

PROPOSAL SUMMARY FOR **ELECTRONIC BIDDING** AIRPORT WORK

Wisconsin Department of Transportation, Bureau of Aeronautics, Wis. Stat. §66.0901(7) (1971)

Owner
City of La Crosse

Airport Name
La Crosse Regional Airport

Project ID
LSE1022 / SAP-90

This **ELECTRONIC** Bid Proposal as submitted via **Bidexpress.com**, to the Secretary of Transportation as agent for the owner, represented by the Bureau of Aeronautics, is submitted by the authorized bidder in accordance with the "Advertisement for Bids." 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."

Bid Proposal Guarantee Required, 5 Percent of Total Amount Bid, by Bid Bond or Certified Check Payable to: Wisconsin Department of Transportation.	
Bid Submittal Due: Bidexpress.com prior to deadline below Date: September 17, 2026 Time (Local Time): 2:00 p.m. Place Of E-Bid Opening: Microsoft Teams meeting Meeting ID: 273 385 397 96 Passcode: tLjwfv Or Dial in by phone (audio only) +1 608-571-2209 Phone Conference ID: 186 780 348#	This Contract is being Electronically Bid through E-Bidding services provided by Bidexpress.com https://bidexpress.com/businesses/51671/home
Contract Completion Time: 115 Calendar Days	
Assigned Disadvantaged Business Enterprise Goal: N/A	

The necessary components to submit a complete bid for this proposal can be found at **Bidexpress.com**. Any bid submitted indicated as incomplete after the close of bids will not be opened (electronically unsealed) and/or rejected.

Submission of a bid requires obtaining digital ID through Bidexpress.com and appropriate fee for submission per the contract documents.

Please see the special provisions and advisory notice to bidders, for additional information to properly complete and submit the Electronic bid proposal.

Submittal of the Electronic bid proposal with the digital ID certifies the following:

This certifies that the bidder Digital ID submitter is duly sworn, is an authorized representative of the firm named above; that the bidder has examined and carefully prepared the bid from the drawings and specifications and has checked the same in detail before submitting this bid proposal; 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 bid proposal.

Type of work: **Parking Lot Reconstruction:** storm sewer, catch basins, manholes, earthwork/grading, fence, pavement removal, concrete curb and gutter, aggregate base course, bituminous paving, light poles and wiring, reflective signs, pavement marking, landscaping, locate and protect existing circuits, traffic control

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PROPOSAL REQUIREMENT 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.

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 will be considered conclusive evidence that the bidder has made such examination.

The bidder submits herewith a bid bond, Certificate of Annual Bid Bond, certified, or cashier's check 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 fails to execute the contract and the contract bond, and return the same to the Bureau of Aeronautics within the 10 business 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 of prices 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 of prices, and to accept such amounts in full payment for 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 approved plans and applicable specifications for the work together with all standard and special designs that may be designated 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, all plans and working drawings are made a part hereof, as fully and completely as if attached hereto.

The bidder declares that if they are awarded the contract, they will execute the contract agreement; begin and complete the work within the time named herein; they will file a good and sufficient contract bond in the sum of the total amount of the contract to guarantee the successful execution of the work; and will comply with the requirements of worker's compensation according to Wis. Stat. §102 (2011).

The bidder declares that if they is awarded the contract, they will comply with the requirements of the "Special Provisions" and the applicable Wis. Stat. §66.0903 (3) (2000), relative to the maximum daily and weekly hours of employment of human labor and the Minimum Wage Rates pre-determined by the Secretary of Labor of the United States, and State of Wisconsin Department of Workforce Development for the several occupations or classifications of labor.

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BID BOND

State of Wisconsin
Department of Transportation
Bureau of Aeronautics

KNOW ALL MEN BY THESE PRESENT, that we _____ as principal, and _____ as surety, having been duly organized under the laws of the State of _____ and licensed to do business in the State of Wisconsin, are hereby held and firmly bound unto the Secretary of Transportation of the State of Wisconsin as Agent for the La Crosse County in the sum of five percent (5%) of the amount of the total bid submitted here for the payment of which well and truly to be made, we hereby jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns.

WHEREAS, the principal has submitted a bid for Parking Lot Reconstruction under Contract No. 1 Project No. LSE1022.

NOW, THEREFORE, if the Secretary of Transportation (Secretary) accepts the bid of the principal, and the principal enters into a contract with the Secretary in accordance with the terms of such bid, and gives a bond or bonds as may be specified in the contract documents with good and sufficient surety for the faithful performance of such contract and for the prompt payment of labor and material furnished in the prosecution thereof; or in the event of failure of the principal to enter such a contract and gives a bond or bonds, if the principal pays to the Secretary a total sum equal to five percent (5%) of his aggregate bid, or if the Secretary rejects all bids for the work described herein, then this obligation will be null and void, otherwise to remain in full force and effect; it being expressly understood and agreed that the liability of the surety for any claims hereunder will be for the full amount of the obligation as herein stated.

The surety, for value received, hereby stipulates and agrees that the obligations of said surety and its bond will be in no way impaired or affected by any extension of the time within which the Secretary may accept such bid; and said surety does hereby waive notice of any such extension.

BID BOND (Con't.)

IN WITNESS THEREOF, the principal and surety have hereunto set their hands and seals, and such of them as are corporations have caused their corporate seals to be hereto affixed and these presents to be signed by their proper officers

this _____ day of _____ 20____.

Witness _____ by:

Principal

Signature

Witness _____ by:

Surety

Address

Signature

Title

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

CERTIFICATE OF ANNUAL BID BOND

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; 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 canceled 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

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LIST OF SUBCONTRACTORS

Wis. Stat. §66.0901, provides that a bidder, as part of their proposal, will submit a list of the subcontractors they propose to contract with and the class of work to be performed by each, provided that to qualify for such listing each subcontractor must first submit their bid in writing to the general contractor at least 48 hours prior to the time of bid closing. It further provides that a proposal of a bidder will not be invalid if any subcontractor, and the class of work to be performed by such subcontractor, has been omitted from a proposal.

All subcontracts must be approved by the Secretary of Transportation and no subcontract, whether listed herein or later proposed, may be entered into until the subcontractor's qualifications have been reviewed and written approval has been granted by the Secretary of Transportation.

Name of Subcontractor	Class of Work	Estimated Value

*Note (DBE) after the name of any firms who are or expect to be eligible for DBE's.

Firm Name

By: _____
Signature of Bidder

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Federal Tax Delinquency and Conviction Certification

The applicant **must complete the following two certification statements.**

The applicant **must indicate** its current status as it relates to tax delinquency and felony conviction by indicating in following spaces below the applicable response. The applicant agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification in all lower tier subcontracts.

Certifications

- 1) **Delinquency:** The applicant represents that it **is** ☐ or **is not** ☐ ,
a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.
- 2) **Conviction:** The applicant represents that it **is** ☐ or **is not** ☐ ,
a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months.

Note

If an applicant responds in the affirmative to either of the above representations, the applicant is ineligible to receive an award unless the sponsor has received notification from the agency suspension and debarment official (SDO) that the SDO has considered suspension or debarment and determined that further action is not required to protect the Government's interests. The applicant therefore must provide information to the owner about its tax liability or conviction to the Owner, who will then notify the FAA Airports District Office, which will then notify the agency's SDO to facilitate completion of the required considerations before award decisions are made.

Term Definitions

Felony conviction: Felony conviction means a conviction within the preceding twenty-four (24) months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the U.S. code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 U.S.C. § 3559.

Tax Delinquency: A tax delinquency is any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

Date

Signature

Company Name

Title

NOTE: No award can be made without this form being completed.

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NOTE:

Bidders should include and submit the appropriate Buy American certification (below) with their bid submittal on federally funded (AIP) projects. No award can be made unless the Buy American Certificate has been provided in accordance with Section 20 and Section 30 of the General Provisions. Failure to submit this certification within the specified time may result in the bid being rejected.

See Federal Requirements # 4 - Buy American Preference

Agreement to Comply with Buy American Requirements for Construction Projects

(Construction Projects involving the replacement, rehabilitation, reconstruction of airfield surfaces such as on runways, taxiways, taxilanes, aprons, roadways, parking lots, etc.)

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with its proposal. The bidder or offeror must indicate how it intends to comply with 49 U.S.C. § 50101, BABA and other related Made in America Laws, U.S. statutes, guidance, and FAA policies, by selecting one of the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (i.e., not both) by inserting a checkmark (ü) or the letter "X".

- ☐ Bidder or offeror hereby certifies that it will comply with 49 U.S.C. § 50101, BABA and other related U.S. statutes, guidance, and policies of the FAA by:
- a) Only installing iron, steel and manufactured products produced in the United States;
 - b) Only installing construction materials defined as: an article, material, or supply – other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber or drywall that have been manufactured in the United States.
 - c) Installing manufactured products for which the Federal Aviation Administration (FAA) has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
 - d) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

- a) To provide to the Airport Sponsor or the FAA evidence that documents the source and origin of the iron, steel, and/or manufactured product.
- b) To faithfully comply with providing U.S. domestic products.
- c) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.
- d) Certify that all construction materials used in the project are manufactured in the U.S.

- ☐ The bidder or offeror hereby certifies it cannot comply with the 100 percent Buy American Preferences of 49 U.S.C. § 50101(a) but may qualify for a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:
- a) To submit to the Airport Sponsor or FAA within 15 calendar days of being selected as the responsive bidder, a formal waiver request and required documentation that supports the type of waiver being requested.

- b) That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination that may result in rejection of the proposal.
- c) To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
- d) To furnish U.S. domestic product for any waiver request that the FAA rejects.

To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 2 Waiver (Nonavailability) - The iron, steel, manufactured goods or construction materials or manufactured goods are not available in sufficient quantity or quality in the United States. The required documentation for the Nonavailability waiver is

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire
- b) Record of thorough market research, consideration where appropriate of qualifying alternate items, products, or materials including;
- c) A description of the market research activities and methods used to identify domestically manufactured items capable of satisfying the requirement, including the timing of the research and conclusions reached on the availability of sources.

