



2018

OUTSTANDING HIGHWAY CONSTRUCTION AWARDS

For Contracts ≤ \$25 M

ASPHALT PAVING CATEGORY

General Project Information:

ID(s):	1430-18-71, 1430-23-71
Title:	STH 23, Rosendale – Fond du Lac Lafayette St. – Townline Rd.
County:	Fond du Lac
Region:	Northeast

(as shown on the Title Sheet of the plan)

Contractor Representatives:

	Prime Contractor	Asphalt Paving Contractor*
Representing	Northeast Asphalt	-
Name	Zach Jolma	-
Phone/Cell Phone	920-224-5255	-
Email	zjolma@neasphalt.com	-
Mailing Address	1524 Atkinson Drive Green Bay, WI 54303	-

**(only if different from the Prime Contractor)*

Construction Oversight Staff:

	Project Engineer*	LPMC Project Manager**	Project Manager	Project Supervisor
Representing	Benesch	-	WisDOT	WisDOT
Name	Bryan Schaller	-	Kyle Trembl	Rob Wagner
Phone/Cell Phone	414-758-9808	-	920-360-7029	920-445-9925
Email	bschaller@benesch.com	-	Kyle.trembl@dot.wi.gov	Robert.wagner@dot.wi.gov
Mailing Address	4616 Red Fox Rd., Oshkosh, WI 54904	-	944 Vanderperren Way, Green Bay, WI 54304	944 Vanderperren Way, Green Bay, WI 54304

**(indicated firm if consultant) ** (if applicable)*

Project Description:

Summarize the overall scope of the project in 300 words. Highlighting attributes that explain why this project should be selected for an Outstanding Highway Construction Award for Asphalt Paving.

The STH 23 rehabilitation project from Rosendale to Fond du Lac addressed deteriorating pavement surface and failing pavement structure, improved drainage, and updated safety features to meet current standards. With an ADT of 7,900 VPD and a truck concentration of 14%, STH 23 from Rosendale to Fond du Lac serves as a major east-west thoroughfare and as an OSOW route.

The STH 23 project involved eight miles of urban and rural base patching, two lifts of HMA pavement, deck overlay of B-20-23 over the Fond du Lac River, replacement of 10 cross culverts, and ADA ramp upgrades in Rosendale. The roadway showed signs of severe deterioration and heaving of the existing underlying concrete pavement and deterioration of the existing HMA driving surface. Over 9,000 SY of concrete base patching was completed to address areas of base failure prior to HMA paving.

The existing asphalt surface was milled to a depth of three inches and replaced with two lifts totaling four inches. Additionally, the roadway shoulders were widened from three feet to five feet. The 40,000+ ton of HMA placed was subject to HMA Percent Within Limits (PWL) QMP, in addition to HMA Pavement Longitudinal Joint Density testing as a pilot project. The STH 23 project was one of the first combination HMA PWL and Longitudinal Joint Density Pilot projects in the state, and required significant collaboration between the contractors, project staff and WisDOT to deliver the project.

The final product delivered is of exceptional quality in both workmanship and materials. The application of the Longitudinal Joint Density Pilot specification, and the resulting modifications made to paving procedures, is anticipated to extend the life of the pavement on STH 23 and become the new standard.

Project Schedule:

	Start Date		Completion Date (Open to Traffic)	
	Scheduled	Actual	Scheduled	Actual
Entire Project	7/9/2018	7/9/2018	10/10/2018	10/16/2018
Asphalt Paving	8/20/2018	8/20/2018	9/21/2018	9/28/2018

If the contract included interim completion dates, were the dates met? ☒Yes ☐No ☐N/A

What role did the asphalt paving operations have in meeting, or not meeting, the interim completions dates or the project completion date?

The project Special Provisions included a full roadway closure, and all work requiring the closure was to be completed within 35 working days or by August 31, whichever came earlier. It was anticipated during project development that the milling and paving operations would be done under flagging and begin after the full closure was removed. The paving contractor worked efficiently with operations to complete all milling and paving of the first layer of asphalt prior to August 31. This was done in collaboration with the Department by removing the 35-working day requirement and maintaining the interim completion date, providing the Department with a cost reduction for flagging operations. This also provided the traveling public with a safer roadway in the interim as it reduced the amount of flagging operations required and eliminated traffic traveling on a milled surface.

Was the contractor effective in planning and scheduling the asphalt paving work throughout the project? Were the construction schedules provided accurate? Describe any special efforts or practices that the contractor made to ensure the project schedule was met?

The contractor was highly effective in scheduling all work throughout the project to meet interim completion dates, and to finish the project utilizing only 60 of the maximum 65 allowable working days. The contractor effectively planned asphalt paving operations to maximize daily production by paving as much as possible during the roadway closure, reducing impacts to the traveling public. The contractor's accepted baseline schedule accurately depicted the start and duration of asphalt pavement. The contractor provided three-week look ahead schedules at progress meetings that accurately depicted the anticipated work for the week. The contractor also accurately communicated their planned asphalt production and placement rates with the construction team so anticipated impacts could be communicated to stakeholders, particularly farmers harvesting crops that required access to their fields.

Project Budget:

Original Contract Amount	\$4,831,838
9 Contract Modifications	\$177,102.53
Final Contract Amount	\$4,941,526

Discuss significant changes to the contract that resulted in Contract Modifications.

Dowel bars were not part of the original let contract for base patching on the 1430-18-71 project ID and were added via Contract Modification 1 totaling \$171,450. The dowels were added to reduce reflective cracking at base patches. An out of scope change was made to replace a driveway at the cost of the Village of Rosendale via Contract Modification 3 totaling \$13,008. Three other contract modifications were for Department initiated cost reductions, totaling \$11,268 in savings.

Project Complexity:

Project Attributes	
Project Length (mi)	7.99
Work Zone Traffic Volume	7900
Project Geometry:	
Urban/Rural	Urban and Rural
Number of Lanes	2
Divided/Undivided	Undivided
Number of Intersections	18
Number of Interchanges	0
Number of Bridge Approaches	2
Number of Railroad Crossings	0
Number of Utility Manholes	5
Number of Driveways	62
Number of Businesses	3

Briefly discuss complexity of the traffic control and staging. Include the impacts the traffic control/staging had on the contractors paving operations. (Open to traffic, Staged construction, Closed Road, maintaining local access, restricted work hour, special events, etc.)

