 72-Inch CPRC Cattle Pass	1.000 EACH	_____.	_____.
0006	204.0100 Removing Concrete Pavement	3,707.000 SY	_____.	_____.
0008	204.0110 Removing Asphaltic Surface	3,370.000 SY	_____.	_____.
0010	204.0115 Removing Asphaltic Surface Butt Joints	1,218.000 SY	_____.	_____.
0012	204.0120 Removing Asphaltic Surface Milling	113,430.000 SY	_____.	_____.
0014	204.0150 Removing Curb & Gutter	391.000 LF	_____.	_____.
0016	204.0155 Removing Concrete Sidewalk	55.000 SY	_____.	_____.
0018	204.0165 Removing Guardrail	1,521.000 LF	_____.	_____.
0020	204.0170 Removing Fence	134.000 LF	_____.	_____.
0022	204.0180 Removing Delineators and Markers	16.000 EACH	_____.	_____.
0024	204.0246 Removing Ancillary Structure (structure) 01. S-71-30	1.000 EACH	_____.	_____.
0026	204.9060.S Removing (item description) 01. Removing Apron Endwalls for Underdrain Reinforced Concrete	12.000 EACH	_____.	_____.
0028	205.0100 Excavation Common	13,196.000 CY	_____.	_____.
0030	208.0100 Borrow	2,566.000 CY	_____.	_____.



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SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0032	209.2500 Backfill Granular Grade 2	5,580.000 TON	_____.	_____.
0034	211.0101 Prepare Foundation for Asphaltic Paving (project) 01. 1520-00-77	1.000 EACH	_____.	_____.
0036	213.0100 Finishing Roadway (project) 01. 1520- 00-77	1.000 EACH	_____.	_____.
0038	305.0110 Base Aggregate Dense 3/4-Inch	3,946.000 TON	_____.	_____.
0040	305.0120 Base Aggregate Dense 1 1/4-Inch	7,001.000 TON	_____.	_____.
0042	305.0500 Shaping Shoulders	116.000 STA	_____.	_____.
0044	415.0070 Concrete Pavement 7-Inch	160.000 SY	_____.	_____.
0046	415.0090 Concrete Pavement 9-Inch	156.000 SY	_____.	_____.
0048	416.0610 Drilled Tie Bars	294.000 EACH	_____.	_____.
0050	416.0620 Drilled Dowel Bars	366.000 EACH	_____.	_____.
0052	416.1710 Concrete Pavement Repair	174.000 SY	_____.	_____.
0054	416.1720 Concrete Pavement Replacement	362.000 SY	_____.	_____.
0056	450.4000 HMA Cold Weather Paving	29,990.000 TON	_____.	_____.
0058	455.0605 Tack Coat	6,780.000 GAL	_____.	_____.
0060	460.0105.S HMA Percent Within Limits (PWL) Test Strip Volumetrics	2.000 EACH	_____.	_____.



Proposal Schedule of Items

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SECTION: 0001

Contract Items

Alt Set ID:

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0062	460.6223 HMA Pavement 3 MT 58-28 S	17,960.000 TON	_____.	_____.
0064	460.6224 HMA Pavement 4 MT 58-28 S	11,130.000 TON	_____.	_____.
0066	465.0105 Asphaltic Surface	1,742.000 TON	_____.	_____.
0068	465.0110 Asphaltic Surface Patching	900.000 TON	_____.	_____.
0070	465.0120 Asphaltic Surface Driveways and Field Entrances	310.000 TON	_____.	_____.
0072	465.0520 Asphaltic Rumble Strips, Shoulder	10,400.000 LF	_____.	_____.
0074	465.0560 Asphaltic Rumble Strips, Centerline	23,240.000 LF	_____.	_____.
0076	520.1030 Apron Endwalls for Culvert Pipe 30-Inch	6.000 EACH	_____.	_____.
0078	520.1036 Apron Endwalls for Culvert Pipe 36-Inch	4.000 EACH	_____.	_____.
0080	520.3430 Culvert Pipe Class III-A Non-metal 30-Inch	238.000 LF	_____.	_____.
0082	520.3436 Culvert Pipe Class III-A Non-metal 36-Inch	182.000 LF	_____.	_____.
0084	522.0160 Culvert Pipe Reinforced Concrete Class III 60-Inch	232.000 LF	_____.	_____.
0086	522.0436 Culvert Pipe Reinforced Concrete Class IV 36-Inch	168.000 LF	_____.	_____.
0088	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	4.000 EACH	_____.	_____.