Type 3 Waiver – The cost of components and subcomponents produced in the United States is more than 60 percent of the cost of all components and subcomponents of the “facility/project.”

The required documentation for a Type 3 waiver is:

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire including;
- b) Listing of all manufactured products that are not comprised of 100 percent U.S. domestic content (excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety).
- c) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly and installation at project location.
- d) Percentage of non-domestic component and subcomponent cost as compared to total “facility” component and subcomponent costs, excluding labor costs associated with final assembly and installation at project location.

Type 4 Waiver (Unreasonable Costs) - Applying this provision for iron, steel, manufactured goods or construction materials would increase the cost of the overall project by more than 25 percent.

The required documentation for this waiver is:

- a) A completed Content Percentage Worksheet and Final Assembly Questionnaire from
- b) At minimum two comparable equal bids and/or offers;
- c) Receipt or record that demonstrates that supplier scouting called for in Executive Order 14005, indicates that no domestic source exists for the project and/or component;
- d) Completed waiver applications for each comparable bid and/or offer.

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

Date

Signature

Company Name

Title

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STATE REQUIREMENT

Application: Include **ONLY** on State Funded Projects (NOT required for sponsor only projects)

WORKFORCE UTILIZATION REPORTING

(1) Use the Workforce Utilization Report Microsoft Excel spread sheet, or other compatible spread sheet (i.e., Google Spread Sheet), to report required labor data. Details and the Excel spreadsheet are available online through the department's highway construction contract information (HCCI) site on the Labor, Wages, and EEO Information page at:

<http://wisconsin.gov/Pages/doing-bus/civil-rights/labornwage/default.aspx>

(2) Ensure that all tiers of subcontractors, including all trucking firms, submit their labor data electronically via the Excel spread sheet to the prime contractor within 14 calendar days of the end of each quarter (quarters are defined as January-March, April-June, July-September, and October-December). The prime contractor shall coordinate collection of their subcontractors' spread sheets and forward them to the Regional Labor Compliance Specialist within 21 calendar days of the end of each quarter. Every company or contractor providing physical labor towards completing the project is a subcontractor under this special provision.

(3) Upon receipt of contract execution, promptly make all affected companies or contractors aware of the requirements under this special provision and arrange for them to receive an Excel spreadsheet as part of their subcontract documents.

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

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SEGMENT II

SPECIAL PROVISIONS

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SPECIAL PROVISIONS (E-Bidding)

1. **General.** The Work under this Contract for the construction of State Aid Project, LSE1022, La Crosse Regional Airport, La Crosse, Wisconsin, in La Crosse County, Wisconsin shall be in accordance with the Plans therefore and shall be executed under the requirements of the **Standard Specifications for Airport Construction, 2021 Edition** (BOA Airport Spec Book), Supplemental Specifications, and these Special Provisions subject to the following requirements.
 - A. Pay Items having numbers beginning with "P", "F", "D", "T", "L", and "X" (specials) shall be executed under the requirements of the **Standard Specifications for Airport Construction, 2021 Edition** (BOA Airport Spec Book), Supplemental Specifications, and these Special Provisions.
 - B. Pay Items having numbers without a letter prefix, or .S (specials) shall be executed under the requirements of the **Standard Specifications for Highway and Structure Construction, Current Year Edition**; and these Special Provisions.
2. **Scope of Work.** The Work under this contract consists of the construction of storm sewer, catch basins, manholes, earthwork/grading, fence, pavement removal, concrete curb and gutter, aggregate base course, bituminous paving, tree removal, lighting and wiring, reflective signs, pavement marking, landscaping, locate and protect existing circuits, and all incidental items necessary to complete the Work as shown on the plans and included in the Proposal and Contract.
3. **Contract Award and Execution.** The contract shall hold its bid prices for **60** days after the bid date.

Modify the first sentence of Section 30.2 (3) of the Standard Specifications to read as follows:

If the department does not make an award within the **60** days after opening the proposals, the lowest responsible Bidder, after those **60** days, may request in writing that the Department make the award.

4. **Prosecution and Progress.** The Work shall begin within 10 calendar days after a written notice to do so has been issued by the Engineer.

Start Date

The project will not start prior to April 26, 2027, due to increased traffic and parking demand associated with spring break.

Notice for Clearing Cars from Parking Lots

It is the contractor's responsibility to provide signage, barricades and other needed traffic control to clear out cars from parking lots well in advance of work. Costs to be included in the traffic control bid item. It should be noted that some airport users park for extended periods of time.

Walking Paths

Contractor to provide a paved, signed, well-lit, ADA accessible path for airport users from parking locations to the terminal at all times. Path width to accommodate ADA and two-way pedestrian traffic.

Vehicle Traffic

Contractor to always provide access to the terminal and portions of the parking lots not immediately under construction as shown in the plans.

Lighting

Open parking areas must be well lit. Light plants are required for the temporary parking lot.

Temporary Painting

Short-term and long-term parking lot pavement to cure for a minimum of 7 days prior to temporary painting and allowing airport user traffic.

Final Painting

Final Painting to be completed in the spring or 90 days after temporary marking.

5. **Notice of Other Contracts.** Projects in the spring of 2027 include LSE1019 Terminal Generator Replacement, LSE1023 ARFF Rehabilitation and LSE1026 Airfield Drainage Improvements.
6. **Schedule of Operations.** The Contractor shall submit a tentative schedule of operations in writing to the Department one week in advance of the pre-construction conference.
7. **Pre-construction Conference.** A pre-construction conference will be held prior to the start of any work, for the purpose of coordinating the Contractor's operations on the airport. The Contractor and subcontractors shall attend or send an authorized representative. Other parties, as necessary will be invited by the Department. Typically the following are represented:

Bureau of Aeronautics
Federal Aviation Administration
Airport Director and Operations

Resident and Project Engineer
Airline Representatives
Department of Natural Resources

8. **Payment to all Subcontractors.** Within 10 calendar days of receipt by a contractor of a progress payment for work performed, materials furnished, or materials stockpiled by a subcontractor, the contractor shall pay that subcontractor for all work satisfactorily performed and for all materials furnished or stockpiled.

The contractor agrees further to release retainage amounts to each subcontractor within 10 calendar days after the subcontractor's work is satisfactorily completed. In addition, whenever the Department reduces the contract retainage amount, within 10 calendar days of receipt by a contractor of a retainage payment, the contractor must reduce the total amount retained from subcontractors to no more than remains retained by the Department.

The contractor shall pay the subcontractor within the time frames described above unless the contractor complies with both of the following within 10 calendar days of receiving the

Department's progress payment:

- 1) The contractor notifies the subcontractor in writing that the work is not satisfactorily completed.
- 2) The contractor requests approval from the Department to delay payment because the subcontractor has not satisfactorily completed the work.

The contractor's request for approval should include the written notification to the subcontractor and shall provide sufficient documentation of good cause to assist the engineer in making a timely decision. If the engineer does not grant approval, the contractor shall pay the subcontractor within 10 calendar days of the Department's decision.

All subcontracting agreements made by a contractor shall include the above provisions and shall be binding on all contractors and subcontractors.

The contractor certifies compliance with the requirements of this Additional Special Provision by signing the contract. This clause applies to both DBE and non-DBE subcontractors.

9. Electronic Certified Payrolls Submittal

NOTE: CRCS should be used on all projects. BOA approval is required to use paper payrolls.

- a. Use the department's Civil Rights Compliance System (CRCS) to submit certified payrolls electronically. 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>

- b. Ensure that all tiers of subcontractors, as well as all trucking firms, submit their weekly certified payrolls electronically through CRCS. These payrolls are due within seven days following the close of the payroll period. Every firm providing on-site physical labor towards completing the project is a subcontractor under this special provision.
- c. Upon receipt of contract execution, promptly make all affected firms aware of the requirements under this special provision and arrange for them to receive CRCS training as they are about to begin payrolls. The department will provide training either in a classroom setting at one of our regional offices or by telephone. Contact Paul Ndon at 414-438-4584 or via email at: paul.ndon@dot.wi.gov to schedule the training.
- d. Written permission from the engineer must be obtained in order for the department to accept paper submittals of certified payrolls using forms DT-1816 and DT-1929 for information required under this special provision. Use of paper submittals will be reserved for individual special cases and acceptance will be the exception, not the rule.

- e. Only firms who have been previously approved for exporting payroll data from their computer into the CRCS can initially submit their payroll data this way. Firms not previously approved that desire to export payroll data will have to obtain permission from the Department. Approval will require the contractors' payroll coordinator to send several sample electronic files to Paul Ndon for evaluation and approval (Paul Ndon at 414-438-4584 or via email at: paul.ndon@dot.wi.gov) Not every contractor's payroll system is capable of producing acceptable export files for CRCS use.
- f. All costs for conforming to this special provision are incidental to the contract.

10. Labor Data Submittal Requirement

(1) Use the Workforce Utilization Report Microsoft Excel spread sheet, or other compatible spread sheet (i.e., Google Spread Sheet), to report required labor data. Details and the Excel spreadsheet are available online through the department's highway construction contract information (HCCI) site on the Labor, Wages, and EEO Information page at:

<http://wisconsindot.gov/Pages/doing-bus/civil-rights/labornwage/default.aspx>

(2) Ensure that all tiers of subcontractors, including all trucking firms, submit their labor data electronically via the Excel spread sheet to the prime contractor within 14 calendar days of the end of each quarter (quarters are defined as January-March, April-June, July-September, and October-December). The prime contractor shall coordinate collection of their subcontractors' spread sheets and forward them to the Regional Labor Compliance Specialist within 21 calendar days of the end of each quarter. Every company or contractor providing physical labor towards completing the project is a subcontractor under this special provision.

