



COUNTY OF DANE

DEPARTMENT OF
ADMINISTRATION

PURCHASING DIVISION

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GREG BROCKMEYER
Interim Director of
Administration

CHARLES HICKLIN
Controller

DATE: August 22, 2017
TO: All Proposers BID #117079 – HMA Pavement for Wisconsin DOT Projects
FROM: Pete Patten, Purchasing Agent
SUBJECT: ADDENDUM #2

This addendum contains revisions to the bid specifications and price proposals listed. All changes/revisions are highlighted in yellow. Please use and attach the revised Bid Specification and Price Proposal sections contained within this addendum when submitting your bid package. All projects for this bid are included in the bid specifications and price proposal sections of this addendum, including any additions/revisions from previous addenda. There are no revisions for the Price Proposal of Project #6, but please use the Price Proposal section included within this addendum for Project #6.

The bid submission deadline is not changed and will remain August 25, 2017 at 2:00 p.m.

Please acknowledge receipt of this addendum by noting "Addendum #2 Received" on the bottom of the Signature Affidavit when you submit your bid. If you have any questions regarding this addendum, please contact me at 608-267-3523.

Sincerely,

Pete Patten
Purchasing Agent

SPECIFICATIONS OVERVIEW

Dane County as represented by the Purchasing Division will accept bids for the purchase of specified item(s) as described further in this document.

The intended user agency is: Public Works, Highway & Transportation Department

Any deviation from the minimum specifications stated herein must be identified in detail on the form provided and must include a description of how the proposed item/s differ from the bid requirements, along with detailed justification for such deviation. Bidder shall include photos and schematics as necessary, for complete clarification.

The specifications below describe an acceptable unit(s) /item(s). Minor variations in specification may be accepted if, in the opinion of County staff, they do not adversely affect the quality, maintenance or performance of the item(s). Dane County reserves the right to accept or reject any and all bids, to waive informalities and to choose the bid that best meets the specifications and needs of the County.

REVISED 8/22/17 - HMA & COLD MIX PAVEMENT SPECIFICATIONS

Bids must be submitted on the attached RFB forms. Dane County reserves the right to accept or reject any and all bids submitted; and to accept such bids deemed to be in the best interest of the County. The bids will be reviewed initially to determine if technical requirements are met.

GENERAL

All work and materials supplied under this proposal shall conform to the Standard Specifications for Road and Bridge Construction, 2017 edition (hereinafter referred to as the "Standard Specifications"), and all subsequent revisions and supplementary specifications, of the Wisconsin Division of Highways, Department of Transportation.

The special provisions in this proposal shall supplement and take precedence over the Standard Specifications.

The Dane County Highway and Transportation Department, the issuer of this bid proposal, shall hereinafter be referred to as "the County". On certain projects, when specified on the schedule of prices, other municipalities or County agencies will be awarding and administering their own contract.

All projects included in this proposal are subject to available funds and budget restraints.

BID DEPOSIT/PERFORMANCE BOND

Each proposal must be accompanied by a certified or cashier's check payable to the Dane County Highway and Transportation Department, or by a bid bond, in the amount of 5% of the total amount bid.

Successful bidders shall also furnish Dane County with a performance bond equal to 100% of the contracted amount (Wis. Statute 779.14)

INSURANCE

Bidders shall carry insurance as required in the Standard Terms and Conditions, Section 20. The bidder shall furnish Dane County Highway and Transportation Department along with the bid a certificate of insurance showing the type, amount, class of operations covered, effective dates, and expiration dates of policies.

BASIS OF AWARD

The County reserves the right to award bids by individual location only unless specifically noted elsewhere in the bid.

CONTRACTOR QUALIFICATIONS

All contractors must meet the following requirements in order to bid:

1. Have proven experience in highway paving and be included on the Wisconsin Department of Transportation list of prequalified contractors.
2. Have equipment sufficient to produce, deliver, and pave 200 tons of asphaltic material per hour.

3. Paving machines shall conform to the requirements of Section 450 of the Standard Specifications and be equipped with automatic leveling devices in working order.
4. Paving machines shall have sufficient power, when paving widths of up to 16 feet, to maintain paving speed, alignment and grade.
5. Experienced operators are required on all equipment used in the production and laying of the asphaltic material.
6. The contractor shall provide to the County, upon request, a list of equipment to be used on these projects, along with certification as to capacities, etc.
7. The following Emerging Small Business (ESB) requirements apply for all individual projects totaling \$100,000 or more. The contractor(s) submitting the responsible low bid shall provide required Emerging Small Business (ESB) reports to the Dane County Contract Compliance Officer within 24 hours after bid opening. The Contract Compliance Officer can be contacted at (608) 266-5623 to obtain the required forms or if there are any questions regarding the ESB requirements. If, upon evaluation of any of the bids submitted for any project over \$100,000 the low bids bidder(s) are not awarded a contract, the next lowest responsible bidder(s) shall submit the required ESB reports within 24 hours of notification by the Contract Compliance Officer.

