



Wisconsin Department of Transportation

February 21, 2019

Division of Transportation Systems Development
Bureau of Project Development
4822 Madison Yards Way, 4th Floor South
Madison, WI 53705

Telephone: (608) 266-1631
Facsimile (FAX): (608) 266-8459

NOTICE TO ALL CONTRACTORS:

Proposal #04: 1670-04-71, WISC 2019151
Baraboo-Sauk City
Ski-Hi Road to STH 60
USH 12
Sauk County

Letting of March 12, 2019

This is Addendum No. 1, which provides for the following:

Special Provisions:

Revised Special Provisions	
Article No.	Description
3	Prosecution and Progress
4	Traffic

Deleted Special Provisions	
Article No.	Description
7	Coordination With Other Projects.

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
2	General Notes – delete note #10 regarding shoulder cross slope paving
5	Project Overview - Deleted remarks regarding Project 1670-00-77 Limits
43	Miscellaneous Quantities: Sawing Asphalt – Deleted remarks regarding Project 1670-00-77 Limits
47	Plan - Deleted notes regarding Project 1670-00-77 limits
48	Plan - Deleted notes regarding Project 1670-00-77 limits
49	Plan - Deleted notes regarding Project 1670-00-77 limits

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

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

ADDENDUM NO. 01

1670-04-71

February 21, 2019

Special Provisions

3. Prosecution and Progress.

Replace entire article language with the following:

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

Provide the time frame for construction of the project within the 2019 construction season to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Assure that the time frame is consistent with the contract completion time. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the beginning of the approved time frame.

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

Provide an on-site representative (prime contractor only) during normal crew working hours for daily coordination with the engineer, adjacent landowners, subcontractors, the department, and the City of Prairie Du Chien.

Attend weekly coordination meetings with subcontractors and the department staff. One of the purposes of the weekly coordination meeting is to plan upcoming work involving shoulder, lane and road closures and traffic switches. Provide, at a minimum, the following information to the engineer at each weekly meeting:

- Written schedule update, in either bar chart or linear form, for the upcoming two week period, including work by subcontractors.
- Written schedule of work that may specifically affect business and property owner entrances, mail boxes, fire numbers, etc.

Prior to the shifting of traffic for single lane closures, fill in the existing rumble strips to facilitate traffic and fix any substandard areas of the shoulder as designated by the engineer. This work will be paid for under the item of Asphaltic Surface Patching.

Elevation differences between travel lanes exceeding 1/2" must be mitigated using the Temporary Longitudinal Wedge Joint Detail as shown in the plans. Other pavement drop-offs on lanes or shoulders open to traffic will not exceed 2-inches during non-working hours.

During milling and paving operations that are not under full lane closures, pave the lower binder layer the same day as surface milling operations. Begin final surface paving within 24 – 48 hours of the binder layer placement.

Do not remove side road butt joint transitions until 24 hours prior to side road paving.

No daytime lane closures in the 2-lane section are permitted for this contract. Perform lane closure using nighttime lane closures. Nighttime is defined as 8:00 PM through 6:00 AM the following day.

During paving operations, place approved longitudinal and transverse joints prior to reopening the lane closures to traffic to ensure safe traffic handling. During upper layer paving operations, place an approved longitudinal joint at the centerline.

Northern Long-eared Bat (*Myotis septentrionalis*)

Northern Long-eared Bats (NLEB) have the potential to inhabit the project limits because they roost in trees. Roosts may not have been observed on this project, but conditions to support the species exist. The species

and all active roosts are protected by the Federal Endangered Species Act. If an individual bat or active roost is encountered during construction operations, stop work and notify the engineer and the WisDOT Regional Environmental Coordinator (REC).

If additional construction activities beyond what was originally specified are required to complete the work, approval from the engineer, following coordination with WisDOT REC, is required prior to initiating these activities.

4. Traffic.

Replace entire article language with the following:

Conduct the construction sequence, including the associated traffic control, as detailed in the Construction Staging section of the plans, and as described in this Traffic article.

Keep USH 12 open to traffic at all times and will be completed in four stages as follows:

Stage 1

The inside lanes of both the EB/WB for the four-lane section will be closed. Work will be done on inside lanes, while traffic runs on outside lanes. Pavement will be milled and overlaid to final surface before completion of the stage.

