# Wisconsin Department of Transportation

**Division of Transportation Systems Development**
Bureau of Project Development
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*December 8, 2021*

## NOTICE TO ALL CONTRACTORS:

**Proposal #30: 4085-48-71, WISC 2022088**
**Howards Grove – Kiel**
**STH 32/57 South Junction – STH 67**
**STH 32**
**Manitowoc County**

## Letting of December 14, 2021

This is Addendum No. 01, which provides for the following:

### Special Provisions:

| **Revised** Special Provisions | |
|---|---|
| Article No. | Description |
| 3 | Prosecution and Progress |

### Schedule of Items:

| **Added** Bid Item Quantities | | | | | |
|---|---|---|---|---|---|
| Bid Item | Item Description | Unit | Old Quantity | Revised Quantity | Proposal Total |
| 465.0105 | Asphaltic Surface | Ton | 0 | 374 | 374 |
| 650.9920 | Construction Staking Slope Stakes | LF | 0 | 841 | 841 |

### Plan Sheets:

| **Revised** Plan Sheets | |
|---|---|
| Plan Sheet | Plan Sheet Title (brief description of changes to sheet) |
| 58 | Updated MQ table |
| 60 | Updated MQ table |

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**

**4085-48-71**

**December 08, 2021**

**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 2022 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.

The Notice to Proceed will be issued such that work shall start no later than July 11, 2022, unless otherwise approved by the engineer.

**Interim Completion**

Complete the milling and HMA overlay of the roundabout at STH 32 & STH 67 within 3 working days

If the contractor fails to complete the work at the roundabout at STH 32 & STH 67 and open the roadway to traffic, the department will assess the contractor $8,000 in interim liquidated damages for each working day contract work remains incomplete beyond 3 working days. An entire working day will be charged for any period of time within a working day that the road remains closed beyond 12:01 AM.

If contract time expires prior to completing all work specified in the contract, additional liquidated damages will be affixed according to standard spec 108.11.

**Interim Completion**

Complete the milling, HMA overlay, and shouldering of the connectors at the south junction of STH 32 & STH 57 within 5 working days. The following sections must be completed before opening to traffic:

- Stations 669'FNB'+67 – 681'FNB'+51 on STH 57 NB-32 NB
- Stations 672'FSB'+45 – 683'FSB'+20 on STH 32 SB-57 SB
- Stations 0'TSR'+00 – 3'TSR'+11 on STH 57 NB-32 SB RT
- Stations 663'TSB'+48 – 683'TSB'+20 on STH 32 SB
- Stations 663'TNB'+48 – 681'TNB'+51 on STH 32 NB

If the contractor fails to complete the work at connectors at the south junction of STH 32 & STH 57 and open the roadway to traffic, the department will assess the contractor $1,500 in interim liquidated damages for each working day contract work remains incomplete beyond 5 working days. An entire working day will be charged for any period of time within a working day that the road remains closed beyond 12:01 AM.

If contract time expires prior to completing all work specified in the contract, additional liquidated damages will be affixed according to standard spec 108.11.

**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).

In accordance to the final 4(d) rule issued for the NLEB, the department has determined that the proposed activity may affect, but will not result in prohibited take of the NLEB. The activity involves tree removal but will not occur within 0.25 miles of a known hibernacula, nor will the activity remove a known maternity roost tree or any other tree within 150 feet of a known maternity roost tree.

If additional trees need to be removed, no Clearing shall occur without prior approval from the engineer, following coordination with the WisDOT REC. Additional tree removal beyond the area originally specified will require consultation with the United States Fish and Wildlife Service (USFWS) and may require a bat presence/absence survey. Notify the engineer if additional Clearing cannot be avoided to begin coordination with the WisDOT REC. The WisDOT REC will initiate consultation with the USFWS and determine if a survey is necessary.

Submit a schedule and description of Clearing operations with the ECIP 14 days prior to any Clearing operations. The department will determine, based on schedule and scope of work, what additional erosion control measures shall be implemented prior to the start of Clearing operations, and list those additional measures in the ECIP.

