



Wisconsin Department of Transportation

February 5, 2024

Division of Transportation Systems Development

Bureau of Project Development
4822 Madison Yards Way, 4th Floor South
Madison, WI 53705

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NOTICE TO ALL CONTRACTORS:

Proposal #26: 1590-12-76
Rhineland – Monico
STH 17 North to CTH P
USH 8
Oneida County

Letting of February 13, 2024

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

Special Provisions:

Added Special Provisions	
Article No.	Description
17	QMP Base Aggregate Dense 1 ¼-Inch Compaction, Item 371.2000.S
18	Locating No-Passing Zones, 648.0100

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Proposal Quantity Change (-)	Proposal Total After Addendum
205.0100	Excavation Common	CY	63,649	812	64,461
625.0100	Topsoil	SY	66	871	937
628.1504	Silt Fence	LF	1,230	560	1,790
628.1520	Silt Fence Maintenance	LF	1,230	560	1,790
628.2008	Erosion Mat Urban Class I Type B	SY	66	871	937
629.0210	Fertilizer Type B	CWT	7.6	11.1	18.7
630.0130	Seeding Mixture No. 30	LB	305	477	782
690.0150	Sawing Asphalt	LF	2,686	-30	2,656
690.0250	Sawing Concrete	LF	12	107	119

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Quantity Added	Proposal Total After Addendum
465.0120	Asphaltic Surface Driveways and Field Entrances	TON	0	50	50
648.0100	Locating No-Passing Zones	Mile	0	3.027	3.027

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
13	Erosion Control (Revised erosion control plan for additional grading by guardrail)
27	Miscellaneous Quantities (Revised earthwork summary)
28	Miscellaneous Quantities (Added item for Asphaltic Surface Driveways and Field Entrances)
29	Miscellaneous Quantities (Revised erosion control and landscaping item quantities)
31	Miscellaneous Quantities (Revised saw cut quantities and added Locating No-Passing Zones)
33	Plan and Profile (Revised saw cut location on asphaltic driveway)

Added Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was added)
13A	Added erosion control plan sheet
98-106	Computer Earthwork Data (Added to display earthwork for the added cross sections)
107-225	Cross Sections (Added to provide additional information for the contractor)

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. 01
PROJECT ID 1590-12-76
February 5, 2024

Special Provisions

17. QMP Base Aggregate Dense 1 1/4-Inch Compaction, Item 371.2000.S.

A Description

- (1) This special provision describes modifying the compaction and density testing and documentation requirements of work done under the Base Aggregate Dense 1 1/4-Inch bid items. Conform to standard spec 305 as modified in this special provision and to the contract QMP Base Aggregate article.
- (2) Provide and maintain a quality management program. A quality management program is defined as all activities, including process control, inspection, sampling and testing, and necessary adjustments in the process related to construction of dense graded base which meets all the requirements of this provision.
- (3) Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes sampling and testing procedures.

<http://wisconsindot.gov/rdwy/cmm/cm-08-00toc.pdf>

- (4) This special provision applies to Base Aggregate Dense 1 1/4-Inch material placed: above at least 16 inches of subgrade improvement, 12 inches of subgrade improvement and geogrid or QMP subgrade provisions, between shoulder hinge points and lower than mainline pavement. Unless otherwise specified by the contract, all Base Aggregate Dense 1 1/4-Inch material placed on side roads, private and public entrances, individual ramps less than 1500 feet, passing lanes less than 1500 feet, tapers, turn lanes, and other undefined locations are exempt from the compaction and density requirement modifications and testing contained within this special provision.

B (Vacant)

C Construction

C.1 General

- (1) The engineer shall approve the grade before placement of the base. Approval of the grade shall be in accordance with applicable provisions of the standard specifications.

Add the following to standard spec 305.3.2.2:

- (3) For 1 1/4-Inch dense graded base composed of < or = 20% reclaimed asphaltic pavement (RAP) or crushed concrete (RCA), as determined by classification of material (aggregate or RAP and/or RCA) and percentage by weight of each material type retained on the No. 4 Sieve, the contractor must determine the material target density in accordance with:

Method 1: Maximum dry density in accordance with AASHTO T-180, Method D, with correction for coarse particles and modified to require determination of Bulk Specific Gravity (G_m) in accordance with AASHTO T 85. Bulk Specific Gravities determined in accordance with standard spec 106.3.4.2.2 for aggregate source approval may be utilized.

- (4) For 1 1/4-Inch dense graded base composed of >20% RAP or RCA, as determined by classification of material (aggregate or RAP and/or RCA) and percentage by weight of each material type retained on the No. 4 Sieve, the contractor may choose from the following options to determine the material target density:

Method 2: Maximum dry density as determined by AASHTO T-180, Method D, with correction for coarse particles, and modified to require determination of Bulk Specific Gravity (G_m) in accordance with AASHTO T 85.

Method 3: Maximum wet density as determined by AASHTO T-180, Method D, modified to define *Maximum Density* as the wet density in pounds per cubic foot of soil at optimum moisture content using Method D specified compaction, with correction for coarse particles, and modified to require determination of Bulk Specific Gravity (G_m) in accordance with AASHTO T 85.

Method 4: Average of 10 random control strip wet density measurements as described in section C.2.5.1.

- (5) Compact the 1 1/4-Inch dense graded base to a minimum of 93.0% of the material target density for methods 1, 2 and 3. Compact 1 1/4-inch dense graded base to a minimum of 96% of the material target density for method 4. Ensure that adequate moisture is present during placement and compaction operations to prevent segregation and to help achieve compaction.
- (6) Base Aggregate Dense 1 1/4-Inch will be accepted for compaction on a lot basis.
- (7) Field density tests on materials using contractor elected target density methods 3 or 4 will not be considered for lot acceptance on the basis of compaction under the requirements of this provision until the moisture content of the in-place material is less than 2.0 percentage points above the maximum wet density optimum moisture or 2.0 percentage points of the average moisture content of the 10 density tests representing a control strip, respectively. Determine moisture content using AASHTO T255 as modified in CMM chapter 8 or a nuclear density gauge. If conducting AASHTO T255, sample materials after watering but before compaction.

C.2 Quality Management Program

C.2.1 Quality Control Plan

- (1) Submit a comprehensive written quality control plan to the engineer no later than 10 business days before placement of material. Do not place any dense graded base before the engineer reviews and accepts the plan. Construct the project as the plan provides.
- (2) Do not change the quality control plan without the engineer's review and acceptance. Update the plan with changes as they become effective. Provide a current copy of the plan to the engineer and post in the contractor's laboratory as changes are adopted. Ensure that the plan provides the following elements:
 - 1. An organizational chart with names, telephone numbers, current certifications and/or titles, and roles and responsibilities of QC personnel.
 - 2. The process used to disseminate QC information and corrective action efforts to the appropriate persons. Include a list of recipients, the communication process that will be used, and action time frames.
 - 3. A list of source locations, section and quarter descriptions, for all aggregate materials requiring QC testing.
 - 4. Descriptions of stockpiling and hauling methods.
 - 5. An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.
 - 6. Location of the QC laboratory, retained sample storage, and other documentation.
 - 7. Lot layout and random test location plan.
 - 8. A description of placement methods and operations. Including, but not limited to: staging, construction of an initial working platform, lift thicknesses, and equipment.

C.2.1 Pre-Placement Meeting

A minimum of two weeks before placement of Base Aggregate Dense 1 1/4-Inch material, hold a pre-placement meeting at a mutually agreed upon time and location. Present the Quality Control Plan at the meeting. Attendance at the pre-placement meeting is mandatory for the project superintendent, quality control manager, project inspection and testing staff, all appropriate contractor personnel involved in the sampling, testing, and quality control including subcontractors, and the engineer or designated representatives.

C.2.2 Personnel

- (1) Perform the quality control sampling, testing, and documentation required under this provision using technicians certified by the Department's Highway Technician Certification Program (HTCP). Have a HTCP Nuclear Density Technician I, or ACT certified technician, perform field density and field moisture content

testing. Adhere to the minimum required certifications for aggregate testing per part 7 of the standard specification. AASHTO T180 proctor testing requires a minimum certification level of AGGTEC-1.

- (2) If an ACT is performing sampling or testing, a certified technician must coordinate and take responsibility for the work an ACT performs. Have a certified technician ensure that all sampling and testing is performed correctly, analyze test results, and post resulting data. No more than one ACT can work under a single certified technician.

C.2.3 Equipment

- (1) Furnish the necessary equipment and supplies for performing quality control testing. Ensure that all testing equipment conforms to the equipment specifications applicable to the required testing methods. The engineer may inspect the measuring and testing devices to confirm both calibration and condition. Calibrate all testing equipment according to the CMM and maintain a calibration record at the laboratory.
- (2) Furnish nuclear gauges from the department's approved product list at:
<http://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/tools/appr-prod/default.aspx>
- (3) Ensure that the nuclear gauge manufacturer or an approved calibration service calibrates the gauge the same calendar year it is used on the project. Retain a copy of the calibration certificate with the gauge.
- (4) For all target density methods, conform to AASHTO T310 and CMM 8-15 for wet density testing and gauge monitoring methods.
- (5) For the specified target density determined using method 1 in section C.1, compute the dry densities for the compacted dense graded base, composed of < or = 20% RAP or RCA, according to AASHTO T310.
- (6) For contractor elected target density method 2 in section C.1, compute dry densities of dense graded base composed of >20% RAP or RCA using a moisture correction factor and the nuclear wet density value. Determine the moisture correction value, for each Proctor produced under the requirements of C.2.5, using the moisture bias as shown in CMM 8.15.12.1 and 8.15.12.2, except the one-point Proctor tests of the 5 random tests is not required. Conduct a moisture bias test for every 7500 feet of Base Aggregate Dense 1 1/4-Inch placed. Determine natural moistures in the laboratory.
- (7) Perform nuclear gauge measurements using gamma radiation in the backscatter or direct transmission position. Backscatter may be used only if the material being tested cannot reliably maintain an undistorted direct transmission test hole. Direct transmission tests must be performed at the greatest possible probe depth of 2 inches, 4 inches, or 6 inches, but not to exceed the depth of the compacted layer being tested. Perform each test for at least one minute of nuclear gauge count time.

C.2.5 Contractor Testing

- (1) Perform compaction testing on the mainline dense graded base material, as defined by A.(4). Perform the quality control sampling, testing, and documentation required under this provision using HTCP certified technicians as required in C.2.3. Conform to CMM 8-15 for testing and gauge monitoring methods.
- (2) Select test sites randomly using ASTM Method D3665. Random numbers may be determined using an electronic random number generator. Guidance for determining test locations can be found in section 8-30.9 of the Construction and Materials Manual (CMM). Test locations must be kept a minimum of 3 feet from the unsupported edge of dense graded base layers.
- (3) When a density target is determined in accordance methods 3 or 4 in section C.1, conduct density testing on same date of final compaction.

C.2.5.1 Contractor Required Quality Control (QC) Testing

- (1) Conduct testing at a minimum frequency of one test per lot. A lot is 1500 feet for each layer with a maximum width of 18 feet, minimum width of 6 feet, and minimum lift thickness of 2" of Base Aggregate Dense 1 1/4-Inch material placed. Each lot of compacted Base Aggregate Dense 1 1/4-Inch material, as defined by A.(4), will be accepted when the lot field density meets the required minimum density. Lots that don't achieve density requirements must be addressed and approved in accordance with C.2.7.
- (2) Add separate lots for passing lanes and individual ramps greater than 1500 feet.

- (3) Combine partial lots less than 750 feet with the previous lot. Partial lots greater than or equal to 750 feet are standalone lots.
- (4) Notify the engineer, if a lot field density test falls below the required minimum value. Document and perform corrective actions in accordance with C.2.7. Deliver documentation of all compaction testing results to the engineer at the time of testing.

C.2.5.1.1 Target Density Determination

C.2.4.1.1.1 Maximum Wet and/or Dry Density Methods

- (1) For contractor elected target density methods 2 and 3 in section C.1, and contractually specified target density method 1 in section C.1; perform one gradation and 5-point Proctor test before placement of 1 1/4-Inch dense graded base. Perform additional gradations every 3000 tons in accordance with standard spec 305 and 730. If sampling requirements are identical, samples/testing performed for the QMP Base Aggregate specification may be used to fulfill the gradation testing requirements of this specification.
- (2) Perform additional 5-point Proctor tests, at a minimum, when:
 - 1. The four point moving average gradation on any one sieve differs from the original gradation test result for that sieve, by more than 10 percentage points. The original gradation test is defined as the gradation of the material used to create a 5-point Proctor. Each 5-point Proctor test will remain valid for any material with gradation for all sieves within 10.0 percentage points of that Proctor's original gradation test.
 - 2. The source of base aggregate changes.
 - 3. Percent target density exceeds 103.0% on two consecutive density tests.
- (3) Provide Proctor test results to the engineer within two business days of sampling. Provide gradation test results to the engineer within one business day of sampling.
- (4) Split each contractor QC Proctor sample and identify it according to CMM 8-30. Deliver the split to the engineer within one business day for department QV Proctor testing.
- (5) Split each non-Proctor contractor QC sample and identify it according to CMM 8-30. Retain the split for 7 calendar days in a dry, protected location. If requested for department comparison testing, deliver the split to the engineer within one business day.

C.2.5.1.1.2 Density Control Strip Method

- (1) For contractor elected target density method 4 in section C.1, construct a control strip for each layer of placement to identify the target wet density for the base aggregate dense material. The control strip construction and density testing will occur under the direct observation and/or assistance of the department QV personnel. For blended material, reprocessed material and crushed concrete, perform additional gradations every 3000 tons in accordance with standard spec 305 and 730. If sampling frequencies are identical, samples/testing performed for the QMP Base Aggregate specification may be used to fulfill the gradation testing requirements of this specification.
- (2) Unless the engineer approves otherwise, construct control strips to a minimum dimension of 300 feet long and one full lane width.
- (3) Completed control strips may remain in-place to be incorporated into the final roadway cross-section.
- (4) Construct additional control strips, at a minimum, when:
 - 1. The source of base aggregate changes.
 - 2. The four point moving average percentage of blended recycled materials, from classification of material retained on the No. 4 sieve in the original gradation test, differs by more than 10 percentage points. The original gradation test is defined as the gradation of the material used to construct the control strip.
 - 3. The layer thickness changes more than 2.0 inches.
 - 4. The percent target density exceeds 103.0% on two consecutive density measurements.
- (5) Construct control strips using equipment and methods representative of the operations to be used to place and compact the remaining 1 1/4-Inch Base Aggregate Dense material. Wet the base, as mutually agreed

upon by the contractor and engineer, to obtain and/or maintain adequate moisture content to ensure proper compaction. Discontinue water placement if the base begins to exhibit signs of saturation or instability.

- (6) After compacting the control strip with a minimum of 2 passes, mark and take density measurements at 3 random locations. Subsequent density measurements will be taken at the same 3 locations. Test locations must be kept a minimum of 3 feet from the unsupported edge of dense graded base layers.
- (7) After each subsequent pass of compaction equipment over the entirety of the control strip, take wet density measurements at the 3 marked locations. Continue compacting and testing until the increase in wet density measurements are less than 2.0 lb/ft³, or the density measurements begin to decrease.
- (8) Upon completion of control strip compaction, take 10 randomly located wet density measurements within the limits of the control strip. The final measurements recorded at the 3 locations under article C.2.4.1.1.2 may be included as 3 of the 10 measurements. Average the ten measurements to obtain the control strip target density and target moisture for use in contractor elected method 4 in section C.1. Test locations must be kept a minimum of 3 feet from the unsupported edge of dense graded base layers.

C.2.6 Department Testing

C.2.6.1 General

- (1) The department will conduct verification testing to validate the quality of the product and independent assurance testing to evaluate the sampling and testing. The department will provide the contractor with a listing of names and telephone numbers of all QV and IA personnel for the project and provide test results to the contractor within two business days after the department obtains the sample.
- (2) When a density target is determined in accordance methods 3 and 4 in section C.1, conduct density testing on same date of final compaction.

C.2.6.2 Quality Verification (QV) Testing

- (1) The department will have an HTCP technician, or ACT working under a certified technician, perform QV sampling and testing. Department verification testing personnel must meet the same certification level requirements specified in C.2.3 for contractor testing personnel for each test result being verified. The department will notify the contractor before sampling so the contractor can observe QV sampling.
- (2) The department will conduct QV tests at the minimum frequency of 20% of the required gradation, density and Proctor contractor tests.
- (3) The department will utilize contractor's QC Proctor results for determination of the material target density. The department will verify QC Proctor values by testing QC Proctor split sample. The department will use QC Proctor value as a target density if the QC and QV Proctor test results meet the tolerance requirements specified in section C.2.6.2(7).
- (4) The department will locate gradation and nuclear density test samples, at locations independent of the contractor's QC work, collecting one sample at each QV location. Sampling for gradation may be done independently of nuclear density tests, before watering and before compacting. The department will split each QV sample, test half for QV, and retain the remaining half for 10 calendar days.
- (5) The department will conduct QV tests in a separate laboratory and with separate equipment from the contractor's QC tests. The department will use the same methods specified for QC testing.
- (6) The department will utilize control strip target density testing results in lieu of QV Proctor sampling and testing when the contractor elected target density method 4 in section C.1 is used.
- (7) The department will assess QV results by comparing to the appropriate specification limits. If QV test results conform to this special provision, the department will take no further action. If QV test results are nonconforming, take corrective actions in accordance with C.2.7 until the requirements of this special provision are met. Differing QC and QV nuclear density values of more than 2.0 pcf will be investigated and resolved. Differing QC and QV Proctor values of more than 3.0 pcf will be investigated and resolved.

C.2.6.3 Independent Assurance (IA)

- (1) Independent assurance is unbiased testing the department performs to evaluate the department's QV and the contractor's QC sampling and testing, including personnel qualifications, procedures, and equipment. The department will perform an IA review according to the department's independent assurance program. That review may include one or more of the following:

1. Split sample testing.
2. Proficiency sample testing.
3. Witnessing sampling and testing.
4. Test equipment calibration checks.
5. Requesting that testing personnel perform additional sampling and testing.

- (2) If the department identifies a deficiency, and after further investigation confirms it, correct that deficiency. If the contractor does not correct or fails to cooperate in resolving identified deficiencies, the engineer may suspend placement until action is taken. Resolve disputes as specified in C.2.6.4.

C.2.6.4 Dispute Resolution

- (1) The engineer and contractor should make every effort to avoid conflict. If a dispute between some aspect of the contractor's and the engineer's testing program does occur, seek a solution mutually agreeable to the project personnel. The department and contractor shall review the data, examine data reduction and analysis methods, evaluate sampling and testing methods/procedures, and perform additional testing. Use ASTM E 178 to evaluate potential statistically outlying data.
- (2) Production test results, and results from other process control testing, may be considered when resolving a dispute.
- (3) If project personnel cannot resolve a dispute, and the dispute affects payment or could result in incorporating non-conforming product or work, the department will use third party testing to resolve the dispute. The department's central office laboratory, or a mutually agreed on independent testing laboratory, will provide this testing. The engineer and contractor will abide by the results of the third party tests. The party in error will pay service charges incurred for testing by an independent laboratory. The department may use third party test results to evaluate the quality of questionable materials and determine the appropriate payment. The department may reject material or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.

C.2.7 Corrective Action

- (1) Lots not achieving the minimum density requirements may be addressed and accepted for compaction in accordance with the requirements of this section. Unless directed by the engineer, corrective actions taken to address an unacceptable lot must be applied to the entire lot corresponding to the non-conforming test.
- (2) Investigate the moisture content of material in an unacceptable lot. Moisture content testing/samples collected under the QC and/or QV testing articles of this specification may be used to complete this investigation. Obtain moisture content readings in accordance with ASTM D 6938. For material composed of >20% RAP or RCA, correct the moisture content with the moisture correction value using the moisture bias, as shown in CMM 8.15.12.1 and 8.15.12.2, except the one-point Proctor tests of the 5 random tests is not required.
- (3) Lots with moisture contents within 2.0 percentage points of optimum moisture for target density methods 1, 2 and 3 in section C.1, or within 2.0 percentage points of the target moisture content for target density method 4 in section C.1, and exhibiting no signs of deflection when subjected to loading by the heaviest roller used in the placement and compaction operations, shall be compacted a minimum of one more pass using equipment and methods representative of the operations used to place and compact the Base Aggregate Dense 1 1/4-Inch, and density tested at the same location (station and offset) as the failing QC and/or QV density tests. If the change in density exceeds 2.0 lb/ft³ continue subsequent compactive efforts and density testing on that lot, at no additional cost to the department. If the change in density is less than or equal to 2.0 lb/ft³, the lot is accepted as satisfying the compaction requirements of this provision.
- (4) Lots with moisture contents within 2.0 percentage points of optimum moisture for target density methods 1, 2, or 3 in section C.1, or within 2.0 percentage points of the target moisture content for target density method

4 in section C.1 and exhibiting signs of deflection when subjected to loading by the heaviest roller used in the placement and compaction operations, will be reviewed by the engineer. The engineer may request subgrade improvement methods, such as excavation below subgrade (EBS), installation of geotextile fabrics, installation of breaker run material, or others to be completed, or may request an additional pass of compactive effort using equipment and methods representative of the operations used to place and compact the base aggregate dense and density test.

1. If, after an additional pass, the change in density at the same location (station and offset) as the failing QC and/or QV density tests exceeds 2.0 lb/ft³ in a lot continue subsequent compactive efforts and density testing on that lot. If the change in density at the same location (station and offset) as the failing QC and/or QV density tests is less than or equal to 2.0 lb/ft³, and subgrade improvement methods are not requested by the engineer, the lot is accepted as satisfying the compaction requirements of this provision.
 2. If subgrade improvement methods are requested by the engineer, upon completion, including compaction of the restored base material, conduct a density test within the improved subgrade limits. This density test result will replace the prior field density value. If the lot field density equals or exceeds the minimum density requirement defined in section C.1, the lot is accepted as satisfying the compaction requirements of this provision. If the lot field density fails to achieve the minimum density requirement defined in section C.1, compact the lot a minimum of one more pass using equipment and methods representative of the operations used to place and compact the base aggregate dense; and density test at the same location (station and offset) as the failing QC and/or QV density tests. If the change in density exceeds 2.0 lb/ft³ continue subsequent compactive efforts and density testing on that lot, at no additional cost to the department. If the change in density is less than or equal to 2.0 lb/ft³, the lot is accepted as satisfying the compaction requirements of this provision.
- (5) Unacceptable lots, with moisture contents in excess of 2.0 percentage points above or below optimum moisture for target density methods 1, 2 or 3 in section C.1; or in excess of 2.0 percentage points above or below the target moisture content for target density method 4 in section C.1; shall receive contractor performed and documented corrective action; including additional density testing.
- (6) Density tests completed subsequent to any corrective action will replace previous field density test results for that lot. Continue corrective actions until the minimum density requirement is achieved or an alternate compaction acceptance criteria is met in accordance with this section.
- (7) Field moisture contents of materials tested using contractor elected target density methods 3 or 4 in section C.1 cannot exceed 2.0 percentage points of the optimum moisture content or 2.0 percentage points of the target moisture content, respectively. Density tests on materials using contractor elected target density methods 3 or 4 in section C.1 will not be considered for lot compaction acceptance until the moisture content of the corresponding density test of the in-place material is less than 2.0 percentage points above of the optimum moisture content or 2.0 percentage points of the target moisture content, respectively.

D Measurement

- (1) The department will measure the QMP Base Aggregate Dense 1 1/4-Inch Compaction bid item by each lot, acceptably completed per C.2.5.1.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
371.2000.S	QMP Base Aggregate Dense 1 1/4-Inch Compaction	EACH

- (2) Payment is full compensation for performing compaction testing; for sampling and laboratory testing; and for developing, completing, and documenting the compaction quality management program. The department will pay separately for providing aggregate under the Base Aggregate Dense 1 1/4-Inch bid item.
- (3) The department will pay for additional tests directed by the engineer. One engineer directed test is equal to one acceptably completed lot of the QMP Base Aggregate Dense 1 1/4 -Inch Compaction bid item. The department will not pay for additional corrective action tests required due to unacceptable material.

18. Locating No-Passing Zones, Item 648.0100.

For this project, the spotting sight distance in areas with a 55 mph posted speed limit is 0.21 miles (1108 feet).

stp-648-005 (20060512)

Schedule of Items

Attached, dated February 5, 2024, are the revised Schedule of Items Pages 1 – 5.

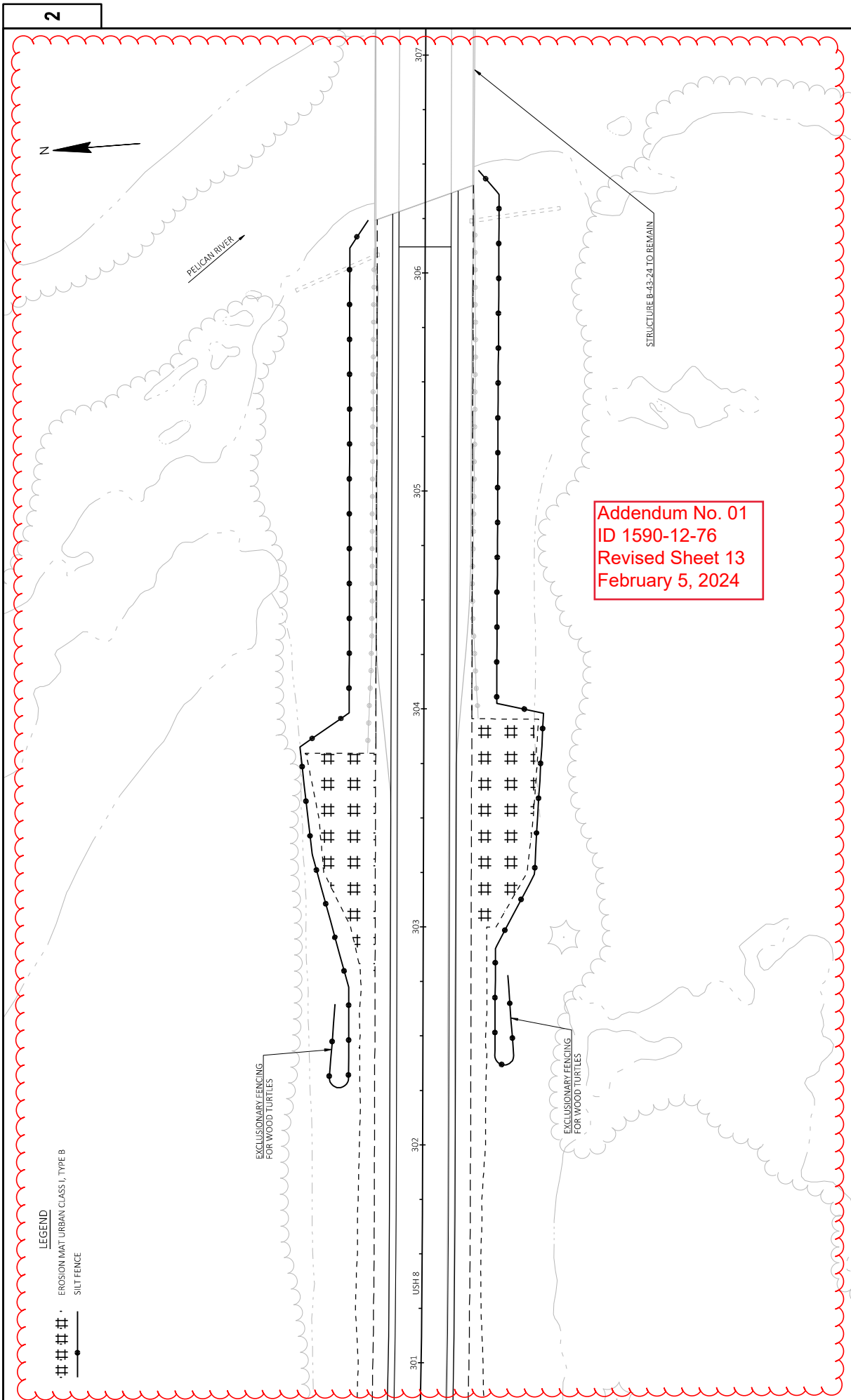
Plan Sheets

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

Revised: 13, 27-29, 31, 33.

Added: 13A, 98-225.