Stage 2

The outside lanes of both EB/WB four-lane section will be closed. Work will be done on outside lanes, while traffic runs on inside lanes. Pavement will be milled and overlaid to final surface before completion of the stage.

Stage 3

The two-lane section will be completed with the use of flaggers with night operations.

The plans for the project were prepared assuming a moving operation controlled by flagging. Maximum lane closure lengths will be 1 mile. A second closure may occur if it is located 2 miles away. More details are shown in the plan.

Maintain two-way traffic during non-working hours.

Stage 4

The seal coat work will be performed using a single lane closure, utilizing cones and drums.

Place Portable Changeable Message Signs (PCMS) for notifying motorists of upcoming road construction 7 working days prior to any road work. PCMS sboards will be required along USH 12 and major sideroads. Program the PCMS boards with the following:

Prior to construction: ROADWORK
BEGINS
XX/XX/XX

During construction:

Daytime: NIGHTTIME XX PM
LANE TO
CLOSURES XX AM

Nighttime: FLAGGERS PREPARE
AHEAD TO STOP

Place roadway signing as detailed on the plans and in conformance to the Manual of Uniform Traffic Control Devices (MUTCD). Equip Stationary Road Work 500 FT, Road Work 1000 FT and Road Work Ahead signs with a flashing beacon.

Provide a flaggers station at each end of a lane closure and at each intersection within a lane closure. Light each flagger's station with a non-glare 4000 Watt balloon-type or other light tower system as approved by the engineer. Payment for flaggers is incidental to the contract as per Standard Spec 104.6.1 (4). Payment for lighting the flagger's stations is incidental to the item Traffic Control for the project 1670-04-71.

Equip all contractor-owned construction vehicles and equipment, including workers' vehicles working for the contractor, with at least one flashing amber light. Utilize flashing amber lights when vehicles or equipment are operated in, parked in close proximity to, or when entering and exiting live lanes of traffic. Place the flashing amber light at a location that provides visibility from all directions. Provide a light that is a flashing strobe or revolving type meeting the following requirements:

<u>Flashing Strobe Type Light</u>	<u>Revolving Type Light</u>
360-degree lens	360-degree lens
60 to 90 flashes/min	45 to 90 flashes/min
5-inch minimum height	4-5/8 inch minimum height
3-3/4 inch minimum diameter	3-3/4 inch minimum diameter

The light shall be equipped with bulbs of 50 candlepower minimum. Mount the flashing amber light approximately midway between the transverse extremities of the vehicle or machinery and at the highest practicable point. Mounting shall be either magnetic or permanent. No compensation for furnishing and installing the flashing amber light to the contractor owned equipment, vehicles, or worker vehicles, will be provided for in the contract.

Provide access to all commercial, private, and field entrances at all times along USH 12, unless written permission can be obtained from the property owner 48 hours in advance of closing the access. Restore private entrances with a minimum gravel surface by the end of each working day.

Contact WisDOT SW Region Traffic Section 48 hours in advance of working near USH 12/CTH PF intersection to coordinate traffic signals to flashing for working hours. The person to contract is:

Collin Webb, PE
Traffic Signal Engineer
WisDOT SW Region
3550 Mormon Coulee Rd
La Crosse, WI 54601
(608)792-5824

Access to the Sauk Prairie Airport (intersection of USH 12/CTH PF) must be kept open at all time. A fundraiser is anticipated to be held sometime in June 2019. Daytime traffic during this time will increase dramatically. The contractor is required to coordinate with the Sauk Prairie Airport to mitigate disruption to the area of USH 12/CTH PF.

The person of contact for the Sauk Prairie Airport is:
David Landsverk: Phone: (608) 643-5270; Email: David.Landsverk@muellersportsmed.com

Place roadway signing and roadway temporary pavement marking as detailed on the plans and in conformance with the Manual on Uniform Traffic Control Devices (MUTCD), latest edition. Install traffic control by the end of the working day of a traffic switch. Conflicting signs will be covered in a non-destructive manner by the contractor as necessary to avoid confusion.

Do not deliver or store materials and equipment within open travel lanes or open side roads during any stage of construction. Utilize flagging operations when necessary to safely remove equipment to/from the roadway.

Conduct operations in a manner that will cause the least interference to traffic and pedestrian movements and access with and adjacent to the construction activities.