(3) Upon receipt of contract execution, promptly make all affected companies or contractors aware of the requirements under this provision and arrange for them to receive an Excel spreadsheet as part of their subcontract documents.

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

11. Bidding Requirements and Conditions

Section 20 of the Standard Specifications for airport construction 2021 edition have the following modifications:

- a) Section 20.1 Prequalification of Bidders. Clarification: It is important to note that while this contract will be electronically bid, the prequalification process is a SEPARATE paper process and must be completed prior to the deadline established in the bid advertisement. A signed original hard copy of the prequalification must be sent to the department to complete the processing. The Bureau of Aeronautics prequalification may be sent via email to meet the submission deadline to help expedite processing and may be sent to: dotboabidding@dot.wi.gov

- b) Section 20.1(7) is removed and replaced with the following: The electronic bid template includes a section to provide outstanding workload information which will be included with the overall electronic bid submittal. The template allows two options to provide outstanding workload information 1) by direct entry of each project and the workload remaining or 2) by uploading a scan of the completed outstanding workload form and any attachments. One of these methods must be used. The Bidder will have to select an omission box for the NOT used.

Section 20.3(3) is removed and replaced with the following. Plans and specifications are available electronically at <https://bidexpress.com/businesses/51671/home>. Plans, specifications and contract documents are available free of charge. A free registration is required so that plan holders are known, and notifications can be sent to all plan holders for addendums or other information offered to plan holders that may affect the bid.

- c) 20.6 Preparing the Proposal is removed and replaced with the following.
- (1) All necessary components required for properly furnishing a completed bid are included in the Electronic Bidding template.
 - (2) Ensure all information is completed and blanks are completely filled out
 - (3) Several areas within the template provide multiple ways to comply with the element. It is only necessary to complete one of the methods, and then indicating by check box omitting the other methods not used. For example, the outstanding workload may either be directly entered and built within the template, or an upload of the completed form can be provided. If the Bidder chooses to build the list, the Bidder must indicate in the location to upload the form, that they are omitting the upload since they have directly entered the information. The opposite is true if the bidder chooses to upload the form, in that case, the Bidder will check the omission box for the direct entry because you are uploading the information. Similar omission check boxes are provided in other areas on the template. Such as the Bid security area which allows 4 options. The Bidder is required to choose only one option, while all the other options not used, the omission boxes are checked.
 - (4) Upon selecting to check completeness of the bid, or upon attempting submitting the bid, the E-bidding software system will automatically perform a completion check. Any areas within the bid template that are required and incomplete will be highlighted and identified calling attention to required information.
 - (5) **IMPORTANT NOTE: When attempting to submit a bid that is noted as incomplete, the system will warn the Bidder. The system WILL allow if the Bidder override the incomplete notice and submit an incomplete bid! This allows a bidder to submit drafts so that the entire template does not have to be completed in a single sitting. Each time the bid is submitted, only the latest version is saved/submitted. All previous submissions will be superseded thus allowing updates. Please ensure the final submitted bid has been identified as complete. ANY BID SUBMITTED AT THE TIME OF CLOSE OF BIDS THAT IS RECORDED AS INCOMPLETE, WILL NOT BE UNSEALED (OPENED) OR WILL BE REJECTED AS NONRESPONSIVE.**
- d) 20.8 Proposal Guaranty shall have the following addition.
- 1) The E-Bidding template provides multiple ways to provide bid security. One additional feature is the electronic verification of bid bond via Surety 2000 or

- SurePath. Providing the Bond ID number will automatically be checked by the E-Bidding Software to verify the bond. No additional upload or mailing of the bond will be necessary.
- 2) There are FOUR (4) methods in the E-Bidding template to provide for the bid security. The Bidder is required provide only one of the options. The other options NOT used; the Bidder must check the omission box indicating that they are not choosing each of the options as they are meeting the requirement with one of the other methods.
 - 3) **Please be aware:** If choosing any option other than Electronic Bond verification or the WisDOT certificate of annual bid bond, the bidder is required to upload a copy of the bond, check AND are **the Bureau of Aeronautics must receive the original bond, or check etc by the close of business two (2) business days after the close of bids. Failure to provide the original document may result in bid rejection.**
- e) Section 20.9 Proposal Delivery.
- 1) This contract is electronically bid and therefore section 20.9(4) applies. The delivery shall be via Bidexpress.com. The provided template for the specific project must be completed. All components necessary except for bidder uploads are provided in the template for the contract. The Software automatic checking feature will check to see that components are completed, or files uploaded, but it is not capable to make determinations as the sufficiency of the information or documents to meet the contract requirement(s). The Department reserves the right and authority to approve or reject the bid based upon the technical or other information provided.
 - 2) **Bids received and indicated as incomplete after the close of bids will be not be opened or rejected as nonresponsive.**
 - 3) Bids submitted by firms who have not obtained approved, current and valid prequalification in accordance with the bid advertisement **will not be opened or rejected as nonresponsive.**
 - 4) E-Bidding will not allow any bid to be submitted after the time of close of bids
 - 5) **Firms who intend to submit a bid proposal must register and obtain a digital ID.**
 - a. This registration is **free of charge** and may take several days to fully process and complete. Therefore, potential bidders are encouraged to obtain their digital ID registration as soon as possible to ensure the digital ID is obtained to allow sufficient time to complete the bid prior to the deadline of close of bids.
 - b. **Only the Prime or General contractor actually submitting a bid proposal is required to obtain a digital ID.** No bid can be submitted without the Digital ID. Subcontractors or suppliers are NOT required to obtain digital ID registration.
 - c. **ATTENTION:** Despite the similar name, this project is bid under BidExpress.com. Which is unique, distinct and completely separate

from AASHTOware (BidX.com). Separate registration and digital ID credentials are required to bid this contract under BidExpress.com

- 6) **Cost for Electronically Submitting a Bid:** There is a fee that the bidder will be charged for submitting the bid. These fees are subject to change from time to time. Only Prime or General Contractors who select and choose to submit a bid proposal on the contract will be charged a single fee. There are two fee options.

12. **Section 70-11 of the Federal General Provisions - Responsibility of Damage and Tort Claims** shall be supplemented with the following section 70-11(a) as follows:

70-11(a) Local Insurance Requirements

A. Standard Commercial Insurance

Maintain not less than, the following standard insurance types and limits of commercial insurance in force until completing and obtaining the department's acceptance of all work as specified in 50-15 "Final Acceptance".

Type of Insurance	Minimum Limits Required [Note 1]
1. Commercial general liability insurance; shall be endorsed to include blanket contractual liability coverage.	\$2 million combined single limits per occurrence with an annual aggregate limit of not less than \$4 million.
2. Workers' compensation and employers' liability Insurance.	Workers' compensation limits: statutory Limits Employers' liability limits: Bodily injury by accident: \$100,000 each accident Bodily injury by disease: \$500,000 each accident \$100,000 each employee
3. Commercial automobile liability insurance: shall cover all contractor-owned, non-owned, and hired vehicles used in carrying out the contract.	\$1 million-combined single limits per occurrence.

[Note 1] The contractor may satisfy these requirements through primary insurance coverage or through excess/umbrella policies.

B. Builders Risk Insurance

It is the responsibility of the Contractor to provide Builder's Risk Insurance according to the stated specifications when the building is new construction of a freestanding structure or if the Contractor has complete control of the building or during these type of operations including but not limited to: new terminal buildings, renovating, expanding existing terminal buildings, hangars, equipment storage buildings etc.

The Contractor will provide and maintain "All Risks" Builders Risk insurance insuring 100% of full replacement value of the work including change orders for incorporation into work. The insurance shall be purchased by the Contractor, and name all Sub-Contractors of all tiers, Wisconsin Department of Transportation and the airport owner or owners as insured's, and all others having an insurable interest in the Work (if any).

Insurance provided is to insure against "All Risks" of physical loss or Damage and be issued on an "All Risks" builders risk policy to apply to:

- a) The "All risk" Builders Risk policy shall include coverage for all fixtures, materials, machinery, and equipment that constitute a permanent part of the structure. This coverage shall also include coverage for damage to foundations, including pilings, equipment, machinery and materials that have not been installed but which are destined to become a permanent part of the structure including property in transit.

Each bidder shall provide the department with certificates of insurance as evidence that required coverage's for insurance types 1, 2, and 3 are in force. The bidder shall provide certificates of insurance with their prequalification or accompanied with the contract prior to the department fully executing the contract.

Notify the department at least 60 calendar days before a cancellation or material change in coverage. Only obtain coverage from insurance companies licensed to do business in the state that have an A.M. Best rating of A- or better. The cost of providing the required insurance coverage and limits is incidental to the contract. The department will make no additional or special payment for providing insurance.

The above insurance requirements shall apply with equal force whether the contractor or a subcontractor, or anyone directly or indirectly employed by either, performs the work under the project.

- 13. **Section 90-06 of the federal General Provisions - Partial Payments** shall be supplemented with the additional section 90-06(a) as follows:

90-06(a) Payment Withholdings

Liquidated Damages and Claims

(1) The department will withhold a portion of the payment from progress payment estimates for liquidated damages and claims including the following:

1. To provide for recovery of liquidated damages assessable against the contract as specified in Section 80-08
2. To cover claims against the contract filed with the department under chapter 779 of the Wisconsin statutes.

<http://docs.legis.wi.gov/statutes/statutes/779>

3. To provide for recovery of damage and tort claims assessable against the contract as specified in the project special provisions.

(2) Liquidated Damages as assessed and finally determined will be permanently withheld.

(3) The amount withheld for claims or recovery of damage for tort claims will be released in accordance with the resolution of the claim.

Retainage

(1) In addition to liquidated damage withholding, the Department will withhold retainage in accordance with State Statute 66.0901 as follows:

1. An amount equal to 5 percent of each estimate until 50% of the work has been completed. Thereafter the total amount of retainage will remain equal to 5 percent of the estimated completed cost shall continue to be retained while the project is progressing satisfactorily.
2. At 50% completion or any time thereafter when the work is not satisfactory, additional amounts may be retained, but the total retainage may not exceed 10% of the estimated completed contract value.

