

DODGE COUNTY



REQUEST FOR BIDS

CTH DF and CTH K Chip Seal
Dodge County Highway Department, Dodge County WI

RFB NUMBER: #30 2025-10

Issued Date: August 5, 2025

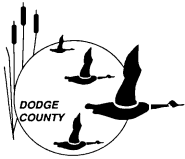
RFB Opening
Tuesday, August 19, 2025 at 9:00 am

Dodge County Highway Department
211 E Center St.
Juneau, WI 53039-1309

Submit Sealed RFB's To:

Dodge County Highway Department
211 E Center St.
Juneau, WI 53039-1309
(920) 386-3600

Office Hours: 8:00 am – 4:30 pm Monday through Friday



DODGE COUNTY CORPORATION COUNSEL

Purchasing Division

127 East Oak Street, Juneau, WI 53039

(920)386-4224

Email: tsteinbach@co.dodge.wi.us

ADVERTISEMENT FOR BIDS
CTH DF AND CTH K CHIP SEAL
DODGE COUNTY, WISCONSIN

OWNER: The Dodge County Highway Department hereby gives notice that sealed bids are being requested for furnishing all labor, materials, tools, and equipment necessary for pulverizing, stabilizing, and chip sealing on county highways.

SCOPE OF WORK: The work for which bids are requested includes, but not necessarily limited to, furnishing all labor, materials, tools, and equipment necessary for pulverizing, stabilizing, and chip sealing on county highways. The bid will include 11,500 SY of Pulverize, Inject & Relay existing pavement, 120 Tons of HMA Pavement, 115 LF of Concrete Curb & Gutter, and 38,500 SY of Chip Sealing. All work will be issued under a single prime contract for general construction.

TIME: Sealed bids shall be submitted to the Dodge County Highway Department located at 211 East Center Street, Juneau, WI 53039 no later than **9:00 a.m. on Tuesday, August 19, 2025**. After the official bid closing time, the bids will be publicly opened and read aloud.

BIDS: All bids must be on current forms prepared by the Dodge County Highway Department and must be signed, sealed, and marked "Bid on Dodge County Chip Sealing." The entire packet should be return to the Dodge County Highway Department, 211 East Center Street, Juneau, WI 53039-1309 **by 9:00 a.m. on Tuesday, August 19, 2025**. Bids delivered by electronic mail or facsimile transmission will be rejected outright and not considered.

BID, PERFORMANCE AND PAYMENT BONDS: Each bid must be accompanied by a certified check or bank cashier's check as bid security, in the sum of five percent (5%) of the bid, payable to Dodge County as a guarantee that if the bid is accepted, a Contract will be entered into and its performance properly secured within ten (10) days of the award of Contract. In case the successful bidder shall fail to execute the Contract, the amount of the bid security shall be forfeited to Dodge County as liquidated damages.

The successful Bidder shall be required to furnish a Performance and Payment Bond equal to one hundred percent (100%) of the Contract Price and submitted to the Highway Department prior to the commencement of the work.

Bids received which are not on forms prepared by the Highway Department and/or are not signed and submitted in their entirety will be rejected.

BID REJECTION: The bids must meet the project specifications. Dodge County reserves the right to waive any informalities or technicalities and to reject any and all bids or parts thereof deemed unsatisfactory or not in the County's interest in the County's sole determination.

By order of the Dodge County Highway Department.

Publish: August 5, 2025

August 12, 2025

I. General Procedures

A. Request for Bid

The Dodge County Highway Department, “Owner” or “County”, hereby gives notice that sealed bids will be received at the Dodge County Highway Department for furnishing all labor, materials, tools, and equipment necessary for pulverizing, stabilizing, and chip sealing on county highways.

B. Project Scope

The work for which bids are requested includes, but not necessarily limited to, all labor, materials, supplies, tools and equipment for furnishing all labor, materials, tools, and equipment necessary for pulverizing, stabilizing, and chip sealing on county highways. The bid will include 11,500 SY of Pulverize, Inject & Relay existing pavement, 120 Tons of HMA Pavement, 115 LF of Concrete Curb & Gutter, and 38,500 SY of Chip Sealing. All work will be issued under a single prime contract for general construction.

C. Project Timeline

Task	Date
RFB Issued	August 5, 2025
Deadline for questions: Questions must be emailed to: tsteinbach@co.dodge.wi.us	August 12, 2025, at 9:00 am CT
Final Addendum Issued	August 13, 2025, at 4:00 pm CT
BID Submission Deadline & Public Opening	August 19, 2025, at 9:00 am CT
Approval by Highway Committee	TBD
Project Completion	October 31, 2025

D. Submission of Bids

All bids must be on current forms prepared by the Dodge County Highway Department and must be signed, sealed, and marked “**Bid on Dodge County Chip Sealing.**” The bid packet should be returned to the Dodge County Highway Department, 211 East Center Street, Juneau, WI 53039-1309 and must be received prior to 9:00 am on Tuesday, August 19, 2025. Please provide the name and address of the Bidder on the package/envelope. No faxed or emailed bids will be accepted and there is not an option to submit bids online.

1. Bidders shall submit a single Base Bid for all construction
2. Bid amounts shall be inserted in words and in figures in spaces provided on the Bid Form; in case of conflict, written word amounts will govern.
3. Addenda issued during the time of bidding shall become a part of the Contract Documents. Bidders shall acknowledge receipt of each addendum on the provided Addendum Acknowledgement Form

4. Submit one copy of the Bid form sealed with original signature.

Documents Required: The entire Bid document shall constitute the bid of each bidder and must be included in the Bid submission.

E. Bid Opening

The bid opening will take place immediately after the time and date of receiving the bids has elapsed (Tuesday, August 19, 2025 at 9:00 am). All properly submitted bids will be publicly read by a representative of the Dodge County Highway Department in the conference room of the Dodge County Highway Office Building, 211 E. Center St., Juneau, WI

Dodge County reserves the right to request any additional information that it deems necessary during the evaluation process.

II. Special Provisions

A. Method of Bid: The Base Bid shall be for all work required to complete the Project, including permits, general conditions, overhead, profit, insurance, bonds, taxes, and all other expenses. The Dodge County Highway Department shall not be charged a restocking fee or a fee for unused product.

B. Taxes:

1. The Bidder may exclude in the bid, all sales, consumer, use and other similar taxes pursuant to State Statute 77.54 (9m).
2. (2) 77.54 (9m) The sales price from the sale of and the storage, use, or other consumption of tangible personal property, or items or property under s. 77.52 (1) (b) or (c) sold to a construction contractor who, in fulfillment of a real property construction activity, transfers the tangible personal property, or items or property under s. 77.52 (1) (b) or (c), to an entity described under sub. (9a) (b), (c), (d), (em), or (f), if such tangible personal property, or items or property, becomes a component of a facility in this state that is owned by the entity. In this subsection, "facility" means any building, shelter, parking lot, parking garage, athletic field, athletic park, storm sewer, water supply system, or sewerage and waste water treatment facility, but does not include a highway, street, or road.

C. Method of Order: A formal contract will be entered into. Successful Bidder will notified of the acceptance of their bid or any part thereof.

D. Pay Request: The successful bidder shall submit a pay request itemizing every Section of the Project including, but not necessarily limited to, material, product, and fixture breakdown, labor breakdown, equipment rental, overhead and profit. The Dodge County Highway Department will review the breakdown for the pay request and respond accordingly with correctios and comments.

E. Acceptance of Finished Product: Field inspection by the Dodge County Highway Department includes the verification of coverage and mat appearance with no or minimal runoff, streaking, light spots, and de-bonding. Total coverage of the pavement surface should have a homogeneous appearance and should penetrate the pavement layer without impacting the surface texture.

F. Contract: The term of the contract shall be from date of contract signature to December 31, 2025.

- G. Project Locations: The project locations are as follows: CTH DF (STH 26 to Grove Street, 0.89 Miles), CTH K (STH 16/60 to CTH KW, 2.08 Miles).
- H. General: The work under this contract for the pulverizing, injecting, and relay of existing pavement, chip seal, and double chip seal of county highways shall be in accordance with the plans therefore and shall be executed under the requirements of the Standard General Conditions, the Supplementary Conditions, the State of Wisconsin, Department of Transportation, Standard Specifications for Highway and Structure Construction, 2025 edition and all current supplements and additions, and these Special Provisions. Pertinent references to Department or State in the Standard Specifications shall, in most instances, mean the Owner, being the Dodge County Highway Department. The term 'Engineer' shall mean the authorized representative of the Dodge County Highway Department.
- I. Scope of Work: Work under this contract shall consist of furnishing labor, equipment and necessary materials for pulverizing, injecting, and relay of existing pavement, chip seal, and double chip seal and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract or as directed by the Owner.
- J. Prosecution and Progress: Begin work within ten calendar days after the engineer issues a written notice to do so. It is anticipated all work under this contract may be completed under one mobilization into Dodge County. An item for Mobilization is included in the Bid Form.
- K. Construction Noise Abatement: To abate objectionable noise to the extent feasible, motorized construction equipment shall not be operated between the hours of 10:00 p.m. and 6:00 a.m. without the prior written approval of the Owner.
- L. Traffic Control: The Contractor shall submit a price for traffic control based on the following:
- All roads shall be open to local traffic during construction.
- The Contractor shall provide necessary traffic control within the project limits to maintain at least one lane of traffic at all times for local traffic during all non-working hours. No open trenches or excavations are to remain in the highway clear zone during non-working hours. Flagmen must be present at all times during work inside the highway shoulders.
- Traffic control measures must be in compliance with the Wisconsin Department of Transportation, Work Zone Safety – Guidelines for Construction, Maintenance, and Utility Operations, current edition.
- M. Holiday Work Restrictions: Unless authorized in writing by the Engineer, do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying traffic on roads in this contract, and entirely clear the traveled way and shoulders of such portions of the highway of equipment, barricades, signs, lights and any other material that might impede the free flow of traffic during the following holiday periods:
- From noon Friday, August 29, 2025, to 6:00 A.M. Tuesday, September 2, 2025.
- N. Contractor's Personnel: The Contractor shall have on the project at all times capable and experienced personnel in sufficient number to properly execute the work. If the Owner determines at any time that additional personnel are required to secure satisfactory mixing, paving, or traffic control operations, the

Owner may require the Contractor to stop construction until the additional personnel are available at the job site.

- O. Basis of Payment: The actual sum to be paid shall be the aggregate total determined by the work actually performed by the Contractor calculated upon the unit prices set out in the contract.

III. Specifications

Pulverize, Inject and Relay Existing Pavement, Item SPV.0180 (A)

A. Description

Construct a stabilized full depth reclamation (SDFR) layer by pulverizing and blending the in-place bituminous pavement with a portion of the underlying aggregate, mixing it with a liquid based stabilization product, and additional material if required in the Contract, spreading, watering, shaping, compacting, and maintaining to the specified profile and cross section.

B. Materials

Furnish required materials to construct a full depth reclamation layer, including a liquid based stabilization product that is diluted with water.

C. Construction

The process is performed in two steps: an initial pulverization and compaction, and a final pulverization, injection/mixing of the pulverized material with a liquid based stabilization product, shaping, and compaction to producing a uniform product.

Remove all vegetation and topsoil adjacent to the surface prior to the start of pulverization.

Provide water in order to obtain maximum density. Stabilize when: the atmospheric temperature is above 32 degrees F and rising, it is not foggy or rainy, and freezing temperatures are not predicted within 48 hours after injection of the liquid based stabilization product.

Pulverize the full depth of the existing asphaltic pavement until the following gradation requirements are met:

Unstabilized Portion: 3" Sieve Size = 100% passing

2" Sieve Size = 90 – 100% passing

Pulverize (grind) and uniformly blend the in-place bituminous pavement with the underlying granular base to the depth specified in the plans.