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Contract Items

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0090	522.1060 Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	4.000 EACH	_____.	_____.
0092	601.0409 Concrete Curb & Gutter 30-Inch Type A	413.000 LF	_____.	_____.
0094	601.0588 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	98.000 LF	_____.	_____.
0096	601.0590 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	61.000 LF	_____.	_____.
0098	602.0415 Concrete Sidewalk 6-Inch	125.000 SF	_____.	_____.
0100	602.0605 Curb Ramp Detectable Warning Field Radial Yellow	20.000 SF	_____.	_____.
0102	602.3010 Concrete Surface Drains	4.000 CY	_____.	_____.
0104	606.0200 Riprap Medium	25.000 CY	_____.	_____.
0106	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	54.000 LF	_____.	_____.
0108	611.0430 Reconstructing Inlets	1.000 EACH	_____.	_____.
0110	611.0639 Inlet Covers Type H-S	1.000 EACH	_____.	_____.
0112	611.3230 Inlets 2x3-FT	1.000 EACH	_____.	_____.
0114	612.0204 Pipe Underdrain Unperforated 4-Inch	560.000 LF	_____.	_____.
0116	612.0804 Apron Endwalls for Underdrain Reinforced Concrete 4-Inch	16.000 EACH	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0118	614.2300 MGS Guardrail 3	675.000 LF	_____.	_____.
0120	614.2500 MGS Thrie Beam Transition	315.000 LF	_____.	_____.
0122	614.2610 MGS Guardrail Terminal EAT	8.000 EACH	_____.	_____.
0124	618.0100 Maintenance and Repair of Haul Roads (project) 01. 1520-00-77	1.000 EACH	_____.	_____.
0126	619.1000 Mobilization	1.000 EACH	_____.	_____.
0128	624.0100 Water	63.370 MGAL	_____.	_____.
0130	625.0100 Topsoil	8,620.000 SY	_____.	_____.
0132	628.1504 Silt Fence	6,200.000 LF	_____.	_____.
0134	628.1520 Silt Fence Maintenance	6,200.000 LF	_____.	_____.
0136	628.1905 Mobilizations Erosion Control	8.000 EACH	_____.	_____.
0138	628.1910 Mobilizations Emergency Erosion Control	4.000 EACH	_____.	_____.
0140	628.2006 Erosion Mat Urban Class I Type A	1,150.000 SY	_____.	_____.
0142	628.2008 Erosion Mat Urban Class I Type B	7,143.000 SY	_____.	_____.
0144	628.2027 Erosion Mat Class II Type C	327.000 SY	_____.	_____.
0146	628.7010 Inlet Protection Type B	4.000 EACH	_____.	_____.
0148	628.7020 Inlet Protection Type D	3.000 EACH	_____.	_____.



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Alt Set ID:

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0150	628.7504 Temporary Ditch Checks	280.000 LF	_____.	_____.
0152	628.7555 Culvert Pipe Checks	75.000 EACH	_____.	_____.
0154	628.7570 Rock Bags	225.000 EACH	_____.	_____.
0156	629.0210 Fertilizer Type B	2.000 CWT	_____.	_____.
0158	630.0130 Seeding Mixture No. 30	339.000 LB	_____.	_____.
0160	630.0140 Seeding Mixture No. 40	53.000 LB	_____.	_____.
0162	630.0500 Seed Water	200.000 MGAL	_____.	_____.
0164	633.5200 Markers Culvert End	14.000 EACH	_____.	_____.
0166	642.5001 Field Office Type B	1.000 EACH	_____.	_____.
0168	643.0300 Traffic Control Drums	250.000 DAY	_____.	_____.
0170	643.0420 Traffic Control Barricades Type III	4,221.000 DAY	_____.	_____.
0172	643.0705 Traffic Control Warning Lights Type A	8,250.000 DAY	_____.	_____.
0174	643.0900 Traffic Control Signs	34,326.000 DAY	_____.	_____.
0176	643.0920 Traffic Control Covering Signs Type II	23.000 EACH	_____.	_____.
0178	643.1000 Traffic Control Signs Fixed Message	36.000 SF	_____.	_____.
0180	643.1050 Traffic Control Signs PCMS	48.000 DAY	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0182	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0184	645.0120 Geotextile Type HR	50.000 SY	_____.	_____.
0186	646.2040 Marking Line Grooved Wet Ref Epoxy 6-Inch	89,550.000 LF	_____.	_____.
0188	646.3020 Marking Line Epoxy 8-Inch	6.000 LF	_____.	_____.
0190	646.4040 Marking Line Grooved Wet Ref Epoxy 10-Inch	324.000 LF	_____.	_____.
0192	646.5520 Marking Outfall Epoxy	100.000 EACH	_____.	_____.
0194	646.6120 Marking Stop Line Epoxy 18-Inch	48.000 LF	_____.	_____.
0196	646.7420 Marking Crosswalk Epoxy Transverse Line 6-Inch	240.000 LF	_____.	_____.
0198	646.9200 Marking Removal Line Wide	150.000 LF	_____.	_____.
0200	648.0100 Locating No-Passing Zones	5.840 MI	_____.	_____.
0202	650.4000 Construction Staking Storm Sewer	1.000 EACH	_____.	_____.
0204	650.4500 Construction Staking Subgrade	2,057.000 LF	_____.	_____.
0206	650.5000 Construction Staking Base	2,057.000 LF	_____.	_____.
0208	650.5500 Construction Staking Curb Gutter and Curb & Gutter	159.000 LF	_____.	_____.
0210	650.6000 Construction Staking Pipe Culverts	9.000 EACH	_____.	_____.



