



**2018**  
**OUTSTANDING HIGHWAY CONSTRUCTION AWARDS**  
**For Contracts > \$25 M**  
**LARGE CONTRACT CATEGORY**

**General Project Information:**

ID(s):	1517-07-77
Title:	USH 10- USH10/STH 441, County CB – Oneida Street I-41 Interchange Bridges and Little Lake Butte des Morts (LLBDM) Redeck
County:	Winnebago
Region:	Northeast Region

*(as shown on the Title Sheet of the plan)*

**Contractor Representatives:**

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

**Construction Oversight Staff:**

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



## Project Description:

Summarize the overall scope of the project. Highlight attributes that explain why this project should be selected for an Outstanding Highway Construction Award for Large Contract projects.

The 1517-07-77 project was a \$56 million dollar project, consisting of the construction of 3 complex structures (B-70-401, B-70-405, and B-70-406), the redecking of an existing complex structure (B-70-061), the construction of median piers for structures B-70-407 and B-70-409, the construction of sign structures S-70-206, S-70-209, and S-70-254, common excavation, borrow and embankment excavation, storm sewer, base aggregates, HMA, concrete barrier wall and concrete paving, lighting, electrical, ITS, erosion control and all incidentals to construction.

The structures were very complex. Three of them were built over the Canadian National Railroad, and one of them was built over a widened area of the Fox River known as Little Lake Butte des Morts. Structures contained enhancements including aesthetic surface treatment, multi-colored concrete staining, and structural steel painting.

The existing structure (B-70-061) over Little Lake Butte des Morts, known as the Roland Kampo Bridge, was a 22 span, steel girder structure that was opened to traffic in 1975. This structure is the connection over the Fox River between Neenah and Menasha. With the reconstruction of the US 10/WIS 441/I-41 Interchange, this structure needed to be re-decked and have slight alignment changes at the ends to accommodate the required horizontal curves for the new interchange. The entire deck was removed, and six new piers on the west end were constructed, 3 of them in the river, to account for the new horizontal curvature. The heads of three piers were modified to accommodate the super elevation and grade changes. The existing steel girders were blasted and repainted from piers 8 to 18. New concrete girders were placed from the west end, pier C1, to pier 6. New steel girders and superstructure were placed from pier 6 to pier 8, and from pier 18 to the east abutment. The existing structure had 3.5 feet shoulders which bottlenecked traffic when incidents occurred on the structure. The new structure increased the shoulders to at least 8 feet which greatly improved the safety of traveling public. Now if an incident would occur, traffic can be aligned with the additional clearances to help maintain traffic flow for the traveling public while limiting delays.

Along with the deck removal, some known repairs of the steel superstructure were planned to be addressed. Some additional areas in need of repair were also discovered and addressed during construction.

The deck of this structure was also very complex, especially on the west end. At the west end of the B-70-061 structure, the bridge split to three other separate structures, B-70-401, B-70-405, and B-70-406. It took 7 separate bridge deck pours to complete this 3,448.39 foot long structure.

B-70-401 is the 12- span westbound US10/WIS 441 structure over I-41. Demolition of the existing structure over I-41 and construction of the new structure involved planned, well executed closures to minimize impact to the traveling public on mainline I-41 and interchange ramps. Three different sizes of wide flange concrete girders (45W, 54W, and 72W) were



placed in this structure. The east end of this structure is at the split with structure B-70-405, and the varying widths and cross-slopes in that area were a challenge to construct. There were 4 separate deck pours to complete construction of this 1,379.6 foot long structure.

B-70-405 is the west US 10/WIS441 to south I-41 flyover ramp. B-70-405 is a 14-span steel girder structure that involved the use 3 depths of steel web girders; 62-inch, 66-inch, and 110-inch. This structure was constructed over US 10/WIS 441 and I-41 while traffic remained on those facilities. This structure is in both a horizontal and vertical curve with super elevation, which added to the challenge of construction. This 2,248.5 foot long structure was completed with 4 separate bridge deck pours.

B-70-406 is the west US 10/WIS441 to north I-41 ramp. This ramp was constructed to provide for a west to north ramp movement, which had not previously been included in the interchange. The 9-span concrete girder structure was in both a horizontal and vertical curve with super elevation. This structure connected to the B-70-061 structure along with B-70-401 at its east end, adding some deck pour challenges with changing cross slopes and deck widths. Since this was a narrow structure, only 2 deck pours were needed to pour out the deck concrete on this 952.12 foot long bridge.

There are two structures within this interchange that were constructed on another adjacent project at the same time that this project was under way, the B-70-407 and B-70-409 bridges, both of which were over I-41. As part of this project, both of the I-41 median piers only for those two structures were constructed on the 1517-07-77 project. This was done to reduce the number of traffic staging changes, so that the median piers could be constructed while I-41 traffic was already pushed to the outside for the construction of the B-70-401 and B-70-405 structures.

Although considered mostly a structures project with some connecting roadway sections, more than 100,000 CY of roadway embankment was added to this project via change order. There was ample excavation required for this project, and a subsequent project (1517-07-80) would need fill to construct the west bound US 10/WIS 441 roadway. It was decided to place the majority of that fill on this project, partly because of the availability of suitable material, but mostly in part because it would allow for a longer period of time for the fill to settle or compress prior to building the roadway section on top of it while eliminating the costs associated with installing wick drains. As discussed with the geotechnical team, by overloading the area with additional embankment and allowing to settle for an extended period, similar settlement results would occur. This increased efficiency by eliminating settlement times for the subsequent project and to replace high cost specialized material with easily accessible embankment. The contractor used extra forces to ensure that the majority of this large fill section was placed prior to the winter of 2016 into 2017.

There was a total of 128,324 CY of embankment excavation, and 229,411 CY of common excavation on this project- however it was not all a mass hauling operation. Due to the structure construction requiring large cranes and difficult access points, the bridge contractor's needs for access to different areas of the project were constantly changing. The grading contractor did a great job of providing and maintaining those accesses, while completing their work, maintaining drainage, and finishing localized areas in a timely manner.



## Project Schedule:

	Start Date		Completion Date (Open to Traffic)	
	Scheduled	Actual	Scheduled	Actual
Entire Project	8/18/16	8/18/16	7/2/18	7/2/18
Grading	8/23/16	9/17/16	5/29/18	6/15/18
Bridge(s)	8/29/16	9/8/18	7/2/18	7/2/18
Concrete Paving	4/17/18	5/7/18	5/18/18	5/18/18
Asphalt Paving	4/20/18	5/14/18	5/29/18	6/4/18

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

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

Considering the overall complexity of this project, the contractor did an excellent job managing both their labor forces, as well as the subcontractors. The contractor developed and kept a CPM schedule, and adjusted it monthly throughout the duration of the project.

The contractor identified prior to construction that the constraints on the existing structure blasting and painting would be the controlling item in the spring of 2018. Therefore, the bridge contractor worked extended hours throughout the beginning of the project to ensure that both the B-70-061 and the B-70-405 structures were ready for structural steel painting in spring of 2018. Deck pours were conducted as long as the weather would allow in the fall of 2017. Deck stripping operations and parapet pours continued throughout the winter, heating the forms and blanketing pours when necessary.

Describe any incentives, or disincentives, included in the contract to reinforce the need for the contractor to meet the contract project schedule.

This contract included disincentives under the Failing to Open Road to Traffic item, however the item was not needed to be used. There was a liquidated damages provision of \$20,000 per day, however no liquidated damages needed to be assessed. The contractor was always aware and concerned about the progress of work and possibility of liquidated damages, and they were always very open with the Department in identifying potential conflicts that may keep them from hitting that completion date, as well as ways to mitigate those conflicts.

Ultimately, the contractor completed the work prior to the completion date, and no liquidated damages were assessed for any punch list work items that remained.



Did the contractor implement any additional efforts or practices to accelerate work operations? Explain WisDOT's participation in the costs for acceleration.

The contractor was diligent in their work efforts from the beginning to the end. They recognized the amount of labor that would be required for the project and started by utilizing additional labor forces working extended hours. With a known tight schedule, the contractor often stated that it would be easier to slow down than to speed up, and they ended up needing all available contract time to complete the project by July 2<sup>nd</sup>.

Setting up their schedule to allow them to strip decks and pour parapet through the winter was a major key to finishing on time. There was a big push by the contractor to complete as many deck pours as possible in the fall of 2017- as they could only pour the parapets and strip decks if the decks had been poured and cured out. By using the winter to strip and pour parapets, in a time of the year where not many other operations are practical to be performed- set the contractor up to have just enough time to blast and re-paint the existing structural steel on the B-70-061 structure in the spring of 2018.

The contractor incurred some significant additional costs to accelerate the work to ensure that the structural steel would be ready to blast and repaint in spring. Deck and parapet pours with cooler temperatures often needed to be heated or covered with blankets, at a significant expense in labor, materials, and equipment. Since the contractor identified conducting the work in this manner in order to meet the schedule, the Department did not, and as was not asked to participate in those additional costs.

Use of some of the specialized equipment and practices as mentioned below helped them significantly to be able to complete on time. The use of belts to place concrete, use of the stripping platform, and utilizing the conveyor for placing parapet concrete all were contributing factors to their efficiency and effectiveness of work.

## Project Budget:

Original Contract Amount	\$ 54,147,977.10
38 Contract Modifications	\$ 1,669,369.11
Final Contract Amount	\$ 55,810,958.21

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

There were 38 contract modifications written for this project. Some of those modifications included minor adjustments such as change in specification language, adding minor items, and compensating the contractor for additions to the contract that differed slightly in scope.

A number of contract modifications were written as a result of the contractor's request to perform work slightly differently than illustrated in the plan. A contract modification was written to add the CRI for the reduction in coffer dam size. Another contract modification was to eliminate bored piling in a pier, and place a spread footing instead because of the close proximity to rock.



Since the contractor remained the prime contractor on multiple contracts in the corridor, they were able to utilize storage areas unrecognized from the subsequent projects. A number of contract modifications were added to the contract to move items that were not completed from previous projects onto the 1517-07-77 project to allow the items to be installed in a more efficient manner and to allow for a safer construction area by eliminating some staging and rework.