NOTICE TO BEGIN WORK

The contractor is required to begin work within ten calendar days after official notice from the County. Liquidated damages of \$200 per weekday will be assessed for any delay after this notification to begin.

The contractor will notify the County **48 hours** in advance of beginning the project in order for the County to provide an inspector. An inspector may not be furnished if notice of starting work by the contractor is not given to the County prior to 3:00 p.m. of the preceding day for projects starting on Tuesday thru Friday, or prior to 3:00 p.m. on Friday for projects starting on Saturday thru Monday. Failure to notify the County could result in non-payment for that part of the work that is completed when an inspector is absent.

TERMINATION DATE

Asphaltic paving on these projects shall be terminated before November 15, 2017. Any work performed beyond that date will be only by permission of the County.

PRODUCTION

On certain projects, when specified on the schedule of prices, the contractor shall supply a minimum of 200 ton per hour of asphaltic material on a continuous basis to provide a reasonable rate of production. If the contractor falls below this rate, the County shall have the option of suspending work and liquidated damages of \$300 per day will be assessed until full production is resumed.

After the asphaltic paving has started, the contractor shall proceed to complete the project at the earliest possible date. If the contractor should determine it necessary to stop the paving operation, the contractor shall make a request to the County for permission to stop work. The request shall be received by the County at least 24 hours before the proposed time of work stoppage. The request shall specify the proposed date and time of work stoppage, the reason for stopping work, and the period of time before paving is to resume. If permission is granted to discontinue work, the same liquidated damages as noted above will apply to further delays beyond the agreed resumption date.

The above conditions apply to all work on projects covered under this proposal. Contractors or sub-contractors, whether performing paving, grinding, milling and shaping, or pulverizing, are expected to maintain normal progress. Normal progress is defined as that which is reasonable for the scope of work involved.

TRUCK ROUTES

Hauling of asphalt paving material shall be done using County Class "A" highways and State highways, where possible.

TRAFFIC CONTROL

The contractor will be responsible for all traffic control, including furnishing and maintaining all signs, flags, flag-persons, barricades and lights where required, to protect the safety of the traveling public, all in accordance with Section 643 of the Standard Specifications, and the Federal Highway Administration, Manual on Uniform Traffic Control Devices and its supplements. All work is to be done under traffic unless otherwise specified or allowed by the County.

REMOVING ASPHALT SURFACE MILLING, Item 204.0120

This work shall be in accordance with the requirements of Section 204 of the Standard Specifications, except as hereinafter amended.

- A. Description. In most cases, milling will involve at least one vertical "butt" joint in order to match existing pavement. Should topographic or other physical constraints prevent a milling machine from making a satisfactory straight line, vertical "butt" joint, the contractor shall provide all labor and equipment necessary to complete the joint by other means.
- B. Construction Methods. When adjacent to an existing concrete gutter, the contractor shall "wedge" cut the existing pavement surface to a width as specified by the County.

The depth of the "wedge" cut shall be a minimum of 1 1/2 inches adjacent to the gutter and 1/8 inch on the outside edge towards the street centerline. The depth of cut shall be measured to the top of the ridges.

- C. Method of Measurement. Milling shall be measured by the square yard of pavement surface ground. Widths of grinding greater than designated by the County shall be at the contractor's expense.
- D. Basis of Payment. Milling will be paid for at the contract unit price bid for grinding, and shall be full compensation for grinding the existing pavement surface, constructing vertical butt joints, for wedging utility castings after grinding, for street cleaning, and for all equipment, tools, labor, and incidentals necessary to complete the work in accordance with this contract.

HMA PAVEMENT – ITEMS 460.5000 THRU 460.8999

- A. Description. Materials covered under this provision shall conform to the State of Wisconsin, Department of Transportation's specifications for each "Type" mix.

The contractor will be responsible for providing mix design(s) and for testing required to insure uniformity of mix and adequacy of compaction. A mix design must be submitted to the County for approval a minimum of 2 weeks prior to the start of paving. In no case will paving be allowed to begin until the County is in receipt of said mix design(s).

Section 460.2.1 Replace the entire text with the following:

- (1) Furnish a homogeneous mixture of coarse aggregate, fine aggregate, mineral filler if required, SMA stabilizer if required, recycled material if used, warm mix asphalt additive or process if used, and asphaltic material. Design mixtures conforming to table 460-1 and table 460-2 to 4.0% air voids to establish the aggregate structure.
- (2) Determine the target JMF asphalt binder content for production from the mix design data corresponding to 3.0% air voids (97% Gmm) target at the design the number of gyrations (Ndes). Add liquid asphalt to achieve the required air voids at Ndes.