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Contract Items

Alt Set ID:

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0212	650.7000 Construction Staking Concrete Pavement	392.000 LF	_____.	_____.
0214	650.8000 Construction Staking Resurfacing Reference	28,671.000 LF	_____.	_____.
0216	650.9000 Construction Staking Curb Ramps	1.000 EACH	_____.	_____.
0218	650.9500 Construction Staking Sidewalk (project) 01. 1520-00-77	1.000 EACH	_____.	_____.
0220	650.9911 Construction Staking Supplemental Control (project) 01. 1520-00-77	1.000 EACH	_____.	_____.
0222	650.9920 Construction Staking Slope Stakes	2,241.000 LF	_____.	_____.
0224	690.0150 Sawing Asphalt	1,519.000 LF	_____.	_____.
0226	690.0250 Sawing Concrete	1,712.000 LF	_____.	_____.
0228	715.0720 Incentive Compressive Strength Concrete Pavement	500.000 DOL	1.00000	500.00
0230	740.0440 Incentive IRI Ride	11,560.000 DOL	1.00000	11,560.00
0232	SPV.0055 Special 01. Incentive Density PWL HMA Pavement	11,171.000 DOL	1.00000	11,171.00
0234	SPV.0055 Special 02. Incentive Air Voids, HMA Pavement	7,170.000 DOL	1.00000	7,170.00
0236	SPV.0055 Special 03. Incentive Density HMA Pavement Longitudinal Joints	6,060.000 DOL	1.00000	6,060.00
0238	SPV.0060 Special 01. Temporary Bypass Pumping STA 30+64	1.000 EACH	_____.	_____.



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Proposal ID: 20240910014 Project(s): 1520-00-77

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0240	SPV.0060 Special 02. Temporary Bypass Pumping STA 184+32	1.000 EACH	_____.	_____.
0242	SPV.0060 Special 03. Temporary Water Diversion Twin Culvert Construction STA 247+51	1.000 EACH	_____.	_____.
0244	SPV.0060 Special 04. Temporary Water Diversion Twin Culvert Construction STA 259+53	1.000 EACH	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.

PLEASE ATTACH ADDENDA HERE



Wisconsin Department of Transportation

August 20, 2024

**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 #14: 1520-00-77
Wisconsin Rapids – Pittsville
Industrial St – STH 186
STH 73
Wood County

Letting of September 10, 2024

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
3	Prosecution and Progress

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

20240910014

August 20, 2024

Special Provisions

3. Prosecution and Progress

Replace paragraph two with the following:

Provide the time frame for construction of the project within the 2025 construction season to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Assure that the time frame is consistent with the contract completion time. Upon approval, the engineer will issue the notice to proceed within 10 calendar days before the beginning of the approved time frame.

END OF ADDENDUM



Wisconsin Department of Transportation

September 5, 2024

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 #14: 1520-00-77
Wisconsin Rapids – Pittsville
Industrial St – STH 186
STH 73
Wood County

Letting of September 10, 2024

This is Addendum No. 02, which provides for the following:

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Proposal Quantity Change (-)	Proposal Total After Addendum
416.0610	Drilled Tie Bars	Each	294	87	381

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Quantity Added	Proposal Total After Addendum
209.2100	Backfill Granular Grade 2	CY	0	5580	5580

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Proposal Quantity Change (-)	Proposal Total After Addendum
209.2500	Backfill Granular Grade 2	Ton	5580	-5580	0

Plan Sheets:

Revised Plan Sheets		
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)	
59	Misc Qty Sheet	Updated drilled tie bar table to reflect new quantity. Corrected "Backfill Granular Grade 2" item number to 209.2100.

Schedule of Items

Attached, dated September 5, 2024, are the revised Schedule of Items Pages 1 – 9.

Plan Sheets

The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 59.