The roadway was under full closure until August 31, 2018 to complete base patching, culvert replacements, and bridge deck overlay of B-20-23. The contractor accelerated paving operations to complete milling and paving of the binder course in the traffic lanes within this closure. The surface course was subsequently placed under flagging operations. During flagging operations, the contractor-maintained access for farmers harvesting their fields, access to local businesses and through traffic.

Innovation: Cost Savings and Efficiency Improvements

Describe innovative cost reduction measures that were implemented concerning asphalt paving on this project and the resulting benefits. (For example: incentives/disincentives, use of recycled materials, modifications in staging, Cost Reduction Incentives (CRI), partnering, etc.)

The project special Provisions included a 35-working day full closure that was required to be lifted prior to August 31, 2018. The August 31st date was tied to the start of the Rosendale-Brandon School year, and was the only commitment made to the traveling public. Prior to paving operations beginning, the contractor and Department collaborated to remove the 35-working day requirement and allow the roadway to remain closed to traffic until August 31 to complete all milling and binder placement. This change reduced required flagging costs and increased production, and a credit was provided back to the Department via Change Order 5, totaling \$3,600. Secondly, this provided the traveling public with a safer roadway and work zone as they would not be driving on the milled surface and reduced the overall duration of work under flagging operations. Lastly, this change resulted in a higher quality product as the increased production reduced the number of transverse joints and the asphalt could cool completely prior to traffic being allowed on it.

Describe any modifications to the paving equipment, materials or the means and methods used by the contractor. Explain the affect that these modifications had on the project quality, safety, budget, or contractor's efficiency.

This contract included the pilot HMA Longitudinal Joint Density specification which added testing of the longitudinal joint and included incentives for joint density. Prior to paving this project, the contractor tested longitudinal joints on other projects for informational purposes only. During that testing, they found that the joints would not meet the density requirement for the joint density specification on the STH 23 project. The contractor utilized this information and modified their rolling patterns on STH 23 to increase the density of the longitudinal joint, in turn increasing the quality of the longitudinal joint. The contractor also installed a mobile asphalt plant at a nearby quarry, reducing the amount of trucking required to mill and pave the project. This mobile asphalt plant was brought specifically for the STH 23 project because of its history of producing high quality mix.

In effort to minimize segregation, maintain uniform asphalt temperatures, and provide the smoothest ride possible, a transfer machine and state of the art grade control and reference skis were utilized. A mix of steel drum and rubber-tired rollers were used throughout the project to ensure proper compaction and achieve the highest possible percent within limits (PWL) pay determinations.

Pavement Type:

Pavement Type	LT	MT	HT	SMA	Other ()
Pavement Thickness <i>(Inches)</i>	-	4"	-	-	
Thickness of Surface Layer <i>(Inches)</i>	-	1 ¾"	-	-	
Number of Lower Layers	-	1	-	-	
Thickness of Lower Layers <i>(Inches)</i>	-	2 ¼"	-	-	
Asphalt Pavement <i>(Tons)</i>	-	40,520	-	-	

Ride Quality:

Was the pavement smoothness measured using an Inertial Profiler: ☒ Yes ☐ No

Smoothness Index: International Roughness Index (IRI)

Type of Construction: <input type="checkbox"/> New Construction <input type="checkbox"/> Full Depth Replacement <input checked="" type="checkbox"/> Mill and Overlay <input type="checkbox"/> Other _____	Base Preparation: <input type="checkbox"/> Auto Grade <input type="checkbox"/> Grader <input checked="" type="checkbox"/> Milling (used ski) <input type="checkbox"/> Leveling Course <input checked="" type="checkbox"/> Other <u>Base Patching</u>
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IRI Results:

	IRI Value
IRI measured before milling existing pavement <i>(Mill & Overlay Projects)</i>	-
IRI measured after milling and before placing overlay <i>(Mill and Overlay Projects)</i>	-
IRI measured on individual layers:	
Surface	-
Lower Layer 1	-
Lower Layer 2	-
Lower Layer 3	-
IRI when measured on surface layer only	
Overall Average <i>(All Layers)</i>	43.57
500 ft segment <i>(All Layers)</i>	
Average	30.16
High	116.2
Low	18.8
Penalty	\$0
Bonus	\$67,815
Localized Roughness <i>(All Layers)</i>	
Length	363
Maximum IRI	518.4
Penalty	-\$1490.9

Describe the pavement transition(s) to structures, structure approaches, RR Tracks or other obstacles. Was the method of evaluation defined in the Quality Control Plan? How smooth was the transition(s)? Was there localized roughness at the transitions?

The project includes two asphaltic pavement transitions to approach slabs. The method of evaluation was defined in the QMP plan. Localized roughness did register on all four transitions to the structure approach, however two of the four were waived by the engineer, and the remaining two had a price adjustment totaling -\$1,310.00. Based on the engineer's evaluation of the two that were not waived, the asphalt transitions were smooth with the localized roughness being largely concentrated on the approach slabs.

Describe actions taken in areas of localized roughness. (Grinding, Mill and Overlay, Price Adjustment for Deficient Pavement, Exclusion)

There were 19 areas of localized roughness, 12 of which were waived by the engineer after physically driving the roadway. The other seven areas were left in place and a price adjustment was assessed totaling \$1,490.40.

Describe ride quality in areas that are not required to be tested such as Roundabout Ramps Tapers, Acceleration and Deceleration Lanes.

The entire project was tested for ride quality.

Quality Control:

Base:

	Inches
Existing pavement	0.5-1.5"
Open Graded	-
Base Aggregate Dense ¾-inch	-
Base Aggregate Dense 1 ¼-inch	9"
Base Aggregate Dense 3-inch	-
Subgrade Improvement	-
Other: <u>Concrete Pavement</u>	8"

Describe the procedures used to ensure quality asphalt pavement (e.g. frequency of test, special admixtures, mix design or other measures).

The mix design was produced and tested by the contractor prior to being used on the project to ensure acceptable results. Once the test strip was completed, Northeast Asphalt regularly tested above and beyond the minimum frequencies required by WisDOT. Outside of the random sampling frequency, non-random informational samples are obtained to ensure consistency throughout production. Northeast Asphalt had two QC technicians checking nuclear density to help in process control to achieve the highest density possible both on the mainline and longitudinal joints.

Discuss the contractor's Quality Management Program for the aggregate as well as the mixture.