Use a self-propelled reclaiming machine with the ability to:

- Uniformly pulverize the pavement and the underlying layer to the specified depth and gradation requirements.

- Thoroughly mix the reclaimed pavement while injecting the liquid stabilizing additive and automatically metering it with a variation of not more than ± 0.2 percent by weight of the liquid based stabilization product.
- Automatically control cross-slope and control cutting depth to within $\pm \frac{1}{2}$ inch of the depth shown in the plans.
- Maintain the designed content of overlapped mixtures by adjusting the application of liquid stabilizing mixture for the width of pulverized layer. Automatically maintain the designed application rate regardless of machine speed, depth of cut, and number of operating nozzles. Provide means for automatically cleaning nozzles and continual observation and measurement by the operator.
- The injection system shall accurately and uniformly add the specified percent of water/liquid based stabilization product mixture to the reclaimed material.

Produce the stabilized product layer by mixing and injecting the liquid stabilizing additive and water into the pulverized pavement. Inject a liquid based stabilization product at the rate of 0.005 gallons per square yard per inch of stabilized reclamation depth. Dilute the liquid based stabilization product with water to bring the reclaimed material to the required moisture content for compaction.

Use a minimum 6-inch overlap between passes of the reclaimer. Demonstrate that the liquid stabilizing additive is uniformly blended. If the first mixing is not uniform, remix the stabilized layer until uniformity is achieved. Obtain the Engineer's approval to apply the liquid stabilizing additive greater or less ± 0.2 percent by weight compared to the manufacturer's recommendations. Incorporate the liquid based stabilization product into the material through the reclaimer by the injection process.

Immediately after pulverizing, relay the material with a paver, grader, or both the paver and grader. Use equipment with automatic grade and slope control systems for adjusting the slope through superelevated curves, transitions, and tangent sections and an averaging device to achieve a smooth profile. If the automatic control systems break down, the contractor may use manual controls for the remainder of that day only.

If sufficient material is available at a given location, match the lines, grades, and cross slopes the plans show. If there is insufficient material at a given location, shape the available material to create a smooth profile and cross slope for a good ride. Eliminate localized bumps, depressions, and ruts. Unless the engineer specifically directs, the contractor is not required to haul material from one location on the project to another.

Compact each layer to the extent required for standard compaction under 301.3. Compact with pneumatic tired roller having a minimum weight of 25 tons. Compact with a pad foot roller weighing at least 12.5 ton. Compact with steel-wheeled vibratory rollers equipped with a water spray system. Use a self-propelled motor grader with a minimum 12 foot wide blade.

Complete the initial compaction directly behind the reclaimer with a pad foot vibratory roller. Spread, shape and compact the pulverized material to the profile and cross-section shown in the plans. Maintain the moisture content from 3 to 7 percent by dry weight during compaction. Place and compact pulverized (unstabilized) materials in maximum 6 inch lifts. Blend, add water,

spread, compact and shape pulverized material by the end of each workday, and before any significant rainfall events occur.

Use a control strip to establish a rolling pattern for the stabilization phase. The control strip should represent a homogenous roadway section and have a minimum area of 400 square yards and remain in-place and become a part of the completed work.

Use the following to establish a rolling pattern after initial breakdown is complete:

- Randomly select three test points in the control strip and use a nuclear density device (ASTM D2950) to determine a wet density at each point after each finish (steel) roller pass.
- Ensure that the nuclear gauge rests on a flat surface. The density at each point is defined as the average of two readings offset 180 degrees.
- Continue compacting until additional roller coverage does not produce appreciable increase in density.
- Roll the remainder of that course in accordance with the pattern developed in the control strip for that roller.

Use this rolling pattern until a new control strip is performed. Establish a new rolling pattern by performing a new control strip when there are changes in the mixture that cause the original control strip to no longer be representative; changes may include:

- In-place materials variation, including sections with varying thickness, construction history, etc.
- Changes in RAP gradation
- 97% of Target Density is not achieved on two consecutive readings.

Remove any remaining pad foot marks and spread the material. Commence final grading and compaction while the stabilized material is still workable; use a motor grader and pneumatic tired roller. Adjust the reclaimer, roller, and motor grader production rates to match the capacity of other equipment used in the train. Place and compact the material to within ± 0.05 feet of the profile and so that the cross section has no variations greater than $\frac{1}{2}$ inch within 10 feet. Complete final grading and compaction completed by the end of each day's production.

Perform each day's pulverize, inject and relay operations to avoid leaving abrupt longitudinal differences between adjacent lanes. Repair surface damage caused by intervening construction or public traffic immediately before paving as necessary to provide a good riding pavement. A minimum of 10 feet of the previous work days completed work will be removed at the start of each work day.

Maintain the compaction, quality, integrity, profile, cross-section properties of the SFDR layer during the curing period until the placement of the next layer.

Place the next layer of material (HMA, seal coat, etc.):

- No sooner than three calendar days and no later than seven calendar days after the application of liquid based stabilization product in each location (note that the seven day

requirement may be extended with concurrence of the Engineer, if large rainfall events hinder the curing),

- When the surface does not deflect under construction equipment
- When the surface is capable of meeting the required strength to place and compact the next layer, and the moisture content of the surface does not cause a failure to the next material placement, and
- When the moisture content of the surface is low enough to not migrate into and damage the new surface.

Traffic will be allowed to travel on the surface upon completion of compaction. Immediately prior to placement of the next layer, clean the surface to remove loose aggregate. Repair ruts, potholes, washboarding and other distortions. Prior to seal coating, apply water for dust control, if directed by the Engineer.

D. Measurement

The department will measure the liquid Stabilized Full Depth Reclamation (SFDR) by the square yard.

E. Payment

The department will pay for the measured quantity at the contract unit price under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180 (A)	Pulverize, Inject and Relay Existing Pavement	SY

Payment is full compensation for the cost of the liquid based stabilization product production; placement; shaping; blading; placement of additional rock; compaction; water for compaction, mixing, and dust control; repairing ruts, potholes, washboarding, and other distortions; cleaning the surface to remove loose aggregate; occasional variations in the bituminous pavement thickness; removing vegetation and topsoil adjacent to the surface; and adding the liquid based stabilization product chemical to the water to construct the stabilized material.

Double Chip Seal, Item SPV.0180 (B)

A. Description.

Construct a double chip seal with naturally black stone cover aggregate over a pulverized asphalt surface.

B. Materials.

Materials furnished must comply with the requirements as set forth for the pertinent materials in the Standard Specifications for Road and Bridge Construction of the State of Wisconsin, current edition.

Liquid asphalt required for this item shall be HFRS2 emulsion.

Aggregate for both the top and bottom coat shall be 3/8" fractured granite stone that is naturally black in color.

Aggregates should conform to the following gradations (passing by weight):

- 1/2-Inch: 100%
- 3/8-Inch: 100%
- 1/4-Inch: 0-80%
- No. 4: 0-50%
- No. 8: 0-12%
- No. 16: 0-5%
- No. 200: 0-0.1%

C. Construction.

Preparation of surface.

Immediately prior to the application of the chip seal material, the existing pulverized asphalt surface will be graded, watered and compacted by the Owner. The contractor will be responsible to fix any minor imperfections in the finished gravel surface i.e. approaches, intersections etc.

Equipment to be used.

Asphalt Distributor: computerized application with capabilities to cover up to 24' in width in a single pass with automatic one foot increment knockdowns.

Chip Spreader: computerized application single unit capable of covering up to 24' in one pass.

Roller: self-propelled combination steel-wheeled rubber-tired roller weighing no less than 9 ton.

Quantities.

Liquid asphalt: 0.28 gallons per square yard on first coat and .38 gallons per square yard on the second coat.

Cover aggregate: 20 pounds per square yard on first coat and 24 pounds per square yard on the second coat.

Load Tickets: All tickets for a day's production must be consecutive. The tickets must be provided to the Owner the day following incorporation into the project, unless other provisions are made.

Seal coat construction must comply with the requirements applicable to double chip sealing on pulverized base as set forth for the pertinent materials in the Standard Specifications for Road and Bridge Construction of the State of Wisconsin, current edition.

D. Measurement.

The department will measure the Double Chip Seal by the square yard.

E. Payment.

The department will pay for the measured quantity at the contract unit price under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180 (B)	Double Chip Seal	SY

Payment for Double Chip Seal is full compensation for preparing the surface; for heating and applying asphaltic material; for drying or moistening, applying, and rolling the cover aggregate; and for brooming, finishing, and maintaining the surface.

Chip Seal, Item SPV.0180 (C)

A. Description.

Construct a chip seal with naturally black stone cover aggregate over an asphalt surface.

B. Materials.

Materials furnished must comply with the requirements as set forth for the pertinent materials in the Standard Specifications for Road and Bridge Construction of the State of Wisconsin, current edition.

Liquid asphalt required for this item shall be CRS2P emulsion.

Aggregate shall be 1/4" fractured granite stone that is naturally black in color.

Aggregates should conform to the following gradations (passing by weight):

- 1/2-Inch: 100%
- 3/8-Inch: 100%
- 1/4-Inch: 100%
- No. 4: 0-100%
- No. 8: 0-40%
- No. 16: 0-10%
- No. 50: 0-5%
- No. 200: 0-0.1%

C. Construction.

Preparation of surface.

Immediately before applying the asphaltic material, clean the existing surface with a power broom or other suitable equipment to remove dirt, clay, or other objectionable matter.

Equipment to be used.

Asphalt Distributor: computerized application with capabilities to cover up to 24' in width in a single pass with automatic one foot increment knockdowns.

Chip Spreader: computerized application single unit capable of covering up to 24' in one pass.

Roller: self-propelled combination steel-wheeled rubber-tired roller weighing no less than 9 ton.

Quantities.

Liquid asphalt: 0.28 gallons per square yard.

Cover aggregate: 16-18 pounds per square yard.

Load Tickets: All tickets for a day's production must be consecutive. The tickets must be provided to the Owner the day following incorporation into the project, unless other provisions are made.

Seal coat construction must comply with the requirements applicable to chip sealing on asphalt surface as set forth for the pertinent materials in the Standard Specifications for Road and Bridge Construction of the State of Wisconsin, current edition.

D. Measurement.

The department will measure the Chip Seal by the square yard.

E. Payment.

The department will pay for the measured quantity at the contract unit price under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180 (C)	Chip Seal	SY

Payment for Chip Seal is full compensation for preparing the surface; for heating and applying asphaltic material; for drying or moistening, applying, and rolling the cover aggregate; and for brooming, finishing, and maintaining the surface.

IV. Insurance Requirements

Minimum Scope and Limits

A. Architects, Engineers, Other professionals – Errors & Omissions (Professional Liability) coverage, with a minimum limit of \$1,000,000 per claim, \$2,000,000 annual aggregate. This insurance is to be maintained for at least two years after completion of the project. If the vendor/contractor changes insurance carriers and this policy is provided on a “claims made” basis, the vendor/contractor will secure the appropriate coverage extension to provide coverage to the project for a period of at least two years following the completion of the project.

B. Commercial General Liability coverage with limits of no less than the following:

- | | |
|--|-------------|
| 1. General aggregate limit per project
(Other than Products-Completed Operations) | \$2,000,000 |
| 2. Products-Completed Operations Aggregate per project | \$1,000,000 |
| 3. Personal and Advertising Injury Limit | \$1,000,000 |

- | | |
|---|-------------|
| 4. Each Occurrence Limit | \$1,000,000 |
| 5. Fire Damage Limit-any one Fire | \$ 50,000 |
| 6. Medical Expense Limit-any one Person | \$ 10,000 |
- C. Automobile Liability coverage with minimum limits of \$1,000,000 combined single limit per accident for bodily injury and property damage, provided on a Symbol 1- Any Auto basis.
- D. Worker's Compensation and Employers Liability Insurance with sufficient limits to meet underlying Umbrella Liability Insurance requirements.
- E. Umbrella Liability providing coverage at least as broad as the underlying General Liability, Automobile Liability and Employers Liability coverages, with a minimum limit of \$2,000,000 each occurrence and \$2,000,000 annual aggregate, and a maximum self-retention of \$10,000.