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

* BASE COURSE ITEMS *											
CATEGORY		STATION	TO	STATION	LOCATION	TON	TON	TON	TON	TON	TON
		1+55	-	4+04	LT	0	69	0	0	0	0
0010		4+04	-	5+47	LT&RT	6	230	0	0	0	0
0010		5+47	-	6+17	LT&RT	3	184	0	0	0	0
0010		6+17	-	11+45	LT&RT	22	1,945	0	0	0	0
0010		11+45	-	30+09	LT&RT	0	0	37	0	0	0
0010		30+09	-	31+19	LT&RT	25	445	0	2.82	0	0
0010		31+19	-	32+75	LT&RT	0	0	3	0	0	0
0010		32+75	-	46+02	LT&RT	191	0	0	1.15	0	0
0010		47+21	-	55+56	LT&RT	120	0	0	0.72	0	0
0010		55+56	-	59+82	LT&RT	0	0	9	0	0	0
0010		59+82	-	60+91	LT&RT	25	441	0	2.79	0	0
0010		60+91	-	85+54	LT&RT	0	0	49	0	0	0
0010		85+54	-	88+87	RT	8	0	0	0.05	0	0
0010		88+87	-	93+92	LT	137	0	0	0.82	0	0
0010		93+92	-	98+21	RT	11	0	0	0.07	0	0
0010		98+21	-	107+86	LT	341	0	0	2.05	0	0
0010		107+86	-	134+62	LT&RT	188	0	0	1.13	0	0
0010		134+62	-	142+94	LT&RT	59	0	0	0.35	0	0
0010		142+94	-	183+40	LT&RT	285	0	0	1.71	0	0
0010		183+40	-	185+24	LT&RT	59	744	0	4.81	0	0
0010		185+24	-	188+13	LT&RT	20	0	0	0.12	0	0
0010		188+13	-	206+79	LT&RT	594	0	0	3.56	0	0
0010		206+79	-	207+93	LT	4	0	0	0.02	0	0
0010		207+93	-	207+93	RT	1	0	0	0.00	0	0
0010		207+93	-	211+95	LT&RT	21	0	0	0.13	0	0
0010		211+95	-	225+36	LT&RT	94	0	0	0.57	0	0
0010		226+10	-	233+55	LT&RT	52	0	0	0.31	0	0
0010		233+55	-	242+22	LT&RT	0	0	17	0.00	0	0
0010		242+22	-	246+46	LT&RT	30	0	0	0.18	0	0
0010		246+46	-	248+54	LT&RT	66	841	0	5.44	0	0
0010		248+54	-	258+83	LT&RT	72	0	0	0.43	0	0
0010		258+83	-	260+25	LT&RT	45	574	0	3.72	0	0
0010		260+25	-	270+06	LT&RT	69	0	0	0.41	0	0
0010		270+06	-	271+19	LT&RT	36	457	0	2.96	0	0
0010		271+19	-	298+43	LT&RT	192	0	0	1.15	0	0
0010		298+43	-	299+53	LT&RT	35	445	0	2.88	0	0
0010		299+53	-	310+30	LT&RT	76	0	0	0.45	0	0
0010		310+30	-	311+37	LT&RT	34	433	0	2.80	0	0
0010		UNDISTRIBUTIVE				800	--	0	4.80		
TOTAL 0010						3,755	6,806	116	63.37		
* ITEM IS INCLUDED IN DRIVEWAYS TABLE											
CONCRETE SURFACE DRAINS											
		STATION	TO	STATION	LOCATION	TON	TON	TON	TON	TON	TON
		5+05	-	45+78	LT	1					
		225+14	-	225+14	LT	1					
		225+14	-	225+14	RT	1					
TOTAL						4					