The contractor maintains a comprehensive Quality Management Program and goes above and beyond standard process control testing. The lab and plant personnel are all very knowledgeable and experienced. The plant personnel were in constant communication with the paving personnel, and adjustments were made in real time based on pavement performance during rolling and density testing. The contractor's QC manager would routinely make field visits to monitor the performance of the mix, and trouble shoot any issues identified. The contractor's testing personnel were in constant communication with Department testing personnel to make sure that adequate testing was performed and acceptable, and that no tests were missed.

Did moving averages on the standardized control charts exceed the warning limits? For PWL contracts, did the tests exceed the Lower or Upper Limits?

All test results were within the Lower and Upper Limits for this PWL contract.

Did individual tests on the standardized control charts exceed the control limits? For PWL contracts, did the tests exceed the conformance limits?

All individual test results were within the conformance limits.

How well did the control testing and assurance testing agree?

The Air Voids on the first two lots of the 3-MT mix initially did not compare on the Means. BTS tests were done for one lot, which brought everything into an acceptable range. The 4-MT mix had no issues with testing. All other Variances and Means compared. The overall Incentive Air Void payment was 128% of the estimated incentive quantity in the contract.

How well are the density requirements met?

The mainline and longitudinal joint density test results exceeded the contract density requirements. The contractor achieved 102% net payment of the estimated incentive quantity in the contract for mainline density. The longitudinal joint density was a pilot program and this contract was the first time the contractor had implemented this type of testing. The contractor achieved 168% net payment of the estimated incentive quantity in the contract for joint density.

Was there any unsatisfactory asphalt mixture that was subject to reduced payment?

☐ Yes ☒ No

Amount accepted at Reduced Price:	<u>0</u>	<u>Tons</u>
Payment Factor:		<u>%</u>
Amount removed and replaced:	<u>0</u>	<u>Tons</u>

Discuss the cooperation from the contractor's material representative throughout the project. Were all required material submittals/documentation submitted in a timely manner so they could be reviewed and approved prior to installation? Were Buy America Certifications provided in a timely manner?

The contractor's material representative provided all documentation for approval prior to material being incorporated into the work. Buy America Certifications were also provided prior to the work being completed. The contractor's testing personnel were highly engaged and knowledgeable in material testing and kept the engineer up to date with constant communication. Test results were submitted daily to appropriate parties and any issues that arose were addressed timely.

Contractor Performance:

Describe the contractor's outstanding performance in completing the asphalt paving operations. Include significant challenges and the contractor's role in resolving these challenges.

Northeast Asphalt partnered with the construction team and the Department to identify and resolve issues quickly and fairly before they became problems. A significant challenge faced by the contractor was that the existing sanitary manholes in the asphalt pavement were not identified on the plan for adjustment, even though the roadway profile was being raised by 1.5 inches. The contractor identified the issue to the construction team well in advance of paving operations and provided multiple potential solutions to the construction team. The best and least expensive option was to utilize casting inserts to adjust the lid without disturbing the entire casting. Upon contacting the casting supplier, the contractor found out that they had just enough in-stock to complete the work on the project, and any additional required would have a two to three-month lead time. The contractor took it upon themselves to coordinate and hold the castings for the Village of Rosendale to independently purchase them and adjust the manhole lids. This resulted in no additional project cost to the Department and maintained the project schedule as paving operations could proceed in the location of the sanitary manholes without sacrificing ride quality.

As a paving contractor, Northeast Asphalt provided the personnel, equipment, and material necessary to ensure a high-quality end product. The contractor seamlessly worked through several other challenges on the project including increased base patching quantities, super elevation modifications, and cross culvert revisions, all of which had potential impact to the project schedule. The project manager was always up-front and clear with the construction team and subcontractors on the work that needed to be done and the timeframe that it needed to be completed in. The contractor's personnel conducted themselves in a very professional manner and took personal pride in the quality and appearance of the project.

Describe the contractor's involvement with additional stakeholders such as community members, business owners, municipal utilities, private utilities, and contractors to

ensure successful concrete paving outcome for the project. Attach letters of commendation from any of these groups, as appropriate.

The contractor was highly engaged with the stakeholders on the project. The contractor organized and held bi-weekly stakeholder meetings to update the community on the upcoming schedule, anticipated impacts, and to listen to concerns raised by the stakeholders. The contractor reached out to local farmers to discuss traffic impacts and potential work impacts during the harvest. The contractor met with local business owners and residents to address their concerns and took a personal approach to public involvement. Concerns were raised by local municipalities regarding traffic entering the work zone, and the contractor quickly responded to these concerns by providing additional traffic control devices and modifying their operations accordingly.

Please attach the Report of Contractor's Performance evaluations for both the prime contractor and the concrete paving subcontractor (*if different from prime*).

Construction and Project Complete Photos:

Photos may be inserted into the above write-ups, to better illustrate the issue being discussed, or attached as an exhibit to the award submittal.

As part of the submittal include five (5) JPG images that highlight the achievements of the construction project.

List of Exhibits

Exhibit A: Title Sheet (8.5" X 11")

Exhibit B: List of Contract Modifications (*Summary from Project Tracking*)

Exhibit C: Report of Contractors Performance (*both Prime and Subcontractor*)

Exhibit D: Construction Photos

Exhibit E: Completed Project Photos

Contact Information:

Contact person for any questions or requests for additional information.

Name: Bryan Schaller Ph No.: 414-758-9808 Email: bschaller@benesch.com

Award Recipient:

Project Engineer: Bryan Schaller

Project Manager (MCLP): *(if applicable)*

Project Manager: Kyle Trembl

Project Supervisor: Rob Wagner

Prime Contractor: Zach Jolma

Subcontractor: *(if applicable)*

EXHIBIT A
TITLE SHEET

GRE

MAY 2018

PROJECT ID: 1430-18-71

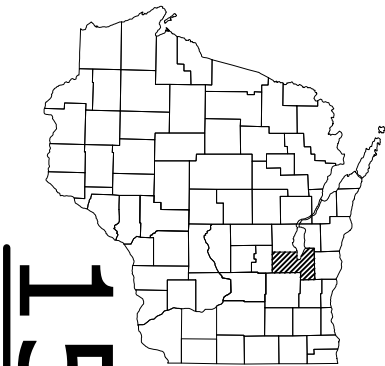
WITH: 1430-23-71

COUNTY: FOND DU LAC

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details
Section No. 3	Estimate of Quantities
Section No. 3	Miscellaneous Quantities
Section No. 4	Right of Way Plat
Section No. 5	Plan and Profile
Section No. 6	Standard Detail Drawings
Section No. 7	Sign Plates
Section No. 8	Structure Plans
Section No. 9	Computer Earthwork Data
Section No. 9	Cross Sections