**Schedule of Items**
Attached, dated December 8, 2021, are the revised Schedule of Items Page 7.

**Plan Sheets**
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 58 and 60

END OF ADDENDUM

Addendum No. 01
ID 4085-48-71
Revised Sheet 58
December 8, 2021

## HMA ITEMS

| | | | | | | 455.0605 | 460.0105.S | 460.0110.S | HMA PAVEMENT 3 MT 58-28 S | | | HMA PAVEMENT 4 MT 58-28 S | | | | HMA PAVEMENT 4 MT 58-28 H | | | 465.0105 | 465.0120 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY | ROADWAY | STATION | TO | STATION | OFFSET | TACK COAT | HMA PWL TEST STRIP VOLUMETRICS | HMA PWL TEST STRIP DENSITY | 460.6223 | INCENTIVE DENSITY PWL | INCENTIVE AIR VOIDS | 460.6224 | INCENTIVE DENSITY PWL | INCENTIVE AIR VOIDS | INCENTIVE DENSITY HMA PAVEMENT LONGITUDINAL JOINTS | 460.6424 | INCENTIVE DENSITY PWL | INCENTIVE AIR VOIDS | ASPHALTIC SURFACE | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | REMARKS |
| | | | | | | GAL | EACH | EACH | TON | TON* | TON** | TON | TON* | TON** | LF*** | TON | TON* | TON** | TON | TON | |
| 0010 | STH 32 NB | 663'TNB'+48 | - | 852'TNB'+75 | LT | 474 | - | - | - | - | - | 826 | - | 826 | - | - | - | - | - | - | CROSSOVERS |
| 0010 | STH 32 NB | 663'TNB'+48 | - | 681'TNB+50 | LT & RT | 321 | - | - | 364 | 364 | 364 | 262 | 262 | 262 | - | - | - | - | - | - | MAINLINE |
| 0010 | STH 32 NB | 663'TNB'+48 | - | 681'TNB+50 | LT & RT | 61 | - | - | 182 | - | 182 | 124 | - | 124 | - | - | - | - | - | - | SHOULDERS |
| 0010 | STH 32 SB | 663'TSB'+48 | - | 683'TSB'+20 | LT & RT | 363 | - | - | 411 | 411 | 411 | 296 | 296 | 296 | - | - | - | - | - | - | MAINLINE |
| 0010 | STH 32 SB | 663'TSB'+48 | - | 683'TSB'+20 | LT & RT | 70 | - | - | 204 | - | 204 | 141 | - | 141 | - | - | - | - | - | - | SHOULDERS |
| 0010 | STH 32 SB-57 SB | 672'FSB'+45 | - | 683'FSB'+20 | LT & RT | 226 | - | - | 257 | 257 | 257 | 185 | 185 | 185 | - | - | - | - | - | - | MAINLINE |
| 0010 | STH 32 SB-57 SB | 672'FSB'+45 | - | 683'FSB'+20 | LT & RT | 51 | - | - | 150 | - | 150 | 102 | - | 102 | - | - | - | - | - | - | SHOULDERS |
| 0010 | STH 57 NB-32 NB | 669'FNB'+67 | - | 681'FNB'+51 | LT & RT | 206 | - | - | 233 | 233 | 233 | 168 | 168 | 168 | - | - | - | - | - | - | MAINLINE |
| 0010 | STH 57 NB-32 NB | 669'FNB'+67 | - | 681'FNB'+51 | LT & RT | 79 | - | - | 225 | - | 225 | 157 | - | 157 | - | - | - | - | - | - | SHOULDERS |
| 0010 | STH 57 NB - 32 SB RT | 0'TSR'+00 | - | 3'TSR'+11 | LT & RT | 64 | - | - | 73 | 73 | 73 | 52 | 52 | 52 | - | - | - | - | - | - | MAINLINE |
| 0010 | STH 57 NB - 32 SB RT | 0'TSR'+00 | - | 3'TSR'+11 | LT & RT | 9 | - | - | 29 | - | 29 | 19 | - | 19 | - | - | - | - | - | - | SHOULDERS |
| 0010 | STH 32 NB | 681'TNB'+51 | - | 731'TNB'+26 | LT & RT | 1,592 | - | - | 1,804 | 1,804 | 1,804 | 1,300 | 1,300 | 1,300 | 4,976 | - | - | - | - | - | MAINLINE |
| 0010 | STH 32 NB | 681'TNB'+51 | - | 731'TNB'+26 | LT & RT | 178 | - | - | 534 | - | 534 | 361 | - | 361 | - | - | - | - | - | - | SHOULDERS |
| 0010 | STH 32 NB | 681'TNB'+51 | - | 731'TNB'+26 | LT & RT | 30 | - | - | - | - | - | 52 | - | 52 | - | - | - | - | - | - | SIDE ROADS |
| 0010 | STH 32 SB | 683'TSB'+20 | - | 731'TSB'+21 | LT & RT | 1,536 | - | - | 1,741 | 1,741 | 1,741 | 1,255 | 1,255 | 1,255 | 4,801 | - | - | - | - | - | MAINLINE |
| 0010 | STH 32 SB | 683'TSB'+20 | - | 731'TSB'+21 | LT & RT | 242 | - | - | 695 | - | 695 | 483 | - | 483 | - | - | - | - | - | - | SHOULDERS |
| 0010 | STH 32 SB | 689'TSB'+19 | - | 690'TSB'+62 | LT | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 9 | DRIVEWAYS |
