

HIGHWAY WORK PROPOSAL

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

Proposal Number: **031**

<u>STATE ID</u>	<u>FEDERAL ID</u>	<u>PROJECT DESCRIPTION</u>	<u>HIGHWAY</u>	<u>COUNTY</u>
1058-25-60	N/A	Shawano - Green Bay, CTH M to South Highline Road, Eb	STH 029	Shawano
1058-25-80	N/A	Shawano - Green Bay, CTH M to South Highline Road, Wb	STH 029	Shawano

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: \$280,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: February 10, 2026 Time (Local Time): 11:00 am	Firm Name, Address, City, State, Zip Code
Contract Completion Time October 20, 2026	SAMPLE NOT FOR BIDDING PURPOSES
Assigned Disadvantaged Business Enterprise Goal 0%	This contract is exempt from federal oversight.

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

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

Subscribed and sworn to before me this date _____

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

(Bidder Signature)

(Print or Type Bidder Name)

(Bidder Title)

Type of Work: Removals, Milling, Grading, Aggregate, Concrete Pavement, Asphalt Pavement, Culvert Pipe, Erosion Control, Permanent Signing, Traffic Control, Pavement Marking, Restoration.	For Department Use Only
Notice of Award Dated	Date Guaranty Returned

**PLEASE ATTACH
PROPOSAL GUARANTY HERE**

PROPOSAL REQUIREMENTS AND CONDITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

BID PREPARATION

Preparing the Proposal Schedule of Items

A. General

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

<https://wisconsin.gov/Pages/doing-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

Table of Contents

Article	Description	Page #
1.	General.....	3
2.	Scope of Work.....	3
3.	Prosecution and Progress.....	3
4.	Lane Rental Fee Assessment.....	5
5.	Traffic.....	6
6.	Holiday and Special Event Work Restrictions.....	8
7.	Utilities.....	8
8.	Other Projects.....	10
9.	Work By Others.....	10
10.	Railroad Insurance and Coordination - Fox Valley and Lake Superior Rail System, LLC.....	10
11.	Information to Bidders, U.S. Army Corps of Engineers Section 404 Permit.....	11
12.	Information to Bidders, WPDES Transportation Construction General Permit (TCGP) for Storm Water Discharges.....	11
13.	Construction Over or Adjacent to Navigable Waters.....	12
14.	Environmental Protection - Dewatering.....	12
15.	Environmental Protection, Aquatic Exotic Species Control.....	12
16.	Erosion Control.....	13
17.	Notice to Contractor - Archaeological Sites.....	13
18.	Notice to Contractor – Electronic Load Tickets.....	14
19.	Public Convenience and Safety.....	14
20.	Removing Underdrain Endwalls, Item 204.9060.S.01.....	14
21.	Removing Underdrain, Item 204.9090.S.01.....	15
22.	Rout and Seal, Item 415.6000.S.....	15
23.	QMP HMA Pavement Nuclear Density.....	16
24.	Asphaltic Surface.....	19
25.	Pipe Culverts.....	20
26.	Concrete Collars, Item 520.8000.....	20
27.	Pipe Underdrain Unperforated 6-Inch, Item 612.0206.....	20
28.	Field Facilities.....	20
29.	Traffic Control.....	20
30.	Nighttime Work Lighting-Stationary.....	21
31.	Digital Speed Reduction System (DSRS), Item 643.0370.S.....	22
32.	Marking Outfall Epoxy.....	24
33.	Removing Raised Pavement Markers and Filling Voids, Item SPV.0060.01.....	24
34.	Locate and Clean Existing Underdrain Outfalls, Item SPV.0060.02.....	24
35.	Grading Shaping and Finishing For Culvert Modifications, Item SPV.0060.03.....	25

36.	Grading Shaping and Finishing Culvert Replacement Sta 2667+22, Item SPV.0060.04, Grading Shaping and Finishing Culvert Replacement Sta 2659+55, Item SPV.0060.05.....	25
37.	Underdrain Connection to Inlet, Item SPV.0060.06.....	26
38.	Connect Underdrain 6-Inch, Item SPV.0060.07.	26
39.	Construction Staking Concrete Pavement Reference, Item SPV.0090.01.....	27
40.	Concrete Joint and Crack Cleaning, Repair and Sealing, Item SPV.0090.03.....	27
41.	Removing Distressed Asphaltic Surface Milling, Item SPV.0180.01.	28

SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1058-25-60, Shawano – Green Bay, CTH M to South Highline Road, EB, STH 29, Shawano County, Wisconsin; Project 1058-25-80, Shawano – Green Bay, CTH M to South Highline Road, WB, STH 29, Shawano 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, 2025 Edition, as published by the department, and these special provisions.

If all or a portion of the plans and special provisions are developed in the SI metric system and the schedule of prices is developed in the US standard measure system, the department will pay for the work as bid in the US standard system.

100-005 (20250701)

2. Scope of Work.

The work under this contract shall consist of removing concrete pavement, concrete pavement repairs, concrete pavement replacements, concrete pavement, concrete pavement approach slabs, drilled tie bars, drilled dowel bars, continuous diamond grinding, excavation common, base aggregate dense, milling, HMA pavement, rout and seal, culvert pipe, apron endwalls, MGS guardrail, steel thrie beam, delineators, rumble strips, cleaning underdrains, erosion control, pavement marking, construction staking, and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

3. Prosecution and Progress.

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

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

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

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

Do not allow a milled surface open to through traffic to remain in place longer than 96 hours or during the periods included in the holidays and special events restrictions unless adverse weather prevents placement of the asphalt layer. Provide an even cross-sectional profile of each lane prior to reopening to traffic. An uneven profile within each lane is not allowed except within a flagging operation.

When a ramp is closed, the ramps for the opposite direction of travel at the same interchange shall remain open. Ramp closures are not permitted at the same time on consecutive interchanges.

Construction Staging

Construction of Eastbound STH 29 (Stages 1, 2, 3, and 6) may be constructed concurrently with Westbound STH 29 (Stages 1, 4,5, and 6) providing traffic control and detours do not conflict.

Stage 1 Construction

Construct outside shoulders including milling, HMA pavement, concrete pavement, curb and gutter, barrier system grading shaping finishing, and guardrail on Eastbound STH 29.

Construct outside shoulders including milling, HMA pavement, concrete pavement, curb and gutter, barrier system grading shaping finishing, and guardrail on Westbound STH 29.

Stage 2 Construction

Construct pavement/joint repair on inside lane and construct inside shoulders including milling, HMA pavement, concrete pavement, curb and gutter, barrier system grading shaping finishing, and guardrail on Eastbound STH 29.

Stage 2A: Replace the culvert at Station 2667'EB'+20.

Stage 3 Construction

Construct pavement/joint repairs and start grinding concrete patches on outside lane of Eastbound STH 29.

Stage 3A: Concrete pavement/joint repair and shoulders on Eastbound STH 29 exit ramp to STH 22 and Eastbound STH 29 entrance ramp from STH 22.

Stage 3B: Concrete pavement/joint repair and shoulders on Eastbound STH 29 exit ramp to STH 47/55 north and Eastbound STH 29 entrance ramp from STH 47/55 north.

Stage 3C: Concrete pavement/joint repair and shoulders on Eastbound STH 29 exit ramp to STH 47 south/STH 117 and Eastbound STH 29 entrance ramp from STH 47 south/STH 117.

Stage 4 Construction

Construct pavement/joint repair on inside lane and construct inside shoulders including milling, HMA pavement, concrete pavement, curb and gutter, barrier system grading shaping finishing, and guardrail on Westbound STH 29.

Stage 4A: Replace the culvert at Station 2659'WB'+55

Stage 5 Construction

Construct pavement/joint repairs and start grinding concrete patches on outside lane of Westbound STH 29.

Stage 5A: Concrete pavement/joint repair and shoulders on Westbound STH 29 exit ramp to STH 47 south/STH 117 and Westbound STH 29 entrance ramp from STH 47 south/STH 117.

Stage 5B: Concrete pavement/joint repair and shoulders on Westbound STH 29 exit ramp to STH 47/55 north and Westbound STH 29 entrance ramp from STH 47/55 north.

Stage 5C: Replace shoulders on Westbound STH 29 exit ramp to STH 22. Concrete pavement/joint repair and shoulders on Westbound STH 29 entrance ramp from STH 22.

Stage 6 Construction

Grind concrete pavement patches and place permanent pavement markings on Westbound STH 29

Grind concrete pavement patches and place permanent pavement markings on Eastbound STH 29

The following work may be constructed in Stages 1-5 providing traffic control does not conflict with other operations:

Construct STH 22

Construct STH 47/55 North

Construct STH 47 south/STH 117 and Park and Ride

Allowable closure times

Single lane closures of Eastbound STH 29 and Westbound STH 29 are allowed at any time.

Service ramp closures are allowed at any time other than the periods noted in Holiday and Special Event Work Restrictions, with the exception of the Westbound STH 29 exit ramp to STH 22.

An eastbound STH 29 full roadway closure is allowed between 9 PM and 6 AM to replace the culvert at station 2667EB+20. Traffic will not be allowed to operate on a gravel surface including the paved shoulder. The department will assess lane rental fees if STH 29 is not open to one lane of traffic by 6 AM.

A westbound STH 29 full roadway closure is allowed between 9 PM and 6 AM to replace the culvert at station 2659WB+55. Traffic will not be allowed to operate on a gravel surface including the paved shoulder. The department will assess lane rental fees if STH 29 is not open to one lane of traffic by 6 AM.

A closure of the westbound STH 29 exit ramp to STH 22 is allowed between 9 PM and 6 AM to repave the asphaltic shoulders. Traffic will not be allowed to operate on a gravel surface including the paved shoulder. The department will assess lane rental fees if the ramp is not open to traffic by 6 AM.

Fish Spawning

There shall be no instream disturbance of Rose Brook at Station 2119+00 and Wolf River at Sta 2204+00 or W. Branch of the Shioc River at Sta 2629+00 as a result of construction activity under or for this contract, from March 1 to June 15 both dates inclusive, in order to avoid adverse impacts upon the spawning of fish species and other aquatic organisms.

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.

Wood Turtle

No ground disturbance, heavy equipment operation or supply/equipment storage within habitat (exposed sand or gravel areas within 200' of a suitable stream/river) during the nesting season (May 20 – September 18) unless exclusion fencing has been installed or the habitat has been made unsuitable outside of these dates.

Instream work and drawdowns during the maximum overwintering period (October 1 – April 30) is not allowed. In stream work includes, but is not limited to barge anchoring, streambank/riprap installation, ford installation, open cut trenching, and dredging.

Project personnel (individuals on site for project purposes rather than for the purpose of looking for turtles) must move any turtles observed on site out of harm's way.

Land conservation activities (e.g., new development, road expansion, etc.) that permanently alter or reduce habitat are not allowed unless avoidance measures are put into place.