(3) For SMA, determine the target JMF asphalt binder content for production from the mix design data corresponding to 4.0% air voids (96% Gmm) target at Ndes.

- B. Method of Measurement. Payment will be made only for supplied material accompanied by a ticket containing the following information:

1. Ticket number, date, and time
2. Type of material
3. Gross and net weights

A copy of the tickets will be given to the County inspector on the job site.

- C. Basis of Payment. HMA Pavement bid items is full compensation for providing HMA pavement including binder, accepted as stated above, compacted in place and shall include all work necessary to provide quality management programs in accordance with QMP Management Program (QMP) listed below.

Partial payments will be made no sooner than monthly by the County as the work proceeds. Final payment will be withheld until final acceptance is made by the County.

- D. Acceptance. Final acceptance of all asphaltic mixes shall be based primarily on the overall quality of finished pavement, compacted densities, the quality of workmanship and QMP documentation. QMP Documentation must be turned into the County before final acceptance. Documentation of the contractor's quality management program are definite factors in determining final acceptance, however the County reserves the right to reject any pavement on the basis of an obvious inconsistency, poor appearance, or poor ride.

MATERIALS TESTING

Materials testing requirements on all projects in this bid are waived. Minimum quantity bid specification 460.2.8.2.1.3.3 shall apply.

QUALITY MANAGEMENT PROGRAM (QMP)

- A. Description. The provisions of WisDOT Specification 460.2.8 (QMP) are removed from these specifications and replaced with the Specifications listed under field quality control.
- B. Field Quality Control:
1. The Contractor is required to maintain an in-house Quality Control Program. Contractor personnel must be qualified per section 8-36 of the WisDOT Construction and Materials Manual to run this program. The engineer shall implement a Quality Assurance Program to reasonably assure that the specification are adhered to. The Contractor shall notify the Engineer of Work stages as they progress. The presence or absence of inspection or field observations shall not relieve the Contractor from inherent responsibility to conform to the specifications.
 - i. The contractor shall submit a proposed Job Mix Formula (JMF) for the Engineer's review at a minimum of 2 weeks prior to paving. The JMF shall be based on properties as specified by the Project's Detailed Specifications.
 - ii. A WisDOT HTCP Certified Mix Design Technician shall sign the JMF. If certified personnel are not available, a Professional Engineer shall sign the above statement.
 - iii. Mix designs must be preapproved by the Wisconsin Department of Transportation.
 - iv. The Contractor shall take samples under their Quality Control Program. For each mix produced, the contractor will sample and test as per the frequency requirements listed in the materials section of the QMP specifications. Each sample shall be tested for

gradation and air voids. The average of all tests shall comply with the following specifications when compared to the JMF:

25.0 mm	+/- 6.0%
19.0 mm	+/- 5.0%
12.5 mm	+/- 5.0%
9.5 mm	+/- 5.0%
2.36 mm	+/- 5.0%
75-µm	+/- 2.0%
Asphaltic Content	+/- 0.3%
Air Voids	+/- 1.3%
VMA ²	+/- 0.5%

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

2. For each mix produced, the contractor shall submit one Asphalt Binder sample to be tested for compliance. This sample shall be in a one quart can and clearly labeled.
3. Testing Agency: Contractor shall engage qualified testing agency to perform density tests.
4. Thickness: In place compacted thickness of hot-mix asphalt courses will be checked by Engineer.
5. Surface Smoothness: Finished surface of each hot-mix asphalt course will be observed by Engineer for compliance with smoothness tolerances.
6. In-Place Density: Testing agency will determine density using nuclear density methods.
 - a. Testing shall be performed the day of placement.
 - b. There shall be a minimum of five density tests for every 500 tons placed. The five tests should be taken across the mat at given location as may be designated by the Engineer. The average of these five tests shall meet the minimum required density conforming to Table 460-3 of the WisDOT Specifications ASP-6.

TABLE 460-3 MINIMUM REQUIRED DENSITY^[1]

LOCATION	LAYER	PERCENT OF TARGET MAXIMUM DENSITY		
		MIXTURE TYPE		
		LT and MT	HT	SMA ^[5]
TRAFFIC LANES ^[2]	LOWER	93.0 ^[3]	93.0 ^[4]	—
	UPPER	93.0	93.0	—
SIDE ROADS, CROSSOVERS, TURN LANES & RAMPS	LOWER	93.0 ^[3]	93.0 ^[4]	—
	UPPER	93.0	93.0	—
SHOULDERS & APPURTENANCES	LOWER	91.0	91.0	—
	UPPER	93.0	92.0	—

^[1] The table values are for average lot density. If any individual density test result falls more than 3.0 percent below the minimum required target maximum density, the engineer may investigate the acceptability of that material.

[2] Includes parking lanes as determined by the engineer.

[3] Minimum reduced by 2.0 percent for a lower layer constructed directly on crushed aggregate or recycled base courses.