END OF ADDENDUM



2

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE

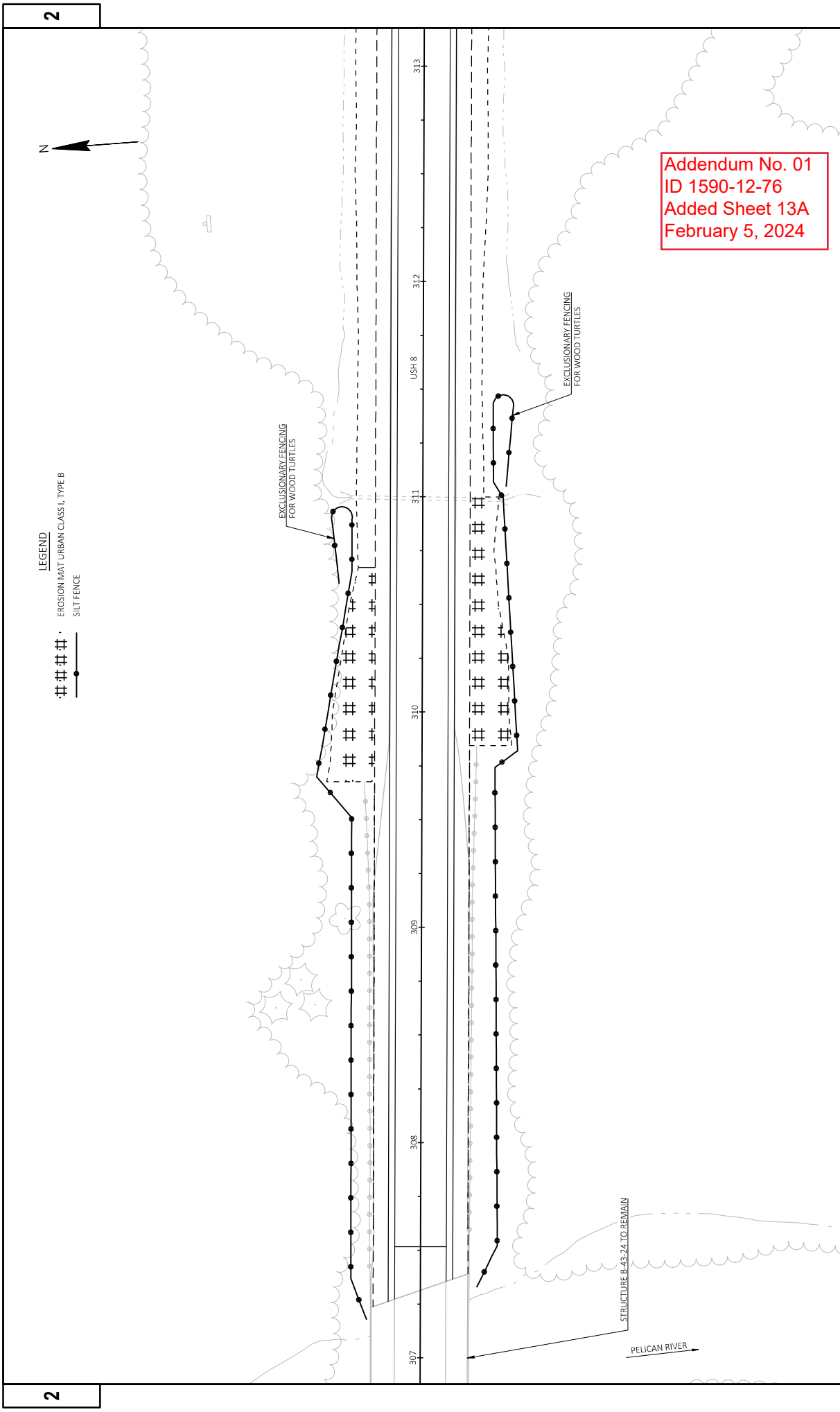
EXCLUSIONARY FENCING
FOR WOOD TURTLES

EXCLUSIONARY FENCING
FOR WOOD TURTLES

STRUCTURE B-43-24 TO REMAIN

PROJECT NO: 1590-12-76 FILE NAME: I:\5456534 USH 8 CORRIDOR\CD\GHSHEET\PLAN\2001 E-CAST.DWG LAYOUT NAME: 022001.ec	HWY: USH 8	COUNTY: ONEIDA	PLOT DATE: 1/30/2024 11:00 AM	PLOT BY: GARNICA, BRANDON	PLOT SCALE: 1 IN=40 FT	SHEET 13 E
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W55007/CADD/S-SHEET 42



PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 13A	E
FILE NAME: I:\4545534 USH 8 CORRIDOR\CD\GCS\SP\AN\2001 ECEAST.DWG	DATE: 03/02/24	PLOT DATE: 1/30/2024 11:00 AM	PLOT BY: GARNICA, BRANDON	PLOT NAME:	1 IN 40 FT W5007/CADD/S-SHEET 42

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	SY	REMARKS
204.0100						
STAGE 1						
0010	396+00	-	402+80	USH 8 LT	1102	CTH P INTERSECTION
STAGE 2						
0010	396+00	-	402+80	USH 8 RT	1637	CTH P INTERSECTION
STAGE 3						
0010	242+00	-	306+44	USH 8	21752	MAINLINE
0010	307+00	-	327+00	USH 8	6914	MAINLINE
0010	327+00	-	332+25	USH 8	1744	RIVER BEND RD INTERSECTION
0010	332+25	-	356+00	USH 8	7884	MAINLINE
0010	356+00	-	360+00	USH 8	1329	PELICAN RANCH RD INTERSECTION
0010	360+00	-	396+00	USH 8	12152	MAINLINE
TOTAL 0010					54,514	

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	SY	REMARKS
204.0115							
204.0120							
REMOVING ASPHALTIC SURFACE BUTT JOINTS SURFACE MILLING							
STAGE 1							
0010	395+68	-	402+80	LT	USH 8	59	CTH P
STAGE 3							
0010	327+00	-	331+54	RT	USH 8	35	RIVER BEND RD S
0010	328+28	-	332+13	LT	USH 8	36	RIVER BEND RD N
0010	355+99	-	360+00	RT	USH 8	35	PELICAN RANCH RD S
0010	356+63	-	360+00	LT	USH 8	37	PELICAN RANCH RD N
TOTAL 0010					202	2,944	

REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
204.0150						
STAGE 1						
0010	396+87	-	397+33	USH 8 LT	82	CTH P
0010	397+96	-	398+46	USH 8 LT	69	CTH P
STAGE 3						
0010	329+04	-	330+38	USH 8 RT	20	RIVER BEND RD SOUTH (SPOT REPAIRS)
0010	358+64	-	358+93	USH 8 RT	67	PELICAN RANCH RD SOUTH
TOTAL 0010					238	

EARTHWORK SUMMARY

		205.0100		205.0100			
		SALVAGED/UNUSABLE PAVEMENT MATERIAL	EXCAVATION COMMON	EXPANDED FILL	EXPANDED FILL	MASS ORDNATE	
CATEGORY	STATION	TO	STATION	LOCATION	(1)	(2)	(3)
0010	242+00	-	306+36	USH 8	33863	16447	33863
0010	307+35	-	329+00	USH 8	10765	5446	10765
0010	329+00	-	402+80	USH 8	19833	18769	19833
TOTAL 0010					64,461	64,461	64,461

NOTES:

- (1) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
- (2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS PAID AS REMOVING CONCRETE PAVEMENT
- (3) COMMON EXCAVATION = CUT, ITEM NUMBER 205.0100.
- (4) EXPANDED FILL FACTOR = 1.18. EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR.
- (5) THE MASS ORDNATE + OR - QTY CALCULATED FOR THE STAGE. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

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ID 1590-12-76
Revised Sheet 27
February 5, 2024

BASE AGGREGATE DENSE

CATEGORY	STATION	TO	STATION	LOCATION	BASE AGGREGATE DENSE 3/4-INCH		SELECT CRUSHED MATERIAL		REMARKS		
					TON	MGAL	TON	MGAL	TON	MGAL	
STAGE 1											
0010	396+00	-	402+80	USH 8 LT	1058	-	-	16	CTH P INTERSECTION		
STAGE 2											
0010	396+00	-	402+80	USH 8 RT	365	-	-	20	CTH P INTERSECTION		
STAGE 3											
0010	242+00	-	306+17	USH 8	-	14760	20321	222	MAINLINE		
0010	242+00	-	306+17	USH 8	3444	6888	9565	155	SHOULDERS		
0010	307+54	-	327+00	USH 8	-	4476	6163	68	MAINLINE		
0010	307+54	-	327+00	USH 8	1044	2089	2901	47	SHOULDERS		
0010	327+00	-	332+25	USH 8	47	-	-	2	RIVER BEND RD INTERSECTION		
0010	327+00	-	356+00	USH 8	-	5559	-	84	MAINLINE		
0010	327+00	-	356+00	USH 8	1556	2594	-	63	SHOULDERS		
0010	356+00	-	360+00	USH 8	31	-	-	2	PELICAN RANCH RD INTERSECTION		
0010	356+00	-	393+50	USH 8	-	7188	-	108	MAINLINE		
0010	356+00	-	393+50	USH 8	2013	3355	-	82	SHOULDERS		
0010	393+50	-	396+00	USH 8	134	539	-	11	MAINLINE		
TOTAL 0010					9,692	48,751	38,950	880			

HMA PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	WEATHER PAVING		TACK COAT	HMA PAVEMENT		REMARKS
					TON	GAL		TON	TON	
STAGE 1										
0010	396+00	-	402+80	USH 8 LT	-	159	-	115	-	MAINLINE
0010	396+00	-	402+80	USH 8 LT	-	144	266	104	-	CTH P INTERSECTION
STAGE 2										
0010	396+00	-	402+80	USH 8 RT	-	229	422	165	-	MAINLINE
STAGE 3										
0010	242+00	-	306+17	USH 8	-	2396	4428	1722	-	MAINLINE
0010	242+00	-	306+17	USH 8	-	599	615	431	-	SHOULDERS
0010	307+54	-	327+00	USH 8	-	727	1343	523	-	MAINLINE
0010	307+54	-	327+00	USH 8	-	182	187	131	-	SHOULDERS
0010	327+00	-	332+25	USH 8	-	146	-	105	-	RIVER BEND RD INTERSECTION
0010	327+00	-	356+00	USH 8	-	1083	2001	779	-	MAINLINE
0010	327+00	-	356+00	USH 8	-	271	278	195	-	SHOULDERS
0010	356+00	-	360+00	USH 8	-	146	-	105	-	PELICAN RANCH RD INTERSECTION
0010	356+00	-	393+50	USH 8	-	1400	2588	1007	-	MAINLINE
0010	356+00	-	393+50	USH 8	-	350	360	252	-	SHOULDERS
0010	393+50	-	396+00	USH 8	-	132	243	95	-	MAINLINE
0010	UNDISTRIBUTED				1846	-	-	-	-	

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CATEGORY	STATION	TO	STATION	LOCATION	TON	REMARKS
0010	293+50	-	330+38	USH 8	50	DRIVEWAY
TOTAL 0010					50	

ASPHALTIC SURFACE TEMPORARY

CATEGORY	STATION	TO	STATION	LOCATION	TON	REMARKS
STAGE 1						
0010	392+85	-	394+76	USH 8 RT	8	LANE WIDENING
0010	401+22	-	407+65	USH 8 RT	50	LANE WIDENING
TOTAL 0010					58	

CONCRETE PAVEMENT APPROACH SLAB

CATEGORY	STATION	TO	STATION	LOCATION	SY	REMARKS
STAGE 3					415.0410	
0010	306+17	-	306+36	USH 8	52	B-43+23 W. APPROACH
0010	307+35	-	307+55	USH 8	52	B-43+23 E. APPROACH
TOTAL 0010					104	

ASPHALTIC SURFACE PATCHING

CATEGORY	STATION	TO	STATION	LOCATION	TON	REMARKS
STAGE 1						
0010	396+87	-	397+33	USH 8 LT	59	CTHP
0010	397+96	-	398+46	USH 8 LT	49	CTHP
STAGE 3						
0010	329+04	-	330+38	USH 8 RT	14	RIVER BEND RD SOUTH (SPOT REPAIRS)
0010	358+64	-	358+93	USH 8 RT	48	PELICAN RANCH RD SOUTH
TOTAL 0010					170	

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ID 1590-12-76
Revised Sheet 28
February 5, 2024

PROJECT NO: 1590-12-76

HWY: USH 8

COUNTY: ONEIDA

MISCELLANEOUS QUANTITIES

SHEET: 28

FILE NAME : N:\PDS\1_1030200_mq.pxd

PLOT DATE : January 30, 2024

PLOT BY : A.R.H.

PLOT SCALE : 1:1

ASPHALTIC BUMBLESTRIPS, CENTERLINE

CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
STAGE 3						
0010	242+00	-	306+04	USH 8	6,404	MAINLINE
0010	307+59	-	329+00	USH 8	2,141	MAINLINE
0010	329+00	-	330+25	USH 8	125	RIVER BEND RD INTERSECTION
0010	330+25	-	357+50	USH 8	2,725	MAINLINE
0010	357+50	-	358+50	USH 8	100	PELICAN RANCH RD INTERSECTION
0010	358+50	-	397+00	USH 8	3,850	MAINLINE
0010	397+00	-	402+80	USH 8	700	CTH P INTERSECTION
TOTAL 0010					16,045	

EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
STAGE 1						
0010	396+87	-	397+33	USH 8 LT	82	CTH P
0010	397+96	-	398+46	USH 8 LT	69	CTH P
STAGE 3						
0010	303+00	-	306+20	USH 8 LT	325	EXCLUSIONARY FENCING
0010	303+00	-	306+40	USH 8 RT	346	EXCLUSIONARY FENCING
0010	307+20	-	310+75	USH 8 LT	349	EXCLUSIONARY FENCING
0010	307+30	-	311+00	USH 8 RT	369	EXCLUSIONARY FENCING
0010	329+04	-	330+38	USH 8 RT	34	RIVER BEND RD SOUTH (SPOT REPAIRS)
0010	358+64	-	358+93	USH 8 RT	67	PELICAN RANCH RD SOUTH
UNDISTRIBUTED					163	
PROJECT					50	
TOTAL 0010					1,790	

CONCRETE CURB & GUTTER & INCL SLOPED 36 INCH TYPED

CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
STAGE 1						
0010	396+87	-	397+33	USH 8 LT	82	CTH P
0010	397+96	-	398+46	USH 8 LT	69	CTH P
STAGE 3						
0010	329+04	-	330+38	USH 8 RT	20	RIVER BEND RD SOUTH (SPOT REPAIRS)
0010	358+64	-	358+93	USH 8 RT	67	PELICAN RANCH RD SOUTH
TOTAL 0010					238	

LANDSCAPING

CATEGORY	STATION	TO	STATION	LOCATION	SY	CLASS TYPE B	SY	CWT	FERTILIZER TYPE B	SEEDING MIXTURE NO. 30	REMARKS
STAGE 1											
0010	393+50	-	402+80	USH 8 LT	-	-	-	0.4	0.4	16	SHOULDERS
0010	396+86	-	397+30	USH 8 LT	25	25	25	0.1	0.1	1	CURB AND GUTTER
0010	397+99	-	398+46	USH 8 LT	21	21	21	0.1	0.1	1	CURB AND GUTTER
STAGE 2											
0010	393+50	-	402+80	USH 8 RT	-	-	-	0.4	0.4	16	SHOULDERS
STAGE 3											
0010	242+00	-	306+00	USH 8	490	490	490	6.3	6.3	270	GUARDRAIL TAPER
0010	307+50	-	329+00	USH 8	381	381	381	2.3	2.3	97	GUARDRAIL TAPER
0010	330+25	-	357+50	USH 8	20	20	20	7.6	7.6	322	SHOULDERS
0010	358+66	-	358+94	USH 8 RT	20	20	20	1.4	1.4	58	CURB AND GUTTER
0010	358+75	-	393+50	USH 8	-	-	-	18.7	18.7	782	SHOULDERS
TOTAL 0010					937	937	937	18.7	18.7	782	

MOBILIZATIONS EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	EACH	REMARKS
MOBILIZATIONS EROSION CONTROL						
0010	242+00	-	402+80	PROJECT	4	3
TOTAL 0010					4	3

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February 5, 2024

Addendum No. 01
ID 1590-12-76
Revised Sheet 31
February 5, 2024

CONSTRUCTION STAKING

MARKING REMOVAL LINE 4-INCH

650.4500		650.5000		650.5500		650.8000		650.9911.01	
CONSTRUCTION STAKING		CONSTRUCTION STAKING		CONSTRUCTION STAKING		CONSTRUCTION STAKING		CONSTRUCTION STAKING	
SUBGRADE		STAKING BASE		STAKING CURB & GUTTER		STAKING RESURFACING		SUPPLEMENTAL CONTROL (PROJECT) 01. 1590-12-76)	
CATEGORY	STATION TO STATION	LOCATION	LF	LF	LF	LF	LF	EACH	REMARKS
STAGE 1									
0010	393+50 - 402+80	USH 8	-	930	-	930	-	-	
STAGE 3									
0010	242+00 - 306+40	USH 8	6440	-	-	6440	-	-	
0010	307+31 - 327+00	USH 8	1969	-	-	1969	-	-	
0010	327+00 - 393+50	USH 8	-	6650	-	6650	-	-	
0010	- - PROJECT LIMITS		-	238	-	-	-	1	
TOTAL 0010			8,409	15,989	238	15,989	-	1	

TEMPORARY MARKING

643.3165		643.3850		
TEMPORARY MARKING		TEMPORARY MARKING		
PAINT 6-INCH		TAPE 18-INCH		
CATEGORY	STATION TO STATION	LOCATION	LF	REMARKS
STAGE 1				
0010	396+00 - 404+50	USH 8	850	-
0010	396+00 - 404+50	USH 8	850	-
0011	394+50 - 406+00	USH 8	-	16
0010	406+00 - 406+00	USH 8	-	16
STAGE 2				
0010	396+00 - 404+50	USH 8	850	-
0010	396+00 - 404+50	USH 8	850	-
TOTAL 0010			3,400	32

TEMPORARY TRAFFIC SIGNALS FOR BRIDGES (STRUCTURE) 01. STATION 398+00

CATEGORY	STATION TO STATION	LOCATION	EACH	REMARKS
0010	396+00 - 405+00	USH 8	1	CTH-P INTERSECTION
TOTAL 0010			1	

LOCATING NO-PASSING ZONES

648.0100
LOCATING NO-PASSING ZONES

CATEGORY	STATION TO STATION	LOCATION	MI
0010	242+00 - 402+80	USH 8	3.027
TOTAL 0010			3

SAWING

690.0150		690.0250			
SAWING ASPHALT		SAWING CONCRETE			
CATEGORY	STATION TO STATION	OFFSET	LOCATION	LF	REMARKS
STAGE 1					
0010	396+00	LT/RT	USH 8	43	BEGINNING STAGE 1
0010	395+68 - 403+32	LT	USH 8	763	CTH P
0010	396+87 - 397+33	LT	USH 8	89	CURB AND GUTTER REPLACEMENT
0010	397+96 - 398+46	LT	USH 8	76	CURB AND GUTTER REPLACEMENT
0010	402+80	LT/RT	USH 8	32	END OF PROJECT
STAGE 3					
0010	293+13 - 293+89	RT	USH 8	32	BEGINNING OF PROJECT
0010	827+00 - 331+54	RT	USH 8	77	DRIVEWAY
0010	328+28 - 332+12	LT	USH 8	494	RIVER BEND ROAD
0010	356+00 - 360+00	RT	USH 8	384	RIVER BEND ROAD
0010	356+00 - 360+00	RT	USH 8	401	PELICAN RANCH ROAD
0010	356+63 - 360+00	LT	USH 8	337	PELICAN RANCH ROAD
0010	358+64 - 358+93	RT	USH 8	75	CURB AND GUTTER REPLACEMENT
UNDISTRIBUTED				12	SPOT CURB AND GUTTER REPAIRS
TOTAL 0010				2,656	119

PROJECT NO: 1590-12-76

HWY: USH 8

COUNTY: ONEIDA

MISCELLANEOUS QUANTITIES

SHEET: 31

E

FILE NAME : N:\PDS\1_1030200_mq.pptx

PLOT DATE : February 1, 2024

PLOT BY : A.R.H.

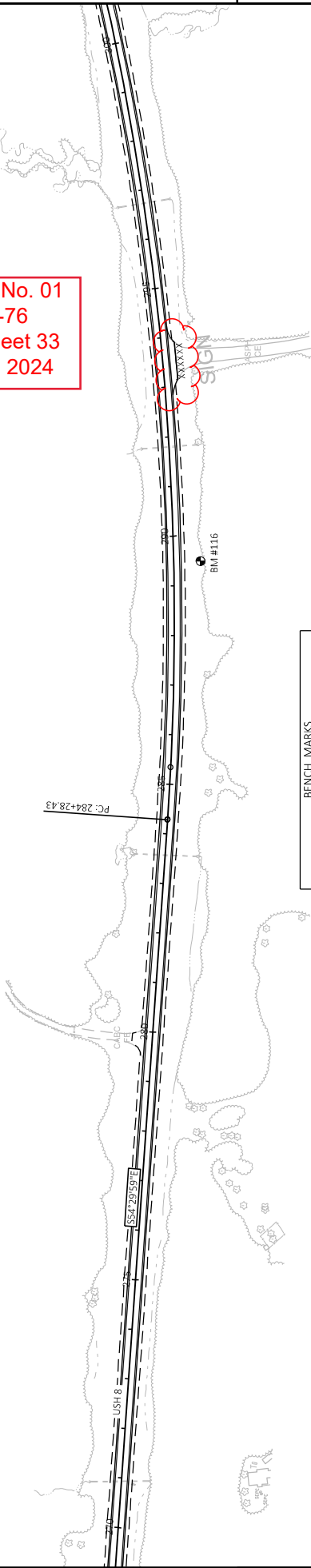
PLOT NAME :

PLOT SCALE : 1:1

LEGEND

XXXXXX SAW CUTS

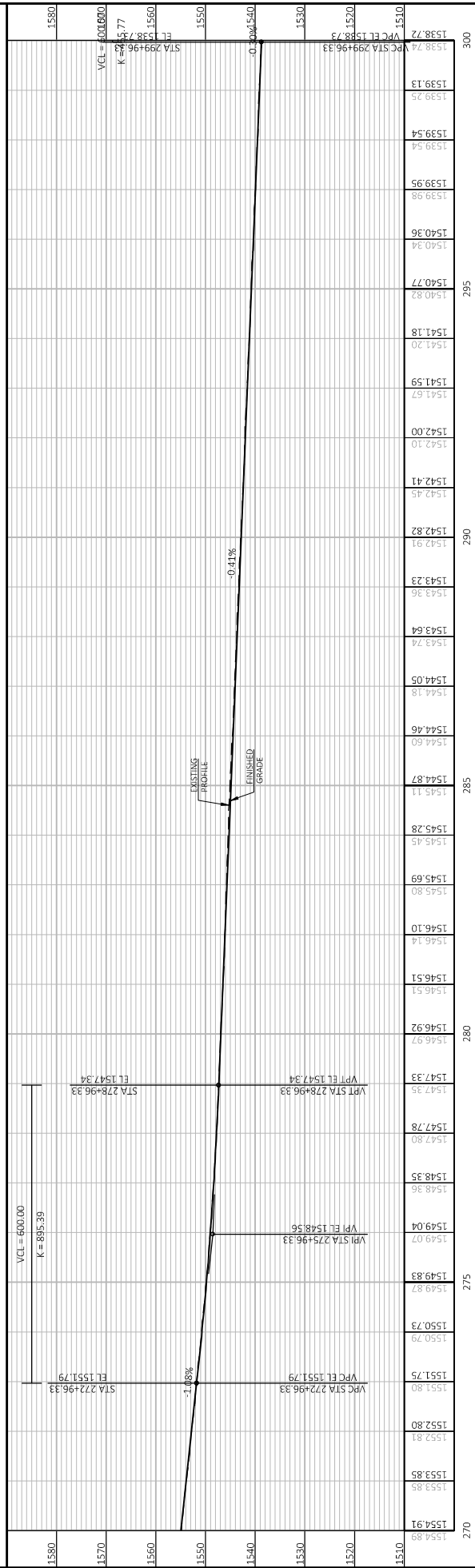
Addendum No. 01
ID 1590-12-76
Revised Sheet 33
February 5, 2024



BENCH MARKS		
NO.	STATION	ELEV.
116	289+48	1537.20
FENO MONUMENT, 54 RT		

5

5



PROJECT NO: 1590-12-76		COUNTY: ONEIDA		PLAN AND PROFILE: USH 8		SHEET 33	
HWY: USH 8		PLOT DATE: 1/30/2024 11:09 AM		PLOT BY: GARNICA, BRANDON		PLOT SCALE: 1 IN=200 FT	
FILE NAME: I:\3545534 USH 8 CORRIDOR\33\USHSHEET\PLAN\0501-PPFEAST.DWG		LAYOUT NAME: 050102_PP		WISDOT/CADDSSHEET 44			

Addendum No. 01
ID 1590-12-76
Added Sheet 98
February 5, 2024

COMPUTER EARTHWORK DATA - USH 8										
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL
						NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 8
242+00.00	24,200	0	149	0	0	0	0	0	0	0
242+50.00	24,250	50	152	69	0	279	64	0	279	0
243+00.00	24,300	50	154	69	0	284	129	0	563	0
243+50.00	24,350	50	156	69	0	287	129	0	850	0
244+00.00	24,400	50	148	69	0	281	129	0	1,131	0
244+50.00	24,450	50	144	69	0	271	129	0	1,402	0
245+00.00	24,500	50	140	69	0	264	129	0	1,666	0
245+50.00	24,550	50	139	69	0	258	129	0	1,924	0
246+00.00	24,600	50	137	69	0	256	129	0	2,180	0
246+50.00	24,650	50	139	69	0	256	129	0	2,436	0
247+00.00	24,700	50	138	69	0	256	129	0	2,692	0
247+50.00	24,750	50	138	69	0	255	129	0	2,947	0
248+00.00	24,800	50	142	69	0	259	129	0	3,206	0
248+50.00	24,850	50	141	69	0	262	129	0	3,468	0
249+00.00	24,900	50	141	69	0	261	129	0	3,729	0
249+50.00	24,950	50	143	69	0	262	129	0	3,991	0
250+00.00	25,000	50	139	69	0	261	129	0	4,252	0
250+50.00	25,050	50	138	69	0	257	129	0	4,509	0
251+00.00	25,100	50	139	69	0	257	129	0	4,766	0
251+50.00	25,150	50	141	69	0	259	129	0	5,025	0
252+00.00	25,200	50	141	69	0	261	129	0	5,286	0
252+50.00	25,250	50	143	69	0	263	129	0	5,549	0
253+00.00	25,300	50	142	69	0	264	129	0	5,813	0
253+50.00	25,350	50	143	69	0	264	129	0	6,077	0
254+00.00	25,400	50	141	69	0	262	129	0	6,339	0
254+50.00	25,450	50	143	69	0	263	129	0	6,602	0
255+00.00	25,500	50	136	69	0	259	129	0	6,861	0
255+50.00	25,550	50	142	69	0	258	129	0	7,119	0
256+00.00	25,600	50	139	69	0	260	129	0	7,379	0
256+50.00	25,650	50	140	69	0	258	129	0	7,637	0
257+00.00	25,700	50	142	69	0	261	129	0	7,898	0
257+50.00	25,750	50	143	69	0	264	129	0	8,162	0
258+00.00	25,800	50	142	69	0	264	129	0	8,426	0
258+50.00	25,850	50	139	69	0	260	129	0	8,686	0
259+00.00	25,900	50	141	69	0	260	129	0	8,946	0
259+50.00	25,950	50	140	69	0	261	129	0	9,207	0
260+00.00	26,000	50	142	69	0	262	129	0	9,469	0
260+50.00	26,050	50	142	69	0	264	129	0	9,733	0
261+00.00	26,100	50	141	69	0	262	129	0	9,995	0
261+50.00	26,150	50	140	69	0	260	129	0	10,255	0

NOTES:

- 1 - CUT
 - 2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL
 - 3 - FILL
 - 8 - MASS ORDINATE
- CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
THIS DOES NOT SHOW UP IN CROSS SECTIONS
DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
CUT - UNUSABLE PAVEMENT MATERIAL - (FILL * FILL FACTOR)