Protection of Endangered Bats (Tree Clearing)

Northern long-eared bats (*Myotis septentrionalis*, or 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.

4. Lane Rental Fee Assessment.

A General

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

The allowable lane closure times are shown in the Prosecution and Progress article.

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

B Lane Rental Fee Assessment

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

- STH 29- \$2000 per lane, per direction of travel, per hour broken into 15-minute increments
- Service Ramp- \$1000 per lane, per direction of travel, per hour broken into 15-minute increments

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

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

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

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

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

5. Traffic.

Maintain a minimum of a single lane of traffic in both directions on STH 29 at all times. Maintain traffic with a minimum of 12-foot travel lanes at all times on all roadways unless otherwise noted within this article, or in the plans.

The single lane remaining open to traffic during lane closures on STH 29 shall have a minimum clear width of 15' (including paved shoulders) unless otherwise noted within this article, or in the plans.

Do not exceed a maximum lane closure length of 6 miles.

Multiple lane closures in the same direction are allowed as long as a minimum distance of 1.5 miles in between closures is maintained.

Do not switch traffic to the next construction stage until all signing, pavement marking, and traffic control devices for the stage are in place, and conflicting pavement markings and signs are covered or removed, and as directed by the engineer.

Remove lane shifts and return traffic control drums to the opposite side of the centerline when not adjacent to an active construction operation.

Maintain Traffic as follows:

Stage 1:

Eastbound STH 29: Construct in segments using substages, closing the outside lane.

Westbound STH 29: Construct in segments using substages, closing the outside lane.

Stage 2:

Eastbound STH 29: Construct in segments, using substages, closing the inside lane.

Stage 2A:

Close Eastbound STH 29 between the exit and entrance ramps of the STH 47 south/STH 117 interchange. Detour Eastbound STH 29 utilizing the exit and entrance ramps.

Stage 3:

Eastbound STH 29: Construct in segments, using substages, closing the outside lane.

Stage 3A:

Eastbound STH 29 exit ramp to STH 22: Close the ramp to traffic.

Eastbound STH 29 entrance ramp from STH 22: Close the ramp to traffic.

Stage 3B:

Eastbound STH 29 exit ramp to STH 47/55 north: Close the ramp to traffic.

Eastbound STH 29 entrance ramp from STH 47/55 north: Close the ramp to traffic. Detour southbound STH 47/55 traffic as shown in the plans.

Stage 3C:

Eastbound STH 29 exit ramp to STH 47 south/STH 117: Close the ramp to traffic. Detour southbound STH 47 traffic as shown in the plans.

Eastbound STH 29 entrance ramp from STH 47 south/STH 117: Close the ramp to traffic.

Stage 4:

Westbound STH 29: Construct in segments, using substages, closing and shifting the inside lane.

Stage 4A:

Close Westbound STH 29 between the exit and entrance ramps of the STH 47 south/STH 117 interchange. Detour Westbound STH 29 utilizing the exit and entrance ramps.

Stage 5:

Westbound STH 29: Construct in segments, using substages, closing and shifting the outside lane.

Stage 5A:

Westbound STH 29 exit ramp to STH 47 south/STH 117: Close the ramp to traffic.

Westbound STH 29 entrance ramp from STH 47 south/STH 117: Close the ramp to traffic. Detour northbound STH 47 traffic as shown in the plans.

Stage 5B:

Westbound STH 29 exit ramp to STH 47/55 north: Close the ramp to traffic. Detour northbound STH 47/55 traffic as shown in the plans.

Westbound STH 29 entrance ramp from STH 47/55 north: Close the ramp to traffic.

Stage 5C:

Westbound STH 29 exit ramp to STH 22: Overnight Ramp Closure

Westbound STH 29 entrance ramp from STH 22: Close the ramp to traffic.

Stage 6:

Eastbound STH 29: Construct in segments using substages, utilizing lane closures.

Westbound STH 29: Construct in segments using substages, utilizing lane closures.

STH 22: Construct utilizing flagging operations.

STH 47/55 north: Construct utilizing flagging operations.

STH 47 south/STH 117: Construct utilizing lane closures and flagging operations.

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.

Temporary Regulatory Speed Limit Reduction

Install the traffic control devices per the article for the Digital Speed Reduction System and the plan details. When construction activities impede the location of a trailer-mounted regulatory speed limit sign, relocate the sign for maximum visibility to motorists.

Reduce the regulatory speed to 55 mph when workers are present. During periods of no work activity or when the traffic controls are removed from the roadway, post the existing 65-mph speed limit.

6. Holiday and Special Event Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying STH 29, STH 22, STH 47, STH 55 and STH 117 traffic during the following holiday and special event periods.

- From noon Friday, May 22 to 6:00 AM Tuesday, May 26, 2026 Memorial Day;
- From noon Friday, July 3 to 6:00 AM Monday, July 6, 2026 Independence Day;
- From noon Friday, September 4 to 6:00 AM Tuesday, September 8, 2026 Labor Day and Shawano County Fair

Lane closures on STH 29 may remain during these periods provided all lane shifts have been removed, and all ramps have been reopened.

Do not close STH 117, STH 47 south, or any ramps at Exit 234 (STH 47 south/STH 117) on Saturday, September 19, 2026. (Bonduel Founders Day).

7. Utilities.

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

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

stp-107-065 (20240703)

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.

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

1058-25-60

Alliant Energy has facilities within the project limits. No conflicts are anticipated.

ANR Pipeline Co has facilities within the project limits, but no conflicts are anticipated. When working within 100 feet of ANR facilities, contact the ANR Pipeline Co to be on onsite.

ATC Management, Inc. has facilities within the project limits. No conflicts are anticipated.

Bonduel Water & Sewer Utility, Sewer has facilities within the project limits. No conflicts are anticipated.

Bonduel Water & Sewer Utility, Water has facilities within the project limits. No conflicts are anticipated.

Frontier Communications of WI LLC has underground crossings located at Station 2126+45 EB (near Rose Brook Road) and Station 2194+80 EB (near the Wolf River) which are under beam guard replacement areas. No conflicts are anticipated.

Shawano Municipal Utilities, Communications has facilities within the project limits. No conflicts are anticipated.

Shawano Municipal Utilities, Electricity has underground crossings at Station 2195+21 EB (near Wolf River) under beam guard replacement areas. No conflicts are anticipated.

Spectrum, Communication has an underground crossing at Station 268+75 EB (near STH 47) and a newly installed underground crossing at Station 2184+67 EB (near STH 22) that is under the median beam guard installation and within the median beam guard grading area. No conflicts are anticipated.

TDS, Communication has an underground crossing at Station 2604+85 EB (near Porter Road) under beam guard and an underground crossing at Station 2656+80 EB near median beam guard and median beam guard grading will occur. No conflicts are anticipated.

We Energies, Electric has facilities within the project limits. No conflicts are anticipated.

We Energies, Gas has facilities within the project limits. No conflicts are anticipated.

1058-25-80

Alliant Energy has facilities within the project limits. No conflicts are anticipated.

ANR Pipeline Co has facilities within the project limits. No conflicts are anticipated. When working within 100 feet of ANR Pipeline Co facilities, contact the ANR Pipeline Co to be onsite.

ATC Management, Inc. has facilities within the project limits. No conflicts are anticipated.

Badger Power Marketing Authority has facilities within the project limits. No conflicts are anticipated.

Bonduel Water & Sewer Utility, Sewer has facilities within the project limits. No conflicts are anticipated.

Bonduel Water & Sewer Utility, Water has facilities within the project limits. No conflicts are anticipated.

Frontier Communications of WI LLC has an underground crossing at Station 2129+20 WB (near Rose Brook Road) which is under a beam guard replacement area. No conflicts are anticipated.

Shawano Municipal Utilities, Communications has facilities within the project limits. No conflicts are anticipated.

Shawano Municipal Utilities, Electricity has an underground crossing at Station 2130+10 WB (near Rose Brook Road) under a beam guard replacement area. No conflicts are anticipated.

Spectrum, Communication has an underground crossing at Station 2658+85 WB (near STH 117) and a newly installed underground crossing at Station 2184+50 WB (near STH 22) that is under the median beam guard installation and within the median beam guard grading area. No conflicts are anticipated.

TDS, Communication has an underground crossing at Station 2656+30 WB (at STH 117/47 interchange) near where median beam guard and median beam guard grading will occur. No conflicts are anticipated.

We Energies, Electric has facilities within the project limits. No conflicts are anticipated.

We Energies, Gas has facilities within the project limits. No conflicts are anticipated.

8. Other Projects.

Work may be occurring concurrently on:

9180-17-71, STH 22, CTH BE to CTH R

Work includes cold in-place recycling and guardrail replacement. Construction is currently scheduled for 2026.

Contact Kurt Vogel, WisDOT Project Manager at 920-492-7706 or Kurt.Vogel@dot.wi.gov for more information.

9295-00-70, CTH BE, STH 22 to Whitnee Way

Work includes pavement replacement and pavement resurfacing. Construction is currently scheduled for 2026. Traffic control includes a CTH BE detour using STH 117, STH 29, STH 55, and STH 22.

Contact Josh Lang, WisDOT Project Manager at 920-492-4141 or Joshua.Lang@dot.wi.gov for more information.

1058-25-62, STH 29, Shawano – Green Bay, Slope Stabilization B-58-0075, Shawano County

Work includes constructing a heavy riprap toe berm along the west bank of the Wolf River and re-grading the slope up to the STH 29 WB Wolf River west abutment, as well as installation of a parallel underdrain system, french drain, and concrete pavement repairs and replacements. Construction is currently scheduled for 2026.

Contact Marijean Hoppe, WisDOT Project Manager at 715-365-5880, or marijean.hoppe@dot.wi.gov for more information.

1058-22-60, 80, STH 29, Wittenberg - Shawano, CTH J - CTH M, EB and CTH J - Spruce Road, WB, Shawano County

Work includes concrete pavement repairs and replacements, concrete pavement, guardrail removal and replacement, 2 profile adjustment areas, and several culvert replacements. Construction is currently scheduled for 2026.

Contact Marijean Hoppe, WisDOT Project Manager at 715-365-5880 or marijean.hoppe@dot.wi.gov for more information.

ncr-OtherProjects (20220820)

9. Work By Others.

WisDOT has a manhole in the northeast corner of WisDOT Park and Ride Lot 82-01 off Express Way at the Bonduel exit. The manhole contains a frost tube. To accommodate the asphalt overlay, WisDOT will coordinate with Shawano County staff to adjust the manhole cover. Contact Kevin Garrigan at 715-421-8386 or 715-459-4770 at least 2 weeks in advance of the required adjustment time.

10. Railroad Insurance and Coordination - Fox Valley and Lake Superior Rail System, LLC.

A. Description

Comply with standard spec 107.17 for all work affecting Fox Valley and Lake Superior Rail System, LLC property and any existing tracks.

