



Wisconsin Department of Transportation

October 23, 2017

Division of Transportation Systems Development

Bureau of Project Development
 4802 Sheboygan Avenue, Rm 601
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NOTICE TO ALL CONTRACTORS:

<p>Proposal #32: 1500-27-71, WISC 2017 534 Menasha Avenue, Village of Whitelaw Hempton Lake Road – Chestnut Lane USH 10 Manitowoc County</p>	<p>1500-66-71, WISC 2017 535 Reedsville – Manitowoc East Village Limits – Branch River USH 10 Manitowoc County</p>	<p>1500-67-60, WISC 2017 536 Reedsville – Manitowoc CTH P - CTH R USH 10 Manitowoc County</p>
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Letting of November 14, 2017

This is Addendum No. 01, which provides for the following:

Special Provisions:

Added Special Provisions	
Article No.	Description
39	HMA Percent Within Limits (PWL) Test Strip Volumetrics, Item SPV.0060.04; HMA Percent Within Limits (PWL) Test Strip Density, Item SPV.0060.05.

Deleted Special Provisions	
Article No.	Description
33	HMA Percent Within Limits (PWL) Test Strip, Item SPV.0060.03.

Schedule of Items:

Revised Bid Item Quantities - Proposal					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
440.4410	Incentive IRI Ride	DOL	49,644.00	49,644.00	99,288.00

Added Bid Item Quantities – Project 1500-66-71					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
SPV.0060.04	HMA Percent Within Limits (PWL) Test Strip Volumetrics	Each	0	2	2
SPV.0060.05	HMA Percent Within Limits (PWL) Test Strip Density	Each	0	3	3

Deleted Bid Item Quantities – Project 1500-66-71					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
SPV.0060.03	HMA Percent Within Limits (PWL) Test Strip	Each	2	-2	0

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
192	Remove Item SPV.0060.03 and add SPV.0060.04 and SPV.0060.05 on Project 1500-66-71

The responsibility for notifying potential subcontractors and suppliers of these changes remains with the prime contractor.

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

ADDENDUM NO. 1
1500-27-71 , 1500-66-71, & 1500-67-60
October 23, 2017

Special Provisions

33. DELETED.

39. HMA Percent Within Limits (PWL) Test Strip Volumetrics, Item SPV.0060.04; HMA Percent Within Limits (PWL) Test Strip Density Item SPV.0060.05.

A Description

This special provision describes the Hot Mix Asphalt (HMA) density and volumetric testing tolerances required for an HMA test strip. An HMA test strip is required for projects constructed under HMA Percent Within Limits (PWL) QMP. A test strip is required for each pavement layer placed over a specific, uniform underlying material, unless specified otherwise in the plans. Each project is restricted to a single mix design for each mix type required (e.g., upper layer and lower layer may have different mix type specified).

Perform work according to standard spec 460 and as hereinafter modified.

B Materials

Use materials conforming to HMA Pavement Percent Within Limits (PWL) QMP special provision.

C Construction

C.1 Test Strip

Notify the department at least 5 calendar days in advance of construction of the test strip. On the first day of production for a test strip, produce approximately 750 tons of HMA. (Note: tonnage shall be adjusted to accommodate natural break points in the project.) Test strips shall be located in a section of the roadway to allow a representative rolling pattern (i.e. not a ramp or shoulder, etc.).

C.1.1 Sampling and Testing Intervals

C.1.1.1 Volumetrics

Laboratory testing will be conducted from a split sample yielding three components, with portions designated for QC (quality control), QV (quality verification), and retained.

During production for the test strip, HMA mixture samples shall be obtained from trucks prior to departure from the plant. Three split samples shall be collected during the production of test strip material. Sampling and splitting shall be in accordance with Appendix A: *Sampling for WisDOT PWL QMP*. These three samples will be randomly selected by the engineer from each *third* of the test strip tonnage (T), excluding the first 50 tons:

<u>Sample Number</u>	<u>Production Interval (tons)</u>
<u>1</u>	50 to $\frac{T}{3}$
<u>2</u>	$\frac{T}{3}$ to $\frac{2T}{3}$
<u>3</u>	$\frac{2T}{3}$ to T

C.1.1.2 Density

Required field tests include contractor QC and department QV nuclear density gauge tests and pavement coring.