TOTAL SHEETS = 208



DESIGN DESIGNATION 1430-18-71

A.A.D.T.	2019	=	7900
A.A.D.T.	2039	=	9300
D.H.V.	2039	=	11.6%
D.D.		=	60/40
T.		=	13.8%
DESIGN SPEED		=	60 MPH
ESALS		=	2,400,000

CONVENTIONAL SYMBOLS

PLAN	
CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
LIMITED HIGHWAY EASEMENT	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SLOPE INTERCEPT	
REFERENCE LINE	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
COMBUSTIBLE FLUIDS	
MARSH AREA	
WOODED OR SHRUB AREA	

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

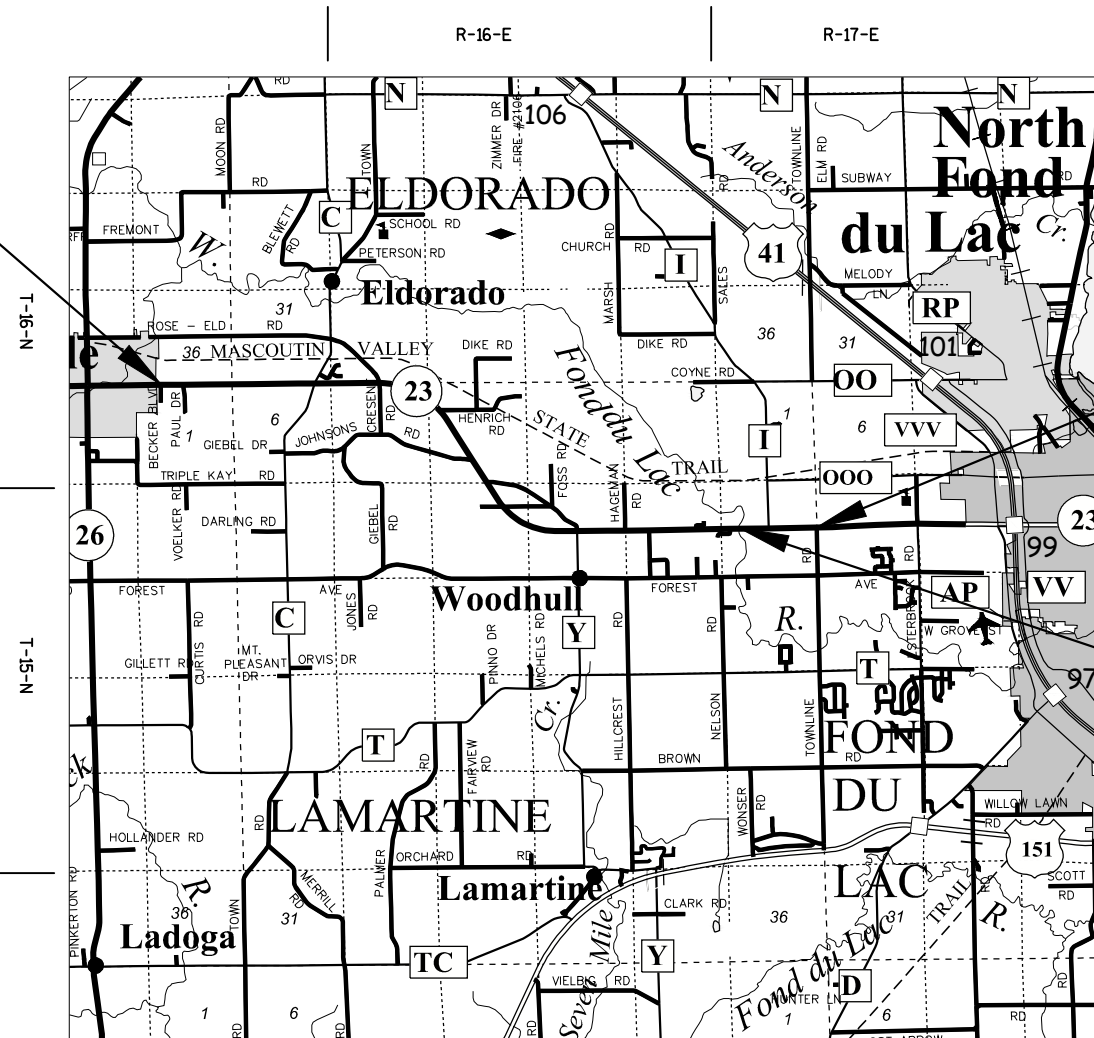
ROSENDALE - FOND DU LAC

BECKER BLVD-TOWNLINE ROAD

STH 23

FOND DU LAC COUNTY

STATE PROJECT NUMBER
1430-18-71



BEGIN PROJECT 1430-18-71
STA 473+76
Y= 396,736.454
X= 760,183.104

END PROJECT 1430-18-71
STA 867+48

EXCEPTION OF NET C/L LENGTH
STA 833+85.26 TO STA 835+18.91
B-20-23

LAYOUT
SCALE 0 2 MILES
TOTAL NET LENGTH OF CENTERLINE = 7.46

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, FOND DU LAC COUNTY, NAD83 (2011), VERTICAL - NAVD88 (2012) IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STATE PROJECT

1430-18-71

FEDERAL PROJECT

PROJECT

WISC 2018242

CONTRACT

1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NER
Designer	JENNIFER ZAVADA
Project Manager	BRYAN LEARST
Regional Examiner	
Regional Supervisor	ROBERT WAGNER

APPROVED FOR THE DEPARTMENT

DATE: 2/1/18

(Signature)