PROJECT NUMBER: 1590-12-76

HWY: USH 8

COUNTY: ONEIDA

COMPUTER EARTHWORK DATA

SHEET NO: 98

E

Addendum No. 01
ID 1590-12-76
Added Sheet 99
February 5, 2024

COMPUTER EARTHWORK DATA - USH 8											
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
262+00.00	26,200	50	141	69	0	260	129	0	10,515	0	5,420
262+50.00	26,250	50	139	69	0	259	129	0	10,774	0	5,550
263+00.00	26,300	50	139	69	0	257	129	0	11,031	0	5,678
263+50.00	26,350	50	140	69	0	258	129	0	11,289	0	5,807
264+00.00	26,400	50	139	69	0	258	129	0	11,547	0	5,936
264+50.00	26,450	50	139	69	0	257	129	0	11,804	0	6,064
265+00.00	26,500	50	141	69	0	259	129	0	12,063	0	6,194
265+50.00	26,550	50	141	69	0	262	129	0	12,325	0	6,327
266+00.00	26,600	50	140	69	0	261	129	0	12,586	0	6,459
266+50.00	26,650	50	141	69	0	260	129	0	12,846	0	6,590
267+00.00	26,700	50	142	69	0	262	129	0	13,108	0	6,723
267+50.00	26,750	50	144	69	0	265	129	0	13,373	0	6,859
268+00.00	26,800	50	142	69	0	265	129	0	13,638	0	6,995
268+50.00	26,850	50	143	69	0	264	129	0	13,902	0	7,130
269+00.00	26,900	50	144	69	0	266	129	0	14,168	0	7,267
269+50.00	26,950	50	142	69	0	265	129	0	14,433	0	7,403
270+00.00	27,000	50	142	69	0	263	129	0	14,696	0	7,537
270+50.00	27,050	50	142	69	0	262	129	0	14,958	0	7,670
271+00.00	27,100	50	142	69	0	262	129	0	15,220	0	7,803
271+50.00	27,150	50	139	69	0	260	129	0	15,480	0	7,934
272+00.00	27,200	50	142	69	0	261	129	0	15,741	0	8,066
272+50.00	27,250	50	143	69	0	264	129	0	16,005	0	8,201
273+00.00	27,300	50	146	69	0	268	129	0	16,273	0	8,340
273+50.00	27,350	50	149	69	0	273	129	0	16,546	0	8,484
274+00.00	27,400	50	147	69	0	273	129	0	16,819	0	8,628
274+50.00	27,450	50	145	69	0	271	129	0	17,090	0	8,770
275+00.00	27,500	50	145	69	0	269	129	0	17,359	0	8,910
275+50.00	27,550	50	144	69	0	268	129	0	17,627	0	9,049
276+00.00	27,600	50	145	69	0	267	129	0	17,894	0	9,187
276+50.00	27,650	50	145	69	0	268	129	0	18,162	0	9,326
277+00.00	27,700	50	144	69	0	268	129	0	18,430	0	9,465
277+50.00	27,750	50	144	69	0	267	129	0	18,697	0	9,603
278+00.00	27,800	50	146	69	0	268	129	0	18,965	0	9,742
278+50.00	27,850	50	145	69	0	269	129	0	19,234	0	9,882
279+00.00	27,900	50	146	69	0	269	129	0	19,503	0	10,022
279+50.00	27,950	50	149	69	0	273	129	0	19,776	0	10,166
280+00.00	28,000	50	137	69	0	265	129	0	20,041	0	10,302
280+50.00	28,050	50	140	69	0	257	129	0	20,298	0	10,430
281+00.00	28,100	50	143	69	0	262	129	0	20,560	0	10,563
281+50.00	28,150	50	142	69	0	264	129	0	20,824	0	10,698

NOTES:

- 1 - CUT
 - 2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL
 - 3 - FILL
 - 8 - MASS ORDINATE
- CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
- THIS DOES NOT SHOW UP IN CROSS SECTIONS
- DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
- CUT - UNUSABLE PAVEMENT MATERIAL - (FILL * FILL FACTOR)

PROJECT NUMBER: 1590-12-76

HWY: USH 8

COUNTY: ONEIDA

COMPUTER EARTHWORK DATA

SHEET NO: 99

E

Addendum No. 01
ID 1590-12-76
Added Sheet 100
February 5, 2024

COMPUTER EARTHWORK DATA - USH 8										
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)	
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL
						NOTE 1	NOTE 2	NOTE 3	1	1
282+00.00	28,200	50	144	69	0	265	129	0	21,089	0
282+50.00	28,250	50	149	69	0	272	129	0	21,361	0
283+00.00	28,300	50	154	69	0	281	129	0	21,642	0
283+50.00	28,350	50	157	69	0	288	129	0	21,930	0
284+00.00	28,400	50	151	69	0	285	129	0	22,215	0
284+50.00	28,450	50	148	69	0	277	129	0	22,492	0
285+00.00	28,500	50	149	69	0	275	129	0	22,767	0
285+50.00	28,550	50	146	69	0	274	129	0	23,041	0
286+00.00	28,600	50	146	69	0	271	129	0	23,312	0
286+50.00	28,650	50	147	69	0	272	129	0	23,584	0
287+00.00	28,700	50	147	69	0	272	129	0	23,856	0
287+50.00	28,750	50	146	69	0	271	129	0	24,127	0
288+00.00	28,800	50	146	69	0	271	129	0	24,398	0
288+50.00	28,850	50	148	69	0	272	129	0	24,670	0
289+00.00	28,900	50	147	69	0	273	129	0	24,943	0
289+50.00	28,950	50	144	69	0	269	129	0	25,212	0
290+00.00	29,000	50	144	69	0	266	129	0	25,478	0
290+50.00	29,050	50	143	69	0	265	129	0	25,743	0
291+00.00	29,100	50	143	69	0	265	129	0	26,008	0
291+50.00	29,150	50	142	69	0	264	129	0	26,272	0
292+00.00	29,200	50	144	69	0	265	129	0	26,537	0
292+50.00	29,250	50	145	69	0	268	129	0	26,805	0
293+00.00	29,300	50	144	69	0	268	129	0	27,073	0
293+50.00	29,350	50	133	69	0	257	129	0	27,330	0
294+00.00	29,400	50	142	69	0	255	129	0	27,585	0
294+50.00	29,450	50	140	69	0	262	129	0	27,847	0
295+00.00	29,500	50	143	69	0	262	129	0	28,109	0
295+50.00	29,550	50	142	69	0	264	129	0	28,373	0
296+00.00	29,600	50	141	69	0	262	129	0	28,635	0
296+50.00	29,650	50	142	69	0	262	129	0	28,897	0
297+00.00	29,700	50	142	69	0	263	129	0	29,160	0
297+50.00	29,750	50	141	69	0	262	129	0	29,422	0
298+00.00	29,800	50	143	69	0	263	129	0	29,685	0
298+50.00	29,850	50	144	69	0	266	129	0	29,951	0
299+00.00	29,900	50	146	69	0	268	129	0	30,219	0
299+50.00	29,950	50	144	69	0	268	129	0	30,487	0
300+00.00	30,000	50	144	69	0	267	129	0	30,754	0
300+50.00	30,050	50	144	69	0	267	129	0	31,021	0
301+00.00	30,100	50	142	69	0	265	129	0	31,286	0
301+50.00	30,150	50	140	69	0	261	129	0	31,547	0

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	CUT - UNUSABLE PAVEMENT MATERIAL - (FILL * FILL FACTOR)

PROJECT NUMBER: 1590-12-76

HWY: USH 8

COUNTY: ONEIDA

COMPUTER EARTHWORK DATA

SHEET NO: 100

E

Addendum No. 01
ID 1590-12-76
Added Sheet 101
February 5, 2024

COMPUTER EARTHWORK DATA - USH 8											
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
			NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 8	
302+00.00	30,200	50	144	69	0	263	129	0	31,810	0	16,395
302+50.00	30,250	50	144	69	0	266	129	0	32,076	0	16,532
303+00.00	30,300	50	146	69	0	268	129	0	32,344	0	16,671
303+50.00	30,350	50	152	69	21	276	129	20	32,620	24	16,794
304+00.00	30,400	50	135	69	0	265	129	20	32,885	47	16,907
304+50.00	30,450	50	132	69	0	246	129	0	33,131	47	17,024
305+00.00	30,500	50	131	69	0	243	129	0	33,374	47	17,138
305+50.00	30,550	50	132	69	0	244	129	0	33,618	47	17,253
306+00.00	30,600	50	132	69	0	245	129	0	33,863	47	17,369

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	CUT - UNUSABLE PAVEMENT MATERIAL - (FILL * FILL FACTOR)

PROJECT NUMBER: 1590-12-76

HWY: USH 8

COUNTY: ONEIDA

COMPUTER EARTHWORK DATA

SHEET NO: 101

E

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
307+60.00	30,760	0	124	0	0	NOTE 1	NOTE 2	NOTE 3	NOTE 1	1	NOTE 8
308+00.00	30,800	40	126	56	0	185	41	0	185	0	144
308+50.00	30,850	50	130	69	0	237	116	0	422	0	265
309+00.00	30,900	50	131	69	0	242	129	0	664	0	378
309+50.00	30,950	50	133	69	0	245	129	0	909	0	494
310+00.00	31,000	50	163	69	6	274	129	6	1,183	7	632
310+50.00	31,050	50	150	69	3	290	129	9	1,473	18	782
311+00.00	31,100	50	147	69	0	275	129	3	1,748	21	925
311+50.00	31,150	50	145	69	0	270	129	0	2,018	21	1,066
312+00.00	31,200	50	142	69	0	266	129	0	2,284	21	1,203
312+50.00	31,250	50	143	69	0	264	129	0	2,548	21	1,338
313+00.00	31,300	50	145	69	0	267	129	0	2,815	21	1,476
313+50.00	31,350	50	141	69	0	265	129	0	3,080	21	1,612
314+00.00	31,400	50	140	69	0	260	129	0	3,340	21	1,743
314+50.00	31,450	50	140	69	0	259	129	0	3,599	21	1,873
315+00.00	31,500	50	140	69	0	259	129	0	3,858	21	2,003
315+50.00	31,550	50	136	69	0	255	129	0	4,113	21	2,129
316+00.00	31,600	50	137	69	0	253	129	0	4,366	21	2,253
316+50.00	31,650	50	143	69	0	259	129	0	4,625	21	2,383
317+00.00	31,700	50	143	69	0	265	129	0	4,890	21	2,519
317+50.00	31,750	50	137	69	0	260	129	0	5,150	21	2,650
318+00.00	31,800	50	136	69	0	254	129	0	5,404	21	2,775
318+50.00	31,850	50	134	69	0	251	129	0	5,655	21	2,897
319+00.00	31,900	50	133	69	0	247	129	0	5,902	21	3,015
319+50.00	31,950	50	133	69	0	246	129	0	6,148	21	3,132
320+00.00	32,000	50	130	69	0	244	129	0	6,392	21	3,247
320+50.00	32,050	50	130	69	0	241	129	0	6,633	21	3,359
321+00.00	32,100	50	130	69	0	241	129	0	6,874	21	3,471
321+50.00	32,150	50	132	69	0	243	129	0	7,117	21	3,585
322+00.00	32,200	50	131	69	0	244	129	0	7,361	21	3,700
322+50.00	32,250	50	128	69	0	240	129	0	7,601	21	3,811
323+00.00	32,300	50	129	69	0	238	129	0	7,839	21	3,920
323+50.00	32,350	50	129	69	0	239	129	0	8,078	21	4,030
324+00.00	32,400	50	130	69	0	239	129	0	8,317	21	4,140
324+50.00	32,450	50	130	69	0	240	129	0	8,557	21	4,251
325+00.00	32,500	50	131	69	0	242	129	0	8,799	21	4,364
325+50.00	32,550	50	132	69	0	244	129	0	9,043	21	4,479
326+00.00	32,600	50	133	69	0	245	129	0	9,288	21	4,595
326+50.00	32,650	50	132	69	0	245	129	0	9,533	21	4,711
327+00.00	32,700	50	130	69	0	242	129	0	9,775	21	4,824
327+50.00	32,750	50	132	69	0	242	129	0	10,017	21	4,937
328+00.00	32,800	50	132	69	0	244	129	0	10,261	21	5,052
328+50.00	32,850	50	137	69	0	250	129	0	10,511	21	5,173
329+00.00	32,900	50	137	69	0	254	129	0	10,765	21	5,298

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	CUT - UNUSABLE PAVEMENT MATERIAL - (FILL * FILL FACTOR)

Addendum No. 01
ID 1590-12-76
Added Sheet 102
February 5, 2024

Addendum No. 01
ID 1590-12-76
Added Sheet 103
February 5, 2024

COMPUTER EARTHWORK DATA - USH 8										
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)	
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EXPANDED FILL	MASS ORDNATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 8
329+50.00	32,950	0	58	0	0	0	0	0	0	0
330+00.00	33,000	50	60	69	0	110	64	0	110	0
330+50.00	33,050	50	75	69	0	125	129	0	235	0
331+00.00	33,100	50	66	69	0	130	129	0	365	0
331+50.00	33,150	50	63	69	0	120	129	0	485	0
332+00.00	33,200	50	57	69	0	112	129	0	597	0
332+50.00	33,250	50	58	69	0	107	129	0	704	0
333+00.00	33,300	50	61	69	0	110	129	0	814	0
333+50.00	33,350	50	66	69	0	117	129	0	931	0
334+00.00	33,400	50	66	69	0	121	129	0	1,052	0
334+50.00	33,450	50	70	69	0	125	129	0	1,177	0
335+00.00	33,500	50	69	69	0	129	129	0	1,306	0
335+50.00	33,550	50	68	69	0	127	129	0	1,433	0
336+00.00	33,600	50	66	69	0	123	129	0	1,556	0
336+50.00	33,650	50	64	69	0	120	129	0	1,676	0
337+00.00	33,700	50	63	69	0	118	129	0	1,794	0
337+50.00	33,750	50	61	69	0	114	129	0	1,908	0
338+00.00	33,800	50	62	69	0	114	129	0	2,022	0
338+50.00	33,850	50	66	69	0	118	129	0	2,140	0
339+00.00	33,900	50	70	69	0	126	129	0	2,266	0
339+50.00	33,950	50	73	69	0	132	129	0	2,398	0
340+00.00	34,000	50	71	69	0	133	129	0	2,531	0
340+50.00	34,050	50	62	69	0	123	129	0	2,654	0
341+00.00	34,100	50	63	69	0	115	129	0	2,769	0
341+50.00	34,150	50	61	69	0	115	129	0	2,884	0
342+00.00	34,200	50	60	69	0	112	129	0	2,996	0
342+50.00	34,250	50	63	69	0	113	129	0	3,109	0
343+00.00	34,300	50	62	69	0	116	129	0	3,225	0
343+50.00	34,350	50	65	69	0	117	129	0	3,342	0
344+00.00	34,400	50	61	69	0	117	129	0	3,459	0
344+50.00	34,450	50	59	69	0	111	129	0	3,570	0
345+00.00	34,500	50	61	69	0	111	129	0	3,681	0
345+50.00	34,550	50	63	69	0	115	129	0	3,796	0
346+00.00	34,600	50	61	69	0	114	129	0	3,910	0
346+50.00	34,650	50	61	69	0	112	129	0	4,022	0
347+00.00	34,700	50	61	69	0	112	129	0	4,134	0
347+50.00	34,750	50	62	69	0	113	129	0	4,247	0
348+00.00	34,800	50	63	69	0	116	129	0	4,363	0
348+50.00	34,850	50	60	69	0	114	129	0	4,477	0
349+00.00	34,900	50	62	69	0	113	129	0	4,590	0

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDNATE	CUT - UNUSABLE PAVEMENT MATERIAL - (FILL * FILL FACTOR)

PROJECT NUMBER: 1590-12-76

HWY: USH 8

COUNTY: ONEIDA

COMPUTER EARTHWORK DATA

SHEET NO: 103

E

Addendum No. 01
ID 1590-12-76
Added Sheet 104
February 5, 2024

COMPUTER EARTHWORK DATA- USH 8											
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			
			SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE	
			CUT		NOTE 1	NOTE 2	NOTE 3	NOTE 1	1	NOTE 8	
349+50.00	34,950	50	61	69	0	114	129	0	4,704	0	-391
350+00.00	35,000	50	62	69	0	114	129	0	4,818	0	-406
350+50.00	35,050	50	62	69	0	115	129	0	4,933	0	-420
351+00.00	35,100	50	61	69	0	114	129	0	5,047	0	-435
351+50.00	35,150	50	62	69	0	114	129	0	5,161	0	-450
352+00.00	35,200	50	60	69	0	114	129	0	5,275	0	-465
352+50.00	35,250	50	62	69	0	113	129	0	5,388	0	-481
353+00.00	35,300	50	62	69	0	114	129	0	5,502	0	-496
353+50.00	35,350	50	63	69	0	115	129	0	5,617	0	-510
354+00.00	35,400	50	63	69	0	116	129	0	5,733	0	-523
354+50.00	35,450	50	65	69	0	119	129	0	5,852	0	-533
355+00.00	35,500	50	66	69	0	121	129	0	5,973	0	-541
355+50.00	35,550	50	66	69	0	122	129	0	6,095	0	-548
356+00.00	35,600	50	61	69	0	117	129	0	6,212	0	-560
356+50.00	35,650	50	63	69	0	114	129	0	6,326	0	-575
357+00.00	35,700	50	78	69	0	130	129	0	6,456	0	-574
357+50.00	35,750	50	73	69	0	139	129	0	6,595	0	-564
358+00.00	35,800	50	62	69	0	125	129	0	6,720	0	-568
358+50.00	35,850	50	64	69	0	116	129	0	6,836	0	-581
359+00.00	35,900	50	83	69	0	136	129	0	6,972	0	-574
359+50.00	35,950	50	76	69	0	148	129	0	7,120	0	-555
360+00.00	36,000	50	68	69	0	134	129	0	7,254	0	-550
360+50.00	36,050	50	71	69	0	129	129	0	7,383	0	-550
361+00.00	36,100	50	70	69	0	131	129	0	7,514	0	-548
361+50.00	36,150	50	73	69	0	132	129	0	7,646	0	-545
362+00.00	36,200	50	75	69	0	136	129	0	7,782	0	-538
362+50.00	36,250	50	77	69	0	141	129	0	7,923	0	-526
363+00.00	36,300	50	77	69	0	142	129	0	8,065	0	-513
363+50.00	36,350	50	78	69	0	144	129	0	8,209	0	-498
364+00.00	36,400	50	80	69	0	146	129	0	8,355	0	-481
364+50.00	36,450	50	78	69	0	146	129	0	8,501	0	-464
365+00.00	36,500	50	79	69	0	146	129	0	8,647	0	-447
365+50.00	36,550	50	84	69	0	151	129	0	8,798	0	-425
366+00.00	36,600	50	84	69	0	156	129	0	8,954	0	-398
366+50.00	36,650	50	85	69	0	157	129	0	9,111	0	-370
367+00.00	36,700	50	83	69	0	156	129	0	9,267	0	-343
367+50.00	36,750	50	83	69	0	154	129	0	9,421	0	-318
368+00.00	36,800	50	79	69	0	151	129	0	9,572	0	-296
368+50.00	36,850	50	78	69	0	146	129	0	9,718	0	-279
369+00.00	36,900	50	73	69	0	140	129	0	9,858	0	-268

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDNATE	CUT - UNUSABLE PAVEMENT MATERIAL - (FILL * FILL FACTOR)

Addendum No. 01
ID 1590-12-76
Added Sheet 105
February 5, 2024

COMPUTER EARTHWORK DATA- USH 8										
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EXPANDED FILL	MASS ORDNATE
						NOTE 1	NOTE 2	NOTE 3	1	NOTE 8
369+50.00	36,950	50	76	69	0	138	129	0	9,996	0
370+00.00	37,000	50	83	69	0	147	129	0	10,143	0
370+50.00	37,050	50	87	69	0	158	129	0	10,301	0
371+00.00	37,100	50	90	69	0	164	129	0	10,465	0
371+50.00	37,150	50	97	69	0	173	129	0	10,638	0
372+00.00	37,200	50	98	69	0	181	129	0	10,819	0
372+50.00	37,250	50	99	69	0	183	129	0	11,002	0
373+00.00	37,300	50	99	69	0	184	129	0	11,186	0
373+50.00	37,350	50	97	69	0	182	129	0	11,368	0
374+00.00	37,400	50	96	69	0	179	129	0	11,547	0
374+50.00	37,450	50	99	69	0	181	129	0	11,728	0
375+00.00	37,500	50	99	69	0	183	129	0	11,911	0
375+50.00	37,550	50	95	69	0	179	129	0	12,090	0
376+00.00	37,600	50	92	69	0	172	129	0	12,262	0
376+50.00	37,650	50	87	69	0	166	129	0	12,428	0
377+00.00	37,700	50	87	69	0	162	129	0	12,590	0
377+50.00	37,750	50	84	69	0	159	129	0	12,749	0
378+00.00	37,800	50	88	69	0	159	129	0	12,908	0
378+50.00	37,850	50	87	69	0	161	129	0	13,069	0
379+00.00	37,900	50	81	69	0	155	129	0	13,224	0
379+50.00	37,950	50	79	69	0	148	129	0	13,372	0
380+00.00	38,000	50	78	69	0	145	129	0	13,517	0
380+50.00	38,050	50	80	69	0	146	129	0	13,663	0
381+00.00	38,100	50	81	69	0	149	129	0	13,812	0
381+50.00	38,150	50	77	69	0	147	129	0	13,959	0
382+00.00	38,200	50	71	69	0	137	129	0	14,096	0
382+50.00	38,250	50	66	69	0	127	129	0	14,223	0
383+00.00	38,300	50	57	69	0	114	129	0	14,337	0
383+50.00	38,350	50	56	69	0	104	129	0	14,441	0
384+00.00	38,400	50	62	69	0	109	129	0	14,550	0
384+50.00	38,450	50	66	69	0	118	129	0	14,668	0
385+00.00	38,500	50	63	69	0	119	129	0	14,787	0
385+50.00	38,550	50	68	69	0	121	129	0	14,908	0
386+00.00	38,600	50	70	69	0	128	129	0	15,036	0
386+50.00	38,650	50	73	69	0	132	129	0	15,168	0
387+00.00	38,700	50	73	69	0	136	129	0	15,304	0
387+50.00	38,750	50	77	69	0	139	129	0	15,443	0
388+00.00	38,800	50	81	69	0	146	129	0	15,589	0
388+50.00	38,850	50	84	69	0	153	129	0	15,742	0
389+00.00	38,900	50	89	69	0	160	129	0	15,902	0

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDNATE	CUT - UNUSABLE PAVEMENT MATERIAL - (FILL * FILL FACTOR)

PROJECT NUMBER: 1590-12-76

HWY: USH 8

COUNTY: ONEIDA

COMPUTER EARTHWORK DATA

SHEET NO: 105

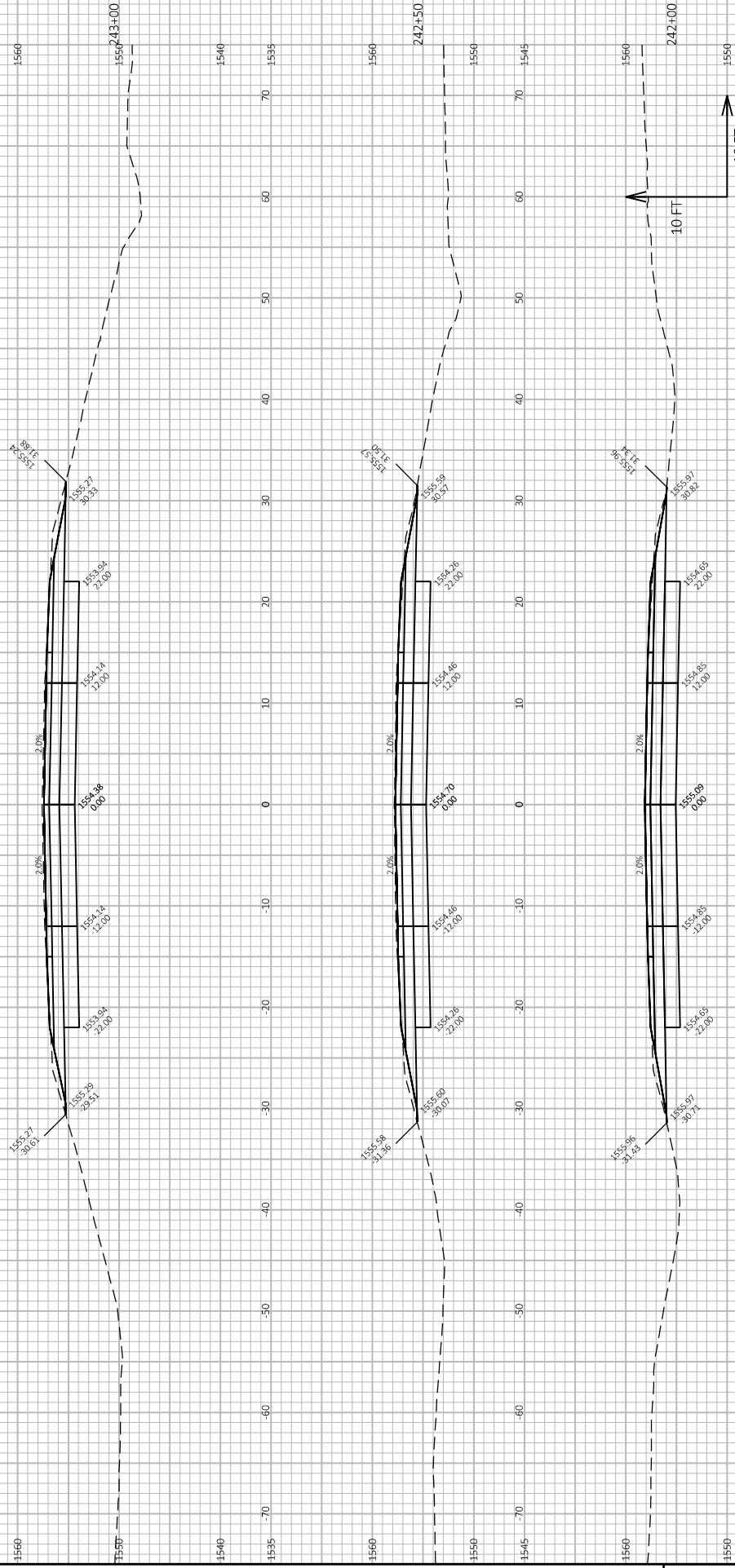
E

Addendum No. 01
ID 1590-12-76
Added Sheet 106
February 5, 2024

COMPUTER EARTHWORK DATA - USH 8										
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL
						NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 8
389+50.00	38,950	50	91	69	0	167	129	0	16,069	0
390+00.00	39,000	50	93	69	0	171	129	0	16,240	0
390+50.00	39,050	50	93	69	0	172	129	0	16,412	0
391+00.00	39,100	50	84	69	0	164	129	0	16,576	0
391+50.00	39,150	50	79	69	0	151	129	0	16,727	0
392+00.00	39,200	50	73	69	0	141	129	0	16,868	0
392+50.00	39,250	50	72	69	0	135	129	0	17,003	0
393+00.00	39,300	50	74	69	0	136	129	0	17,139	0
393+50.00	39,350	50	72	69	0	135	129	0	17,274	0
394+00.00	39,400	50	67	69	0	129	129	0	17,403	0
394+50.00	39,450	50	70	69	0	127	129	0	17,530	0
395+00.00	39,500	50	73	69	0	132	129	0	17,662	0
395+50.00	39,550	50	76	69	0	138	129	0	17,800	0
396+00.00	39,600	50	76	69	0	141	129	0	17,941	0
396+50.00	39,650	50	88	69	0	153	129	0	18,094	0
397+00.00	39,700	50	80	69	0	156	129	0	18,250	0
397+50.00	39,750	50	80	69	0	148	129	0	18,398	0
398+00.00	39,800	50	76	69	0	145	129	0	18,543	0
398+50.00	39,850	50	81	69	0	145	129	0	18,688	0
399+00.00	39,900	50	82	69	0	151	129	0	18,839	0
399+50.00	39,950	50	82	69	0	152	129	0	18,991	0
400+00.00	40,000	50	81	69	0	152	129	0	19,143	0
400+50.00	40,050	50	79	69	0	148	129	0	19,291	0
401+00.00	40,100	50	73	69	0	141	129	0	19,432	0
401+50.00	40,150	50	71	69	0	134	129	0	19,566	0
402+00.00	40,200	50	74	69	0	134	129	0	19,700	0
402+50.00	40,250	50	70	69	0	133	129	0	19,833	0

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	CUT - UNUSABLE PAVEMENT MATERIAL - (FILL * FILL FACTOR)