A.1 Railroad Insurance Requirements

In addition to standard spec 107.26, provide railroad protective liability insurance coverage as specified in standard spec 107.17.3 Insurance is filed in the name of Watco Companies, L.L.C., and its affiliates, subsidiaries, and assigns.

Notify evidence of the required coverage, and duration to Justin Mahr, Senior Manager Real Estate - Contracts; 315 W. 3rd Street, Pittsburg, KS 66762; Telephone (402) 651-8238; E-mail:

justin.mahr@watco.com

Also send a copy to the following: Caleb Herrin, NC Region Railroad Coordinator; 1681 Second Ave South, Wisconsin Rapids, WI 54495; Telephone (715) 420-6422; E-mail: caleb.herrin@dot.wi.gov

Include the following information on the insurance document:

- Project ID: 1058-25-60 & 1058-25-80
- Project Location: Shawano, WI
- Route Name: STH 29
- Crossing ID: 693775T
- Railroad Subdivision: Shawano
- Railroad Milepost: 320.5
- Work Performed on or within 50' of RR ROW: **Traffic control**

A.2 Train Operation

Approximately 6 through freight trains operate daily at up to 25 mph. Minimal switching movements.

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

Justin Mahr, Senior Manager Real Estate - Contracts; 315 W. 3rd Street, Pittsburg, KS 66762; Telephone (402) 651-8238; E-mail: justin.mahr@watco.com

cc: WisDOT Region Railroad Coordinator referenced in A.1 on all written correspondence with the railroads.

A.4 Work by Railroad

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

A.5 Temporary Grade Crossing

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

stp-107-026 (20250701)

11. 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)

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

The calculated land disturbance for the project site is 1.64 acres.

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

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

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

A "Certificate of Permit Coverage" is available from the regional office by contacting Zach Gruling, WisDOT Project Manager at 715-365-5764, or Zachary.Gruling@dot.wi.gov. Post the "Certificate of Permit Coverage" in a conspicuous place at the construction site.

Permit coverage for additional land disturbing construction activities related to contractor means and methods will be considered as part of the ECIP review and approval process. Coverage under the TCGP for additional land disturbance areas will be considered if the areas meet all of the following:

- Must meet the permit's applicability criteria.
- Must be for the exclusive use of a WisDOT project.
- Land disturbance first commences after the ECIP approval, and the areas are fully restored to meet the final stabilization criteria of the permit upon completion of the work.

The contractor is responsible for obtaining any permits for areas that are not approved by the department for coverage under the TCGP.

stp-107-056 (20250108)

13. Construction Over or Adjacent to Navigable Waters.

The Rose Brook, Wolf River, and the West Branch of the Shioc River is classified as a state navigable waterway under standard spec 107.19.

stp-107-060 (20171130)

14. 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)

15. 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)

16. 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 (7) calendar days after the placement of topsoil.

ncr-107-050 (20141015)

17. Notice to Contractor - Archaeological Sites.

Gamble Mound (47SW4 / BSW-0117) and Magee-Mitton (47SW150 / BSW-0109) sites are located adjacent or within the project area. Approximate location are Station 2115+60 – 2120+90 RT & LT, Station 2130+70 – 2137+10 RT & LT, Station 2193+50 – 2215+80 RT & LT, and Station 2698+60 – 2714+50 RT & LT. A map of the site locations can be obtained from the WisDOT by contacting Zach Gruling at (715) 365-5764 or Zachary.gruling@dot.wi.gov

The NC Region must comply with State Statue 157.70 for work in the area of these sites. The NC Region will notify BTS/CR when the project is within one year of construction starting. The State Historic Preservation Office will then petition the Wisconsin Historic Society to work within the boundaries of the burial site(s) per State Statue 157.70.

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

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

18. Notice to Contractor – Electronic Load Tickets.

Replace standard spec 109.1.4.3 (1) with the following:

(1) Submit an electronic ticket for each load of material for the following bid items:

- 415.0080 Concrete Pavement 8-inch
- 415-0100 Concrete Pavement 10-inch
- 415.0410 Concrete Pavement Approach Slab
- 416.1710 Concrete Pavement Repair
- 416.1720 Concrete Pavement Replacement

Include the information as specified in 109.1.4.2 on each electronic ticket. If there is a failure in the electronic ticket system, provide a printed ticket for each load of material as a substitute for electronic tickets.

stp-107-230 (20250108)

19. 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:

Shawano County Sheriff's Department

Wisconsin State Patrol

Shawano County Highway Department

Town of Richmond

Town of Belle Pleine

Town of Waukechon

Town of Hartland

City of Shawano

City of Shawano Police Department

School District of Shawano

School District of Bonduel

Shawano Post Office

Bonduel Post Office

The Shawano 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)

20. Removing Underdrain Endwalls, Item 204.9060.S.01

A Description

This special provision describes removing Underdrain Endwalls conforming to standard spec 204.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Removing Underdrain Endwalls as each individual unit acceptably completed.

E Payment

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

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

Payment is full compensation for removal of underdrain endwall, properly disposing of all material, and for repair of any damage caused by removal.

21. Removing Underdrain, Item 204.9090.S.01

A Description

This special provision describes removing underdrain and any attached parts according to the pertinent provisions of the standard spec 204 and as hereinafter provided.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Removing Underdrain linear foot, acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9090.S.01	Removing Underdrain	LF

22. Rout and Seal, Item 415.6000.S.

A Description

This special provision describes routing, cleaning, drying, and sealing the longitudinal edge of pavement joints in new asphaltic pavement shoulders immediately adjacent to the edge of the concrete mainline pavement.

B Materials

Furnish material that conforms to the requirements of the Specifications for Joint Sealants, Hot-Poured, for Concrete and Asphalt Pavements, ASTM Designation: D 6690, Type II, modified to require that the bond strength test be run at -20 degrees F. (The unmodified ASTM D 6690, Type II allows this test to be run at either 0 degrees F or -20 degrees F.)

Deliver each lot or batch of sealing compound to the jobsite in the manufacturer's original sealed container. Mark each container with the manufacturer's name, batch or lot number, and the safe heating temperature. Present the manufacturer's certification stating that the compound meets the requirements of this specification. Before applying the sealant, furnish to the engineer a certificate of compliance and a copy of the manufacturer's recommendations on heating and applying the sealant.

C Construction

C.1 Equipment

Heat the sealing compound to the pouring temperature recommended by the manufacturer in an approved kettle or tank, constructed as a double boiler, with the space between the inner and outer shells filled with oil or other satisfactory heat transfer medium. If, and when, using the heating kettle on concrete or asphaltic pavement, properly insulate the heating kettle to ensure heat is not radiated to the pavement surface.

Make rout cuts in a single pass. Two-pass cutting will not be allowed. Use a self-propelled mechanical router capable of routing the bituminous pavement to provide a 1.0:1.0 depth to width ratio of all routed

cracks. The router blade or blades shall be of such size and configuration to cut the desired joint reservoir in one pass. No spacers between blades shall be allowed unless the contractor can demonstrate to the engineer that the desired reservoir and rout cut can be obtained with them. Either wet or dry routing will be permitted provided the above conditions are met. Use a pressure distributor for applying sealing material through a hand-operated wand or nozzle according to sealant manufacturer's instructions.

C.2 Methods

Conduct the operation so that the routing, cleaning, and sealing are continuous operations. Traffic shall not be allowed to knead together or damage the routed joints. Rerout, if necessary, routed joints not sealed before traffic is allowed on the pavement when routing and sealing operations resume. Do not perform rout cutting, cleaning, and sealing, within 48 hours of the placement of the shoulder's surface course.

Rout the longitudinal joint to a minimum width of 3/4 inches and a minimum depth of 3/4 inches. Use a power vacuum or equivalent to immediately remove any routing slurry, dirt, or deleterious matter adhering to the joint walls or remaining in the joint cavity, or both. Before sealing, dry the cleaned joints either by air-drying or by using a high capacity torch. Immediately before sealing, blow out the dried crack with a blast of compressed air, 80-psi minimum. Continue cleaning until the joint is dry, and until all dirt, dust, or deleterious matter is removed from the joint and adjacent pavement to the satisfaction of the engineer. If the air compressor produces dirt or other residue in the joint cavity, the contractor shall be required to clean the joint again.

If cleaning operations could cause damage to, or interfere with, traffic in adjacent lanes, or both, provide protective screening that is subject to the approval of the engineer to the cleaning operation.

Following cleaning, dry the routed joints and warm them with a hot air lance. Take care not to burn the pavement surface. Under no circumstances shall more than two minutes elapse between the time the hot air lance is used, and the sealant is placed.

Provide positive temperature control and mechanical agitation. Do not heat the sealant to more than 20 degrees F below the safe heating temperature. The safe heating temperature can be obtained from the manufacturer's shipping container. Provide a direct connecting pressure type extruding device with nozzles shaped for insertion into the joint. Immediately remove sealant spilled on the surface of the pavement.

Seal the joints when the sealant material is at the pouring temperature recommended by the manufacturer. Fill the joint such that after cooling, the sealant is flush with the adjacent pavement surface. Do not overfill the joint; the engineer may allow a very slight overband. Sand shall not be spread on the sealed joints to allow for opening to traffic. Before opening to traffic, the sealant shall be tack free.

D Measurement

The department will measure Rout and Seal in length by the linear foot, completed according to the contract and accepted.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
415.6000.S	Rout and Seal	LF

Payment is full compensation for rout cutting; cleaning the joint; sealing the joint; and cleanup.

stp-415-100 (20210113)

23. QMP HMA Pavement Nuclear Density.

A Description

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

- (1) This special provision describes density testing of in-place HMA pavement with the use of nuclear density gauges. Conform to standard spec 460 except as modified in this special provision.
- (2) Provide and maintain a quality control program defined as all activities and documentation of the following:
 1. Selection of test sites.

2. Testing.
 3. Necessary adjustments in the process.
 4. Process control inspection.
- (3) Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes required procedures.
- <https://wisconsindot.gov/rdwy/cmm/cm-08-00.pdf>
- (4) The department's Materials Reporting System (MRS) software allows contractors to submit data to the department electronically, estimate pay adjustments, and print selected reports. Qualified personnel may obtain MRS software from the department's web site at:
- <http://www.atwoodsystems.com/>

B Materials

B.1 Personnel

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

B.2 Testing

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

B.3 Equipment

B.3.1 General

- (1) Furnish nuclear gauges according to CMM 815.2.
- (2) Furnish nuclear gauges from the department's approved product list at
- <https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/tools/appr-prod/default.aspx>

B.3.2 Comparison of Nuclear Gauges

B.3.2.1 Comparison of QC and QV Nuclear Gauges

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

B.3.2.2 Reference Site Monitoring

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

B.4 Quality Control Testing and Documentation

B.4.1 Lot and Sublot Requirements

B.4.1.1 Mainline Traffic Lanes, Shoulders, and Appurtenances

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

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

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

B.4.2 Pavement Density Determination

B.4.2.1 Mainline Traffic Lanes and Appurtenances

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

the daily quantity for incentive. The tonnage from any such subplot is subject to disincentive pay as specified in standard spec 460.5.2.2.

