



Wisconsin Department of Transportation

June 8, 2022

Division of Transportation Systems Development
Bureau of Project Development
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NOTICE TO ALL CONTRACTORS:

Proposal #08: 1150-78-71, WISC 2022462
Green Bay - Abrams
Norfield Road – USH 141
USH 41
Brown and Oconto Counties

Letting of June 14, 2022

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
3	Prosecution and Progress

Other:

Revise the Contract Completion Time from 100 Working Days to a completion date of July 31, 2023.

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

1150-78-71

June 8, 2022

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.

Interim Completion and Liquidated Damages – USH 41 Northbound and Additional Work: October 31, 2022.

Complete construction operations on USH 41 northbound to the stage necessary to reopen it to through traffic by October 31, 2022. Do not reopen until completing the following work: milling, paving, shouldering, rumble strips, and marking of USH 41 northbound, all concrete base patching, all drainage improvements along USH 41, frost heave repair, Structure S-42-11 construction, MGS guardrail installations and associated grading along USH 41 northbound, and all thrie beam/bullnose installations and associated grading.

If the contractor fails to complete the work necessary to reopen USH 41 to traffic by October 31, 2022, the department will assess the contractor \$2,175 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 12:01 AM on November 1, 2022. An entire calendar day will be charged for any period of time within a calendar 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.

General

Check for and comply with local ordinances governing the hours of operation of construction.

Perform all shoulder work including milling and paving with an adjacent lane closure.

Perform all material and equipment delivery within a lane closure.

Traffic will not be allowed on any milled surface. Pave milled surfaces prior to opening them to traffic.

For paved surfaces opened fully to through traffic, provide an even cross-sectional profile of the roadway within 96-hours of paving adjacent lanes.

Wait at least 48 hours after placement and compaction of asphalt base patching before milling and paving operations.

Temporary restrictions to one lane traffic will be allowed during off peak hours as listed in the 'Traffic' article of these special provisions.

Limit lane closures to a length necessary to facilitate work operations for one work period. Lane closures shall not exceed 5 miles in length. Separate multiple lane closures in the same direction of travel by a minimum of 2 miles. Work in northbound and southbound directions will be allowed concurrently.

Shoulder closures will be allowed along USH 41 to facilitate off roadway work as allowed by the engineer. An inside and outside shoulder closure in the same area is not permitted.

Limit ramp closures to a maximum of 3 days to accommodate milling, paving, shouldering and pavement marking operations. Place a portable changeable message sign before the previous open exit ramp to alert motorists.

Close the southbound USH 41 exit ramp at Brown Road for a maximum of 3 consecutive calendar days to facilitate frost heave repairs. The outside southbound USH 41 lane does not need to be closed during this timeframe. Place a portable changeable message sign before the previous open exit ramp to alert motorists.

Use single lane closures when removing existing guardrail and installing new systems as shown in the plans. Maintain a shoulder closure protecting hazards in areas where guardrail has been removed prior to installation of the replacement system and in areas with new installations as shown in the plans. Guardrail replacement operations at each individual location shall be carried out in an expeditious manner and completed within a maximum of 5 days from when initial removal begins.

Provide a 7-day advanced notification for motorists via portable changeable message board prior to a ramp closure.

Provide the Wisconsin State Patrol, Fond du Lac Dispatch (telephone (920) 929-3703) a 5 day notice in advance prior to closure of a closure of the ramps at the Weigh Station. Maintain vehicle access at all times to the weigh scale for Wisconsin State Patrol personnel.

Schedule of Operations

The stages below are repeated during the 2022 and 2023 construction seasons with the 2022 work typically occurring on USH 41 northbound and the 2023 work typically occurring on USH 41 southbound unless specified differently.

Stage 1

Close the inside (left) lanes and shoulder to traffic.

Complete concrete base patching along USH 41 northbound within the closed lane and shoulder during the 2022 construction season. Complete asphaltic base patching, concrete pavement repair and concrete pavement replacement along USH 41 southbound within the closed lane and shoulder during the 2023 construction season.

Complete milling and lower layer paving along USH 41 northbound (2022 construction season) and southbound (2023 construction season) within the closed lane and shoulder.

Median work as shown in the project plans will be available for completion during this stage.

Stage 2

Close the outside (right) lanes and shoulder to traffic.

Complete concrete base patching along USH 41 northbound within the closed lane and shoulder during the 2022 construction season. Complete asphaltic base patching, concrete pavement repair and concrete pavement replacement along USH 41 southbound within the closed lane and shoulder during the 2023 construction season.

Complete milling and lower layer paving along USH 41 northbound (2022 construction season) and southbound (2023 construction season) within the closed lane and shoulder.

Work beyond the outside shoulder as shown in the project plans will be available for completion during this stage. Work on interchange ramps and overpassing is available for completion during this stage.

Stage 3

Close the inside (left) lanes and shoulder to traffic.

Complete upper layer paving along USH 41 northbound (2022 construction season) and southbound (2023 construction season) within the closed lane and shoulder.

Median work as shown in the project plans will be available for completion during this stage.

Stage 4

Close the outside (right) lanes and shoulder to traffic.

Complete upper layer paving along USH 41 northbound (2022 construction season) and southbound (2023 construction season) within the closed lane and shoulder.

Work beyond the outside shoulder as shown in the project plans will be available for completion during this stage. Work on interchange ramps and overpassing roadways is available for completion during this stage.

Additional Work

Complete the culvert replacement at Station 463+77 northbound during the 2022 construction season and prior to milling and paving operations in that area and outside of the instream disturbance restrictions described in these special provisions. Close USH 41 during allowable timeframes as needed to complete the work and route USH 41 through traffic to utilize the Brown Road interchange ramps. USH 41 northbound and southbound do not need to be closed concurrently unless work associated with the culvert replacement is occurring on both directions of USH 41 concurrently. Close Brown Road to traffic at the interchange when USH 41 through traffic is using the interchange ramps.

Work on overpassing roadways can be completed independently from work on USH 41 using single lane closures with flagging operations.

Fish Spawning

There shall be no instream disturbance of waterways at Station 463+79, 523+00 and 656+55 (all northbound stationing) as a result of construction activity under or for this contract, from March 1 to June 15 both dates inclusive, in order to avoid adverse impacts upon the spawning of fish species.

Any change to this limitation will require submitting a written request by the contractor to the engineer, subsequent review and concurrence by the Department of Natural Resources in the request, and final approval by the engineer. The approval will include all conditions to the request as mutually agreed upon by WisDOT and DNR.

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.

END OF ADDENDUM