| 0010 | STH 32 SB | 692'TSB'+25 | - | 692'TSB'+80 | LT | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 9 | DRIVEWAY |
| 0010 | STH 32 SB | 697'TSB'+61 | - | 698'TSB'+27 | LT | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 8 | DRIVEWAY |
| 0010 | STH 32 NB | 700'TNB'+85 | - | 701'TNB'+92 | RT | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | 9 | DRIVEWAYS |
| 0010 | STH 32 NB | 729'TNB'+41 | - | 729'TNB'+93 | RT | 2 | - | - | 7 | - | 7 | 5 | - | 5 | - | - | - | - | - | - | LAX CHAPEL NW QUADRANT |
| 0010 | STH 32 NB | 729'TNB'+60 | - | 730'TNB'+83 | LT | 6 | - | - | 22 | - | 22 | 14 | - | 14 | - | - | - | - | - | - | MEDIAN |
| 0010 | STH 32 SB | 732'TSB'+01 | - | 852'TSB'+73 | LT & RT | 3,862 | 2 | 2 | 4,377 | 4,377 | 4,377 | 3,154 | 3,154 | 3,154 | 12,072 | - | - | - | - | - | MAINLINE |
| 0010 | STH 32 SB | 732'TSB'+01 | - | 852'TSB'+73 | LT & RT | 419 | - | - | 1,247 | - | 1,247 | 847 | - | 847 | - | - | - | - | - | - | SHOULDERS |
| 0010 | STH 32 SB | 732'TSB'+01 | - | 852'TSB'+73 | LT & RT | 143 | - | - | - | - | - | 250 | - | 250 | - | - | - | - | - | - | SIDE ROADS |
| 0010 | STH 32 NB | 732'TNB'+07 | - | 852'TNB'+75 | LT & RT | 3,863 | - | - | 4,378 | 4,378 | 4,378 | 3,155 | 3,155 | 3,155 | 12,068 | - | - | - | - | - | MAINLINE |
| 0010 | STH 32 NB | 732'TNB'+07 | - | 852'TNB'+75 | LT & RT | 474 | - | - | 1,397 | - | 1,397 | 954 | - | 954 | - | - | - | - | - | - | SHOULDERS |
| 0010 | STH 32 NB | 732'TNB'+07 | - | 852'TNB'+75 | LT & RT | 70 | - | - | - | - | - | 121 | - | 121 | - | - | - | - | - | - | SIDE ROADS |
| 0010 | STH 32 NB | 732'TNB'+73 | - | 733'TNB'+75 | LT | 7 | - | - | 23 | - | 23 | 15 | - | 15 | - | - | - | - | - | - | MEDIAN |
| 0010 | STH 32 SB | 733'TSB'+09 | - | 733'TSB'+46 | LT | 2 | - | - | 8 | - | 8 | 5 | - | 5 | - | - | - | - | - | - | LAX CHAPEL SE QUADRANT |
| 0010 | STH 32 SB | 742'TSB'+17 | - | 742'TSB'+42 | LT | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | DRIVEWAY |
| 0010 | STH 32 SB | 757'TSB'+80 | - | 758'TSB'+04 | LT | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | DRIVEWAY |
| 0010 | STH 32 NB | 779'TNB'+33 | - | 780'TNB'+17 | RT | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | 9 | DRIVEWAY |
| 0010 | STH 32 NB | 852'TNB'+75 | - | 860'TNB'+00 | LT & RT | 271 | - | - | - | - | - | 473 | 473 | 473 | 1,450 | - | - | - | - | - | MAINLINE |
| 0010 | STH 32 NB | 852'TNB'+75 | - | 860'TNB'+00 | LT & RT | 247 | - | - | - | - | - | 431 | - | 431 | - | - | - | - | - | - | SHOULDERS, MEDIAN, SIDE ROAD |
| 0010 | STH 32 | 860'TR'+00 | - | 864'TR'+89 | LT & RT | 182 | - | - | - | - | - | 317 | 317 | 317 | 978 | - | - | - | - | - | MAINLINE |
| 0010 | STH 32 | 860'TR'+00 | - | 864'TR'+89 | LT & RT | 118 | - | - | - | - | - | 206 | - | 206 | - | - | - | - | - | - | SHOULDERS & MEDIAN |
| 0010 | STH 32 | 864'TR'+89 | - | 872'TR'+78 | LT & RT | 499 | - | - | - | - | - | - | - | - | - | 855 | 855 | 855 | - | - | ROUNDABOUT |
| 0010 | STH 32 SB | 695'TSB'+78 | - | 721'TSB'+66 | LT & RT | - | - | - | - | - | - | - | - | - | - | - | - | - | 169 | - | SUPEREVEVATION CORRECTION |
| 0010 | STH 32 SB | 695'TNB'+78 | - | 721'TNB'+38 | LT & RT | - | - | - | - | - | - | - | - | - | - | - | - | - | 171 | - | SUPEREVEVATION CORRECTION |
| 0010 | STH 57 NB | 674'FNB'+82 | - | 681'FNB'+51 | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | 34 | - | SUPEREVEVATION CORRECTION |
| | | | | **PROJECT TOTALS** | | **15,700** | **2** | **2** | **18,360** | **13,638** | **18,360** | **15,731** | **10,617** | **15,731** | **36,345** | **855** | **855** | **855** | **374** | **50** | |