B.4.2.2 Mainline Shoulders

B.4.2.2.1 Width Greater Than 5 Feet

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

B.4.2.2.2 Width of 5 Feet or Less

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

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

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

B.4.2.4 Documentation

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

B.4.3 Corrective Action

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

B.5 Department Testing

B.5.1 Verification Testing

- (1) The department will have a HTCP certified technician, or ACT working under a certified technician, perform verification testing. The department will test randomly at locations independent of the contractor's QC work. The department will perform verification testing at a minimum frequency of 10 percent of the sublots and a minimum of one subplot per mix design. The sublots selected will be within the active work zone. The contractor will supply the necessary traffic control for the department's testing activities.
- (2) The QV tester will test each selected subplot using the same testing requirements and frequencies as the QC tester.
- (3) If the verification subplot average is not more than one percent below the specified minimum target density, use the QC tests for acceptance.

- (4) If the verification subplot average is more than one percent below the specified target density, compare the QC and QV subplot averages. If the QV subplot average is within 1.0 lb/ft³ of the QC subplot average, use the QC tests for acceptance.
- (5) If the first QV/QC subplot average comparison shows a difference of more than 1.0 lb/ft³ each tester will perform an additional set of tests within that subplot. Combine the additional tests with the original set of tests to compute a new subplot average for each tester. If the new QV and QC subplot averages compare to within 1.0 lb/ft³, use the original QC tests for acceptance.
- (6) If the QV and QC subplot averages differ by more than 1.0 lb/ft³ after a second set of tests, resolve the difference with dispute resolution specified in B.6. The engineer will notify the contractor immediately when density deficiencies or testing precision exceeding the allowable differences are observed.

B.5.2 Independent Assurance Testing

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

B.6 Dispute Resolution

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

B.7 Acceptance

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

C (Vacant)

D (Vacant)

E Payment

E.1 QMP Testing

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

E.2 Disincentive for HMA Pavement Density

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

E.3 Incentive for HMA Pavement Density

- (1) The department will administer density incentives as specified in standard spec 460.5.2.3.
stp-460-020 (20230629)

24. Asphaltic Surface.

Replace standard spec 465.2 (1) with the following:

Under the Asphaltic Surface bid item submit a mix design. Furnish asphaltic mixture meeting the requirements specified for HMA Pavement Type HMA MT under standard spec 460.2; except the

engineer will not require the contractor to conform to the quality management program specified under standard spec 460.2.8. Use tack coat as required under 450.3.2.7.

ncr-465-005 (20220530)

25. 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 pipes and concrete cattle pass installations, including endwalls. Ties are not required between culverts and concrete masonry endwalls unless shown on plan.

ncr-520-005 (20180319)

26. Concrete Collars, Item 520.8000.

Modify the following:

520.2.4 Concrete Pipe Collars and Cattle Pass Walkway

For concrete collars, furnish grade A concrete conforming to 501 as modified in 716. Provide QMP for class III ancillary concrete as specified in 716. Use geotextile conforming to 645.2.2.6

520.5.1 (4)

Payment for Concrete Collars for Pipe is full compensation for providing concrete pipe collars required under 520.3.1(5) or 608.3.3(10), and providing Geotextile Type R as the plan details shows.

27. Pipe Underdrain Unperforated 6-Inch, Item 612.0206.

612.2 Materials

Provide Polyvinyl Chloride Drainage Pipe conforming to 612.2.6.

28. Field Facilities.

Add the following to standard spec 642.3:

Set up the field office within seven days after notice from the project 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)

29. 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)

30. Nighttime Work Lighting-Stationary.

A Description

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

B (Vacant)

C Construction

C.1 General

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

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

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

C.2 Portable Lighting

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

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

C.3 Light Level and Uniformity

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

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

C.4 Glare Control

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

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

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

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

C.5 Continuous Operation

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

D (Vacant)

E Payment

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

stp-643-010 (20100709)

31. Digital Speed Reduction System (DSRS), Item 643.0370.S.

This special provision describes furnishing, installing, repositioning, operating, maintaining, monitoring, testing and removing a Digital Speed Reduction System (DSRS) per plan or as the engineer directs.

B Materials

B.1 Digital Speed Limit Trailer (DSLTL)

Furnish items from the department's approved products list.

B.2 Automated System Manager (ASM)

Furnish an ASM from the department's approved products list to remotely change the speed limit on the DSRS devices.

C Construction

C.1 General

Trailer-mount the speed limit sign so that the bottom is a minimum 7 feet above the roadway.

Provide training to the department as needed on the use and operation of the field hardware and the website for the DSRS.

Ensure the DSRS operates continuously when deployed on the project.

Provide a local specialist to respond to emergency situations within 2 hours of being notified. Equip the local specialist with sufficient resources to correct deficiencies in the DSRS.

The Contractor will be responsible for coordinating with the engineer when the work zone speed limits are to be changed.

Place DSLTL at the following locations or per plan:

- 1,500 feet upstream of start of lane closure taper
- At existing post-mounted speed limit sign after the end of the acceleration lane of each entrance ramp. If there is not an existing sign, place 1,500 feet beyond the end of the acceleration lane of each entrance ramp
- Minimum of every 1 mile

Place DSLTLs on the right side of the roadway unless located in advance warning area, infeasible or as directed by the engineer.

Place DSLTL in a location that does not interfere with the function of existing signs or roadside devices.

R2-1 sign shall be 48" x 60" and follow standard spec 643 for sign requirements.

C.2 Programming

C.2.1 General

Program the DSRS to ensure the following operations are performed:

1. Provide a password protected login to the ASM, website and all other databases.
2. Provide real-time data from the ASM to a website and refresh every 60 seconds. The website should have a full-color mapping feature. Data on the website should be available to the department staff at all times for the duration of the work zone activity and should include:
 - Dates and times of speed limit changes
 - Device locations
3. Archive all data in a spreadsheet format with date and time stamps.
4. Configure the website to quantify system failures which includes DSLT malfunction, loss of power, low battery, etc.
5. Ensure the devices autonomously restart in case of any power failure.
6. Provide the department access to manually override the DSRS for a user-specified duration. Document all override messages.
7. The digital display portion automatically adjusts the brightness under varying light conditions to maintain legibility.
8. Speed limit values shown on the digital display legend continuously displays without animation. Brief blanking may be experienced, up to 10 seconds, only during digital display legend user input utilizing the hard-wired hand control.
9. The digital display changes between the original posted speed limit and the approved temporary speed limit on the digital speed limit trailer when directed by the engineer.
10. The beacon on the DSLT shall flash when the speed limit has been reduced per the temporary speed declaration.

C.2.2 System Operation Strategy

When active work is taking place, the nearest upstream DSLT of the work area and any DSLT in the active work area shall display the work zone speed limit and the beacons on the DSRT shall flash. All other DSLT shall display the posted speed limit.

If there is more than one work area and the distance between the work areas is greater than 3 miles, the DSLT between the work areas shall display the posted speed limit. If the distance between multiple work areas is less than 3 miles, the DSLT between the work areas shall display the work zone speed limit.

C.3 Reports

Provide an electronic copy of a weekly summary report and end of project summary report via email to the engineer and Bureau of Traffic Operations (DOTBTOWorkzone@dot.wi.gov). Include timestamped information on the date, time, messages, and speed limit for when the DSRS was changed.

D Measurement

The department will measure DSRS by the day acceptably completed, measured as each complete system per roadway.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
643.0370.S	Digital Speed Reduction System	DAY

Payment is full compensation for furnishing, installing, repositioning, operating, maintaining, monitoring, testing and removing the DSRS consisting of DSLT and ASM.

The department will deduct one day for each calendar day the DSRS is required but out of service for more than 2 hours.

The engineer will have the sole discretion to assess the deductions for an improperly working DSRS.

stp-643-037 (20250108)

32. Marking Outfall Epoxy.

Add the following to 646.3.1.1

Locate and stake all outfalls before milling the pavement with existing outfall markings.

Add the following to 646.5.1(2)

Payment for bid items under this section includes locating and staking outfalls.

33. Removing Raised Pavement Markers and Filling Voids, Item SPV.0060.01.

A Description

This special provision describes removing raised pavement markers.

B (Vacant)

C Construction

Remove raised pavement markers by sawing, grinding or chipping, then dispose of raised pavement markers (RPM) as shown on the plans. Prepare the existing concrete per standard spec 211.3.5.4 and as indicated in the plans. If RPM's have already been removed and patched with asphalt, remove the asphalt patching material to provide a surface that the epoxy will bond to. Blow out repair areas with 80 psi minimum compressed air immediately prior to applying epoxy. Fill hole left by RPM removal with epoxy, which is to be 2-part conforming to AASHTO M237, type IV. Use epoxy formulated to hard cure in 30-45 minutes at the field temperature. Mix the epoxy with an automatic mixer, to a uniform color before dispensing. Do not place epoxy when the pavement surface temperature or the ambient air temperature is less the 40 degrees Fahrenheit.

D Measurement

The department will measure Removing Raised Pavement Markers by each raised pavement marker, acceptably removed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.01	Removing Raised Pavement Markers and Filling Voids	EACH

Payment is full compensation for removing and properly disposing of raised pavement markers; removing and disposing of all loose or spalled concrete and asphalt patching; for cleaning joints and cracks; and for filling the hole with epoxy.

34. Locate and Clean Existing Underdrain Outfalls, Item SPV.0060.02.

A Description

This special provision describes locating and cleaning of existing underdrain outfalls within the project limits.

B (Vacant)

C Construction

Locate and stake existing underdrain outfall locations before construction begins. Take care not to damage or cover any existing underdrain outfalls to remain after construction. Remove all material in underdrain endwalls and any materials off the end of the underdrain endwall and ensure that water can flow unimpeded away from the underdrain endwall. Dispose of all removed material off of the right of way. Ensure existing underdrain outfalls are clear of any base aggregate or other debris.

D Measurement

The department will measure Locate and Clean Existing Underdrain Outfalls as each individual unit, acceptably completed

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.02	Locate and Clean Existing Underdrain Outfalls	EACH

Payment is full compensation for locating, staking outfalls, and cleaning of the outfalls and disposing of all material removed.

35. Grading Shaping and Finishing For Culvert Modifications, Item SPV.0060.03.

A Description

This special provision describes the excavating, filling, grading, shaping, compacting, ditching to provide drainage, placing topsoil and finishing of all disturbed areas necessary to blend the slopes resulting from culvert pipe modifications back into the existing slopes.

B Materials

All materials incorporated in the work shall be in accordance with the pertinent provisions of the standard specifications and special provisions.

C Construction

All work shall be in accordance with the pertinent provisions of the standard specifications.

Dispose of all unsuitable material in accordance with standard spec 205.3.12.