Other Requirements

- A. Acceptability of Insurers. Insurance is to be placed with insurers who have a Best's Insurance Reports rating of no less than A and a Financial Size Category of no less than a Class VI, authorized as an admitted insurance company in the State of Wisconsin.
- B. Certificates of Insurance acceptable to Dodge County shall be submitted prior to commencement of the work. Certificates shall contain a provision that coverage afforded under the policies will not be cancelled until at least 30 days' prior written notice has been given to Dodge County.
- C. Dodge County, Dodge County's elected and appointed officials, and Dodge County employees shall be named as additional insureds on all liability policies for liability arising out of project work. Please provide a copy of this endorsement with your certificate of insurance.

V. General RFB Information

- A. Dodge County requires a high level of service from any vendor/contractor who is looking to do business with the County. Quality, service and price are all critical factors that Dodge County considers when doing business and in continuing business with vendor/contractors. This is especially important when it comes to the requirements of this request. Dissatisfaction due to product or performance may result in Dodge County discontinuing service with a vendor/contractor.
- B. Dodge County is a tax-exempt municipality under Section 77.54(9a) (b), Wis. Stats.
- C. Successful Vendor/contractor(s) shall provide a certificate of insurance, including naming Dodge County, its officers, elected officials and employees as Additional Insureds, upon bid award.
- D. All bids shall be binding for ninety (90) calendar days following the bid opening date unless the vendor/contractor(s), upon the request of the County, agrees to an extension.
- E. Payment for services will be made to successful vendor/contractor(s) contingent upon County's acceptance and approval of all work done and/or products provided, or services rendered. Acceptance as herein means acceptance by the County of all work performed or products provided and services rendered, after the department's authorized agent has found it to be in compliance with the specification requirement. Fuel surcharges or surcharges of any kind will not be allowed.

- F. Vendor/contractors may withdraw their bid at any time before the bid due date and time by written request for withdrawal to the Purchasing Agent and by presenting proper identification upon request. **Faxed and emailed bids will be rejected. Late bids will not be accepted.**
- G. Dodge County's Standard Terms and Conditions available at: <https://www.co.dodge.wi.gov/departments/departments-e-m/finance/purchasing-division> are applicable to this request and are hereby made a part of it.
- H. RFB packet, updates and addenda are available on the Dodge County Request for Proposals/Bids website, <https://www.co.dodge.wi.gov/departments/departments-e-m/finance/request-for-proposals-bids>. and may also be obtained on DemandStar at: www.demandstar.com. It is the vendor/contractor's responsibility to view the RFB document, and check the website for any updates and addenda prior to submitting a bid for this request. Failure to do so in no way obligates the County to issue addendum or other information concerning this request to the vendor/contractor.
- I. No reimbursement will be made by the County for any cost incurred in preparing responses to this solicitation, or for cost incurred before a formal notice to proceed is issued if a contract is awarded.
- J. Dodge County shall be the owners of any, and all of the reports, plans, specifications and documents resulting from this RFB, and vendor/contractor shall provide both digital and hard copies of all reports, plans and documents as indicated in this RFB to Owner in a format usable to the County. Awarded vendor/contractor(s) shall also waive any rights to copyright protection so Owner may reproduce, distribute and use all reports, plans, specifications and documents as it so chooses.
- K. Any bid/response and any, and all supporting materials submitted in conjunction with this request may become a public record, subject to public inspection.
- L. Vendor/contractors responding to this request shall include with the bid a proposed contract covering all the terms, conditions and specifications for the performance of all work for this request. Proposed contract shall incorporate at a minimum the County's terms and conditions and the contract requirements contained herein.
- M. Bidders shall list any consultants or subcontractors that may be used to complete this project.
- N. All questions resulting in further clarification or modification to this (RFB) document will be handled by written addenda. Questions shall be directed to the Purchasing Agent via email to tsteinbach@co.dodge.wi.us. Questions must be asked at least five (5) business days prior to the bid due date. Questions received after this time may not be answered. Any changes as a result of issues raised will be made by written addenda and posted on the Dodge County website at <https://www.co.dodge.wi.gov/departments/departments-e-m/finance/request-for-proposals-bids>. and may also be obtained on DemandStar at: www.demandstar.com. It is the vendor/contractor's responsibility to check the website for addenda prior to submitting your bid. Oral and other interpretations or clarifications will be without legal effect.
- O. Dodge County assumes no responsibility or liability for any error or omission in any part of this RFB or resulting design. Prior to the deadline for questions, a vendor/contractor shall notify Dodge County of any error for any error or omission in any part of this RFB or resulting design. Prior to the deadline for questions, a vendor/contractor shall notify Dodge County of any error, omission, inconsistency or other

factor which requires clarification that is discovered while reviewing the documents or preparing a bid. Such notification shall be made in writing to Dodge County Purchasing Agent.

- P. Confidentiality and Security – This document or any portion thereof may not be used for any purpose other than the submission of bids. The successful vendor/contractor must agree to maintain security standards consistent with the confidentiality and security policies of Dodge County and any applicable state or federal laws or regulations. These include strict control of access to secure areas, sensitive data and maintaining confidentiality of information gained while carrying out their contractual obligations. The successful vendor/contractor will be required to ensure that all vendor/contractor's personnel providing services to the County which require access to secure and confidential Dodge County information or facilities, meet the criteria for personal security clearance prescribed by Dodge County. Dodge County reserves the right to deny access to any individual that is not fully compliant with security criteria without disruption to timeline or adjustment to project cost.
- Q. Dodge County reserves the right to require background checks for any employee or subcontractor employee involved in this project from the awarded vendor/contractor(s).
- R. Unpublished information pertaining to Dodge County, or its employees obtained by the vendor/contractor as a result of participation in this RFB or resulting contract is confidential and must not be disclosed without written authorization from Dodge County Corporation Counsel or pursuant to a court order.
- S. INDEMNIFICATION Dodge County requires any contract or agreement to contain an indemnification clause in which vendor/contractor holds harmless Dodge County, its officers, elected officials and employees harmless from and against any and all claims arising from contracts between the vendor/contractor and third parties made to effectuate the purposes of this RFB. Dodge County will not agree to mutual indemnification or to indemnify vendor.
- T. NON-COLLUSIVE STATEMENT Each vendor/contractor, by submitting a response, certifies that it is not a party to any collusive action with Dodge County personnel and/or Vendor/contractors. Each vendor/contractor also certifies that it is not a party to any collusive action with any other party submitting a bid in response to this solicitation.
- U. Dodge County reserves the right to reject any or all bids or parts thereof, to waive any technicality in any bid and accept any bid deemed to be the most advantageous to the County. It is possible that multiple awards may be made through this RFB process.
- V. This request and possible resulting contract shall be interpreted under the laws of the State of Wisconsin. Any disputes or claims that arise under this contract shall be litigated in the Circuit Court of Dodge County, WI.

VI. Bonds

Each bid must be accompanied by a certified check or bank cashier's check as bid security, in the sum of five percent (5%) of the bid, payable to Dodge County as a guarantee that if the bid is accepted, a Contract will be entered into and its performance properly secured within ten (10) days of the award of Contract. In case the successful bidder shall fail to execute the Contract, the amount of the bid security shall be forfeited to Dodge County as liquidated damages.

The successful Bidder shall be required to furnish a Performance and Payment Bond equal to one hundred percent (100%) of the Contract Price and submitted to the Highway Department prior to the commencement of the work.

VII. Exceptions to Specifications

List and Explain Exceptions to Specifications Here:

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

VIII. Bid Form

CTH DF AND CTH K CHIP SEAL
DODGE COUNTY, WISCONSIN

BASE BID: Base bid includes all work required to complete the Project, including permits, general conditions, overhead, profit, insurance, bonds, taxes, and all other expenses. The base bid shall be awarded to one lowest, responsive, and responsible bidder. Dodge County reserves the right to reject any or all bids or parts thereof, to waive any technicality in any bid and accept any bid deemed to be the most advantageous to the County.

We, the undersigned, propose to the Dodge County Highway Department, Juneau, Wisconsin, the following items, as herein specified by us in accordance with the Advertisement to Bidders, General Procedure for Bids, Special Provisions, and Specifications hereto attached:

Item No.	WisDOT No.	Description	Units	Estimated Quantity	Unit Price	Extension
CTH DF (STH 26 – Grove Road) Project 313-2218						
1	455.0605	Tack Coat	GAL	40		
2	460.5223	HMA Pavement, 3 LT 58-28 S	TON	70		
3	460.5244	HMA Pavement, 4 LT 58-34 S	TON	55		
4	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	115		
5	619.1000	Mobilization	LS	1		
6	643.5000	Traffic Control (Project)	LS	1		
7	648.0100	Locate No Passing Zones	MI	0.885		
8	SPV.0180 (A)	Pulverize, Inject and Relay Existing Pavement	SY	11,672		
9	SPV.0180 (B)	Double Chip Seal	SY	11,110		
				SUBTOTAL		
CTH K (STH 60 – CTH KW)						
1	619.1000	Mobilization	LS	1		
2	643.5000	Traffic Control (Project)	LS	1		
3	SPV.0180 (C)	Chip Seal	SY	27,000		
				SUBTOTAL		
		BASE BID		TOTAL		

TOTAL BASE BID

_____ . and in words _____
 _____ dollars
 and _____ cents.

All bids as stated above are effective and open for acceptance by the Owner for a period of (90) days after date set for opening of Bids.