[4] Minimum reduced by 1.0 percent for a lower layer constructed directly on crushed aggregate or recycled base courses.

[5] The minimum required densities for SMA mixtures are determined according to CMM-8-15.

- c. Density tests will not be performed on leveling (scratch) courses.
- 7. Mixtures with failing densities will be accepted and paid for as provided in WisDOT Section 460.5.2.2.
- 8. Materials: The Contractor will randomly take samples of the delivered asphalt mix to be tested for compliance with the mix design.
 - a. Frequency of Testing. Daily sampling is required per each range of tonnage placed: 50-600 TN; 601-1,500 TN; 1,501-2,700 TN; 2,701-4200 TN.
 - b. Asphalt sample(s) to be tested for asphalt content, gradation, Bulk Specific Gravity (Gmb), Maximum Specific Gravity (Gmm), Air Voids (VA), Voids in Mineral Aggregates (VMA), and Percent Binder (Pb%).
- 9. Materials: The Contractor will randomly take samples of the delivered asphalt binder to be tested for compliance with the mix design. The Contractor will take one test at a minimum one test per mix; testing for penetration and viscosity.
- C. Basis of Payment: The contractor (bidder) shall include the Quality Management Program in the unit bid price for the asphaltic mixture. Said bid price shall be full compensation for all work herein specified and for all labor, tools, equipment, sampling, testing, record keeping and incidentals necessary to complete the work.

TRAFFIC CONTROL, Item 643.0100

A. Description: The contractor will be responsible to submit a traffic control plan to be approved by the County and for furnishing, installing and maintaining all signs, drums, barricades, flags, flag-persons, and similar traffic control devices, including arrow boards, to protect the safety of the traveling public, all in accordance with Section 643 of the Standard Specifications, and the Federal Highway Administration, Manual on Uniform Traffic Control Devices and its supplements.

B. Basis of Measurement: Traffic control will be measured as a lump sum and will include the traffic control plan and all signs, drums, barricades, flags, flag-persons, and similar traffic control devices, including arrow boards necessary to complete the work as described.

REVISED 8/22/17 - PROJECT #1
I-39 Southbound Right Lane – Mill and Overlay Repair from Mile Marker 143 to CTH B Bridge

The projects in this bid are all WisDOT – Dane County Highway Department Maintenance Project. On behalf of WisDOT, Dane County Highway Department is advertising these maintenance milling and paving projects. **NOTE: All projects listed in this bid are subject to Davis Bacon Wage Rate attached to this document. General Decision Number: WI170010 06/23/2017 WI10**

PROJECT 1

Scope of Work:

This project is to mill and pave various locations in a 9.2 mile stretch of Interstate I-39 southbound. Work involves milling and overlaying various locations of the existing southbound right lane (only). The limits for this project begin at mile marker post 143 just north of the Siggelkow Road Bridge, and end at the CTH B Bridge. The predominant work type will be milling and overlaying deteriorated transverse joints across this section, although there are 2 locations identified in the plan set where full width paving is specified.

The existing asphalt mat (over concrete) is approximately 2 inches thick. At all locations where asphalt paving will be conducted for this project, this 2-inch mat will be milled off and repaved. It is not the intent of this project to mill any underlying concrete.

4773 total square yards of asphalt paving have been estimated for this project. At a 2-inch mill depth, this equates to approximately 535 tons. 226 tons (2022 SY) is estimated to be used on transverse joint repair, while the remaining 308 tons (or 2751 SY) will be used for locations needing full width mill and overlay repairs. **The Milling and HMA quantities will be bid as two items.**

- **Removing Asphalt Surface Milling, Transverse Joint Repair**
- **Removing Asphalt Surface Milling, Full Width Milling**
- **HMA Pavement, 4 HT 58-28 H, Transverse Joint Repair**
- **HMA Pavement, 4 HT 58-28 H, Full Width Overlay**

Transverse Joint Repair:

In total, 728 transverse joints have been scoped for this project along this 9.2 miles corridor. Approximate locations (i.e. joint repair intensity between stations) is indicated on the attached plans. It is the intent of WisDOT Southwest Region (SWR) to mark each transverse location before work begins. Each transverse joint will be milled approximately 2 inches deep and 2 feet wide.

Full Width Paving Locations:

As indicated on the plan set, two locations have been identified within this corridor for full width mill and overlay repair. One location is just north of the new WisDOT State Weight Enforcement Facility (SWEF) near mile marker 146. 1600 lineal center-line length of full width paving is proposed for this location at a 12 foot width. The second location requiring full width paving are both right lane approaches to the CTH B Bridge. For the north side of the CTH B Bridge, 100 feet of full width paving (12 feet wide) is needed, while 230 feet of full width mill and overlay work is needed on the south approach.