E

EXHIBIT B
CONTRACT MODIFICATIONS

Contract Modifications for Contract 20180508015						
Cmod#	CM Date	Field Manager Approved Date	Amount	Percent of Award Amt	Status	Short Description
001	08/07/18	08/13/2018	\$171,450.00	3.55%	Approved	RD0003 - Added Dowels to 1430-18-71 Patching
002	08/07/18	08/22/2018	\$171.60	0.00%	Approved	Salvage Type J Railing, Underdrain, Cellular Internet Usage Fees, Asphaltic Surface
003	08/07/18	08/13/2018	\$13,007.75	0.27%	Approved	BP Driveway Replacement
004	08/14/18	08/30/2018	(\$2,376.00)	-0.05%	Approved	SHES Pavement to Standard, Added Riprap STA 809
005	08/28/18	09/07/2018	(\$3,600.00)	-0.07%	Approved	Eliminate 35 Working Day Interim Site
006	08/28/18	08/28/2018	\$2,030.80	0.04%	Approved	Longitudinal Joint Density Incentive Changes
007	10/05/18	10/08/2018	(\$1,701.69)	-0.04%	Approved	Nonconforming Foundation Backfill Gradation
008	10/05/18	10/08/2018	\$300.00	0.01%	Approved	Reinforcement Removal B-20-23 Guardrail Anchors
009	11/12/18	11/13/2018	(\$2,179.93)	-0.05%	Approved	Disincentive IRI Ride, HMA Density, Joint Density

EXHIBIT C
REPORT OF CONTRACTORS
PERFORMANCE



PROJECT TEAM'S EVALUATION OF THE CONTRACTOR

Wisconsin Department of Transportation
DT2510 1/2018

Report Date (m/d/yyyy) 11/6/2018	Project Engineer (and Firm if Consultant) Bryan Schaller - Benesch	Project Manager Kyle Trembl	Highway STH 23	Project ID 1430-18-71, 1430-23-71
WisDOT Region NE	Contractor Northeast Asphalt, INC	Construction Year 2018	Form filled out by Bryan Schaller	

This report is intended to provide feedback to WisDOT management on the prime contractor's performance. Please return this evaluation form to the Region Contract Specialist along with the project finals box.

Please provide a rating in the box provided for the following categories.

Rate: 1 = Strongly Disagree, 2 = Disagree, 3 = Agree, 4 = Strongly Agree

- 1. Communication:** The Contractor used good communication skills throughout the project. The Foreman was always available to talk to, and listened to our concerns. The Contractor coordinated all work effectively and efficiently and communicated well with all subcontractors. The Contractor invited appropriate staff and subcontractors to the weekly meetings. The Contractor successfully used the RFI process to resolve issues/questions with the plans and specifications.

Rate
(1-4)

4

Comments (required):

Zach Jolma (NEA Project Manager) communicated very well with the construction team throughout the life of the project, keeping them informed of upcoming work and discussing project concerns. The paving foreman and asphalt plant operator also communicated very well with the project team during milling and paving operations. Work was coordinated well, and the contractor utilized subs in an efficient manner to construct the project. Plan issues or questions were discussed openly and resolved quickly.

- 2. Knowledge:** The Contractor had a clear understanding of the scope of work and the level of effort required to complete the work. The Contractor was experienced with the type of work included in the contract. The Contractor anticipated issues, and worked to resolve them before they became problems.

Rate
(1-4)

4

Comments (required):

The contractor's high level of experience with the work being performed was an asset to the project, and the contractor had a very clear understanding of the scope from the beginning of the project. Zach Jolma anticipated a number of issues, and worked with the CM team to get them resolved quickly before they affected cost or schedule. Paving plant operator's experience and knowledge of asphalt mix helped deliver a high quality end product.

- 3. Timely Payment to Subcontractors and Suppliers:** The Contractor paid all subcontractors and suppliers within ten (10) days of receiving payment from WisDOT. If for any reason, payment was withheld, proper notification and justification was provided to the Project Engineer. The Contractor released retainage to subcontractors in accordance with ASP-4.

Rate
(1-4)

3

Comments (required):

No issues reported for payment to subcontractors.

4. Timely Completion of Work: The Contractor submitted schedules for completing the work as requested by the Project Engineer. The work was performed promptly unless there were delays caused by weather or other factors outside of the Contractor's control. All work was performed in accordance with contract time. The Contractor appointed a Designated Materials Person at the beginning of the project, and followed the process for timely submittal of material certifications and testing. The Contractor quickly responded to all requests associated with the tentative final and final closeout of the project.

Rate
(1-4)

4

Comments (required):

The contractor provided a 3 week look-ahead schedule at every progress meeting, and continuously updated the CM team regarding the anticipated work for the week. Work was completed ahead of schedule, minimizing impacts to the traveling public and reducing Department exposure for costs. Zach Jolma worked very well with the Department dedicated materials person, submitting documentation timely and completely. The punchlist was completed timely, and the contractor quickly responded to all CM team requests.

5. Changes in the Field: The Contractor promptly addressed changes in scope and changes in condition. The Contractor responded in the appropriate timeframe to all requests for pricing, justification, and other change order documentation. The Contractor was open to discussion of alternative methods of completing the work and any associated costs. Upon receipt of the "prior approval", the Contractor performed the contract change order work in a timely fashion.

Rate
(1-4)

4

Comments (required):

The contractor worked very well with the CM team to identify and resolve field issues fairly and quickly. The contractor was open to alternative methods for completing changed work, including Department initiated cost reductions. All change order work was completed timely, and when possible, in conjunction with contract work. Change order pricing was reasonable and fair.

6. Fairness / Conflict Resolution: The Contractor was fair and reasonable. All communication was respectful and professional. When a conflict of any nature arose, the Contractor listened to all concerns expressed by the parties involved and worked cooperatively toward an acceptable solution.

Rate
(1-4)

4

Comments (required):

Northeast Asphalt partnered very well with the Department to complete the project. Conflict was minimal, and all communication was very respectful and professional. The contractor acted with integrity and fairness in all conflict resolution including project change orders.

7. Adequacy of Workforce: The Contractor had enough people onsite to effectively build the project. The workers of the Prime and Subcontractors were knowledgeable and competent and acted professionally. The amount and condition of all equipment was adequate for the work that had to be done.

Rate
(1-4)

4

Comments (required):

All contractors on site had adequate personnel on site to complete the work timely and efficiently. The workers took pride in their work, and acted in a professional manner throughout the life of the project. The contractors had sufficient equipment on site, and brought in specialized equipment when necessary to complete the work, and brought in additional equipment to expedite work where possible. Equipment breakdowns did not affect contract work as the contractor had sufficient available equipment to continue with minimal interruption.

Average
Rating

3.9

AVERAGE RATING: Add up the seven ratings and divide by seven. (Round to the nearest tenth.)



Report of Contractor's Performance

Wisconsin Department of Transportation

11/7/2018 8:56 AM
FieldManager 5.3a

Contract: 20180508015, Rosendale - Fond du Lac

Submit separate reports for prime contractor and each subcontractor upon completion of contract.