Company Submitting Bid _____

Signature _____ Title _____

Printed Name _____

Company Mailing Address _____

City, State, Zip _____

Telephone () _____ Fax Number () _____

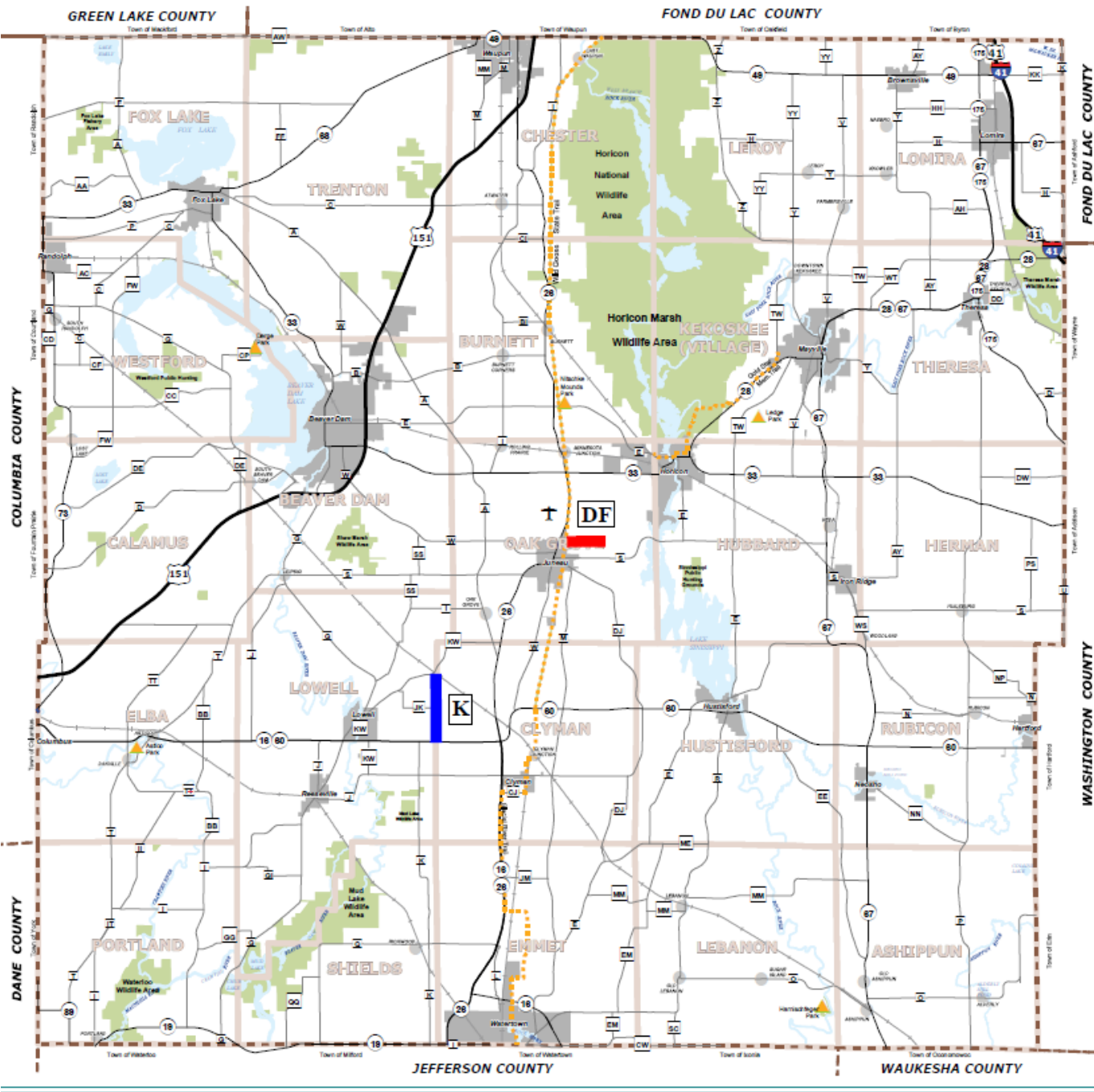
Number _____

Date Signed _____

BID MUST BE SIGNED OR IT WILL BE REJECTED. RETURN PACKAGE IN ITS ENTIRETY. ATTACH DOCUMENTS AS NECESSARY.

IX. Project Map Area

DODGE COUNTY HIGHWAY
2025 CHIP SEAL MAP



X. Statement of Acknowledgment

CTH DF AND CTH K CHIP SEAL
DODGE COUNTY, WISCONSIN

RFB NUMBER: #30 2025-10

Complete this page and include it with your sealed response to the request.

I have read this Request for Bid (RFB), all the attachments, addenda (if any) and exhibits issued for this project and understand the contents and requirements.

Binding Signatures:

The undersigned vendor/contractor, submitting their bid, hereby declares and agrees to be bound, and to perform the work in accordance with all the terms, conditions and requirements of this Request for Bid, the within and foregoing bid, the contract, the applicable specifications, special provisions, and the schedule of prices as hereby submitted and made part of their bid submission.

Company: _____

Address: _____

Original Signature: _____

Name (Print/Type) _____

Title _____ Date _____

Phone Number: _____ Fax Number: _____

E-mail: _____

XI. Addenda Acknowledgement

I/we hereby acknowledge receipt of the following addenda(s):

Addendum No. _____ Dated: _____

Addendum No. _____ Dated: _____

Addendum No. _____ Dated: _____

Addendum No. _____ Dated: _____

I/we further certify that no agreement has been entered into to prevent competition for said work and that I/we carefully examined the plans, specifications, form of contract and all other contract documents.

I/we further agree to enter into the contract, as provided in the contract documents, under all the terms, conditions and requirements of those documents.

If no addenda were issued, the vendor/contractor shall so indicate and sign this document.

Vendor/Contractor

Representative Signature

PROJECT ID: 313-2218

COUNTY: DODGE COUNTY, WISCONSIN

DODGE COUNTY HIGHWAY COMMISSION

PLAN OF PROPOSED IMPROVEMENT

S.T.H. 26 TO N. GROVE ROAD C.T.H. "DF" TOWN OF OAK GROVE DODGE COUNTY, WISCONSIN

ORDER OF SHEETS

Sheet No.	1	Title
Sheet No.	2.0-2.1	Typical Sections and Details (includes erosion control)
Sheet No.		Estimate of Quantities
Sheet No.		Miscellaneous Quantities
Sheet No.		Right of Way Plat
Sheet No.	5.0-5.1	Plan and Profile
Sheet No.		Standard Detail Drawings
Sheet No.		Sign Plates
Sheet No.		Structure Plans
Sheet No.		Computer Earthwork Data
Sheet No.		Cross Sections

TOTAL SHEETS =



DESIGN DESIGNATION

A.A.D.T.	=	N/A
A.D.T.	=	
D.H.V.	=	
D.	=	
T.	=	
DESIGN SPEED	=	55 MPH
ESALS	=	

CONVENTIONAL SYMBOLS

COUNTY LINE	—
CORPORATE LIMITS	—
PROPERTY LINE	—
LOT LINE	—
LIMITED EASEMENT	—
EXISTING RIGHT OF WAY	—
NEW RIGHT OF WAY	—
REFERENCE LINE	—
SLOPE INTERCEPT	—
ORIGINAL GROUND	—
MARSH or ROCK PROFILE	—
CULVERT IN PLACE	—
CULVERT REQUIRED	—
CULVERTS REQUIRED (PROFILE)	—

COMBUSTIBLE FLUIDS

UNDERGROUND ELECTRIC LINE



UNDERGROUND UTILITIES	(SIZE)	G
GAS	—	
ELECTRIC	—	
TELEPHONE	—	
CABLE TV	—	
WATER	(SIZE)	W
FIBER OPTIC	—	
SANITARY SEWER	(SIZE)	SAN
OVERHEAD UTILITY	—	
STORM SEWER	(SIZE)	SS
PIPELINE	—	PIPL
POWER POLE	—	
TELEPHONE POLE	—	
POWER/TELEPHONE POLE	—	
SERVICE PEDESTAL	—	
WELL	—	
SEPTIC TANK VENT	—	

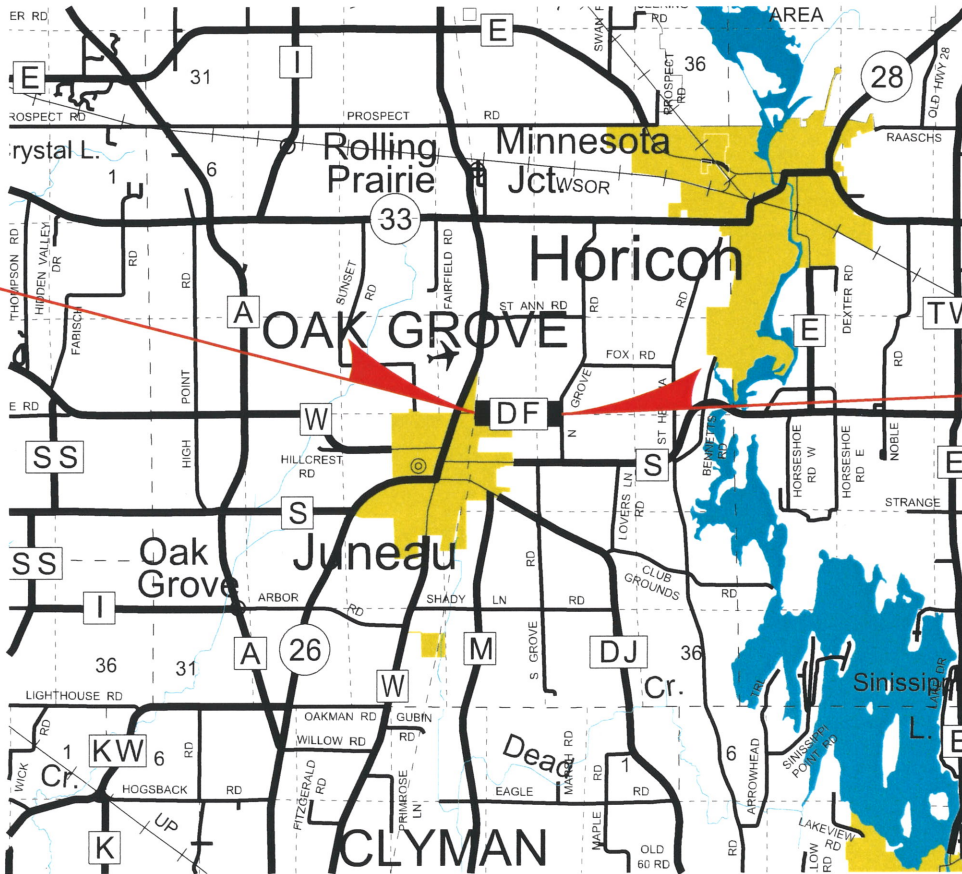
WOODED AREA

EXISTING SIGN

SATELLITE DISH

MAIL BOX

COUNTY PROJECT NUMBER
313-2218



LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.885 MI.

BEGIN PROJECT 313-2218
STA. 14+81.66
N 708233.86
E 884884.27

END PROJECT 313-2218
STA. 61+52.88
N 708169.69
E 889554.90

ORIGINAL PLANS PREPARED BY



DODGE COUNTY
HIGHWAY COMMISSION

211 E. CENTER ST. JUNEAU, WI 53039
(920) 386-3650 FAX (920) 386-3525
www.co.dodge.wi.gov

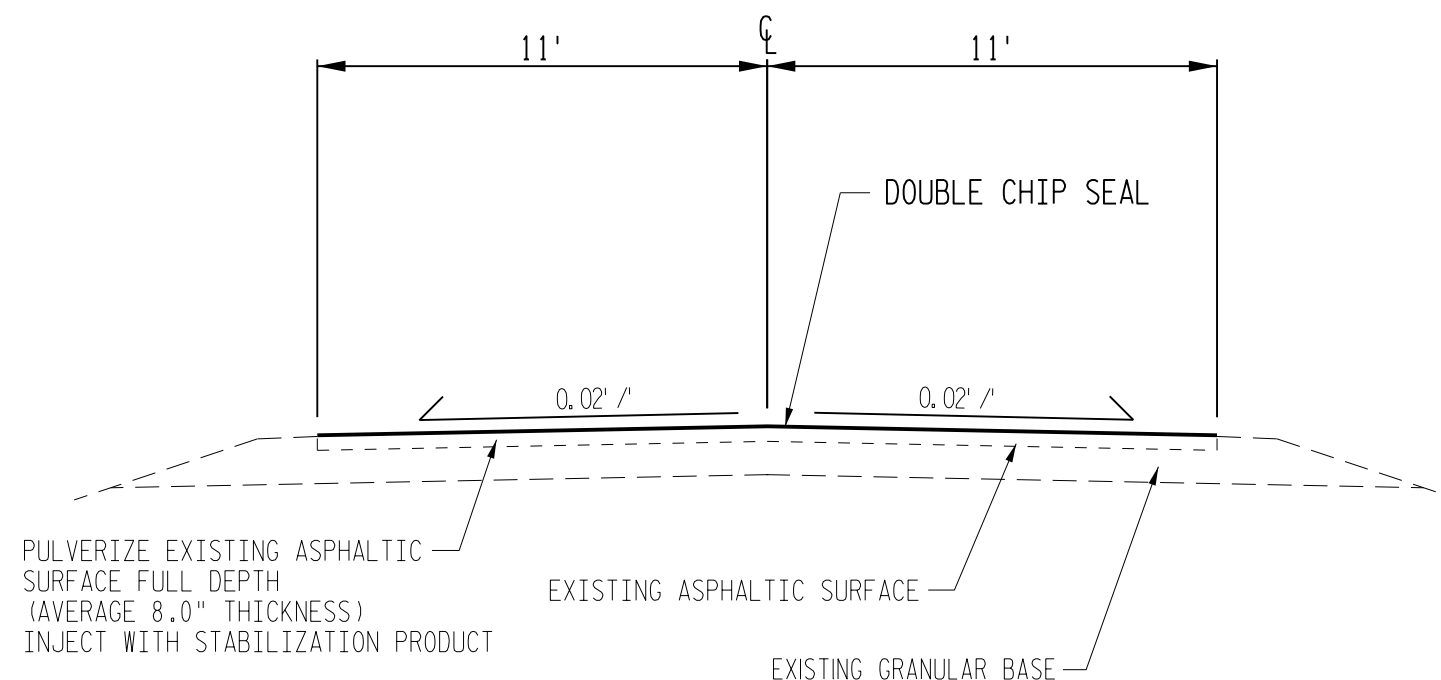


RECOMMENDED FOR APPROVAL:

DATE: 4-29-2025

BRIAN R. FIELD, COMMISSIONER

COORDINATES AND BEARINGS ARE ORIENTED TO THE WISCONSIN COORDINATE
REFERENCE SYSTEMS (WICRS), DODGE COUNTY, NAD 83 (1991) ADJUSTMENT.
THE COORDINATES ARE GROUND COORDINATES.

