



2018

OUTSTANDING HIGHWAY CONSTRUCTION AWARDS

For Contracts ≤ \$25 M

GRADING CATEGORY

General Project Information:

ID(s):	1058-25-70; 6580-11-60
Title:	STH 29; STH 156
	STH 29 & 156 Intersection; STH 55 – STH 29
County:	Shawano
Region:	Northeast (administered contract via workshare with North Central region)

(as shown on the Title Sheet of the plan)

Contractor Representatives:

	Prime Contractor	Grading Contractor*
Representing	James Peterson Sons, Inc.	Same
Name	Larry Burkhardt	
Phone/Cell Phone	715-965-3015	
Email	larry.burkhardt@jpsbp.com	
Mailing Address	P.O. Box 120 N2251 Gibson Dr. Medford, WI 54451	

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

Construction Oversight Staff:

	Project Engineer*	LPMC Project Manager**	Project Manager	Project Supervisor
Representing	WisDOT		WisDOT	WisDOT
Name	Jeremy Bartz		Eric Gwidt	Dan Segerstrom
Phone/Cell Phone	920-363-6356		920-366-8896	920-327-8335
Email	jeremy.bartz@dot.wi.gov		eric.gwidt@dot.wi.gov	daniel.segerstrom@dot.wi.gov
Mailing Address	944 Vanderperren Way Green Bay, WI 54304		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 Grading.

Due to safety concerns, the main objective was the closure of the STH 29/STH 156/St. Augustine Road at-grade intersection. To maintain local access, a new overpass bridge and roadway approaches on St. Augustine Road were constructed over STH 29. The overpass route required realignment of approximately 1,200-feet of the Unnamed Tributary to the West Branch of the Suamico River along St. Augustine Road. STH 156 was transferred onto Old 29 Drive and CTH Y to provide access to the STH 29/32 interchange. The CTH Y/Old 29 Drive/New STH 156 intersection was reconstructed to better manage turning traffic and handle OSOW movements. Further improvements to STH 156 route included replacing three aging box culverts, upgrading guardrail sections, over 5 miles of resurfacing, replacement of culvert pipes, and new signing and pavement marking.

The project was constructed over two construction years with multiple stages. The contractor dealt with wet conditions, additional excavation below subgrade and soil issues, additional pipe replacements, and utility conflicts while still meeting all completion dates. The contractor moved about 200,000 CY of common and borrow. They worked with a local farmer to obtain select borrow adjacent to the project, reducing haul time. The contractor proposed a CRI and staging changes to close the STH 29/156 intersection early which resulted in time and cost savings. All available material on site including additional EBS material was used outside the 1:1 slopes which saved further on borrow costs. Additional coordination was needed to meet the Native American hiring provisions, and with Northcentral region and Shawano County with additional work and decision making. The project was set up to maintain local access and to limit impacts to local businesses and farmers. The bridge was even opened early so farmers could access across STH 29. The contractor continued to look for ways to save money, time, or increase efficiencies while striving to use the best material and construction methods.

(There are displays in Exhibit A that further show the project.)

Project Schedule:

	Start Date		Completion Date (Open to Traffic)	
	Scheduled	Actual	Scheduled	Actual
Entire Project	July 5, 2017	July 5, 2017	August 31, 2018	August 27, 2018
Grading	July 10, 2017	July 10, 2017	August 10, 2018	July 27, 2018

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

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

Grading operations were a large portion of the controlling items of work and the grading operations staying on schedule played a significant role in meeting the overall project completion date and the following interim completion dates: reconstruction of CTH Y/Old 29 Drive/New STH 156 intersection under a 21-day window, completing 2017 Stage 1 work prior to November 10, 2018, and completing the STH 156 detour before August 18, 2018.

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

Overall the contractor provided accurate schedules. Wet weather in 2017 often delayed work, but staff and equipment was maximized when conditions were dry to meet the schedule. The contractor worked with a local farmer to obtain select borrow, reducing haul time. Contractor worked longer days and weekends to complete the additional excavation below subgrade at CTH Y/Old 29 Drive/New STH 156 intersection to meet the project schedule. The contractor proposed a CRI and closing the STH 29/156 intersection early which resulted in time savings in addition to the cost savings.

Project Budget:

Original Contract Amount	\$5,187,383.01
13 Contract Modifications	\$137,862.97
Final Contract Amount	\$5,325,245.98

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

Excavation below subgrade was deemed necessary at the CTH Y/Old 29 Drive/New STH 156 intersection and a few of the box culvert replacement areas due to inadequate subgrade material. To provide a sufficient subbase, breaker run for the roadway base was needed to fill in the EBS areas.

Three additional locations were identified to replace aging cross culvert pipes under both the existing and new STH 156 routes.

The original 2017 interim completion date was moved from October 27 to November 10, 2017 to allow some additional work to be completed and some staging changes to be made. The staging change involved completing the new connection of STH 156 to Old 29 Drive and switching traffic on the new route in 2017 rather than 2018, which allowed the existing intersection of STH 29/156 to be closed which had a safety benefit to the traveling public, and reduced borrow by using the cut quantity from Old STH 29/156 intersection removal in the new St. Augustine fills.

The contractor also proposed a CRI for the STH 29/156 intersection removal and shoulder paving.

Project Complexity:

Project Attributes	
Project Length (mi)	6.3 mi
Project Geometry:	
Urban/Rural	Rural
Number of Lanes	STH 156/St. Augustine-2; STH 29-4
Divided/Undivided	STH 156/St. Augustine- Undivided; STH 29-Divided
Number of Intersections	7
Number of Interchanges	0
Number of Bridge Approaches	2
Number of Railroad Crossings	0

Item	Unit	Contract Quantity	Actual Quantity
Common Excavation	CY	56,883	58,438
Rock Excavation			
Unclassified Excavation			
Marsh Excavation			
Borrow Excavation	CY	125,824	113,242
Select Borrow	CY	21,633	26,064
Embankment			