D Measurement

The department will measure Grading Shaping and Finishing For Culvert Modifications as a unit of work at each cross drain location, acceptably completed. A cross drain location includes both ends of the culvert; if there are multiple pipes at one location it will be considered as one location.

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	Grading Shaping and Finishing For Culvert Modifications	EACH

Payment is full compensation for all excavation, grading, shaping, and compacting; any ditching necessary to provide drainage; furnishing and placing fill, topsoil or salvaged topsoil, seed, fertilizer, and erosion mat. Any required riprap, geotextile fabric or temporary erosion control items will be measured and paid for separately under the pertinent items provided in the contract.

36. Grading Shaping and Finishing Culvert Replacement Sta 2667+22, Item SPV.0060.04, Grading Shaping and Finishing Culvert Replacement Sta 2659+55, Item SPV.0060.05.

A Description

This special provision describes the excavating, filling, grading, shaping, compacting, ditching to provide drainage, placing topsoil and finishing of all disturbed areas necessary to accommodate the replacement of culvert pipes..

B Materials

All materials incorporated in the work shall be in accordance with the pertinent provisions of the standard specifications and special provisions.

C Construction

All work shall be in accordance with the pertinent provisions of the standard specifications.

Dispose of all unsuitable material in accordance with standard spec 205.3.12.

D Measurement

The department will measure Grading Shaping and Finishing Culvert Replacement Sta as a unit of work at each cross drain location, acceptably completed. A cross drain location includes both ends of the culvert; if there are multiple pipes at one location it will be considered as one location.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.04	Grading Shaping and Finishing Culvert Replacement Sta 2667+22	EACH
SPV.0060.05	Grading Shaping and Finishing Culvert Replacement Sta 2659+55	EACH

Payment is full compensation for all excavation, grading, shaping, and compacting; any ditching necessary to provide drainage; furnishing and placing fill, topsoil or salvaged topsoil, seed, fertilizer, and erosion mat. Any required riprap, geotextile fabric or temporary erosion control items will be measured and paid for separately under the pertinent items provided in the contract.

37. Underdrain Connection to Inlet, Item SPV.0060.06.

A Description

This special provision describes connecting new underdrain into an existing median inlet as the plan shows.

B Materials

Furnish mortar connecting material in accordance with 611.2.

C Construction

Conform to standard spec 611.

Drill or core hole into existing storm sewer inlet without overcutting. Cut the pipe opening a minimum of one inch, not to exceed two inches, beyond the outer perimeter of the connecting pipe.

Install the underdrain pipe such that it extends 4 inches or less into the inlet.

D Measurement

The department will measure Underdrain Connection to Inlet as each individual connection acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.06	Underdrain Connection to Inlet	EACH

Payment is full compensation for excavating, coring, underdrain connection into inlet, securing the connection, backfilling, masonry, and disposal of removed materials.

38. Connect Underdrain 6-Inch, Item SPV.0060.07.

A Description

This special provision describes reconnecting existing underdrain to proposed underdrain.

B Materials

Furnish couplings that meet standard spec 608.2.

C Construction

Identify underdrain in existing pavement structure. Verify that positive drainage is achieved when connected to the new underdrain. Connect the existing underdrain to the new underdrain with the appropriate coupling or by means approved by the engineer. Any additional pipe or materials required to reconnect the underdrain are considered incidental to this bid item.

D Measurement

The department will measure Connect Underdrain 6-Inch as each connection, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.07	Connect Underdrain 6-Inch	EACH

Payment is full compensation for performing all work; removing seals, furnishing, and installing all materials, couplings, and pipe and modifications to endwalls. Any additional pipe or materials required to connect the underdrain shall be considered incidental to this bid item.

39. Construction Staking Concrete Pavement Reference, Item SPV.0090.01.

A Description

This special provision describes field surveys identifying the current location and elevation of both edges of the existing pavement and the centerline of the existing pavement within the areas identified within the plan or identified by the engineer, then reestablishing these locations and elevations for new concrete pavement to provide a smooth ride with appropriate super elevation.

B (Vacant)

C Construction

The contractor shall survey and stake in accordance with standard spec 650.

D Measurement

The department will measure Construction Staking Concrete Pavement Reference by the linear foot acceptable completed, measured along the roads reference line for each location identified within the plans.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.01	Construction Staking Concrete Pavement Reference	LF

Payment is full compensation for surveying the current location and elevation of both edges of the existing pavement and the centerline of the existing concrete pavement within the areas identified within the plan, then reestablishing these locations and elevations for new concrete pavement.

40. Concrete Joint and Crack Cleaning, Repair and Sealing, Item SPV.0090.03.

A Description

This special provision describes removing loose or spalled concrete and asphalt patching, cleaning joints and cracks, and sealing the longitudinal edge of pavement joints in concrete shoulder immediately adjacent to the edge of the concrete mainline pavement.

B Materials

Furnish material that conforms to the requirements of the Specifications for Joint Sealants, Hot-Poured, for Concrete and Asphalt Pavements, ASTM Designation: D 6690, Type II, modified to require that the bond strength test be run at -20 degrees F. (The unmodified ASTM D 6690, Type II allows this test to be run at either 0 degrees F or -20 degrees F.)

Deliver each lot or batch of sealing compound to the jobsite in the manufacturer's original sealed container. Mark each container with the manufacturer's name, batch or lot number, and the safe heating temperature. Present the manufacturer's certification stating that the compound meets the requirements of this specification. Before applying the sealant, furnish to the engineer a certificate of compliance and a copy of the manufacturer's recommendations on heating and applying the sealant.

C Construction

C.1 Equipment

Prepare the existing concrete per standard spec 211.3.5.4 and as indicated in the plans. Blow out repair areas with 80 psi minimum compressed air immediately prior to applying sealer.

Heat the sealing compound to the pouring temperature recommended by the manufacturer in an approved kettle or tank, constructed as a double boiler, with the space between the inner and outer shells filled with oil or other satisfactory heat transfer medium. If, and when, using the heating kettle on concrete or asphaltic pavement, properly insulate the heating kettle to ensure heat is not radiated to the pavement surface. Use a pressure distributor for applying sealing material through a hand-operated wand or nozzle according to sealant manufacturer's instructions.

C.2 Methods

Conduct the operation so that the cleaning and sealing are continuous operations. Traffic shall not be allowed to knead together or damage the cleaned joints. Do not perform cleaning and sealing, within 48 hours of the placement of the shoulder's surface course.

Before sealing, dry the cleaned joints either by air-drying or by using a high capacity torch. Immediately before sealing, blow out the dried crack with a blast of compressed air, 80-psi minimum. Continue cleaning until the joint is dry, and until all dirt, dust, or deleterious matter is removed from the joint and adjacent pavement to the satisfaction of the engineer. If the air compressor produces dirt or other residue in the joint cavity, the contractor shall be required to clean the joint again.

If cleaning operations could cause damage to, or interfere with, traffic in adjacent lanes, or both, provide protective screening that is subject to the approval of the engineer to the cleaning operation.

Following cleaning, dry the routed joints and warm them with a hot air lance. Take care not to burn the pavement surface. Under no circumstances shall more than two minutes elapse between the time the hot air lance is used, and the sealant is placed.

Provide positive temperature control and mechanical agitation. Do not heat the sealant to more than 20 degrees F below the safe heating temperature. The safe heating temperature can be obtained from the manufacturer's shipping container. Provide a direct connecting pressure type extruding device with nozzles shaped for insertion into the joint. Immediately remove sealant spilled on the surface of the pavement.

Seal the joints when the sealant material is at the pouring temperature recommended by the manufacturer. Fill the joint such that after cooling, the sealant is flush with the adjacent pavement surface. Do not overfill the joint; the engineer may allow a very slight overband. Sand shall not be spread on the sealed joints to allow for opening to traffic. Before opening to traffic, the sealant shall be tack free.

D Measurement

The department will measure Concrete Joint and Crack Cleaning, Repair and Sealing by the linear foot, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.03	Concrete Joint and Crack Cleaning, Repair and Sealing	LF

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

41. Removing Distressed Asphaltic Surface Milling, Item SPV.0180.01.

A Description

This special provision describes removing distressed asphaltic surface by milling at spot locations throughout the project as directed by the engineer.

B (Vacant)

C Construction

Remove the existing distressed asphaltic pavement without incorporating or damaging underlying material or adjacent pavement that will remain in place. Provide a uniform milled surface that is

reasonably plane, free of large scarification marks, and has the grade and transverse slope the plans show or the engineer directs.

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

Unless using a continuous removal and pick-up operation, do not windrow or store material on the roadway. Clear the roadway of materials and equipment during non-working hours. Clean milled surfaces of material that may adversely affect bond before surfacing. Compact base course at full-depth patch locations. Apply tack coat to horizontal and vertical patch areas.

Install asphaltic surface patching in distressed pavement milling areas prior to opening to traffic. The engineer may waive one or more of these requirements if the highway is closed to traffic or if a particular operation does not endanger traffic.

The contractor may incorporate suitable material into the work or dispose of it outside the project limits.

D Measurement

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

E Payment

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

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

Payment is full compensation for removing the distressed asphaltic surface; cleaning the milled surface; compacting base course; preparing the foundation; and disposing of removed materials.

Tack Coat and Asphaltic Surface Patching will be paid for separately.

ncr-204-015 (20220820)

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

Table of Contents

Section 104 Scope of Work	1
Section 107 Legal Relations and Responsibility to the Public.....	1
Section 305 Dense Graded Base	2
Section 310 Open-Graded Base.....	3
Section 415 Concrete Pavement.....	3
Section 416 Concrete Pavement - Repair and Replacement.....	4
Section 506 Steel Bridges	4
Section 509 Concrete Overlay and Structure Repair	6
Section 513 Railing	6
Section 517 Paint and Painting	6
Section 526 Temporary Structures.....	7
Section 621 Landmark Reference Monuments.....	8
Section 643 Traffic Control	8
Section 646 Pavement Marking.....	10
Section 650 Construction Staking	10
Section 680 Public Land Survey Monuments.....	10
Section 682 Geodetic Survey Monuments.....	11
Section 710 General Concrete QMP	12
Section 715 QMP Concrete Pavement, Cast-in-Place Barrier and Structures	17
Section 716 QMP Ancillary Concrete	19
Section Bid Items	19
ERRATA	20

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

Make the following revisions to the standard specifications.

104 Scope of Work

104.6.1.2.3 Drop-Off Protection

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

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

104.6.1.2.4 Hazard Protection on Roads Open to All Traffic

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

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

107 Legal Relations and Responsibility to the Public

Add section 107.27 (Drones or Unmanned Aircraft Systems (UAS)) effective with the November 2024 letting.