Notification of Emergency and Local Officials

Provide emergency access to the USH 12 work zone at all times. Notify the following organizations and departments at least 72 hours before lane closures are put into effect:

Wisconsin State Patrol, (608) 846-8500

Sauk County Sheriff's Department, (608) 356-4895

Sauk County Highway Department, (608) 355-4855

Wisconsin Lane Closure System Advance Notification

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

TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION

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

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

7. DELETED

Plan Sheets

The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 2, 5, 43, 47, 48, and 49.

END OF ADDENDUM

STANDARD ABBREVIATIONS

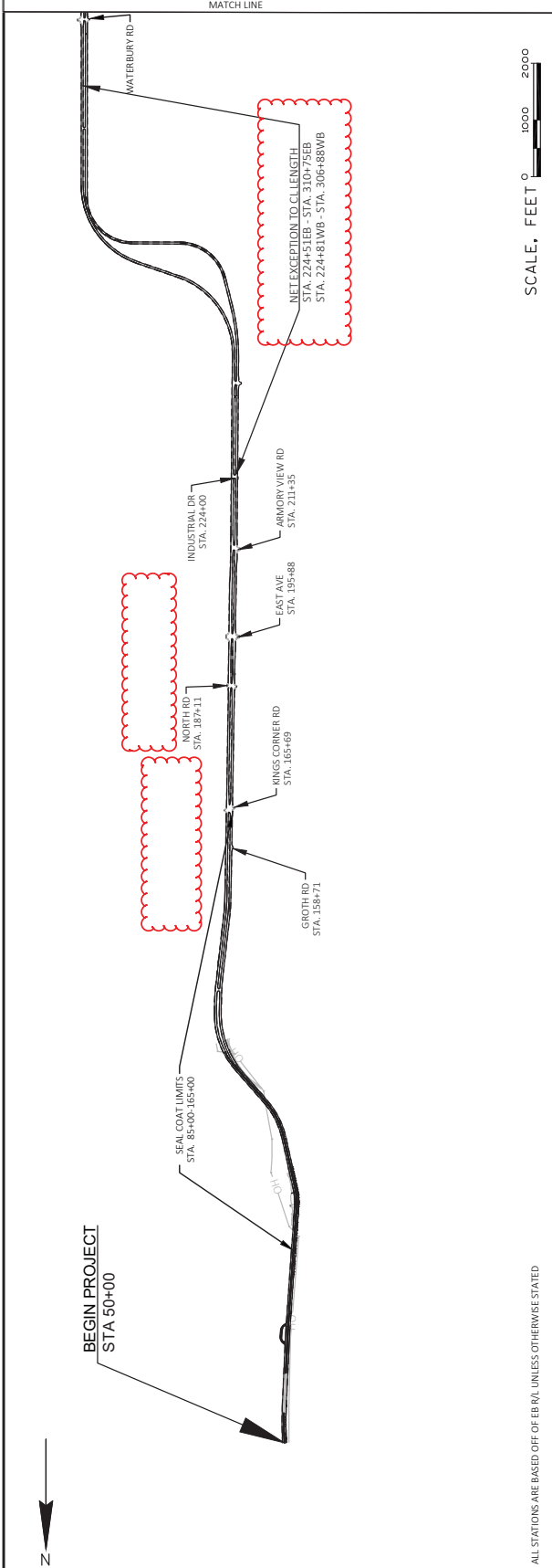
AC	AGGREGATE	INL	INLET
AGG	AHEAD	INVERT	JUNCTION
AH	ANNUAL AVERAGE DAILY TRAFFIC	JCT	LEFT
AADT	ASPHALTIC	L	LENGTH OF CURVE
ASPH	AVERAGE	L IN FT or LF	LINEAR FOOT
AVG	BACK	LS	LUMP SUM
BK	BASE AGGREGATE DENSE	NC	NORMAL GROWN
BAD	BENCH MARK	N	NORTH
BM	BRIDGE	NB	NORTHBOUND
BR	CENTER LINE	NO	NUMBER
CL or C/L	COMMERCIAL ENTRANCE	PT	POINT
CE	CONCRETE	PC	POINT OF CURVATURE
CONC	COUNTRY	PI	POINT OF INTERSECTION
CO	COUNTY TRUNK HIGHWAY	PT	POINT OF TANGENCY
CTH	CREEK	PCC	PORTLAND CEMENT CONCRETE
CR	CRUSHED AGGREGATE BASE COURSE	LB	POUND
CABC	COMMUNITY SENSITIVE DESIGN	PE	PRIVATE ENTRANCE
CSD	CULVERT	R	RADIUS
CY or CUYD	CULVERT PIPE	RL or R/L	REFERENCE LINE
CULV	CURB AND GUTTER	RT	RIGHT
CP	DEGREE OF CURVE	R/W	RIGHT-OF-WAY
C & G	DIAMETER	RD	ROAD
D	DIAMETER	SHLDR	SHOULDER
DI A	EAST	SB	SOUTHBOUND
DI SCH	EASTBOUND	SF or SQ FT	SQUARE FEET
E	ELEVATION	SY or SQ YD	SQUARE YARD
EB	ENDWALL	STD	STANDARD DETAIL DRAWINGS
EL or ELEV	ENTRANCE	STH	STATE TRUNK HIGHWAYS
ELW	EXCAVATION	SE	SUPERELEVATION
EW	EXISTING	T	TANGENT
ENT	FERTILIZER	TEMP	TEMPORARY
EXC	FIELD ENTRANCE	TW/TL	TWO-WAY LEFT-TURN LANE
EX	FLOW LINE	UG	UNDERGROUND
FERT	FOOT	USH	UNITED STATES HIGHWAY
FE	HIGHWAY EASEMENT	V	VELOCITY OR DESIGN SPEED
FE	HOT MIX ASPHALT	VC	VERTICAL CURVE
FL or F/L	HUNDREDWEIGHT	WB	WESTBOUND
FT		YD	YARD
FOOT			
HE			
HMA			
HWT			