Coordination with Existing WisDOT Work Zones:

Three WisDOT projects are presently on-going with the corridor identified for this maintenance project. Rock Road Inc. is the Prime Contractor for Projects 1007-10-84 and 1007-10-88. Silha and Sons, Inc. is the Prime Contractor for 1007-10-86. All three of these projects use the same station numbering that is used in the plan set incorporated into this project. Project 1007-10-84 encompasses STA 1484 + 30 to STA 1369+29.89, then again from STA 1308+26.12 to STH 1246+00. Project 1007-10-86 encompasses the gapped section of Project 1007-10-84, which is STA 1369+29.89 to STA 1308+26.12 and involves the reconstruct of the CTH N Interchange. Project 1007-10-88 encompasses stations STA 1246+00 to STA 994+73.22. Extensive coordination between schedules for the contractor awarded this maintenance project and those identified above will need to occur prior to performing this work, with a pre-construction meeting will likely being a requirement.

Work Hour Restrictions:

Due to the nature of this work, night time work hours are a requirement to minimize traffic delays to interstate travel. Entry of lane closures into WisDOT's LCS system is a requirement. WisDOT Maintenance Staff can assist with these entries; however, based on the level of coordination required with ongoing WisDOT reconstruction projects; it is strongly advised the contractor awarded this project enter their own lane closures due to the fluid nature of scheduling and the likely need to edit work dates and LCS entries. 8:30pm to 5:30am are the expected available work hours for this project.

HMA Mix Design:

An asphalt mix design of 4 HT 58-28 H is specified for this project.

PROJECT #2
STH 19 Westbound Approximately 1,400 feet East of Hogan Road,
Town of Westport

The projects in this bid are all WisDOT – Dane County Highway Department Maintenance Project. On behalf of WisDOT, Dane County Highway Department is advertising these maintenance milling and paving projects. **NOTE: All projects listed in this bid are subject to Davis Bacon Wage Rate attached to this document. General Decision Number: WI170010 06/23/2017 WI10**

PROJECT 2

Scope of Work:

This project is to mill and pave a 65 foot long dip x 33 foot wide on STH 19. Milling and paving depth is to be 2-inches.

Work Hour Restrictions:

This project can be done one lane at a time during the non-peak traffic hours of 8 a.m. to 3 p.m. Entry of lane closures into WisDOT's LCS system is a requirement.

HMA Mix Design:

An asphalt mix design of 4 MT 58-28 S is specified for this project.

REVISED 8/22/17 - PROJECT #3

The two projects (3A and 3B) listed under Project #3 will be awarded together.

The projects in this bid are all WisDOT – Dane County Highway Department Maintenance Project. On behalf of WisDOT, Dane County Highway Department is advertising these maintenance milling and paving projects. **NOTE: All projects listed in this bid are subject to Davis Bacon Wage Rate attached to this document. General Decision Number: WI170010 06/23/2017 WI10**

PROJECT 3

3A) US 14 (1,400 feet east of Cleveland Road)

Scope of Work:

This project is to mill and pave an area 730 feet long x 24 feet wide on US 14. Milling and paving depth is to be 2-inches. Same Day Pavement Marking is 1,460 LF White and 780 LF Yellow.

Work Hour Restrictions:

This project must be done at night using flaggers between the hours of 8 p.m. to 5 a.m. Entry of lane closures into WisDOT's LCS system is a requirement.

HMA Mix Design:

An asphalt mix design of 4 MT 58-28 S is specified for this project.

3B) US 14 (On ramp to US 12/18 Eastbound)

Scope of Work:

This project is to mill butt joints in concrete pavement and pave an area 116 feet long x 23 to 26 feet wide at the bottom of the on ramp. Butt joints at each end of the project will be approximately 20 feet long and asphalt shoulders are included in the milling pavement butt joint quantity. Paving will require a leveling course to fill the 5-6 inch dip in the concrete pavement. Same Day Pavement Marking is 116 LF White and 116 LF Yellow.

Work Hour Restrictions:

This ramp is currently closed for bridge work on the beltline. If work is done during the closure no LCS closure is required but work must be coordinated with the ongoing bridge project and may be done at any time they allow.

If it is not done during the closure it must be done at night using flaggers between the hours of 8 p.m. to 5 a.m. Entry of lane closures into WisDOT's LCS system is a requirement.

HMA Mix Design:

An asphalt mix design of 4 MT 58-28 S is specified for this project.

PROJECT #4

The two projects (4A and 4B) listed under Project #4 will be awarded together.

The projects in this bid are all WisDOT – Dane County Highway Department Maintenance Project. On behalf of WisDOT, Dane County Highway Department is advertising these maintenance milling and paving projects. **NOTE: All projects listed in this bid are subject to Davis Bacon Wage Rate attached to this document. General Decision Number: WI170010 06/23/2017 WI10**

PROJECT 4

4A) US 12/18 Westbound Beltline (West End of Todd Drive Bridge)

Scope of Work:

This project is to mill and pave the two (2) right lanes 40 feet long x 24 feet wide on the west side of the bridge. Milling and paving depth is to be 3-inches. Same Day Pavement Marking is all white paint.