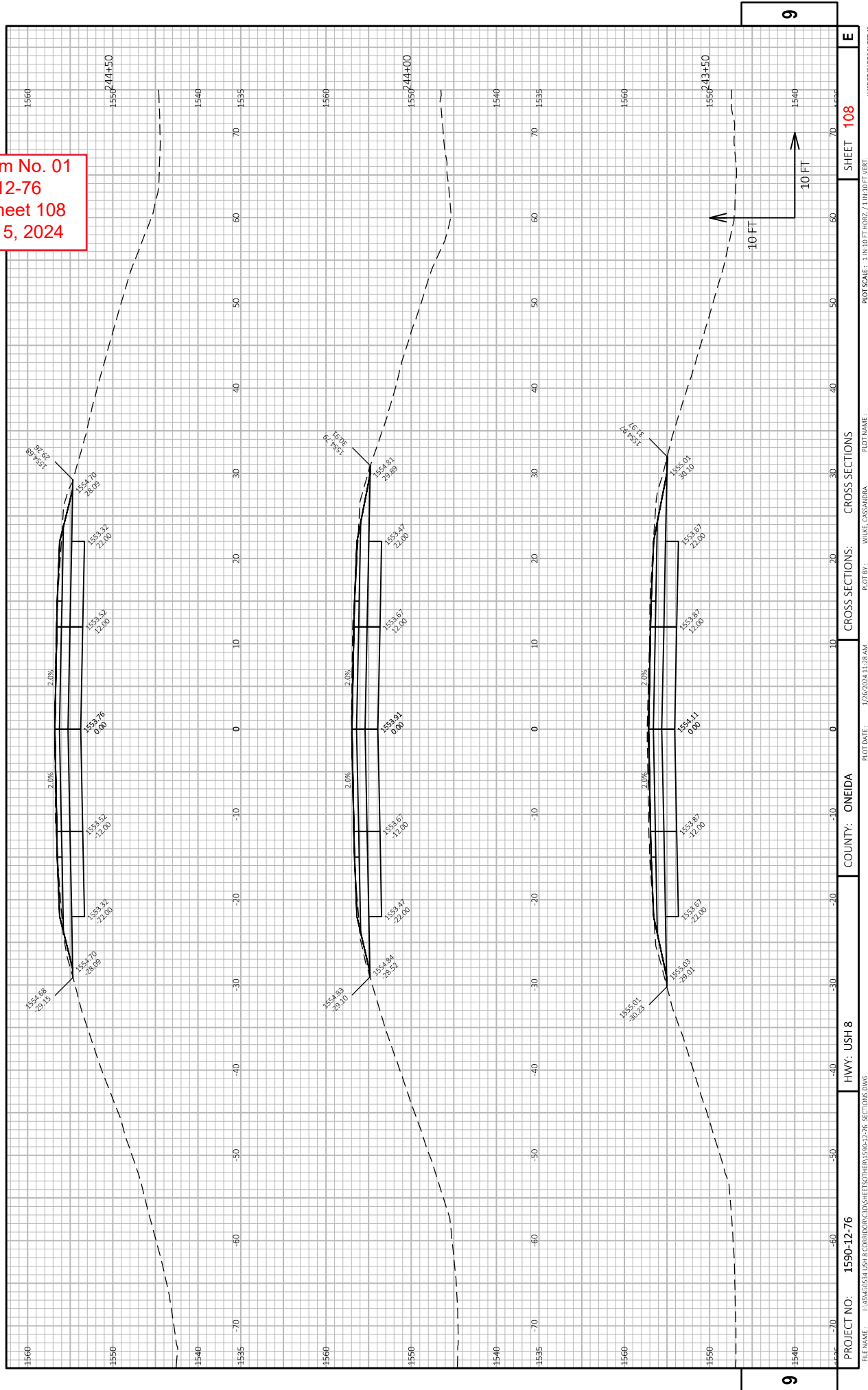
Addendum No. 01
ID 1590-12-76
Added Sheet 107
February 5, 2024



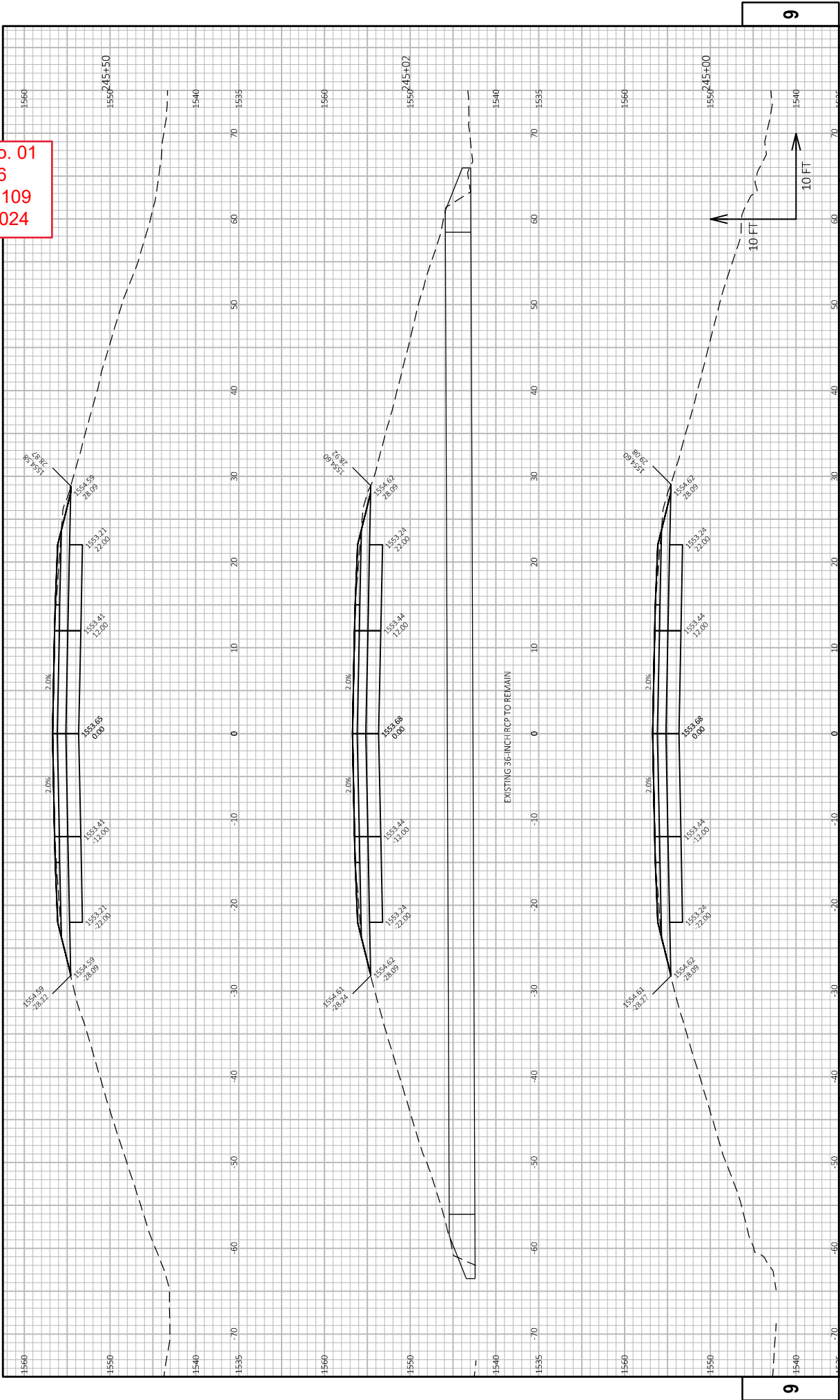
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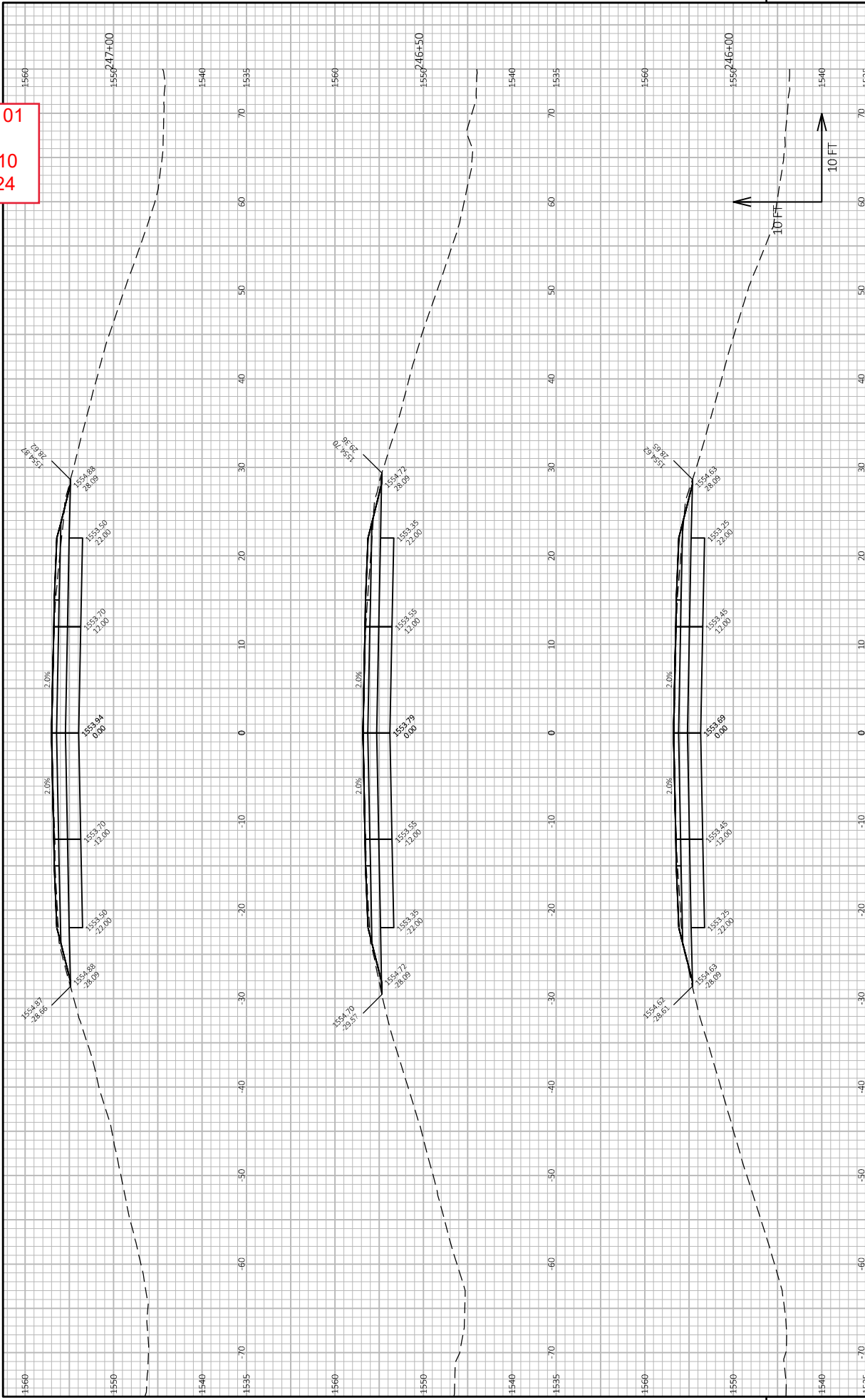
Addendum No. 01
ID 1590-12-76
Added Sheet 108
February 5, 2024



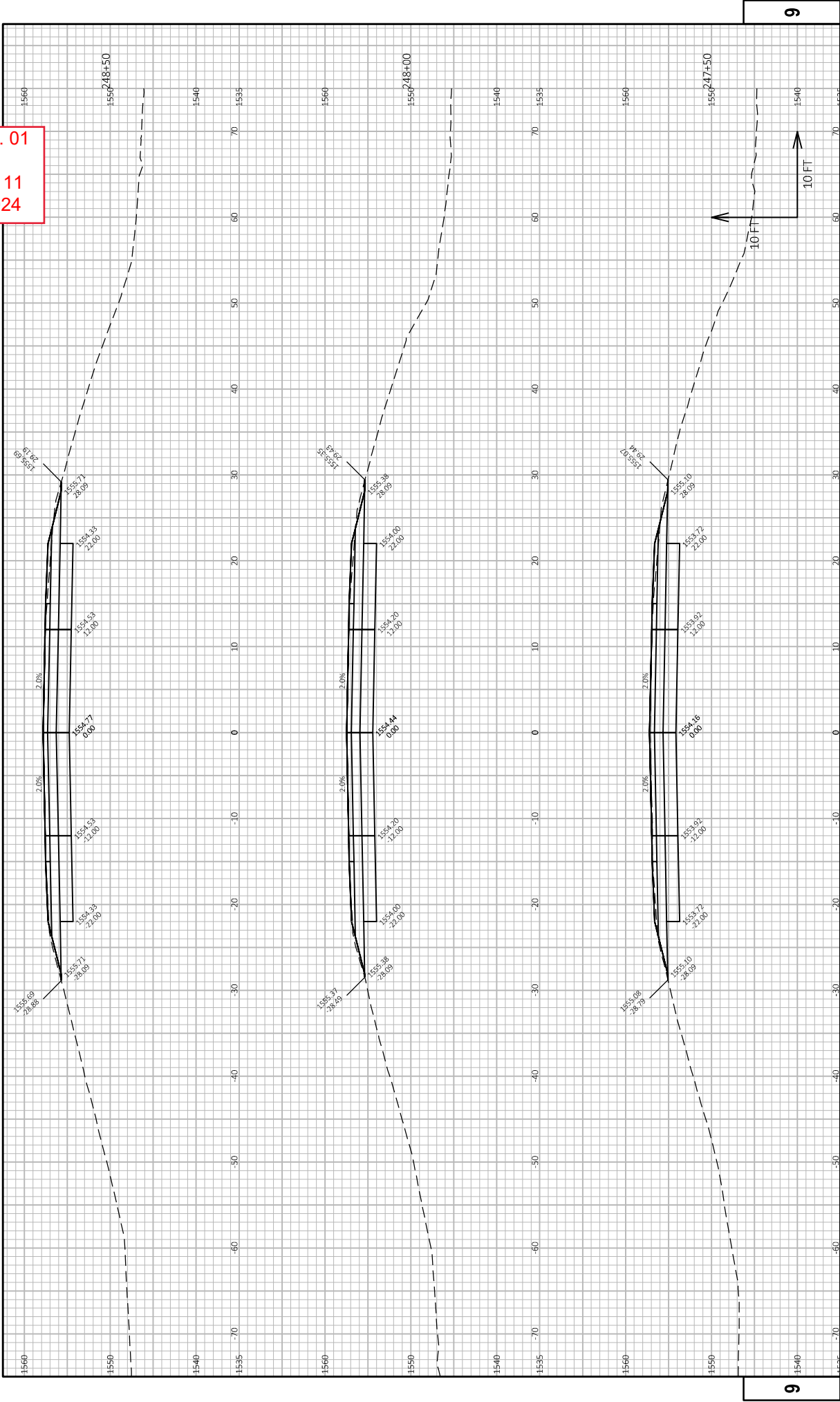
Addendum No. 01
ID 1590-12-76
Added Sheet 109
February 5, 2024



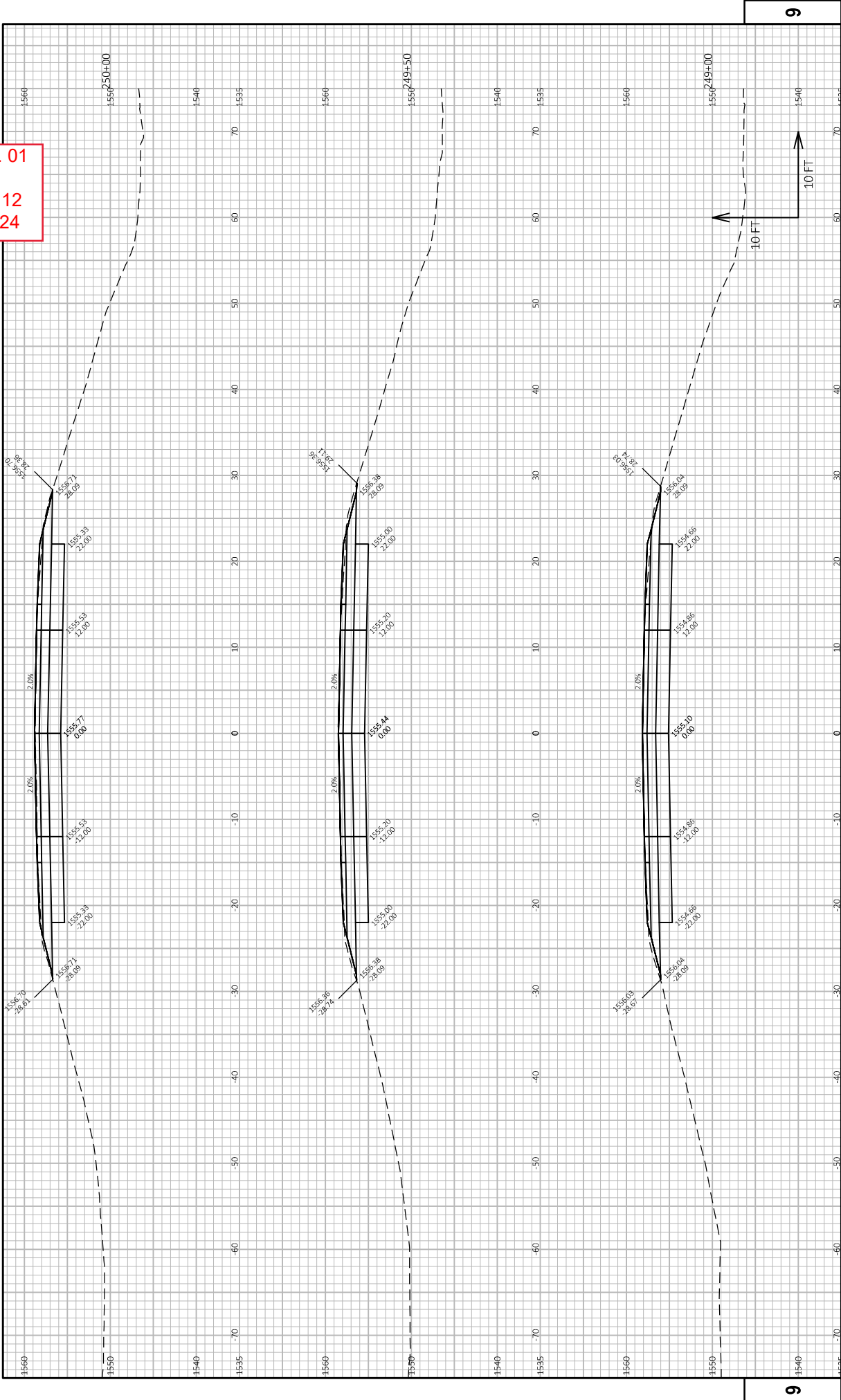
Addendum No. 01
ID 1590-12-76
Added Sheet 110
February 5, 2024



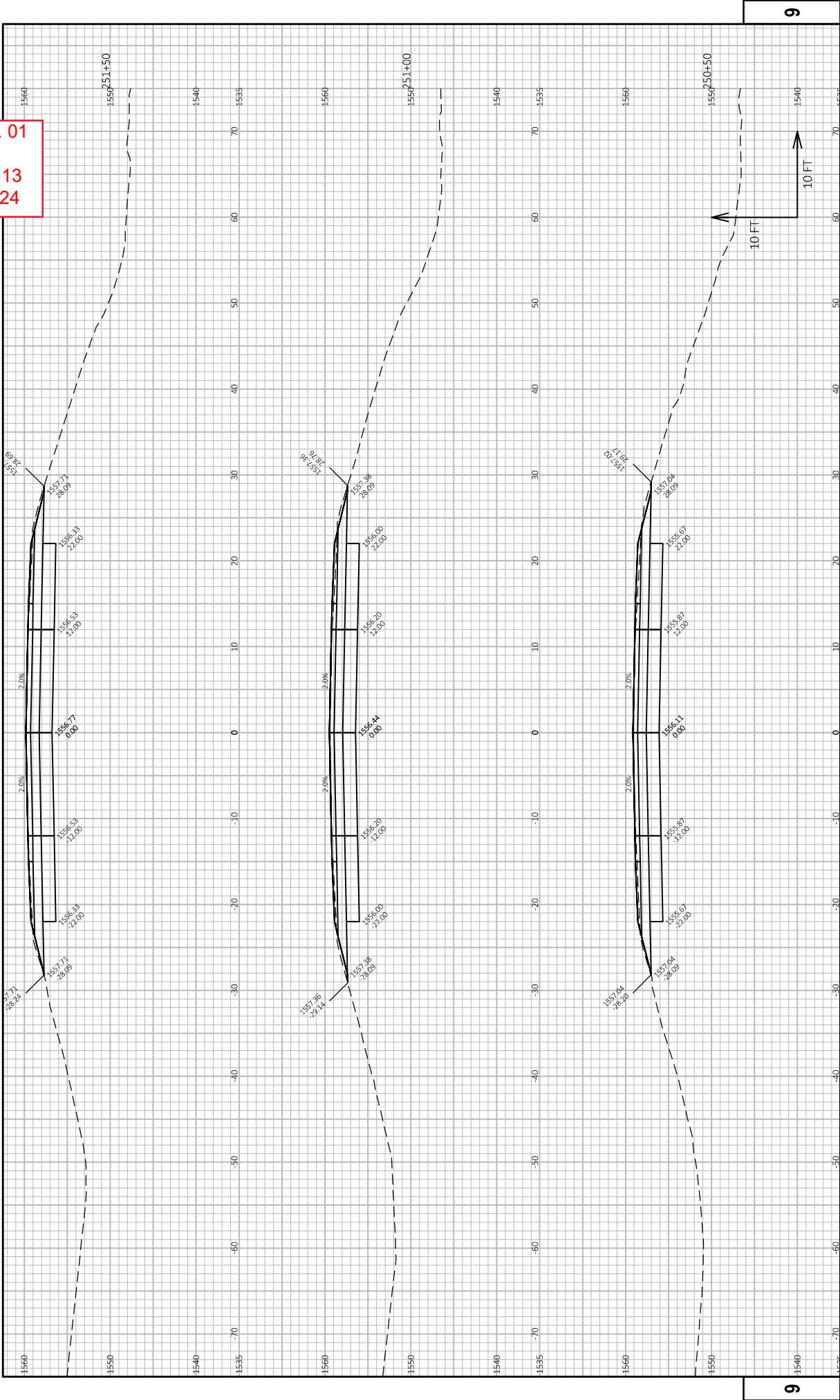
Addendum No. 01
ID 1590-12-76
Added Sheet 111
February 5, 2024



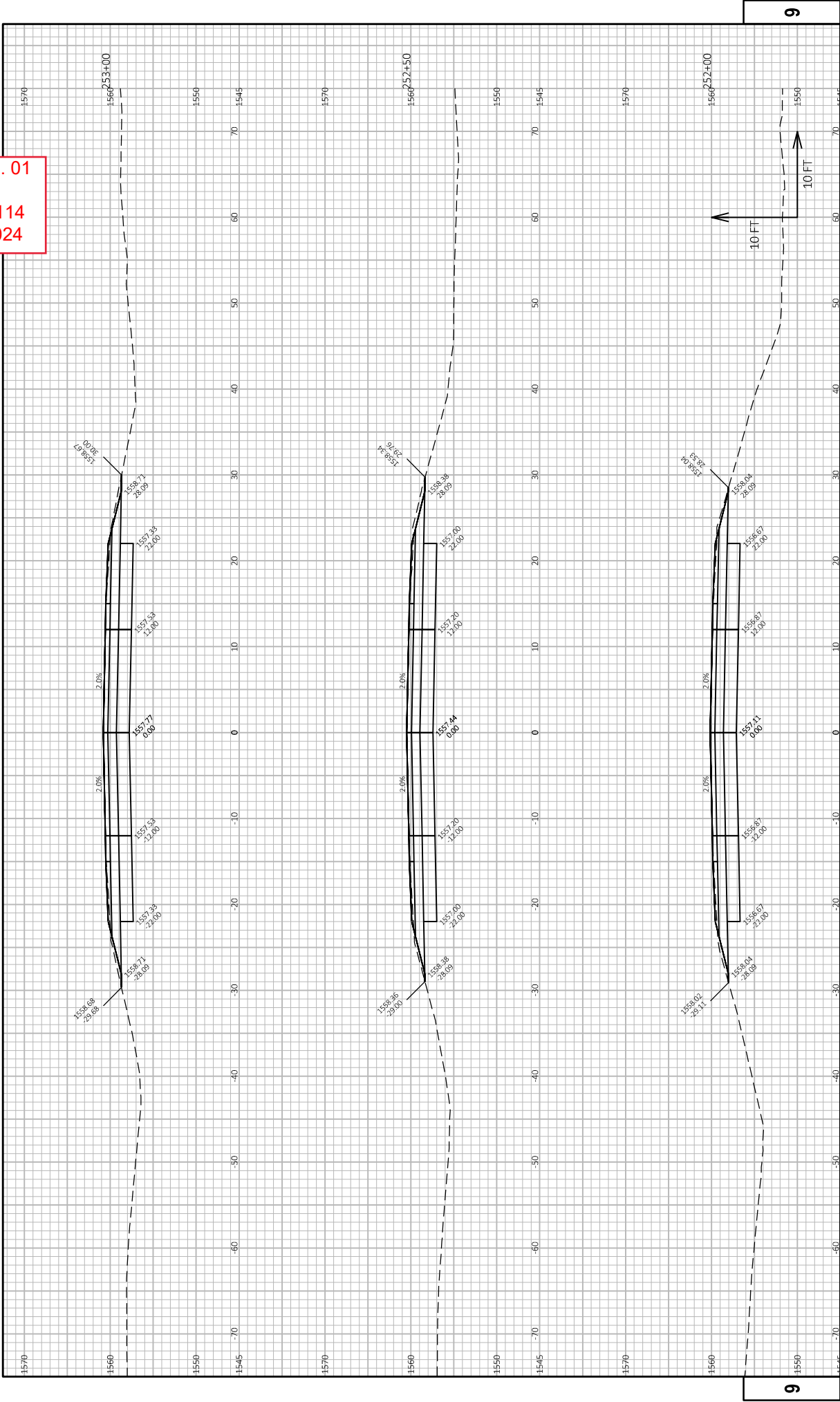
Addendum No. 01
ID 1590-12-76
Added Sheet 112
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 113
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 114
February 5, 2024



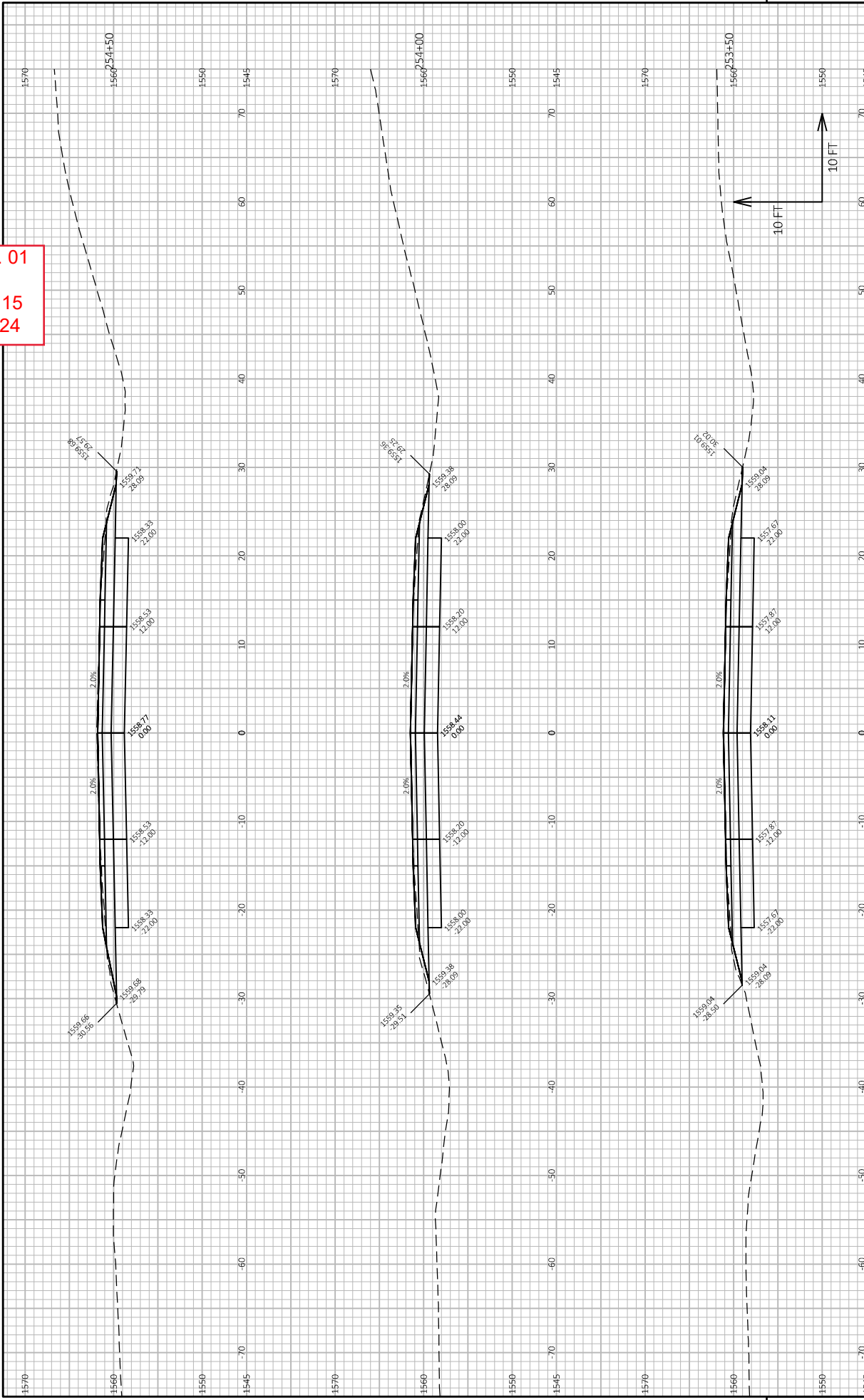
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10 FT