- GENERAL NOTES**
- NO TREES OR SHRUBS SHALL BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE BEEN DESIGNATED FOR REMOVAL BY THE ENGINEER.
 - DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE SALVAGED TOPSOILED, FERTILIZED, SEEDED, AND E-MATTED AS DIRECTED BY THE ENGINEER.
 - MATCH EXISTING DRIVEWAYS WITH IN-KIND MATERIALS.
 - PAVING LIMITS ARE TO BE DETERMINED BY THE ENGINEER.
 - TACK COAT SHALL BE REQUIRED BETWEEN THE MILLED PAVEMENT AND ASPHALTIC SURFACE.
 - THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
 - HMA PAVEMENT TO BE PLACED IN LIFTS AS FOLLOWS: LOWER- 2 1/4" (19.0 mm NOMINAL AGGREGATE SIZE) AND UPPER-1 3/4" (12.5 mm NOMINAL AGGREGATE SIZE)
 - SURFACE WEIGHT CALCULATIONS FOR ASPHALT PAVING ARE BASED ON 112 LB/SY/IN.
 - WHEN THE QUANTITY OF BASE AGGREGATE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.
 - CONTRACTOR PAVING OPERATIONS ARE TO BE CONSISTENT WITH PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT LONGITUDINAL JOINTS IN DRIVING LANES.
 - PAVING IS TO MATCH EXISTING SUPERELEVATIONS.

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 ID 1670-04-71
 Revised Sheet 2
 February 21, 2019

