



Wisconsin Department of Transportation

April 5, 2017

Division of Transportation Systems Development

Bureau of Project Development
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NOTICE TO ALL CONTRACTORS:

Proposal #10: 5145-00-60
Mazomanie - Sun Prairie
STH 78 to USH 12
STH 19
Dane County

Letting of April 11, 2017

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

Special Provisions:

Added Special Provisions	
Article No.	Description
19	Cleaning and Sealing Asphaltic Pavement Cracks, STH 19, Dane County, Item SPV.0125.02

Deleted Special Provisions	
Article No.	Description
15	Sealing Asphaltic Pavement Cracks, STH 19, Dane County, Item SPV.0125.01

Schedule of Items:

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
SPV.0125.02	Cleaning and Sealing Asphaltic Pavement Cracks, STH 19, Dane County	Mi	0	9.60	9.60

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
SPV.0125.01	Sealing Asphaltic Pavement Cracks, STH 19, Dane County	Mi	9.60	-9.60	0

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
50	Miscellaneous Quantities – Deleted and Added Bid Items

The responsibility for notifying potential subcontractors and suppliers of these changes remains with the prime contractor.

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

ADDENDUM NO. 02

5145-00-60

April 5, 2017

Special Provisions

15. DELETED

19. Cleaning and Sealing Asphaltic Pavement Cracks, STH 19, Dane County, Item SPV.0125.02.

A Description

This special provision describes cleaning, sealing and re-sealing random transverse, centerline, and longitudinal cracks/joints in asphaltic pavement, at the locations shown in the plan and as directed by the engineer.

A.1 Clean and Seal

All transverse, centerline and longitudinal cracks greater than or equal to ¼" in width shall be cleaned and sealed.

A.2 Re-Seal

Previously sealed cracks that exhibit signs of failure allowing water to penetrate the crack such as missing or loss of existing sealant material, cracking of the existing sealant, loss of adhesion to existing pavement and overband wear shall be cleaned and sealed.

B Materials

Furnish material that conforms to the requirements of the Specifications for Joint Sealants, Hot-Poured, for Concrete and Asphalt Pavements, ASTM Designation: D6690, Type II, modified to require that the bond strength test be run at -20 degrees F. (The unmodified ASTM D 6690, Type II allows this test to be run at either 0 degrees F or -20 degrees F.)

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

C Construction

C.1 Equipment

Air Compressor - The unit shall be portable and have a minimum rated capacity of 100 CF of air per minute at 90 psi pressure at the nozzle and shall have sufficient hose to maintain a continuing operation without interruption. The unit shall also be equipped with traps that will maintain the compressed air free of oil and water.

High pressure air lance or hot air lance designed especially for use in cleaning highway pavement shall be used to remove debris, dirt and dust from the cracks.

Hand tools shall consist of brooms, shovels, metal bars with chisel shaped ends and any other tools which may be satisfactorily used to accomplish this work.

Squeegees used shall be of a flexible rubber type, in the shape of a "vee" (V) capable of contacting materials without damage to it or materials.

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

Use a pressure distributor for applying sealing material through a hand-operated wand or nozzle according to sealant manufacturer's instructions.

C.2 Methods

Conduct the operation so that the cleaning and sealing are continuous operations. Complete all paving and pavement repairs contained in the contract documents bordering pavement cracks prior to commencing work. Cleaning and sealing shall take place prior to pavement markings being placed.

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

Clean and seal all transverse, centerline and longitudinal cracks greater than or equal to 1/4" in width. Prepare cracks for sealing on the same day that they are to be sealed. Use a high pressure air lance or hot air lance to thoroughly clean cracks to a minimum depth of 0.5 inch of dust, dirt, foreign material, sand and any other extraneous materials immediately prior to sealing. Do not burn, scorch or ignite the adjoining pavement when using a hot air lance.

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

Provide positive temperature control and mechanical agitation. Do not heat the sealant to more than 20 degrees F below the safe heating temperature. The safe heating temperature can be obtained from the manufacturer's shipping container. Seal the cracks/joints when the sealant material is at the pouring temperature recommended by the manufacturer. Provide a direct connecting pressure type extruding device with nozzles shaped for insertion into the crack/joint. Seal the crack by placing the applicator wand in or directly over the crack opening and carefully discharge the sealant. Strike-off the sealant flush with the pavement surface using a squeegee or sealing shoe pressed firmly against the pavement. Only a narrow thin film of material measuring from 1.0 inch to 3.0 inches wide is allowed on the pavement surface after sealing the crack. Fill the joint such that after cooling, the sealant is flush with the adjacent pavement surface. Do not overfill the crack/joint. Sand shall not be spread on the sealed joints to allow for opening to traffic. Before opening to traffic, the sealant shall be tack free.

C.3 Weather Limitations

Do not place sealant material if weather conditions are raining or wet. Should the sealant be placed and rain should fall before the sealant has properly cured, remove and replace the wet/contaminated sealant. Sealing is to be done when ambient air and pavement temperatures are within sealant manufacturer's specifications.

C.4 Documentation

Melting kettle production data sheets shall be developed, completed, and submitted daily for each kettle on the project with the following information:

1. Date, county, highway route number and highway segment.
2. Weather conditions at morning, mid-day and afternoon intervals.
3. Kettle number, ambient air and pavement temperature in °F at the beginning of the day, mid-day and end of day.

4. Kettle temperature in °F once an hour during working production.
5. Sealant material temperature in °F at the wand once an hour during working production.
6. Beginning and ending locations on project for the day, including lane and direction.
7. The type and amount of materials used for the day in pounds including lot numbers.
8. Unique or atypical situations on the project that may affect the placement or performance of the sealed cracks.
9. The contractor's authorized signature.