107.27 Drones or Unmanned Aircraft Systems (UAS)

107.27.1 Licensing and Compliance

- (1) Obtain and possess the necessary Federal Aviation Administration (FAA) licenses and certifications to operate drones commercially (<https://www.faa.gov/uas>).
- (2) Comply with all FAA regulations, airspace restrictions, and local laws. Operators of small drones that are less than 55 pounds for work or business must follow all requirements as listed in Title 14, Chapter 1, Subchapter

F, Part 107 of the Code of Federal Regulations (14 CFR) and obtain a remote pilot certificate (https://www.faa.gov/uas/commercial_operators).

- (3) Comply with Wisconsin State Statute 942.10. Limit operations to the specific approved purpose and employ reasonable precautions to avoid capturing images of the public except those that are incidental to the project.
- (4) Provide copies of waivers required for specific project conditions to the engineer prior to any flight.

107.27.2 Flight Approval, Safety, and Incident Reporting

- (1) Submit information in 107.27.2(2) to obtain written drone flight approval from the engineer at least 3 business days prior to operating a drone within the right-of-way. Do not operate a drone within the right-of-way unless approved by the engineer.
- (2) Drone flight application for review and approval must include:
 - UAS pilot information and qualifications, images of certification
 - UAS drone information and FAA tail numbers
 - Max/ Min allowable flight parameters (weather)
 - Specifics of flight mission: capture scope
 - Estimated flight duration
 - Pre-flight checklist
 - Site-specific parameters
 - Notification protocols - Federal/Local/Agency/Owner/Responsible in Charge
 - Confirmation and verification of approved operators and hardware
 - Flight plan map diagram (including launch and landing location)
 - FAA-Airspace flight map classification and confirmation with graphics
 - UAS incident management protocol
- (3) If contractor is requesting multiple types of the same flight, a simplified request can be submitted listing weekly flight plan.
- (4) Safety measures must include but are not limited to:
 - Regular training and updates on drone regulations are required and must be provided upon request.
 - Drones must be operated in accordance with safety guidelines, including maintaining a safe distance from people, structures, vehicles, etc.
 - Conduct a pre-flight safety assessment, considering weather conditions, airspace restrictions, and potential hazards.
 - Emergency procedures (e.g., drone malfunction, loss of control) must be documented and followed.
 - All incidents must be reported to the engineer.
- (5) If the drone has an incident during flight, report the following to the engineer:
 - Incident background and details.
 - FAA (14 CFR 107.9) and NTSB (49 CFR 870) notification protocol.
 - Contractor internal notification protocol.

107.27.3 Insurance Requirements

- (1) Maintain drone liability insurance with the following limits.
 - 1. For drones weighing 10 pounds or less, a liability policy with a minimum limit of \$1,000,000.00 is required.
 - 2. For drones weighing more than 10 pounds and less than or equal to 20 pounds, a liability policy with a minimum limit of \$2,000,000.00 is required.
 - 3. For drones weighing more than 20 pounds, notify engineer and department will determine appropriate liability policy coverage levels based on size, use, location, and other risk factors.

305 Dense Graded Base

305.3.3.3 Shoulders Adjacent to Asphaltic Pavement or Surfacing

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

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

310 Open-Graded Base**310.2 Materials**

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

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

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

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

^[1] Size according to AASHTO M43.

415 Concrete Pavement**415.3.16.4.1.2 Magnetic Pulse Induction**

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

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

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

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

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

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

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

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

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

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

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

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

TABLE 506-1 BOLT TENSION

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

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

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

506.3.19 Welding

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

506.3.19.4 Welding Inspection

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

506.3.31 Cleaning of Surfaces

506.3.31.2 Coated Surfaces

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

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

506.3.32 Painting Metal

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

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

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

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

509 Concrete Overlay and Structure Repair

509.2 Materials

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

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

513 Railing

513.2.3 Steel Railing

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

- (1) Furnish steel railing components as follows:

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

517 Paint and Painting

517.3.1.3.3 Blast Cleaning

517.3.1.3.3.2 Epoxy Coating System

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

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

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

517.3.1.3.5 Galvanizing

Add subsection effective with the November 2025 letting.

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

526 Temporary Structures

526.3.4 Construction, Backfilling, Inspection and Maintenance

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

- (1) Construct temporary structures conforming to 500. Backfill conforming to 206.3.13 with structure backfill conforming to 210.2.
- (2) Temporary highway bridges open to traffic less than or equal to 24 months: inspect temporary bridges conforming to the National Bridge Inspection Standards (NBIS) and the department's Structure Inspection Manual (SIM) before opening to traffic. Perform additional inspections, as the department's SIM requires, based on structure type, condition, and time in service. Submit inspection reports on department form DT2007 to the engineer and electronic copies to the Bureau of Structures (BOS) Maintenance Section. Ensure that a department-certified qualified team leader performs the inspections.
- (3) Temporary highway bridges open to traffic greater than 24 months: complete additional inspections and inventory data collection per the NBIS and SIM within 27 months of the bridge being opened to traffic. Contact the BOS to have a structure number assigned. Enter the inventory data and element level bridge inspection data in accordance with the SIM into WisDOT's Highway Structures Information System (HSIS) within 90 days of completing the field portion of the inspection. Continue to complete required inspections and data submittal at intervals according to the requirements of the NBIS and SIM.
- (4) Maintain temporary structures and approaches in place until no longer needed. Unless the engineer directs otherwise, completely remove and dispose of as specified in 203.3.5; do not place on the finished surface.

526.5 Payment

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

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

621 Landmark Reference Monuments

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

643 Traffic Control**643.1 Description**

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

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

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

643.2.2 Department's Approved Products List (APL)

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

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

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

643.3 Construction**643.3.1 General**

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

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

643.3.3 Connected Arrow Boards

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

- (3) The connected arrow board may be switched between the following pattern displays per the plan:

- Blank
- Right arrow static
- Right arrow flashing
- Right arrow sequential
- Left arrow static
- Left arrow flashing
- Left arrow sequential
- Line flashing
- Bi-directional arrow flashing.

- (4) When the connected arrow board is not displaying a pattern, the display shall be blank, and the connected arrow board transmits its status to the data feed. When a connected arrow board is switched to a pattern, the connected arrow board transmits its location and its current operating mode to the data feed.

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

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

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

- (1) Place work zone start location marker at the beginning of the work zone per plan or as the engineer directs. Clearly label the work zone start location marker so that it is easily distinguishable by field personnel.
- (2) Place work zone end location marker at the end of the work zone per plan or as the engineer directs. Clearly label the work zone end location marker so that it is easily distinguishable by field personnel.
- (3) Ensure the connected work zone start and end location markers operate continuously when deployed on the project.
- (4) Ensure the work zone location markers and connected arrow board are from the same manufacturer.
- (5) When the work zone start and end location markers are switched to the ON mode, verify the begin and end location markers transmit their location and identity as begin or end markers to the data feed.
- (6) Switch the work zone start and end location markers to OFF mode when temporary traffic control is removed, and the normal traveled way is restored.

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

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

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

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

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

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

646 Pavement Marking**646.3.1.1 General Marking**

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

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

646.3.1.6.2 Retroreflectivity

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

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

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

646.3.2.4 Black Epoxy

Replace paragraph (1) with the following effective with the November 2024 letting.

- (1) Apply black epoxy in a grooved slot directly after the white marking. Apply epoxy at a wet mil thickness of 20. Apply black aggregate at or exceeding 25 pounds per gallon of epoxy. Do not apply glass beads to black epoxy.

650 Construction Staking**650.3.12 Supplemental Control Staking**

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

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

680 Public Land Survey Monuments

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

680.1 Description

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

680.2 Materials

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

680.3 Construction**680.3.1 General**

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

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

680.3.2 Pre-Construction

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

680.3.3 Removals

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

680.3.4 Post-Construction

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

680.3.5 Monument Records

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

680.4 Measurement

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

680.5 Payment

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

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

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

682 Geodetic Survey Monuments

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

682.1 Description

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

682.2 Materials

- (1) Furnish materials conforming to the following:

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

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

682.3 Construction

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

682.3.1 Salvage Geodetic Survey Discs

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

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

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

682.3.2 Geodetic Survey Monuments**682.3.2.1 Monument Location**

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

682.3.2.2 Placing Monuments

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

682.3.2.3 Protecting and Curing

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

682.4 Measurement

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

682.5 Payment

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

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

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

710 General Concrete QMP**710.3 Certification Requirements**

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

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

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

710.4 Concrete Mixes

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

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

TABLE 710-1 MIX DESIGN MODIFICATION NOTIFICATION

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

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

TABLE 710-2 MATERIAL MIX DESIGN MODIFICATIONS

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

^[1] If not HES/SHES concrete.

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

^[3] Furnished from the APL.

^[4] Not furnished from the APL.

TABLE 710-3 MIX DESIGN MODIFICATION DOCUMENTATION

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

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

^[2] Required only when using a retarder.

^[3] Required for HES concrete.

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

TABLE 710-4 OPTIONS FOR HES CONCRETE

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

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

^[2] Add to a previously accepted mixture.

710.5.6.2 Contractor Control Charts

710.5.6.2.1 General

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

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

TABLE 710-5 QC AGGREGATE TESTING FREQUENCY

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

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

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

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

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

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

710.5.6.3 Department Acceptance Testing

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

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

TABLE 710-6 QV AGGREGATE TESTING FREQUENCY

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

TABLE 710-7 QV AGGREGATE TESTING FREQUENCY FOR SMALL QUANTITIES

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

710.5.7 Corrective Action

710.5.7.1 Optimized Aggregate Gradations

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

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

Option A:

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

Option B:

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

710.5.7.2 Combined Aggregate Gradations

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

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

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

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

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

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

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

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

715.3.1.2.3 Lots by Cubic Yard

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

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

715.3.2 Strength Evaluation

715.3.2.1 General

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

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

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

715.5 Payment

715.5.1 General

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

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

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

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

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

TABLE 715-2 PRICE REDUCTIONS FOR NONCONFORMING AIR CONTENT

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

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

TABLE 715-3 PRICE REDUCTIONS FOR NONCONFORMING TEMPERATURE

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

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

716 QMP Ancillary Concrete

716.2 Materials

716.2.1 Class II Concrete

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

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

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

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

716.2.2 Class III Concrete

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

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

Bid Items

600 Bid Items

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

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

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

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

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

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

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

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

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

ERRATA

204.3.1.3 Salvaging or Disposal of Materials

Replace paragraph (2) to correct link from 203.3.4 to 203.3.5 effective with the November 2024 letting.

- (2) Dispose of concrete, stone, brick, and other material not designated for salvage as specified for disposing of materials under 203.3.5.

204.3.2.3 Removing Buildings

Replace paragraph (2) to correct link from 203.3.4 to 203.3.5 effective with the November 2024 letting.

- (2) Buildings removed and materials resulting from building removal become the contractor's property unless the contract specifies otherwise. Dispose of unclaimed and removed material as specified for disposing of materials in 203.3.5.

335.3.2 Rubblizing

Replace paragraph (6) to correct link from 203.3.4 to 203.3.5 effective with the November 2024 letting.