Work Hour Restrictions:

This project must be done at night between the hours of 8 p.m. to 6 a.m. Contractor must submit a traffic control plan for approval prior to the start of work. Entry of lane closures into WisDOT's LCS system is a requirement.

HMA Mix Design:

An asphalt mix design of 4 MT 58-28 S is specified for this project.

4B) US 12/18 Westbound Beltline (Just West of Whitney Way Bridge)

Scope of Work:

This project is to mill and pave the two (2) right lanes on the west end of the bridge. The center lane is to be milled 175' long and the right lane 30' long. Milling and paving depth is to be 3-inches.

Work Hour Restrictions:

This project must be done at night between the hours of 8 p.m. to 6 a.m. Contractor must submit a traffic control plan for approval prior to the start of work. Entry of lane closures into WisDOT's LCS system is a requirement.

HMA Mix Design:

An asphalt mix design of 4 MT 58-28 S is specified for this project.

<p>PROJECT #5 US 18/151 Westbound (Off Ramp to County Road PB)</p>
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The projects in this bid are all WisDOT – Dane County Highway Department Maintenance Project. On behalf of WisDOT, Dane County Highway Department is advertising these maintenance milling and paving projects. **NOTE: All projects listed in this bid are subject to Davis Bacon Wage Rate attached to this document. General Decision Number: WI170010 06/23/2017 WI10**

PROJECT 5

Scope of Work:

This project is to mill 100' long butt joints at each end of the project and wedge cut mill the left shoulder along the barrier wall. Milling and paving depth is to be 2-inches. Same Day Pavement Marking is 600 LF White and 480 LF Yellow.

Work Hour Restrictions:

This project can be done during the non-peak hours of 9 a.m. to 2 p.m. or at night from 7 p.m. to 7 a.m. Contractor must submit a traffic control plan for approval prior to the start of work. Entry of lane closures into WisDOT's LCS system is a requirement.

HMA Mix Design:

An asphalt mix design of 4 MT 58-28 S is specified for this project.

PROJECT #6

The two projects (6A and 6B) listed under Project #6 will be awarded together.

The projects in this bid are all WisDOT – Dane County Highway Department Maintenance Project. On behalf of WisDOT, Dane County Highway Department is advertising these maintenance milling and paving projects. **NOTE: All projects listed in this bid are subject to Davis Bacon Wage Rate attached to this document. General Decision Number: WI170010 06/23/2017 WI10**

PROJECT 6

6A) STH 73 (365 feet north of DNR Bike Trail), Village of Deerfield

Scope of Work:

This project is to mill a patch 200 feet long and 30 feet wide. Milling and paving depth is to be 2-inches. Pavement marking will be done by Dane County.

Work Hour Restrictions:

This project can be done during the non-peak hours of 8:30 a.m. to 3:30 p.m. Contractor must submit a traffic control plan for approval prior to the start of work. Entry of lane closures into WisDOT's LCS system is a requirement.

HMA Mix Design:

An asphalt mix design of 4 MT 58-28 S is specified for this project.

6B) STH 73 (90 feet south of Greenwood St), Village of Deerfield

Scope of Work:

This project is to mill a patch 250 feet long and 15 feet wide. Milling and paving depth is to be 2-inches. Pavement marking will be done by Dane County.

Work Hour Restrictions:

This project can be done during the non-peak hours of 8:30 a.m. to 3:30 p.m. Contractor must submit a traffic control plan for approval prior to the start of work. Entry of lane closures into WisDOT's LCS system is a requirement.

HMA Mix Design:

An asphalt mix design of 4 MT 58-28 S is specified for this project.

REVISED 8/22/17 - PROJECT #1 - PRICE PROPOSAL

**NAME OF
COMPANY:**

For the price(s) listed below, our company hereby offers to provide the following item(s) in accordance with the specifications of this bid. Pricing must include delivery.

PROJECT #1

I-39 Southbound Right Lane – Mill and Overlay Repair from Mile Marker 143 to CTH B Bridge

Item No.	Approx. Quantity	Item	Unit Bid	Net Bid
204.0120	2,022 SY	REMOVING ASPHALT SURFACE MILLING TRANSVERSE JOINT REPAIR	\$ _____	\$ _____
204.0120	2,751 SY	REMOVING ASPHALT SURFACE MILLING FULL WIDTH MILLING	\$ _____	\$ _____
455.0605	200 GAL	ASPHALTIC MATERIAL FOR TACK COAT	\$ _____	\$ _____
460.6224	227 TON	HMA PAVEMENT, 4 HT 58-28 H TRANSVERSE JOINT REPAIR	\$ _____	\$ _____
460.6224	308 TON	HMA PAVEMENT, 4 HT 58-28 H FULL WIDTH OVERLAY	\$ _____	\$ _____
619.1000	1 EACH	MOBILIZATION I-39 PROJECT	\$ _____	\$ _____
643.0100	1 LS	TRAFFIC CONTROL I-39 PROJECT	\$ _____	\$ _____
646.0406	590 LF	PAVEMENT MARKING, SAME DAY, EPOXY 4-INCH	\$ _____	\$ _____
TOTAL BID				\$ _____