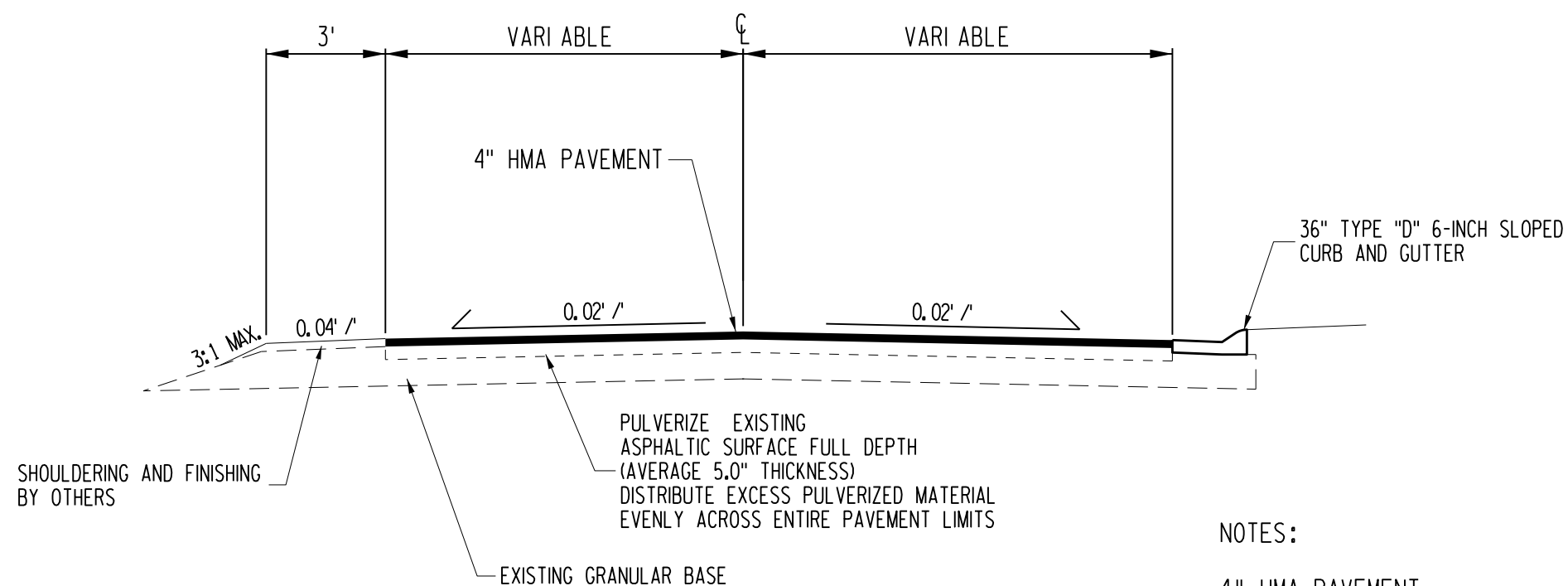


TYPICAL FINISHED SECTION

C.T.H. "DF"
STA. 14+81.66 - STA. 60+26.48

NOTES:

LOW AREAS AND LOCATIONS WITH SOFT BASE
MATERIAL TO BE FILLED WITH GRANULAR
BASE BY OWNER PRIOR TO CONSTRUCTION.



TYPICAL FINISHED SECTION

C.T.H. "DF"
STA. 60+26.48 - STA. 61+06.33 NO CURB
STA. 61+06.33 - STA. 61+13.54 CURB LT.
STA. 61+13.54 - STA. 61+52.88 CURB LT. & RT.

NOTES:

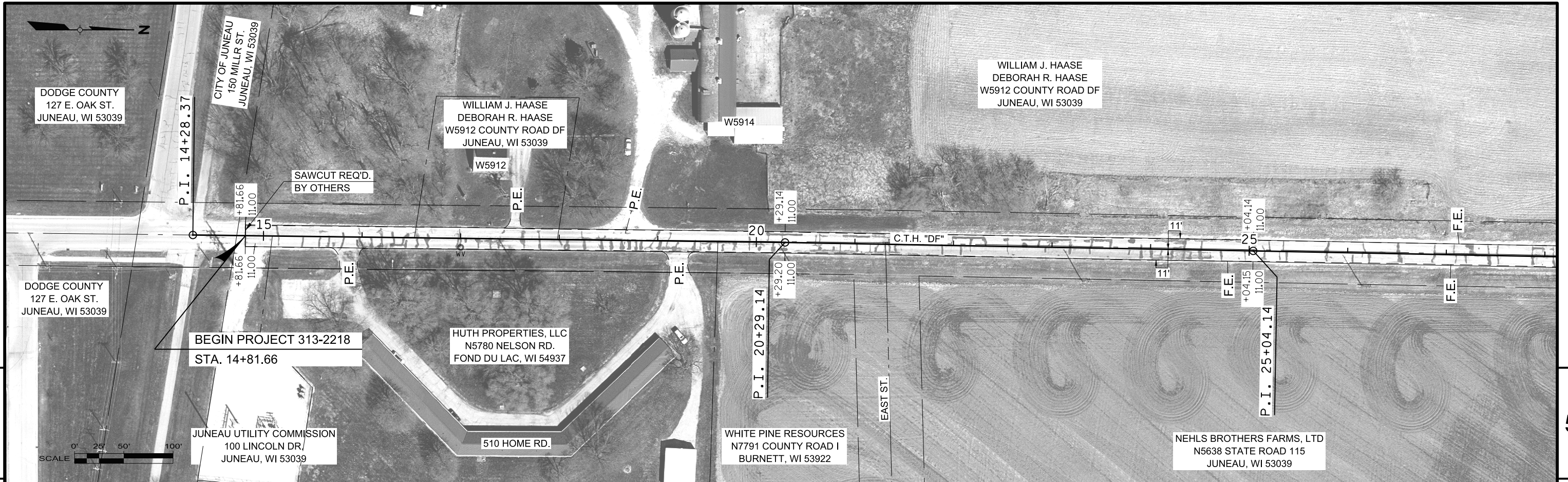
4" HMA PAVEMENT
-1.75" UPPER - 4 LT 58-34 S
-2.25" LOWER - 3 LT 58-28 S

CENTERLINE ALIGNMENT

Project Name: CTH DF Design
Description: 2023 Resurfacing project
Horizontal Alignment Name: CTH DF Design CL
Description: paving centerline
Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. (300)	14+28.37	708234.5327	884830.9818
P.I. (301)	20+29.14	708226.9844	885431.7044
Tangent Direction:	S 89°16'48.3" E		
Tangent Length:	600.7700		
Element: Linear			
P.I. (301)	20+29.14	708226.9844	885431.7044
P.I. (302)	25+04.14	708218.4070	885906.6270
Tangent Direction:	S 88°57'55.1" E		
Tangent Length:	475.0001		
Element: Linear			
P.I. (302)	25+04.14	708218.4070	885906.6270
P.I. (305)	32+09.18	708204.9129	886611.5357
Tangent Direction:	S 88°54'12.0" E		
Tangent Length:	705.0378		
Element: Linear			
P.I. (305)	32+09.18	708204.9129	886611.5357
P.I. (306)	44+39.70	708185.4790	887841.9008
Tangent Direction:	S 89°05'42.3" E		
Tangent Length:	1230.5186		
Element: Linear			
P.I. (306)	44+39.70	708185.4790	887841.9008
P.I. (307)	46+64.63	708181.5010	888066.7960
Tangent Direction:	S 88°59'12.0" E		
Tangent Length:	224.9304		
Element: Linear			
P.I. (307)	46+64.63	708181.5010	888066.7960
P.C. (308)	47+74.96	708178.3059	888177.0876
Tangent Direction:	S 88°20'26.2" E		
Tangent Length:	110.3379		
Element: Circular			
P.C. (308)	47+74.96	708178.3059	888177.0876
P.I. ()	49+19.20	708174.1292	888321.2602
CC (312)		723172.0153	888611.4563
P.T. (313)	50+63.42	708172.7256	888465.4864
Radius:	15000.0000		
Delta:	1°06'06.6" Left		
Degree of Curvature(Arc):	0°22'55.1"		
Length:	288.4572		
Tangent:	144.2331		
Chord:	288.4528		
Middle Ordinate:	0.6934		
External:	0.6934		
Tangent Direction:	S 88°20'26.2" E		
Radial Direction:	S 1°39'33.8" W		
Chord Direction:	S 88°53'29.5" E		
Radial Direction:	S 0°33'27.3" W		
Tangent Direction:	S 89°26'32.7" E		
Element: Linear			
P.T. (313)	50+63.42	708172.7256	888465.4864
P.I. (309)	56+72.82	708166.7954	889074.8507
Tangent Direction:	S 89°26'32.7" E		
Tangent Length:	609.3931		

Element: Linear			
P.I. (309)	56+72.82	708166.7954	889074.8507
P.I. (310)	58+70.73	708166.3270	889272.7692
Tangent Direction:	S 89°51'51.8" E		
Tangent Length:	197.9191		
Element: Linear			
P.I. (310)	58+70.73	708166.3270	889272.7692
P.I. (1000)	61+64.53	708169.8293	889566.5464
Tangent Direction:	N 89°19'01.1" E		
Tangent Length:	293.7980		



PROJECT NO: 313-2218	HWY: C.T.H. "DF"	COUNTY: DODGE	S.T.H. 26 - N. GROVE ROAD	SHEET 5.0	E
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FILE NAME : W:\Office\RD-CO\DF\STH 26 - N Grove Rd\Project 313 - 2218\Design\sheet 5_0.dgn