- (6) Remove reinforcing steel exposed at the surface by cutting below the surface and disposing of the steel as specified in 203.3.5. Do not remove unexposed reinforcing steel.

335.3.3 Compacting

Replace paragraph (2) to correct link from 203.3.4 to 203.3.5 effective with the November 2024 letting.

- (2) Remove loose asphaltic patching material, joint fillers, expansion material, or other similar materials from the compacted surface. Also remove pavement or patches that have a maximum dimension greater than or equal to 6 inches that are either not well seated or projecting more than one inch. Dispose of removed material as specified in 203.3.5.

460.3.3.2 Pavement Density Determination

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

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

602.3.6 Concrete Rumble Strips

Replace paragraph (5) to correct link from 203.3.4 to 203.3.5 effective with the November 2024 letting.

- (5) At the end of each workday, move equipment and material out of the clear zone and sweep or vacuum the traveled way pavement and shoulder areas. Sweep away or vacuum up milling debris before opening adjacent lanes to traffic. Dispose of waste material as specified in 203.3.5; do not place on the finished shoulder surface.

604.2 Materials

Replace paragraph (1) with the following information to remove line and link for crushed aggregate effective with the November 2024 letting. The crushed aggregate gradation information for slope paving is now found in 604.2(3).

- (1) Furnish materials conforming to the following:

Water.....	501.2
Select crushed material	312.2
Concrete.....	501
Reinforcement	505
Expansion joint filler	415.2.3
Asphaltic materials	455.2

ADDITIONAL SPECIAL PROVISION 7

A. Reporting 1st Tier and DBE Payments During Construction

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

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

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

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

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

ADDITIONAL SPECIAL PROVISION 9

Electronic Certified Payroll or Labor Data Submittal

- (1) Use the department's Civil Rights Compliance System (CRCS) for projects with a LET date on or before December 2024 and AASHTOWare Project Civil Rights and Labor (AWP CRL) for projects with a LET date on or after January 2025 to electronically submit Certified Payroll Reports for contracts with federal funds and labor data for contracts with state funds only. Details are available online through the department's Highway Construction Contractor Information (HCCI) site on the Labor, Wages, and EEO Information page at:
<https://wisconsindot.gov/Pages/doing-bus/civil-rights/labornwage/default.aspx>
- (2) Ensure that all tiers of subcontractors, including all trucking firms, either submit their weekly certified payroll reports (contracts with federal funds) or labor data (contracts with state funds only) electronically through CRCS or AWP CRL. These payrolls or labor data are due within seven calendar days following the close of the payroll period. Every firm providing physical labor towards completing the project is a subcontractor under this special provision.
- (3) Upon receipt of contract execution, promptly make all affected firms aware of the requirements under this special provision and arrange for them to receive CRCS or AWP CRL training as they are about to begin their submittals. The department will provide training either in a classroom setting at one of our regional offices, via the online AWP Knowledge Base, or by telephone. to schedule CRCS specific training. The AWP Knowledge Base is at: <https://awpkb.dot.wi.gov/>
- (4) The department will reject all paper submittals for information required under this special provision. All costs for conforming to this special provision are incidental to the contract.
- (5) For firms wishing to export payroll/labor data from their computer system, have their payroll coordinator contact:
 - For CRCS: Paul Ndon at paul.ndon@dot.wi.gov. Information about exporting payroll/labor data. Not every contractor's payroll system can produce export files. For details, see Section 4.8 CPR Auto Submit (Data Mapping) on pages 49-50; 66-71 of the CRCS Payroll Manual at: <https://wisconsindot.gov/Documents/doing-bus/civil-rights/labornwage/crcs-payroll-manual.pdf>
 - For AWP CRL: Contact AWP Support at awpsupport@dot.wi.gov. Additional information can be found in the AWP Knowledge Base at <https://awpkb.dot.wi.gov/Content/crl/Payrolls-PrimesAndSubs/PayrollXMLFileCreationProcess.htm>

NON-DISCRIMINATION PROVISIONS

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

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

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

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

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

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

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

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

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

Pertinent Non-Discrimination Authorities:

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

DOMESTIC MATERIALS PREFERENCE PROVISION

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

1. Iron and Steel

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

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

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

2. Construction Materials

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

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

3. Manufactured Products

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

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

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

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

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

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

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

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

4. Temporary and Excluded Materials

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

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

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

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

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

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

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

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

Effective with October 2025 Letting

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

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

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

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



Proposal Schedule of Items

Page 1 of 11

Proposal ID: 20260210031 Project(s): 1058-25-60, 1058-25-80

Federal ID(s): N/A, 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	4.000 EACH	_____.	_____.
0004	204.0100 Removing Concrete Pavement	6,591.000 SY	_____.	_____.
0006	204.0110 Removing Asphaltic Surface	3,645.000 SY	_____.	_____.
0008	204.0115 Removing Asphaltic Surface Butt Joints	1,105.000 SY	_____.	_____.
0010	204.0120 Removing Asphaltic Surface Milling	169,321.000 SY	_____.	_____.
0012	204.0150 Removing Curb & Gutter	194.000 LF	_____.	_____.
0014	204.0165 Removing Guardrail	10,314.000 LF	_____.	_____.
0016	204.0180 Removing Delineators and Markers	494.000 EACH	_____.	_____.
0018	204.0190 Removing Surface Drains	24.000 EACH	_____.	_____.
0020	204.0245 Removing Storm Sewer (size) 01. 18-Inch	97.000 LF	_____.	_____.
0022	204.9060.S Removing (item description) 01. Removing Underdrain Endwalls	8.000 EACH	_____.	_____.
0024	204.9090.S Removing (item description) 01. Removing Underdrain	60.000 LF	_____.	_____.
0026	205.0100 Excavation Common	390.000 CY	_____.	_____.
0028	208.0100 Borrow	35.000 CY	_____.	_____.
0030	209.2500 Backfill Granular Grade 2	940.000 TON	_____.	_____.



Proposal Schedule of Items

Page 2 of 11

Proposal ID: 20260210031 Project(s): 1058-25-60, 1058-25-80

Federal ID(s): N/A, N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0032	211.0101 Prepare Foundation for Asphaltic Paving (project) 01. 1058-25-60	1.000 EACH	_____.	_____.
0034	211.0101 Prepare Foundation for Asphaltic Paving (project) 02. 1058-25-80	1.000 EACH	_____.	_____.
0036	211.0400 Prepare Foundation for Asphaltic Shoulders	63.000 STA	_____.	_____.
0038	211.0500 Prepare Foundation for Base Aggregate	50.000 STA	_____.	_____.
0040	213.0100 Finishing Roadway (project) 01. 1058-25-60	1.000 EACH	_____.	_____.
0042	213.0100 Finishing Roadway (project) 02. 1058-25-80	1.000 EACH	_____.	_____.
0044	305.0110 Base Aggregate Dense 3/4-Inch	10,615.000 TON	_____.	_____.
0046	305.0120 Base Aggregate Dense 1 1/4-Inch	2,520.000 TON	_____.	_____.
0048	310.0110 Base Aggregate Open-Graded	300.000 TON	_____.	_____.
0050	415.0080 Concrete Pavement 8-Inch	894.000 SY	_____.	_____.
0052	415.0100 Concrete Pavement 10-Inch	4,855.000 SY	_____.	_____.
0054	415.0410 Concrete Pavement Approach Slab	751.000 SY	_____.	_____.
0056	415.6000.S Rout and Seal	228,520.000 LF	_____.	_____.
0058	416.0610 Drilled Tie Bars	4,553.000 EACH	_____.	_____.
0060	416.0620 Drilled Dowel Bars	24,854.000 EACH	_____.	_____.



Proposal Schedule of Items

Page 3 of 11

Proposal ID: 20260210031 Project(s): 1058-25-60, 1058-25-80

Federal ID(s): N/A, 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
0062	416.1710 Concrete Pavement Repair	13,083.700 SY	_____.	_____.
0064	416.1720 Concrete Pavement Replacement	20,451.000 SY	_____.	_____.
0066	420.1000 Continuous Diamond Grinding Concrete Pavement	62,570.000 SY	_____.	_____.
0068	450.4000 HMA Cold Weather Paving	1,610.000 TON	_____.	_____.
0070	455.0605 Tack Coat	10,557.000 GAL	_____.	_____.
0072	460.2000 Incentive Density HMA Pavement	12,945.000 DOL	1.00000	12,945.00
0074	460.5224 HMA Pavement 4 LT 58-28 S	15,301.000 TON	_____.	_____.
0076	460.6224 HMA Pavement 4 MT 58-28 S	4,940.000 TON	_____.	_____.
0078	465.0105 Asphaltic Surface	388.000 TON	_____.	_____.
0080	465.0110 Asphaltic Surface Patching	4,665.000 TON	_____.	_____.
0082	465.0510 Asphaltic Rumble Strips, Shoulder Divided Roadway	119,415.000 LF	_____.	_____.
0084	465.0560 Asphaltic Rumble Strips, Centerline	1,479.000 LF	_____.	_____.
0086	520.8000 Concrete Collars for Pipe	3.000 EACH	_____.	_____.
0088	522.0118 Culvert Pipe Reinforced Concrete Class III 18-Inch	104.000 LF	_____.	_____.
0090	522.0418 Culvert Pipe Reinforced Concrete Class IV 18-Inch	66.000 LF	_____.	_____.



Proposal Schedule of Items

Page 4 of 11

Proposal ID: 20260210031 Project(s): 1058-25-60, 1058-25-80

Federal ID(s): N/A, 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	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	4.000 EACH	_____.	_____.
0094	524.0124 Culvert Pipe Salvaged 24-Inch	22.000 LF	_____.	_____.
0096	524.0154 Culvert Pipe Salvaged 54-Inch	32.000 LF	_____.	_____.
0098	524.0160 Culvert Pipe Salvaged 60-Inch	30.000 LF	_____.	_____.
0100	524.0618 Apron Endwalls for Culvert Pipe Salvaged 18-Inch	3.000 EACH	_____.	_____.
0102	524.0624 Apron Endwalls for Culvert Pipe Salvaged 24-Inch	1.000 EACH	_____.	_____.
0104	524.0654 Apron Endwalls for Culvert Pipe Salvaged 54-Inch	1.000 EACH	_____.	_____.
0106	524.0660 Apron Endwalls for Culvert Pipe Salvaged 60-Inch	1.000 EACH	_____.	_____.
0108	601.0115 Concrete Curb Type G	37.000 LF	_____.	_____.
0110	601.0551 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	165.000 LF	_____.	_____.
0112	601.0576 Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type J	8.000 LF	_____.	_____.
0114	601.0590 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	813.000 LF	_____.	_____.
0116	602.3010 Concrete Surface Drains	39.600 CY	_____.	_____.
0118	602.3210 Concrete Rumble Strips, Shoulder Divided Roadway	109,145.000 LF	_____.	_____.