While some contract modifications were written to move items from a past project to this one, one contract modification was written to move work on a future contract to this one. The most significant contract modification was to add over 100,000 CY of additional embankment to this contract to allow the project to utilize the excess common excavation material from the project. By allowing the embankment to be placed at the westbound US10/WIS 441 area during this project, settlement could occur prior to the next project for a longer period of time to help ensure the maximum duration for a settlement period. The contractor provided a good price for this work, and by adding embankment to this contract, ultimately a better road was able to be constructed, and the additional cost added to this project would have been included on a future project regardless.

There were a few contract modifications that were added to address issues that may have been overlooked during design, and were at no fault of the contractor. A contract modification to compensate the contractor for temporary shoring that was required to complete the project. Another contract modification was written to address a design bushing issue at pin and hanger joints, and another contract modification was written for structural fabrication issues due to plan errors.

Contract modifications were added to the project to monitor or correct issues that were encountered or a result of previous corridor projects. There was a contract modification written to lift and an approach slab with a high density injectable foam that was settling due to the compressible soils. Another contract modification was written to monitor the movement at the girders on the bearings on the B-70-403 structure, which was constructed on a previous project.

## Project Complexity:

Project Attributes	
Project Length (mi)	0.979
Project Geometry:	
Urban/Rural	Rural/Interchange
Number of Lanes	4
Divided/Undivided	Divided
Number of Intersections	0
Number of Interchanges	1
Number of Railroad Crossings	2
Number of Utility Manholes	0
Number of Pavement Gaps	0
Structure(s):	B-70-61/401/405/406
Number of Structures (≥ 20 ft.)	4



## Quantities:

Item	Unit	Contract Quantity	Actual Quantity
Common Excavation	CY	221,713	229,411
Rock Excavation	---	0	0
Unclassified Excavation	---	0	0
Marsh Excavation	---	0	0
Borrow Excavation	---	0	0
Select Borrow	---	0	0
Embankment	CY	22,973	128,324
Subgrade Improvement	---	0	0
Base Aggregate Dense ¾-inch	Ton	2305	1465.79
Base Aggregate Dense 1 ¼-inch	Ton	2273	8362.76
Base Aggregate Dense 1 ½-inch	CY	0	285
Breaker Run	Ton	1510	1957.12
Breaker Run	CY	0	457
Structure(s)*			
Concrete Masonry Bridges	CY	32,794.1	32,794.1
H.S. Bar Steel Reinforcement, Bridges	LBS	6,651,940	6,774,900
H.S. Structural Steel	LBS	8,133,557	8,133,757
Prestressed Girder	LF	22,769	22,769
Steel Girder	LF	7078	7078
Steel Box Girder	---	0	0
Piling, Steel HP 12-Inch x 53 Lb	LF	5928	5848
Piling, Steel HP 14-Inch x 73 Lb	LF	41,962	43,083
Asphalt Pavement	Ton	546	560.76
Concrete Pavement	SY	7119	7434

*\*General summary of quantiles for all the structures on the project. A couple of significant Structures could be broken out separately if appropriate.*

## Innovation: Cost Savings and Efficiency Improvements

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



Perhaps one of the most impactful innovations utilized on this project was the deck removal of the B-70-061 structure. The contractor sawed and removed the deck in sections, and then hauled it by flatbed truck to an infield area on the project. The contractor had built a steel grid, with earth ramps on either side. They drove sheet piling to retain the material from the ramp fills such that an off-road dump truck could be backed up underneath this steel grid. The contractor would then off-load a section of the concrete deck, and an excavator with a breaker attachment would break the concrete free of the reinforcing steel. The concrete was broke into smaller pieces, and would fall through the steel grid and into the box of an off road dump truck, and the reinforcing steel would be retained on the steel grid. The concrete was hauled a short distance and stockpiled, while the reinforcing steel was separated out, and picked up to be recycled as scrap iron. The contractor was compensated for the steel, and the rubblized concrete was eventually purchased and used on subsequent adjacent projects by another contractor as breaker run stone. Therefore, the contractor was able to be compensated for waste products from removal while re-using materials on the project with minimal trucking. This was a benefit to the contractor, the traveling public, and to the environment by reusing resources, and minimizing fuel consumption.

This process recycled approximately 130,000 CY of concrete, making approximately \$130,000 of reusable product. The contractor was able to be reimbursed approximately \$200,000 for the recycled reinforcing steel, and that amount saved was built into the contractor's bid. This process was discussed and written about in the March 2017 WisDOT Connector newsletter by Melissa Kok, and can be found at the location below:

<https://wisconsindot.gov/Pages/about-wisdot/newsroom/newsletters/connector-march-17.aspx>

In addition to the innovation used in deck removal, the structure contractor proposed a CRI which reduced the overall size of cofferdams that were built in Little Lake Butte des Morts to construct the new piers for B-70-061. By reducing the plan size of the coffer dams, the contractor poured the concrete masonry seal and footing "neat" or tight to the sheeting of the cofferdam, which saved on forming time and materials cost for the footing, and also reduced the amount of excavation in the coffer dams as well as minimizing the quantity of contaminated soils to be handled. This CRI was accepted, and the CRI generated an overall savings of \$49,090, which was split by the contractor and the Department.



## Deck Recycling Operation:





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

The bridge contractor utilized some proprietary specialized equipment and processes in order to be as efficient as possible.

Starting with demolition, a pier cap needed to be removed and replaced per plan, reinforcing steel had to be retied and concrete had to be re-poured on pier 20 of the B-70-061 structure. The contractor drew from experience on a previous project, and built a platform which a mini-excavator sat on with a breaker to remove the cap. The contractor had better control of the operation, and did not have to work above the excavator.

There were 17 bridge deck pours on the project between all four structures. The contractor used their belts in some fashion on every pour. Depending on the widths and locations of the deck pours, the contractor would use one run of belts, two runs of belts, or a combination of belts with a pump truck. The contractor could discharge as many as 4 trucks at a time if using two runs of belts. With one deck pour of over 1600 CY placed in 16 hours, the contractor was able to consistently deliver and place concrete over 100 CY/Hr. using the double line of belts.

On the B-70-405 structure, the bridge superintendent employed method which he never had before, using a run of belts and a pump truck at the same time. The structure was too narrow to allow the use of two runs of belts, so one run of belts, and the largest, farthest reaching concrete pump truck available was utilized.

There was a challenging area at the west end of the B-70-061 structure where it split to become the B-70-401 and B-70-406 structures. At this location, there was a varying width, and multiple breaks and transitions in the design cross-slope of the structure. The contractor used two Bidwell deck paving machines on the same deck pour in order to get all the cross-slopes correctly built into the structure.

The bridge contractor used a motorized stripping platform that spanned the entire width of the bridge. The platform has an adjustable width, and the stripping platform was suspended from the motorized framework that travels on top of the poured deck surface. The platform could move freely from pier to pier, then the platform would be removed and put back into place using cranes to move it into the next span. Using this platform for stripping was much more efficient than working out of man lifts on barges, or using suspended "C" style stripping platforms. It was also much more stable, and it allowed for the stripped falsework to be dropped directly onto the platform, instead of having to handle and control every piece of decking to ensure that it didn't fall into the water or onto traffic, railroad, or construction operations below.

There was 56-Inch bridge parapet on the B-70-061 project. This is usually too high for a concrete truck to straight discharge concrete into the formwork, so in the past, 56-inch parapet was usually placed a yard at a time utilizing a crane with a bucket. The contractor designed and constructed a conveyor device which would be handled by a forklift to allow a concrete truck to continuously discharge, and the concrete would be placed into the parapet



forms. This ingenuity allowed the contractor to place parapet at an increased rate, and increase their efficiency.

Pier 20 Cap Removal:



Deck Stripping Platform:





Parapet concrete placement conveyor:



## Project Attributes:

Traffic Control / Staging: How was the traffic maintained as part of the project? (Open to traffic, Staged construction, Closed Road, Open to Local Traffic, etc.) Did the contractor safely and effectively maintain the traffic control through the work zone(s)? Briefly discuss the complexity of different staging needs/requirements.

The plan indicated two major stages. In the first stage, traffic on I-41 was moved to the outside, so that the median piers could be constructed. In stage two, eastbound USH 10/WIS 441 was reduced to one lane, and lane widths were reduced. The closure of the ramp for west US10/WIS 441 to north I-41 was in effect. Eastbound and westbound US10/WIS 441 traffic was maintained on the recently constructed B-70-400 and B-70-403 structures.

Traffic control on this project was such that the structures were to be built while maintaining through traffic. One movement of the interchange, the west US10/STH 441 to north I-41 ramp was shut down and detoured to allow construction of the B-70-406 structure. The other structures were constructed by putting traffic bi-directional on newly built structures that would be one direction at the completion of the project. Traffic for the west US10/STH 441 to



south I-41 movement was maintained by utilizing an existing ramp and a connection that was modified on an adjacent project.

Many lane closures, and some full closures in the interchange were needed for various operations, including demolition, pier construction, girder setting, stripping, and staining. The traffic control specialist determined peak times of traffic for all movements in the interchange, and work hours including closures were allowed outside of the peak traffic times. Particular attention was paid to minimizing closures, by utilizing closures for multiple operations, and for multiple projects.

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

The contractor often requested the use of a full closure on a local street named Lake Street/Little Lake Butte des Morts drive. In order to minimize impacts to the local residents along this route, this closure was agreed to be allowed and utilized by the contractor generally between the hours of 8am and 3pm. This allowed the contractor to have the convenience of a closure when needed for critical operations, yet still allowed the majority of resident's passage to and from work.

Being that this was an interchange project, walkways for pedestrians were not applicable. There were also no direct closure impacts that closed down roads or accesses for any businesses.

The completion of this interchange was very impactful for residents and businesses in the area, mostly due to the fact that the interchange now provides two ramp movements that previously were not there. Prior to completion of the US 10/WIS 441/I-41 interchange, the traveling public was not allowed to exit eastbound US10/WIS 441 to go north on I-41, and there also was not a ramp that allowed for northbound I-41 to go westbound US10/WIS 441.

The completion of this project which provides all required ramp movements coupled with the conversion of US 41 to Interstate 41 has significantly increased amount of new businesses and industry to the immediate area.