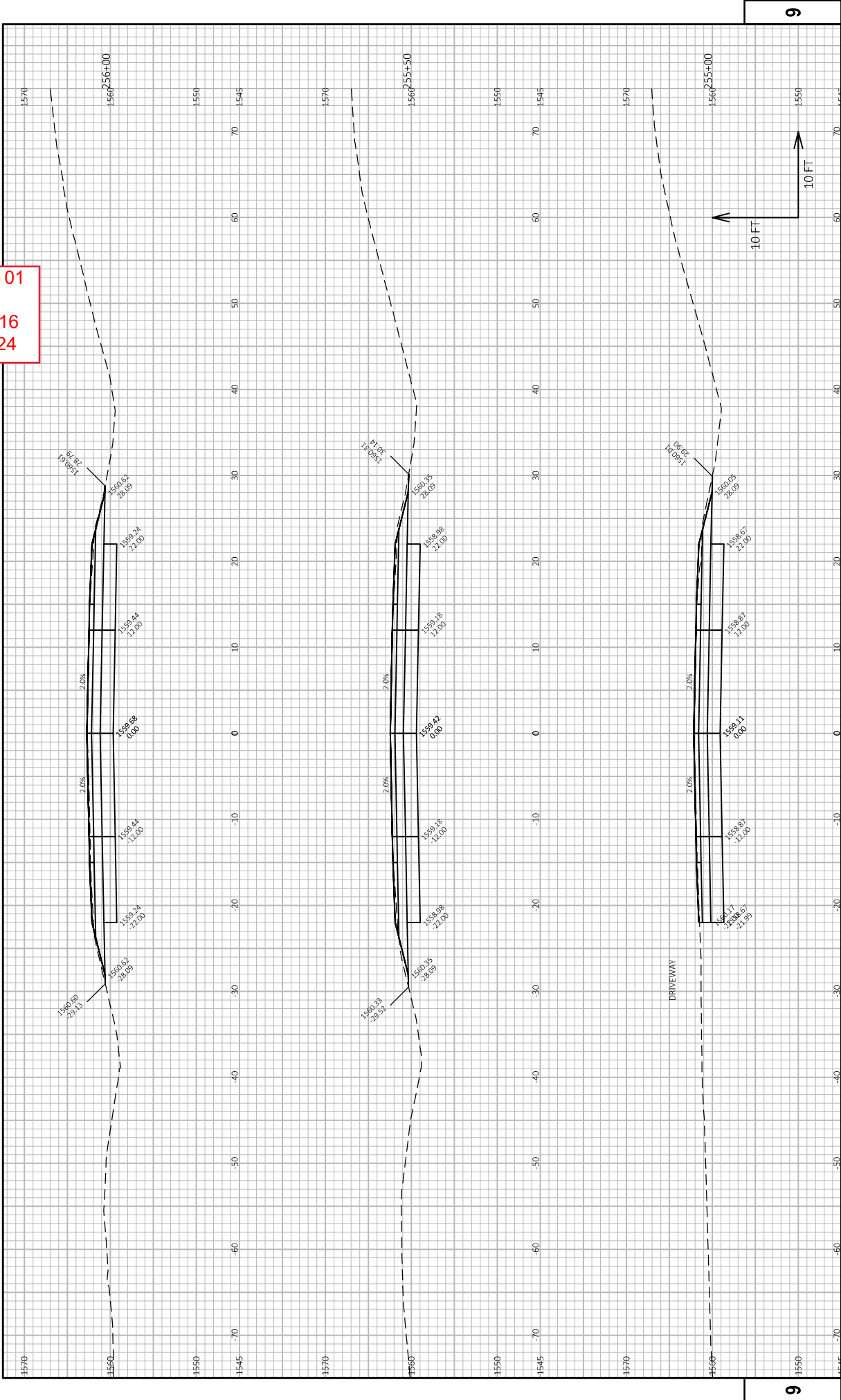
10 FT

1550

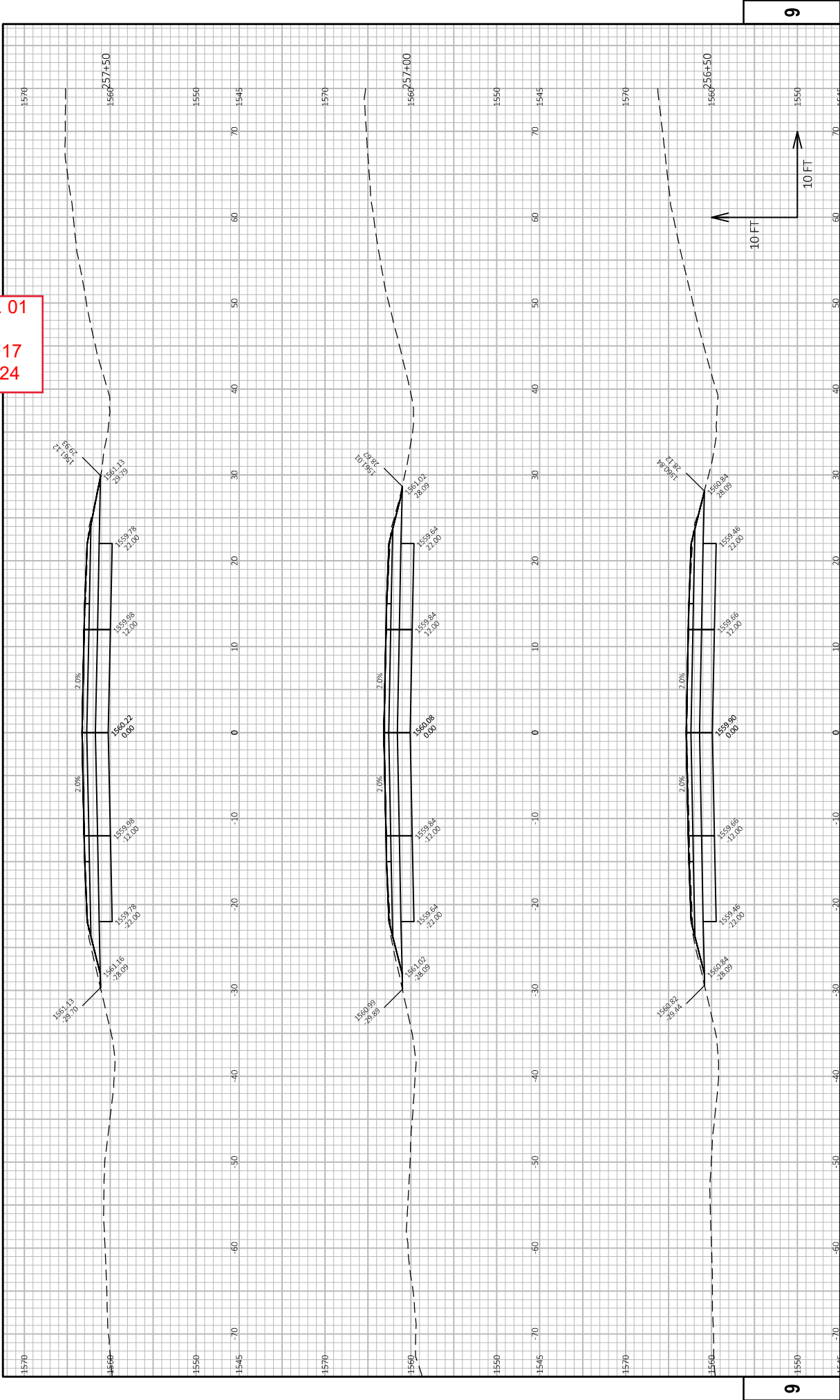
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[illegible]

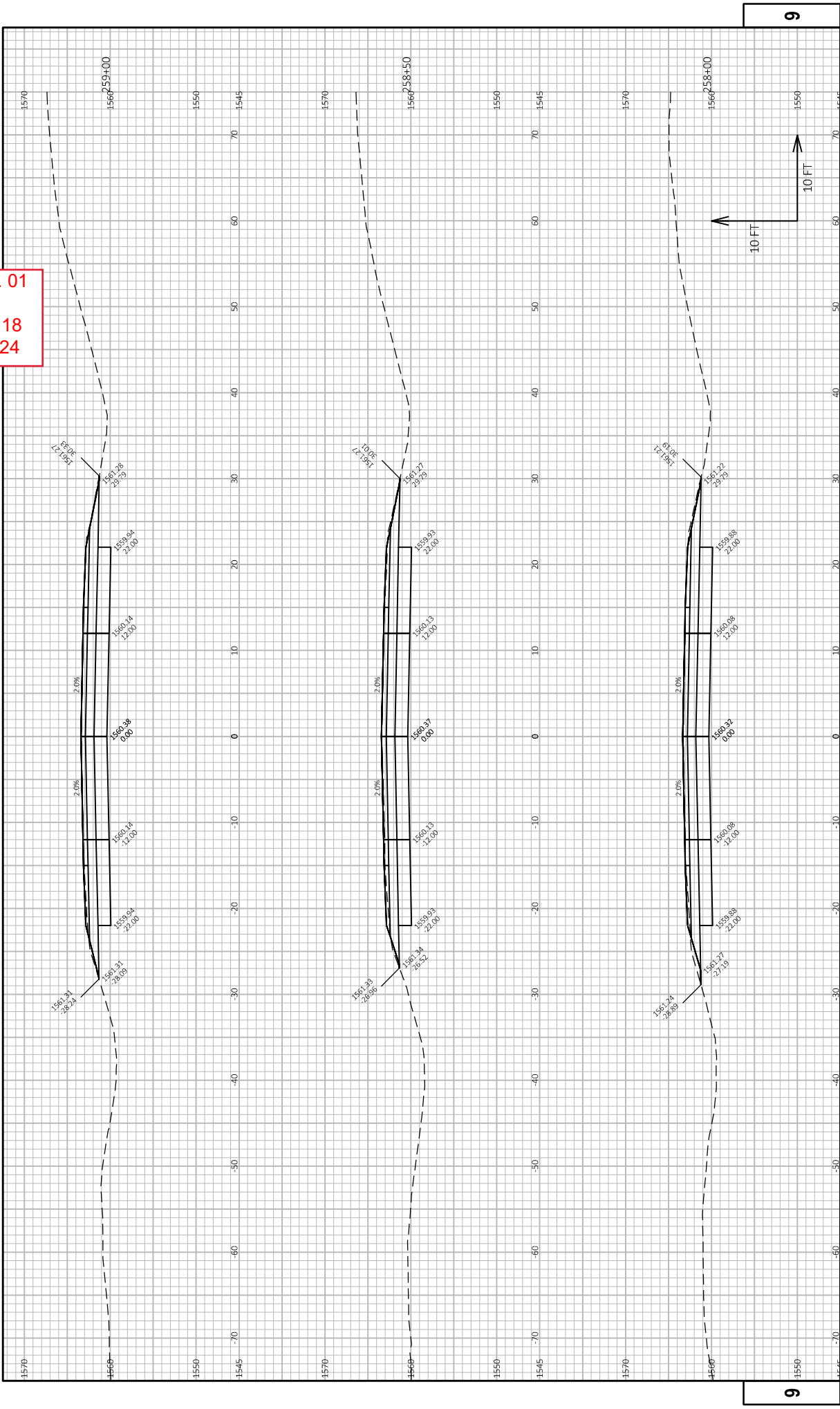
Addendum No. 01
ID 1590-12-76
Added Sheet 116
February 5, 2024



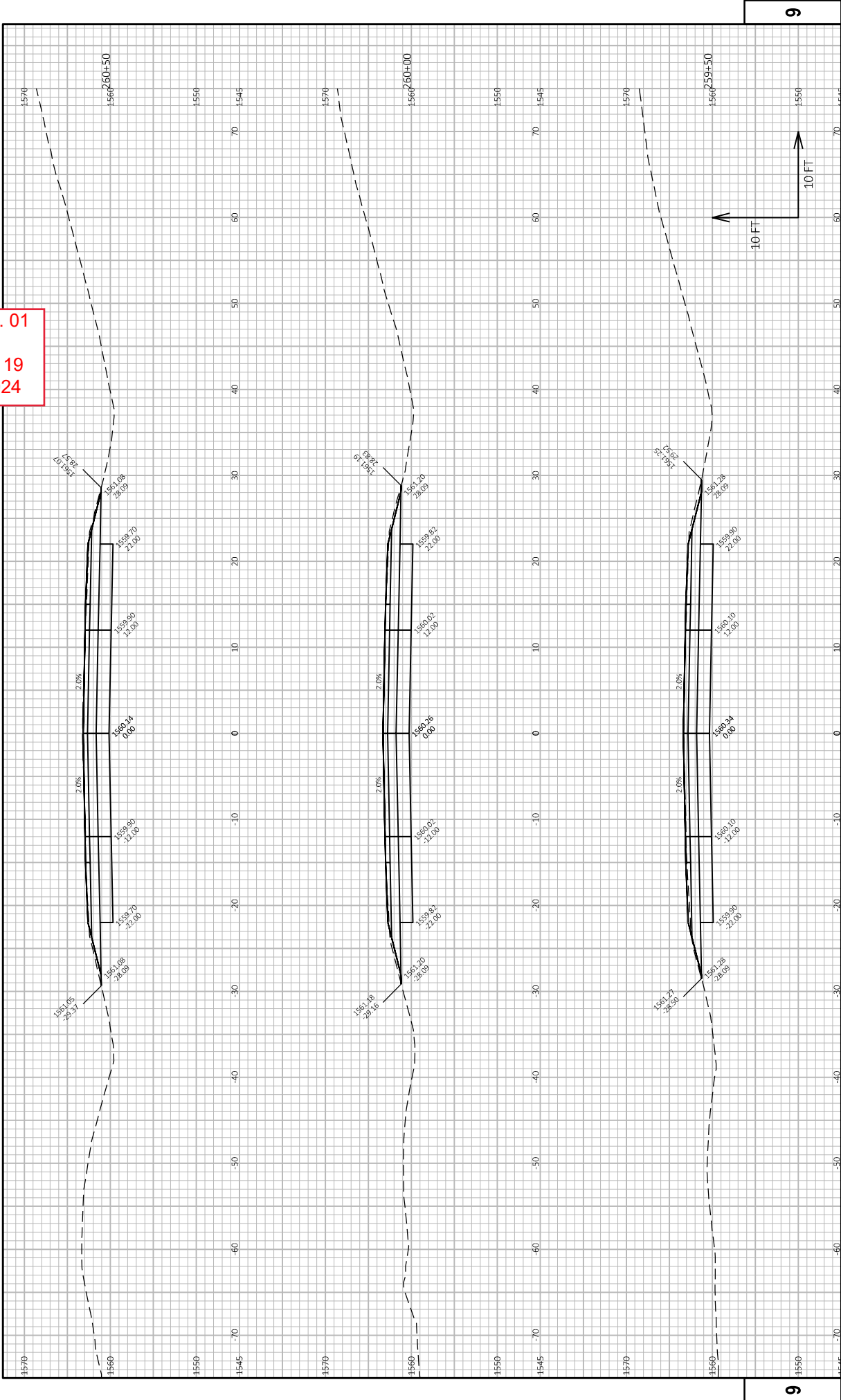
Addendum No. 01
ID 1590-12-76
Added Sheet 117
February 5, 2024



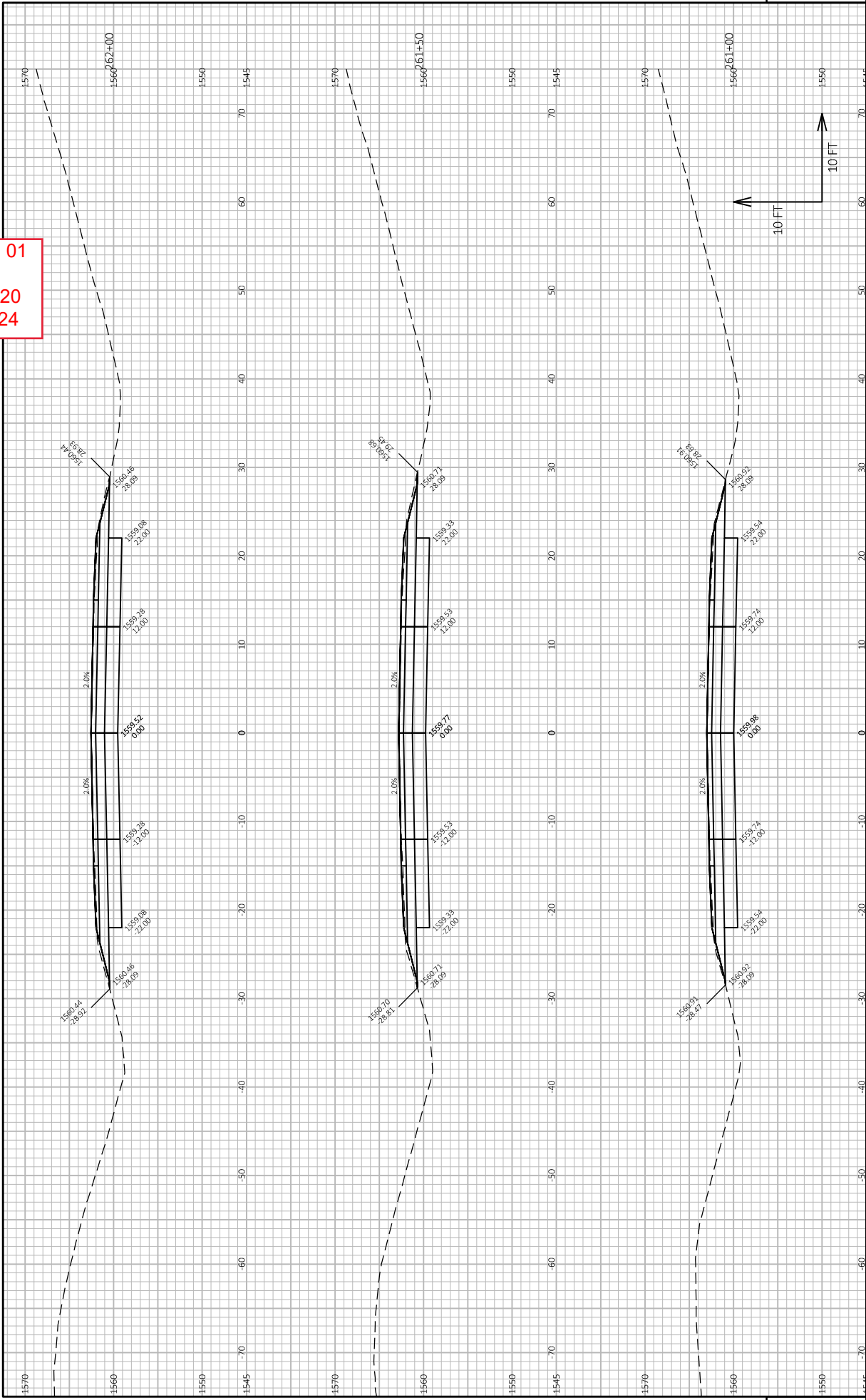
Addendum No. 01
ID 1590-12-76
Added Sheet 118
February 5, 2024



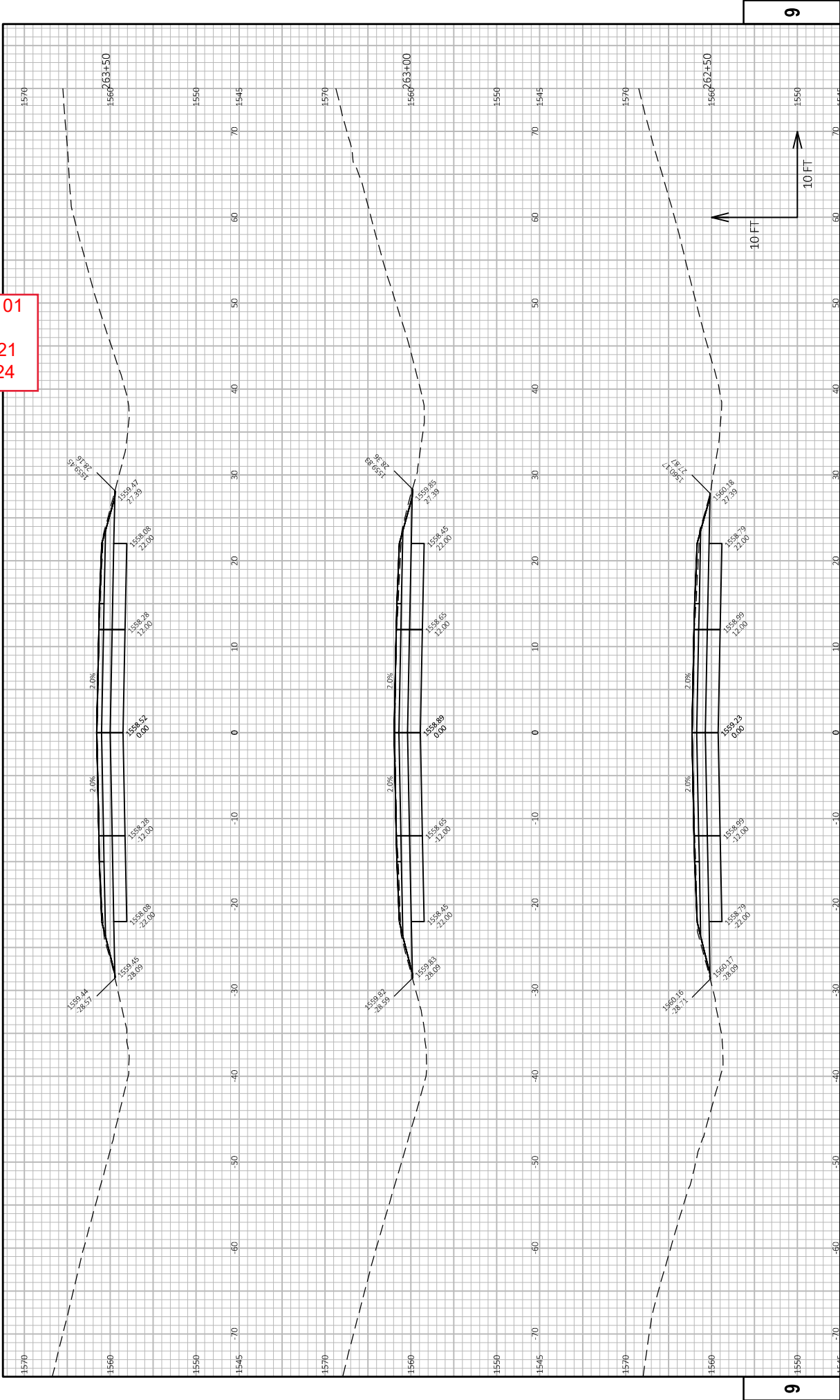
Addendum No. 01
ID 1590-12-76
Added Sheet 119
February 5, 2024



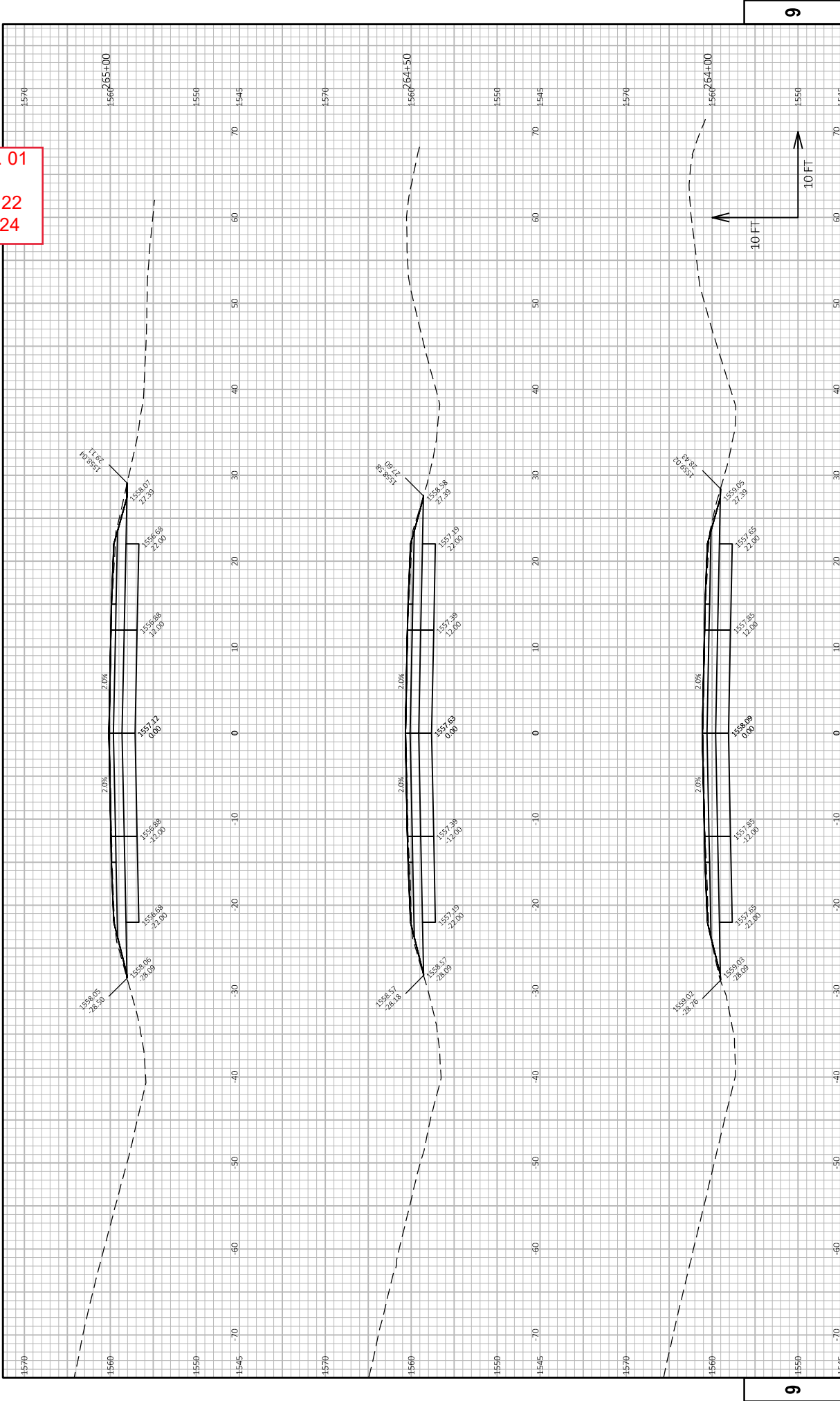
Addendum No. 01
ID 1590-12-76
Added Sheet 120
February 5, 2024