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

2017 Construction

- St. Augustine was closed to complete the fill work for the overpass bridge. St. Augustine was closed for the duration of the project, but a lot of work happened in a confined area. Extra effort was needed to build the work in stages including using temporary drainage and permanent drainage effectively, consideration of environmental concerns with the tributary through the work zone, and creativity with movement of material in the areas. Lane closures were allowed on STH 29 which the contractor used for haul trucks to travel to enter and exit the work area which reduced haul times. Select borrow was hauled with off-road trucks from a nearby field. The grading contractor had to leave the fills to settle over the winter but had to leave them in an accessible state for the bridge work to continue and the farmers to get to their fields in late fall/early spring.
- The new overpass piers could not be started until the existing STH 156/29 intersection was closed. The intersection could not be closed until STH 156 was rerouted. The rerouted roadway, Old 29 drive, required a mill and overlay and two box culvert replacements. The contractor accelerated its schedule and proposed staging changes to complete the work in 2017 rather than 2018 so the bridge could be finished early. This improved safety and saved cost to the department.
- Constructing the curve connecting STH 156 to Old 29 Drive was moved from 2018 to 2017 which impacted the grading by changing the amount and locations of material that was moved that year. Since STH 156 wasn't allowed to be detoured until 2018, the connection to the STH 156 reroute had to be completed in halves under flagging operations and traffic immediately switched to the new STH 156 on base aggregate.
- While constructing the new STH 156/CTH Y/Old 29 Drive intersection access was maintained on CTH Y and through the Old 29 Drive/CTH Y intersection at all times. During working hours, flagging operations and a one travel lane were maintained. This impacted how much could be opened up each day as two lanes needed to be opened at night. The contractor also had to be creative with material that was being salvaged and stored at the intersection. All work was completed within the contract 21-day window.

2018 Construction

- Detoured STH 156 and completed mill and overlay STH 156 west of St Augustine.
- Constructed a box culvert and replacement cross culverts on STH 156.
- The overpass bridge and approaches were completed. For setting of the girders of the overpass bridge, nighttime rolling closures were used on STH 29.
- Single lane closures were used to remove the turn lanes and median crossover from the existing STH 29/156 intersection.

Did the project schedule require winter grading operations? If so, what different means/procedures were used?

With the schedule split between two construction seasons, only a small amount of winter grading operations were completed. With grading work stalled over winter, the fills for the overpass bridge were allowed to settle before completing the grading work in 2018.

Describe any soil/material issues and how they impacted grading operations including special material requirements, springs, EBS, method of subgrade stabilization, type/variability of existing soil materials, and weather.

EBS was in the original contract for under the St. Augustine overpass fills and the curve to connect existing STH 156 to the new route. These EBS areas ended up going deeper, and were filled with select borrow. Additional EBS was added at the CTH Y/Old 29 Drive/New STH 156 intersection and a few of the box culvert replacement areas. These areas were filled with breaker run. Wet weather in 2017 resulted in delayed work and the material needing to be "farmed" to dry.

Project Attributes:

Erosion Control: Was the Erosion Control Implementation Plan (ECIP) submitted in a timely manner and include appropriate temporary, permanent and emergency erosion control measures? Did the erosion control contractor respond timely concerning the stabilization of disturbed areas? Describe any innovative erosion/sediment control practices implemented on this project, and any project modifications to the original ECIP plan. Provide comments received by DNR.

Erosion Control Implementation Plan (ECIP) was submitted in a timely manner and included appropriate temporary, permanent and emergency erosion control measures. Erosion control contractor responded timely to erosion control orders. Four modifications were made to the original ECIP for multiple reasons: additional borrow sources, changes to erosion control measures based on field conditions, addressing the condition of the project at winter shutdown and again at the beginning of the 2018 construction season. Extra coordination with the DNR was needed for a winter shutdown meeting and the stream diversion establishment acceptance. Also, the box culvert contractor proposed to not build the plan diversion channels and instead to use bypass pumping. This was accepted by WisDOT and DNR and worked well which saved on construction time and made for easier access.

Utilities: Describe the coordination between the utilities and the contractor during construction. Provide details concerning special efforts required by the contractor to accommodate utility relocations that were behind schedule, incorrectly relocated, or to be relocated during construction. Provide information concerning utilities damaged/repaired during construction.

There were several instances of incorrectly relocated utilities. This included a gas line in conflict with new guardrail, a communication line in conflict with the new ditch cut, and several telephone lines not deep enough. The contractor also needed to coordinate the installation of a new telephone wire during the reconstruction of the CTH Y/Old 29 Drive/New STH 156 intersection. There were two utilities (underground gas pipeline and overhead electric power lines) relocating during the project, requiring coordination to avoid work conflicts and using overlapping lane closures. The contractor had to bridge over the same gas pipeline for off-road trucks hauling the select borrow. Lastly, there was also a second move of power pole that was placed per work plan but moved again for increased safety. None of these conflicts caused any overall project schedule delay. In all instances, the contractor was able to work with the utility company to avoid delays.

Community Impacts: Describe any special grading efforts, or practices, by the contractor to maintain through/local traffic, pedestrian accommodations, and prevent construction activities from impacting access to local businesses.

The project was set up to maintain local access on base aggregate surfaces. Handouts and updates were provided to businesses upon request to inform clients and suppliers of the ongoing work. Farming was most of the local business, so measures were taken to limit impacts. This included avoiding closures or cutting off access to field entrances during harvest seasons, completing driveway widenings before harvest season, completing culvert pipe installations in halves to allow passage of vehicles, and opening the new bridge as soon as possible so farmers could access across STH 29. The contractor worked very well with all farmers and businesses to accommodate requests. This helped maintain a good relationship with the community.

Safety: The safety of both contractor personnel and the traveling public are of paramount importance to the Department. Provide a summary of incidents that occurred within the project limits and any corrective measures that were taken.

There were two instances involving vehicles hitting the safety barrier protecting ongoing work. Repairs were immediately discussed and fixed when appropriate.

Rolling closures were used for large equipment crossing STH 29.

Flagging operations were used on closed roads for certain situations to protect workers/local traffic from dangerous situations.

With the amount of earthwork, tracking onto roadway surfaces was monitored.

Safety fence was installed on each end of the overpass bridge over the winter to deter people trying to cross.

Adequate sight distance at intersections was maintained or intersections were closed or rerouted.

Innovation: Cost Savings and Efficiency Improvements

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

Contractor proposed the following staging changes:

Allow closing the STH 29/156 intersection in 2017 if STH 156 is put on the new route. Pier construction started after STH 29/156 intersection was closed. Pier construction and girder setting for the overpass bridge slotted for 2018 happened in 2017.

Staging changes were proposed by the contractor with the following benefits to the department: Closed existing intersection of STH 29/156 earlier, which was a safety benefit to the traveling public. Cut quantity from old STH 29/156 intersection was used in the new St. Augustine fills which saved cost on borrow. This new staging could be completed with no closure of STH 156 in 2017, which followed the original contract intentions. Bridge work could continue into the winter, allowing the bridge to be complete earlier in 2018 than anticipated.