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



The contractor worked well with utilities on this project. For the most part, there were not too many possible utility conflicts to consider. There was a gas line near the corner of a bridge pier footing just east of Lake Street, however the contractor potholed for it, and was careful while driving the sheet piling near it. There were also utilities between Lake Street and the Canadian National Railroad tracks, but both the bridge contractor and grading contractor coordinated well with the utility contractors and the railroad to avoid conflicts.

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. Provide comments received by DNR.

The ECIP was submitted and revised as required per the contract. Appropriate measures for temporary, permanent, and emergency erosion control was considered in both the original ECIP, and also in the revisions that were submitted for additional waste areas.

The erosion control contractor was responsive to written inspections and orders. Disturbed areas were restored and landscaped as soon as practical for all individual areas.

Erosion control inspections and orders were conducted weekly or whenever there was a rain event. Winter shutdown meetings were conducted in mid-October, and the DNR was involved in those meetings to ensure needed measures were taken prior to winter.

Structure(s): Provide a general overview of the scope of the structure work in the contract. Highlight one or two of the structures that presented the most significant challenges and explain how the contractor overcame these challenges to deliver WisDOT a quality structure. Include information on the structure foundation, substructure, super structure and any enhancements that were added.

The structures were briefly discussed in the first section. Although all structures were complex, the work at B-70-061 was most challenging.

To elaborate on the work at B-70-061, a lot of the work was done off of barges and a causeway in the water. Cranes, backhoes, and lifts were placed on large sections of barges and pushed around using a tugboat from location to location. The existing deck was sawed and removed in slabs to reduce the amount of material that broke and fell to the barge and river below.



Sheet piling was driven at new pier locations to make cofferdams. Piles were driven, and seals were poured. After dewatering the cofferdams, then the footing and stems were poured to get up and out of the water. The Fox River at this location (Little Lake Butte des Morts) is controlled by a dam in Menasha to regulate water levels in Lake Winnebago and the Fox River system by the Army Corps of Engineers. Therefore, the contractor had to deal with changing water levels, and access from their causeway was often restricted due to high water levels that overtopped their causeway. When the causeway was overtopped, work off of the causeway ceased. The contractor could have built the causeway higher, however the contractor weighed the cost of added rock against the schedule, and in the end they were able to complete work on time without having to add height to the causeway.

Another challenge was working around an area in the lake bottom where there is an armored cap of rock to protect an area of potentially contaminated sediment. The contractor had to repair any areas that were disturbed, so caution had to be taken when working in this area. There was extensive coordination effort between the contractor, WisDOT, project consultant, environmental consultant, and the DNR to ensure that this area was protected and restored as needed.

The deck of the structure was 3,448.39 feet long- so long that it required 7 separate deck pours to finish. With the steel girder superstructure, the contractor had to consider and analyze the sequencing of deck pours to ensure proper loadings and deflections. There was coordination with both the construction and design teams when a proposed deck pouring sequence differed from the sequence as shown in the plan.

There were seven modular joints that needed to be placed on this structure. These take time and expertise to set, and the opening needs to be set according to temperature and elevation to allow for contraction and expansion of the deck concrete. An erection subcontractor did a nice job of setting these joints, so they function according to temperature changes and do not affect the ride.

The existing structural steel had to be repaired as needed, then blasted and repainted. The top flanges were addressed after decking operations, and the webs were addressed after the deck had been poured and stripped. This was a labor intensive process, which included the construction of a containment system under the deck. Stringent temperature and humidity requirements and a multi-step process for structural steel painting was a challenge to accommodate and keep the schedule. The prime contractor communicated continuously with the painting contractor to ensure that they were aware of schedule requirements. The structural steel painting was being completed near the completion date of the project, and at the same time that the staining of the parapets and concrete girders was taking place- so coordination between painters and stainers needed to take place during a very critical time of the project.

Subsoils: Provide information on the different soil types encountered (silt, clay, sand, rock, marsh/organic, etc.) and features (surface water, high water tables, springs, wetlands, etc.) encountered during construction. Describe any issues that occurred and explain how the contractor resolved these issues.



The geotechnical section identified the presence of bedrock prior to the project at various depths. On top of that bedrock, there is a layer of wet clay, compressible material present. Plans for the interchange projects have been designed to address on prior projects through the use of wick drains, and settlement periods for high fills. Previous projects had settlement gauges, inclinometers, and piezometers installed to monitor the settlement and movement of the fills. Even though the settlement was planned for, there was still slight settlement that occurred on previous projects. This settlement at the match points was acknowledged, and the grades were adjusted for smoother transitions.

Being that the same contractor was involved in previous projects in the area, the soil conditions and the presence of bedrock was mostly known, so no real issues were encountered there was an item included in the plan that called for pre-boring for piling in areas where a hard pan layer or rock would be encountered.

There is an area within the footprint of the B-70-061 structure that was identified previously as having potentially contaminated lake bottom soils. That area was covered with a layer of sand and stone, and that layer is referred to as an armored cap. The DNR was very concerned about impacts and damage to this armored cap, so the contractor had to work around the cap, and repair any potential damage to the cap as part of the contract.

**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 very few safety concerns/incidents associated with this project, and no major injuries to note.

The contractor did a good job in coordinating with the traffic control contractor to get the proper devices in place for any work that needed to occur along shoulders and closed lanes of traffic. Designated entry and exit points for construction traffic were installed, signed, and adhered to.

With all of the work in the Little Lake Butte des Morts, temporary navigational lighting was put in place to guide boat traffic through the work zone.

## **Ride Quality:**

Was the ride quality measured using a:

Non-Contact Profiler: ☒Yes ☐No

Rolling Straight Edge: ☐Yes ☒No

Please provide the following information for Ride Quality specification projects:



The Average International Roughness Index (IRI) for the project:  
\_\_\_\_117.55\_\_\_\_inches/mile

**Pavement Areas Requiring Corrective Action:**

Localized Roughness: Number of locations having localized roughness exceeding 200 inches per mile: \_\_\_\_0\_\_\_\_

Excessive Segment IRI: Number of 500 ft. sections exceeding IRI of 140 inches per mile after correction of localized roughness that require correction to reduce segment IRI to specified values: \_\_\_\_0\_\_\_\_

Number of locations pavement was removed and replaced: \_\_\_\_0\_\_\_\_

Quantity of pavement removed and replaced: \_\_\_\_0\_\_\_\_ (SY and/or Tons)

**Ride Quality Pay Adjustment** (Subsection 440.5.2 of the Standard Specifications)

Pavement eligible to receive a bonus/penalty: \_\_30,530 SY\_\_\_\_ (SY and/or Tons)

Pavement receiving bonus: \_\_9,431 SY\_\_\_\_ (SY and/or Tons)

Average price adjustment: \_\_\_\_---\_\_\_\_ (% of contract unit price)

Pavement receiving penalty: \_\_\_\_0\_\_\_\_ (SY and/or Tons)

Average price adjustment: \_\_\_\_0\_\_\_\_ (% of contract unit price)

Describe the pavement transition(s) to structures, structure approaches, RR Tracks, roundabouts, side roads, interchanges, or other obstacles. What were the key factors in achieving a smooth ride?

The ride quality incentive listed above is for IRI Ride Bridge, which was an item on this project. The concrete pavement on this project was in short segments leading up to structures, or ramp concrete, so it was not subject to IRI ride requirements. That being the case, special attention was taken to adjust profiles and grades in these segments and at match points in order to provide the smoothest ride possible.

The ride and transitions points for the structures ended up very well. There was a small area that a minor grinding correction was performed on the north end of the B-70-406 structure to remove a minor bump at the approach slab in a fully super-elevated curve.

There were several key factors to achieving a smooth ride. First, the plan top of deck and top of approach slab grades were analyzed for matching plan long-slopes and cross-slopes. Then, after the structure was built, the actual top of deck grades were shot by corridor survey staff to see what that actual as-built elevations were. Then



the grades on the approach slabs/adjacent pavement were adjusted as necessary. New grades were shared with the contractor staker. After placement of forms, the existing deck and forms were checked with a string line and shot with a level prior to pouring to verify that the elevations and cross-slopes were correct.

## Quality Control:

Discuss Quality Management Program(s) implemented by the contractor. For example: Subgrade, Aggregate, Pavement, Structure work, etc.

QMP reports were submitted by the contractor for Concrete Masonry, Aggregate, Pavement, and IRI Ride. The contractor took care to ensure operations were performed to their respective items. The contractor performed all their required testing for the work operations.

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? Discuss any materials not meeting project requirements. Were Buy America Certifications provided in a timely manner?

The Contractor's Materials Representative was responsive to material requests that were required. He was present for the weekly meetings and was available to meet in the field during the week if questions arose. Out of the 32,794 CY for the concrete masonry bridges, only 8 CY of concrete was found to be out of specifications- less than 0.03% of the quantity placed.

The elastomeric laminated bearing pads had a groove that the department received a credit for a groove mark that was to be acceptable for use in the upcoming specifications, but not for the current project.

There were also 7 precast girders that were found to have defects in the field or plant that required repair, but were able to be used with a credit being taken.

The Buy America Certifications for the project were submitted in a timely manner.

Was there any unacceptable pavement that was subject to Section 106.5 Nonconforming Materials of the Standard Specifications? ☐ Yes ☒ No If yes,



Amount accepted at Reduced Price:	<u>SY and/or Tons</u>
Payment Factor(s):	<u>%</u>
Amount removed and replaced:	<u>SY and/or Tons</u>

Was there any thickness deficient concrete pavement? ☐Yes ☒No If yes,

Amount accepted at Reduced Price:	<u>SY and/or Tons</u>
Payment Factor(s):	<u>%</u>
Amount removed and replaced:	<u>SY and/or Tons</u>

## General Appearance:

Describe the overall appearance of the work completed under this contract. Include details such as construction joints, handwork areas, surface finish, raised medians pedestrian accommodations, and aesthetics.

This ended up being a very good looking project, with aesthetic enhancements incorporated to the interchange structures. The structures in the heart of the interchange had an ashlar aesthetic pattern incorporated into the parapets, with a two-tone brown staining scheme on parapets and piers. The elevation of the B-70-405 flyover structure over both US 10/WIS 441 and I-41 is very striking as motorists travel northbound on I-41.