| PROJECT NO: 4085-48-71 | HWY: STH 32 | COUNTY: MANITOWOC | MISCELLANEOUS QUANTITIES | SHEET: 58 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\...\030200_mq.pptx PLOT DATE : June 14, 1911 PLOT BY : A.R.H. PLOT NAME : PLOT SCALE : 1:1

Addendum No. 01
ID 4085-48-71
Revised Sheet 60
December 8, 2021

3

3

## BARRIER SYSTEM GRADING SHAPING AND FINISHING

| CATEGORY | ROADWAY | STATION | TO | STATION | OFFSET | **614.0010 BARRIER SYSTEM GRADING SHAPING AND FINISHING EACH | *EXCAVATION COMMON CY | *BORROW CY | *TOPSOIL SY | *FERTILIZER TYPE B CWT | *SEEDING MIXTURE NO. 20 LB | *EROSION MAT CLASS 1 TYPE B SY | *MULCHING SY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | STH 32 SB | 694'TSB'+20 | - | 697'TSB'+47 | LT | 1 | 10 | 5 | 144 | 4.5 | 3.9 | - | 144 |
| 0010 | STH 32 SB | 698'TSB'+27 | - | 709'TSB'+68 | LT | 1 | 2 | 11 | 73 | 2.3 | 2.0 | - | 73 |
| 0010 | STH 32 NB | 729'TNB'+70 | - | 731'TNB'+29 | LT | 1 | 2 | 237 | 355 | 11.2 | 9.6 | 355 | - |
| 0010 | STH 32 NB | 729'TNB'+93 | - | 731'TNB'+17 | RT | 1 | 8 | 1 | 53 | 1.7 | 1.4 | - | 53 |
| 0010 | STH 32 SB | 731'TSB'+98 | - | 733'TSB'+35 | LT | 1 | 1 | 1 | 29 | 0.9 | 0.8 | - | 29 |
| 0010 | STH 32 NB | 732'TNB'+04 | - | 733'TNB'+62 | LT | 1 | 2 | 221 | 344 | 10.8 | 9.3 | 344 | - |
| | | | | **PROJECT TOTALS** | | 6 | 25 | 476 | 998 | 31.4 | 26.9 | 699 | 299 |

NOTES:
*ITEMS & QUANTITIES LISTED FOR BID INFORMATION ONLY
** ITEM INCLUDES CONSTRUCTION STAKING

## MGS GUARDRAIL SUMMARY

| CATEGORY | ROADWAY | STATION | TO | STATION | OFFSET | 614.0200 STEEL THRIE BEAM STRUCTURE APPROACH LF | 614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH | 614.0230 STEEL THRIE BEAM LF | 614.0397 GUARDRAIL MOW STRIP EMULSIFIED ASPHALT SY | 614.2300 MGS GUARDRAIL 3 LF | 614.2330 MGS GUARDRAIL 3 K LF | 614.2350 MGS GUARDRAIL SHORT RADIUS LF | 614.2500 MGS THRIE BEAM TRANSITION LF | 614.2610 MGS GUARDRAIL TERMINAL EAT EACH | 614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH | 614.2630 MGS GUARDRAIL SHORT RADIUS TERMINAL EACH | 650.9920 CONSTRUCTION STAKING SLOPE STAKES LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | STH 32 SB | 695'TSB'+82 | - | 697'TSB'+47 | LT | - | - | - | - | 113 | - | - | - | 1 | 1 | - | - |
| 0010 | STH 32 SB | 698'TSB'+27 | - | 709'TSB'+68 | LT | - | - | - | 331 | 266 | 825 | 16 | - | 1 | - | 1 | - |
| 0010 | STH 32 SB | 728'TSB'+35 | - | 731'TSB'+24 | LT | - | - | - | 74 | 100 | 150 | - | 39 | - | 1 | - | 289 |
| 0010 | STH 32 NB | 729'TNB'+70 | - | 731'TNB'+29 | LT | 42 | 1 | 171 | 47 | - | - | - | - | - | - | - | - |
| 0010 | STH 32 NB | 729'TNB'+93 | - | 731'TNB'+17 | RT | - | - | - | - | 128 | - | 61 | 39 | - | - | 1 | - |
| 0010 | STH 32 SB | 731'TSB'+98 | - | 733'TSB'+35 | LT | - | - | - | 39 | 28 | 63 | 37 | 39 | - | - | 1 | - |
| 0010 | STH 32 NB | 732'TNB'+04 | - | 733'TNB'+62 | LT | 42 | 1 | 180 | 52 | - | - | - | - | - | - | - | - |
| 0010 | STH 32 NB | 732'TNB'+04 | - | 737'TNB'+56 | RT | - | - | - | 82 | 325 | 188 | - | 39 | - | 1 | - | 552 |
| | | | | **PROJECT TOTALS** | | **84** | **2** | **351** | **625** | **960** | **1,226** | **114** | **156** | **2** | **3** | **3** | **841** |

Proposal ID: 20211214030 Project(s): 4085-48-71

Federal ID(s): WISC 2022088

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID<br>Description | Approximate Quantity and Units | Unit Price | Bid Amount |
|---|---|---|---|---|
| 0192 | ASP.1T0G<br>On-the-Job Training Graduate at $5.00/HR | 1,320.000<br>HRS | 5.00000 | 6,600.00 |
| 0194 | 465.0105<br>Asphaltic Surface | 374.000<br>TON | _____._____ | _____._____ |
| 0196 | 650.9920<br>Construction Staking Slope Stakes | 841.000<br>LF | _____._____ | _____._____ |

Section: 0001 Total: _____._____

Total Bid: _____._____