The plan called for full reconstruct of shoulders on STH 29 after the removal of the turn lanes and median cross over from the existing STH 156 intersection. Contractor proposed a CRI to sawcut and remove only the excess pavement and leave the remainder as the shoulder for 3 of the 4 shoulders that didn't have significant grade changes.

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

Contractor increased efficiency by routing hauling and leveling equipment over the overpass fills as primary means of compaction. A dozer was the primary method of leveling but a rubber tired loader with blade attachment was used as a secondary method of moving material and a primary means of making sure the entire area was compacted. A roller was also used to help compact. This allowed compaction operations to be a continuous operation.

Project quality was increased by using equipment to farm wet areas. They also used all material onsite to build the fills, placing questionable material outside the roadway core, which reduced borrow costs.

The contractor was able to obtain select borrow source from a local farm field that was close enough so off-road vehicles could be used. This increased the efficiency of placing the borrow.

Quality Control:

Describe the contractor's operations to ensure a quality grading project including compaction methods, selective use of soil types, drainage, slope uniformity and fit, transitions between cut and fill, rounding at slope limits, erosion control, finishing and landscaping.

Contractor strived to bring in granular and dry material for borrow, and was selective in choosing material and avoiding material that was too wet from the borrow pit. When wetter loads would arrive on site the contractor would communicate with their loader operators to change the location of borrow. This helped keep the contractor on schedule by not slowing down due to 'farming'. They also topsoiled the fills in sections to allow permanent restoration in stages reducing the risk of erosion. They also salvaged additional topsoil to avoid hauling in new topsoil. Temporary drainage materials like plastic and rock were used to carry the water during construction of the realignment of the Unnamed Tributary of the West Branch of the Suamico River. The contractor quickly graded and established the new stream bed which reduced the risk of exposed soil and erosion. The new stream was established and operating in a very short period of time.

Did this project include a Quality Management Program, Subgrade? If so, discuss the QMP including specific compaction requirements and methods of obtaining optimum moisture/density to meet specifications.

Contract did not include a Quality Management Program, Subgrade.

Discuss the method used to demonstrate grade acceptability. For example, proof rolling, DCP, LWD, etc.

Proof rolling with a loaded truck was used to demonstrate grade acceptability. Areas in cut sections were addressed with EBS pay items, and areas in fill sections were addressed by corrective work by the contractor.

Discuss the cooperation from the contractor's material representative throughout the project. Were all required grading material submittals/documentation submitted in a timely manner so they could be reviewed and approved prior to installation? Discuss any materials not meeting project requirements. Were Buy America Certifications provided in a timely manner?

All documentation and Buy America Certifications was received by the contractor. Only one instance of materials not meeting project requirements, a failing gradation test on select borrow. The material was on the finer side of the gradation but the material was used for EBS backfill in a large fill section. The material was intended to replace poor existing soils, not for drainage or subgrade reinforcement. The material was allowed to be left in place with a credit taken. Additionally, failing structure backfill sample resulted in the material being removed and replaced. The contractor was very cooperative in resolving these material issues.

Contractor Performance:

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

James Peterson Sons is an expert in grading. Rarely was there a concern in the quality of the work being performed. Additional EBS in both the sections shown and not shown in the plan added to the amount of work, but the contractor was able to keep on schedule. Additionally, the contractor used all available material on site including additional EBS material outside the 1:1 slopes which saved on borrow costs. The contractor continued to look for ways to save money, time, or increase efficiencies as noted in some of the changes above, and further measures that were discussed but ultimately not pursued.

Describe the contractor's involvement with additional stakeholders such as community members, business owners, municipal utilities, private utilities, and contractors to ensure successful grading outcome for the project. Attach letters of commendation from any of these groups, as appropriate.

Native American hiring provision was in the contract. This required extra coordination between the contractors (prime and subs) and Oneida Nation, including some Native Americans being hired on the project. The contractor put in extra work to ensure property owners were happy with their driveway's, including going back several times on some. The project was a workshare with the NC region, so extra coordination was needed in decision making.

Please attach the Report of Contractor's Performance evaluations for both the prime contractor and the grading subcontractor (*if different from the 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: Jeremy Bartz Ph No.: 920-362-6356 Email: jeremy.bartz@dot.wi.gov

Award Recipient:

Project Engineer: Jeremy Bartz

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

Project Manager: Eric Gwidt

Project Supervisor: Dan Segerstrom

Prime Contractor: Larry Burkhart

Subcontractor: (*if applicable*)

EXHIBIT A
TITLE SHEET

RHI MAY 2017

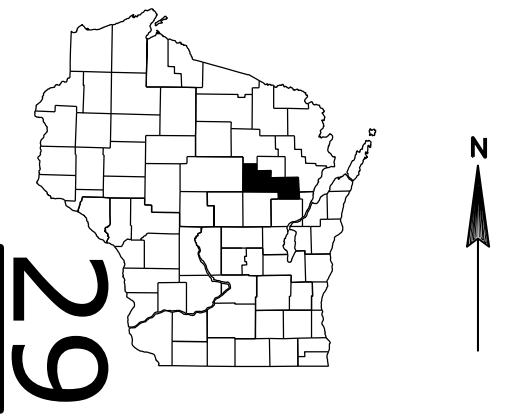
PROJECT ID: 1058-25-70

WITH: 6580-11-60

COUNTY: SHAWANO

ORDER OF SHEETS		
Section No. 1	Title	
Section No. 2	Typical Sections and Details (Inc. Erosion Contrl)	
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 = 472



DESIGN DESIGNATION	STH 29	STH 156/ OLD 29 DR	STH 156/ CTH Y	ST. AUGUSTINE RD
A.A.D.T. (2017) =	15,300	1,900	4,700	460
A.A.D.T. (2037) =	16,800	2,500	5,300	510
D.H.V. (2037) =	2,170	325	685	70
D.D. (2037) =	60/40	60/40	60/40	60/40
T. (2037) =	9.6%	9.6%	9.6%	UNKNOWN
DESIGN SPEED =	70 MPH	50 MPH	60 MPH	45 MPH
ESALS =	N/A	370,000	840,000	81,000