PROJECT NO: 1520-00-77

Hwy: STH 73

COUNTY: WOOD

MISCELLANEOUS QUANTITIES

SHEET 59

* ITEM IS INCLUDED IN CONCRETE REPAIR/REPLACEMENT TABLE.											
CATEGORY		STATION	TO	STATION	LOCATION	SY	SY	SY	SY	SY	SY
		1+55	-	11+45	STH 73	1,886	0	0	0	0	0
DIVISION 1											
		0010				1,886 <td>0<td>0<td>0<td>0<td>0</td></td></td></td></td>	0 <td>0<td>0<td>0<td>0</td></td></td></td>	0 <td>0<td>0<td>0</td></td></td>	0 <td>0<td>0</td></td>	0 <td>0</td>	0
DIVISION 2 CULVERT PIPE TRANSITION GRADING											
		0010		30+09	- 31+19	CULVERT	1,150	0	575		
		0010		59+82	- 60+91	CULVERT	1,140	0	570		
		0010		183+40	- 185+24	CULVERT	2,010	0	1,005		
		0010		246+46	- 248+54	CULVERT	2,260	0	1,130		
		0010		258+83	- 260+25	CULVERT	1,340	0	670		
DIVISION 3 6'-1'-8 BEAM GUARD GRADING											
		0010		270+06	- 271+19	CULVERT	1,180	2,073	590		
		0010		298+43	- 299+53	CULVERT	1,150	92	575		
		0010		310+30	- 311+37	CULVERT	930	0	465		
DIVISION 4 8'-7'-6 BEAM GUARD GRADING											
		0010		43+44	- 49+60	STH 73	112	256	-		
DIVISION 5 7'-6 BEAM GUARD GRADING											
		0010		222+05	- 230+03	STH 73	38	145	-		
DIVISION 6 7'-6 BEAM GUARD GRADING											
		0010		270+06	- 271+19	CULVERT	1,180	2,073	590		
		0010		298+43	- 299+53	CULVERT	1,150	92	575		
		0010		310+30	- 311+37	CULVERT	930	0	465		
DIVISION 7 6'-1'-8 BEAM GUARD GRADING											
		0010		43+44	- 49+60	STH 73	112	256	-		
DIVISION 8 7'-6 BEAM GUARD GRADING											
		0010		222+05	- 230+03	STH 73	38	145	-		
DIVISION 9 7'-6 BEAM GUARD GRADING											
		0010		270+06	- 271+19	CULVERT	1,180	2,073	590		
		0010		298+43	- 299+53	CULVERT	1,150	92	575		
		0010		310+30	- 311+37	CULVERT	930	0	465		
DIVISION 10 6'-1'-8 BEAM GUARD GRADING											
		0010		43+44	- 49+60	STH 73	112	256	-		
DIVISION 11 7'-6 BEAM GUARD GRADING											
		0010		222+05	- 230+03	STH 73	38	145	-		
DIVISION 12 7'-6 BEAM GUARD GRADING											
		0010		270+06	- 271+19	CULVERT	1,180	2,073	590		
		0010		298+43	- 299+53	CULVERT	1,150	92	575		
		0010		310+30	- 311+37	CULVERT	930	0	465		
DIVISION 13 6'-1'-8 BEAM GUARD GRADING											
		0010		43+44	- 49+60	STH 73	112	256	-		
DIVISION 14 7'-6 BEAM GUARD GRADING											
		0010		222+05	- 230+03	STH 73	38	145	-		
DIVISION 15 7'-6 BEAM GUARD GRADING											
		0010		270+06	- 271+19	CULVERT	1,180	2,073	590		
		0010		298+43	- 299+53	CULVERT	1,150	92	575		
		0010		310+30	- 311+37	CULVERT	930	0	465		
DIVISION 16 6'-1'-8 BEAM GUARD GRADING											
		0010		43+44	- 49+60	STH 73	112	256	-		
DIVISION 17 7'-6 BEAM GUARD GRADING											
		0010		222+05	- 230+03	STH 73	38	145	-		
DIVISION 18 7'-6 BEAM GUARD GRADING											
		0010		270+06	- 271+19	CULVERT	1,180	2,073	590		
		0010		298+43	- 299+53	CULVERT	1,150	92	575		
		0010		310+30	- 311+37	CULVERT	930	0	465		
DIVISION 19 6'-1'-8 BEAM GUARD GRADING											
		0010		43+44	- 49+60	STH 73	112	256	-		
DIVISION 20 7'-6 BEAM GUARD GRADING											
		0010		222+05	- 230+03	STH 73	38	145	-		
DIVISION 21 7'-6 BEAM GUARD GRADING											
		0010		270+06	- 271+19	CULVERT	1,180	2,073	590		
		0010		298+43	- 299+53	CULVERT	1,150	92	575		
		0010		310+30	- 311+37	CULVERT	930	0	465		
DIVISION 22 6'-1'-8 BEAM GUARD GRADING											
		0010		43+44	- 49+60	STH 73	112	256	-		
DIVISION 23 7'-6 BEAM GUARD GRADING											
		0010		222+05	- 230+03	STH 73	38	145	-		
DIVISION 24 7'-6 BEAM GUARD GRADING											
		0010		270+06	- 271+19	CULVERT	1,180	2,073	590		
		0010		298+43	- 299+53	CULVERT	1,150	92	575		
		0010		310+30	- 311+37	CULVERT	930	0	465		
DIVISION 25 6'-1'-8 BEAM GUARD GRADING											
		0010		43+44	- 49+60	STH 73	112	256	-		
DIVISION 26 7'-6 BEAM GUARD GRADING											
		0010		222+05	- 230+03	STH 73	38	145	-		
DIVISION 27 7'-6 BEAM GUARD GRADING											
		0010		270+06	- 271+19	CULVERT	1,180	2,073	590		
		0010		298+43	- 299+53	CULVERT	1,150	92	575		
		0010		310+30	- 311+37	CULVERT	930	0	465		
DIVISION 28 6'-1'-8 BEAM GUARD GRADING											
		0010		43+44	- 49+60	STH 73	112	256	-		
DIVISION 29 7'-6 BEAM GUARD GRADING											
		0010		222+05	- 230+03	STH 73	38	145	-		
DIVISION 30 7'-6 BEAM GUARD GRADING											
		0010		270+06	- 271+19	CULVERT	1,180	2,073	590		
		0010		298+43	- 299+53	CULVERT	1,150	92	575		
		0010		310+30	- 311+37	CULVERT	930	0	465		
DIVISION 31 6'-1'-8 BEAM GUARD GRADING											
		0010		43+44	- 49+60	STH 73	112	256	-		
DIVISION 32 7'-6 BEAM GUARD GRADING											
		0010		222+05	- 230+03	STH 73	38	145	-		
DIVISION 33 7'-6 BEAM GUARD GRADING											
		0010		270+06	- 271+19	CULVERT	1,180	2,073	590		
		0010		298+43	- 299+53	CULVERT	1,150	92	575		
		0010		310+30	- 311+37	CULVERT	930	0	465		
DIVISION 34 6'-1'-8 BEAM GUARD GRADING											
		0010		43+44	- 49+60	STH 73	112	256	-		
DIVISION 35 7'-6 BEAM GUARD GRADING											
		0010		222+05	- 230+03	STH 73	38	145	-		
DIVISION 36 7'-6 BEAM GUARD GRADING											
		0010		270+06	- 271+19	CULVERT	1,180	2,073	590		
		0010		298+43	- 299+53	CULVERT	1,150	92	575		
		0010									



