



# Wisconsin Department of Transportation

May 1, 2017

**Division of Transportation  
Systems Development**

Bureau of Project Development  
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## NOTICE TO ALL CONTRACTORS:

**Proposal #37: 9120-09-70, WISC 2017 291  
Brule River – Iron Mountain  
CTH NN – Michigan State Line  
USH 2  
Florence County**

### Letting of May 9, 2017

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

#### Special Provisions:

Revised Special Provisions	
Article No.	Description
3	Prosecution and Progress

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**

**9120-09-70**

**May 1, 2017**

**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 start date to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the approved start date.

To revise the start date, submit a written request to the engineer at least two weeks before the intended start date. 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.

Single lane closures on USH 2 will be permitted provided one 12 foot lane remains open to traffic.

Traffic will be permitted to ride on a milled surface. However, the centerline of adjacent milled surfaces must match-up by the end of each day and the milled surface is to be covered by new HMA surface by the end of the work week.

There shall be no drop offs between adjacent lanes when traffic is restored at the end of each day. A tapered joint will be allowed between adjacent lanes during paving of the upper surface layer of asphaltic pavements. If used, the tapered joint shall be milled out prior to matching into adjacent lane. Milling of the tapered joint is considered incidental to paving operations.

END OF ADDENDUM