Report Date July 09, 2018		Project 1430-18-71 : Rosendale - Fond Du Lac		District NE
Contractor Completion Date October 26, 2018		Road Name Lafayette St - Townline Rd		County Fond Du Lac
				Highway STH 23
Contract Amount \$5,008,940.49	Amount Subcontracted \$198,760	Prime Contractor or Sub Being Rated (if applicable) CENTURY FENCE COMPANY		
Type of Construction Performed by this Firm Pavement Marking			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
Entered By BGS, Bryan G Schaller		Revised By BGS, Bryan G Schaller	Revision Date 11/7/2018 8:56 AM	Revision No. 4

Performance Factor (Whole Number)	Importance Factor	Rating	
7	X 0.30	2.1	Indicate your appraisal of the contractor's (subcontractor's) performance using a scale from 10 (outstanding) to 5 (average) to 0 (totally inadequate) to establish a 'Performance Factor'. Give a brief explanation for ratings of 8 to 10 or 0 to 2 and otherwise as appropriate. Then apply the given 'Importance Factors' to establish each 'Rating' and the 'Overall Rating'
			Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail
			Contractor performed high quality work
7	X 0.20	1.4	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion
			Contractor completed work timely and efficiently.
8	X 0.15	1.2	Supervision Consider: availability, competence, coordination of work, control of work force/subcontractors, safety, traffic control, extra work (c. c. o.)
			Contractor required minimal supervision by construction team to complete the work.
8	X 0.15	1.2	Cooperation/Control Compliance Consider: public relations, communications, paperwork, willing compliance, frequency of complaints, credibility, integrity, willingness to work out problems, coordination with other contractors
			Contractor worked out field issues fairly and timely with construction team. Materials were not as timely.
8	X 0.10	0.8	Adequacy of Work Force Consider: size, competence, attitude
			Work force is very competent in work, and required minimal supervision.
7	X 0.10	0.7	Adequacy of Equipment Consider: type, number, operating condition, suitability
			Equipment is suited to the work, and in good working condition.
Overall Rating (Sum the above 6 ratings)		7.4	District Comments Reviewed by PM Kyle Tremi 11/7/18

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)



Report of Contractor's Performance

Wisconsin Department of Transportation

11/7/2018 8:56 AM
FieldManager 5.3a

Contract: 20180508015, Rosendale - Fond du Lac

Submit separate reports for prime contractor and each subcontractor upon completion of contract.

Report Date July 09, 2018		Project 1430-18-71 : Rosendale - Fond Du Lac		District NE
Contractor Completion Date October 26, 2018		Road Name Lafayette St - Townline Rd		County Fond Du Lac
				Highway STH 23
Contract Amount \$5,008,940.49	Amount Subcontracted \$43,387	Prime Contractor or Sub Being Rated (if applicable) CON-COR COMPANY, INC		
Type of Construction Performed by this Firm Saw Cutting			<input type="radio"/> Prime Contractor <input checked="" type="radio"/> DBE <input type="radio"/> Subcontractor <input type="radio"/> WBE	
Entered By BGS, Bryan G Schaller		Revised By BGS, Bryan G Schaller	Revision Date 11/7/2018 8:57 AM	Revision No. 3

Performance Factor (Whole Number)	Importance Factor	Rating	
7	X 0.30	2.1	Indicate your appraisal of the contractor's (subcontractor's) performance using a scale from 10 (outstanding) to 5 (average) to 0 (totally inadequate) to establish a 'Performance Factor'. Give a brief explanation for ratings of 8 to 10 or 0 to 2 and otherwise as appropriate. Then apply the given 'Importance Factors' to establish each 'Rating' and the 'Overall Rating' Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Crews verified the depth and width of sawcut was adequate for patching work.
7	X 0.20	1.4	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Contractor started work timely and worked efficiently to complete their work.
7	X 0.15	1.1	Supervision Consider: availability, competence, coordination of work, control of work force/subcontractors, safety, traffic control, extra work (c. c. o.) Contractor coordinated their work with the concrete contractor well to complete work timely.
8	X 0.15	1.2	Cooperation/Control Compliance Consider: public relations, communications, paperwork, willing compliance, frequency of complaints, credibility, integrity, willingness to work out problems, coordination with other contractors Additional effort was made by contractor to remove slurry from roadway for residents using the roadway.
7	X 0.10	0.7	Adequacy of Work Force Consider: size, competence, attitude Crews were very competent in the work being performed.
6	X 0.10	0.6	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was adequate for the work being performed.
Overall Rating (Sum the above 6 ratings)		7.1	District Comments Reviewed by PM Kyle Tremi 11/7/18

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)



Report of Contractor's Performance

Wisconsin Department of Transportation

11/7/2018 8:57 AM
FieldManager 5.3a

Contract: 20180508015, Rosendale - Fond du Lac

Submit separate reports for prime contractor and each subcontractor upon completion of contract.

Report Date July 09, 2018		Project 1430-18-71 : Rosendale - Fond Du Lac		District NE
Contractor Completion Date October 26, 2018		Road Name Lafayette St - Townline Rd		County Fond Du Lac
				Highway STH 23
Contract Amount \$5,008,940.49	Amount Subcontracted \$277,121	Prime Contractor or Sub Being Rated (if applicable) LUNDA CONSTRUCTION COMPANY		
Type of Construction Performed by this Firm Bridge Deck Overlay			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
Entered By BGS, Bryan G Schaller		Revised By BGS, Bryan G Schaller	Revision Date 11/7/2018 8:57 AM	Revision No. 5

Performance Factor (Whole Number)	Importance Factor	Rating	
8	X 0.30	2.4	Indicate your appraisal of the contractor's (subcontractor's) performance using a scale from 10 (outstanding) to 5 (average) to 0 (totally inadequate) to establish a 'Performance Factor'. Give a brief explanation for ratings of 8 to 10 or 0 to 2 and otherwise as appropriate. Then apply the given 'Importance Factors' to establish each 'Rating' and the 'Overall Rating' Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Contractor performed high quality work and was very attentive to detail.
8	X 0.20	1.6	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Contractor worked efficiently to complete their work, and maintained a clean and safe worksite.
9	X 0.15	1.4	Supervision Consider: availability, competence, coordination of work, control of work force/subcontractors, safety, traffic control, extra work (c. c. o.) Foreman and Project Manager were very competent and experienced in the work and required minimal supervision.
9	X 0.15	1.4	Cooperation/Control Compliance Consider: public relations, communications, paperwork, willing compliance, frequency of complaints, credibility, integrity, willingness to work out problems, coordination with other contractors Contractor worked out issues quickly & fairly, and communicated very well with the CM team. Materials submitted timely.
8	X 0.10	0.8	Adequacy of Work Force Consider: size, competence, attitude Crew was very experienced in the work, and receptive to engineer direction.
7	X 0.10	0.7	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was adequate for the work being performed.
Overall Rating (Sum the above 6 ratings)		8.2	District Comments Reviewed by PM Kyle Tremi 11/7/18

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)



Report of Contractor's Performance

Wisconsin Department of Transportation

11/7/2018 8:57 AM

FieldManager 5.3a

Contract: 20180508015, Rosendale - Fond du Lac

Submit separate reports for prime contractor and each subcontractor upon completion of contract.