(2) Retainage may be released upon substantial completion as specified in 50-15, except an amount equal to the estimated value of remaining work to be completed which shall be retained until final acceptance. After final acceptance has been granted as specified in 50-15, any remaining retainage shall be released.

14. City of La Crosse Insurance Requirements

The following insurance requirements must be met to meet the City of La Crosse requirements. If other insurance requirements are listed within the project documents, the higher of the two will prevail.

Worker's Compensation and Employers Liability Insurance – The Contractor shall cover for insurance, under the applicable labor laws relating to worker's compensation insurance, all of their employees in accordance with the law in the State of Wisconsin. The Contractor shall provide statutory coverage for work related injuries and employer's liability insurance with limits of \$1,000,000 each accident, \$1,000,000 disease policy limit, and \$1,000,000 disease each employee.

15. Permits

The Contractor is responsible for obtaining all necessary permits including the City of La Crosse Land Disturbance permit.

16. Construction Control and Staking

Supplement section 50.6 of the General Provisions with the following:

It is the intent of this project that the Engineer will provide project survey control at the beginning of the project. The remaining survey required on the project will be the responsibility of the Contractor and considered incidental to the project.

The Contractor will provide at a minimum, the following during construction:

- Slope stakes, at the grading limits, every 50 feet along the perimeter of the project.
- Subbase, subgrade and base course hubs and stakes will be surveyed in a 25 foot by 25 foot grid
- Station, Offset, Elevation hubs and stakes for proposed storm sewer items (pipes, manholes, endwalls, and berms
- Maintain stationing stakes on centerline or at offsets every 100 feet for general orientation of inspectors, material testers and engineers
- Reference points for the pavement markings
- Electrical fixtures and reference points
- Other necessary staking to construct the project to the lines and grades shown in the plans and outlined in the specifications

17. **Construction Superintendent**

The following supplements Section 50-05 of the General Provisions.

- A. The Contractor shall furnish a competent Construction Superintendent for the duration of the project to provide construction management.
- B. The responsibilities of the Construction Superintendent include but are not limited to coordination with the Engineer, the Airport, WisDOT-Bureau of Aeronautics, and all subcontractors; scheduling of subcontractors; supervision of all construction; supervision of all signing, barricades, and lighting; quality control, change order approval; coordination with all utilities involved and attend all construction meetings.
- C. The Construction Superintendent shall be employed by the prime contractor and shall be named at the preconstruction conference, subject to the approval of the Engineer. The Superintendent responsibilities shall not be delegated to a subcontractor or other individual unless approved by the Engineer. The Superintendent shall be available 24 hours a day and shall be on the construction site when there is construction activity on the project, unless otherwise approved by the engineer. During times of shift work, or day and night work schedules, the Superintendent may appoint an additional Superintendent, as approved by the Engineer. At all times during construction, one of these approved Superintendents must be on the construction site, unless otherwise approved by the Engineer.
- D. The Superintendent shall attend all periodic construction meetings unless otherwise authorized by the Engineer. Weekly construction meetings are anticipated however, the Engineer may schedule more or less frequent meetings depending upon the nature of the anticipated construction activities.
- E. No separate measurement or payment will be made for a construction trailer, phone services, or utility services to be used by the Construction Superintendent if he deems those necessary. The Construction Superintendent shall not share the construction trailer with the Engineer.

- F. Liquidated damages in the amount of five hundred (\$500) per day will be assessed for each day there is construction activity on the project site without an approved Construction Superintendent being available on-site. Any liquidated damages will be accounted for and assessed by the engineer separate from any other liquidated damages that may apply to the contract and will be administered by the department.

18. Requirements for Airport Identification Badges

The following supplements Section 50 of the General Provisions.

The requirement for ID badges can be found on the LSE Regional Airport badging information page which can be found at <https://support.lseairport.com/help/badging>

No direct payment will be made for ID badges; the costs of all badge requirements outlined in the guide shall be included as incidental to the construction costs of various items.

Badging

Contractors that require access to the airfield or building rooms with airside access will be required to obtain an airport badge. Terminal apron access requires a SIDA badge while all other access requires an AOA badge.

For this project, all contractors and truck drivers except for landscapers working inside the airport security fence will be required to obtain an airport badge.

Landscapers must be escorted by a badged person. A badged person can only escort one vehicle at a time. A badged person can be responsible and escort up to 3 unbadged workers at a time and must be able to see, talk to, and actively supervise the unbadged personnel at all times. The badged person cannot leave an unbadged person alone for any length of time. The badged person is responsible for maintaining security of the airfield and for ensuring that contractor personnel stay within designated areas at all times. A gate guard cannot be responsible for overseeing unbadged personnel and performing gate guard duties at the same time.

Only badged personnel may open a security gate or fence and allow personnel inside the airfield fence. The badged person must then escort the unbadged personnel at all times once inside the airfield perimeter fence.

In order to have personnel badged, the prime contractor will be required to complete a Contractor Authorization Form listing the names of all prime contractor and subcontractor employees that will need to be badged for the project. Additionally, the prime contractor will be required to designate a person who will act as a signatory authority. The signatory authority will be required to personally authorize each badge application by signing the application and will be responsible for the return of all badges at the end of the project or ineligibility of applicant.

All badge request forms must be completed by an individual applicant and be signed by the signatory authority. Once the form is completed and signed, the personnel must come to the airport for a 20-minute appointment and present the signed form along with two forms of government issued identification to initiate a threat assessment and background

check. A passport will count as two forms of government issued identification. If the proposed badge recipient passes a threat assessment check, the recipient will then be required to attend an approximately 30 minute long airport safety and security training class and pass the training test before their badge is issued.

Processing time to get a badge is approximately 10 days after presenting the required identification and forms in person at the La Crosse Regional Airport. Badges are approximately \$60 each and will expire on June 30th. There is a \$30 renewal fee upon expiration. All expired and unexpired badges must be turned in at the end of the project or a fine per Airport policy will be imposed.

Failure to follow the requirements of the badging guide may result in fines from the Transportation Safety Administration (TSA), the Airport, or both.

If the person proposed to be badged will be driving on unclosed areas of the Air Operations Area (AOA), they must also pass an airfield driving test that demonstrates their knowledge of the airfield, how to talk to air traffic control on the radio and familiarity with airfield safety and driving protocols. Drivers training on unclosed areas of the airport is typically reserved for select contractor staff such as electricians who many need to travel outside of the closed construction work areas to access and test electrical equipment.

Gates

The contractor shall provide Best core locks for each proposed gate access location. The airport will core the locks and provide keys to contractor badge holders.

19. Requirements for Gate Guards

Gate guards are required any time significant amounts of material are hauled through the airport perimeter fence or when the perimeter fence is to remain open.

The following supplements Section 50 of the General Provisions.

A. Purpose

To establish the procedures and guidelines for use of gate guards to be followed by airport tenants or contractors while conducting hauling operations at the La Crosse Regional Airport.

B. Definition

Hauling Operation – Any operation in which a company requires two or more vehicles to enter and/or exit any gate on a continuous basis throughout any given day.

C. General

All tenants or contractors that will be conducting hauling operations as part of their project must utilize gate guards. Gate Guards must have an Airport Identification Badge, be of quality character, and be uniformed or have a construction vest identifying what company the gate guard is employed. For

smaller pavement projects on the airfield, contractors can use employees who meet the requirements.

For large hauling operations, Gate Guards shall be security professionals employed by an Airport approved professional security company.

D. Procedure

- a. Gate Guard use requires no less than 48 hours' notice to Airport Operations.
- b. Gate Guards must complete training provided by Airport Operations prior to acting as a Gate Guard.
- c. Gate Guards must always have in their possession the following items.
 - (1) A copy of Gate Guard procedures provided by Airport Operations during training.
 - (2) Authorized Access List – A list of all vehicles and personnel that are authorized to enter the gate.
 - (3) “Stop List” – list of lost SIDA badges
 - (4) Communications
 - i. Contact must be made with Airport Operations before Gate Guard operations commence, and after Gate Guard operations are completed for the day.
 - ii. The Gate Guard shall be equipped with a cell phone supplied by the contractor or security contractor. A contact number must be provided to Airport Operations before Gate Guard operations commence each day.
 - (5) Sign in/out forms including; name, company, time in, and time out for any person or vehicle entering or exiting the gate.
- d. Airport Operations Supervisors will meet daily with Gate Guards to ensure that they are properly trained, have a working communications device, and possess the required items listed above. These inspections will be noted in the Operations Log.

E. Payment

No separate payment will be made for the Gate Guard; the cost shall be incidental to the execution of the contract.

20. Debris Removal

See Section 70.9, Public Convenience and Safety, and reference the Construction Safety and Phasing Plan (CSPP) notes for additional requirements for detailed descriptions of

required effort to ensure foreign object debris (FOD) is cleaned up, controlled, and maintained throughout project construction. The Contractor shall familiarize themselves with environmental requirements included in Section 70 as part of this contract.

Construction material or debris shall not be disposed of on Airport property. Should any debris be deposited accidentally on an operational surface, it shall be removed immediately, and the surface shall be restored to its original condition. Any spillage from trucks or other sources shall be immediately removed. The Contractor shall have sweeping and vacuuming equipment available at all times.

The Contractor shall utilize equipment having vacuum or water spray mechanisms to eliminate the dispersion of particulate matter into the atmosphere. When vacuum equipment is employed, it must have suitable, self-contained particulate collectors to prevent discharge from the collection bin into the atmosphere.

21. **Airport Security**

In the interest of airport security, Contractor's forces shall be readily identifiable. Contractor will be required to certify at the Pre-construction Conference that contractor will observe and respond to Airport Director's requirements for complying with the Airport Operations training. Security Badges issued by the Airport will be required for the Contractor's forces working inside the airfield fence or secure areas of buildings, which will be discussed at the Pre-construction Conference.