The engineer will identify two zones in which gauge/core correlation is to be performed. These two zones will be randomly selected within each *half* of the test strip length. (Note: Density zones shall not overlap and must have a minimum of 100 feet between the two zones; therefore random numbers may be shifted (evenly) in order to meet these criteria.) Each zone shall consist of five locations across the mat as identified in Appendix A. The following shall be determined at each of the five locations within both zones:

- two one-minute nuclear density gauge readings for QC team*
- two one-minute nuclear density gauge readings for QV team*
- pavement core sample

*If the two readings exceed 1.0 lb/ft³ of one another, a third reading shall be conducted in the same orientation as the first reading. [In this event, the engineer will average all three readings, discard the initial of the three readings which falls farthest from the average value and then average the remaining two values to represent the location for the gauge.]

Both QV and QC teams shall have two nuclear density gauges present for correlation at the time the test strip is constructed. The above testing shall be conducted in accordance with Appendix A: *Test Methods & Sampling for PWL QMP HMA Pavements*.

All test reports shall be submitted to the department upon completion, and approved before paving resumes.

C.1.2 Field Tests

C.1.2.1 Density

Daily standardization of gauges on reference blocks and a project reference site shall be performed in accordance with CMM 8-15. A standard count shall be performed for each gauge on the material placed for the test strip, prior to any additional data collection. Nuclear gauge readings and pavement cores shall be used to determine nuclear gauge correlation in accordance with Appendix A. The two to three readings for the five locations across the mat for each of two zones shall be provided to the engineer. The engineer will analyze the readings of each gauge relative to the densities of the cores taken at each location. The engineer will determine the average difference between the nuclear gauge density readings and the measured core densities to be used as a constant offset value. This offset will be used to adjust raw density readings of the specific gauge for the remainder of the project and shall appear on the density data sheet along with gauge and project identification. An offset is specific to the mix and layer, therefore a separate value shall be determined for each layer of each mix placed over a differing underlying material for the project. This constitutes correlation of that individual gauge for the given layer. Two gauges per team are not required to be onsite daily after completion of the test strip. Any data collected without a correlated gauge will not be accepted.

The contractor is responsible for coring the pavement from the footprint of the density tests. Coring and filling of pavement core holes must be approved by the engineer. The QV team is responsible for the labeling and safe transport of the cores from the field to the QC laboratory. Testing of cores shall be conducted by the contractor and witnessed by department personnel. The contractor is responsible for drying the cores following testing. The department will take possession of cores following laboratory testing and will be responsible for any verification testing at the discretion of the engineer.

Each core 150 mm (6 inches) in diameter shall be taken at locations identified in Section C.1.1.2 Each random core shall be full thickness of the layer placed. Core densities shall be determined in accordance with AASHTO T 166. Thoroughly dry pavement cores in accordance with ASTM D 7227. The target maximum density to be used in determining core density is the average of the three volumetric/mix Gmm values from the test strip multiplied by 62.24 lb/ft³. (In the event mix and density portions of the test strip procedure are separated, the mix portion must be conducted prior to density determination. The target maximum density to determine core densities shall then be the Gmm four-test running average from the end of the previous day's production multiplied by 62.24 lb/ft³.)

Fill all core holes with non-shrink rapid-hardening grout, mortar or concrete, or with HMA. When using grout, mortar or concrete, remove all water from the core holes prior to filling. Mix the mortar or concrete in a separate container prior to placement in the hole. If HMA is used, fill all core holes with hot-mix matching the same day's production mix type at same day compaction temperature +/- 20 F. The core holes shall be dry and coated with tack before filling, filled with a top layer no thicker than 2.25 inches, lower layers not to exceed 4 inches, and compacted with a Marshall hammer or similar tamping device using approximately 50 blows per layer. The finished surface shall be flush with the pavement surface. Any deviation in the surface of the filled core holes greater than 1/4 inch at the time of final inspection will require removal of the fill material to the depth of the layer thickness and replacement.