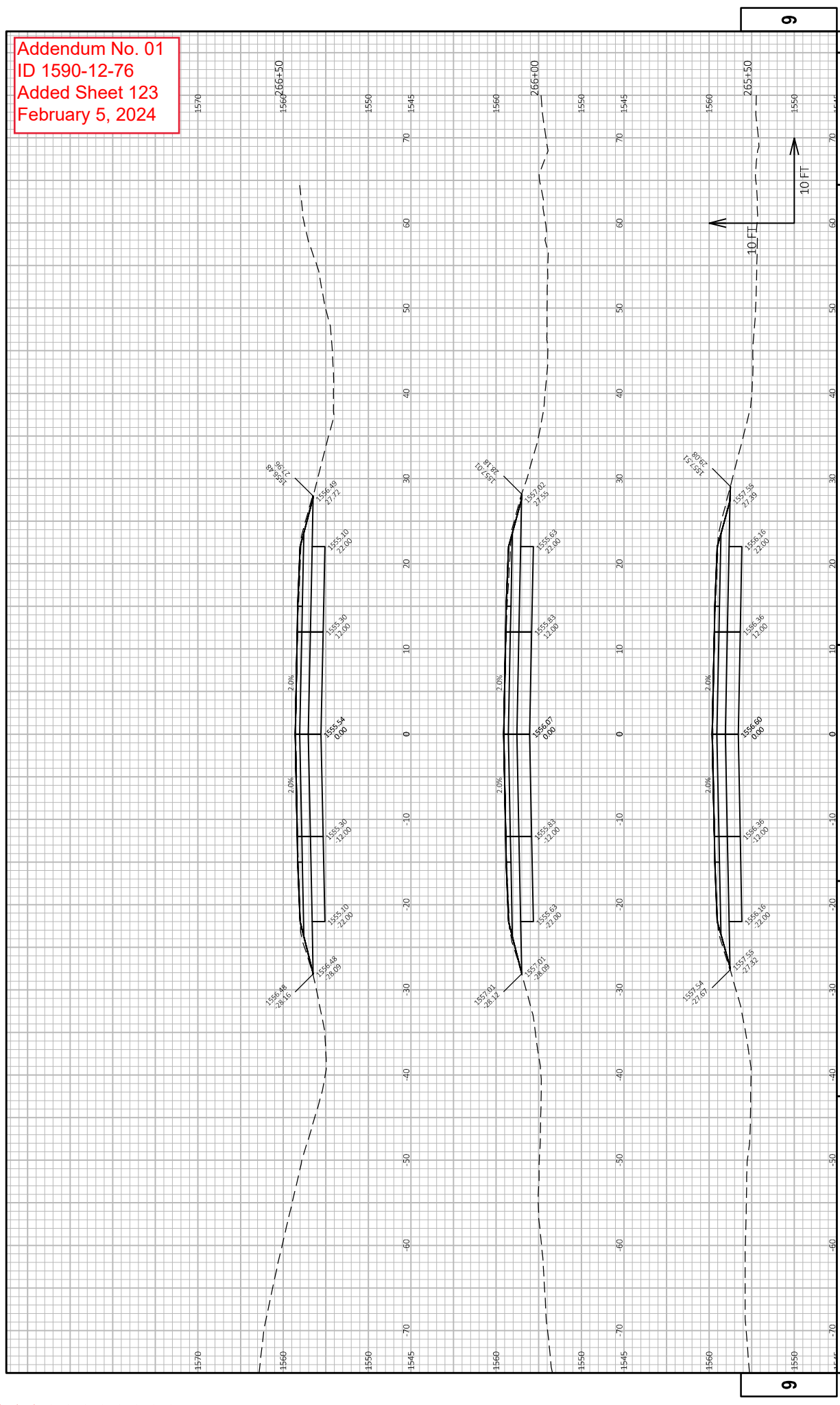
Addendum No. 01
ID 1590-12-76
Added Sheet 121
February 5, 2024



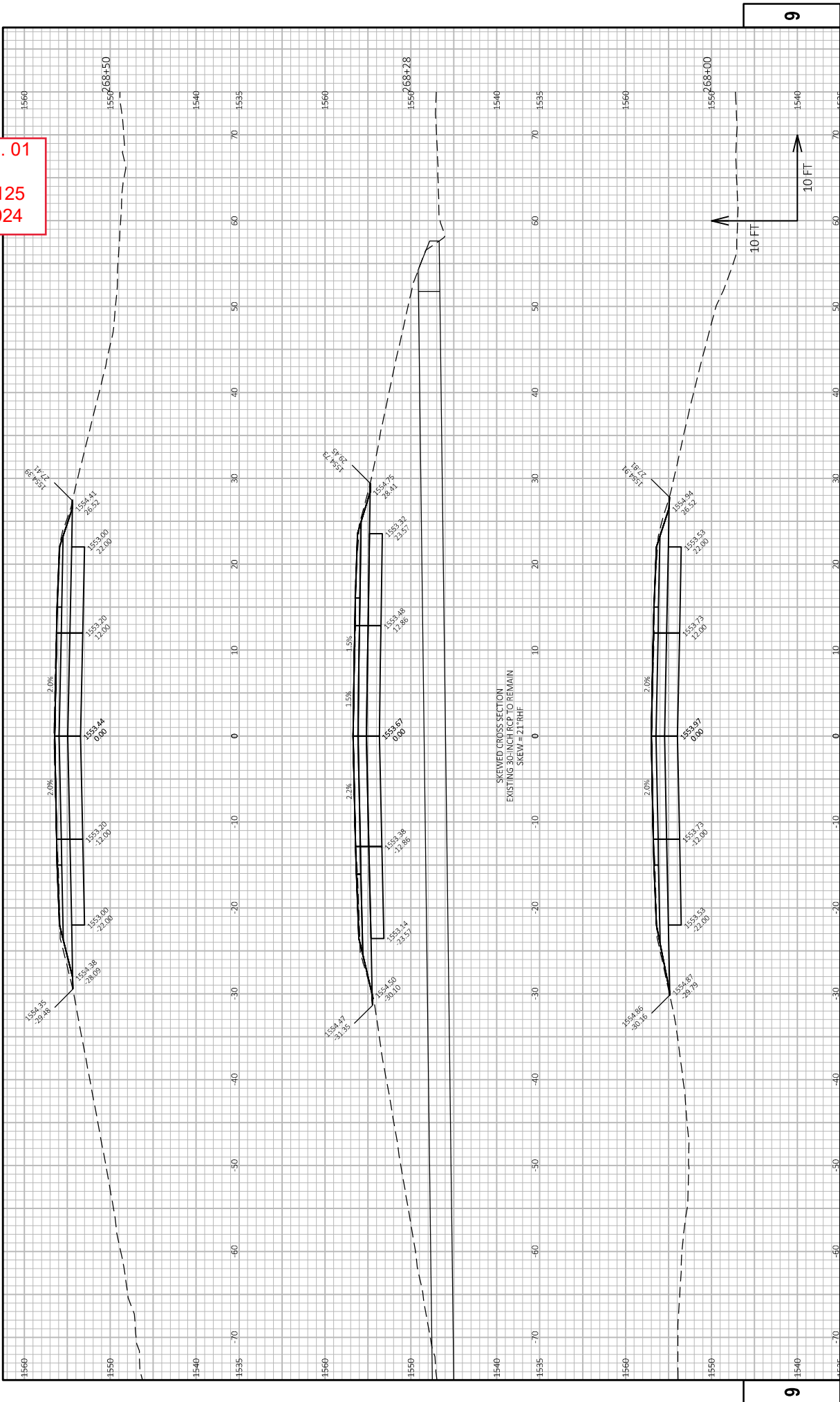
Addendum No. 01
ID 1590-12-76
Added Sheet 122
February 5, 2024



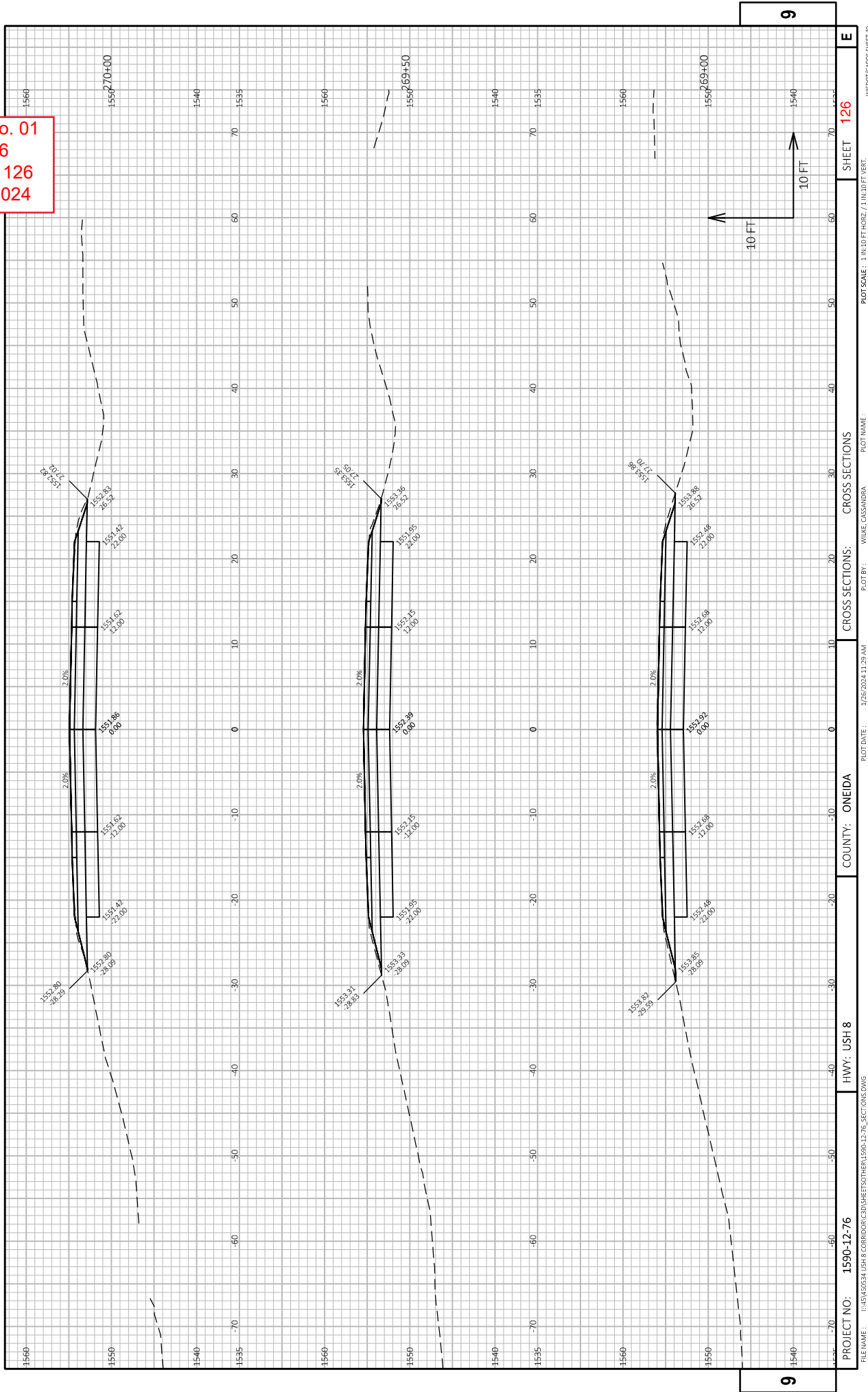
Addendum No. 01
ID 1590-12-76
Added Sheet 123
February 5, 2024

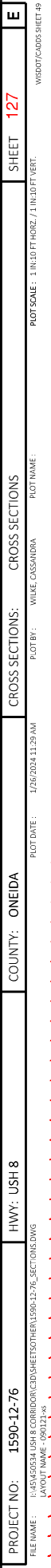


Addendum No. 01
ID 1590-12-76
Added Sheet 125
February 5, 2024

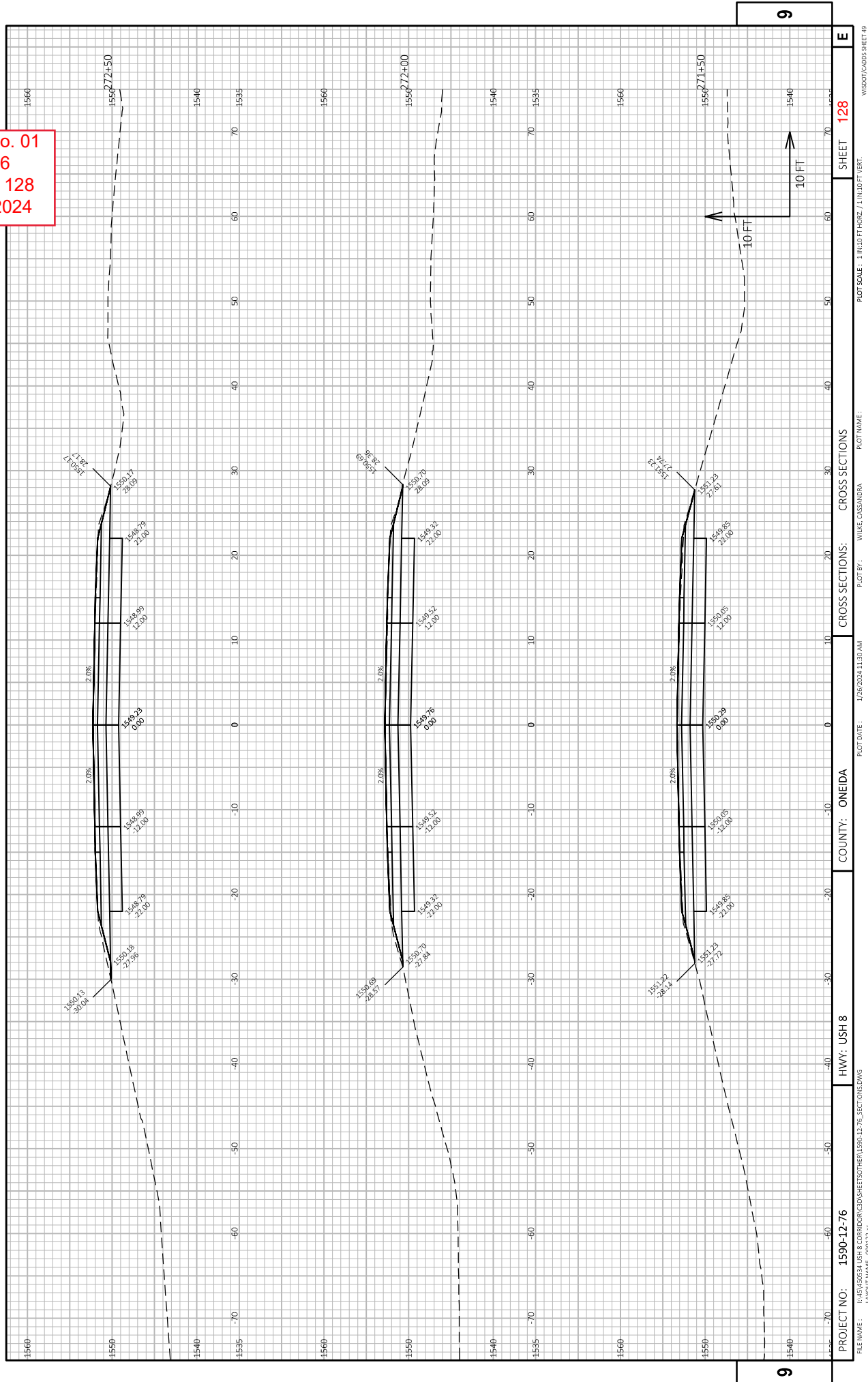


Addendum No. 01
ID 1590-12-76
Added Sheet 126
February 5, 2024

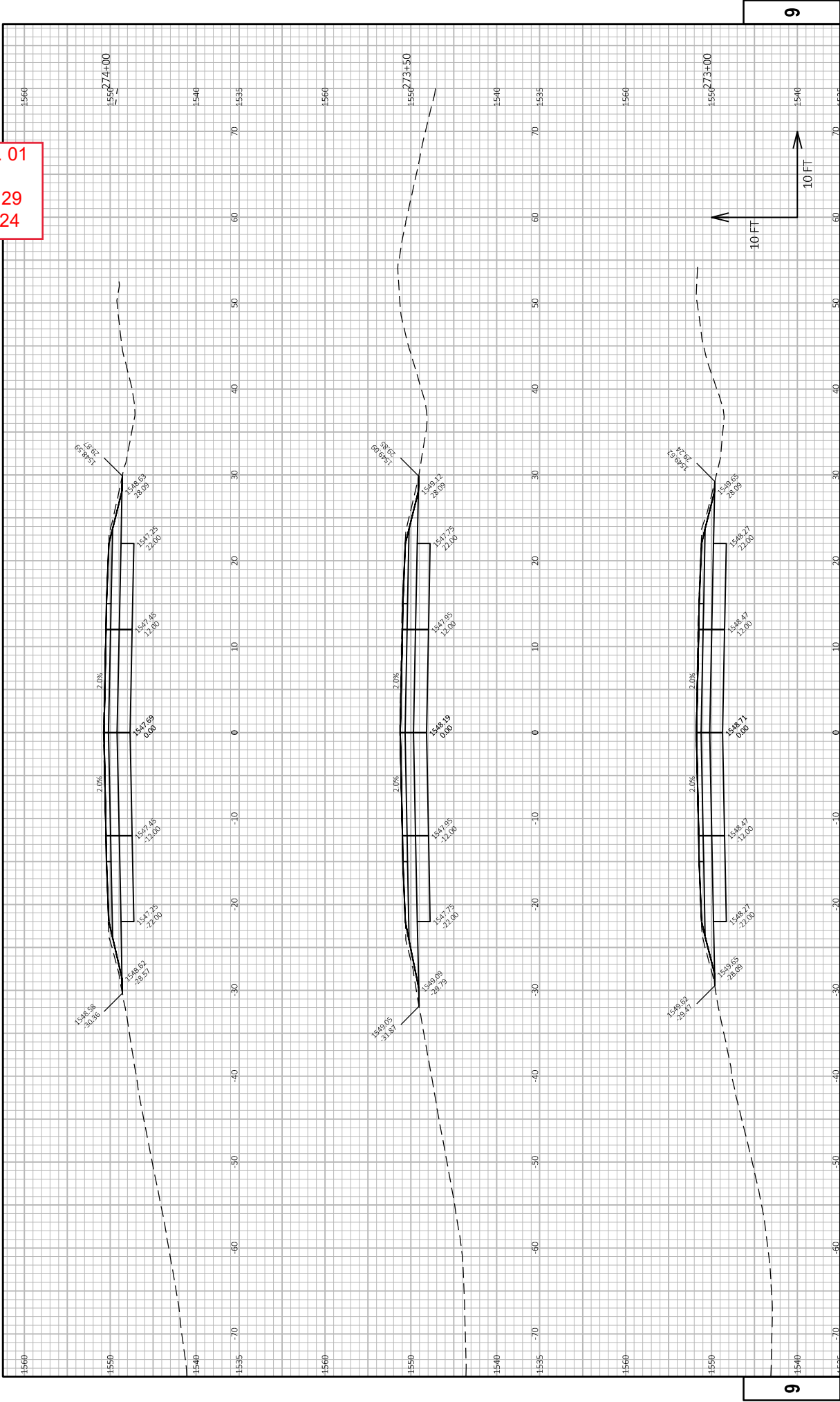




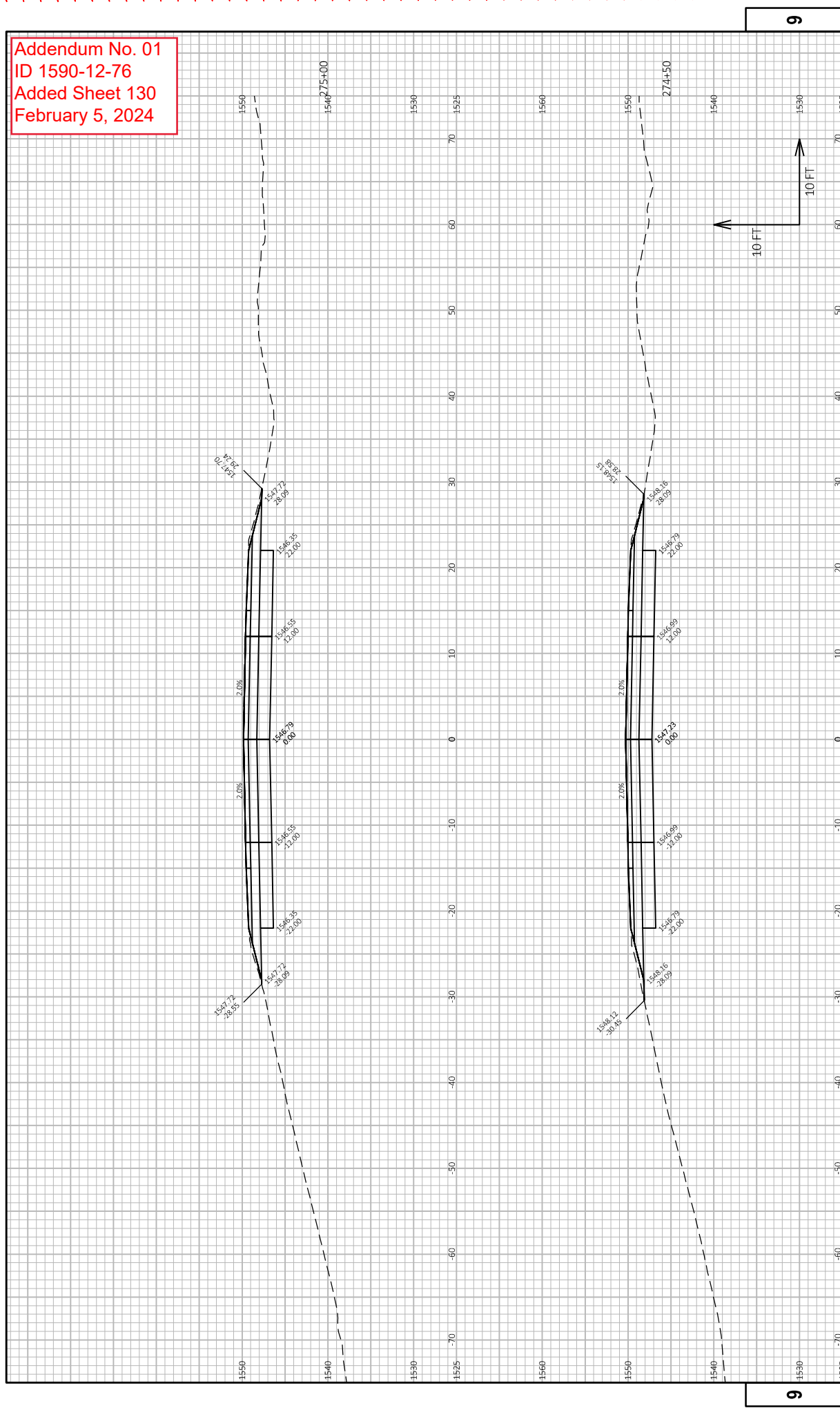
Addendum No. 01
ID 1590-12-76
Added Sheet 128
February 5, 2024



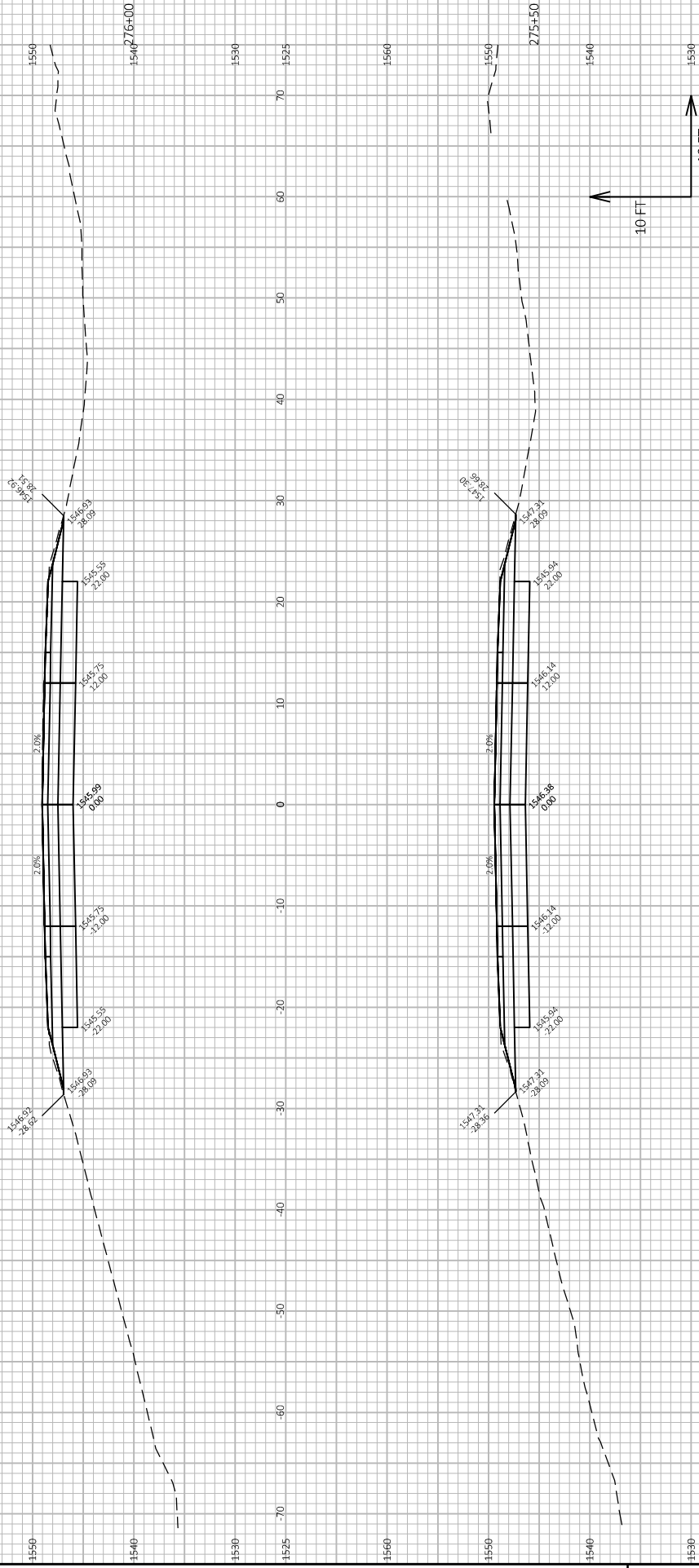
Addendum No. 01
ID 1590-12-76
Added Sheet 129
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 130
February 5, 2024

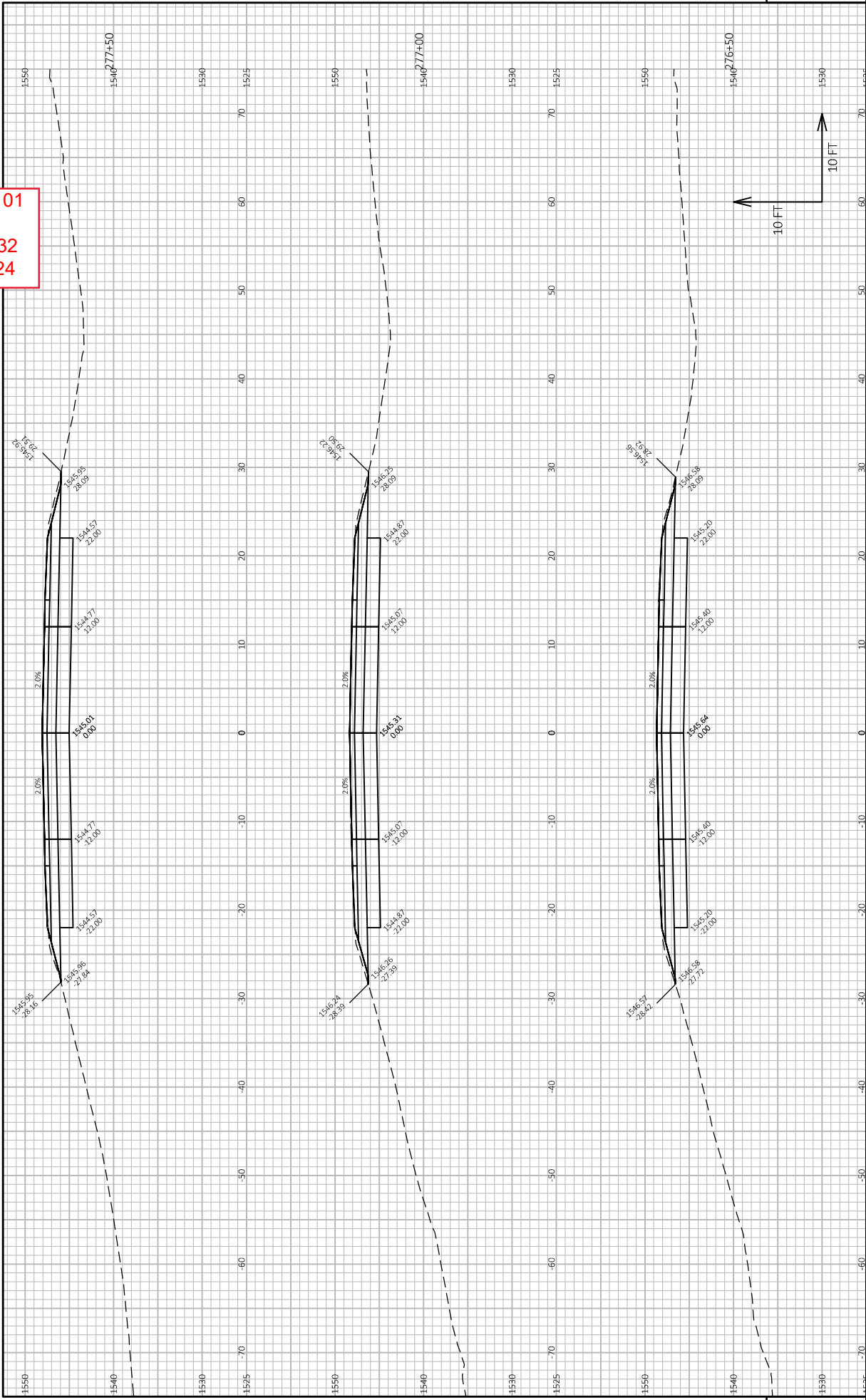


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ID 1590-12-76
Added Sheet 131
February 5, 2024



PROJECT NO:	1590-12-76	HWY:	USH 8	COUNTY:	ONEIDA	CROSS SECTIONS:	CROSS SECTIONS	SHEET	131	E
FILE NAME: I:\NORTH\US8\CORDON\CORDON\CORDON\1590-12-76_SECT ONE.DWG LAYOUT NAME: 15901276 PLOT DATE: 1/26/2024 11:30 AM PLOT BY: WILKE, CASSANDRA PLOT SCALE: 1 IN=10 FT HORIZ / 1 IN=10 FT VERT. WISDOT/CADD SHEET 49										

Addendum No. 01
ID 1590-12-76
Added Sheet 132
February 5, 2024



The image displays three vertical profile views of a road segment, labeled 0.01, 6, 133, and 024. Each view shows a cross-section of the road with elevation markers and a 10 FT scale bar. The profiles are plotted on a grid with a vertical axis representing elevation (ranging from 1525 to 1550) and a horizontal axis representing distance (ranging from -70 to 70). The road is shown as a solid line with a dashed line indicating the proposed grade. The profiles are labeled with stationing and elevation data points.