AREA CONTACTS

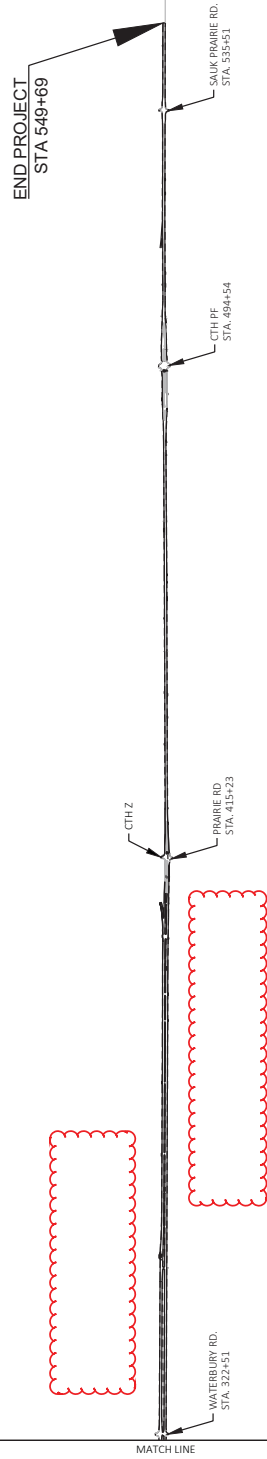
DESIGN CONTACT	WI SDNR: SAUK COUNTY	LOCAL GOVERNMENT
KWIGHT E/A, INC.	ANDY BARTA	SAUK COUNTY HIGHWAY DEPARTMENT
RYAN MCKANE, PE	3911 FISH HATCHERY ROAD	PATRIK GAVINSKI, PE
831 CRITTER COURT	FITCHBURG, WI 53711	602 STH 136
ONALASKA, WI 54650	(608) 275-3308	WEST BARABOO, WI 53913
(608) 519-1455	ANDREW BARTA@WISCONSIN.GOV	(608) 355-4855
RMCKANE@KWIHTEA.COM		PGAVINSKI@CO.SAUK.WI.US
CITY OF BARABOO	VILLAGE OF PRAIRIE DU SAC	WISCONSIN STATE PATROL
DIRECTOR OF PUBLIC WORKS	DIRECTOR OF PUBLIC WORKS	SERGEANT GARY HELGERTSON
TOM PINION	TROY MURPHY	SOUTHWEST REGION
CITY HALL, 101 SOUTH BOULEVARD	335 GALENA STREET	TOMAH POST
BARABOO, WI 53913	PRAIRIE DU SAC, WI 53578	OFFICE: (608) 374-0513
(608)-355-2730, EXT. 325	TMURPHY@WPIENERGY.ORG	
TPINION@CITYOFBARABOO.COM		



ALL STATIONS ARE BASED OFF OF EB R/L UNLESS OTHERWISE STATED

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 Revised Sheet 5
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END PROJECT
STA 69+00



SCALE, FEET 0 1000 2000

PROJECT NO: 1670-04-71	COUNTY: SAUK	PROJECT OVERVIEW	SHEET 5	E
FILE NAME: W:\7390_SAK\ADV\16700401\SHEET5\PLAN\020201.L_P0.DWG	LAYOUT NAME: -01	DATE: 2/12/2019 2:16 PM	PLOT BY: METRY, ALEXANDER	PLOT NAME: 1 IN=2000 FT