All applicable laboratory and field testing associated with a test strip shall be completed prior to any additional mainline placement of the mix for the associated test strip. All test reports shall be submitted to the department upon completion, and approved before paving resumes. The department will notify the contractor within 24 hours from start of test strip regarding approval to proceed with paving, unless an alternate time frame is agreed upon in writing with the department.

[Exclusions such as shoulders and appurtenances shall be tested in accordance with CMM 8-15. However, all acceptance testing of shoulders and appurtenances will be conducted by the department, and average lot (daily) densities must conform to Table 460-3.]

C.1.3 Laboratory Tests

C.1.3.1 Volumetrics

Obtain random samples according to Appendix A. Obtain HMA mixture samples from trucks at the plant. Perform tests the same day as taking the sample.

Bulk specific gravities shall be determined for cores in accordance with AASHTO T 166. The bulk specific gravity values determined from field cores shall be used to calculate a correction factor (i.e., offset) for each QC and QV nuclear density gauge. The correction factor will be used throughout the remainder of the layer. QC and QV teams may wish to scan with additional gauges at the locations detailed in C.1.1 above, as only gauges used during the test strip correlation phase will be allowed on the remainder of the project.

C.2 Acceptance

C.2.1 Volumetrics

Conform to the following limits based on individual QC and QV test results (tolerances based on initial JMF/mix design):

ITEM	CONFORMANCE LIMITS
Percent passing given sieve:	
37.5-mm	+/- 8.0
25.0-mm	+/- 8.0
19.0-mm	+/- 7.5
12.5-mm	+/- 7.5
9.5-mm	+/- 7.5
2.36-mm	+/- 7.0
75-µm	+/- 3.0
Asphaltic content in percent	- 0.5
Air Voids	-1.5 & +2.0
VMA in percent ^[1]	- 1.0
Maximum specific gravity	+/- 0.024

^[1] VMA limits based on minimum requirement for mix design nominal maximum aggregate size in [table 460-1](#).

QV test results will be determined for air voids and VMA, Gmm, and Gmb, and AC.

Calculation of air voids shall use either the QC, QV, or retained split sample test results, as identified by conducting the paired t-test with the WisDOT PWL Analysis Template.

If QC and QV test results do not correlate as determined by the paired t-test, the retained split sample will be tested by the department's AASHTO accredited laboratory and HTCP certified personnel as a referee test. Additional investigation shall be conducted to identify the source of the difference between QC and QV data. Referee data will be used to determine material acceptance and pay.

C.2.2 Density

Compact all layers of test strip HMA mixture to the applicable density shown in the following table:

TABLE 460-3 MINIMUM REQUIRED DENSITY^[1]

LAYER	MIXTURE TYPE	
	LT & MT	HT
LOWER	93.0 ^[2]	93.0 ^[3]
UPPER	93.0	93.0

^[1] If any individual core density test result falls more than 3.0 percent below the minimum required target maximum density, the engineer may investigate the acceptability of that material per CMM 8-15.11.

^[2] Minimum reduced by 2.0 percent for a lower layer constructed directly on crushed aggregate or recycled base courses.

^[3] Minimum reduced by 1.0 percent for lower layer constructed directly on crushed aggregate or recycled base courses.

Nuclear density gauges are acceptable for use on the project only if correlation is completed for that gauge during the time of the test strip and the department issues documentation of acceptance stating the correlation offset value specific to the gauge and mix design. The offset is not to be entered into any nuclear density gauge as it will be applied by the department-provided Field Density Worksheet.

C.2.3 Test Strip Acceptance

The department will evaluate material acceptance and make pay adjustments based on the PWL value of air voids and density for the test strip. The QC core densities and QC and QV mix results will be used to determine the PWL values as calculated in accordance with Appendix A.

The PWL values for air voids and density shall be calculated after determining core densities. An acceptable test strip is defined as the individual PWL value for air voids and density both above 75, and an acceptable gauge-to-core correlation.