Profile 0.01: Stationing from -70 to 70. Elevation markers include 1545.20, 1543.84, 1544.04, 1544.28, 1545.72, and 1546.62. The road is shown with a 2.0% slope.

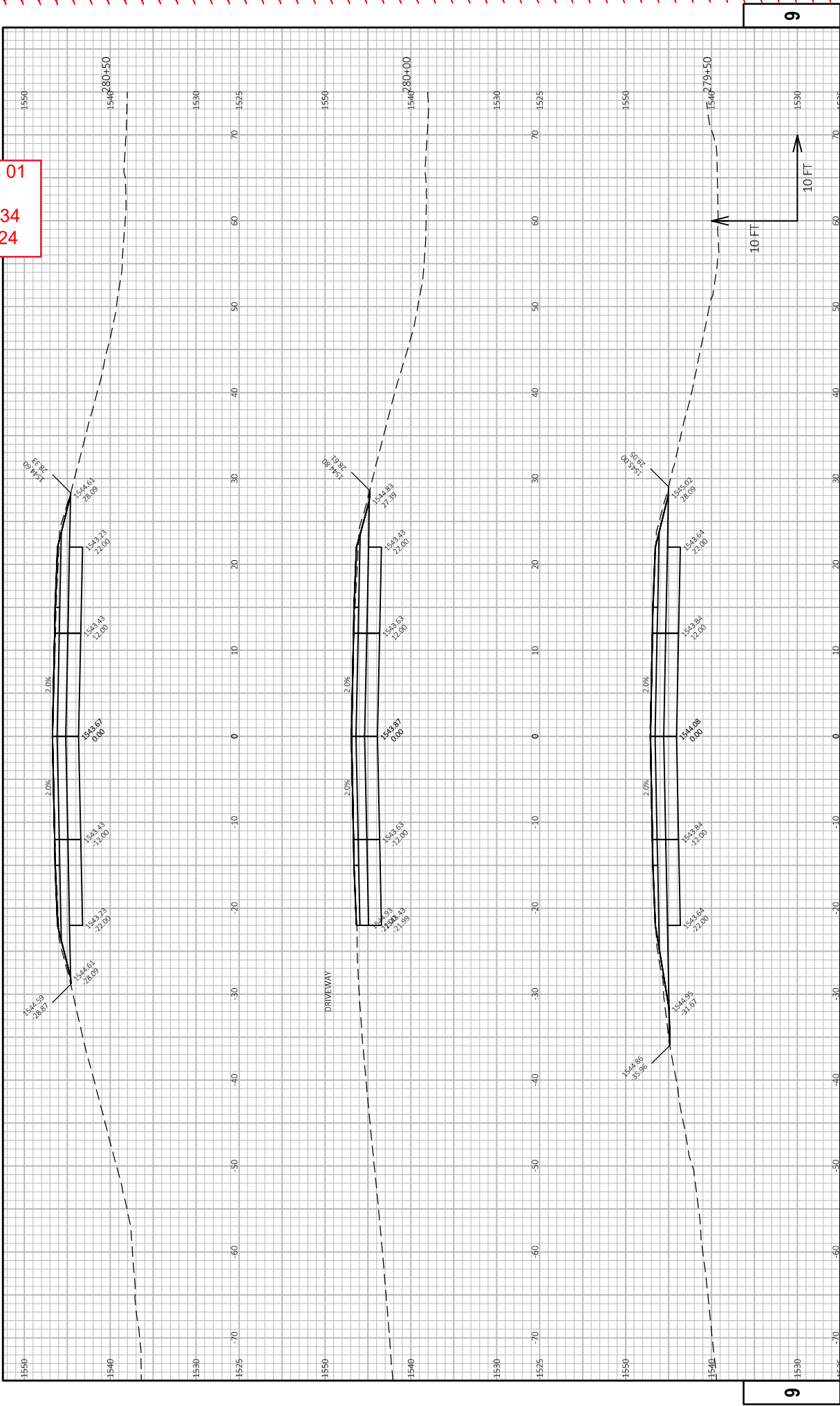
Profile 6: Stationing from -70 to 70. Elevation markers include 1545.42, 1544.06, 1544.26, 1544.50, 1545.44, and 1546.08. The road is shown with a 2.0% slope.

Profile 133: Stationing from -70 to 70. Elevation markers include 1545.67, 1544.30, 1544.50, 1544.74, 1545.68, and 1546.32. The road is shown with a 2.0% slope.

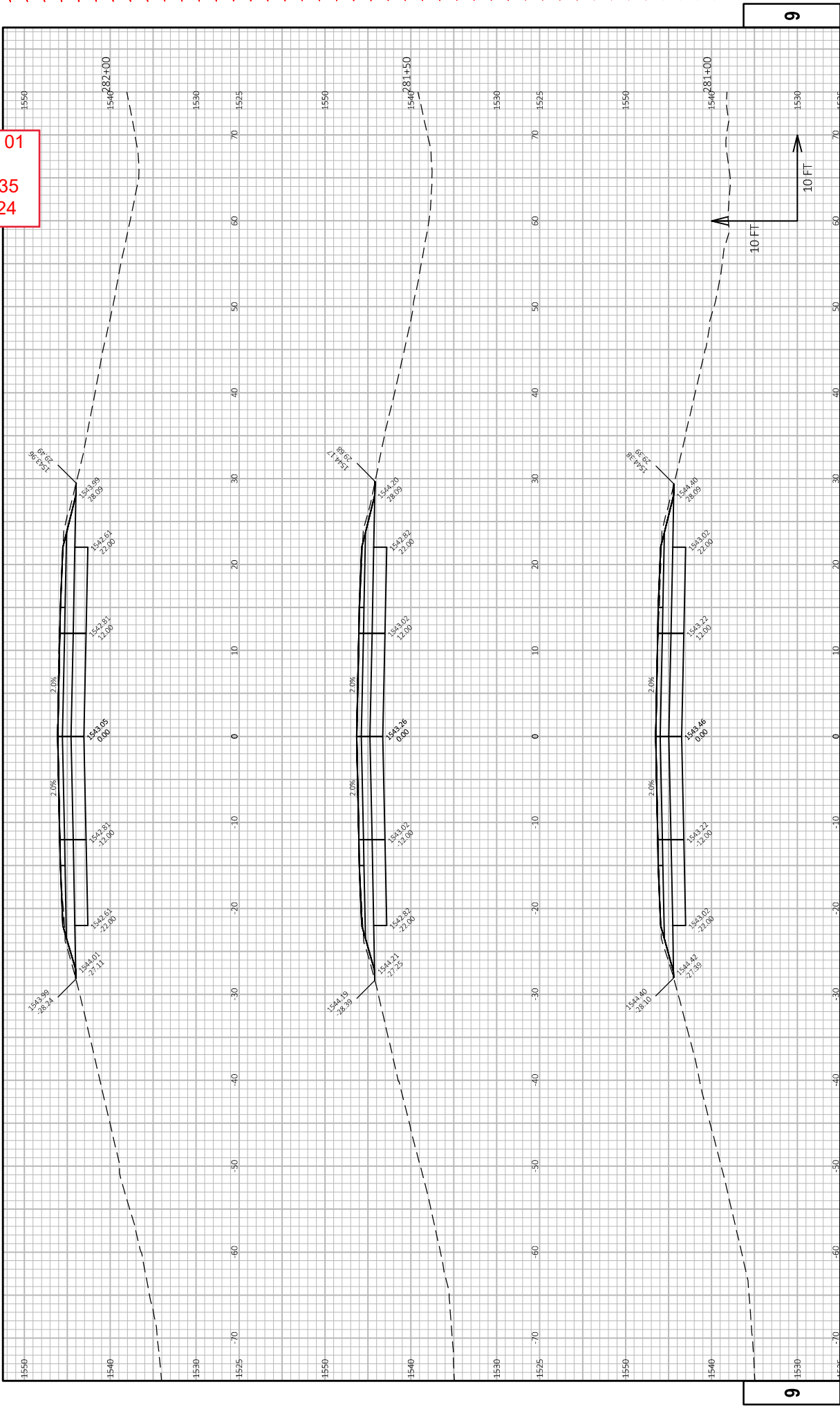
Profile 024: Stationing from -70 to 70. Elevation markers include 1545.67, 1544.30, 1544.50, 1544.74, 1545.68, and 1546.32. The road is shown with a 2.0% slope.

PROJECT NO:	1590-12-76	HWY:	USH 8	COUNTY:	ONEIDA	CROSS SECTIONS:	CROSS SECTIONS	SHEET	133	E
FILE NAME:	I:\H&M\0534 USH 8 CORRIDOR\CD\SHEET\1590-12-76_SECTION.DWG									
LAUNCH NAME:	15901276.dwg									
DATE:	1/26/2024 11:30 AM									
BY:	WILKE, CASSANDRA									
SCALE:	1"=10' HORIZONTAL / 1"=10' VERTICAL									
WISDOT/CADDS SHEET 49										

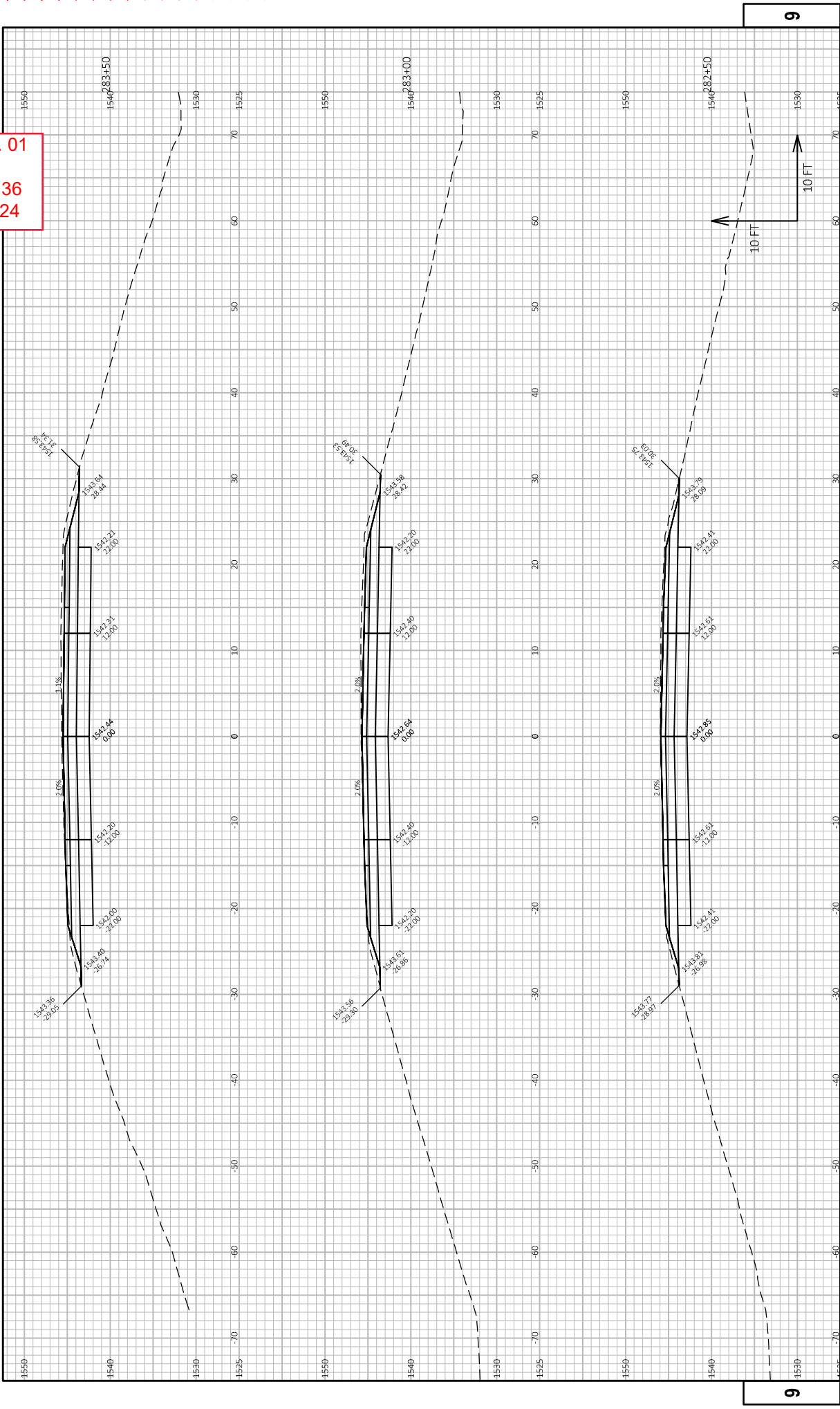
Addendum No. 01
ID 1590-12-76
Added Sheet 134
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 135
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 136
February 5, 2024



9



9

10 FT

10 FT

1530

9



01

39

24

PROJECT NO:	1590-12-76	Hwy: USH 8	COUNTY:	ONEIDA	CROSS SECTIONS:	CROSS SECTIONS	SHEET	139
FILE NAME: I:\45450534 USH 8 CORRIDOR\CD\SHEET\OTHER\1590-12-76_SECTION.DWG LAYOUT NAME: 1590-1391-38					PLOT DATE: 1/26/2024 11:30 AM PLOT BY: WILKE, CASSANDRA		PLOT SCALE: 1 IN 10 FT HORZ. / 1 IN 10 FT VERT.	

01

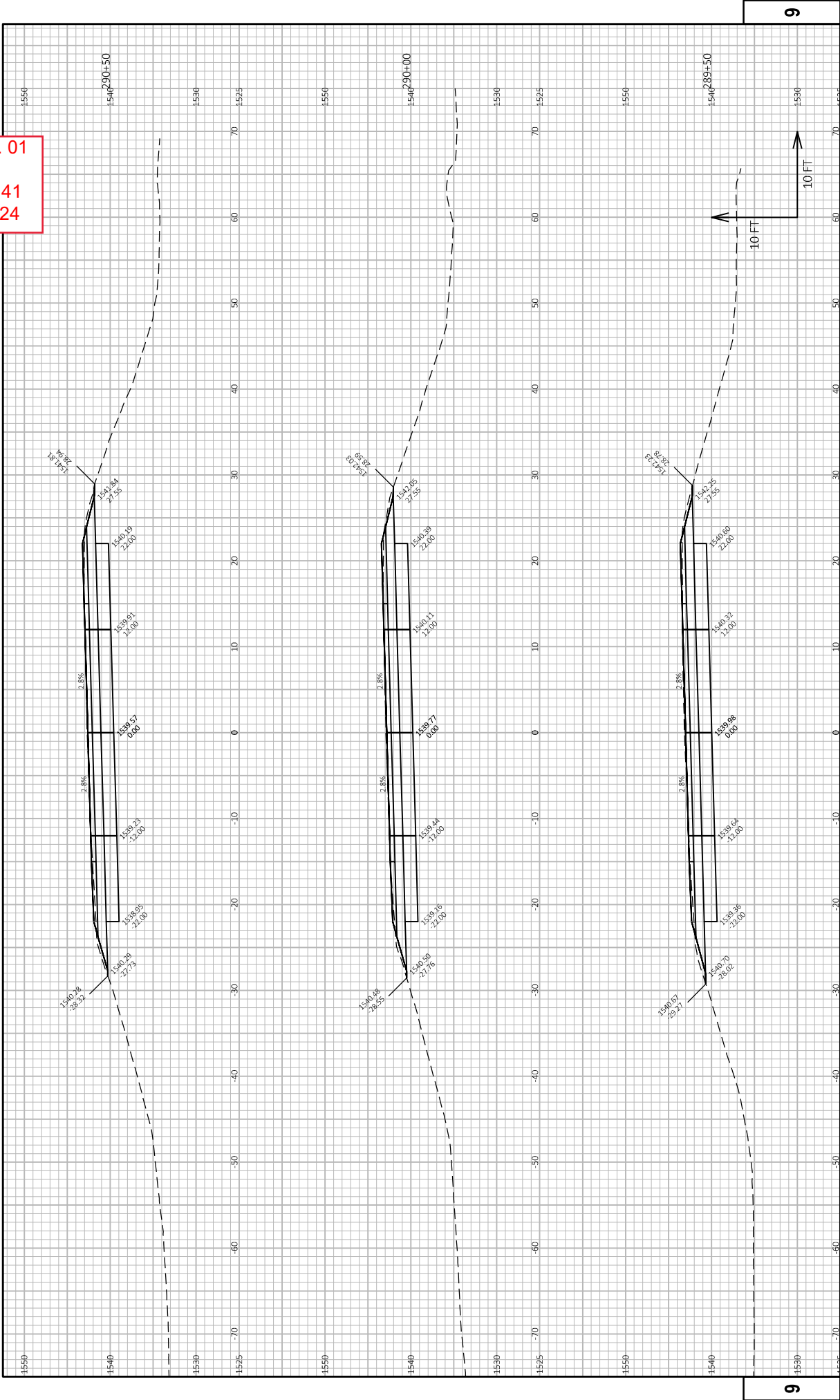
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24

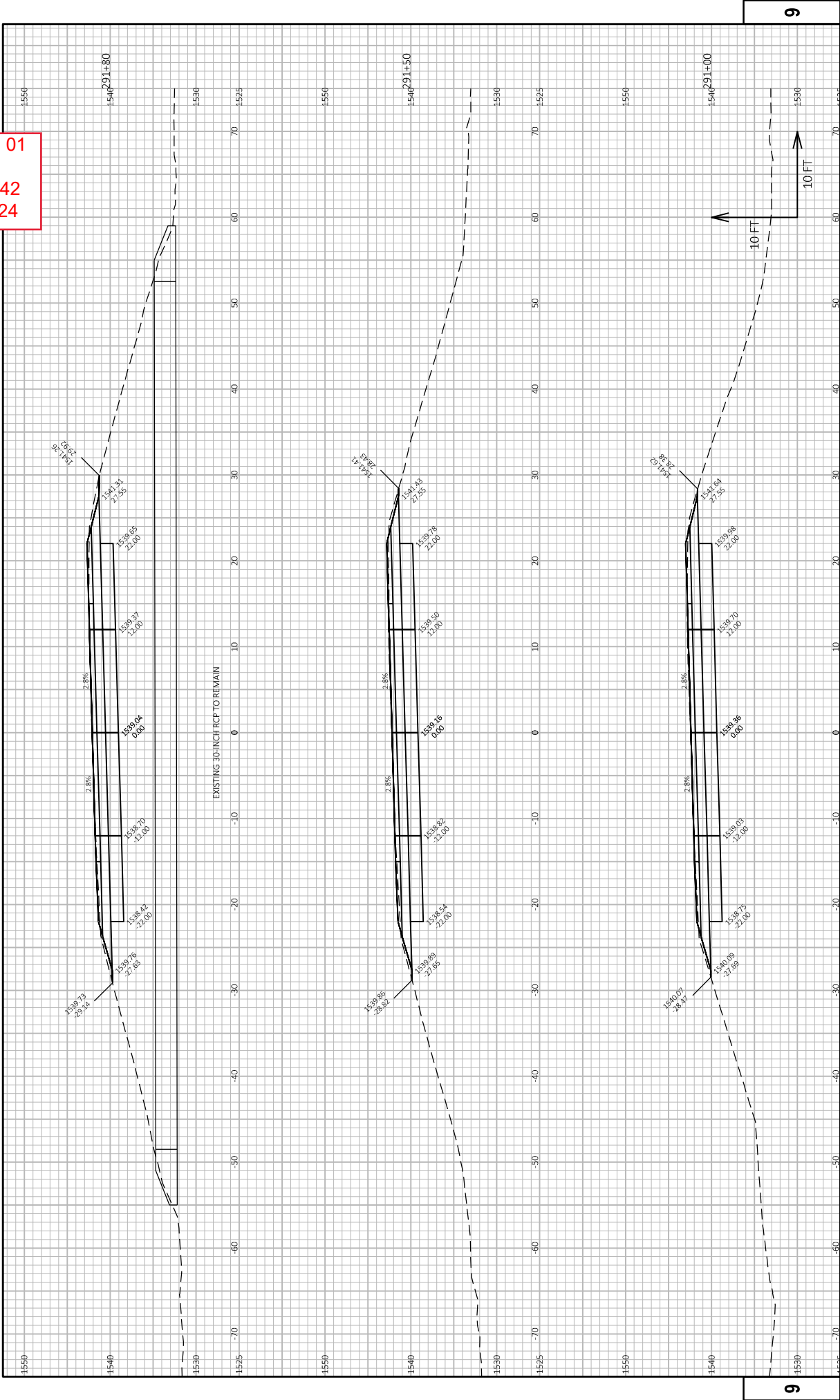
10 FT

PROJECT NO:	1590-12-76	COUNTY:	ONEIDA	CROSS SECTIONS:	CROSS SECTIONS	SHEET	E
FILE NAME: I:\BUREAU\GMA\B\CONDOIR\CDD\DIETSOTHEH\1590-12-76_SECT ONEID.GWG KAYNOLENAME_090134							
		PLOT DATE:	1/26/2024 11:31 AM	PLOT BY:	WILKE, CASSANDRA	PLOT SCALE: = 1 IN=10 FT HORIZ / 1 IN=10 FT VERT.	
WB907/CADS SHEET 49							

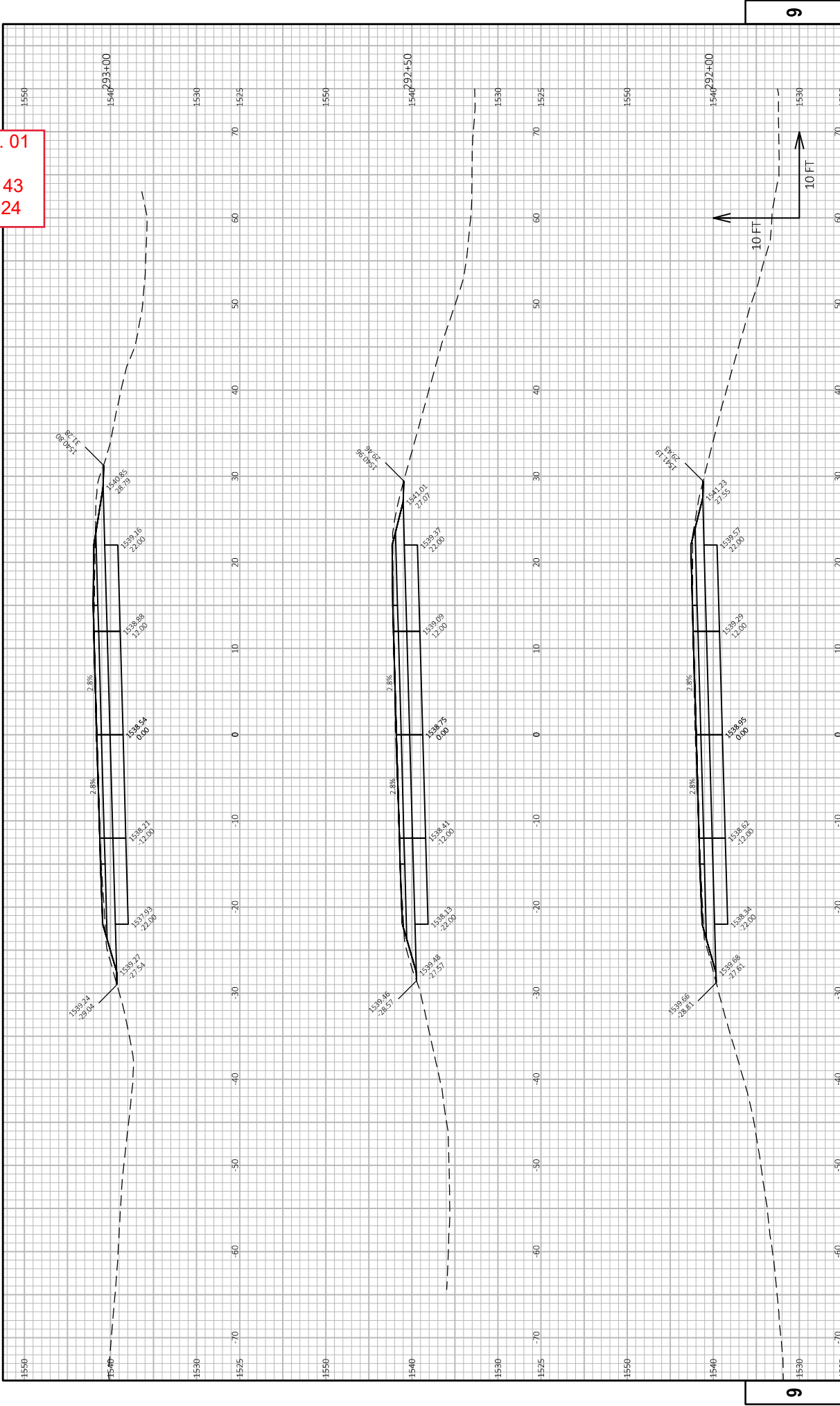
Addendum No. 01
ID 1590-12-76
Added Sheet 141
February 5, 2024



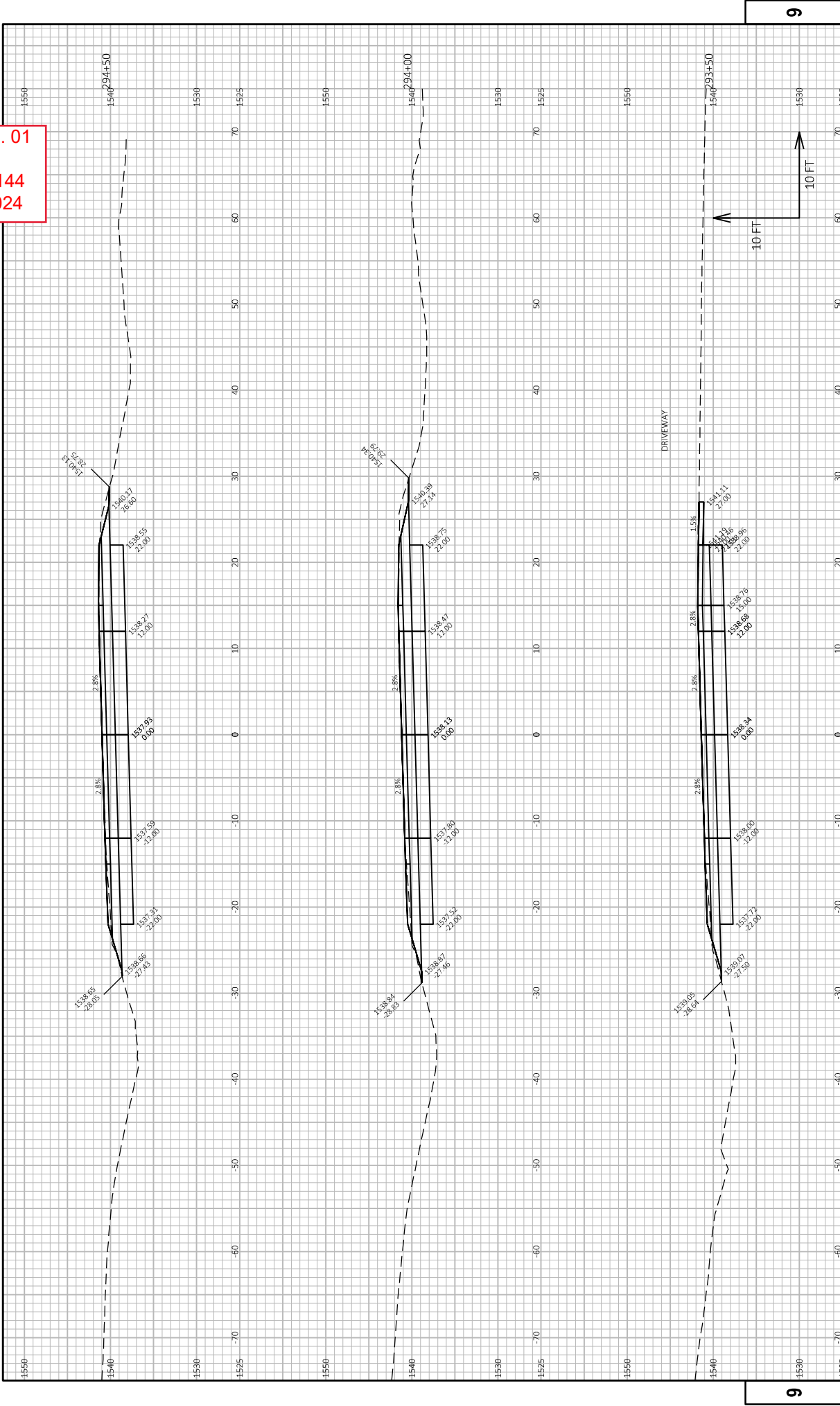
Addendum No. 01
ID 1590-12-76
Added Sheet 142
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 143
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 144
February 5, 2024