Report Date July 09, 2018		Project 1430-18-71 : Rosendale - Fond Du Lac		District NE
Contractor Completion Date October 26, 2018		Road Name Lafayette St to Townline Rd		County Fond Du Lac
				Highway STH 23
Contract Amount \$5,008,940.49	Amount Subcontracted \$62,193	Prime Contractor or Sub Being Rated (if applicable) MEGA RENTALS, INC.		
Type of Construction Performed by this Firm Traffic Control			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
Entered By BGS, Bryan G Schaller		Revised By BGS, Bryan G Schaller	Revision Date 11/7/2018 8:57 AM	Revision No. 3

Performance Factor (Whole Number)	Importance Factor	Rating	
7	X 0.30	2.1	Indicate your appraisal of the contractor's (subcontractor's) performance using a scale from 10 (outstanding) to 5 (average) to 0 (totally inadequate) to establish a 'Performance Factor'. Give a brief explanation for ratings of 8 to 10 or 0 to 2 and otherwise as appropriate. Then apply the given 'Importance Factors' to establish each 'Rating' and the 'Overall Rating'
			Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Contractor attentively followed the standard details for traffic control, and performed high quality work.
7	X 0.20	1.4	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Contractor performed work efficiently and timely.
8	X 0.15	1.2	Supervision Consider: availability, competence, coordination of work, control of work force/subcontractors, safety, traffic control, extra work (c. c. o.) Supervisor was responsive and available to the construction team
7	X 0.15	1.1	Cooperation/Control Compliance Consider: public relations, communications, paperwork, willing compliance, frequency of complaints, credibility, integrity, willingness to work out problems, coordination with other contractors Contractor worked well with construction team to resolve field issues timely.
6	X 0.10	0.6	Adequacy of Work Force Consider: size, competence, attitude Work force was adequate for work being performed.
6	X 0.10	0.6	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was adequate for work being performed.
Overall Rating (Sum the above 6 ratings)		7.0	District Comments Reviewed by PM Kyle Tremi 11/7/18

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)



Report of Contractor's Performance

Wisconsin Department of Transportation

11/7/2018 8:59 AM

FieldManager 5.3a

Contract: 20180508015, Rosendale - Fond du Lac

Submit separate reports for prime contractor and each subcontractor upon completion of contract.

Report Date July 09, 2018		Project 1430-18-71 : Rosendale - Fond Du Lac		District NE
Contractor Completion Date October 27, 2018		Road Name Lafayette St - Townline Rd		County Fond Du Lac
				Highway STH 23
Contract Amount \$5,008,940.49	Amount Subcontracted \$4,831,838	Prime Contractor or Sub Being Rated (if applicable) NORTHEAST ASPHALT, INC		
Type of Construction Performed by this Firm Asphalt Paving, Shouldering			<input checked="" type="radio"/> Prime Contractor <input type="radio"/> DBE <input type="radio"/> Subcontractor <input type="radio"/> WBE	
Entered By BGS, Bryan G Schaller		Revised By BGS, Bryan G Schaller	Revision Date 11/7/2018 8:59 AM	Revision No. 3

Performance Factor (Whole Number)	Importance Factor	Rating	
			Indicate your appraisal of the contractor's (subcontractor's) performance using a scale from 10 (outstanding) to 5 (average) to 0 (totally inadequate) to establish a 'Performance Factor'. Give a brief explanation for ratings of 8 to 10 or 0 to 2 and otherwise as appropriate. Then apply the given 'Importance Factors' to establish each 'Rating' and the 'Overall Rating'
9	X 0.30	2.7	Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Paving crew was highly attentive to detail, and provided a high quality final product. Paving Foreman was an asset.
9	X 0.20	1.8	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Contractor completed work under contract specified time. Contractor worked efficiently throughout project.
10	X 0.15	1.5	Supervision Consider: availability, competence, coordination of work, control of work force/subcontractors, safety, traffic control, extra work (c. c. o.) Zach Jolma is highly competent in the work, and worked very well with the construction team. Coordination was excellent.
10	X 0.15	1.5	Cooperation/Control Compliance Consider: public relations, communications, paperwork, willing compliance, frequency of complaints, credibility, integrity, willingness to work out problems, coordination with other contractors Contractor worked with construction team to identify and resolve issues early. Change orders were fair and reasonable.
9	X 0.10	0.9	Adequacy of Work Force Consider: size, competence, attitude Crews were very competent in work being performed, and took pride in the work.
8	X 0.10	0.8	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was well suited for the work performed. Minor issues with a shuttle buggy breaking down.
		9.2	District Comments Reviewed by PM Kyle Tremi 11/7/18
Overall Rating (Sum the above 6 ratings)			

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)



Report of Contractor's Performance

Wisconsin Department of Transportation

11/7/2018 8:59 AM
FieldManager 5.3a

Contract: 20180508015, Rosendale - Fond du Lac

Submit separate reports for prime contractor and each subcontractor upon completion of contract.