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

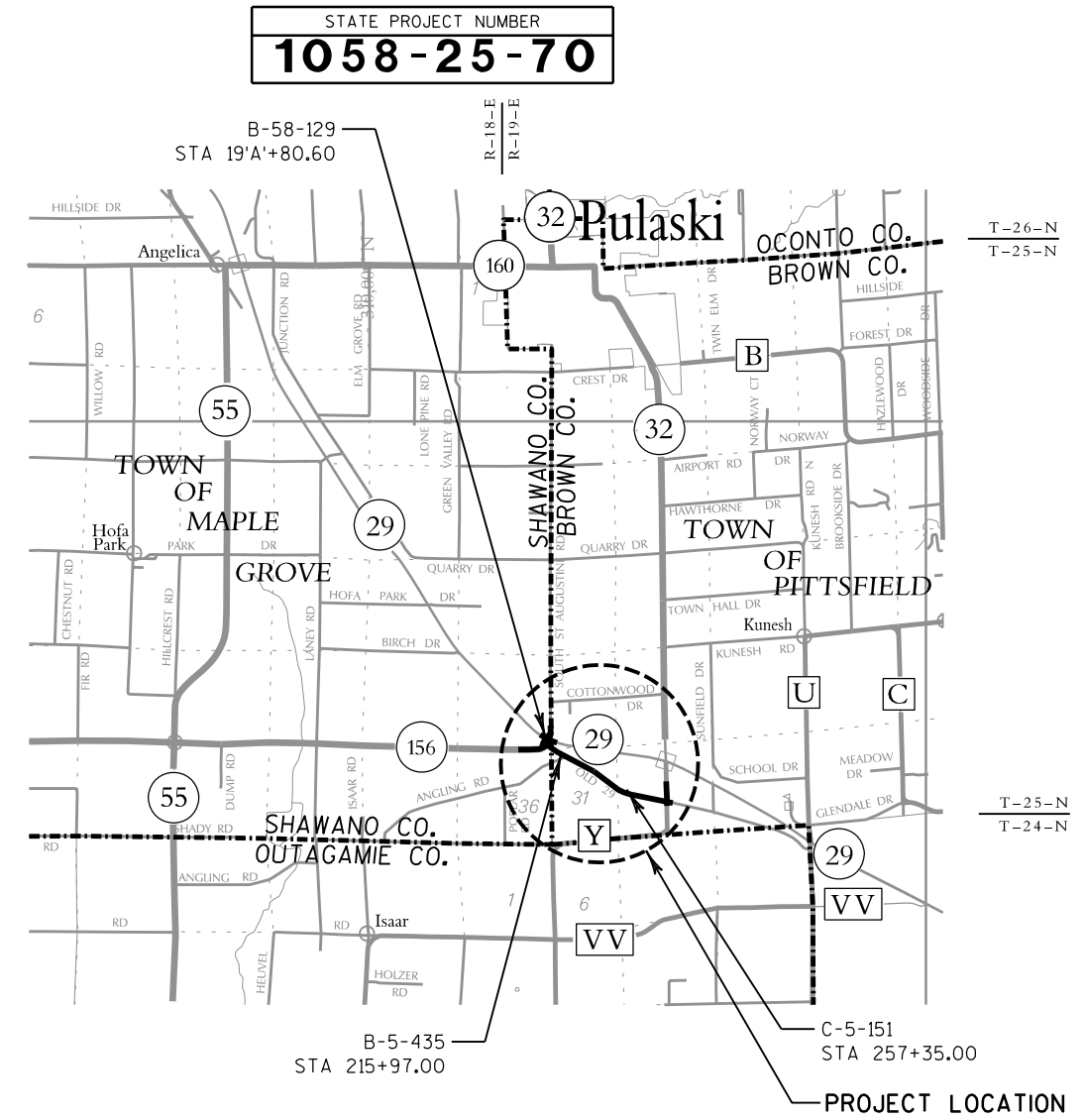
PLAN OF PROPOSED IMPROVEMENT

SHAWANO - GREEN BAY

STH 29 & STH 156 INTERSECTION

STH 29

SHAWANO COUNTY



STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1058-25-70	WISC 2017284	1

ORIGINAL PLANS PREPARED BY

emcs inc

500 North 17th Avenue
Wausau, WI 54401
715.845.1081 Fax 715.845.1099

WISCONSIN
STEPHANIE G. CHRISTENSEN
E35808
WAUSAU, WI
PROFESSIONAL ENGINEER

Stephanie G. Christensen
11-28-2016

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	EMCS, INC.
Designer	EMCS, INC.
Project Manager	JIM VOLKMANN
Regional Examiner	CHERYL SIMON
Regional Supervisor	MIKE WENDT
APPROVED FOR THE DEPARTMENT	
DATE: 11/30/2016	

RHI MAY 2017

PROJECT ID: 6580-11-60

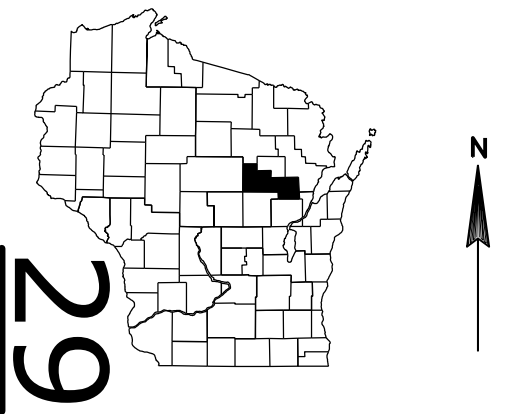
WITH: 1058-25-70

COUNTY: SHAWANO

ORDER OF SHEETS

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Section No. 8	Structure Plans
Section No. 9	Computer Earthwork Data
Section No. 9	Cross Sections

TOTAL SHEETS = 126



DESIGN DESIGNATION

A.A.D.T.	(2017) =	1,800
A.A.D.T.	(2037) =	1,900
D.H.V.	(2037) =	245
D.D.	(2037) =	60/40
T.	(2037) =	9.6%
DESIGN SPEED	=	55 MPH
ESALS	=	N/A

CONVENTIONAL SYMBOLS

PLAN	PROFILE
CORPORATE LIMITS	GRADE LINE
PROPERTY LINE	ORIGINAL GROUND
LOT LINE	MARSH OR ROCK PROFILE (To be noted as such)
LIMITED HIGHWAY EASEMENT	SPECIAL DITCH
EXISTING RIGHT OF WAY	GRADE ELEVATION
PROPOSED OR NEW R/W LINE	CULVERT (Profile View)
SLOPE INTERCEPT	UTILITIES
REFERENCE LINE	ELECTRIC
EXISTING CULVERT	FIBER OPTIC
PROPOSED CULVERT (Box or Pipe)	GAS
COMBUSTIBLE FLUIDS	SANITARY SEWER
MARSH AREA	STORM SEWER
WOODED OR SHRUB AREA	TELEPHONE
	WATER
	UTILITY PEDESTAL
	POWER POLE
	TELEPHONE POLE