Proposal Schedule of Items

Page 1 of 9

Proposal ID: 20240910014 Project(s): 1520-00-77

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	203.0100 Removing Small Pipe Culverts	9.000 EACH	_____.	_____.
0004	203.0220 Removing Structure (structure) 01. 72-Inch CPRC Cattle Pass	1.000 EACH	_____.	_____.
0006	204.0100 Removing Concrete Pavement	3,707.000 SY	_____.	_____.
0008	204.0110 Removing Asphaltic Surface	3,370.000 SY	_____.	_____.
0010	204.0115 Removing Asphaltic Surface Butt Joints	1,218.000 SY	_____.	_____.
0012	204.0120 Removing Asphaltic Surface Milling	113,430.000 SY	_____.	_____.
0014	204.0150 Removing Curb & Gutter	391.000 LF	_____.	_____.
0016	204.0155 Removing Concrete Sidewalk	55.000 SY	_____.	_____.
0018	204.0165 Removing Guardrail	1,521.000 LF	_____.	_____.
0020	204.0170 Removing Fence	134.000 LF	_____.	_____.
0022	204.0180 Removing Delineators and Markers	16.000 EACH	_____.	_____.
0024	204.0246 Removing Ancillary Structure (structure) 01. S-71-30	1.000 EACH	_____.	_____.
0026	204.9060.S Removing (item description) 01. Removing Apron Endwalls for Underdrain Reinforced Concrete	12.000 EACH	_____.	_____.
0028	205.0100 Excavation Common	13,196.000 CY	_____.	_____.
0030	208.0100 Borrow	2,566.000 CY	_____.	_____.



Proposal Schedule of Items

Page 2 of 9

Proposal ID: 20240910014 Project(s): 1520-00-77

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0034	211.0101 Prepare Foundation for Asphaltic Paving (project) 01. 1520-00-77	1.000 EACH	_____.	_____.
0036	213.0100 Finishing Roadway (project) 01. 1520-00-77	1.000 EACH	_____.	_____.
0038	305.0110 Base Aggregate Dense 3/4-Inch	3,946.000 TON	_____.	_____.
0040	305.0120 Base Aggregate Dense 1 1/4-Inch	7,001.000 TON	_____.	_____.
0042	305.0500 Shaping Shoulders	116.000 STA	_____.	_____.
0044	415.0070 Concrete Pavement 7-Inch	160.000 SY	_____.	_____.
0046	415.0090 Concrete Pavement 9-Inch	156.000 SY	_____.	_____.
0048	416.0610 Drilled Tie Bars	381.000 EACH	_____.	_____.
0050	416.0620 Drilled Dowel Bars	366.000 EACH	_____.	_____.
0052	416.1710 Concrete Pavement Repair	174.000 SY	_____.	_____.
0054	416.1720 Concrete Pavement Replacement	362.000 SY	_____.	_____.
0056	450.4000 HMA Cold Weather Paving	29,990.000 TON	_____.	_____.
0058	455.0605 Tack Coat	6,780.000 GAL	_____.	_____.
0060	460.0105.S HMA Percent Within Limits (PWL) Test Strip Volumetrics	2.000 EACH	_____.	_____.
0062	460.6223 HMA Pavement 3 MT 58-28 S	17,960.000 TON	_____.	_____.