**Part 4 – Price Proposal
Submit With Bid**

REVISED 2/22/17 - PROJECT #2 - PRICE PROPOSAL	
NAME OF COMPANY:	

For the price(s) listed below, our company hereby offers to provide the following item(s) in accordance with the specifications of this bid. Pricing must include delivery.

PROJECT #2

STH 19 WB Approximately 1,400 feet east of Hogan Road

Item No.	Approx. Quantity	Item	Unit Bid	Net Bid
204.0120	240 SY	REMOVING ASPHALT SURFACE MILLING	\$ _____	\$ _____
455.0605	10 GAL	ASPHALTIC MATERIAL FOR TACK COAT	\$ _____	\$ _____
460.6224	35 TON	HMA PAVEMENT 4 MT 58-28 S, UPPER CRSE	\$ _____	\$ _____
619.1000	1 EACH	MOBILIZATION STH 19 PROJECT	\$ _____	\$ _____
643.0100	1 LS	TRAFFIC CONTROL STH 19 PROJECT	\$ _____	\$ _____
TOTAL BID				\$ _____

**Part 4 – Price Proposal
Submit With Bid**

REVISED 8/22/17 - PROJECT #3 (3A) - PRICE PROPOSAL

**NAME OF
COMPANY:**

For the price(s) listed below, our company hereby offers to provide the following item(s) in accordance with the specifications of this bid. Pricing must include delivery.

**PROJECT #3 (3A)
US 14 Mill and Overlay (1,400 feet East of Cleveland Road)**

Item No.	Approx. Quantity	Item	Unit Bid	Net Bid
204.0120	240 SY	REMOVING ASPHALT SURFACE MILLING	\$ _____	\$ _____
455.0605	10 GAL	ASPHALTIC MATERIAL FOR TACK COAT	\$ _____	\$ _____
460.6224	35 TON	HMA PAVEMENT 4 MT 58-28 S, UPPER CRSE	\$ _____	\$ _____
619.1000	1 EACH	MOBILIZATION STH 19 PROJECT	\$ _____	\$ _____
643.0100	1 LS	TRAFFIC CONTROL STH 19 PROJECT	\$ _____	\$ _____
TOTAL BID				\$ _____

**Part 4 – Price Proposal
Submit With Bid**

REVISED 8/22/17 - PROJECT #3 (3B) - PRICE PROPOSAL

**NAME OF
COMPANY:**

For the price(s) listed below, our company hereby offers to provide the following item(s) in accordance with the specifications of this bid. Pricing must include delivery.

**PROJECT #3 (3B)
US 14 on Ramp to Eastbound US 12/18 Beltline**

Item No.	Approx. Quantity	Item	Unit Bid	Net Bid
204.0105	104 SY	REMOVING PAVEMENT BUTT JOINT	\$ _____	\$ _____
455.0605	25 GAL	ASPHALTIC MATERIAL FOR TACK COAT	\$ _____	\$ _____
460.6224	66 TON	HMA PAVEMENT 4 MT 58-28 S, UPPER CRSE	\$ _____	\$ _____
619.1000	1 EACH	MOBILIZATION US 14 PROJECT 3B	\$ _____	\$ _____
643.0100	1 LS	TRAFFIC CONTROL US 14 PROJECT 3B	\$ _____	\$ _____
646.0106	232 LF	PAVEMENT MARKING EPOXY 4-INCH	\$ _____	\$ _____
TOTAL BID				\$ _____

**Part 4 – Price Proposal
Submit With Bid**

REVISED 8/22/17 - PROJECT #4 (4A) - PRICE PROPOSAL

**NAME OF
COMPANY:**

For the price(s) listed below, our company hereby offers to provide the following item(s) in accordance with the specifications of this bid. Pricing must include delivery.

