

TOWN OF PLUM LAKE PROPOSAL FOR ROAD WORK

COUNTY _____

VILAS

HANSON RD

This proposal submitted by the undersigned bidder to the Town of Plum Lake in accordance with the advertisement inviting proposals on May 12 , 2025 at 2 PM is to furnish and deliver all materials, and to do and perform all work for the improvement of the project as specified by the Town.

PROPOSAL AND CONDITIONS

The undersigned submitting this proposal, agrees and declares as a condition thereof, to be bound by the following conditions and requirements.

The undersigned declares that he has carefully examined the site of the work contemplated, and it is assumed that the bidder has investigated and is satisfied as to the conditions to be encountered, as to the character, quality, and quantities of work to be performed and materials to be furnished, and as to the requirements of the specifications and special provisions. It is agreed that submission of this proposal is be considered conclusive evidence that the bidder has made such examination.

The undersigned declares that he understands that the estimate of quantities in the attached schedule is approximate only and that the attached quantities may be greater or less in accordance with the work completed in the field. The undersigned agrees to perform the said work, for and in consideration of the payment of the amount becoming due on account of work performed, according to the unit prices bid in the following schedule, and to accept such amounts in full payment of said work.

By submitting this proposal, the undersigned declares that all of the said work will be performed at his own proper cost and expense, that he will furnish all necessary materials, labor, tools, machinery, apparatus, and other means of construction in the manner provided in the applicable specifications, if and when accepted.

The undersigned will submit a certificate of insurance to the clerk if and when the work is awarded.

It is understood by submitting this proposal that the Town board has the right to reject any and all bids, or to accept the bid which is most advantageous to the Town and that the Town has the right to add or delete projects from the bid to maintain their budget.

Company: _____

Acceptance of Proposal:

Address: _____

Name: _____

Signature: _____

Signature: _____

Title: _____

Date: _____

Date: _____

PROPOSAL SPECIFICATIONS

Scope of Work. The work under this proposal consists of flexpatching existing cracks, patching deteriorated areas, furnishing and placing leveling course, an overlay of asphaltic surface and crushed aggregate shoulders.

The work shall be executed under the requirements of the State of Wisconsin, Department of Transportation, Standard Specifications for Road and Bridge Construction, Edition of 2024 and according to the current year State of Wisconsin supplemental specifications and the special provision specifications attached.

SPECIAL PROVISIONS

1. GENERAL SPECIFICATIONS

Under this proposal the Town is responsible for locating and relocating property boundaries and right of way. The Town is responsible for moving utilities if required. The contractor is responsible for contacting digger's hotline. The contractor is responsible for developing a water supply necessary to complete their work.

It is understood that the proposal has been submitted after reviewing the roads with the Town Chairman so that both parties have a clear understanding of the work to be completed under this proposal.

2. TRAFFIC CONTROL

Traffic control includes signing the roadway on each end of the project with road work ahead signs. In addition, work area signs are required when performing work on the roadway. Flaggers are to be used as necessary.

The contractor is required to maintain one access route open for all residences and emergency vehicle equipment at all times.

3. ENGINEER CERTIFICATION

In the event that the specified project utilizes funding from the Local Road Improvement Program, an Engineer's Certification may be required if the total eligible costs are greater than \$65,000. The contractor will assume all associated costs in obtaining and providing the necessary documentation to the township/municipality if required.

4. FLEX PATCHING

Flex Patching shall consist of repairing cupped cracks to seal out water and improve ride quality.

Materials

Sealant fortified with polyester fibers shall be applied per manufacturer's specifications. Cover aggregate shall be Fractured Class A stone with 100% passing a 3/8" sieve, 95-100% passing a 1/4" sieve and be pre-coated with 1% 120-150 asphalt cement.

Construction

Surface and cracks to be treated shall be cleaned with approved cleaning equipment. Areas of repair shall be free of all foreign material, vegetation, and moisture.

Heat lance shall be used to ensure cracks are free of moisture prior to sealing. Cracks to be flex patched must use a MINIMUM 24" Wide Squeegee. Sealant material must be applied according to the manufacturer's recommended temperature and specifications.

5. CRUSHED AGGREGATE BASE COURSE

Crushed aggregate base course shall meet the gradation requirements of section 304.2.6 of the Wisconsin Standard Specifications for Road and Bridge Construction, 1-1/4", 3" or 3/4" as specified in the bid item. Payment of crushed aggregate base course will be paid for by the cubic yard based upon truck measure.

Base course is to be compacted with a vibratory roller during final grading. Crushed aggregate base course shoulders shall be placed with a shouldering machine specifically designed for placing shoulders to the width specified by a town representative. After placement shoulders are to be compacted with a rubber-tired roller.

6. PULVERIZING EXISTING ROADWAY

The asphalt pavement shall be pulverized to a minimum depth of 6" or to the full depth of the existing asphalt, whichever is greater. Pulverizing shall be accomplished with a machine specifically designed for pulverizing pavements.

The pulverizing machine shall be self-propelled and equipped with electronic devices which will provide accurate depth, and slope control.

Material will be ground so that 90% of the grindings are two-inch minus, and placed in a uniform windrow behind the machine.

Price for pulverizing the roadway shall include payment for shaping, watering, and compacting the pulverized portion of the roadway.

Pulverizing machine shall be capable of pulverizing up to 6" of crushed aggregate base course placed on top of the existing surface prior to pulverizing.