The B-70-061 structure has denim blue girders over the water of Little Lake Butte des Morts to match the structure to the south of it (B-70-403) to complement the two tone brown ashlar parapets and abutment. Little Lake Butte des Morts is a popular fishing and recreational boating location, and the aesthetics and quality of the completed structure are certainly apparent from the water. The grading contractor did an excellent job of placing riprap at the water's edge, and extending the slope paving up the slope away from the water.

The contractor paid extra attention to rubbing and staining the inside of the parapet walls as well with a pigmented surface sealer for a clean, uniform appearance.

The grading contractor did an excellent job of blending slopes and shoulder points, finishing around piers, placing riprap in ditches and at bridge drains, building bridge cones up and around wing walls, and placing storm and culvert end walls that match the slope of the fore slopes correctly. They also did a nice job of finishing out waste areas, and did not leave a mess for the next contractor on the subsequent project. The railroad had some specific requests for grading and ditching along their tracks, and they were very happy with the results.

Even though a rural project, the landscaping contractor finished slopes nicely by picking up large rocks and debris, and by smoothing out ruts and low spots prior to placing seed, mulch, and erosion mat.

The time and attention to detail put in by the grading and landscaping contractor may be overshadowed by the structure work, but it is very apparent.



## Staining and Structure Aesthetics at B-70-061/B-70-401:



### Contractor Performance:

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

This was a very difficult project to deliver on time, and that was known from the start. The prime contractor pushed his crews and his subcontractors from beginning to end to complete on time, and they succeeded in that goal. Since there were a series of separate contracts let associated with this interchange reconstruction project, it made sense in some instances to move items of work to this contract instead of completing those items on a past or future project. Even with the added items of work to this contract, the contractor was able to still meet the original completion date with no added time, and within 3% of the original contract budget. There was one CRI on the project for an overall savings of \$24,545, however throughout the project the contractor and staff worked hard to identify other areas to reduce temporary work for cost savings.

The contractor and project staff worked through challenges to keep the project moving forward. Besides a massive amount of complicated work to complete within a compressed timeframe, a few of the challenges were design/plan issues and changes, materials



fabrication lead times and delays, fluctuating water levels in Little Lake Butte des Morts, communication issues and non-performance with subcontractors, and structural steel painting issues. Issues were brought up by the contractor to the construction team, and extended efforts were made to obtain the correct answers as quickly as possible. The contractor took all issues in stride, and was able to keep moving forward until the project was completed.

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

The contractor attended weekly meetings, which were often attended by local officials as well. The Village of Fox Crossing was very interested and involved in this project, and their concerns were addressed in a timely manner.

The Department held separate meetings to address and inform the public about this project and other corridor projects, so most of the public's concerns and curiosities were handled through WisDOT representatives involved with the project.

Please attach the Report of Contractor's Performance evaluations for both the prime contractor and the subcontractor.

### **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

Exhibit D: Construction Photos

Exhibit E: Completed Project Photos



**Contact Information:**

Contact person for any questions or requests for additional information.

Name: Heath Hagner      Ph      262-224-035      Email: Heath.hagner@daarcorp.com  
\_\_\_\_\_ No.: \_\_\_\_\_

**Award Recipient:**

Project Engineer: Heath Hagner, FVC/DAAR Engineering Inc.

Project Manager: Marc Roesler, Resident Engineer, WisDOT

Project Manager: Kurt Peters, WisDOT

Project Supervisor: Tammy Rabe, WisDOT

Prime Contractor: Kevin Weber, Lunda Construction Company



**EXHIBIT A**  
**TITLE SHEET**



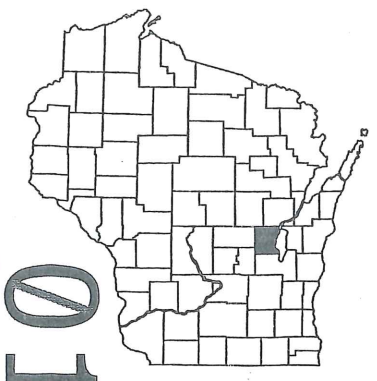
GRE JUL 2016  
PROJECT ID: 1517-07-77  
WISCONSIN

COUNTY: WINNEBAGO

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 = 722



DESIGN DESIGNATION USH 10/STH 441

A.A.D.T. 2020	=	69,200
A.A.D.T. 2038	=	88,000
D.H.V.	=	4,370 (EB)
	=	5,130 (WB)
D.D.	=	46/56
T.	=	8.8%
DESIGN SPEED	=	70 MPH
ESALS	=	11,858,000

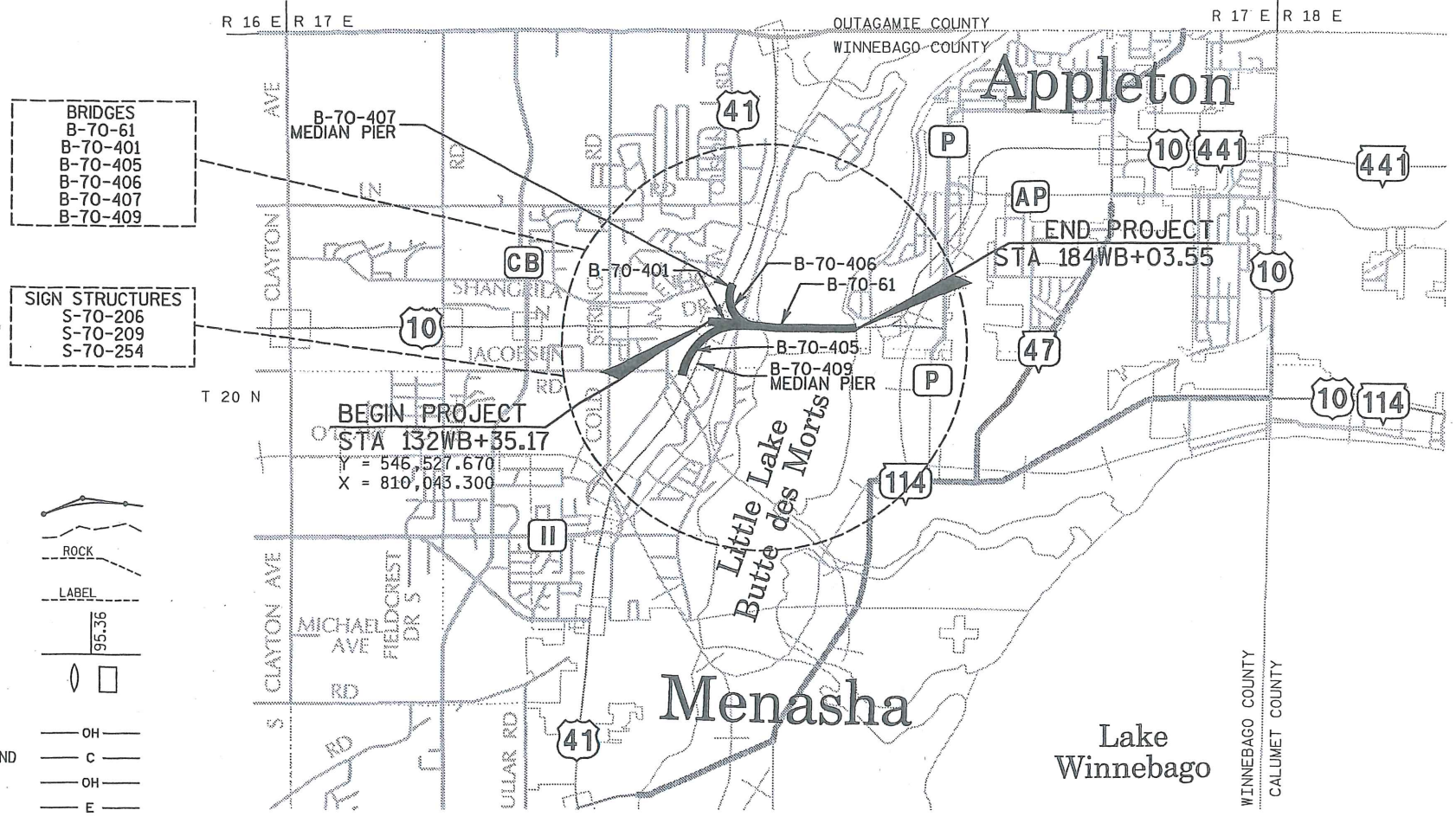
CONVENTIONAL SYMBOLS

PLAN	
CORPORATE LIMITS	////
PROPERTY LINE	---
LOT LINE	- - -
LIMITED HIGHWAY EASEMENT	L---
EXISTING RIGHT OF WAY	---
PROPOSED OR NEW R/W LINE	---
SLOPE INTERCEPT	---
REFERENCE LINE	---
EXISTING CULVERT	---
PROPOSED CULVERT (Box or Pipe)	---
COMBUSTIBLE FLUIDS	CAUTION
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	
COMMUNICATION OVERHEAD	OH
COMMUNICATION UNDERGROUND	C
ELECTRIC OVERHEAD	OH
ELECTRIC UNDERGROUND	E
GAS	G
SANITARY SEWER	SAN
STORM SEWER	SS
WATER	W
UTILITY PEDESTAL	---
POWER POLE	---
TELEPHONE POLE	---

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION  
PLAN OF PROPOSED IMPROVEMENT  
USH 10 - USH 10/STH 441  
COUNTY CB - ONEIDA STREET  
USH 10  
WINNEBAGO COUNTY  
I-41 INTERCHANGE BRIDGES AND LLBDM BRIDGE B-70-61 REDECK

STATE PROJECT NUMBER  
1517-07-77



LAYOUT  
SCALE 0 1/2 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.979 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), WINNEBAGO COUNTY, NAD83 (1991).  
ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM (NGVD29).