If either PWL value for the test strip is below 50, the material is nonconforming and the test strip is unacceptable. Material allowed to remain in place requires another test strip prior to additional paving. If material is removed, a new test strip shall replace the previous one at no additional cost to the department. For simultaneously conducted density and volumetric test strip components, the following must be achieved:

- i. Passing/Resolution of Split Sample Comparison
- ii. Volumetrics/mix PWL value > 75
- iii. Density PWL value > 75
- iv. Acceptable correlation

If not conducted simultaneously, the mix portion of a test strip must accomplish (i) & (ii), while density must accomplish (iii) & (iv). If any applicable criteria are not achieved for a given test strip, the engineer, with authorization from the Department's Bureau of Technical Services, will direct an additional test strip (or alternate plan approved by the Department) be conducted to prove the criteria can be met prior to additional paving of that mix. For a density-only test strip, mix acceptance will be according to main production, i.e., HMA Pavement Percent Within Limits (PWL) QMP special provision.

D Measurement

The department will measure HMA Percent Within Limits (PWL) Test Strip as each unit of work, acceptably completed as passing the required air void, VMA, asphalt content, gradation, and density correlation for a Test Strip. Material quantities shall be determined in accordance with standard spec 450.4 and detailed here within.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.04	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH
SPV.0060.05	HMA Percent Within Limits (PWL) Test Strip Density	EACH

These items are intended to compensate the contractor for the construction of the test strip for projects paved under the HMA Pavement Percent Within Limits QMP article.

Payment for HMA Percent Within Limits (PWL) Test Strip Volumetrics is full compensation for volumetric sampling, splitting, and testing; for proper labeling, handling, and retention of split samples.

Payment for HMA Percent Within Limits (PWL) Test Strip Density is full compensation for collecting and measuring of pavement cores, acceptably filling core holes, providing of nuclear gauges and operator(s), and all other work associated with completion of a core-to-gauge correlation, as directed by the engineer.

Acceptable HMA mixture placed on the project as part of a volumetric or density test strip will be compensated by the appropriate HMA Pavement bid item with any applicable pay adjustments.

Pay adjustment will be calculated using 65 dollars per ton of HMA pavement. The department will pay for measured quantities of mix based on \$65/ton multiplied by the following pay adjustment calculated in accordance with Appendix A.

The department will adjust pay for each test strip as follows:

PAY ADJUSTMENT FOR HMA PAVEMENT AIR VOIDS & DENSITY	
<i>PERCENT WITHIN LIMITS</i>	<i>PAYMENT FACTOR, PF</i>
<i>(PWL)</i>	<i>(percent of \$65/ton)</i>
> 90 to 100	$PF = ((PWL - 90) * 0.4) + 100$
≥ 50 to 90	$(PWL * 0.5) + 55$
<50	50% ^[1]

where,

PF is calculated per air voids and density, denoted PF_{air voids} & PF_{density}

^[1] Material resulting in PWL value of 50 or less shall be removed and replaced, unless the engineer allows for such material to remain in place. In the event the material remains in place, it will be paid at 50% of the contract unit price of HMA pavement.

For air voids, PWL values will be calculated using lower and upper specification limits of 2.0 and 4.3 percent, respectively. Lower specification limits for density will be in accordance with Table 460-3 as modified here within. Pay adjustment will be determined for an acceptably completed test strip and will be computed as shown in the following equation.

$$\text{Pay Adjustment} = (\text{PF}-100)/100 \times (\text{WP}) \times (\text{tonnage}) \times (\$65/\text{ton})^*$$

*Note: If Pay Factor <50, the contract unit price will be used in lieu of \$65/ton

The following weighted percentage (WP) values will be used for the corresponding parameter:

<u>Parameter</u>	<u>WP</u>
Air Voids	0.5
Density	0.5

Individual Pay Factors for each air voids ($\text{PF}_{\text{air voids}}$) and density ($\text{PF}_{\text{density}}$) will be determined. $\text{PF}_{\text{air voids}}$ will be multiplied by the total tonnage produced (i.e., from truck tickets), and $\text{PF}_{\text{density}}$ will be multiplied by the calculated tonnage used to pave the mainline only (i.e., excluding shoulder) as determined in accordance with CMM 8-15.