Payment for pulverizing shall be paid for by the lump sum bid item.

Salvage and Relay if specified in the bid items requires the road surface and existing base course material on those portions of the roadway that are going to be excavated, to be pulverized or milled and loaded and stored offsite. This material is to be brought back onto the roadway as the initial layer of base course in the excavated sections. Payment for salvage and relay includes milling, loading, hauling, storing, reloading, hauling, placing, final grading and compacting of the material. Salvage and relay will be paid for by the cubic yard based upon truck measure.

7. HOT MIX ASPHALT

All work done for the Town, under the heading of asphalt paving, shall be done in accordance with the State of Wisconsin Standard Specifications for Road and Bridge Construction, 2024 edition, according to sections 450-460.2.7, including the following special provisions.

Mix furnished will be a WISDOT Type 5LT. The aggregates used in the mix shall be a 9.5 mm for overlay surface layer. The bituminous material used in the mix shall be a PG 58-28S or PG 58-34S

Payment for the hot mix asphalt will be by the ton, for all material delivered and placed. All material will be weighed and a weight ticket shall accompany each load.

A mix design shall be furnished to the Town upon request prior to beginning the paving operations. The Town reserves the right to approve the final grade of the roadway prior to the paving operation for conformance to proper slope and grade requirements. If hot mix asphalt thickness is 3" or greater the hot mix asphalt is to be placed in two layers.

8. CONSTRUCT ENTRANCES – PAVED

This bid item is for reconstructing private entrances that are paved along the length of the project. Work incidental to this item includes removing the existing pavement, preparing and compacting the underlying base, and the labor and equipment for paving the area with 2" hot mix asphalt. *The contractor in concurrence with the Town Foreman will determine the limits of removal and replacement.*

Hot mix asphalt used in this bid item will be paid for as part of the roadway tonnage under the item for Type 4 MT Hot Mix Asphalt.

Saw cuts to create pavement butt joints will be paid for separately under the item for saw cuts.

9. CONSTRUCT ENTRANCES – UNPAVED

This bid item is for reconstructing private entrances that are unpaved along the length of the project. Work incidental to this item includes the labor and equipment necessary to spread, grade and compact base course, red granite, or recycle to blend the new road height with the existing private entrance grade.

Base course, red granite, or recycled asphalt used in this bid item will be paid for by the ton or cubic yard for furnishing and delivering the product.

10. SAW CUTS

This section describes full depth sawing or milling of existing asphaltic pavement. The contractor is required to make straight saw cuts or mill joints at least 2" deep. This is a Lump Sum bid item and includes private entrances, intersections and butt joints at the beginning and end of the project. The contractor is responsible for determining the quantity or actual lineal feet of saw cuts prior to the bid and to convert this cost to a Lump Sum bid price.

SCHEDULE OF PRICES

**PROJECT LOCATION: TOWN OF PLUM LAKE
 SITE: HANSON RD – CTH N (0+00) TO NORTH OF INTERSECTION WITH PLUM LAKE
 STATION (28+00) , INCLUDING INTERSECTIONS AND RADII.
 TOTAL LENGTH: 2,800 – 0.53 MILES**

ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT BID PRICE \$	TOTAL \$
MOBILIZATION	LUMP SUM	1		
TRAFFIC CONTROL AND WORKZONE FLAGGING	LUMP SUM	1		
REPAIR THE TWO DETERIORATED AREAS, PRIOR TO THE OVERLAY. AREA #1 INCLUDES PULVERIZING 150' X 18'. AREA #2 INCLUDES REMOVAL OF THE EXISTING ASPHALT 15' x 5'. BOTH AREAS WILL REQUIRE FINAL GRADING AND COMPACTING.	LUMP SUM	1		
PAVE AREAS #1 & #2 LISTED ABOVE WITH 2-1/4" AVERAGE COMPACTED HOT MIX ASPHALT SURFACE PRIOR TO OVERLAY.	TONS	44		
FLEX PATCH ROAD PER SPECS.	POUNDS	5,100		
SWEEP ROAD AND FURNISH AND APPLY TACK COAT AT 0.04 GALLONS PER SQUARE YARD PRIOR TO PLACING WEDGE/LEVELING LAYER AND PRIOR TO PLACING THE THIN LIFT OVERLAY.	LUMP SUM	1		
FURNISH, HAUL, PLACE AND COMPACT A 3/4" AVERAGE COMPACTED THICKNESS 58-28 HOT MIX ASPHALT WEDGE/LEVELING LAYER, ON THE FULL WIDTH OF THE EXISTING PAVEMENT. 2,800' X 19' AVERAGE.	TONS	248		
FURNISH, HAUL, PLACE AND COMPACT A 1-1/2" AVERAGE COMPACTED THICKNESS 5LT58-28S HOT MIX ASPHALT THIN LIFT OVERLAY, ON THE FULL WIDTH OF THE EXISTING PAVEMENT. 2,800' X 19' AVERAGE.	TONS	600		
FURNISH, HAUL, PLACE AND COMPACT A 2' WIDE SHOULDER.	TONS	315		
CONSTRUCT ENTRANCES – PAVED INCLUDES TOWN ROAD INTERSECTIONS	EACH	1		
CONSTRUCT PRIVATE ENTRANCES – UNPAVED GRAVEL.	EACH	1		
SAWCUT / MILL ASPHALT BUTT JOINTS ACCORDING TO SPECS.	EACH	1		
			TOTAL \$	