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1517-07-77	WISC 2016229	1

Addendums #1,2 & 3  
Attached  
July 11, 2016

ORIGINAL PLANS PREPARED BY  
AECOM 1555 N Rivercenter Drive, Suite 214  
Milwaukee, WI 53212  
(414) 944-6080



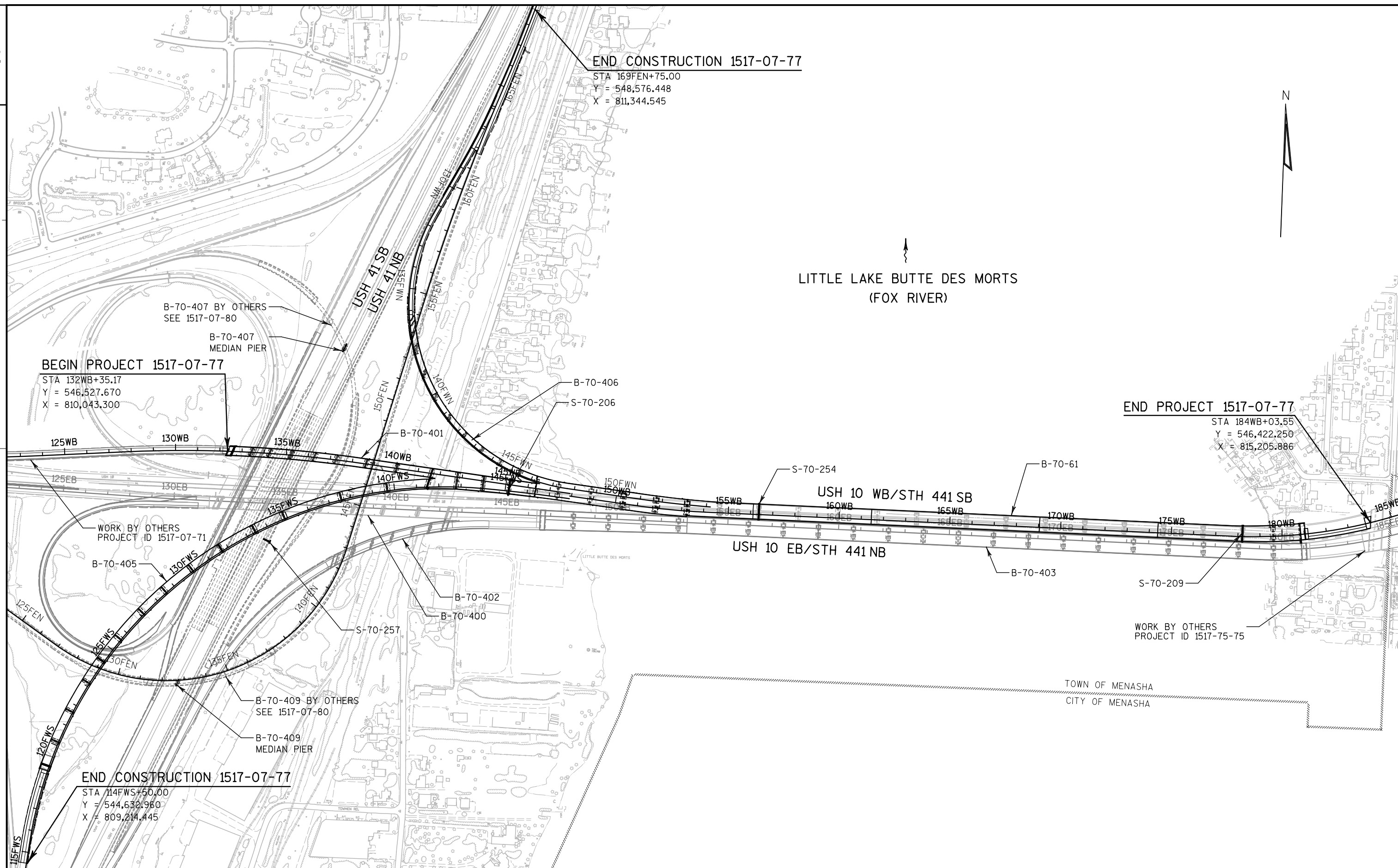
1/15/2016 (Date)  
Nicholas J. Becker (Signature)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	WISDOT/ KAPUR
Designer	AECOM
Project Manager	SCOTT EBEL
Regional Examiner	
Regional Supervisor	CHAD DEGRAVE

APPROVED FOR THE DEPARTMENT  
DATE: 1/15/16 (Signature)







**EXHIBIT B**  
**CONTRACT MODIFICATIONS**





## Contract Modifications Summary

10/30/2018 3:53 PM

Wisconsin Department of Transportation

FieldManager 5.3a

**Contract: 20160712001, USH 10/STH 441**

Contractor	Awarded Contract Amt	Current Contract Amt	Net Amount Pending
LUNDA CONSTRUCTION COMPANY	\$54,147,977.10	\$55,810,958.21	\$6,388.00

Cont. Mod. No.	Rev. No.	Cont. Mod. Date	Status	Increase Amount	Decrease Amount	Net Change Amount	Short Description
1		12/2/2016	Approved, 12/23/2016	860,438.02	-20,000.00	840,438.02	Pavement Markings, Roadway Embankment, Field Office Type D, Additional Fill Items
2		10/18/2016	Approved, 10/20/2016	66,057.85		66,057.85	Transferring Electrical Items from 1517-07-76
3		10/18/2016	Approved, 10/20/2016	26,990.50		26,990.50	Add Storm Sewer at Jacobsen
4		11/16/2016	Approved, 11/17/2016	18,284.88	-7.00	18,277.88	Removing Single Pole Sign Support, Tracking Pads, B-70-406 W. Abut. Alterations, SS Correction
5	1	12/15/2016	Approved, 1/4/2017	222,000.00	-40,000.00	182,000.00	Temporary Shoring / Fuel Cost Adjustment
6		11/29/2016	Approved, 12/6/2016	15,488.00		15,488.00	Concrete Lifting East Approach of B-70-403
7		12/6/2016	Approved, 12/14/2016	9,600.00		9,600.00	Culvert Pipe Temporary 24-Inch for Causeway
8		12/12/2016	Approved, 12/14/2016	75,000.00		75,000.00	B-70-403 Pier Monitoring
9		12/20/2016	Approved, 1/4/2017	98,921.70		98,921.70	CSD1010 Storm Sewer, Geogrid, Recycled Breaker Run, 3 Part Epoxy Spec Change
10		1/12/2017	Approved, 1/23/2017	48,106.50	-47,116.00	990.50	B-70-405: Pier 5 Spread Footing
11		2/8/2017	Approved, 2/9/2017	32,420.00		32,420.00	North Loop Ramp Emergency Asphalt Repair
12		3/28/2017	Approved, 4/3/2017	110,652.26		110,652.26	B-70-407: Pier 2 Re-Work
13		3/24/2017	Approved, 3/31/2017		-4,680.00	-4,680.00	Nonconforming Material - Bearing Pads Elastomeric Laminated
14		3/28/2017	Approved, 3/31/2017	6,733.43		6,733.43	Locating and Repair of Voltage Drop
15		4/19/2017	Approved, 4/21/2017	33,370.00	-57,915.00	-24,545.00	CRI - Cofferdam Size Reduction
16		3/28/2017	Approved, 3/31/2017	7,171.32		7,171.32	B-70-61 Tieback Removal
17		4/27/2017	Approved, 5/1/2017	361.10	-3,129.23	-2,768.13	Additional Design Costs, Removing Miscellaneous Concrete Structures, Update Bearing Assemblies
18		4/20/2017	Approved, 7/6/2017	38,720.47		38,720.47	Transferring Items from 1517-07-79
19		10/10/2017	Approved, 10/12/2017	49,878.99		49,878.99	B-70-61 Hinge 1 Bushing, IRI Ride
20		5/11/2017	Approved, 7/6/2017	16,025.00	-6,825.00	9,200.00	B-70-61 Fabrication Issues, HPC Quantity/Unit Price Correction
21		6/13/2017	Approved, 7/6/2017	12,253.75	-2,570.60	9,683.15	FEN/FNW Cross Drain, Shear Studs, Add/Remove Plan Sheets
22		7/11/2017	Approved, 7/12/2017	24,210.00		24,210.00	Interim Completion Date, Pile Splices





## Contract Modifications Summary

10/30/2018 3:53 PM

Wisconsin Department of Transportation

FieldManager 5.3a

**Contract: 20160712001, USH 10/STH 441**

Cont. Mod. No.	Rev. No.	Cont. Mod. Date	Status	Increase Amount	Decrease Amount	Net Change Amount	Short Description
23		9/26/2017	Approved, 9/27/2017		-11,344.63	-11,344.64	Nonconforming Material - Prestressed Girders
24		9/26/2017	Approved, 9/28/2017	26,450.40		26,450.40	FEN Topsoil
25		9/27/2017	Approved, 9/28/2017	2,010.00		2,010.00	Communication Vault Type 1
26		9/29/2017	Approved, 10/2/2017	17,501.37	-15,772.50	1,728.87	Welded Stud Shear Connectors
27		12/4/2017	Approved, 12/4/2017		-720.00	-720.00	Nonconforming Materials - HPC Low Air
28		12/4/2017	Approved, 12/18/2017	7,560.00		7,560.00	B-70-61 Cored Deck Drains, B-70-61 Gusset Plate Bolting, Add/Remove Plan Sheets
29		4/3/2018	Approved, 4/13/2018	600.00		600.00	Sign Alterations, Anchor Assemblies Steel Plate Beam Guard
30		5/14/2018	Approved, 6/8/2018	28,864.96	-9,370.80	19,494.16	Changing Beamguard to Barrier Wall (FWN), Drilled Tie Bars
31		4/3/2018	Approved, 4/13/2018			0.00	HMA Air Voids
32		4/26/2018	Approved, 4/27/2018	14,350.00		14,350.00	Recycled Aggregate, Mobilization Sowing
33		5/14/2018	Approved, 6/8/2018			0.00	Revise Article 12.26 Standpipe System
34		7/18/2018	Approved, 7/24/2018	344.00	-150.00	194.00	Posts Wood, Delineator Posts, Amend Subsection 502.4.2
35		8/9/2018	Approved, 8/13/2018	4,442.38		4,442.38	B-70-61: Span 19 Paint Issue
36		8/23/2018	Approved, 8/31/2018	6,730.00		6,730.00	Floor Drains
37		9/12/2018	Approved, 9/19/2018	1,045.00		1,045.00	Structural Steel Repair
38		10/15/2018	Pending	6,388.00		6,388.00	Bar Steel Freight, CD Pavement Repair
<b>Totals</b>				<b>\$1,888,969.88</b>	<b>(\$219,600.76)</b>	<b>\$1,669,369.11</b>	