The department will pay incentive for air voids under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
460.2005	Incentive Density PWL HMA Pavement	DOL
460.2010	Incentive Air Voids HMA Pavement	DOL

The department will administer disincentives under the Disincentive Density HMA Pavement and the Disincentive Air Voids HMA Pavement administrative items.

bts-PWL Test Strip (20171002)

Schedule of Items

Attached, dated October 23, 2017, are the revised Schedule of Items Pages 3, 11, and 12.

Plan Sheets

The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:

Revised: 192

END OF ADDENDUM

ASPHALTIC ITEMS

CAT 0010	STATION	TO	STATION	OFFSET	TACK COAT GAL	REHEATING HMA PAVEMENT JOINTS	465.0605	460.4110.S	465.6223	465.6224		465.0105		465.0110	465.0120	465.0315	465.0425	465.0475	SPV.0060.04	SPV.0060.05	COMMENTS	
										HMA PAVEMENT 4 MT 56-28 S	PVL AIR VOIDS TON	PVL DENSITY INCENTIVE TON	ASPHALTIC SURFACE									ASPHALTIC SURFACE PATCHING
53+46	-	106+00	LT&RT	2.975	-	5,255	-	3,508	2,461	1,541	2,461	-	-	-	-	-	9,284	4,428	-	-	BEGIN - MAERTZ RD	
65+11	-	65+46	LT&RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CULVERT REPLACEMENT
88+10	-	88+40	LT&RT	3.137	-	5,700	-	3,697	2,597	1,672	2,597	-	-	-	-	-	10,030	4,728	-	-	MAERTZ RD - CTH G	
106+00	-	107+58	LT&RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CULVERT REPLACEMENT
145+88	-	146+13	LT&RT	3.236	-	5,500	-	3,814	2,600	1,731	2,600	-	-	-	-	-	10,776	5,468	-	-	CTH G - BROOKLYN RD	
163+00	-	163+50	LT&RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CULVERT REPLACEMENT
202+00	-	202+50	LT&RT	3.518	-	5,550	-	4,146	2,892	1,628	2,892	-	-	-	-	-	7,285	3,830	-	-	CTH G - BROOKLYN RD	
222+00	-	277+50	LT&RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CTH J
263+09	-	276+41	RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	BROOKLYN RD
277+50	-	323+50	LT&RT	2.895	-	4,600	-	2,941	2,068	1,349	2,068	-	-	-	-	-	8,475	4,109	-	-	CTH J - END	
294+86	-	295+46	LT&RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CULVERT REPLACEMENT
395+61	-	437+50	LT&RT	2.405	-	4,190	-	2,836	1,968	1,229	1,968	-	-	-	-	-	6,452	2,730	-	-	BEGIN - CTH THIGHWAY H RD	
420+92	-	421+26	LT&RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CULVERT REPLACEMENT
458+00	-	458+50	LT&RT	2.836	-	4,125	-	3,009	2,068	1,211	2,068	-	-	-	-	-	8,670	4,377	-	-	CTH THIGHWAY H RD - DANMAR RD	
488+50	-	533+74	LT&RT	2.536	-	4,125	-	2,989	2,068	1,211	2,068	-	-	-	-	-	6,403	3,180	-	-	DANMAR RD - END	
	-	ALL TIED PROJECTS	LT&RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ALL TIED PROJECTS
TOTALS					23,110	40,420	27,240	17,783	19,100	11,857	19,100	250	25	120	30	67,265	32,950	2	2	3		

TONNAGE IS ELIGIBLE FOR INCENTIVE DENSITY PVL 460.2005 AND INCENTIVE AIR VOIDS 460.2010. TOTALS IS 26,640 TONS.
 # TONNAGE IS ELIGIBLE FOR INCENTIVE AIR VOIDS 460.2010 AND DENSITY IS TESTED FOR ACCEPTANCE IN THOSE AREA. TOTAL IS 46,340 TON.