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CLINTONVILLE - HOWARD

STH 55 - STH 29

STH 156

SHAWANO COUNTY

STATE PROJECT NUMBER

6580-11-60



TOTAL NET LENGTH OF CENTERLINE = 3,693 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), SHAWANO COUNTY, (NAD 83), 1991 ADJUSTMENT

ALL ELEVATIONS ON THIS PROJECT ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6580-11-60		

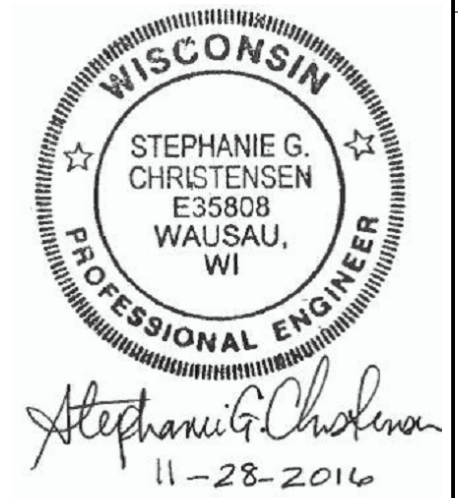
ORIGINAL PLANS PREPARED BY

emcs, inc.

500 North 17th Avenue

Wausau, WI 54401

715.845.1081 Fax 715.845.1099



STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PREPARED BY

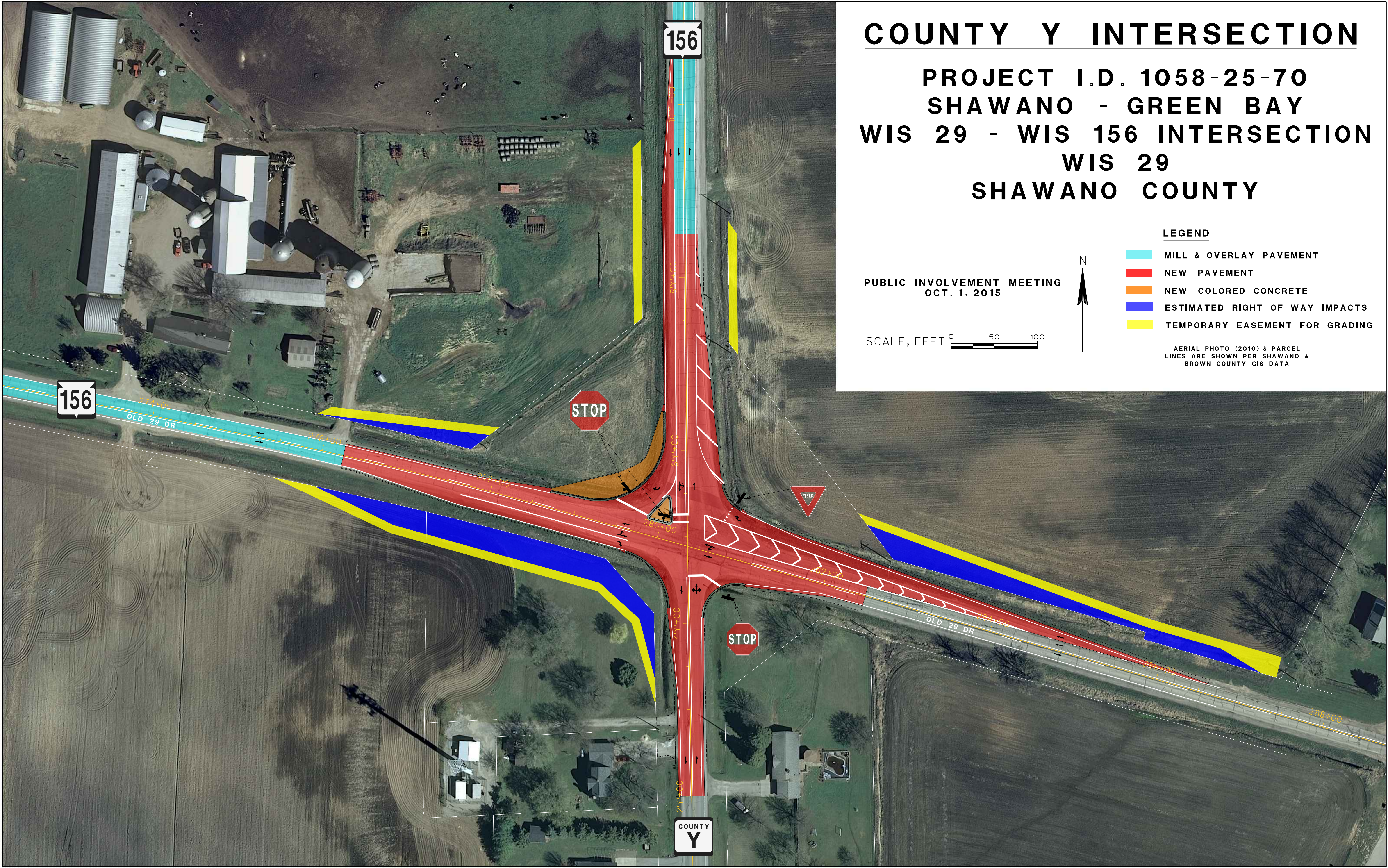
Surveyor	EMCS, INC.
Designer	EMCS, INC.
Project Manager	JIM VOLKMANN
Regional Examiner	CHERYL SIMON
Regional Supervisor	MIKE WENDT

APPROVED FOR THE DEPARTMENT

DATE: 11/30/2016

(Signature)