**EXHIBIT C**  
**REPORT OF CONTRACTORS**  
**PERFORMANCE**





## Report of Contractor's Performance

Wisconsin Department of Transportation

7/16/2018 9:44 AM

FieldManager 5.3a

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> May 04, 2017		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE
<b>Contractor Completion Date</b> June 28, 2018		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago
				<b>Highway</b> USH 10
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$281,284	<b>Prime Contractor or Sub Being Rated (if applicable)</b> BODART ELECTRIC SERVICE, INC.		
<b>Type of Construction Performed by this Firm</b> Electrical and ITS			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler	<b>Revision Date</b> 7/16/2018 9:36 AM	<b>Revision No.</b> 4

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'
6	X 0.30	1.8	Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Knows electrical. Details of work not completed at time of installation. Pushes into punchlist and end of project.
4	X 0.20	0.8	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Prompt in completing work at the required time, and is willing to work extended hours to finish up necessary operations.
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.) The owner is usually on site working and supervising the work being performed.
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 Contractor is often not as cooperative as what would be desired.
7	X 0.10	0.7	Adequacy of Work Force Consider: size, competence, attitude Sufficient amount of laborers to perform the required work.
8	X 0.10	0.8	Adequacy of Equipment Consider: type, number, operating condition, suitability Most equipment is new and in excellent operating order.
<b>Overall Rating</b> (Sum the above 6 ratings)			5.8 District Comments

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

Page 1 of 1





## Report of Contractor's Performance

7/16/2018 9:44 AM

FieldManager 5.3a

Wisconsin Department of Transportation

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> July 06, 2017		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE	
<b>Contractor Completion Date</b> June 29, 2018		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago	
				<b>Highway</b> USH 10	
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$242,435	<b>Prime Contractor or Sub Being Rated (if applicable)</b> C & L CONTRACTING, INC.			
<b>Type of Construction Performed by this Firm</b> Staining				<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler		<b>Revision Date</b> 7/16/2018 9:36 AM	<b>Revision No.</b> 3

<b>Performance Factor (Whole Number)</b>			<b>Importance Factor Rating</b>	
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	Contractor performs good quality work.
9	X 0.20	1.8	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion	Contractor did what they had to do to complete work on time.
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.)	The foreman (Chuck) performed work well independently on site, but Mike S. was always available as needed.
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	Good to work with, worked around other contractors, and listened to requests made of the project team.
9	X 0.10	0.9	Adequacy of Work Force Consider: size, competence, attitude	Adequate work force for the amount of work that needed to be completed.
7	X 0.10	0.7	Adequacy of Equipment Consider: type, number, operating condition, suitability	It did not appear to be the newest equipment, but it was certainly adequate for the work that needed to be performed.
<b>Overall Rating</b> (Sum the above 6 ratings)			8.8	District Comments

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

Page 1 of 1





## Report of Contractor's Performance

7/16/2018 9:45 AM

FieldManager 5.3a

Wisconsin Department of Transportation

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> November 01, 2016		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE
<b>Contractor Completion Date</b> January 16, 2017		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago
				<b>Highway</b> USH 10
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$84,000	<b>Prime Contractor or Sub Being Rated (if applicable)</b> CON-COR COMPANY, INC		
<b>Type of Construction Performed by this Firm</b> Sawing			<input type="radio"/> Prime Contractor <input checked="" type="radio"/> DBE <input type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler	<b>Revision Date</b> 7/16/2018 9:37 AM	<b>Revision No.</b> 3

<b>Performance Factor (Whole Number)</b>	<b>Importance Factor</b>	<b>Rating</b>	
6	X 0.30	1.8	Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Contractor sawed deck for removal, and it was adequate for that process.
6	X 0.20	1.2	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Sawing was performed in the expected timeframe.
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.) Saw person was able to perform work with little supervision, and the work required little interaction between superviso
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 was cooperative, and was in compliance with the work performed.
6	X 0.10	0.6	Adequacy of Work Force Consider: size, competence, attitude Number of operators and saws was adequate to stay ahead of the sawing operation.
5	X 0.10	0.5	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was adequate for tasks required.
<b>Overall Rating</b> (Sum the above 6 ratings)			District Comments
5.9			

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

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## Report of Contractor's Performance

Wisconsin Department of Transportation

7/16/2018 8:37 AM

FieldManager 5.3a

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b>		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE
<b>Contractor Completion Date</b>		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago
				<b>Highway</b> USH 10
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$6,249	<b>Prime Contractor or Sub Being Rated (if applicable)</b> DIAMOND SURFACE, INC.		
<b>Type of Construction Performed by this Firm</b> Concrete Rumble Strips			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler	<b>Revision Date</b> 7/13/2018 8:27 AM	<b>Revision No.</b> 1

<b>Performance Factor (Whole Number)</b>	<b>Importance Factor</b>	<b>Rating</b>	
			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
_____	X 0.30	_____	N/A - Item was concrete rumble strips, and that was moved to the 1517-07-80 project.
			Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion
_____	X 0.20	_____	
			Supervision Consider: availability, competence, coordination of work, control of work force/subcontractors, safety, traffic control, extra work (c. c. o.)
_____	X 0.15	_____	
			Cooperation/Control Compliance Consider: public relations, communications, paperwork, willing compliance, frequency of complaints, credibility, integrity, willingness to work out problems, coordination with other contractors
_____	X 0.15	_____	
			Adequacy of Work Force Consider: size, competence, attitude
_____	X 0.10	_____	
			Adequacy of Equipment Consider: type, number, operating condition, suitability
_____	X 0.10	_____	
			District Comments
<b>Overall Rating</b> (Sum the above 6 ratings)			

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

Page 1 of 1





## Report of Contractor's Performance

Wisconsin Department of Transportation

7/16/2018 9:45 AM

FieldManager 5.3a

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> March 08, 2017		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE	
<b>Contractor Completion Date</b> July 02, 2018		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago	
				<b>Highway</b> USH 10	
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$3,160,790	<b>Prime Contractor or Sub Being Rated (if applicable)</b> EAGLE PAINTING & MAINTENANCE CO., INC.			
<b>Type of Construction Performed by this Firm</b> Steel Structure Painting and Repairs				<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler		<b>Revision Date</b> 7/16/2018 9:37 AM	<b>Revision No.</b> 4

<b>Performance Factor (Whole Number)</b>  <b>Importance Factor Rating</b>	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'.
5      X 0.30      1.5	Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Contractor performed work of expected quality but did have minor overspray issues.
6      X 0.20      1.2	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Contractor met completion date, and the painting was considered as a critical item throughout the project.
4      X 0.15      0.6	Supervision Consider: availability, competence, coordination of work, control of work force/subcontractors, safety, traffic control, extra work (c. c. o.) Supervision was sufficient.
5      X 0.15      0.8	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 inspection staff.
6      X 0.10      0.6	Adequacy of Work Force Consider: size, competence, attitude At times it seemed as though the contractor was understaffed, however all contract work was completed on time.
6      X 0.10      0.6	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was adequate for the painting work performed.
<b>Overall Rating</b> (Sum the above 6 ratings)  5.3	District Comments

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

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# Report of Contractor's Performance

Wisconsin Department of Transportation

7/16/2018 9:45 AM

FieldManager 5.3a

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> June 27, 2018		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE
<b>Contractor Completion Date</b> June 30, 2018		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago
				<b>Highway</b> USH 10
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$62,000	<b>Prime Contractor or Sub Being Rated (if applicable)</b> GRUNAU COMPANY INC		
<b>Type of Construction Performed by this Firm</b> Standpipe			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler	<b>Revision Date</b> 7/16/2018 9:38 AM	<b>Revision No.</b> 3

<b>Performance Factor (Whole Number)</b> <b>Importance Factor</b> <b>Rating</b>			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'
6	X 0.30	1.8	Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Quality of work was as expected.
7	X 0.20	1.4	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Contractor worked diligently to complete their items to meet the completion date near the end of the project.
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.) Foreman seemed very knowledgeable about their items and the work that was required to be 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 Contractor was cooperative with construction staff, and performed work within the scope of the project.
6	X 0.10	0.6	Adequacy of Work Force Consider: size, competence, attitude Work force was adequate for the project.
6	X 0.10	0.6	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was adequate for work being performed.
<b>Overall Rating</b> (Sum the above 6 ratings)			District Comments

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

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## Report of Contractor's Performance

Wisconsin Department of Transportation

7/16/2018 9:45 AM

FieldManager 5.3a

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> February 23, 2017		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE	
<b>Contractor Completion Date</b> July 02, 2018		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago	
				<b>Highway</b> USH 10	
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$272,948	<b>Prime Contractor or Sub Being Rated (if applicable)</b> HI-BOOM ERECTING, INC.			
<b>Type of Construction Performed by this Firm</b> Erecting structures				<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler		<b>Revision Date</b> 7/16/2018 9:38 AM	<b>Revision No.</b> 3

<b>Performance Factor (Whole Number)</b>	<b>Importance Factor</b>	<b>Rating</b>	
7	X 0.30	2.1	Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Contractor performed quality work.
7	X 0.20	1.4	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Mobilized as needed to perform specialty items of work, and then worked in an efficient manner after arriving on site.
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.) Supervision was adequate. Foreman on site was in control of work being performed.
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 Crews worked well with project staff, especially items such as expansion joints where attention to detail is required.
7	X 0.10	0.7	Adequacy of Work Force Consider: size, competence, attitude Adequate number of workers for the work that needed to be completed.
7	X 0.10	0.7	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was sufficient for the work to be performed.
<b>Overall Rating</b> (Sum the above 6 ratings)			District Comments

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

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# Report of Contractor's Performance

7/16/2018 9:45 AM

FieldManager 5.3a

Wisconsin Department of Transportation

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> August 25, 2016		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE
<b>Contractor Completion Date</b> June 26, 2018		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago
				<b>Highway</b> USH 10
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$42,500	<b>Prime Contractor or Sub Being Rated (if applicable)</b> HOLUBAR CONSTRUCTION COMPANY		
<b>Type of Construction Performed by this Firm</b> Railroad Crossings			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler	<b>Revision Date</b> 7/16/2018 9:39 AM	<b>Revision No.</b> 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 Quality of work was as expected for the project.
6	X 0.20	1.2	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Performed work within the given time frames.
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.) Supervision seemed adequate. Coordination primarily performed through the prime. Minimal contact with project staff.
5	X 0.15	0.8	Cooperation/Control Compliance Consider: public relations, communications, paperwork, willing compliance, frequency of complaints, credibility, integrity, willingness to work out problems, coordination with other contractors Work was done in compliance with the contract.
6	X 0.10	0.6	Adequacy of Work Force Consider: size, competence, attitude Number of laborers on site was adequate for work operations being performed.
6	X 0.10	0.6	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was adequate.
<b>Overall Rating</b> (Sum the above 6 ratings)		5.7	District Comments