The Contractor shall have a designated person on call 24 hours per day for security or utility issues that arise because of the project construction.

No motor vehicles of any type shall be allowed to park overnight or unattended without prior authorization from Airport Operations through the Engineer.

In the event that security is breached through the Contractor's neglect, Contractor shall pay La Crosse Regional Airport all costs associated with the security breach, including, but not limited to, fines, legal costs, equipment replacement, and repair of damage.

22. **Base Aggregate Dense, ¾-Inch, Bid Item No. 305.0115.S.**

Conform to the requirements of Section 305 of the Standard Specifications and as hereinafter provided.

A. **Compaction**

Bid Item 305.0120.S is to conform to the Special Compaction Specification 301.3.4.3 of the WisDOT Standard Specifications for Highway and Structure Construction which calls for 95% of max density, or more.

B. **Testing for Density**

Testing for density shall be performed in accordance with WisBOA Standard Specifications for Airport Construction, 2021 Edition, Specification 209.3.9.

23. **Base Aggregate Dense, 1 ¼-Inch, Bid Item No. 305.0125.S.**

Conform to the requirements of Section 305 of the Standard Specifications and as hereinafter provided.

A. Compaction

Bid item 305.0120.S is to conform to the Special Compaction Specification 301.3.4.3 of the WisDOT Standard Specifications for Highway and Structure Construction.

B. Testing for Density

Testing for density shall be performed in accordance with WisBOA Standard Specifications for Airport Construction, 2021 Edition, Specification 209.3.9

24. **Adjusting Catch Basin, Manhole and Inlet Covers, Bid Item Nos. 611.8105.S, 611.8110.S and 611.8115.S**

This item will conform to the Standard Specifications with the following additional information:

This Item shall include replacement of concrete spacer rings and mortar at locations shown on the Construction Drawings.

25. **Pipe Grate, Bid Item No. 611.9800.S**

A Description

This special provision describes providing pipe grates on the ends of pipes or endwalls as shown in the plans.

B. Materials

Furnish steel conforming to the requirements of standard spec 506.2.2.1. Furnish steel pipe conforming to the requirements of standard spec 506.2.3.6.

Furnish pipe grates galvanized according to ASTM A123. Pipe grates shall be constructed as detailed in the plans.

Furnish angles and brackets galvanized according to ASTM A123. Furnish required hardware galvanized according to ASTM A153.

C. Construction

Repair pipes, rods, angles, and brackets on which the galvanized coating has been damaged according to the requirements of AASHTO M36M.

D. Measurement

The department will measure Pipe Grates in units of work, where one unit is one grate completed and accepted.

E. Payment

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

Bid Item No. 611.9800.S, Pipe Grates 18-Inch, per Each

Payment is full compensation for furnishing and installing all materials; and for drilling and connecting grates to pipes.

26. **Field Office, Type B**, Bid Item No. 642.5001.S.

The Standard Specification shall be supplemented as follows:

- A. 642.3. Construction. The field office installation, complete and fully operational, must be complete prior to the start of construction work. For every day after that date that the facilities are not in place, tied down and with internet connection and electric service as specified, a sum of \$250 shall be deducted from the cost of this item.

27. **Luminaires Utility LED B**, Bid Item No. 659.1120.S

Conform to all requirements for the standard item with the exception that luminaires shall be Gardco Form Ten S-MA20-P-P11-840-G1-3-AR1-UNV-FE or approved equipment. Color is to match refurbish poles and fixtures. Contractor shall provide a paint chip for color matching. Fixture to be mounted to existing light poles, provide all necessary mounting arm and provisions to complete the install. Mounting arm to match existing in length and style. Contractor shall verify mounting provisions of existing. Measurement and payment shall conform to Luminaires Utility in the standard items.

Bid Item No. 659.1120.S, Luminaries Utility LED B, per Each

28. **Concrete Bases Type 8**, Bid Item No. 654.0108.S.

Conform to all requirements for the standard item 654.0108, with the exception that the top 36" of base shall be above ground to provide protection to light pole. Poles, arms, fixtures and concrete bases shall be dimensioned and furnished to fit each other and to work together as one complete system. Measurement and payment shall conform to Concrete Bases in the standard item.

Bid Item No. 654.0108.S, Concrete Bases Type 8, Per Each

29. Pull Boxes Non-Conductive 24 x 30-Inch, Bid Item No. 653.0154.S.

Conform to all requirements for the standard item 653.0154, with the following requirements. Pull boxes shall be precast polymer concrete structures and shall be an approved standard design of the manufacturer. The structure shall be designed to withstand heavy duty or TIER 22 loading. The cover shall also be heavy duty or TIER 22 rated. Precast structure shall comply with the latest version of SCTE 77. The cover shall have a legend that indicates "ELECTRICAL". Pull boxes shall be manufactured by Quazite/Hubbel or approved equivalent. If the Contractor chooses to propose a different structural design, signed and sealed shop drawings, design calculations, and other information requested by the Engineer shall be submitted by the Contractor to allow for a full evaluation by the Engineer.

Bid Item No. 653.0154.S, Pull Boxes Non-Conductive 24x30-Inch, per Each

30. Common Excavation, Bid Item No. X152.010.

Work under this item shall conform to the requirements of specification Section P152 of the Standard Specifications and is modified as follows.

A. Description

Replace Paragraph 1 in section 152.2.2.5 with the following:

152.2.2.5 Compaction Requirements

(1) The subgrade that forms the pavement foundation shall be compacted to the 95 percent maximum density. Areas outside the pavement foundation shall be compacted to 95 percent of maximum-density. The maximum-density shall be determined by ASTM D698. The material to be compacted shall be within plus or minus two percent of optimum moisture content before being rolled to obtain the prescribed compaction. Tests for in-place field density and moisture shall be taken at the rate of one per every 1,000 square yards of subgrade that forms the pavement foundation. Compaction test locations shall be determined by Engineer. All compaction testing shall be done by the Engineer.

Add the following sentence in the Standard Specification P152:

Par. 152.3.3 Method of Measurement

Deduction will be made from the volume of the various classes of excavation (P152) for the volume of pavement, sidewalk, and curb and gutter removed under the Pay Items of Removing Asphaltic Surface, Remove Concrete Sidewalk, and Remove Curb & Gutter.

Add the following to section 152.2.2.1 Selective grading:

Existing aggregate base course shall be excavated and salvaged in a way that does not contaminate it with underlying sand subgrade. Salvaged aggregate material to be placed at the aggregate stockpile that is separate from excess fill at the location shown in the plans. Base course aggregate

stockpiles do not need to be topsoiled.

B. Basis of Payment

Bid Item No. X152.010, Common Excavation, per cubic yard.

31. Maintenance and Repair of Haul Roads, Bid Item No Nos. X646.010 and X646.020.

A. Description

1. This Specification describes maintaining, repairing, and restoring all public roads, streets, drainage facilities, appurtenant facilities, airport roads, and other routes used to access the Work (referred to as haul roads) for hauling by Contractor, subcontractor, and suppliers. Haul roads shall be maintained during construction, and at the completion of construction restored to a condition equivalent to that which existed prior to construction.

Construct access and haul roads necessary for proper prosecution of the work under this contract and as detailed on the plans. Protect existing infrastructure such as storm water features, underground electrical and utilities at the location of the haul roads. Construct suitable grades and widths and avoid blind corners and dangerous cross traffic. Contractor to make estimate as to the ability of the minimum section to withstand planned hauling operations and increase as necessary. At the completion of the project, remove all temporary haul road materials and restore the site to its original condition and vegetation. All costs for removal and restoration of the haul route to pre-construction conditions shall be incidental to this item.

2. Maintenance and Repair of Haul Roads does not apply to routes on the State Trunk Highway System.
3. Contractor's obligation under this Pay Item does not authorize the use of haul roads for transporting loads exceeding statutory size and weight limitations.

B. Materials

Furnish and use materials in the Work at least equal in quality and serviceability to those existing in the road before its use as a haul road. The amount and quality of all materials to be used shall be submitted for review and approval by RPR prior to being incorporated into the Work.

Materials used to construct haul roads shall be incidental to this bid item and will not be paid separately.

Materials used to refurbish disturbed areas of the haul road alignment and construction must meet the material specifications used on this project including hydro-mulch, seed and fertilizer. Costs to remove and restore haul roads constructed shall be incidental to this pay item.

C. Construction

1. General

Contractor shall provide seven days' notice to RPR prior to use of haul road for construction operations. All existing roadways to be utilized for hauling shall be inspected prior to and after all hauling operations by the Contractor. Contractor to document pre and post construction conditions and turn over documentation to the RPR. Based upon review of the logged haul road condition prior to and after construction, Contractor to propose type and quality of maintenance and repair required, including the quality of materials to be used. RPR will review the plan and accept or provide required changes to the plan.

If two or more contractors having contracts with the Department transporting materials over the same haul road at the same time, or at about the same time, RPR will determine the repair and restoration obligations of the respective contractors.

Location, grade, width and alignment of constructed temporary access roads, and hauling roads are subject to approval by the RPR.

Work shall include the construction of temporary haul roads over utilities at a sufficient thickness to protect all utilities including airport utilities. Any utilities damaged by hauling operations, including airport utilities, will be replaced at the contractor's expense.

No hauling will be allowed across active runways or taxiways. Hauling activities shall enter construction areas only as designated on the plans.

2. Maintenance

Contractor shall keep routes used for hauling clean and free of debris. Cleaning will be required during major hauling, or at the discretion of the RPR. RPR has the authority to order maintenance and repair work on haul roads, including dust abatement, at any time during hauling operations.

To prevent or minimize damage to haul roads or utilities the Contractor may stabilize, reinforce, or strengthen existing facilities before hauling starts; and may condition the surface and perform repairs during hauling operations.