E



COUNTY Y INTERSECTION

PROJECT I.D. 1058-25-70
SHAWANO - GREEN BAY
WIS 29 - WIS 156 INTERSECTION
WIS 29
SHAWANO COUNTY

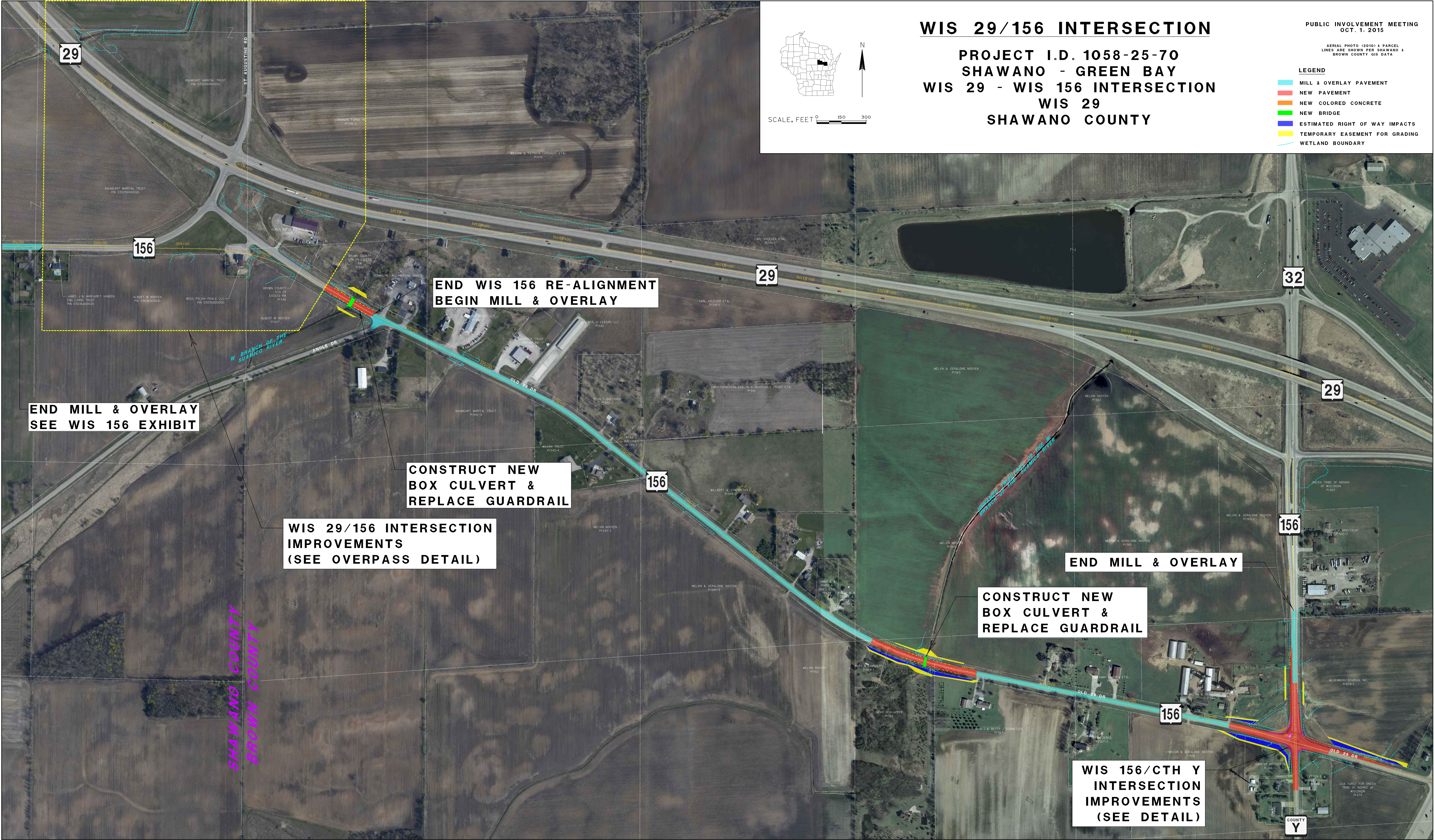
LEGEND

- MILL & OVERLAY PAVEMENT
- NEW PAVEMENT
- NEW COLORED CONCRETE
- ESTIMATED RIGHT OF WAY IMPACTS
- TEMPORARY EASEMENT FOR GRADING