**PROJECT #4 (4A)
US 12/18 Westbound Beltline (West End of Todd Drive Bridge)**

Item No.	Approx. Quantity	Item	Unit Bid	Net Bid
204.0105	104 SY	REMOVING PAVEMENT BUTT JOINT	\$ _____	\$ _____
455.0605	25 GAL	ASPHALTIC MATERIAL FOR TACK COAT	\$ _____	\$ _____
460.6224	66 TON	HMA PAVEMENT 4 MT 58-28 S, UPPER CRSE	\$ _____	\$ _____
619.1000	1 EACH	MOBILIZATION US 14 PROJECT 3B	\$ _____	\$ _____
643.0100	1 LS	TRAFFIC CONTROL US 14 PROJECT 3B	\$ _____	\$ _____
646.0106	232 LF	PAVEMENT MARKING EPOXY 4-INCH	\$ _____	\$ _____
TOTAL BID				\$ _____

**Part 4 – Price Proposal
Submit With Bid**

REVISED 8/22/17 - PROJECT #4 (4B) - PRICE PROPOSAL

**NAME OF
COMPANY:**

For the price(s) listed below, our company hereby offers to provide the following item(s) in accordance with the specifications of this bid. Pricing must include delivery.

**PROJECT #4 (4B)
US 12/18 Westbound Beltline (Just west of Whitney Way Bridge)**

Item No.	Approx. Quantity	Item	Unit Bid	Net Bid
204.0105	104 SY	REMOVING PAVEMENT BUTT JOINT	\$ _____	\$ _____
455.0605	25 GAL	ASPHALTIC MATERIAL FOR TACK COAT	\$ _____	\$ _____
460.6224	66 TON	HMA PAVEMENT 4 MT 58-28 S, UPPER CRSE	\$ _____	\$ _____
619.1000	1 EACH	MOBILIZATION US 14 PROJECT 3B	\$ _____	\$ _____
643.0100	1 LS	TRAFFIC CONTROL US 14 PROJECT 3B	\$ _____	\$ _____
646.0106	232 LF	PAVEMENT MARKING EPOXY 4-INCH	\$ _____	\$ _____
TOTAL BID				\$ _____

**Part 4 – Price Proposal
Submit With Bid**

REVISED 8/22/17 - PROJECT #5 - PRICE PROPOSAL

**NAME OF
COMPANY:**

For the price(s) listed below, our company hereby offers to provide the following item(s) in accordance with the specifications of this bid. Pricing must include delivery.

**PROJECT #5
US 18/151 off Ramp to CTH PB**

Item No.	Approx. Quantity	Item	Unit Bid	Net Bid
204.0105	104 SY	REMOVING PAVEMENT BUTT JOINT	\$ _____	\$ _____
455.0605	25 GAL	ASPHALTIC MATERIAL FOR TACK COAT	\$ _____	\$ _____
460.6224	66 TON	HMA PAVEMENT 4 MT 58-28 S, UPPER CRSE	\$ _____	\$ _____
619.1000	1 EACH	MOBILIZATION US 14 PROJECT 3B	\$ _____	\$ _____
643.0100	1 LS	TRAFFIC CONTROL US 14 PROJECT 3B	\$ _____	\$ _____
646.0106	232 LF	PAVEMENT MARKING EPOXY 4-INCH	\$ _____	\$ _____
TOTAL BID				\$ _____

**Part 4 – Price Proposal
Submit With Bid**

PROJECT #6 (6A) - PRICE PROPOSAL	
NAME OF COMPANY:	

For the price(s) listed below, our company hereby offers to provide the following item(s) in accordance with the specifications of this bid. Pricing must include delivery.

PROJECT #6 (6A)

STH 73 (365 feet north of DNR Bike Trail), Village of Deerfield, Award with 6B

Item No.	Approx. Quantity	Item	Unit Bid	Net Bid
204.0120	667 SY	REMOVING ASPHALT SURFACE MILLING	\$ _____	\$ _____
455.0605	26 GAL	ASPHALTIC MATERIAL FOR TACK COAT	\$ _____	\$ _____
460.6224	77 TON	HMA PAVEMENT 4 HT 58-28 H, UPPER CRSE	\$ _____	\$ _____
643.0100	1 LS	TRAFFIC CONTROL STH 73 PROJECT 6A	\$ _____	\$ _____
TOTAL BID				\$ _____

**Part 4 – Price Proposal
Submit With Bid**

PROJECT #6 (6B) - PRICE PROPOSAL	
NAME OF COMPANY:	

For the price(s) listed below, our company hereby offers to provide the following item(s) in accordance with the specifications of this bid. Pricing must include delivery.

PROJECT #6 (6B)

STH 73 (90 feet south of Greenwood St), Village of Deerfield, Award with 6A

Item No.	Approx. Quantity	Item	Unit Bid	Net Bid
204.0120	417 SY	REMOVING ASPHALT SURFACE MILLING	\$ _____	\$ _____
455.0605	17 GAL	ASPHALTIC MATERIAL FOR TACK COAT	\$ _____	\$ _____
460.6224	48 TON	HMA PAVEMENT 4 HT 58-28 H, UPPER CRSE	\$ _____	\$ _____
643.0100	1 LS	TRAFFIC CONTROL STH 73 PROJECT 6B	\$ _____	\$ _____
TOTAL BID				\$ _____