Addendum No. 01
 ID 1500-66-71
 Revised Sheet 192
 October 23, 2017

CONCRETE CURB & GUTTER

CAT 0010	STATION	TO	STATION	OFFSET	EACH	COMMENTS
98	BROOKLYN RD SW					
69	BROOKLYN RD SE					
90	CTH J SW					
63	CTH J SE					
90	CTH J SE					
TOTALS		30	90		320	



Proposal Schedule of Items

Proposal ID: 20171114032 Project(s): 1500-27-71, 1500-66-71, 1500-67-60

Federal ID(s): WISC 2017534, WISC 2017535, WISC 2017536

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0064	416.0610 Drilled Tie Bars	676.000 EACH	_____	_____
0066	416.0620 Drilled Dowel Bars	7,728.000 EACH	_____	_____
0068	440.4410 Incentive IRI Ride	99,288.000 DOL	1.00000	99,288.00
0070	455.0605 Tack Coat	31,514.000 GAL	_____	_____
0072	460.2005 Incentive Density PWL HMA Pavement	37,383.000 DOL	1.00000	37,383.00
0074	460.2010 Incentive Air Voids HMA Pavement	60,201.000 DOL	1.00000	60,201.00
0076	460.4110.S Reheating HMA Pavement Longitudinal Joints	66,320.000 LF	_____	_____
0078	460.6223 HMA Pavement 3 MT 58-28 S	27,240.000 TON	_____	_____
0080	460.6224 HMA Pavement 4 MT 58-28 S	32,961.000 TON	_____	_____
0082	465.0105 Asphaltic Surface	250.000 TON	_____	_____
0084	465.0110 Asphaltic Surface Patching	40.000 TON	_____	_____
0086	465.0120 Asphaltic Surface Driveways and Field Entrances	120.000 TON	_____	_____
0088	465.0315 Asphaltic Flumes	30.000 SY	_____	_____
0090	465.0400 Asphaltic Shoulder Rumble Strips	12,320.000 LF	_____	_____
0092	465.0425 Asphaltic Shoulder Rumble Strips 2-Lane Rural	84,425.000 LF	_____	_____
0094	465.0475 Asphalt Center Line Rumble Strips 2-Lane Rural	42,190.000 LF	_____	_____



Proposal Schedule of Items

Proposal ID: 20171114032 Project(s): 1500-27-71, 1500-66-71, 1500-67-60

Federal ID(s): WISC 2017534, WISC 2017535, WISC 2017536

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0310	650.9910 Construction Staking Supplemental Control (project) 02. 1500-67-60	LS	LUMP SUM	_____.
0312	650.9920 Construction Staking Slope Stakes	4,690.000 LF	_____.	_____.
0314	690.0150 Sawing Asphalt	2,799.000 LF	_____.	_____.
0316	690.0250 Sawing Concrete	13,260.000 LF	_____.	_____.
0318	999.1500.S Crack and Damage Survey	LS	LUMP SUM	_____.
0320	ASP.1T0A On-the-Job Training Apprentice at \$5.00/HR	2,400.000 HRS	5.00000	12,000.00
0322	ASP.1T0G On-the-Job Training Graduate at \$5.00/HR	2,100.000 HRS	5.00000	10,500.00
0324	SPV.0060 Special 01. Adjusting Sanitary Manhole Covers	18.000 EACH	_____.	_____.
0326	SPV.0060 Special 02. Adjusting Water Valve Box	16.000 EACH	_____.	_____.
0330	SPV.0075 Special 01. Street Sweeping	40.000 HRS	_____.	_____.
0332	SPV.0090 Special 01. Abandoning Storm Sewer 12-Inch to 24-Inch	984.000 LF	_____.	_____.
0334	SPV.0105 Special 01. Guardrail Post Connection	LS	LUMP SUM	_____.
0336	SPV.0180 Special 01. Removing Concrete Pavement Milling	7,957.000 SY	_____.	_____.
0338	SPV.0060 Special 04. HMA Percent Within Limits (PWL) Test Strip Volumetrics	2.000 EACH	_____.	_____.
0340	SPV.0060 Special 05. HMA Percent Within Limits (PWL) Test Strip Density	3.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20171114032 Project(s): 1500-27-71, 1500-66-71, 1500-67-60

Federal ID(s): WISC 2017534, WISC 2017535, WISC 2017536

Section: 0001

Total: _____.

Total Bid: _____.