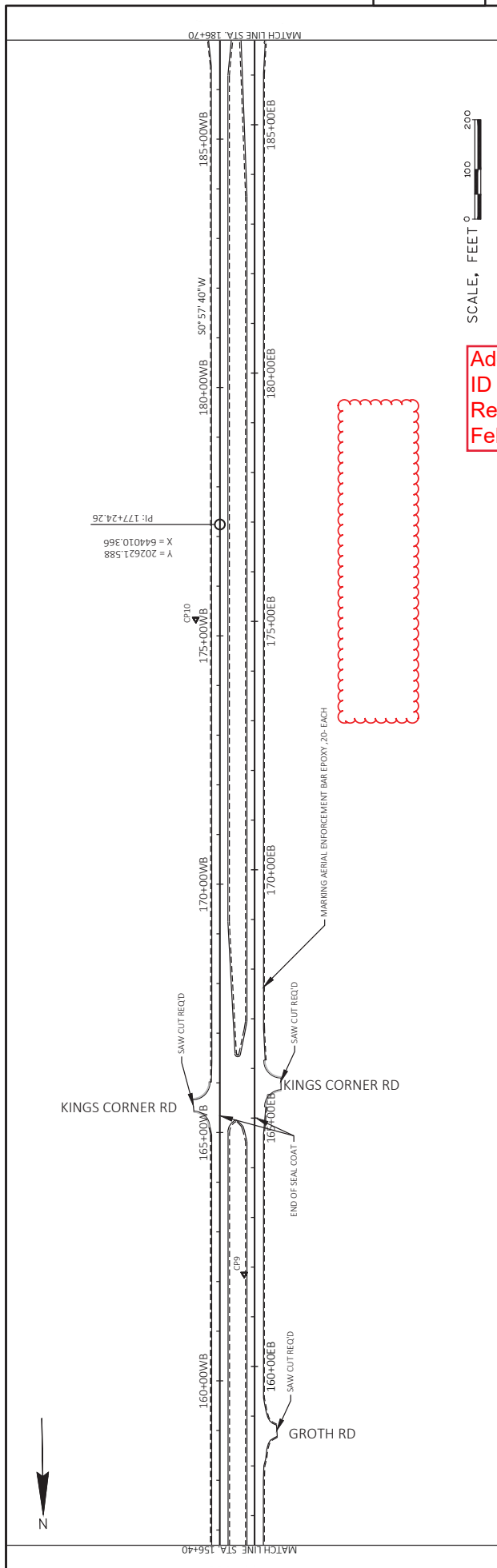
SAWING ASPHALT

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 LF	REMARKS
0010	50+00	-	-	EB	30	START PROJECT
0010	224+51	-	-	EB	33	
0010	310+75	-	-	EB	33	
0010	549+69	-	-	EB/WB	36	END PROJECT
0010	50+00	-	-	WB	30	START PROJECT
0010	224+81	-	-	WB	33	
0010	306+88	-	-	WB	33	
0010	VARIABLES	-	-	CURB	15,222	CURB REMOVAL
0010	50+00	-	-	EB/WB	856	
0010	50+00	-	-	EB/WB	673	SIDE ROADS DRIVEWAYS/HISTORICAL MARKER
PROJECT TOTAL=					16,979	

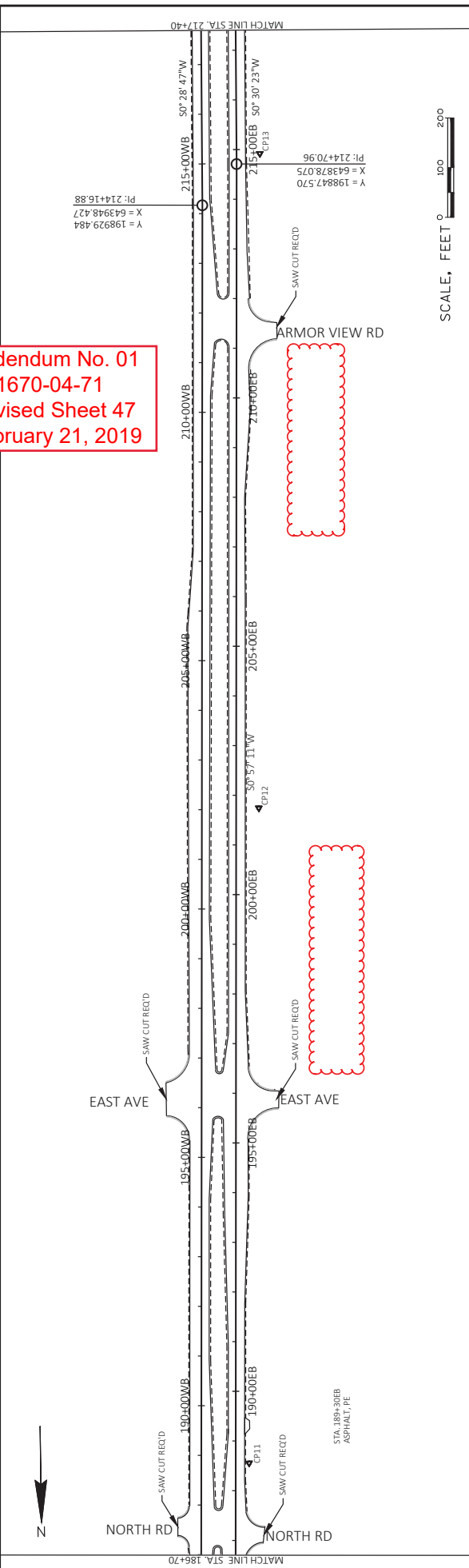
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SAWING CONCRETE

CATEGORY	STATION	LOCATION	690.0250 LF
0010	UNDISTRIBUTED	CURB REMOVAL	50
PROJECT TOTAL=			50



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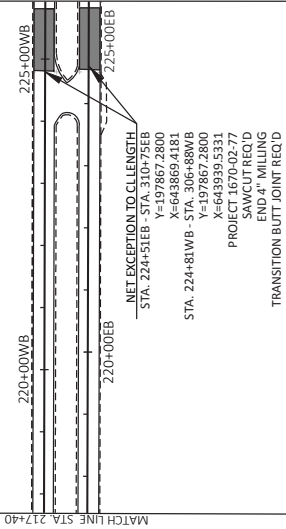


PROJECT NO: 1670-04-71	COUNTY: SAUK	PLAN	SHEET 47
HWY: USH 12			
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LAYOUT NAME: - 3			PLOT SCALE: 1 IN:200 FT