AERIAL PHOTO (2010) & PARCEL LINES ARE SHOWN PER SHAWANO & BROWN COUNTY GIS DATA

PUBLIC INVOLVEMENT MEETING
OCT. 1, 2015

SCALE, FEET 0 50 100



WIS 29/156 INTERSECTION
OVERPASS DETAIL

PROJECT I.D. 1058-25-70
SHAWANO - GREEN BAY
WIS 29 - WIS 156 INTERSECTION
WIS 29
SHAWANO COUNTY

ALTERNATIVE 2A
OVERPASS
PREFERRED



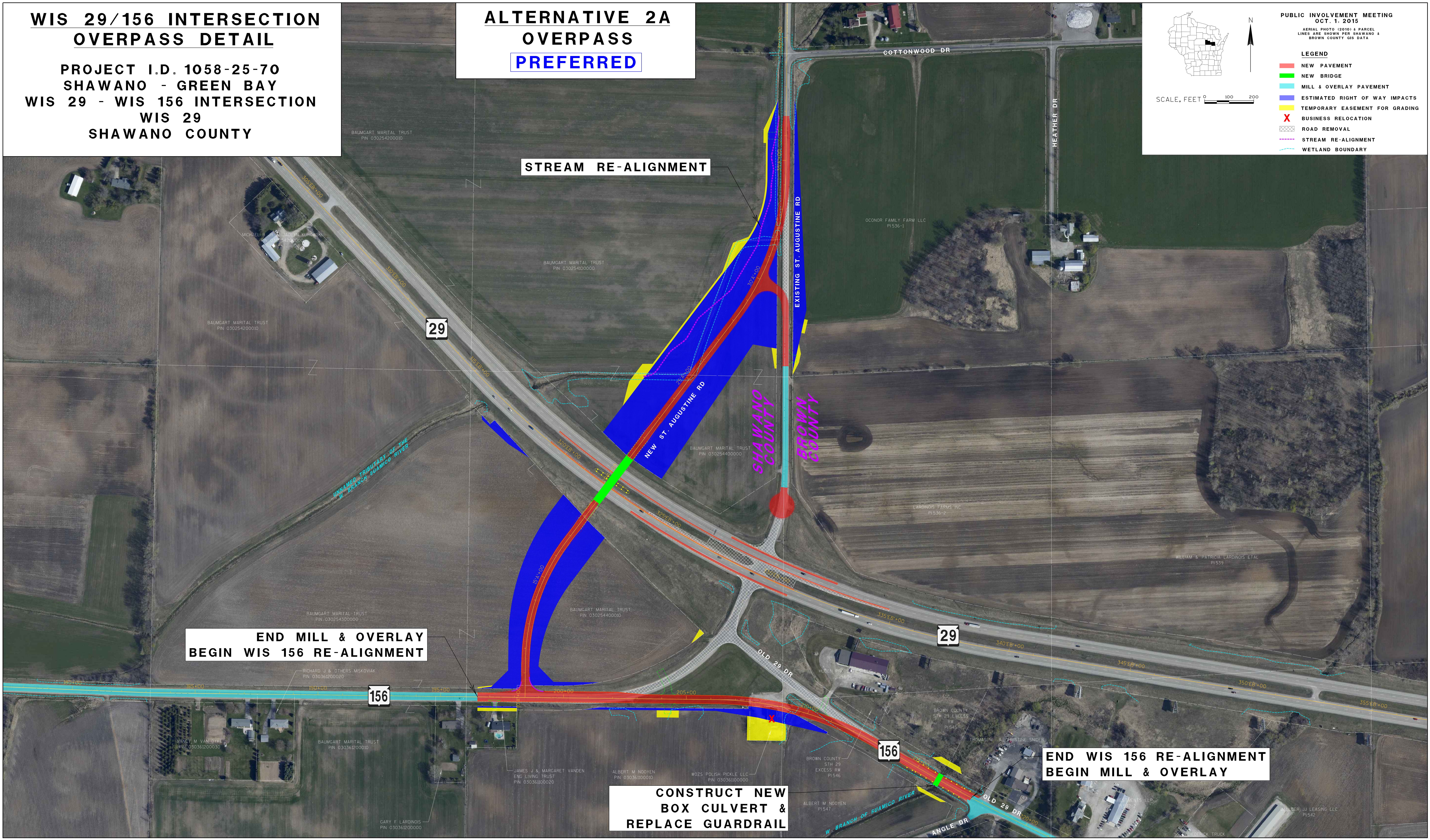
SCALE, FEET 0 100 200

PUBLIC INVOLVEMENT MEETING
OCT. 1, 2015

AERIAL PHOTO (2010) & PARCEL
LINES ARE SHOWN PER SHAWANO &
BROWN COUNTY GIS DATA

LEGEND

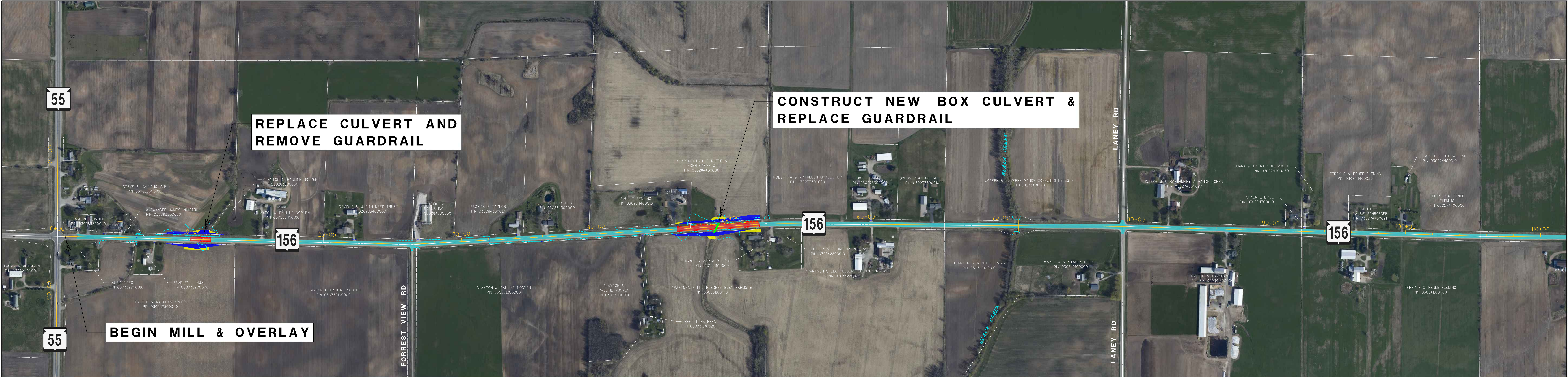
- NEW PAVEMENT
- NEW BRIDGE
- MILL & OVERLAY PAVEMENT
- ESTIMATED RIGHT OF WAY IMPACTS
- TEMPORARY EASEMENT FOR GRADING
- BUSINESS RELOCATION
- ROAD REMOVAL
- STREAM RE-ALIGNMENT
- WETLAND BOUNDARY

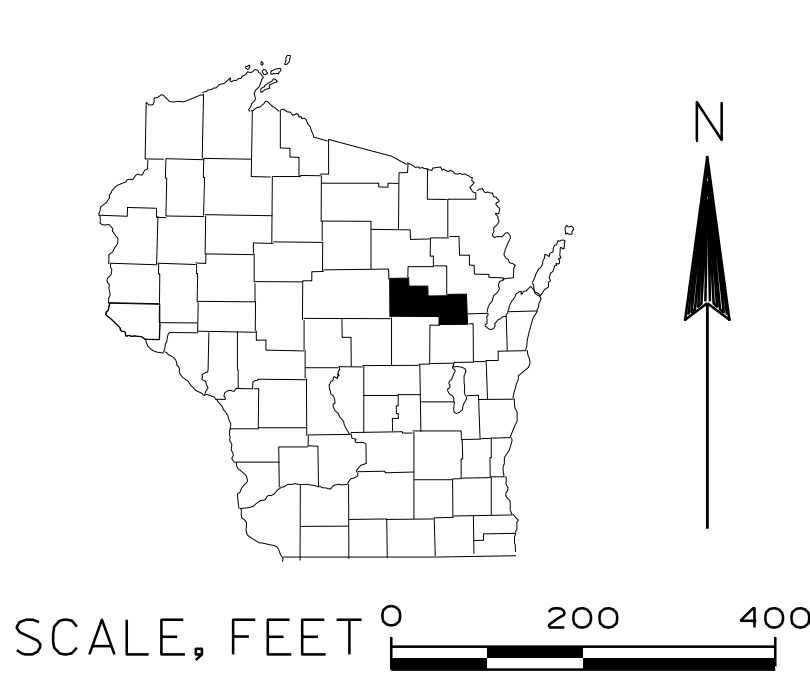


END MILL & OVERLAY
BEGIN WIS 156 RE-ALIGNMENT

END WIS 156 RE-ALIGNMENT
BEGIN MILL & OVERLAY

CONSTRUCT NEW
BOX CULVERT &
REPLACE GUARDRAIL





SCALE, FEET 0 200 400

WIS 156 PAVEMENT IMPROVEMENTS

PROJECT I.D. 6580-11-60
CLINTONVILLE - HOWARD
WIS 55 - WIS 29
WIS 156
SHAWANO COUNTY

PUBLIC INVOLVEMENT MEETING
OCT. 1, 2015

AERIAL PHOTO (2010) & PARCEL
LINES ARE SHOWN PER SHAWANO &
BROWN COUNTY GIS DATA

LEGEND

- MILL & OVERLAY PAVEMENT
- NEW PAVEMENT
- ESTIMATED RIGHT OF WAY IMPACTS
- TEMPORARY EASEMENT FOR GRADING
- WETLAND BOUNDARY