Proposal Schedule of Items

Page 3 of 9

Proposal ID: 20240910014 Project(s): 1520-00-77

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0064	460.6224 HMA Pavement 4 MT 58-28 S	11,130.000 TON	_____.	_____.
0066	465.0105 Asphaltic Surface	1,742.000 TON	_____.	_____.
0068	465.0110 Asphaltic Surface Patching	900.000 TON	_____.	_____.
0070	465.0120 Asphaltic Surface Driveways and Field Entrances	310.000 TON	_____.	_____.
0072	465.0520 Asphaltic Rumble Strips, Shoulder	10,400.000 LF	_____.	_____.
0074	465.0560 Asphaltic Rumble Strips, Centerline	23,240.000 LF	_____.	_____.
0076	520.1030 Apron Endwalls for Culvert Pipe 30-Inch	6.000 EACH	_____.	_____.
0078	520.1036 Apron Endwalls for Culvert Pipe 36-Inch	4.000 EACH	_____.	_____.
0080	520.3430 Culvert Pipe Class III-A Non-metal 30-Inch	238.000 LF	_____.	_____.
0082	520.3436 Culvert Pipe Class III-A Non-metal 36-Inch	182.000 LF	_____.	_____.
0084	522.0160 Culvert Pipe Reinforced Concrete Class III 60-Inch	232.000 LF	_____.	_____.
0086	522.0436 Culvert Pipe Reinforced Concrete Class IV 36-Inch	168.000 LF	_____.	_____.
0088	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	4.000 EACH	_____.	_____.
0090	522.1060 Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	4.000 EACH	_____.	_____.



Proposal Schedule of Items

Page 4 of 9

Proposal ID: 20240910014 Project(s): 1520-00-77

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0092	601.0409 Concrete Curb & Gutter 30-Inch Type A	413.000 LF	_____.	_____.
0094	601.0588 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	98.000 LF	_____.	_____.
0096	601.0590 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	61.000 LF	_____.	_____.
0098	602.0415 Concrete Sidewalk 6-Inch	125.000 SF	_____.	_____.
0100	602.0605 Curb Ramp Detectable Warning Field Radial Yellow	20.000 SF	_____.	_____.
0102	602.3010 Concrete Surface Drains	4.000 CY	_____.	_____.
0104	606.0200 Riprap Medium	25.000 CY	_____.	_____.
0106	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	54.000 LF	_____.	_____.
0108	611.0430 Reconstructing Inlets	1.000 EACH	_____.	_____.
0110	611.0639 Inlet Covers Type H-S	1.000 EACH	_____.	_____.
0112	611.3230 Inlets 2x3-FT	1.000 EACH	_____.	_____.
0114	612.0204 Pipe Underdrain Unperforated 4-Inch	560.000 LF	_____.	_____.
0116	612.0804 Apron Endwalls for Underdrain Reinforced Concrete 4-Inch	16.000 EACH	_____.	_____.
0118	614.2300 MGS Guardrail 3	675.000 LF	_____.	_____.
0120	614.2500 MGS Thrie Beam Transition	315.000 LF	_____.	_____.



Proposal Schedule of Items

Page 5 of 9

Proposal ID: 20240910014 Project(s): 1520-00-77

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0122	614.2610 MGS Guardrail Terminal EAT	8.000 EACH	_____.	_____.
0124	618.0100 Maintenance and Repair of Haul Roads (project) 01. 1520-00-77	1.000 EACH	_____.	_____.
0126	619.1000 Mobilization	1.000 EACH	_____.	_____.
0128	624.0100 Water	63.370 MGAL	_____.	_____.
0130	625.0100 Topsoil	8,620.000 SY	_____.	_____.
0132	628.1504 Silt Fence	6,200.000 LF	_____.	_____.
0134	628.1520 Silt Fence Maintenance	6,200.000 LF	_____.	_____.
0136	628.1905 Mobilizations Erosion Control	8.000 EACH	_____.	_____.
0138	628.1910 Mobilizations Emergency Erosion Control	4.000 EACH	_____.	_____.
0140	628.2006 Erosion Mat Urban Class I Type A	1,150.000 SY	_____.	_____.
0142	628.2008 Erosion Mat Urban Class I Type B	7,143.000 SY	_____.	_____.
0144	628.2027 Erosion Mat Class II Type C	327.000 SY	_____.	_____.
0146	628.7010 Inlet Protection Type B	4.000 EACH	_____.	_____.
0148	628.7020 Inlet Protection Type D	3.000 EACH	_____.	_____.
0150	628.7504 Temporary Ditch Checks	280.000 LF	_____.	_____.
0152	628.7555 Culvert Pipe Checks	75.000 EACH	_____.	_____.