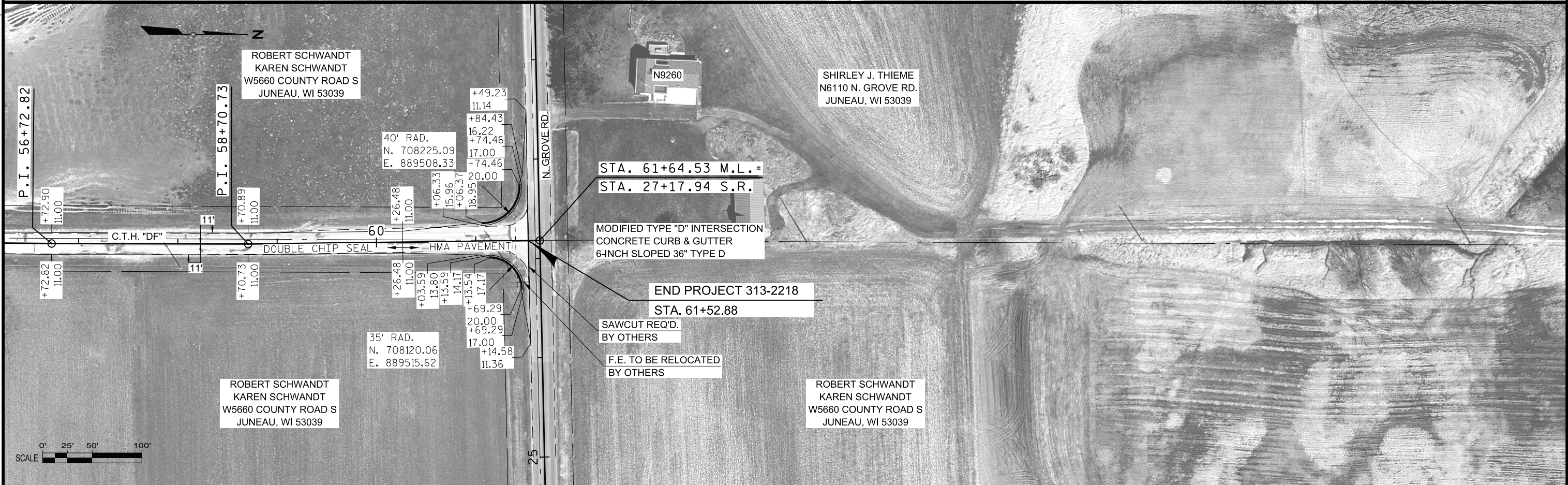
PLOT DATE : 07-MAR-2023 08:26

PLOT BY : gschulz

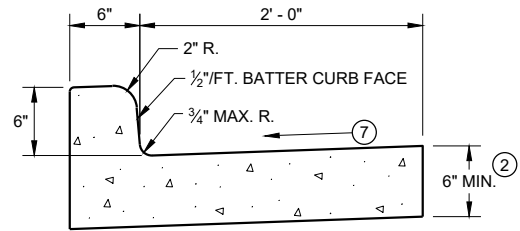
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PLOT SCALE : 100.000000:1.000000

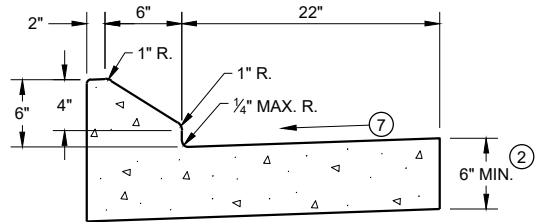
WISDOT/CADDs SHEET 44



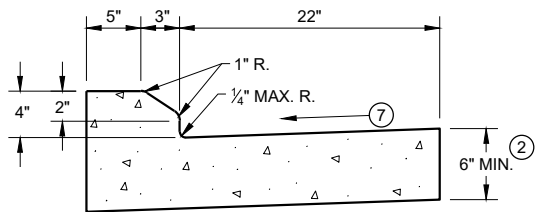
PROJECT NO: 313-2218	HWY: C.T.H. "DF"	COUNTY: DODGE	S.T.H. 26 - N. GROVE ROAD	SHEET 5.1	E
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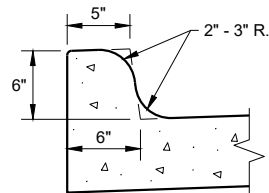
TYPES A⁽¹⁾ & D



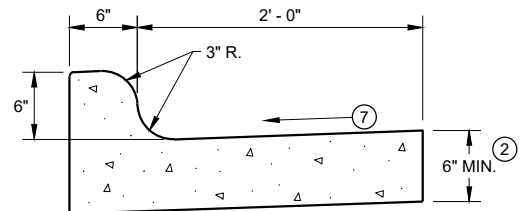
6" SLOPED CURB TYPES G⁽¹⁾ & J



4" SLOPED CURB TYPES G⁽¹⁾ & J

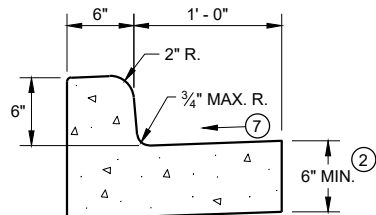


TYPES K⁽¹⁾ & L
(OPTIONAL CURB SHAPE)



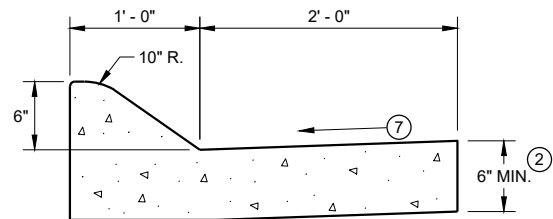
TYPES K⁽¹⁾ & L

CONCRETE CURB AND GUTTER 30"

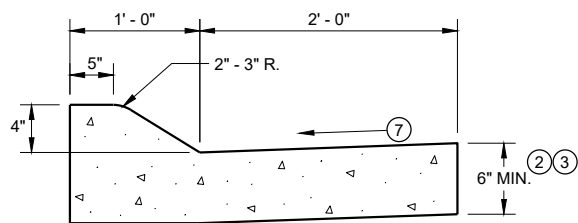


TYPES A⁽¹⁾ & D

CONCRETE CURB AND GUTTER 18"

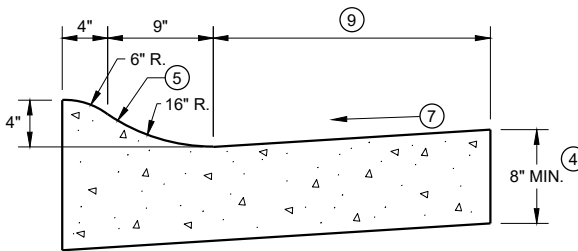


6" SLOPED CURB TYPES A⁽¹⁾ & D



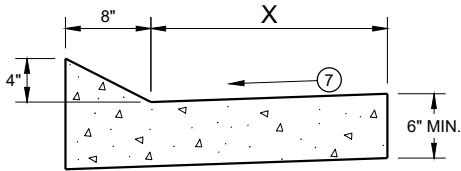
4" SLOPED CURB TYPES A⁽¹⁾ & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R⁽¹⁾ & T

TBT & TBTT	X
30"	22"
36"	28"

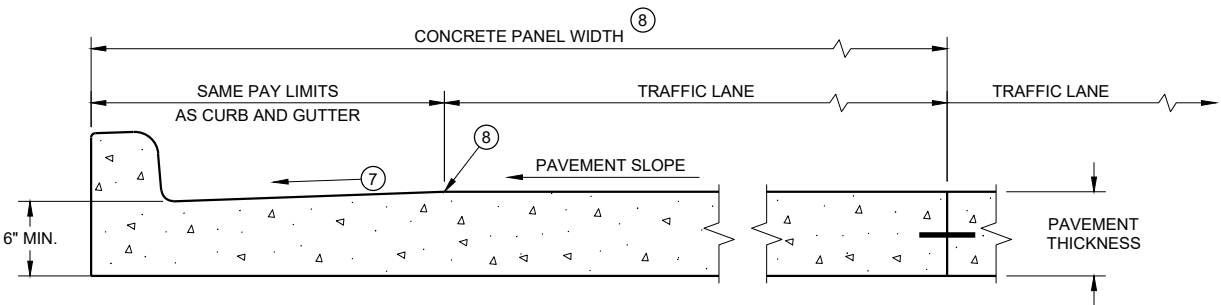


TYPES TBT & TBTT⁽¹⁾

CONCRETE CURB AND GUTTER

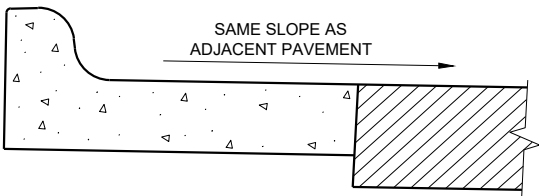
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER⁽⁶⁾
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

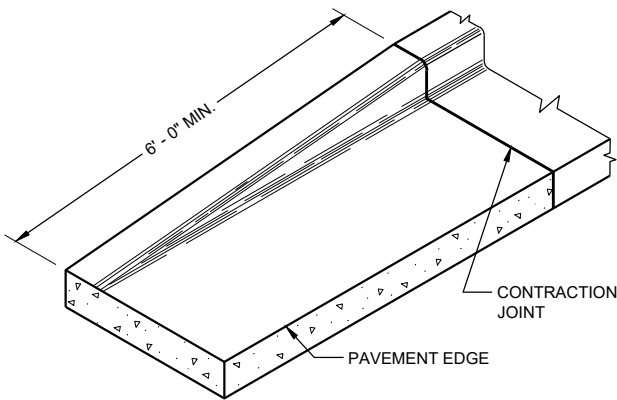
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

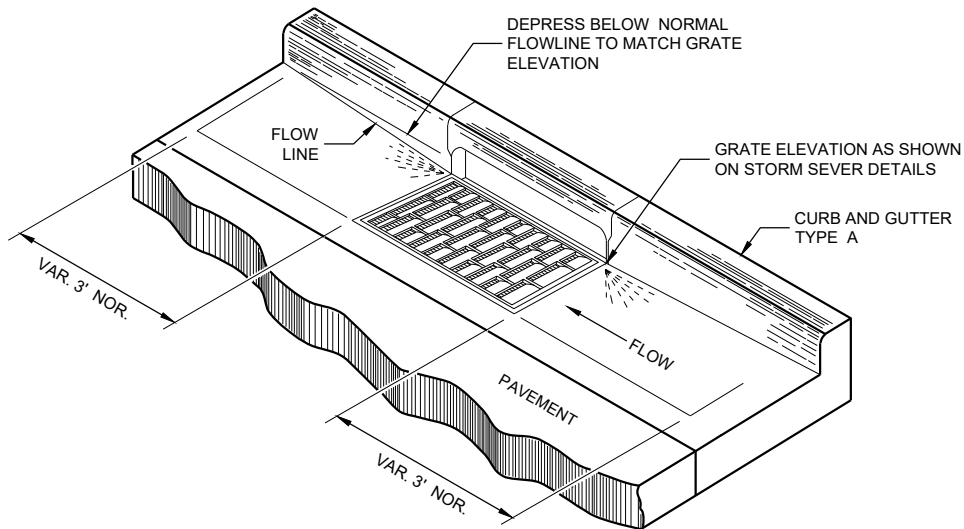
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

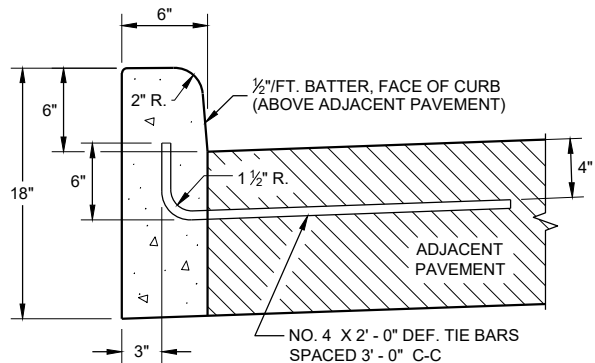
- (1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- (2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- (3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
- (4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- (5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- (6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
- (7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
- (8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
- (9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES



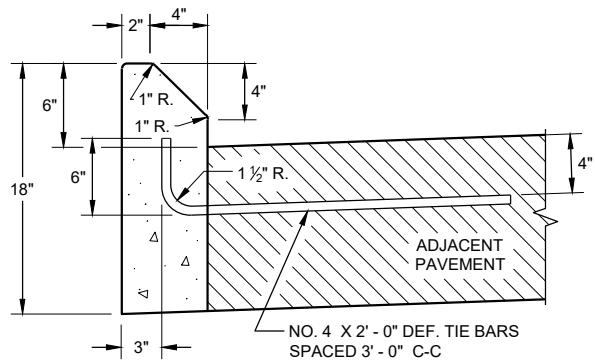
END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