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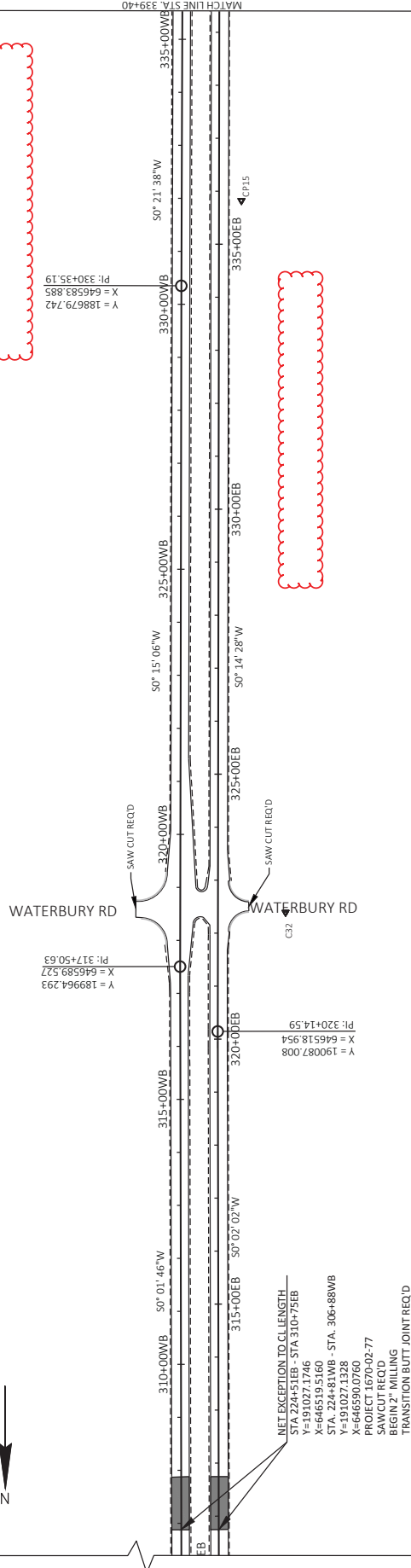
5

SCALE, FEET 0 100 200



NET EXCEPTION TO LENGTH
 STA. 224+51EB - STA. 225+00WB
 PI: 197867.2800
 X=643869.4181
 Y=197867.2800
 STA. 224+81WB - STA. 306+88WB
 X=643939.5331
 Y=197867.2800
 PROJECT 1670-02-77
 SAWCUT REQ'D
 END 4" MILLING
 TRANSITION BUTT JOINT REQ'D

5



NET EXCEPTION TO LENGTH
 STA. 317+50WB - STA. 320+00WB
 PI: 189964.293
 X = 646589.527
 Y = 189964.293

NET EXCEPTION TO LENGTH
 STA. 310+72WB - STA. 310+75WB
 PI: 190087.008
 X = 646518.954
 Y = 190087.008
 STA. 224+81WB - STA. 306+88WB
 X=643939.5331
 Y=197867.2800
 PROJECT 1670-02-77
 SAWCUT REQ'D
 BEGIN 2" MILLING
 TRANSITION BUTT JOINT REQ'D