3. Restoration

Upon termination of hauling operations and before conditional final acceptance, restore all haul roads, including drainage facilities and other components, to the equivalent of pre-hauling conditions.

The final repair of a haul road is subject to the RPR's approval.

At the completion of the project, remove all temporary haul road materials and restore the site to its original condition and vegetation. All costs for removal and restoration of the haul route to pre-construction conditions shall be incidental to this item.

D. Measurement

Maintenance and Repair of Haul Roads will be measured for payment as a single complete unit of Work per lump sum for all haul roads documented, maintained constructed, and repaired that are located off the Airport Site. Maintenance and Repair of Airport Haul Roads will be measured as a single complete unit of Work per lump sum for all haul roads constructed, maintained and repaired on the Airport. Measure and payment for the Pay Item will be made even if no hauling was done on the haul roads and even if no maintenance or repair work was required.

E. Payment

1. General

Payment for the Maintenance and Repair of Haul Roads and Airport Haul Roads Pay items shall be full compensation for providing, hauling, and placing all materials, labor and equipment necessary to construct temporary access routes and haul routes and any increased standards the contractor determines necessary for their operations and shall include all restoration to original condition of adjacent areas upon completion of their use, as well as any other provisions required to complete this item. Any repair work shall be incidental to this item and other work necessary to refurbish and maintain haul routes (i.e. seeding, grading) shall be incidental to this item.

RPR will inspect work for quality and completeness prior to payment. Work shall be measured and paid upon completion of all work under the Contract, except RPR may make partial payment for work performed.

2. Pay Items

Payment will be made under:

Bid Item X646.010, Maintenance and Repair of Haul Roads, per lump sum

Bid Item X646.020 Maintenance and Repair of Airport Haul Roads, per lump sum

Measurement and Payment will only be made for Pay Items included in the Schedule of Prices. The cost of all Work required by the Contract Documents will be included in the Pay Items contained in the Schedule of Prices.

32. **Electrical Room Connection**, Bid Item Nos. X900.0001.

A. Description

This item shall consist of connecting the lighting system into the Terminal Building. The contractor will be responsible for reviewing the existing power supply, breaker panel, controls to provide compatible breakers, contactors, and other necessary materials.

B. Materials

All materials shall conform to the local and national electrical codes.

C. Construction Methods

All construction methods shall conform to the local and national electrical codes. Contractor shall coordinate all work in the electrical room with the airport, as working on the panel(s) will impact the Terminal Building.

Contractor shall remove existing parking lot light cabling back to the panel. The Contractor shall field verify the panel to provide new 1P-20A, 277V circuit breakers for the following circuits:

1. Long Term Parking Lot Lights (East Fixtures, CKT 49)
2. Long Term Parking Lot Lights (West Fixtures, CKT 53)
3. Short Term Parking Lot Lights (CKT 43)
4. W. Roadway Lights (CKT 51)

The Contractor shall field verify circuits numbers/positions of each circuit prior to replacing existing breakers. The Contractor shall provide a new, typewritten panel directory to reflect the changes to the panel.

Contractor shall verify existing connections of the long-term parking lot circuits prior to disconnecting and installing/reconnection of new fixtures.

The Contractor shall reuse existing lighting control system. Contractor shall replace two existing relays with two (2) new lighting relays. The relay shall be rated for 20A, 277V, and contain 10 poles. Contractor shall verify existing relays and ensure new relays are compatible with existing lighting system. No additional modification to lighting controls system is required.

Contractor to provide all the necessary wiring and connections needed to complete the installation of bringing the lighting circuits back in original operation.

D. Method of Measurement

Electrical Room Connection shall be measured per lump sum. Measurement for payment shall include removing any existing electrical hardware, providing new hardware, installation, labor and equipment necessary to provide power to the lighting system.

E. Basis of Payment

Pay shall be full compensation for all labor, tools, equipment, materials, and disposal of existing materials required to complete connecting the lighting system into the Terminal Building.

Payment will be made under:

Bid Item No. X900.0001 Electrical Room Connection, per Lump Sum

33. **Controlled Low-Strength Material (CLSM)**, Bid Item Nos. X900.0003.

A. Description

1. This item shall consist of furnishing, transporting, and placing a controlled low-strength material (CLSM) as flowable backfill in trenches, pipes or at other locations shown on the plans or as directed by the Resident Project Representative (RPR).

Flowable fill placed in pipes is intended to prevent future collapse of pipe and maintain structural integrity of pipe.

B. Materials

1. Materials.
 - a. Cement. Cement shall conform to the requirements of ASTM C150 Type I or ASTM C595 Type II.
 - b. Fly ash. Fly ash shall conform to ASTM C618, Class C or F.
 - c. Fine aggregate (sand). Fine aggregate shall conform to the requirements of ASTM C33 except for aggregate gradation. Any aggregate gradation which produces the specified performance characteristics of the CLSM and meets the following requirements, will be accepted.

Sieve Size	Percent Passing by weight
3/4 inch (19.0 mm)	100
No. 200 (75 µm)	0 - 12

- d. Water. Water used in mixing or curing shall be from potable water sources. Other sources shall be tested in accordance with ASTM C1602 prior to use.

C. Mix Design

1. Proportions. The Contractor shall submit, to the RPR, a mix design including the proportions and source of aggregate, fly ash, cement, water, and approved admixtures. No CLSM mixture shall be produced for payment until the RPR has given written approval of the proportions. The proportions shall be prepared by a laboratory

and shall remain in effect for the duration of the project. The proportions shall establish a single percentage or weight for aggregate, fly ash, cement, water, and any admixtures proposed. Laboratory costs are incidental to this item.

- a. Compressive strength. CLSM shall be designed to achieve a 28-day compressive strength of 100 to 200 psi when tested in accordance with ASTM D4832, with no significant strength gain after 28 days.
- b. Consistency. Design CLSM to achieve a consistency that will produce an approximate 8-inch (200 mm) diameter circular-type spread without segregation. CLSM consistency shall be determined per ASTM D6103.

D. Construction Methods

1. Placement.

- a. Placement. CLSM may be placed by any reasonable means from the mixing unit into the space to be filled. Agitation is required during transportation and waiting time. Placement shall be performed so structures or pipes are not displaced from their final position and intrusion of CLSM into unwanted areas is avoided. The material shall be brought up uniformly to the fill line shown on the plans or as directed by the RPR. Each placement of CLSM shall be as continuous an operation as possible. If CLSM is placed in more than one lift, the base lift shall be free of surface water and loose foreign material prior to placement of the next lift.
- b. Contractor Quality Control. The Contractor shall collect all batch tickets to verify the CLSM delivered to the project conforms to the mix design. The Contractor shall verify daily that the CLSM is consistent with 153-3.1a and 153-3.1b. Adjustments shall be made as necessary to the proportions and materials as needed. The Contractor shall provide all batch tickets to the RPR.
- c. Limitations of placement. CLSM shall not be placed on frozen ground. Mixing and placing may begin when the air or ground temperature is at least 35°F (2°C) and rising. Mixing and placement shall stop when the air temperature is 40°F (4°C) and falling or when the anticipated air or ground temperature will be 35°F (2°C) or less in the 24-hour period following proposed placement. At the time of placement, CLSM shall have a temperature of at least 40°F (4°C).
- d. Placement in Pipes: Pipes should be dewatered completely and cleared of debris and sediment before placement. Install plugs or bulkheads at ends. Venting shall be provided at high points to allow air escape. Pump flowable fill continuously to avoid segregation. Ensure material is self-leveling and non-shrink. Monitor pumping pressure to prevent damage to adjacent structures. During placement of fill, compensate for irregularities in pipe, such as obstructions, open joints, or broken pipe to ensure no voids remain unfilled. Have filling operation performed by experienced crews with equipment to monitor density of flowable

fill and to control pressure. Collect and dispose of excess flowable fill material and other debris in accordance with local requirements. Return pipes and structures not marked for flowable fill to their original condition and repair any damage.

2. Curing and protection

- a. Curing. The air in contact with the CLSM shall be maintained at temperatures above freezing for a minimum of 72 hours. If the CLSM is subjected to temperatures below 32°F (0°C), the material may be rejected by the RPR if damage to the material is observed.
- b. Protection. The CLSM shall not be subject to loads and shall remain undisturbed by construction activities for a period of 48 hours or until a compressive strength of 15 psi (105 kPa) is obtained. The Contractor shall be responsible for providing evidence to the RPR that the material has reached the desired strength. Acceptable evidence shall be based upon compressive tests made in accordance with paragraph 153-3.1a.
- c. Quality Assurance (QA) Acceptance. CLSM QA acceptance shall be based upon batch tickets provided by the Contractor to the RPR to confirm that the delivered material conforms to the mix design.

D. Method of Measurement

1. Measurement.

Controlled low-strength material (CLSM) shall be measured by the number of cubic yards as specified, completed, and accepted.

E. Basis of Payment

1. Payment.

Controlled low-strength material (CLSM) shall be paid for at the contract unit price per cubic yard. Payment shall be full compensation for all materials, equipment, labor, and incidentals required to complete the work as specified.

Payment will be made under:

Bid Item X900.0003, Controlled low-strength material (CLSM), per Cubic Yard

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM International (ASTM)
ASTM C33 Standard Specification for Concrete Aggregates

ASTM C150	Standard Specification for Portland Cement
ASTM C618	Standard Specification for Coal Fly Ash and Raw or Calcined Natural Pozzolan for Use in Concrete
ASTM C595	Standard Specification for Blended Hydraulic Cements
ASTM C1602	Standard Specification for Mixing Water Used in the Production of Hydraulic Cement Concrete
ASTM D4832	Standard Test Method for Preparation and Testing of Controlled Low-Strength Material (CLSM) Test Cylinders
ASTM D6103	Flow Consistency of Controlled Low Strength Material (CLSM)

34. **Temporary Parking Wheel Stops**, Bid Item Nos. SPV.0060.01

A Description

This special provision describes furnishing, installing, maintaining, and removing temporary parking stops at locations the plans show or as the engineer directs.