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

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## Report of Contractor's Performance

7/16/2018 9:45 AM

FieldManager 5.3a

Wisconsin Department of Transportation

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> August 22, 2016		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE	
<b>Contractor Completion Date</b> October 13, 2016		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago	
				<b>Highway</b> USH 10	
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$23,390	<b>Prime Contractor or Sub Being Rated (if applicable)</b> HOMER TREE SERVICE, INC.			
<b>Type of Construction Performed by this Firm</b> Clearing and Grubbing				<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler		<b>Revision Date</b> 7/16/2018 9:39 AM	<b>Revision No.</b> 3

<b>Performance Factor (Whole Number)</b>			<b>Importance Factor Rating</b>	
6	X 0.30	1.8		Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Contractor removed trees and stumps as per contract.
7	X 0.20	1.4		Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Contractor was efficient in removing trees and stumps from the work site.
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.) Work was performed with the adequate amount of supervision.
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 was cooperative and compliant with the contract and construction staff.
6	X 0.10	0.6		Adequacy of Work Force Consider: size, competence, attitude Adequate for the work to be performed.
7	X 0.10	0.7		Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was satisfactory for the work being performed.
<b>Overall Rating</b> (Sum the above 6 ratings)			6.6	District Comments

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

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## Report of Contractor's Performance

Wisconsin Department of Transportation

7/16/2018 9:4

FieldManager

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> August 22, 2016		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE
<b>Contractor Completion Date</b> July 02, 2018		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago
				<b>Highway</b> USH 10
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$37,687,158	<b>Prime Contractor or Sub Being Rated (if applicable)</b> LUNDA CONSTRUCTION COMPANY		
<b>Type of Construction Performed by this Firm</b> Bridge Structures			<input checked="" type="radio"/> Prime Contractor <input type="radio"/> DBE <input type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler	<b>Revision Date</b> 7/16/2018 9:40 AM	<b>Revision No.</b> 3

<b>Performance Factor (Whole Number)</b>			<b>Importance Factor Rating</b>	<b>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'</b>
8	X 0.30	2.4	Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Excellent. Received IRI Ride incentive for 3 complex structures that involved multiple unique factors.	
9	X 0.20	1.8	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Tight schedule. Worked diligently and coordinated subcontractors through the job to ensure completion date was met.	
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.) Representatives were almost always on site and accessible to address issues that were encountered.	
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 was responsive to issues and compliance comments from construction staff.	
8	X 0.10	0.8	Adequacy of Work Force Consider: size, competence, attitude Contractor provided ample and adequately trained labor to complete difficult and arduous construction tasks.	
9	X 0.10	0.9	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment used was adequate for work performed. Utilized specialized equipment and techniques to add efficiencies.	
<b>Overall Rating</b> (Sum the above 6 ratings)			8.2	District Comments

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)





## Report of Contractor's Performance

7/16/2018 9:45 AM

FieldManager 5.3a

Wisconsin Department of Transportation

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> August 18, 2016		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE
<b>Contractor Completion Date</b> July 02, 2018		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago
				<b>Highway</b> USH 10
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$1,005,505	<b>Prime Contractor or Sub Being Rated (if applicable)</b> MEGA RENTALS, INC.		
<b>Type of Construction Performed by this Firm</b> Traffic Control			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler	<b>Revision Date</b> 7/16/2018 9:40 AM	<b>Revision No.</b> 3

<b>Performance Factor (Whole Number)</b>	<b>Importance Factor</b>	<b>Rating</b>	
9	X 0.30	2.7	Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Great quality. Experienced staff and knowledge of closures that make sense. Question and correct things that don't.
8	X 0.20	1.6	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Performed work as needed throughout the contract. Sufficient staff provided for required additional closures.
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.) Attended most weekly meetings. After given direction, field staff seemed to operator well with little 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 All employees were willing to work with staff to get hours, signs, and devices set correctly for needed closures.
7	X 0.10	0.7	Adequacy of Work Force Consider: size, competence, attitude Adequate, however, it seemed that MRI may be running a little thin overall as workers seemed to be working long hours.
7	X 0.10	0.7	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment and devices were adequate for the work being performed.
<b>Overall Rating</b> (Sum the above 6 ratings)			District Comments

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

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## Report of Contractor's Performance

Wisconsin Department of Transportation

7/16/2018 9:45 AM

FieldManager 5.3a

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> September 15, 2016		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE
<b>Contractor Completion Date</b> March 30, 2018		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago
				<b>Highway</b> USH 10
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$5,336	<b>Prime Contractor or Sub Being Rated (if applicable)</b> MID-STATE CONCRETE CUTTING CO.		
<b>Type of Construction Performed by this Firm</b> Sawing			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler	<b>Revision Date</b> 7/16/2018 9:40 AM	<b>Revision No.</b> 3

<b>Performance Factor (Whole Number)</b>	<b>Importance Factor</b>	<b>Rating</b>	
5	X 0.30	1.5	Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Contractor sawed concrete and asphalt as per contract.
6	X 0.20	1.2	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Contractor was on site when needed to perform their items of work.
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.) Saw operators worked well independently with little supervision.
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 Saw operators worked well with construction staff to saw the required locations.
6	X 0.10	0.6	Adequacy of Work Force Consider: size, competence, attitude Amount of workers on site was adequate for the amount of work to be performed.
6	X 0.10	0.6	Adequacy of Equipment Consider: type, number, operating condition, suitability Vehicles and saws were sufficient to perform the work required.
<b>Overall Rating</b> (Sum the above 6 ratings)			District Comments

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

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## Report of Contractor's Performance

7/16/2018 9:45 AM

FieldManager 5.3a

Wisconsin Department of Transportation

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> February 02, 2017		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE
<b>Contractor Completion Date</b> June 06, 2018		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago
				<b>Highway</b> USH 10
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$108,955	<b>Prime Contractor or Sub Being Rated (if applicable)</b> NORTHEAST ASPHALT, INC		
<b>Type of Construction Performed by this Firm</b> Asphalt Paving			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler	<b>Revision Date</b> 7/16/2018 9:41 AM	<b>Revision No.</b> 3

<b>Performance Factor (Whole Number)</b>	<b>Importance Factor</b>	<b>Rating</b>	
7	X 0.30	2.1	Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail NEA performs excellent quality of work.
7	X 0.20	1.4	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion NEA was always aware of schedule and on-site as needed to perform their items of 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.) Excellent, the project manager was at weekly meetings as needed, and present to discuss work operations ahead of time.
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 NEA is easy to work with.
7	X 0.10	0.7	Adequacy of Work Force Consider: size, competence, attitude Enough work force to complete required tasks within the given time frame.
8	X 0.10	0.8	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was newer, and adequate for work that was required to be completed.
<b>Overall Rating</b> (Sum the above 6 ratings)		7.1	District Comments

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

Page 1 of 1





# Report of Contractor's Performance

Wisconsin Department of Transportation

7/16/2018 8:38 AM

FieldManager 5.3a

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b>		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE	
<b>Contractor Completion Date</b>		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago	
				<b>Highway</b> USH 10	
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$20,054	<b>Prime Contractor or Sub Being Rated (if applicable)</b> PAVEMENT MAINTENANCE INC.			
<b>Type of Construction Performed by this Firm</b> Asphalt Milling				<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler		<b>Revision Date</b> 7/13/2018 10:47 AM	<b>Revision No.</b> 1

<b>Performance Factor (Whole Number)</b> <b>Importance Factor</b> <b>Rating</b>			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'
6	X 0.30	1.8	Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Milling asphalt off of existing bridge decks was completed sufficiently.
6	X 0.20	1.2	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Work was completed in a timely manner.
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 staff performed work with little supervision.
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 Work was completed within the confines of the contract.
6	X 0.10	0.6	Adequacy of Work Force Consider: size, competence, attitude Work force was adequate for the amount of work performed.
6	X 0.10	0.6	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was sufficient.
<b>Overall Rating</b> (Sum the above 6 ratings)			District Comments

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

Page 1 of 1





# Report of Contractor's Performance

Wisconsin Department of Transportation

7/16/2018 8:38 AM

FieldManager 5.3a

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> November 30, 2016		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE
<b>Contractor Completion Date</b> December 01, 2016		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago
				<b>Highway</b> USH 10
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$13,509	<b>Prime Contractor or Sub Being Rated (if applicable)</b> RAISE RITE		
<b>Type of Construction Performed by this Firm</b> Concrete Lifting			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler	<b>Revision Date</b> 7/13/2018 10:52 AM	<b>Revision No.</b> 1

<b>Performance Factor (Whole Number)</b> <b>Importance Factor</b> <b>Rating</b>			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'
7	X 0.30	2.1	Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Good quality. A lot of planning was put into raising the concrete approach slab that settled using injectable foam.
6	X 0.20	1.2	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Work was performed as scheduled.
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.) Foreman was knowledgeable about the work performed, so it was completed with little external supervision.
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 Contractor worked well with construction staff that was out that night for that operation.
6	X 0.10	0.6	Adequacy of Work Force Consider: size, competence, attitude Contractor's work force was sufficient.
8	X 0.10	0.8	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment and the injectable foam that was used seemed to be very high tech and revolutionary.
<b>Overall Rating</b> (Sum the above 6 ratings)			District Comments

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

Page 1 of 1





# Report of Contractor's Performance

Wisconsin Department of Transportation

7/16/2018 9:45 AM

FieldManager 5.3a

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> September 17, 2016		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE
<b>Contractor Completion Date</b> June 29, 2018		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago
				<b>Highway</b> USH 10
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$1,897,526	<b>Prime Contractor or Sub Being Rated (if applicable)</b> RELYCO, INC.		
<b>Type of Construction Performed by this Firm</b> Earthwork, Storm Sewer, Aggregate, and Removals			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler	<b>Revision Date</b> 7/16/2018 9:41 AM	<b>Revision No.</b> 3