Report Date July 09, 2018		Project 1430-18-71 : Rosendale - Fond Du Lac		District NE
Contractor Completion Date October 26, 2018		Road Name Lafayette St to Townline Rd		County Fond Du Lac
				Highway STH 23
Contract Amount \$5,008,940.49	Amount Subcontracted \$1,261,816	Prime Contractor or Sub Being Rated (if applicable) SOMMERS CONSTRUCTION CO., INC.		
Type of Construction Performed by this Firm Base Patching, Concrete Pavement, Storm Sewer, Culverts, Removals			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
Entered By BGS, Bryan G Schaller		Revised By BGS, Bryan G Schaller	Revision Date 11/7/2018 8:59 AM	Revision No. 3

Performance Factor (Whole Number)	Importance Factor	Rating	
6	X 0.30	1.8	Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Paving crew performed high quality work. Culvert crew had to redo work frequently.
7	X 0.20	1.4	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Contractor worked efficiently and timely. Culvert crew did not replace erosion control measures when work was completed.
9	X 0.15	1.4	Supervision Consider: availability, competence, coordination of work, control of work force/subcontractors, safety, traffic control, extra work (c. c. o.) Superintendant and paving foreman were available, highly competent, and coordinated their work well.
7	X 0.15	1.1	Cooperation/Control Compliance Consider: public relations, communications, paperwork, willing compliance, frequency of complaints, credibility, integrity, willingness to work out problems, coordination with other contractors Paving crew communicated well with CM team, and submitted paperwork timely. Culvert crew could improve on paperwork.
6	X 0.10	0.6	Adequacy of Work Force Consider: size, competence, attitude Paving crew was above average, culvert crew required frequent engineer direction.
6	X 0.10	0.6	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment adequate for work being performed.
Overall Rating (Sum the above 6 ratings)		6.8	District Comments Reviewed by PM Kyle Tremi 11/7/18

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Contract: 20180508015

Page 1 of 1



Report of Contractor's Performance

Wisconsin Department of Transportation

11/7/2018 8:59 AM

FieldManager 5.3a

Contract: 20180508015, Rosendale - Fond du Lac

Submit separate reports for prime contractor and each subcontractor upon completion of contract.

Report Date July 09, 2018		Project 1430-18-71 : Rosendale - Fond Du Lac		District NE
Contractor Completion Date October 26, 2018		Road Name Lafayette St to Townline Rd		County Fond Du Lac
				Highway STH 23
Contract Amount \$5,008,940.49	Amount Subcontracted \$65,191	Prime Contractor or Sub Being Rated (if applicable) SOUTHPAW FENCING LLC		
Type of Construction Performed by this Firm Restoration, Guardrail, Signing, Erosion Control			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
Entered By BGS, Bryan G Schaller		Revised By BGS, Bryan G Schaller	Revision Date 11/7/2018 8:59 AM	Revision No. 4

Performance Factor (Whole Number)	Importance Factor	Rating	
8	X 0.30	2.4	Indicate your appraisal of the contractor's (subcontractor's) performance using a scale from 10 (outstanding) to 5 (average) to 0 (totally inadequate) to establish a 'Performance Factor'. Give a brief explanation for ratings of 8 to 10 or 0 to 2 and otherwise as appropriate. Then apply the given 'Importance Factors' to establish each 'Rating' and the 'Overall Rating'
			Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Contractor performed high quality work. Minimal re-work required throughout project.
8	X 0.20	1.6	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Contractor worked efficiently and completed work timely and completely. EC orders were responded to quickly.
8	X 0.15	1.2	Supervision Consider: availability, competence, coordination of work, control of work force/subcontractors, safety, traffic control, extra work (c. c. o.) Foreman communicated with CM team well, and coordinated work well.
9	X 0.15	1.4	Cooperation/Control Compliance Consider: public relations, communications, paperwork, willing compliance, frequency of complaints, credibility, integrity, willingness to work out problems, coordination with other contractors Contractor submitted paperwork timely and worked out issues in field with CM team early and cooperatively.
8	X 0.10	0.8	Adequacy of Work Force Consider: size, competence, attitude Crew was experienced in work and highly competent.
7	X 0.10	0.7	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was suited for work being performed, and in good condition.
Overall Rating (Sum the above 6 ratings)		8.1	District Comments Reviewed by PM Kyle Tremi 11/7/18

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)



Report of Contractor's Performance

Wisconsin Department of Transportation

11/7/2018 8:59 AM

FieldManager 5.3a

Contract: 20180508015, Rosendale - Fond du Lac

Submit separate reports for prime contractor and each subcontractor upon completion of contract.

Report Date July 09, 2018		Project 1430-18-71 : Rosendale - Fond Du Lac		District NE
Contractor Completion Date October 26, 2018		Road Name Lafayette St - Townline Rd		County Fond Du Lac
Contract Amount \$5,008,940.49		Amount Subcontracted \$5,073	Prime Contractor or Sub Being Rated (if applicable) TNT PROFESSIONAL LAND SURVEYORS, INC.	
Type of Construction Performed by this Firm Surveying			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
Entered By BGS, Bryan G Schaller		Revised By BGS, Bryan G Schaller	Revision Date 11/7/2018 8:59 AM	Revision No. 3

Performance Factor (Whole Number)	Importance Factor	Rating	
5	X 0.30	1.5	Indicate your appraisal of the contractor's (subcontractor's) performance using a scale from 10 (outstanding) to 5 (average) to 0 (totally inadequate) to establish a 'Performance Factor'. Give a brief explanation for ratings of 8 to 10 or 0 to 2 and otherwise as appropriate. Then apply the given 'Importance Factors' to establish each 'Rating' and the 'Overall Rating'
			Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail
			Contractor established their own reference line instead of using the plan, resulting in re-work of culvert staking.
7	X 0.20	1.4	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion
			Contractor completed work timely to allow other subs to begin work.
6	X 0.15	0.9	Supervision Consider: availability, competence, coordination of work, control of work force/subcontractors, safety, traffic control, extra work (c. c. o.)
			Contractor was somewhat difficult to contact. Contractor is competent in work being performed.
6	X 0.15	0.9	Cooperation/Control Compliance Consider: public relations, communications, paperwork, willing compliance, frequency of complaints, credibility, integrity, willingness to work out problems, coordination with other contractors
			Paperwork was not submitted timely or orderly. Contractor was willing to work out field issues with CM team.
7	X 0.10	0.7	Adequacy of Work Force Consider: size, competence, attitude
			Surveyor was competent and experienced.
6	X 0.10	0.6	Adequacy of Equipment Consider: type, number, operating condition, suitability
			Equipment was suited to the work, however GPS was utilized in some locations where a TS is appropriate.
Overall Rating (Sum the above 6 ratings)		6.0	District Comments
			Reviewed by PM Kyle Tremi 11/7/18

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

EXHIBIT D
CONSTRUCTION PHOTOS









EXHIBIT E
COMPLETED PROJECT PHOTOS