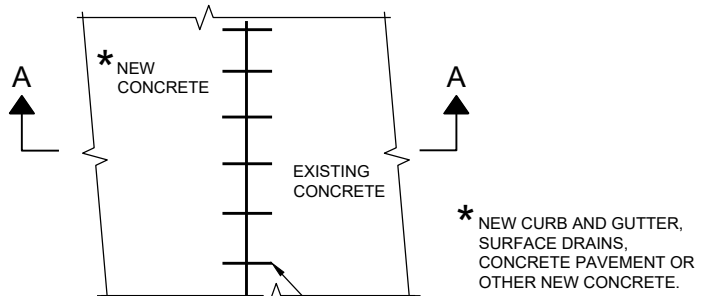


TYPES A^① & D

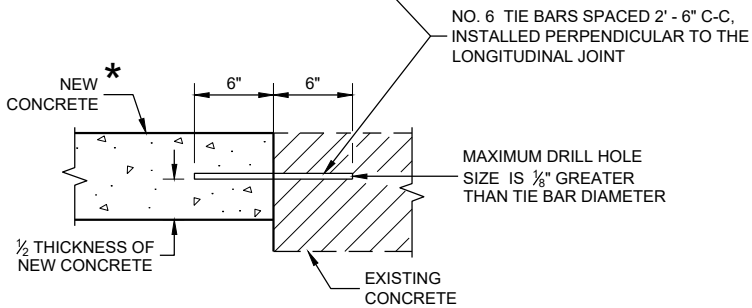


TYPES G^① & J

CONCRETE CURB



PLAN VIEW



SECTION A - A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

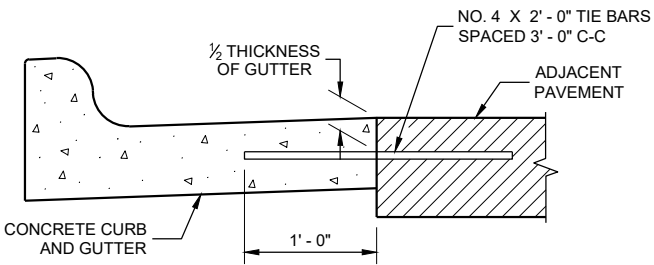
GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

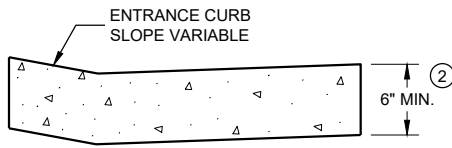
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑨ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION^①



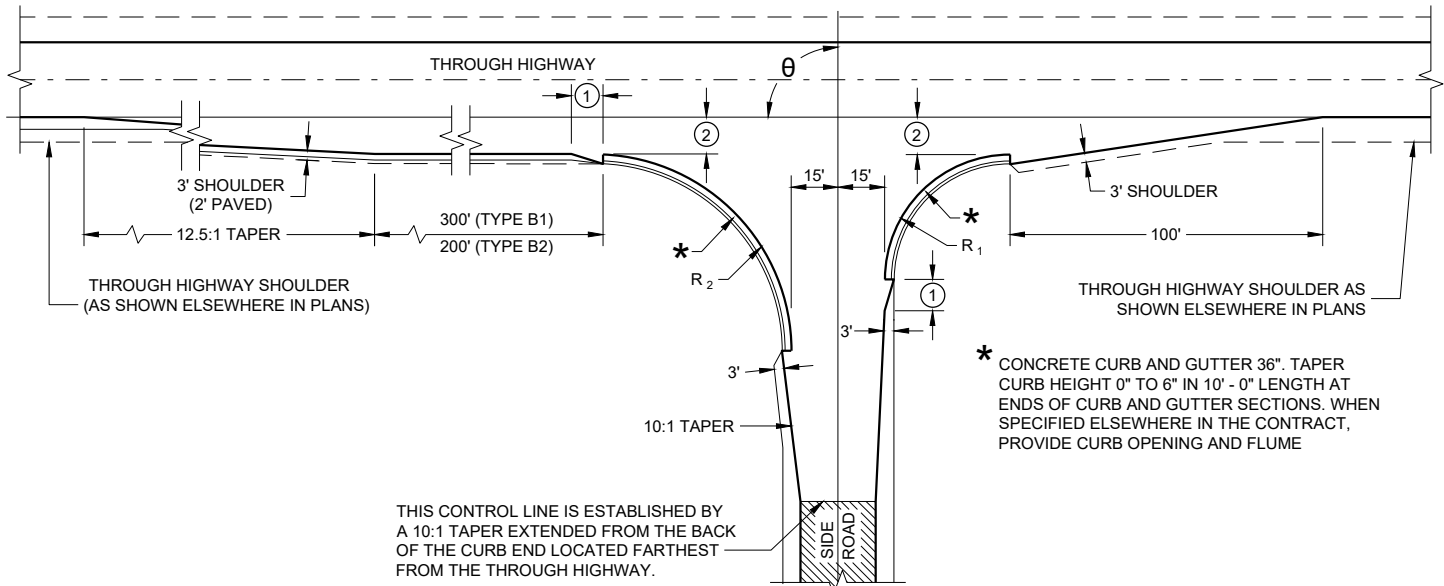
DRIVEWAY ENTRANCE CURB^⑨
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

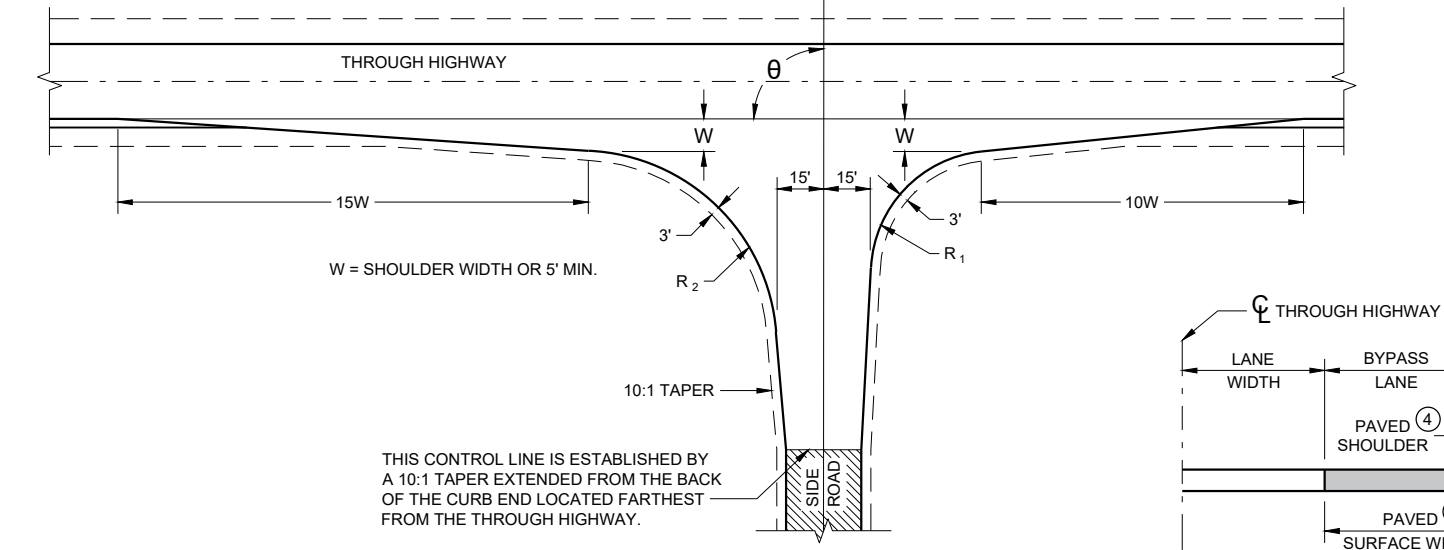
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

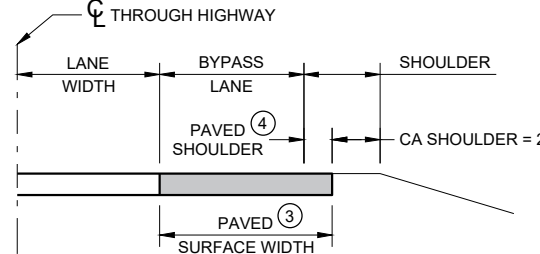
FHWA



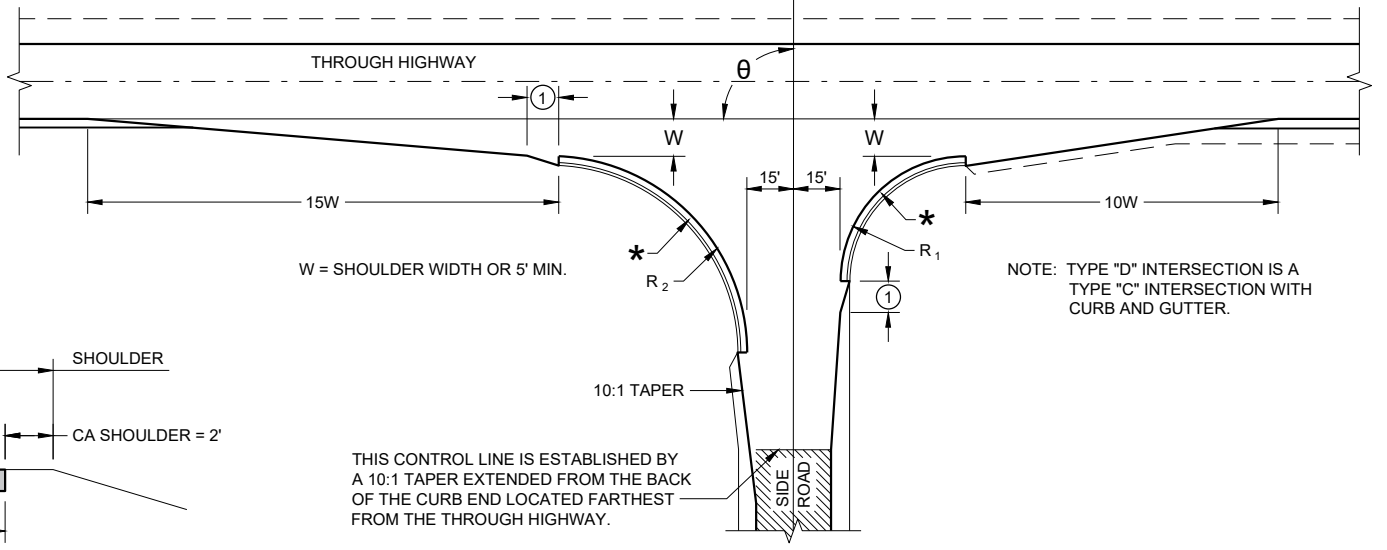
TYPE "B1" AND "B2"



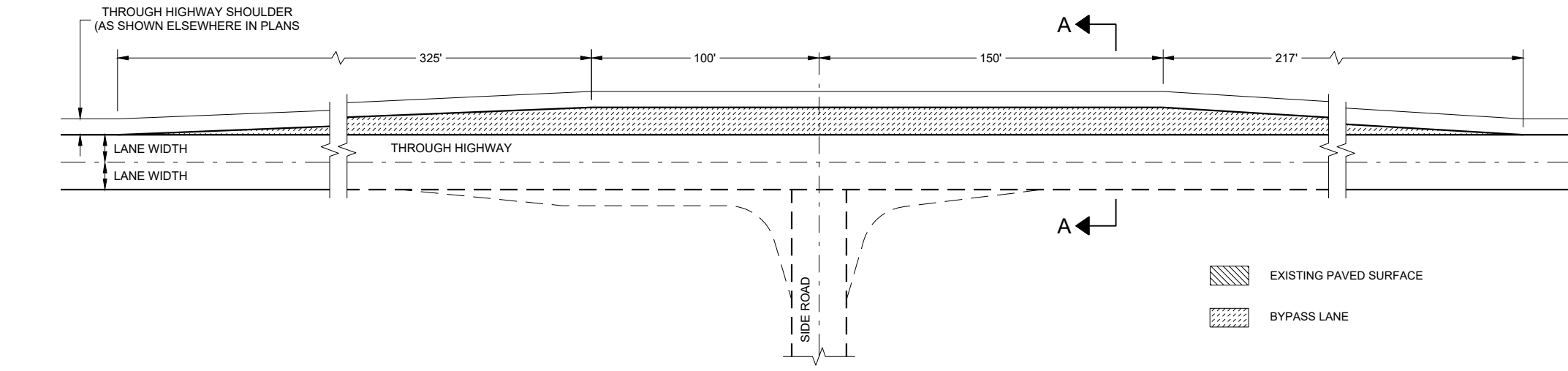
TYPE "C"



SECTION A - A
(SHOWING BYPASS LANE AND SHOULDER)



TYPE "D"



TEE INTERSECTION BYPASS LANE DETAIL

EXISTING PAVED SURFACE
BYPASS LANE

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65 - 70	450	495
71 - 80	500	550
81 - 90	550	605
91 - 100	600	660
101 - 100	650	715

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

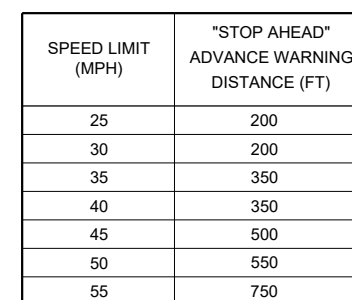
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

- ① 10-FT TYPICAL.
- ② 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.
- ③ BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
- ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH
- PC CONCRETE = 13-FT PLUS PAVED SHOULDER
- ④ BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.