<b>Performance Factor (Whole Number)</b>			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'
<b>Importance Factor Rating</b>			
8	X 0.30	2.4	Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail High-quality work. Unique staging required small areas to be completed while access remained to perform other work.
9	X 0.20	1.8	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Recognized the complexity of the grading on this project and made sure they completed areas at the appropriate time.
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.) Project manager work well with prime and staff to provide access and complete areas. PM kept the project moving forward.
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 was easy to communicate with, and work through changes in a professional manner.
7	X 0.10	0.7	Adequacy of Work Force Consider: size, competence, attitude Work force size was adequate for the work that needed to be completed.
7	X 0.10	0.7	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was adequate for work that needed to be completed.
<b>Overall Rating</b> (Sum the above 6 ratings)			District Comments
8.3			

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

Page 1 of





# Report of Contractor's Performance

7/16/2018 9:45 AM

FieldManager 5.3a

Wisconsin Department of Transportation

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> December 07, 2016		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE
<b>Contractor Completion Date</b> May 16, 2018		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago
				<b>Highway</b> USH 10
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$419,939	<b>Prime Contractor or Sub Being Rated (if applicable)</b> S P E, INC.		
<b>Type of Construction Performed by this Firm</b> Erecting Steel Structure Components			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler	<b>Revision Date</b> 7/16/2018 9:42 AM	<b>Revision No.</b> 3

Performance Factor (Whole Number)	Importance Factor	Rating	
7	X 0.30	2.1	Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Quality of work was good. Communicated to construction staff when issues arose, or when changes needed to be made.
7	X 0.20	1.4	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Contractor was on site as required by items of work that needed to be completed.
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.) Supervisor was present as needed, and well aware of the work that needed to be completed.
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 Construction personnel were cooperative and performed work in compliance with the contract.
7	X 0.10	0.7	Adequacy of Work Force Consider: size, competence, attitude Enough staff on site to perform the required work.
7	X 0.10	0.7	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was adequate for work being performed.
<b>Overall Rating</b> (Sum the above 6 ratings)		7.0	District Comments

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

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## Report of Contractor's Performance

7/16/2018 9:45 AM

FieldManager 5.3a

Wisconsin Department of Transportation

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> September 19, 2016		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE
<b>Contractor Completion Date</b> March 15, 2017		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago
				<b>Highway</b> USH 10
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$928,236	<b>Prime Contractor or Sub Being Rated (if applicable)</b> SX FOUNDATIONS		
<b>Type of Construction Performed by this Firm</b> Pre-Boring Rock			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler	<b>Revision Date</b> 7/16/2018 9:42 AM	<b>Revision No.</b> 3

<b>Performance Factor (Whole Number)</b>	<b>Importance Factor</b>	<b>Rating</b>	
6	X 0.30	1.8	Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail Contractor provided pre-boring services for the piling on the project, and work was performed as per plan.
5	X 0.20	1.0	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Work was completed, however, slowly. The prime contractor expressed they hoped SX could have expedited their progress.
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.) Supervision was adequate.
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 Cooperation and compliance were as expected for the contract.
6	X 0.10	0.6	Adequacy of Work Force Consider: size, competence, attitude Work force was adequate for the amount of work required on this contract.
6	X 0.10	0.6	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was adequate.
<b>Overall Rating</b> (Sum the above 6 ratings)			District Comments

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

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## Report of Contractor's Performance

7/16/2018 9:45 AM

FieldManager 5.3a

Wisconsin Department of Transportation

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> September 12, 2016		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE
<b>Contractor Completion Date</b> July 02, 2018		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago
				<b>Highway</b> USH 10
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$124,641	<b>Prime Contractor or Sub Being Rated (if applicable)</b> TNT PROFESSIONAL LAND SURVEYORS, INC.		
<b>Type of Construction Performed by this Firm</b> Surveying			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler	<b>Revision Date</b> 7/16/2018 9:43 AM	<b>Revision No.</b> 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  TNT does a good job of checking their work, and making sure that they are staking items correctly.
7	X 0.20	1.4	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion  TNT was very responsive to be on site to stake items as requested by the prime contractor.
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.)  The owner was very involved in the project and contacted us to make sure that plan changes were captured and addressed.
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  Very cooperative when dealing with plan changes and compliant with the contract.
7	X 0.10	0.7	Adequacy of Work Force Consider: size, competence, attitude  The number of surveyors on the project was adequate to stake the required items in time.
7	X 0.10	0.7	Adequacy of Equipment Consider: type, number, operating condition, suitability  Equipment was adequate for work performed.
<b>Overall Rating</b> (Sum the above 6 ratings)			7.9
District Comments			

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

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# Report of Contractor's Performance

Wisconsin Department of Transportation

7/16/2018 9:45 AM

FieldManager 5.3a

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> April 30, 2018		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE
<b>Contractor Completion Date</b> June 29, 2018		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago
				<b>Highway</b> USH 10
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$552,957	<b>Prime Contractor or Sub Being Rated (if applicable)</b> VINTON CONSTRUCTION COMPANY		
<b>Type of Construction Performed by this Firm</b> Concrete Paving and Concrete Barrier			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler	<b>Revision Date</b> 7/16/2018 9:43 AM	<b>Revision No.</b> 4

<b>Performance Factor (Whole Number)</b>	<b>Importance Factor Rating</b>		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'
7	X 0.30	2.1	
Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail			
Quality of work was good.			
4	X 0.20	0.8	
Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion			
Finished work as expected. Work took a bit longer to complete than what was represented on the project schedule.			
4	X 0.15	0.6	
Supervision Consider: availability, competence, coordination of work, control of work force/subcontractors, safety, traffic control, extra work (c. c. o.)			
Superintendent was present as needed and aware of work that needed to be completed. Didn't attend weekly meetings.			
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			
Foreman and crews cooperated with construction staff, and were compliant with the contract.			
7	X 0.10	0.7	
Adequacy of Work Force Consider: size, competence, attitude			
There was an adequate number of workers for the work that needed to be completed.			
6	X 0.10	0.6	
Adequacy of Equipment Consider: type, number, operating condition, suitability			
Equipment was adequate for work being performed.			
District Comments			
<b>Overall Rating</b> (Sum the above 6 ratings)			5.9

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

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## Report of Contractor's Performance

7/16/2018 9:45 AM

FieldManager 5.3a

Wisconsin Department of Transportation

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> August 22, 2016		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE
<b>Contractor Completion Date</b> July 02, 2018		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago
				<b>Highway</b> USH 10
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$472,709	<b>Prime Contractor or Sub Being Rated (if applicable)</b> WEST-LAND RESTORATION, INC.		
<b>Type of Construction Performed by this Firm</b> Removals, Erosion Control, Landscaping, Guardrail, Sign Structures, and Signs			<input type="radio"/> Prime Contractor <input type="radio"/> DBE <input checked="" type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler	<b>Revision Date</b> 7/16/2018 9:44 AM	<b>Revision No.</b> 3

<b>Performance Factor (Whole Number)</b>	<b>Importance Factor</b>	<b>Rating</b>	
7	X 0.30	2.1	Quality of Work Consider: construction methods, materials, structural adequacy, appearance, workmanship, attention to detail West-land performed better than average work.
7	X 0.20	1.4	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion On-site when required by operations, and responsive to erosion control orders and requests for changed or added 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.) Project manager was always available for conversation and responsive.
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 Crews were cooperative and easy to work with. Completed work in compliance with the contract.
7	X 0.10	0.7	Adequacy of Work Force Consider: size, competence, attitude Adequate amount of workers to complete the work required.
7	X 0.10	0.7	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was adequate and appropriate for the tasks at hand.
<b>Overall Rating</b> (Sum the above 6 ratings)			District Comments

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

Page 1 of 1





## Report of Contractor's Performance

7/16/2018 9:45 AM

FieldManager 5.3a

Wisconsin Department of Transportation

**Contract: 20160712001, USH 10/STH 441**

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

<b>Report Date</b> September 15, 2016		<b>Project</b> 1517-07-77 : USH 10/STH 441		<b>District</b> NE
<b>Contractor Completion Date</b> May 15, 2018		<b>Road Name</b> USH 10 - USH 10/STH 441		<b>County</b> Winnebago
				<b>Highway</b> USH 10
<b>Contract Amount</b> \$55,810,958.21	<b>Amount Subcontracted</b> \$1,523,294	<b>Prime Contractor or Sub Being Rated (if applicable)</b> WISCONSIN REBAR, INC		
<b>Type of Construction Performed by this Firm.</b> Bar Steel Reinforcement			<input type="radio"/> Prime Contractor <input checked="" type="radio"/> DBE <input type="radio"/> Subcontractor <input type="radio"/> WBE	
<b>Entered By</b> MJS		<b>Revised By</b> MJS, Matthew J Spindler	<b>Revision Date</b> 7/16/2018 9:44 AM	<b>Revision No.</b> 3

<b>Performance Factor (Whole Number)</b>	<b>Importance Factor</b>	<b>Rating</b>	
			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 Contractor was very good in notifying us with issues, and suggesting solutions.
9	X 0.20	1.8	Prosecution and Progress Consider: schedule, prompt start, execution, maintenance of work site, erosion/environmental, timely completion Contractor always worked in a diligent manner to stay ahead of the prime, to make sure that they didn't hold up pours.
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.) Lenny Bohl was excellent. Did a great job planning, looking ahead, figuring out issues, and recommending solutions.
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 Crews were cooperative and worked within the confines of the contract.
9	X 0.10	0.9	Adequacy of Work Force Consider: size, competence, attitude Wisconsin rebar always had plenty of laborers to stay ahead of the structure pours.
7	X 0.10	0.7	Adequacy of Equipment Consider: type, number, operating condition, suitability Equipment was adequate for work performed.
<b>Overall Rating</b> (Sum the above 6 ratings)			District Comments

X

(Project Engineer Signature)

X

(District Construction Engineer Signature)

Contract: 20160712001

Page 1 of 1



**EXHIBIT D**  
**CONSTRUCTION PHOTOS**



























**EXHIBIT E**  
**COMPLETED PROJECT PHOTOS**



