Record the required information on the melting kettle production data sheets as required during the actual working operations. At the end of each day's production, the completed sheets shall be presented to the engineer.

C.5 Workmanship

During crack sealing operations, the engineer may review the sealant temperatures at the melting kettle intermittently. If the temperatures are above the manufacturer's specified safe heating temperature, the sealant will be rejected. Empty the kettle of the over-heated material and legally dispose of it using an environmentally safe method.

Asphalt cracks, whether sealed by the 'Clean and Seal' or 'Re-Seal' method, will be observed on a crack-by-crack basis for acceptable workmanship. Unsealed cracks will be brought to the attention of the contractor and shall be sealed before re-opening the roadway to traffic.

Sealed cracks shall be rejected if there is evidence of poor workmanship or obvious defects, including but not limited to the following:

1. Crack not filled completely.
2. Lack of bond to the sidewalls of the crack or asphalt pavement.
3. Excessive debris or moisture in the crack.
4. Contamination of the sealant.
5. Excessive pools of sealant on the pavement or shoulder surface.
6. Excessively wide or thick sealant overbanding.

Rejected sealed cracks shall be repaired, the sealant removed and disposed of in a legal and appropriate manner and the cracks resealed as necessary.

After the sealant has been placed and cured, and before opening the road to traffic, any additional debris left on the roadway surface shall be removed. Any method used to complete this work shall not damage the newly placed sealant; repair any damage to the sealant. Toilet paper or a light coating of sand, dust or an approved de-tacking agent may be applied for use with the specified sealant to the surface of the newly placed sealant if traffic results in tracking of the crack sealing material. Repair any damage by traffic to treated pavement areas.

D Measurement

The department will measure Cleaning and Sealing Asphaltic Pavement Cracks, STH 19, Dane County by the mile of project, acceptably completed. A mile is defined as a linear measurement taken along the centerline of the roadway to the nearest tenth of a mile and will include the sealing of asphalt cracks in the traffic lanes, auxiliary lanes, paved shoulders and intersections out to the ends of the radii on side-road intersections.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0125.01	Cleaning and Sealing Asphaltic Pavement Cracks, STH 19, Dane County	Mile

Payment is full compensation for cleaning and sealing the joint; furnishing and installing all materials, including sealant and for the collection and proper disposal of any debris created by the sealing process.

Schedule of Items

Attached, dated April 5, 2017, are the revised Schedule of Items Page 5.

Plan Sheets

The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 50

END OF ADDENDUM

Addendum No. 02
ID 5145-00-60
Revised Sheet 50
April 5, 2017

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL

CATEGORY	PROJECT	650.9910.01	LS
0010	5145-00-60	1	

CONSTRUCTION STAKING SLOPE STAKES

CATEGORY	STATION - STATION	650.9920	LF
0010	392+50 - 397+50	500	

SAWING ASPHALT

CATEGORY	STATION - STATION	LOCATION	690.0150	LF
0010	1+00 - 169+00	LT	9	
	1+00 - 169+00	RT	20	
	169+00 - 327+00	LT	25	
	169+00 - 327+00	RT	15	
	327+00 - 507+85	LT	6	
	327+00 - 507+85	RT	70	
	UNDISTRIBUTED	---	250	
TOTAL			395	

CLEANING AND SEALING ASPHALTIC PAVEMENT CRACKS, STH 19, DANE COUNTY

CATEGORY	STATION - STATION	MI	SPV.0125.02
0010	1+00 - 507+85	9.6	

CONSTRUCTION STAKING RESURFACING REFERENCE

CATEGORY	STATION - STATION	650.8000	LF
0010	1+00 - 507+85	50,785	

ASPHALTIC BINDER ENHANCED FRICTION SURFACE TREATMENT

CATEGORY	STATION - STATION	SPV.0180.02	SY
0010	49+25 - 56+25	1,850	
	363+50 - 369+75	1,650	
	403+75 - 414+00	2,750	
TOTAL			6,250

SALVAGED ASPHALTIC SHOULDER MATERIAL

CATEGORY	STATION - STATION	LOCATION	SPV.0195.01	TON
0010	1+00 - 169+00	LT	600	
	1+00 - 169+00	RT	590	
	169+00 - 327+00	LT	540	
	169+00 - 327+00	RT	540	
	327+00 - 507+85	LT	640	
	327+00 - 507+85	RT	640	
TOTAL			3,550	

LANDMARK REFERENCE MONUMENTS SPECIAL

CATEGORY	STATION	LOCATION	OFFSET	SPV.0060.01	EACH
0010	81+65.2	LT	5.39	1	
	108+04.4	LT	0.33	1	
	134+50.89	RT	3.35	1	
	272+87.69	LT	0.91	1	
	299+21.50	RT	1.38	1	
TOTAL					5



Proposal Schedule of Items

Proposal ID: 20170411010 Project(s): 5145-00-60

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0640	690.0150 Sawing Asphalt	395.000 LF	_____.	_____.
0650	SPV.0060 Special 01. Landmark Reference Monuments Special	5.000 EACH	_____.	_____.
0660	SPV.0120 Special 01. Water for Seeded Areas	175.000 MGAL	_____.	_____.
0680	SPV.0180 Special 01. Removing Distressed Pavement Milling	5,350.000 SY	_____.	_____.
0690	SPV.0180 Special 02. Asphaltic Binder Enhanced Friction Surface Treatment	6,250.000 SY	_____.	_____.
0700	SPV.0195 Special 01. Salvaged Asphaltic Shoulder Material	3,550.000 TON	_____.	_____.
0710	SPV.0125 Special 02. Cleaning and Sealing Asphaltic Pavement Cracks, STH 19, Dane County	9.600 MI	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.