Proposal Schedule of Items

Page 5 of 11

Proposal ID: 20260210031 Project(s): 1058-25-60, 1058-25-80

Federal ID(s): N/A, 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
0120	606.0200 Riprap Medium	102.000 CY	_____.	_____.
0122	606.0300 Riprap Heavy	578.000 CY	_____.	_____.
0124	611.8115 Adjusting Inlet Covers	1.000 EACH	_____.	_____.
0126	612.0206 Pipe Underdrain Unperforated 6-Inch	247.000 LF	_____.	_____.
0128	612.0806 Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	4.000 EACH	_____.	_____.
0130	614.0010 Barrier System Grading Shaping Finishing	32.000 EACH	_____.	_____.
0132	614.0220 Steel Thrie Beam Bullnose Terminal	6.000 EACH	_____.	_____.
0134	614.0230 Steel Thrie Beam	725.000 LF	_____.	_____.
0136	614.0950 Replacing Guardrail Posts and Blocks	6.000 EACH	_____.	_____.
0138	614.0951 Replacing Guardrail Rail and Hardware	150.000 LF	_____.	_____.
0140	614.2300 MGS Guardrail 3	6,727.500 LF	_____.	_____.
0142	614.2500 MGS Thrie Beam Transition	1,182.000 LF	_____.	_____.
0144	614.2610 MGS Guardrail Terminal EAT	29.000 EACH	_____.	_____.
0146	614.2620 MGS Guardrail Terminal Type 2	1.000 EACH	_____.	_____.
0148	618.0100 Maintenance and Repair of Haul Roads (project) 01. 1058-25-60	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Page 6 of 11

Proposal ID: 20260210031 Project(s): 1058-25-60, 1058-25-80

Federal ID(s): N/A, 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
0150	618.0100 Maintenance and Repair of Haul Roads (project) 02. 1058-25-80	1.000 EACH	_____.	_____.
0152	619.1000 Mobilization	1.000 EACH	_____.	_____.
0154	620.0300 Concrete Median Sloped Nose	42.000 SF	_____.	_____.
0156	624.0100 Water	80.000 MGAL	_____.	_____.
0158	625.0100 Topsoil	5,755.000 SY	_____.	_____.
0160	628.1504 Silt Fence	8,571.000 LF	_____.	_____.
0162	628.1520 Silt Fence Maintenance	8,571.000 LF	_____.	_____.
0164	628.1905 Mobilizations Erosion Control	12.000 EACH	_____.	_____.
0166	628.1910 Mobilizations Emergency Erosion Control	12.000 EACH	_____.	_____.
0168	628.2002 Erosion Mat Class I Type A	5,225.000 SY	_____.	_____.
0170	628.2006 Erosion Mat Urban Class I Type A	560.000 SY	_____.	_____.
0172	628.7005 Inlet Protection Type A	1.000 EACH	_____.	_____.
0174	628.7504 Temporary Ditch Checks	68.000 LF	_____.	_____.
0176	628.7555 Culvert Pipe Checks	3.000 EACH	_____.	_____.
0178	628.7570 Rock Bags	323.000 EACH	_____.	_____.
0180	629.0210 Fertilizer Type B	4.300 CWT	_____.	_____.



Proposal Schedule of Items

Page 7 of 11

Proposal ID: 20260210031 Project(s): 1058-25-60, 1058-25-80

Federal ID(s): N/A, 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
0182	630.0130 Seeding Mixture No. 30	135.000 LB	_____.	_____.
0184	630.0500 Seed Water	164.000 MGAL	_____.	_____.
0186	633.0100 Delineator Posts Steel	494.000 EACH	_____.	_____.
0188	633.0500 Delineator Reflectors	494.000 EACH	_____.	_____.
0190	633.5200 Markers Culvert End	10.000 EACH	_____.	_____.
0192	634.0811 Posts Tubular Steel 2x2-Inch X 11-FT	1.000 EACH	_____.	_____.
0194	634.0814 Posts Tubular Steel 2x2-Inch X 14-FT	9.000 EACH	_____.	_____.
0196	637.2210 Signs Type II Reflective H	71.000 SF	_____.	_____.
0198	638.2102 Moving Signs Type II	3.000 EACH	_____.	_____.
0200	638.2602 Removing Signs Type II	5.000 EACH	_____.	_____.
0202	638.3000 Removing Small Sign Supports	8.000 EACH	_____.	_____.
0204	642.5001 Field Office Type B	1.000 EACH	_____.	_____.
0206	643.0300 Traffic Control Drums	97,366.000 DAY	_____.	_____.
0208	643.0370.S Digital Speed Reduction System (DSRS)	356.000 DAY	_____.	_____.
0210	643.0420 Traffic Control Barricades Type III	3,968.000 DAY	_____.	_____.
0212	643.0705 Traffic Control Warning Lights Type A	7,936.000 DAY	_____.	_____.



Proposal Schedule of Items

Page 8 of 11

Proposal ID: 20260210031 Project(s): 1058-25-60, 1058-25-80

Federal ID(s): N/A, 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	643.0715 Traffic Control Warning Lights Type C	20,150.000 DAY	_____.	_____.
0216	643.0810 Traffic Control Connected Arrow Boards	356.000 DAY	_____.	_____.
0218	643.0900 Traffic Control Signs	41,356.000 DAY	_____.	_____.
0220	643.0910 Traffic Control Covering Signs Type I	12.000 EACH	_____.	_____.
0222	643.0920 Traffic Control Covering Signs Type II	55.000 EACH	_____.	_____.
0224	643.1000 Traffic Control Signs Fixed Message	258.500 SF	_____.	_____.
0226	643.1050 Traffic Control Signs PCMS	107.000 DAY	_____.	_____.
0228	643.1070 Traffic Control Cones 42-Inch	225,704.000 DAY	_____.	_____.
0230	643.1220 Traffic Control Connected Work Zone Start and End Location Markers	356.000 DAY	_____.	_____.
0232	643.3165 Temporary Marking Line Paint 6-Inch	14,610.000 LF	_____.	_____.
0234	643.3180 Temporary Marking Line Removable Tape 6-Inch	25,772.000 LF	_____.	_____.
0236	643.3280 Temporary Marking Line Removable Tape 10-Inch	4,800.000 LF	_____.	_____.
0238	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0240	645.0120 Geotextile Type HR	1,190.000 SY	_____.	_____.
0242	646.2025 Marking Line Grooved Black Epoxy 6-Inch	33,405.000 LF	_____.	_____.



Proposal Schedule of Items

Page 9 of 11

Proposal ID: 20260210031 Project(s): 1058-25-60, 1058-25-80

Federal ID(s): N/A, 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
0244	646.2040 Marking Line Grooved Wet Ref Epoxy 6-Inch	343,049.000 LF	_____.	_____.
0246	646.4040 Marking Line Grooved Wet Ref Epoxy 10-Inch	16,093.000 LF	_____.	_____.
0248	646.5020 Marking Arrow Epoxy	10.000 EACH	_____.	_____.
0250	646.5120 Marking Word Epoxy	4.000 EACH	_____.	_____.
0252	646.5220 Marking Symbol Epoxy	1.000 EACH	_____.	_____.
0254	646.5520 Marking Outfall Epoxy	762.000 EACH	_____.	_____.
0256	646.6120 Marking Stop Line Epoxy 18-Inch	276.000 LF	_____.	_____.
0258	646.7120 Marking Diagonal Epoxy 12-Inch	1,738.000 LF	_____.	_____.
0260	646.7220 Marking Chevron Epoxy 24-Inch	953.000 LF	_____.	_____.
0262	646.8020 Marking Corrugated Median Epoxy	973.000 SF	_____.	_____.
0264	646.8120 Marking Curb Epoxy	485.000 LF	_____.	_____.
0266	646.8220 Marking Island Nose Epoxy	16.000 EACH	_____.	_____.
0268	646.8320 Marking Parking Stall Epoxy	2,292.000 LF	_____.	_____.
0270	646.9000 Marking Removal Line 4-Inch	1,486.000 LF	_____.	_____.
0272	650.4500 Construction Staking Subgrade	555.000 LF	_____.	_____.



Proposal Schedule of Items

Page 10 of 11

Proposal ID: 20260210031 Project(s): 1058-25-60, 1058-25-80

Federal ID(s): N/A, 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
0274	650.5000 Construction Staking Base	555.000 LF	_____.	_____.
0276	650.5500 Construction Staking Curb Gutter and Curb & Gutter	1,023.000 LF	_____.	_____.
0278	650.6000 Construction Staking Pipe Culverts	9.000 EACH	_____.	_____.
0280	650.8000 Construction Staking Resurfacing Reference	127,124.000 LF	_____.	_____.
0282	650.9911 Construction Staking Supplemental Control (project) 01. 1058-25-60	1.000 EACH	_____.	_____.
0284	650.9911 Construction Staking Supplemental Control (project) 02. 1058-25-80	1.000 EACH	_____.	_____.
0286	650.9920 Construction Staking Slope Stakes	555.000 LF	_____.	_____.
0288	653.0905 Removing Pull Boxes	2.000 EACH	_____.	_____.
0290	690.0150 Sawing Asphalt	1,244.000 LF	_____.	_____.
0292	690.0250 Sawing Concrete	91,022.000 LF	_____.	_____.
0294	715.0720 Incentive Compressive Strength Concrete Pavement	1,953.000 DOL	1.00000	1,953.00
0296	SPV.0060 Special 01. Removing Raised Pavement Markers & Filling Voids	910.000 EACH	_____.	_____.
0298	SPV.0060 Special 02. Locate and Clean Existing Underdrain Outfalls	762.000 EACH	_____.	_____.
0300	SPV.0060 Special 03. Grading Shaping and Finishing for Culvert Modifications	7.000 EACH	_____.	_____.



Proposal Schedule of Items

Page 11 of 11

Proposal ID: 20260210031 Project(s): 1058-25-60, 1058-25-80

Federal ID(s): N/A, 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
0302	SPV.0060 Special 04. Grading, Shaping and Finishing for Culvert Replacement STA 2667+22	1.000 EACH	_____.	_____.
0304	SPV.0060 Special 05. Grading, Shaping, and Finishing for Culvert Replacement STA 2659+55	1.000 EACH	_____.	_____.
0306	SPV.0060 Special 06. Underdrain Connection to Inlet	2.000 EACH	_____.	_____.
0308	SPV.0060 Special 07. Connect Underdrain 6-Inch	8.000 EACH	_____.	_____.
0310	SPV.0090 Special 01. Construction Staking Concrete Pavement Reference	2,267.000 LF	_____.	_____.
0312	SPV.0090 Special 03. Concrete Joint and Crack Cleaning, Repair and Sealing	1,458.000 LF	_____.	_____.
0314	SPV.0180 Special 01. Removing Distressed Asphaltic Surface Milling	33,698.000 SY	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.

PLEASE ATTACH ADDENDA HERE