B Materials

1. General

Furnish parking stops of the contractor's choice conforming to the following:

1. Recycled rubber or composite parking stops; or
2. Precast concrete parking stops.

Provide stops approximately 6 feet in length, 6 inches in width, and 4 inches in height.

2. Visibility

Provide parking stops that are clearly visible under snow and low-light conditions.

Furnish one of the following:

1. Parking stops with integral high-visibility color; or
2. Parking stops field-marked with high-visibility paint.

If field applied, use yellow or safety orange paint on the top or front face of the parking stop.

Provide reflective tape or reflectors on the front face of the parking stop to enhance visibility.

C. Construction

1. General

Place parking stops at locations shown on the plans and align as directed

by the engineer. Set stops to be stable and free from rocking.

2. Anchoring

Place parking stops directly on the base course or pavement surface unless otherwise directed.

Secure stops using removable anchoring methods such as steel pins or screw anchors. Do not use permanent anchoring methods.

3. Maintenance

Maintain parking stops in proper position and condition for the duration of use. Replace or reposition any stops that become displaced, damaged, or no longer clearly visible.

4. Removal

At completion of temporary use, remove all parking stops and anchoring devices.

D. Measurement

The department will measure Temporary Parking Stops as each individual unit acceptably furnished, installed, maintained, and removed.

E. Payment

Bid Item No. SPV.0060.01, Temporary Parking Wheel Stops, per Each

Payment is full compensation for furnishing parking stops; providing visibility markings and reflectors; placing and anchoring; maintaining during use; removing stops and anchors; filling holes; and restoring the work site.

35. **Chain Barrier, Permanent**, Bid Item Nos. SPV.0060.02.

A. Description

This work consists of furnishing and installing permanent chain barriers with lockable connections to restrict access at locations shown on the plans or as directed by the engineer.

B. Materials

1. Chain:

- Galvanized steel chain, minimum 1/4 inch diameter
- Continuous length between posts unless otherwise shown
- Posts: Use existing signposts at locations.

2. Hardware:

- Galvanized eye bolts, clevises, or approved equal

- Tamper-resistant attachments

3. Locking Assembly:

- Lockable chain connection at one end
- Heavy-duty galvanized hardware suitable for padlock
- Weather-resistant padlock (minimum 3/8-inch shackle)
- Coordinate keying with owner

4. Reflective Devices:

- Reflective chain sleeves or chain panels spaced max 5 feet apart - Or continuous reflective-coated chain
- ASTM D4956 Type III or IV
- Color: Yellow or white

C. Construction

1. Install posts plumb and aligned or use existing
2. Install chain at 36 to 42 inches above grade
3. Provide secure but removable locking connection
4. Place lock to minimize corrosion
5. Install reflective elements for nighttime visibility
6. Ensure system is secure and visible

D. Measurement

Measured as each installation, including chain, lock, reflective devices, and hardware.

E. Payment

Bid Item NO. SPV.0060.02, Chain Barrier, Permanent, per Each

Includes full compensation for all materials, installation, lock, reflective devices, footings, labor, and incidentals.

36. **Refurnish Poles Type 5-Steel**, Bid Item Nos. SPV.0060.03.

A. Description

This special provision describes refurbishing existing Type 5 steel light poles at the locations shown on the plans or as directed by the engineer.

The work includes inspecting the existing poles, removing and reinstalling appurtenances as required to complete the work, cleaning and preparing exposed steel surfaces, removing rust and loose or deteriorated coatings, furnishing and installing new hardware and handhole covers where required, priming and painting exposed steel surfaces, and restoring each pole to service.

Perform work according to the applicable requirements of WisDOT standard spec 657, standard spec 659, the plans, and as hereinafter provided.

B. Materials

1. General

Furnish all materials necessary to refurbish the existing Type 5 steel poles, including coating materials, replacement hardware, handhole covers, grounding hardware, fasteners, fittings, cleaners, surface preparation materials, and other incidental materials necessary to complete the work.

2. Hardware

Replace missing, damaged, or deteriorated hardware with new galvanized steel or stainless steel hardware compatible with the existing pole assembly. Provide replacement handhole covers where existing covers are missing, damaged, corroded, or cannot be reinstalled securely.

3. Coating System

Provide a coating system suitable for exterior steel light poles and compatible with the existing pole material and remaining sound coating. Submit manufacturer's product data and application recommendations to the engineer before beginning coating work.

Provide finish color matching the existing pole color unless otherwise shown on the plans or directed by the engineer.

C. Construction

1. General

Before beginning work, inspect each pole and notify the engineer of visible damage or deterioration, including cracks, section loss, damaged base plates, anchor rod deterioration, loose anchor nuts, missing grounding components, or other conditions that may affect the pole's serviceability.

Do not perform structural repairs, welding, or replacement of anchor rods unless specifically shown on the plans or directed by the engineer.

Coordinate de-energizing and re-energizing of lighting circuits with the owner or maintaining agency before beginning work. Protect all existing luminaires, arms, wiring, grounding components, and associated appurtenances that are to remain or are to be turned over to the airport.

2. Removal and Protection of Appurtenances

Remove luminaires, arms, handhole covers, wiring access components, identification tags, and other appurtenances only as necessary to complete the refurbishment work. Store and protect removed materials

from damage. Replace materials damaged by the contractor at no expense to the department.

3. Surface Preparation

Clean exposed steel surfaces to remove dirt, oil, grease, loose paint, rust, scale, and other deleterious material. Remove loose or unsound coating to a firm edge. Feather edges of remaining sound coating to provide a smooth transition.

Prepare rusted or deteriorated areas by power-tool cleaning or abrasive blasting as recommended by the coating manufacturer and as approved by the engineer.

Remove all loose rust and loose coating before applying primer or finish coating.

4. Coating Application

Apply primer and finish coating according to the coating manufacturer's written recommendations. Do not apply coatings when weather, temperature, humidity, surface moisture, or dew point conditions are outside the manufacturer's recommended limits.

Protect adjacent pavement, concrete bases, landscaping, vehicles, buildings, and other facilities from overspray, drips, paint residue, and surface preparation debris.

5. Reassembly

Reinstall removed appurtenances after coating work is complete. Install replacement hardware and replacement handhole covers where required. Confirm that handhole covers are secure, grounding components are reconnected, and the pole assembly is restored to its intended condition.

6. Cleanup

Collect and properly dispose of removed coating, rust, spent abrasive, used cleaning materials, removed hardware, damaged handhole covers, and other waste materials. Restore disturbed areas and leave the work site in a neat condition.

D. Measurement

The department will measure Refurbish Poles Type 5-Steel as each individual existing Type 5 steel pole acceptably refurbished.

E. Payment

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

Bid Item No. SPV.0060.03, Refurbish Poles Type 5-Steel, per Each

Payment is full compensation for inspecting poles; coordinating de-energizing and re-energizing; removing, storing, protecting, and reinstalling appurtenances; cleaning and preparing steel surfaces; removing rust and loose coating; furnishing and applying primer and finish coating; furnishing and installing replacement hardware and handhole covers; protecting adjacent facilities; collecting and disposing of waste materials; restoring the site; and furnishing all labor, tools, equipment, materials, and incidentals necessary to complete the work.

37. **Profile Sawcut**, Bid Item No. SPV.0090.01.

A. Description

Work under this item consists of sawcutting the curb head off existing curb and gutter in preparation for new driveway entrances.

B. Materials

Crushed stone, if required, shall conform to WisDOT section 305.

C. Construction Methods

Where shown on the plans, the Contractor shall construct curb cuts in existing curb and gutter, using a "profile curb cut" with the curb head removed by using a machine type concrete saw specifically designed for this type of work.

D. Method of Measurement

"Profile Sawcut" shall be measured by length in linear along the flow line of the curb.

E. Basis of Payment

The footage for profile sawcut, measured as provided above, shall be paid for at the contract unit price per linear foot, which price shall be full compensation for excavating; for all labor, tools, materials, and equipment necessary to complete the work, including crushed stone made necessary by excessive excavation behind the curb; and for disposal of the concrete.

Payment will be made under:

Bid Item No. SPV.0090.01, Profile Sawcut, per Linear Foot

38. **Concrete Ribbon Curb**, Bid Item No. SPV.0090.02.

A. Description

This special provision describes constructing concrete ribbon curb with

continuous reinforcement at locations shown in the plans..

B. Materials

Furnish materials that are in accordance to the pertinent requirements of section 601 of the standard specifications. Furnish reinforcement and dowel bars conforming to 505.2.6.

C. Construction

Use construction methods in accordance to 601.3.

Replace subsection 601.3.4(5) with the following:

Form contraction joints by sawing or forming an induced plane of weakness at least 2 inches deep in the curb, gutter, or curb & gutter directly opposite all construction or contraction joints in adjoining concrete pavement and at the required spacing in curb, gutter, or curb & gutter adjoining asphaltic pavement. Space all joints 10 feet apart or as the engineer directs.

D. Measurement

The department will measure concrete ribbon curb 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:

Bid Item No. SPV.0090.02, Concrete Ribbon Curb, per Linear Foot

The department will adjust pay for crack repairs on concrete built under this special provision as specified in 601.5.2.

Payment is full compensation for all foundation preparation; all special construction required at driveway and alley entrances, or curb ramps; for providing all materials, including concrete, expansion joints, tie bars, reinforcement, and dowel bars; for placing, finishing, protecting, and curing; for sawing joints; and for disposing of surplus excavation material, and restoring the work site.

39. Utility Adjustments, Bid Item No. SPV.0105.01

This item shall conform to the standard specifications which are supplemented as follows:

A. Description

This special provision describes providing an allowance for utility adjustments required to complete the work that are not otherwise included as separate bid items. Potential utility conflict locations are shown in the plans. Actual locations may vary and are to be coordinated between the contractor and utility.