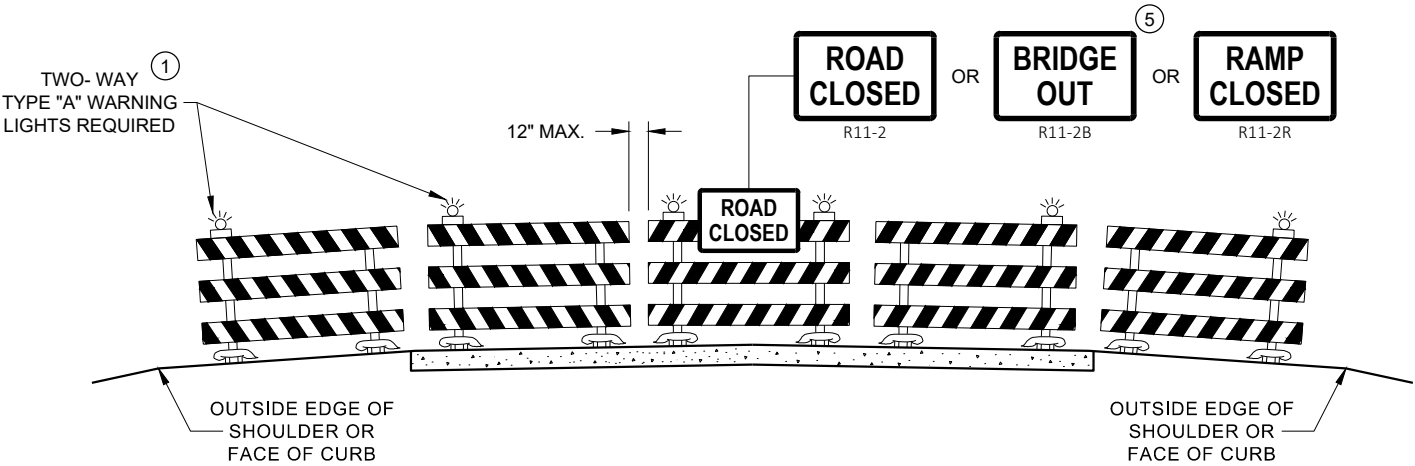
**AT GRADE SIDE ROAD
INTERSECTION TYPES "B1",
"B2", "C", "D" AND TEE
INTERSECTION BYPASS LANE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

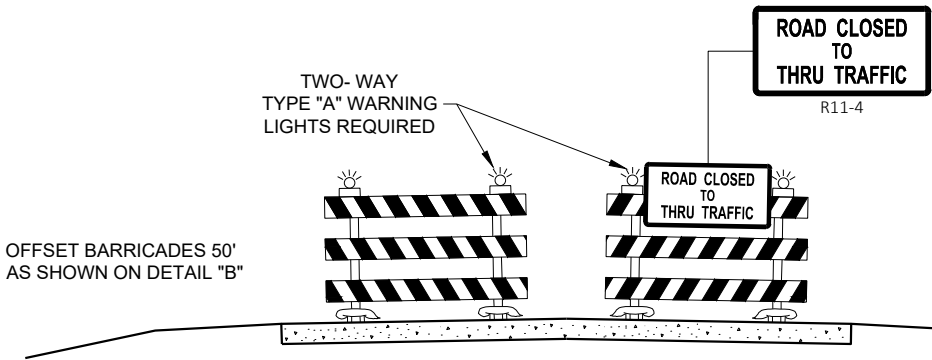


SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SDD15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- 2 THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- 3 FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- 4 FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- 5 FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- 6 INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- 7 "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

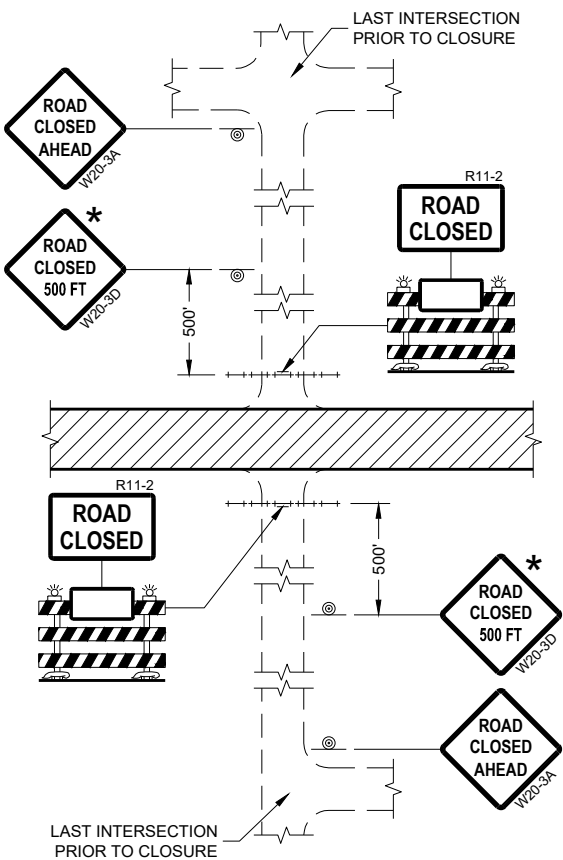
**BARRICADES AND SIGNS
FOR
VARIOUS CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

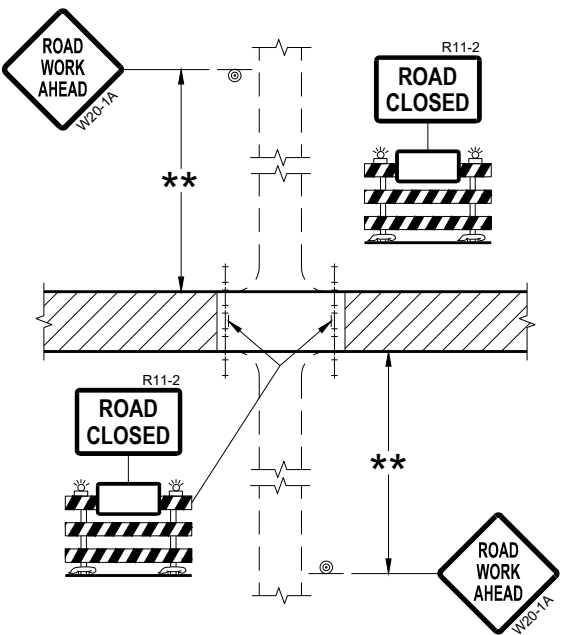
APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

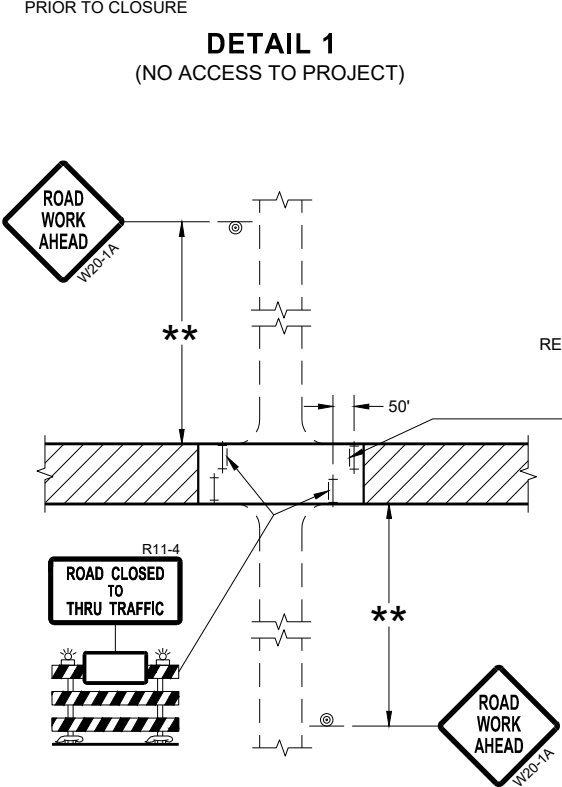
SDD 15C03 Barricades and Signs for Sideroad Closures



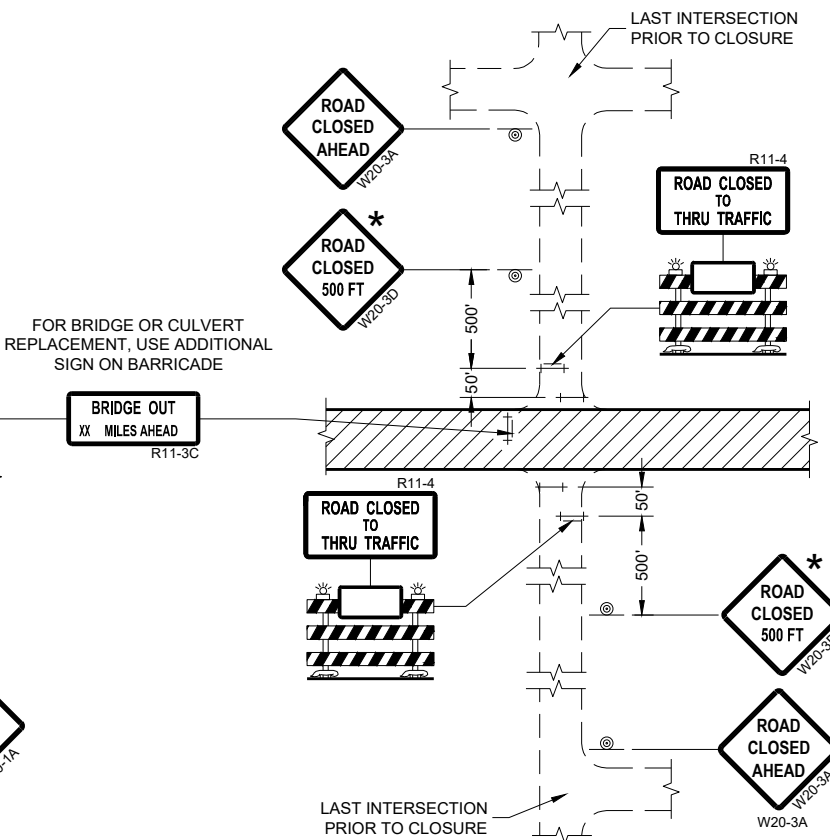
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

- * OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.
- ** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA