



**DANE COUNTY
DEPARTMENT OF ADMINISTRATION
PURCHASING DIVISION**

REQUEST FOR BID (RFB)

Revised 02/2022 (G/S)(HIGHWAY NO PREFS)

BID NUMBER: 122028 (Revised 03/01/2022)

**BID TITLE: HMA Pavement – County
Projects**

**BID DEADLINE: March 7, 2022
2:00 p.m. (CST)**

**SUBMIT BID TO: Purchasing Bid Dropbox
www.danepurchasing.com**

Late, faxed, mailed, hand-delivered or unsigned bids will be rejected

**DIRECT
ALL INQUIRES
TO:**

Carmen Hidalgo
Purchasing Officer
(608)266-4966
Hidalgo.Carmen@countyofdane.com
www.danepurchasing.com

BID SUBMISSION CHECKLIST

- Update Vendor Registration
- Read Entire Bid Document

Completed Bid Packet (In PDF Format)

- Section 1 – Vendor Information
- Section 2 – Bid Specifications
- Section 3 – Price Proposal

- Upload Bid Response to Purchasing Bid Dropbox

DATE ISSUED | February 7, 2022

VENDOR INFORMATION

VENDOR NAME: _____

Vendor Information (address below will be used to confirm Local Vendor Preference)			
Address			
City		County	
State		Zip+4	
Vendor Rep. Name		Telephone	
Title			
Email			
Dane County Vendor #			

Local Vendor Preference Does Not Apply To This Bid
(Reference General Guidelines #1.6)

Local Content Vendor Preference Does Not Apply To This Bid
(Reference General Guidelines #1.7)

Cooperative Purchasing (Reference General Guidelines #1.8)
<input type="checkbox"/> I <u>agree</u> to furnish the commodities or services of this bid to municipalities and state agencies.
<input type="checkbox"/> I <u>do not agree</u> to furnish the commodities or services of this bid to municipalities and state agencies.

Fair Labor Practice Certification (Reference General Guidelines #1.9)
<input type="checkbox"/> Vendor has not been found by the National Labor Relations Board (“NLRB”) or the Wisconsin Employment Relations Commission (“WERC”) to have violated any statute or regulation regarding labor standards or relations in the seven years prior to the date this bid submission is signed.
<input type="checkbox"/> Vendor has been found by the National Labor Relations Board (“NLRB”) or the Wisconsin Employment Relations Commission (“WERC”) to have violated any statute or regulation regarding labor standards or relations in the seven years prior to the date this bid submission is signed.

Addenda – we hereby acknowledge receipt, review and use of the following addenda, if applicable.
<input type="checkbox"/> Addendum #1 <input type="checkbox"/> Addendum #2 <input type="checkbox"/> Addendum #3 <input type="checkbox"/> Addendum #4 <input type="checkbox"/> None

Signature Affidavit
In signing this bid, we certify that we have not, either directly or indirectly, entered into any agreement or participated in any collusion or otherwise taken any action in restraint of free competition; that no attempt has been made to induce any other person or firm to submit or not to submit a bid; that this bid has been independently arrived at without collusion with any other bidder, competitor or potential competitor; that this bid has not been knowingly disclosed prior to the opening of bids to any other bidder or competitor; that the above statement is accurate under penalty of perjury.
The undersigned, submitting this bid, hereby agrees with all the terms, conditions, and specifications required by the County in this Request for Bid, and declares that the attached bid and pricing are in conformity therewith.

Signature: _____

Title: _____

Printed Name: _____

Date: _____

BID AND SPECIFICATION OVERVIEW

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

Specification Compliance: Bidder shall complete every space in the area provided with either a check mark to indicate the item being bid is exactly as specified (**Yes**), or deviates from bid specification (**No**). Any deviation from the minimum specifications stated herein must be identified in detail in the Specifications Deviations section of the bid 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 product. 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.

Term: The contract shall be effective on the date indicated on the Dane County purchase order or the Dane County contract execution date and shall run for one year from that date.

BID SPECIFICATIONS

BID 122028 HMA Pavement – County Projects

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 requirements are met.

GENERAL

All work and materials supplied under this proposal shall conform to the Standard Specifications for Road and Bridge Construction, 2021 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. The bid bond can be uploaded electronically with the bid submission.

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.

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

Section 2 – Bid Specifications – Submit with Bid

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 18, 2022. 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.

Section 2 – Bid Specifications – Submit with Bid

- 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 item 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

Section 2 – Bid Specifications – Submit with Bid

the County reserves the right to reject any pavement on the basis of an obvious inconsistency, poor appearance, or poor ride.

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.

Section 2 – Bid Specifications – Submit with Bid

- 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
Traffic Lanes [2]	Lower	93.0 [3]	93.0 [4]	[5]
	Upper	93.0	93.0	[5]
Side Roads, Crossovers, Turn Lanes & Ramps	Lower	93.0 [3]	93.0 [4]	[5]
	Upper	93.0	93.0	[5]
Shoulders and Appurtenances	Lower	91.0	91.0	[5]
	Upper	92.0	92.0	[5]

[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.
- 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.
 - 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. A copy of all testing records shall be submitted to the County at the completion of paving operations. Testing records may be submitted as hard copies or electronically.

Section 2 – Bid Specifications – Submit with Bid

- D. Acceptance. Final acceptance of all asphaltic mixes shall be based primarily on the overall quality of finished pavement, compacted densities, and the quality of workmanship. 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.

CONCRETE CURB & GUTTER, Items 601.0407, 601.0411 & 601.0557

This work shall be in accordance with the requirements of Section 601 of the Standard Specifications, except as hereinafter amended.

601.3.6 Expansion Joints. Place expansion joints in curb, gutter, or curb & gutter constructed next to asphaltic pavement or surfacing. Locate joints everywhere that tangent and radial curb, or curb & gutter meet; **on each side of every inlet 5-6' from the inlet**, but no closer than 6 feet from another joint; and on tangent sections place between 6 feet and 300 feet.

MOBILIZATION MILL, Item SPV.0060.01

- A. Description. This section describes the work and operations necessary to move personnel, equipment, supplies and incidentals to the project site to accomplish milling hourly operations.
- B. Materials (Vacant)
- C. Construction (Vacant)
- D. Method of Measurement. Mobilization Mill shall be measured as each individual unit acceptably completed. In the event of multiple projects there will be a fixed mobilization charge to the first project site, with an hourly charge starting when the mill unloads at the first project site and ending when the clean-up at the last project site is complete.
- E. Basis of Payment. Payment for Mobilization Mill is full compensation for supplying and providing all materials and services, and for performing all work necessary to complete this contract bid item.

MILLING, HOURLY, Item SPV.0075.01, SPV.0075.02; 1-4' Mill, 4+-12' Mill respectively.

- A. Description. This item is the same as Removing Asphaltic Surface Milling, Item 204.0120, except as modified below. Under this item, the County will supply the traffic control. The contractor will notify the County 48 hours in advance of milling in order for the County to provide traffic control.
- B. Materials (Vacant)
- C. Construction (Vacant)
- D. Method of Measurement. Milling, Hourly, shall be measured in 1/2 hour increments of time spent on the job plus a fixed mobilization charge to the project site. In the event of multiple projects there will be a fixed mobilization charge to the first project site, with an hourly charge starting when the mill unloads at the first project site and ending when the clean-up at the last project site is complete.
- E. Basis of Payment. Milling, Hourly will be paid for at the contract unit price bid for Milling, hourly and shall be full compensation for Milling the existing pavement surface, for wedging utility castings after Milling, for street cleaning, and for all equipment, tools, labor, and incidentals necessary to complete the work in accordance with this contract.

TRUCKING MILLED MATERIAL, HOURLY, Item SPV.0075.03,

- A. Description. This item is for trucking with quad-axel dump trucks and disposal of material produced by milling operations.

- B. Materials (Vacant)
- C. Construction (Vacant)
- D. Method of Measurement. Trucking, Hourly, shall be measured in 1/2 hour increments of time spent on the job. In the event of multiple projects time will start when the truck is loaded at the first project site and end when the truck leaves the last project site.
- E. Basis of Payment. Trucking, Hourly, will be paid for at the contract unit price bid for trucking and shall be full compensation for the truck and operator and for all equipment, tools, labor, and incidentals necessary to complete the work in accordance with this contract.

COLD MIX ASPHALT PAVEMENT, Item SPV.0195.01.

- A. Description This special provision describes the cold mix asphalt mixture design and constructing cold mix asphalt pavement.
- B. Materials
 - 1. General Furnish a homogeneous mixture that is in accordance to the pertinent requirements of section 460 of the standard specifications, except gradation which shall conform to the requirements listed below.
 - 2. Aggregates All aggregates to be used in the asphaltic mixtures shall be of virgin nature. No recycled asphaltic aggregates will be accepted. Ensure that the aggregate blend conforms to the gradation requirements in table B-1. The values listed are design limits; production values may exceed those limits.

Table B-1 AGGREGATE GRADATION MASTER RANGE

Sieve Size		Percent Passing
1 in	25 mm	100
¾ in	19 mm	100
½ in	12.5 mm	90-100
3/8 in	9.5 mm	35-95
No. 4	4.7 mm	25-80
No. 8	2.36 mm	15-60
No. 16	1.18 mm	30-55
No. 30	0.60 mm	7-40
No.50	0.30 mm	5-25
No. 100	0.15 mm	
No. 200	0.075 mm	3-8

- 3. Asphaltic Material The asphaltic material shall be MC, SC, or Emulsified Asphalt conforming where applicable to section 455 of the standard specifications. The liquid asphalt shall be mixed at a total rate of 5-7% by weight. The exact rate shall be determined by the contractor to assure optimum performance. The bitumen shall be mixed at the appropriate temperature for the particular grade.
- 4. Cold Mix Design The contractor shall develop and submit an asphalt mix design as per the Asphalt Institute Manual MS-2 – Marshall Method. Mix designs are to be submitted to the department a minimum of 2 weeks prior to paving for review. The department will review mixture designs and report the results of that review to the contractor.

C. Construction

- 1. Mixing Plant The paving material shall be mixed in a plant equipped with weigh belt conveyer and automatic computer controlled proportioning of asphalt to aggregate. The mixing chamber shall be

Section 2 – Bid Specifications – Submit with Bid

a minimum of 85 inches long to insure complete and uniform mixing of the bitumen and aggregates. The discharge temperature of the mix shall not exceed asphalt material manufacturer recommendations. Cold mix must be produced and used in a continuous operation and may not be stockpiled to be used at a later date.

2. Preparation of Roadway Prior to the application of the bituminous cold mix, the roadway is to be prepared conforming to section 211 of the standard specifications. No tack coat shall be placed prior to placement of the asphalt mixture.
 3. Asphaltic Mixture Paver The paving material shall be laid with a self propelled paver conforming to section 450 of the standard specifications.
 4. Compaction The asphaltic mixture shall be compacted conforming to section 450.3.2.6.2.
- D. Measurement The department will measure asphaltic mixtures by the ton of mixed aggregate and asphaltic material incorporated in the work unless the measurement subsection of a particular application specifies otherwise. Provide the engineer with weigh tickets showing the net weight of each load of material delivered. The department or department-authorized testing firms or agencies will test the contractor's truck, storage silo, or plant scales.
- E. Payment The department will pay for measured quantities at the contract unit price under the following bid item:

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
SPV.0195.01	Cold Mix Asphalt Pavement	TON

Payment is full compensation for providing cold mix asphalt mix designs; for preparing foundation; for furnishing, preparing, hauling, mixing, placing, and compacting mixture; and for all materials.

BID SPECIFICATIONS

Individual Project Description and Specifications

**CTH BB (Sprecher Rd. to Buss Rd.) – Town of Blooming Grove and Town of Cottage Grove
Project No. 68146-2200**

This project is to replace culverts, pulverize & re-lay the existing pavement, construct a new 5” HMA pavement and crushed aggregate shoulders. The project starts 400 ft east of Sprecher Road and extends easterly to approximately 600 ft west of Buss Road to the new pavement limits.

Contractor work on this project will include the following items: Removing Asphaltic Surface (at 11 private driveways), Removing Asphaltic Surface, Butt Joints (start and end of project, mill to pulverize transitions, at 3 side roads, 11 private driveways), Curb & Gutter, Sidewalk, Pulverize & Relay Pavement, HMA Pavement and Sawing Asphalt.

Prior to the Contractor’s work Dane County will replace culverts, widen the roadway to accommodate the proposed overlay where turn or bypass lanes will be added, and reconstruct intersections to meet current design standards. County work on this project is anticipated to be completed by approximately July/August of 2022 (subject to change). The County will be responsible for undercut of pulverized and relayed material if necessary. At completion of paving operations Dane County will construct gravel shoulders.

Traffic Control: The road will remain open to traffic during construction. Dane County will be responsible for installation and maintenance of permanent traffic control.

The contractor will be responsible to replace permanent traffic control drums and barricades moved during their operations. In addition, the contractor will be responsible for temporary signing and flagging required for their operations during construction. Contractor traffic control is incidental to construction.

Proposed Pavement Structure

Pavement: 3 MT 58-28 S Lower
4 MT 58-28 S Upper

Approx. Length 1.75 Miles

Width: 32 feet

Depth: 3” Lower
2” Upper

BID SPECIFICATIONS

Individual Project Description and Specifications

CTH BW “W. Broadway” (US 12/18 “Beltline” to Frazier Avenue) – City of Monona Project No. 68147-2200

This project is to remove the existing concrete pavement, concrete curb & gutter, base and subgrade and construct a new base, concrete curb and gutter and HMA pavement. Excavation work on this project is anticipated to begin in Mid to late April 2022 (Option B) or early June (Option A) (subject to change).

Contractor work on this project includes the following items: Removing Pavement, Removing Curb and Gutter, construction of new Concrete Curb & Gutter, Concrete Sidewalk at curb ramps and 6” HMA Pavement. The roadway will be constructed in 2 phases, and the Contractor should submit a bid for Option A (road closed/detour), Option B (traffic allowed), or both. Dane County would like to evaluate both options before deciding on traffic control. Contractor mobilization for each phase is incidental to construction.

Dane County will excavate the existing base and subgrade, reconstruct storm sewer as necessary, construct the new base course and landscape/finish the project.

OPTION A (road closed/detour)

Phase 1: Reconstruct the intersection of CTH BW with Frazier Avenue. CTH BW between the Beltline and Frazier Avenue will be closed to all traffic except emergency vehicles during this phase. Traffic will be detoured to the Beltline during this time.

The contractor will remove concrete pavement, concrete curb and gutter and sidewalk within the intersection limits. Dane County will work behind the contractor excavating subgrade and constructing new subbase and base course within the intersection. At completion of base work by Dane County, the contractor will construct the concrete curb and gutter, concrete sidewalk and curb ramps. Dane County will finish the base as soon as curb work is complete in preparation for the contractor to construct the HMA pavement. Dane County will notify the contractor 3 days before paving is anticipated to begin and the contractor must begin paving within one day of the County finishing grade work. It is anticipated that the CTH BW/Frazier Avenue intersection will be ready for curb & gutter approximately the mid to late June (subject to change).

In addition to the concrete sidewalk and detectable warning fields on the corners of the intersection, the contractor is to construct concrete sidewalk and detectable warning fields in the median islands.

Traffic during phase 1 will be detoured onto the Beltline. Following completion of the paving, the intersection will be opened to traffic except those movements that go to or from the west leg.

Phase 2: Reconstruct CTH BW from Frazier Avenue to the westbound Beltline ramps. Traffic will not be allowed on CTH BW within the work zone. Westbound Beltline ramps will remain closed during this phase, except for construction traffic.

The contractor will remove concrete pavement and concrete curb and gutter between Frazier Avenue and the Beltline. Dane County will work behind the contractor excavating subgrade and constructing new subbase and base course. At completion of base work by Dane County, the contractor will construct the concrete curb and gutter. Dane County will finish the base as soon as curb work is complete in preparation for the contractor to construct the HMA pavement. Dane County will notify the contractor 3 days before paving is anticipated to begin and the contractor must begin paving within one day of the County finishing grade work. It is anticipated that the segment of CTH BW between Frazier Avenue and the Beltline will be ready for curb & gutter approximately late July to early August 2022 (subject to change), followed by paving.

Traffic during phase 2 will continue to be detoured onto the Beltline. Following completion of the paving and pavement marking, CTH BW will be opened to traffic.

BID SPECIFICATIONS**Individual Project Description and Specifications**

**CTH BW “W. Broadway” (US 12/18 “Beltline” to Frazier Avenue) – City of Monona
Project No. 68147-2200**

OPTION B (traffic allowed)

Phase 1: Reconstruct the inner 4 lanes (2 in each direction) and median of CTH BW from the westbound Beltline ramps to Frazier Avenue, including through the Frazier Avenue intersection. One lane of traffic will be allowed in each direction using the outermost 12 ft of pavement. No left turns movements on CTH BW or Frazier Avenue or cross traffic using Frazier Avenue will be allowed.

The contractor will remove concrete pavement and concrete curb and gutter in the innermost 2 lanes in each direction and within the median. Dane County will work behind the contractor excavating subgrade and constructing new subbase and base course within the inner lanes. At completion of base work by Dane County, the contractor will construct the median concrete curb and gutter and in-median curb ramps at Frazier Avenue. Dane County will finish the base as soon as curb work is complete in preparation for the contractor to construct the HMA pavement. Dane County will notify the contractor 3 days before paving is anticipated to begin and the contractor must begin paving within one day of the County finishing grade work. It is anticipated that the CTH BW median will be ready for curb & gutter approximately early to mid-June 2022 (subject to change).

Phase 2: Reconstruct the remaining pavement and curb and gutter (outer lane in each direction) from the westbound Beltline ramps to Frazier Avenue, including through the Frazier Avenue intersection. One lane of traffic will be allowed in each direction using the innermost lane. No left turns or cross traffic using Frazier Avenue will be allowed.

The contractor will remove concrete pavement and concrete curb and gutter on the outer lanes between the westbound Beltline ramps and Frazier Avenue. Dane County will work behind the contractor excavating subgrade and constructing new subbase and base course. At completion of base work by Dane County, the contractor will construct the concrete curb and gutter. Dane County will finish the base as soon as curb work is complete in preparation for the contractor to construct the HMA pavement. Dane County will notify the contractor 3 days before paving is anticipated to begin and the contractor must begin paving within one day of the County finishing grade work. It is anticipated that the outer lanes in the segment of CTH BW between the westbound Beltline ramps and Frazier Avenue will be ready for curb & gutter approximately late June-early July 2022 (subject to change), followed by paving.

Proposed Pavement Structure

Pavement:	Lower: 3 MT 58-28 S Upper: 4 MT 58-28 H
Approx. Length:	0.23 Miles
Width:	varies
Depth:	4” Lower 2” Upper

BID SPECIFICATIONS

Individual Project Description and Specifications

**CTH J (CTH JJ to CTH F) – Town of Vermont, Sections 17, 20 and 21
Project No. 68183-2200**

This project is to replace culverts, construct a 2 3/4-inch Cold Mix Asphalt Pavement scratch & overlay on the existing pavement on CTH J and build 1 ft crushed aggregate shoulders.

Contractor work on this project includes the following items: Removing Asphalt Surface Butt Joints, Removing Asphalt Surface, Cold Mix Asphalt Pavement and Sawing Asphalt.

Prior to the Contractor's work, Dane County will replace several culverts. This work is anticipated to be completed by April/May 2022 (subject to change). At completion of paving operations Dane County will construct gravel shoulders.

Removing Asphalt Surface Butt Joints includes the following locations¹:

- East and west ends of the project
- 2 private driveways

Removing Asphalt Surface includes the following locations¹:

- 2 private driveways

Traffic Control: The road will be open to traffic during construction. Dane County will be responsible for installation and maintenance of the permanent traffic control. The contractor will be responsible to replace permanent traffic control drums and barricades moved during their operations. In addition, the contractor will be responsible for temporary signing and flagging required for their operations during construction. A minimum of two flaggers are required for all operations. Contractor traffic control is incidental to construction.

Proposed Pavement Structure

Pavement: Cold Mix Asphalt Pavement

Approx. Length 0.80 Miles

Width: 22 feet

Depth: 1" Scratch 22' wide
1 3/4" Upper 22' wide

¹ Locations are approximate and may be modified slightly by DCH engineer.

BID SPECIFICATIONS

Individual Project Description and Specifications

**CTH J (CTH S to STH 78) – Town of Vermont, Section 36 & Town of Cross Plains, Sections 27-34
Project No. 68184-2200**

CHIP Funded

This project is to mill and overlay the existing pavement on CTH J (CTH S to STH 78).

Prior to the contractor's work Dane County will replace culverts. County work on this project is anticipated to be completed approximately May/June of 2022 (subject to change).

Contractor work will include the following items: Removing Asphalt Surface Milling, Removing Asphalt Surface Butt Joints, HMA Pavement and Sawing Asphalt. Mill to depth of 2 ¾". The new 2 ¾" pavement will be constructed to match the milled slope.

Removing Asphalt Surface Milling will include the widened pavement areas at CTH S and STH 78 and will be measured and paid as the width required to remove the existing asphalt pavement only. Additional milling wider than the pavement to accommodate paving operations will be incidental to the item removing asphalt surface milling. Removing Asphalt Surface Butt Joints will also include the following areas²:

- 3 side road intersections
- 12 private driveways

Dane County will construct gravel shoulders after contract work is complete.

The road will be open to traffic during construction. The contractor is responsible for traffic control signing and flagging during their operations. A minimum of two flaggers are required for all operations. The contractor's traffic control is incidental to construction.

Proposed Pavement Structure

Pavement:	Upper: 4 LT 58-28 S
Approx. Length	4.00 miles
Width:	28 feet + 1 ft gravel shoulders
Depth:	2 ¾" Upper

² Locations are approximate and may be modified slightly by DCH engineer.

BID SPECIFICATIONS
Individual Project Description and Specifications

**CTH MN (Williams Drive to CTH N) – Town of Pleasant Springs, Sections 4 and 5,
and Town of Cottage Grove, Section 33
Project No. 68188-2200**

This project is to replace culverts, bench and widen the shoulders, scratch coat and overlay, widen the existing pavement from 22' to 28' and construct 1' wide crushed aggregate shoulders.

Contractor work on this project will include the following items and will be completed after the County's work: Pulverize and Relay (1,800 ft to CTH N), Removing Asphaltic Surface, Butt Joints and HMA Pavement.

Removing Asphaltic Surface Milling will include³:

- 3 private paved driveways

Removing Asphaltic Surface Butt Joints will include³:

- Start and end of project
- 5 intersections: Williams Drive x 2, Oak Street, Stonedahl Road, Fieldview Lane
- 3 private paved driveways

Prior to the contractor's work Dane County will replace culverts and widen the subgrade as necessary. Dane County work is anticipated to be completed by approximately April-May 2022 (subject to change). At completion of paving operations Dane County will construct gravel shoulders.

Traffic Control: The road will be open to traffic during construction. Dane County will be responsible for installation and maintenance of permanent traffic control.

The contractor will be responsible to replace permanent traffic control drums and barricades moved during their operations. In addition, the contractor will be responsible for temporary signing and flagging required for their operations during construction. A minimum of two flaggers are required for all operations. Contractor traffic control is incidental to construction.

Proposed Pavement Structure

Pavement: Lower: 3 LT 58-28 S (shoulders and on pulverize/relay areas only)
Upper: 4 LT 58-28 S

Approx. Length 1.05 miles

Width: 22 feet (existing)
28 feet (proposed)

Depth: 2 ¼" for 3 ft wide paved shoulders + pulverized/relaid areas (lower)
2 ¾" Overlay 28' wide

³ Locations are approximate and may be modified slightly by DCH engineer.