Proposal Schedule of Items

Page 6 of 9

Proposal ID: 20240910014 Project(s): 1520-00-77

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0154	628.7570 Rock Bags	225.000 EACH	_____.	_____.
0156	629.0210 Fertilizer Type B	2.000 CWT	_____.	_____.
0158	630.0130 Seeding Mixture No. 30	339.000 LB	_____.	_____.
0160	630.0140 Seeding Mixture No. 40	53.000 LB	_____.	_____.
0162	630.0500 Seed Water	200.000 MGAL	_____.	_____.
0164	633.5200 Markers Culvert End	14.000 EACH	_____.	_____.
0166	642.5001 Field Office Type B	1.000 EACH	_____.	_____.
0168	643.0300 Traffic Control Drums	250.000 DAY	_____.	_____.
0170	643.0420 Traffic Control Barricades Type III	4,221.000 DAY	_____.	_____.
0172	643.0705 Traffic Control Warning Lights Type A	8,250.000 DAY	_____.	_____.
0174	643.0900 Traffic Control Signs	34,326.000 DAY	_____.	_____.
0176	643.0920 Traffic Control Covering Signs Type II	23.000 EACH	_____.	_____.
0178	643.1000 Traffic Control Signs Fixed Message	36.000 SF	_____.	_____.
0180	643.1050 Traffic Control Signs PCMS	48.000 DAY	_____.	_____.
0182	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0184	645.0120 Geotextile Type HR	50.000 SY	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20240910014 Project(s): 1520-00-77

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0186	646.2040 Marking Line Grooved Wet Ref Epoxy 6-Inch	89,550.000 LF	_____.	_____.
0188	646.3020 Marking Line Epoxy 8-Inch	6.000 LF	_____.	_____.
0190	646.4040 Marking Line Grooved Wet Ref Epoxy 10-Inch	324.000 LF	_____.	_____.
0192	646.5520 Marking Outfall Epoxy	100.000 EACH	_____.	_____.
0194	646.6120 Marking Stop Line Epoxy 18-Inch	48.000 LF	_____.	_____.
0196	646.7420 Marking Crosswalk Epoxy Transverse Line 6-Inch	240.000 LF	_____.	_____.
0198	646.9200 Marking Removal Line Wide	150.000 LF	_____.	_____.
0200	648.0100 Locating No-Passing Zones	5.840 MI	_____.	_____.
0202	650.4000 Construction Staking Storm Sewer	1.000 EACH	_____.	_____.
0204	650.4500 Construction Staking Subgrade	2,057.000 LF	_____.	_____.
0206	650.5000 Construction Staking Base	2,057.000 LF	_____.	_____.
0208	650.5500 Construction Staking Curb Gutter and Curb & Gutter	159.000 LF	_____.	_____.
0210	650.6000 Construction Staking Pipe Culverts	9.000 EACH	_____.	_____.
0212	650.7000 Construction Staking Concrete Pavement	392.000 LF	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20240910014 Project(s): 1520-00-77

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0214	650.8000 Construction Staking Resurfacing Reference	28,671.000 LF	_____.	_____.
0216	650.9000 Construction Staking Curb Ramps	1.000 EACH	_____.	_____.
0218	650.9500 Construction Staking Sidewalk (project) 01. 1520-00-77	1.000 EACH	_____.	_____.
0220	650.9911 Construction Staking Supplemental Control (project) 01. 1520-00-77	1.000 EACH	_____.	_____.
0222	650.9920 Construction Staking Slope Stakes	2,241.000 LF	_____.	_____.
0224	690.0150 Sawing Asphalt	1,519.000 LF	_____.	_____.
0226	690.0250 Sawing Concrete	1,712.000 LF	_____.	_____.
0228	715.0720 Incentive Compressive Strength Concrete Pavement	500.000 DOL	1.00000	500.00
0230	740.0440 Incentive IRI Ride	11,560.000 DOL	1.00000	11,560.00
0232	SPV.0055 Special 01. Incentive Density PWL HMA Pavement	11,171.000 DOL	1.00000	11,171.00
0234	SPV.0055 Special 02. Incentive Air Voids, HMA Pavement	7,170.000 DOL	1.00000	7,170.00
0236	SPV.0055 Special 03. Incentive Density HMA Pavement Longitudinal Joints	6,060.000 DOL	1.00000	6,060.00
0238	SPV.0060 Special 01. Temporary Bypass Pumping STA 30+64	1.000 EACH	_____.	_____.
0240	SPV.0060 Special 02. Temporary Bypass Pumping STA 184+32	1.000 EACH	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20240910014 Project(s): 1520-00-77

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0242	SPV.0060 Special 03. Temporary Water Diversion Twin Culvert Construction STA 247+51	1.000 EACH	_____.	_____.
0244	SPV.0060 Special 04. Temporary Water Diversion Twin Culvert Construction STA 259+53	1.000 EACH	_____.	_____.
0246	209.2100 Backfill Granular Grade 2	5,580.000 CY	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.