SCALE, FEET 0 100 200

PROJECT NO: 1670-04-71

HWY: USH 12

COUNTY: SAUK

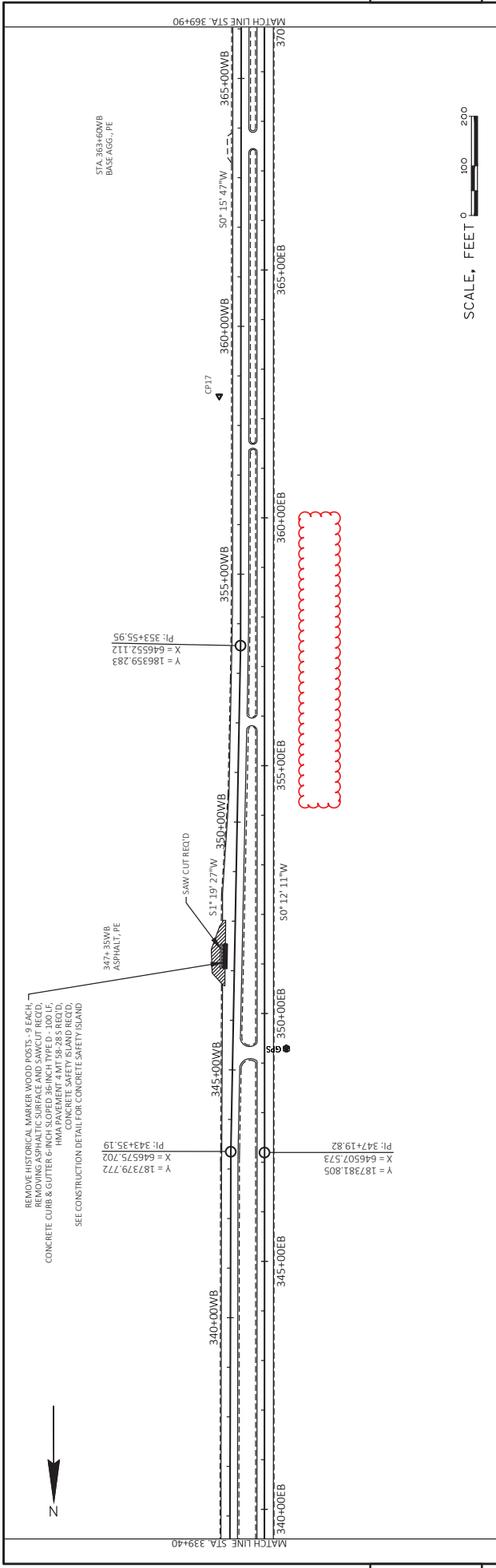
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PLOT BY: METRY, ALEXANDER

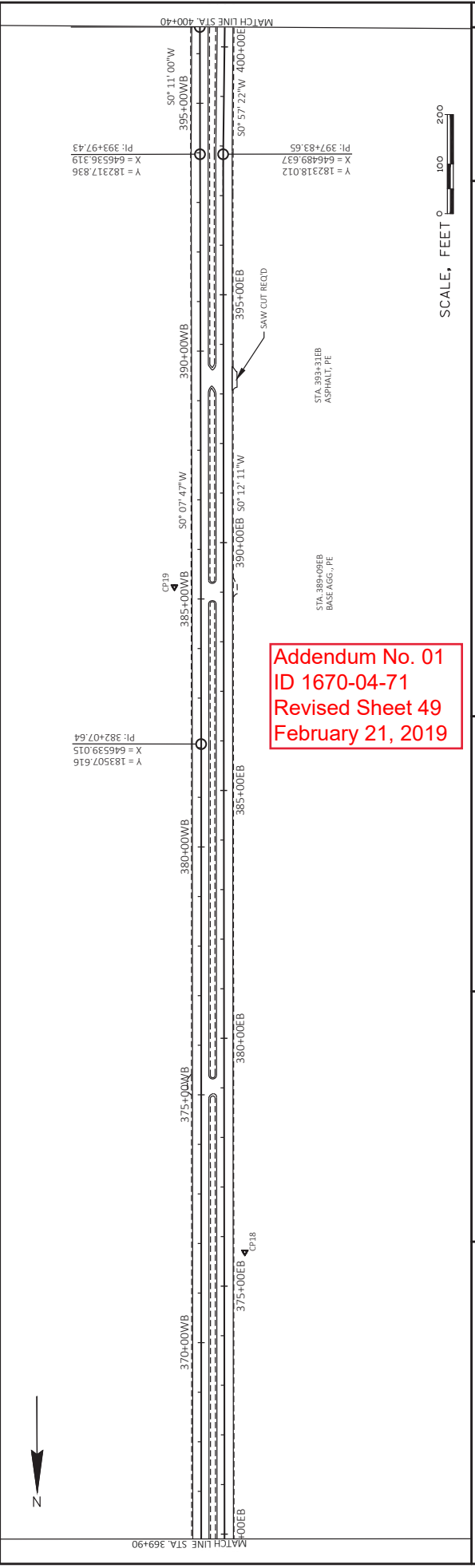
PLOT SCALE: 1 IN:200 FT

SHEET 48

E



5



Addendum No. 01
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PROJECT NO: 1670-04-71	COUNTY: SAUK	PLAN	SHEET 49
HWY: USH 12			
FILE NAME: W:\7390_BACAD\16700403\SHEETS\PLAN\05201_P.LDWG	PLOT DATE: 2/12/2019 2:15 PM	PLOT BY: METRY, ALEXANDER	PLOT NAME: WISDOT\CADDS SHEET 49
LAYOUT NAME: - 5			PLOT SCALE: 1 *****