Potholing of utilities prior to work starting is not part of this item as it is included in the Part 1 General Requirements and Covenants, Section 70- Legal Regulations and Responsibility to the Public.

- B. Materials
The existing utilities are utility owned.
- C. Construction Method
The contractor shall escort and coordinate with the local utility to relocate their existing utility as necessary to accommodate the proposed construction. The potential conflicts are as follows:
- Relocating and/or lowering gas lines and adjusting gas valves owned by Xcel Energy
 - Unforeseen utility conflicts experienced during construction
- D. Method of Measurement
Utility Relocates will be measured on a per dollar basis, equivalent to receipts received from the Utility Company.
- E. Basis of Payment
The item "Utility Allowance" shall be measured and paid for per dollar for the work done by the Utility company. This will be paid on a per dollar basis equivalent to the receipts received from the Utility Company for the work performed. No separate payment for Contractor's coordination with the Utility Companies shall be made and is considered incidental to the Project.

Payment will be made under:

Bid Item SPV.0105.01, Utility Adjustments, per dollar.

40. **Shape, Relay and Compact Existing Aggregate Base Course**, Bid Item No. SPV.0180.01

Work under this item shall conform to the requirements of Item 305.0120 of the Standard Specifications for Highway and Structure Construction which is supplemented as follows.

- A. Description
Work under this item shall consist of regrading, windrowing and relaying, compacting and watering existing aggregate base course at areas designated in the plans. Regrading should be completed to grade the existing aggregate base course so a uniform thickness of asphalt can be paved in the designated areas per the grades in the plans and as directed by the Engineer.
- B. Materials
Existing aggregate base course will be used. If additional aggregate material is needed it must meet the requirements of specification 305.0120.

C. Construction Methods

Construction Methods shall be per 325.0120 of the Standard Specifications for Highway and Structure Construction.

Density testing will be accomplished with a nuclear density device. The Contractor shall prepare a test section of at least 300 square yards. Compaction of the test section, using proposed job compaction equipment, shall be performed while nuclear density readings are taken. Initial compaction equipment shall be a vibratory roller capable of exerting a minimum total force of 450 lbs. per linear inch of roller drum. Water shall be added as necessary to achieve specified density. Compaction of the test section shall continue until no discernible increase in density can be obtained by additional rolling as determined by graphing nuclear density readings at not less than 3 locations. Upon completion of compaction, the test section shall be fine graded, re-compacted and mean density of the final compacted test section shall be determined by averaging results of 5 nuclear density tests taken at randomly selected sites within the test section.

The Contractor shall compact the mixed aggregate material to at least 95% of the average density obtained on the test section as determined by an average of 5 nuclear test readings per approximately 2,200 square yards of material placed. A new test section may be ordered by the Engineer or requested by the Contractor when a change of material is made or there is reason to believe that test section density is not representative of the material to be placed.

D. Method of Measurement

The quantity of aggregate shaped and compacted to be paid will be the number square yards accepted by the engineer. This bid item will only be used for regrading the existing aggregate base course in the areas designated in the plans. All other aggregate base course work in other areas will be paid for under Bid Item No. 305.0120, Base Aggregate Dense 1 1/4-inch. The cost of removing excess aggregate material due to regrading will be paid for as common excavation. Extra aggregate base course added will be paid for under Bid Item No. 305.0120, Base Aggregate Dense 1 1/4-inch.

E. Basis of Payment

Payment will be made at the Contract unit price per square yard of shaped and compacted aggregate base course. This price will be full compensation for furnishing all materials and for all operations, hauling, placing of these materials, compacting, and reworking and recompacting if necessary, and for all materials, labor, equipment, tools and incidentals necessary to complete this work.

Payment will be made under:

Bid Item No. SPV.0180.01, Shape and Compact Existing Aggregate Base Course, per square yard.

41. **Fence Trench, Bid Item No. SPV.0180.02**

A. Description

Work under this special provision shall include the installation of a fence trench constructed with geotextile fabric and asphalt millings under the proposed fence line to prevent vegetation growth around the fence.

B. Construction Methods and Materials

1. Excavation for Fence Trench

Work shall include the excavation of all material for a trench centered on the new fence line. The trench shall be four feet wide and 3 inches deep. The excavated material may be deposited on-site in the excess fill stockpile.

2. Weed Barrier Fabric for Fence Trench

New weed barrier fabric placed in the fence trench shall conform to the following:

TEST	METHOD	VALUE
Minimum Weight	ASTM D 3776	0.328 oz/ft ² (100 g/m ²)
Minimum grab tensile strength	ASTM D 4632	80 lb (350N)
Minimum apparent breaking elongation	ASTM D 4632	45%
Minimum puncture strength	ASTM D 4833	35 lb (150N)
Minimum trapezoid tear strength	ASTM D 4533	27 lb (120N)
Maximum apparent opening size	ASTM D 4751	No. 40 sieve (425 µm)
Minimum permittivity, s ⁻¹	ASTM D 4491	1.97

The geotextile fabric consists of a material that allows moisture and air permeability, but prevents the growth of weeds and grasses. The fabric shall consist of non-woven polyester, polypropylene, stabilized nylon, polyethylene, or polyvinylidene chloride. All shall have the minimum strength values in the weakest principal direction.

The contractor shall not use a needle punched non-woven material geotextile fabric.

Furnish to the Engineer at least 10 days prior to use in the Work, a Manufacturer's Certified Report of Test or Analysis that the geotextile fabric delivered for use in the Work meets the above requirements.

Place geotextile fabric in the fence trench before placing the asphalt millings. Lay the fabric flat on the smoothed soil. Provide a 4-inch overlap at adjoining sheets of fabric.

3. Millings for Fence Trench

The fence trench shall be filled with bituminous millings, watered and compacted to form a binding surface that will not be easily penetrated by

vegetation. Bituminous millings used shall pass the three inch sieve. Bituminous millings that do not bind together will not be allowed for use.

C. Measurement

The department will measure Fence Trench, by the linear foot acceptably completed.

D. Basis of Payment

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

Bid Item No. SPV.0180.02, Fence Trench, per Square Yard

Payment is full compensation for all excavation, fabric, water, compaction, bituminous millings, labor, equipment and materials required to complete this item.

42. **Remove Mulch and Replace with Decorative Landscape Stone**, Bid Item No. SPV.0180.03

A. Description

This work includes removing existing mulch from islands and replacing with decorative landscape stone at locations shown on the plans or as directed by the engineer. Decorative landscape stone is intended as an aesthetic landscape feature and for surface treatment in landscaped areas. Decorative landscape stone does not provide structural support, slope stabilization, or hydraulic protection unless otherwise shown on the plans.

B. Materials

- Provide natural decorative stone meeting the following requirements:
Nominal stone size: 1-1/2 inches to 3 inches unless otherwise shown on the plans.
- Stone shall be sound, hard, durable, and suitable for permanent exposure to weather and deicing salts.
- Stone shall be free of soil, organic matter, clay, coatings, or other deleterious materials.
- Stone shall be uniform in color and texture consistent with approved samples.
- Do not provide stone containing excessive fines, fractured particles, or material subject to rapid deterioration.

1. Stone Type and Color

Unless otherwise shown on the plans or approved by the engineer, decorative stone shall consist of natural gravel or crushed stone typical to Wisconsin, including granite, quartzite, or similar durable materials with

natural coloration. Limestone or dolomite stone will not be allowed unless specifically approved by the engineer.

Submit stone samples for engineer and airport approval prior to delivery to the project.

C. Construction

Remove existing mulch and place decorative landscape stone only in locations shown on the plans or as directed by the engineer.

1. Existing Mulch Removal and Subgrade Preparation

Prepare the area to receive decorative stone by removing existing mulch, landscape fabric, debris, and unsuitable material. Do not disturb existing plantings. Rake and hand remove mulch around plants. Leave any decomposed mulch that is already mixed into the soil around plantings. Cut existing fabric around plantings that does not easily remove. Do not trench or cut into plant root zones. Dispose of removed landscape fabric and mulch off airport property.

Test, locate and protect existing irrigation systems before disturbing areas.

Grade the surface smooth and compact the subgrade as directed by the engineer. Do not place stone on unstable, erodible, or saturated surfaces.

2. Furnish and install a non-structural, permeable landscape fabric beneath decorative stone to inhibit weed growth. Overlap adjacent sheets a minimum of 12 inches and secure the fabric to prevent movement during placement of the stone.

3. Placement

Place decorative landscape stone carefully to avoid segregation or damage to the underlying geotextile fabric. Do not dump stone directly onto fabric from heights that may cause tearing or displacement. Place stone to a uniform thickness of 3 inches minimum after final grading unless otherwise shown on the plans. Grade stone evenly to match adjacent finished grades and features. Place stone carefully around existing plantings. Dump away from plants and then hand rake under and around them. Keep rock several inches clear from plant crowns and trunks.

4. Adjustments

Remove and replace stone exhibiting contamination, inadequate depth, segregation, or unacceptable appearance at no additional cost.

D. Quality Control and Acceptance

The engineer will visually inspect decorative landscape stone for material quality, size, color consistency, thickness, and overall appearance. Acceptance will be based on compliance with material requirements and finished appearance.

E. Method of Measurement

The completed work, as described, will be measured decorative landscape stone by the square yard of finished surface area, measured horizontally, in place and accepted, unless otherwise shown on the plans.

F. Basis of Payment

Payment for Remove Mulch and Replace with Decorative Landscape Stone will be at the contract unit price, which includes removals, disposal of removed mulch and fabric, furnishing materials, hauling, surface preparation, landscape fabric, stone placement, grading, adjustments, cleanup, and all incidental work necessary to complete the installation.

Payment will be made under:

Bid Item No. SPV.0180.03, Remove Mulch and Replace with Decorative Landscape Stone, per Square Yard

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