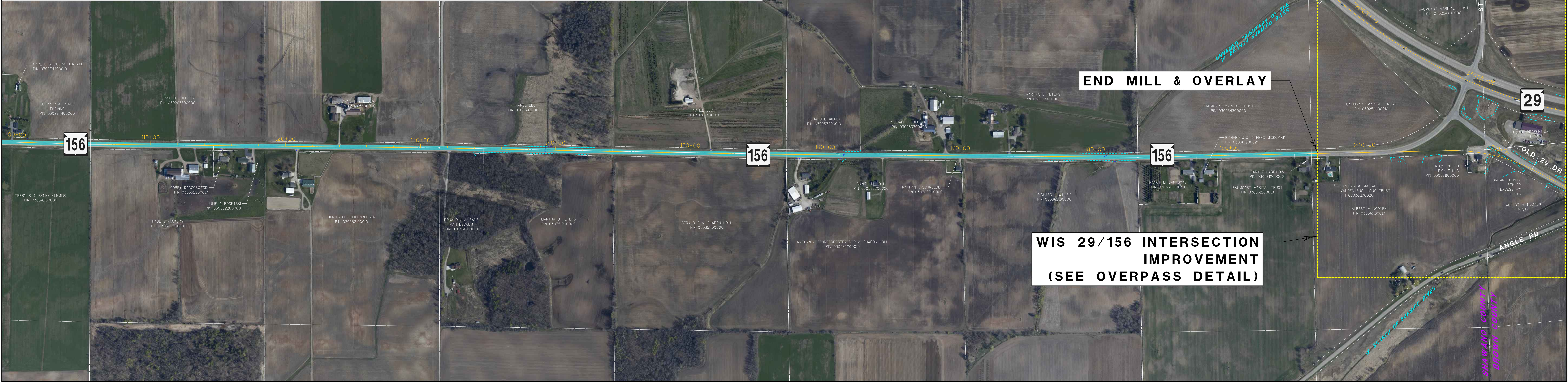


EXHIBIT B
CONTRACT MODIFICATIONS

Contract Modifications for Contract 20170509029							
Cmod#	CM Date	Field Manager Approved Date	Amount	Percent of Award Amt	Status	Short Description	User Deleted On
001	07/20/17	07/21/2017	\$4,206.00	0.08%	Approved	Removing Septic Tank & Abandoning Well	
002	08/23/17	09/07/2017	\$3,945.13	0.08%	Approved	223+50 pipe replacement	
003	09/13/17	09/18/2017	\$46,681.04	0.90%	Approved	Breaker run for EBS areas, EBS post placing base	
004	11/07/17	11/13/2017	\$705.20	0.01%	Approved	Grade Ditch to Drain 282+50 to 284+00 RT	
005	12/06/17	12/06/2017	\$12,976.04	0.25 %	Approved	223+50 Pipe Replacement in Full	
006	12/11/17	12/11/2017	\$0.00	0.00%	Approved	Interim Completion Date and Staging Changes	
007	12/07/17	12/11/2017	\$4,118.88	0.08%	Approved	B-58-0129 Pier Additional Excavation	
008	01/31/18	02/02/2018	\$8,636.06	0.17%	Approved	Contractor Approval N/A - Nonconforming Material & Fuel Cost Adjustment	
009	03/19/18	03/27/2018	\$75,555.76	1.46%	Approved	Additional STH 156 Pipe Replacements	
010	06/26/18	06/28/2018	\$2,100.00	0.04%	Approved	Covering Signs Type I	
011	08/08/18	08/08/2018	\$0.00	0.00%	Approved	Granular Backfill Grade 2 Substitution	
012	11/05/18	11/07/2018	(\$7,029.44)	-0.14%	Approved	Contractor Approval N/A - Disincentive IRI Ride	
013	11/13/18		(\$14,031.70)	-0.27%	Draft	Cost Reduction Incentive (STH 29 Shoulder Removal)	

EXHIBIT C
REPORT OF CONTRACTORS
PERFORMANCE



Report of Contractor's Performance

Wisconsin Department of Transportation

11/13/2018 8:43 AM

FieldManager 5.3a

Contract: 20170509029, SHAWANO - GREEN BAY STH 29 & STH 156 INTERSECTION

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

Report Date July 05, 2017		Project 1058-25-70 : Shawano - Green Bay		District NC
Contractor Completion Date September 12, 2018		Road Name STH 29 & 156 Intersection		County
Contract Amount \$5,339,277.00	Amount Subcontracted	Prime Contractor or Sub Being Rated (if applicable) JAMES PETERSON SONS, INC.		
Type of Construction Performed by this Firm Grading, Culvert Pipes			☒ Prime Contractor ☐ DBE ☐ Subcontractor ☐ WBE	
Entered By JPB, Jeremy P Bartz		Revised By JPB, Jeremy P Bartz	Revision Date 11/13/2018 8:25 AM	Revision No. 1

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 Good workmanship and construction methods.
5	X 0.20	1.0	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Little delay in completing some requests but overall strived for timely/early completion.
5	X 0.15	0.8	Supervision Consider: availability, competence, coordination of work, control of work force/subcontractors, safety, traffic control, extra work (c. c. o.) Competent and available oversight. Foreman/supervisors changed a couple of times.
4	X 0.15	0.6	Cooperation/Control Compliance Consider: public relations, communications, paperwork, willing compliance, frequency of complaints, credibility, integrity, willingness to work out problems, coordination with other contractors Credible. Need to work on timely submittal of paperwork and working out problems.
5	X 0.10	0.5	Adequacy of Work Force Consider: size, competence, attitude Work force was adequate
5	X 0.10	0.5	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was adequate
		5.2	District Comments
Overall Rating (Sum the above 6 ratings)			

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

EXHIBIT D
CONSTRUCTION PHOTOS





























EXHIBIT E
COMPLETED PROJECT PHOTOS

