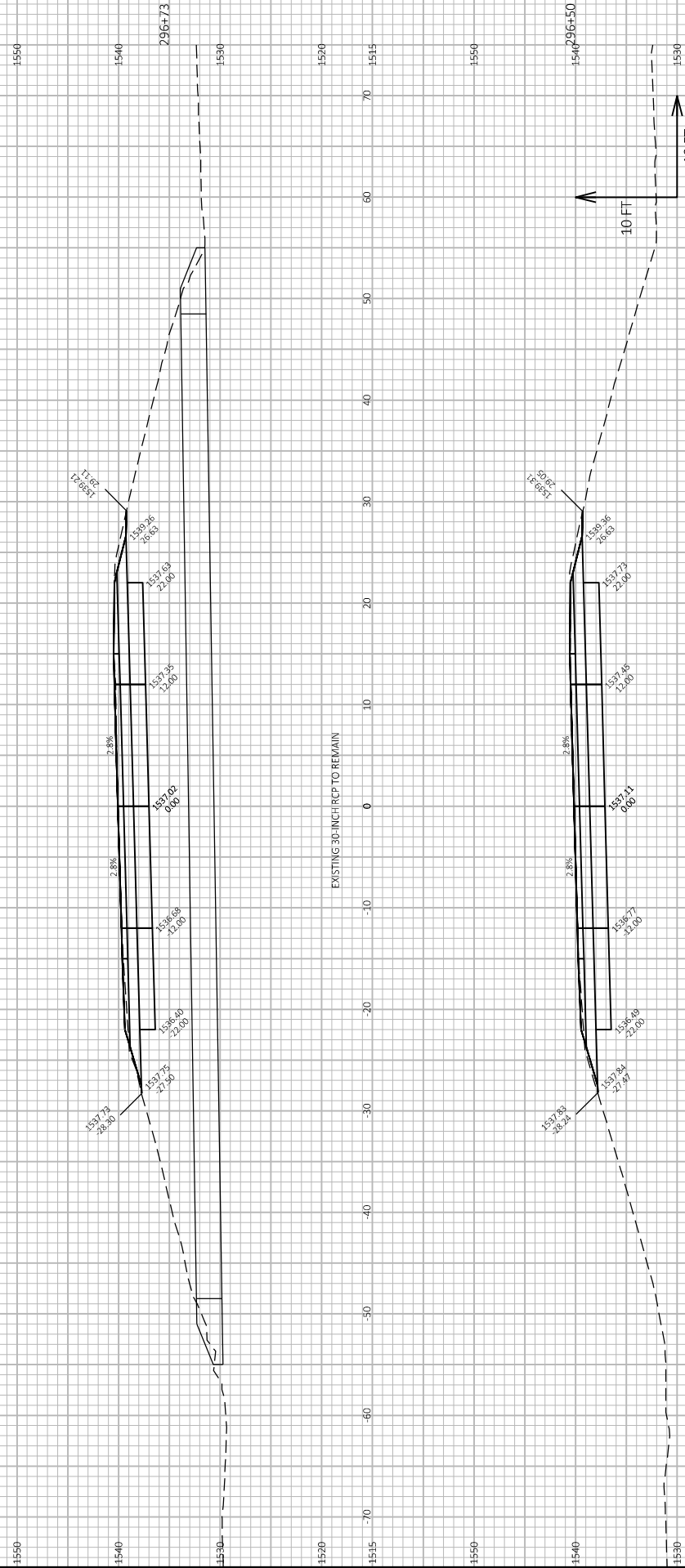
The image displays three vertical profile views of a road segment, labeled 01, 45, and 24. Each view shows a cross-section of the road with elevation points and a 10 FT scale bar.

View 01: The profile shows a road with a 2.8% slope. Key elevation points are marked at 1538.03, 1538.05, 1538.70, 1538.88, 1537.31, 1537.53, 1537.93, 1538.56, and 1538.96. The horizontal axis ranges from -70 to 70.

View 45: The profile shows a road with a 2.8% slope. Key elevation points are marked at 1538.24, 1538.25, 1538.50, 1537.18, 1537.51, 1537.88, 1538.14, 1537.76, and 1538.92. The horizontal axis ranges from -70 to 70.

View 24: The profile shows a road with a 2.8% slope. Key elevation points are marked at 1538.24, 1538.25, 1538.50, 1537.11, 1537.72, 1538.06, 1538.34, 1538.60, and 1538.92. The horizontal axis ranges from -70 to 70.

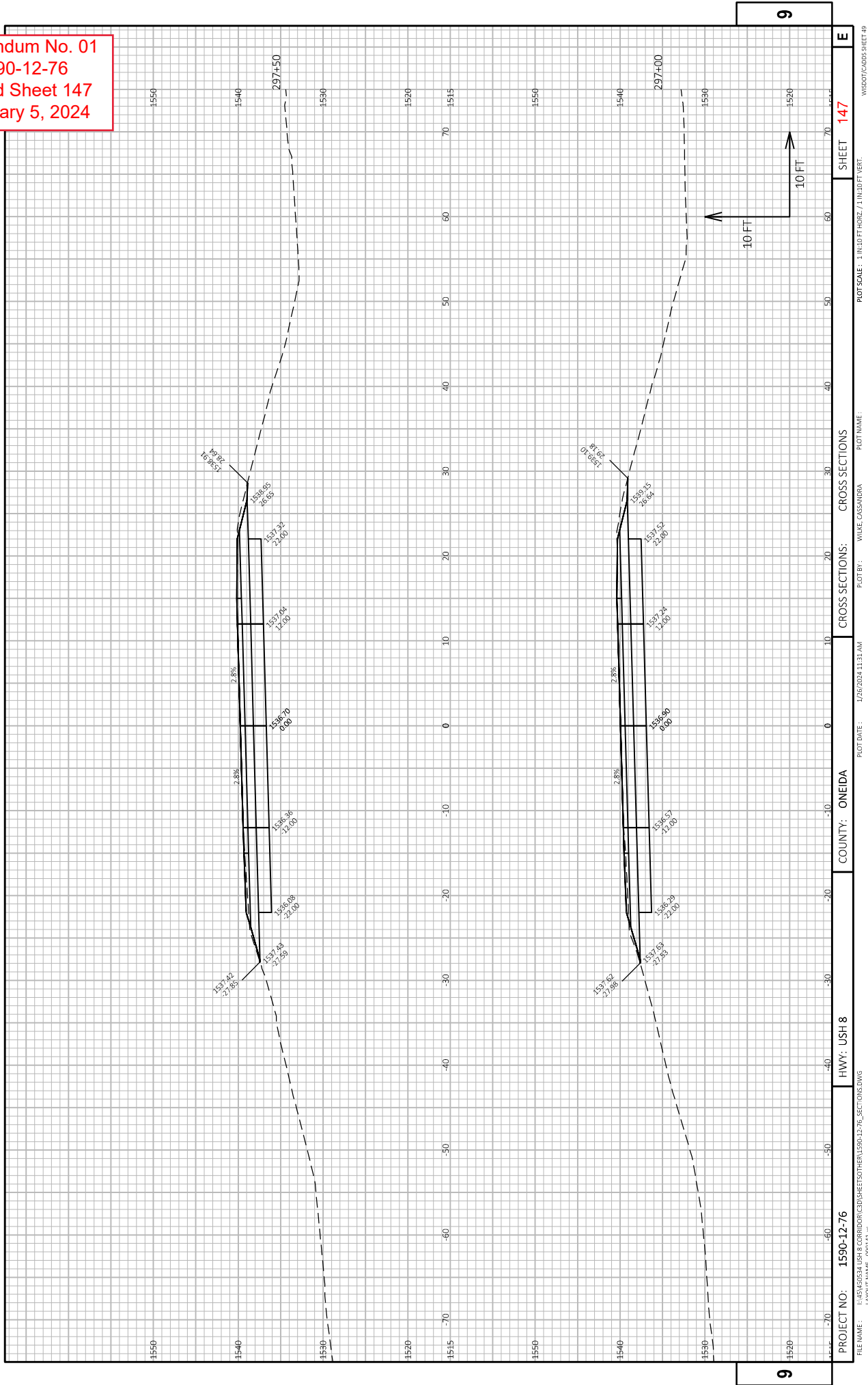
Addendum No. 01
ID 1590-12-76
Added Sheet 146
February 5, 2024

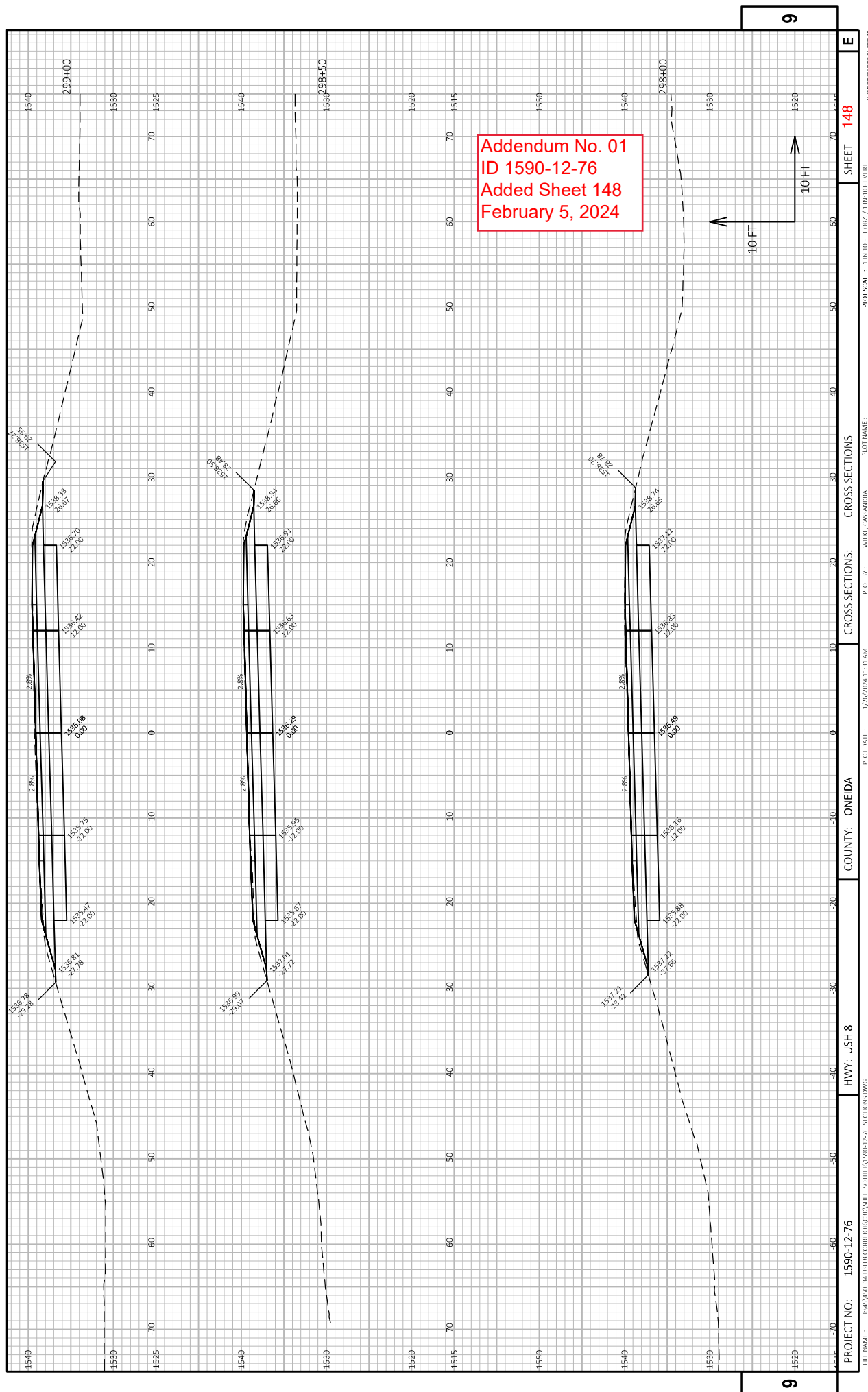


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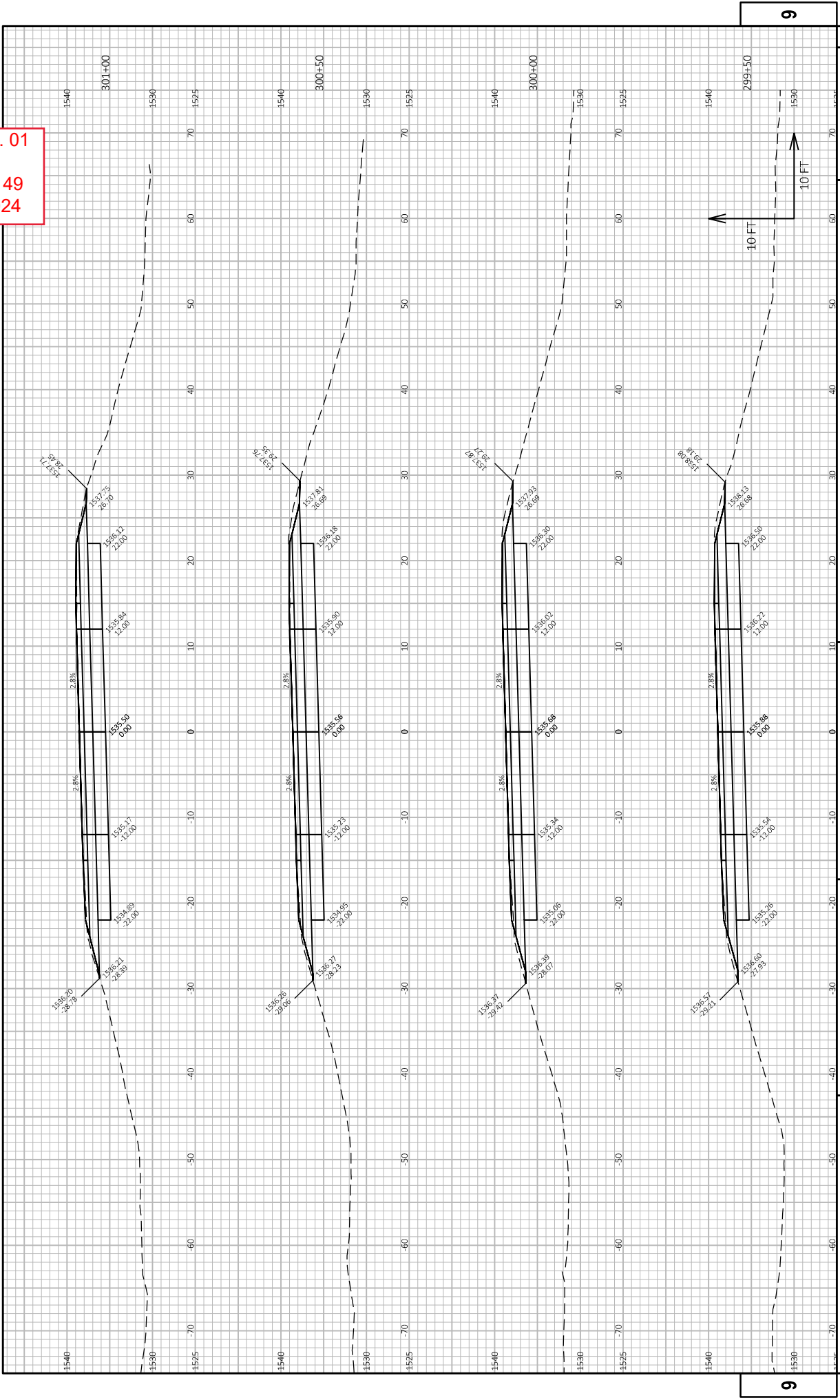
PROJECT NO:	1590-12-76	HWY:	USH 8	COUNTY:	ONEIDA	CROSS SECTIONS:		SHEET	E
FILE NAME:	I:\AS\1590-12 US 8 CORRIDOR CD\SHEETS\THEN\1590-12-76_SECT ONE.DWG								
DRAWN BY:	LAQUET JAMES - PMS/MLA								
PLOT DATE:	1/26/2024 11:51 AM								
PLOT BY:	WILKE CASSANDRA								
PLOT SCALE:	1 IN=10 FT HORIZ / 1 IN=10 FT VERT.								
									WSOCD/CADD SHEET 49

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February 5, 2024

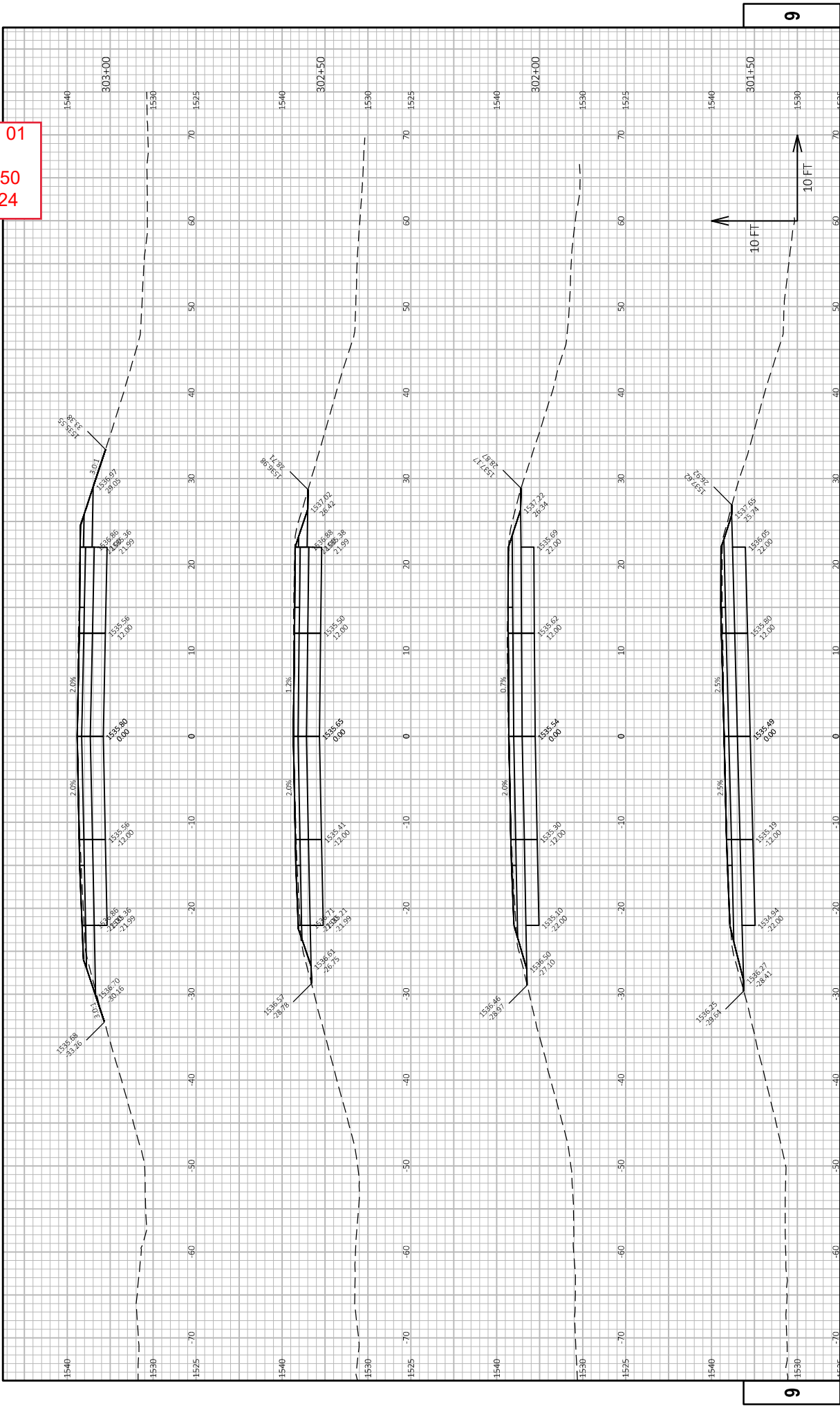




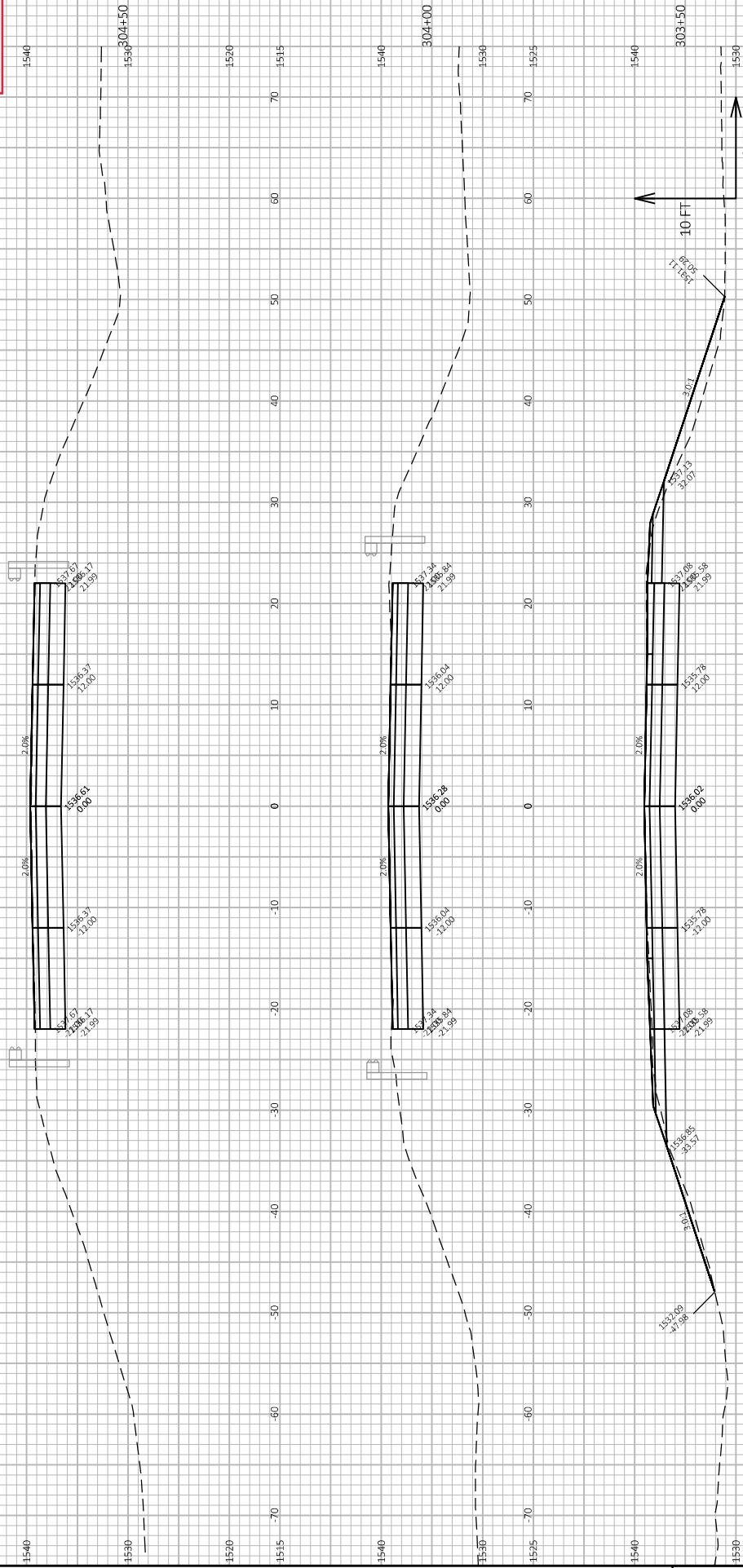
Addendum No. 01
ID 1590-12-76
Added Sheet 149
February 5, 2024



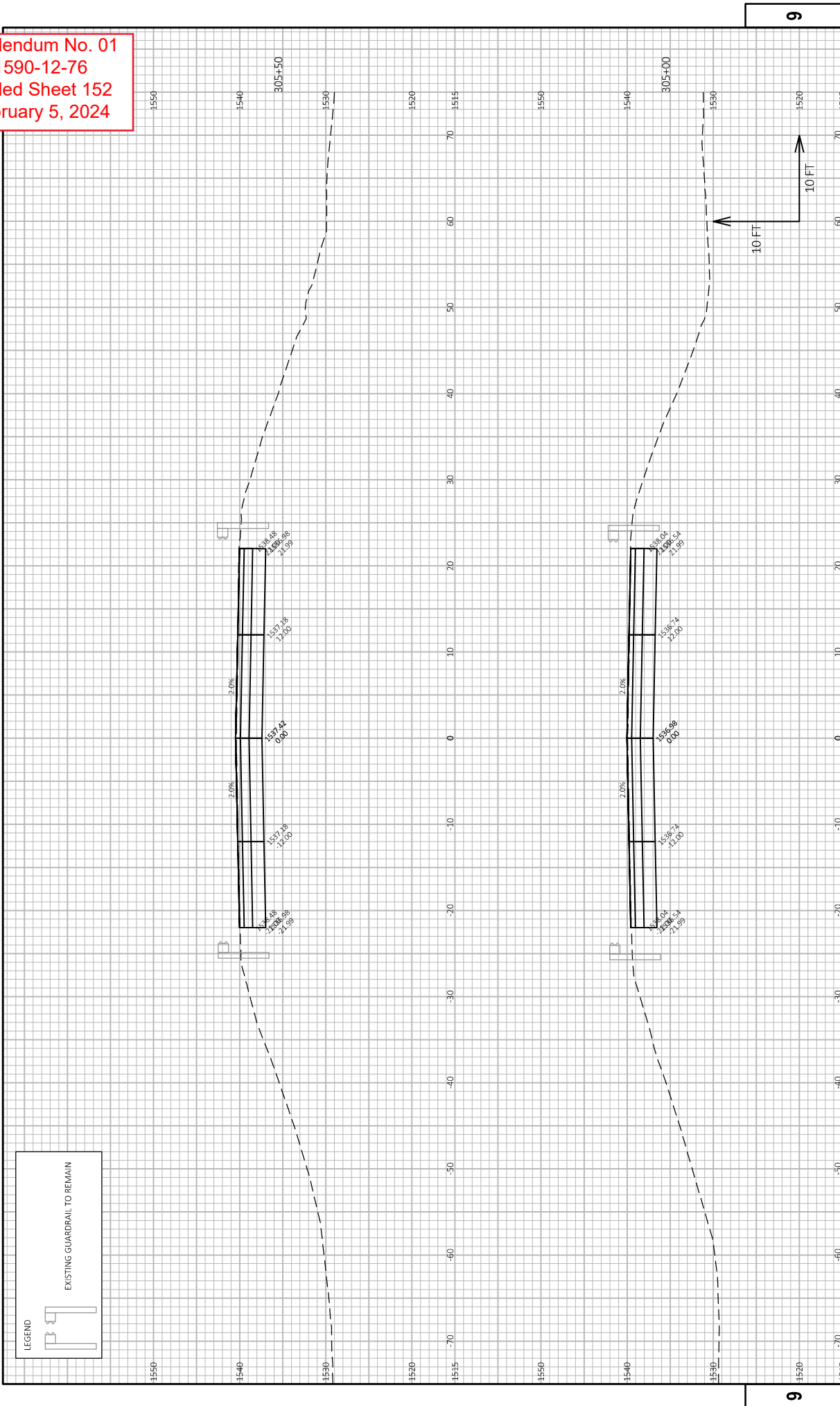
Addendum No. 01
ID 1590-12-76
Added Sheet 150
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 151
February 5, 2024

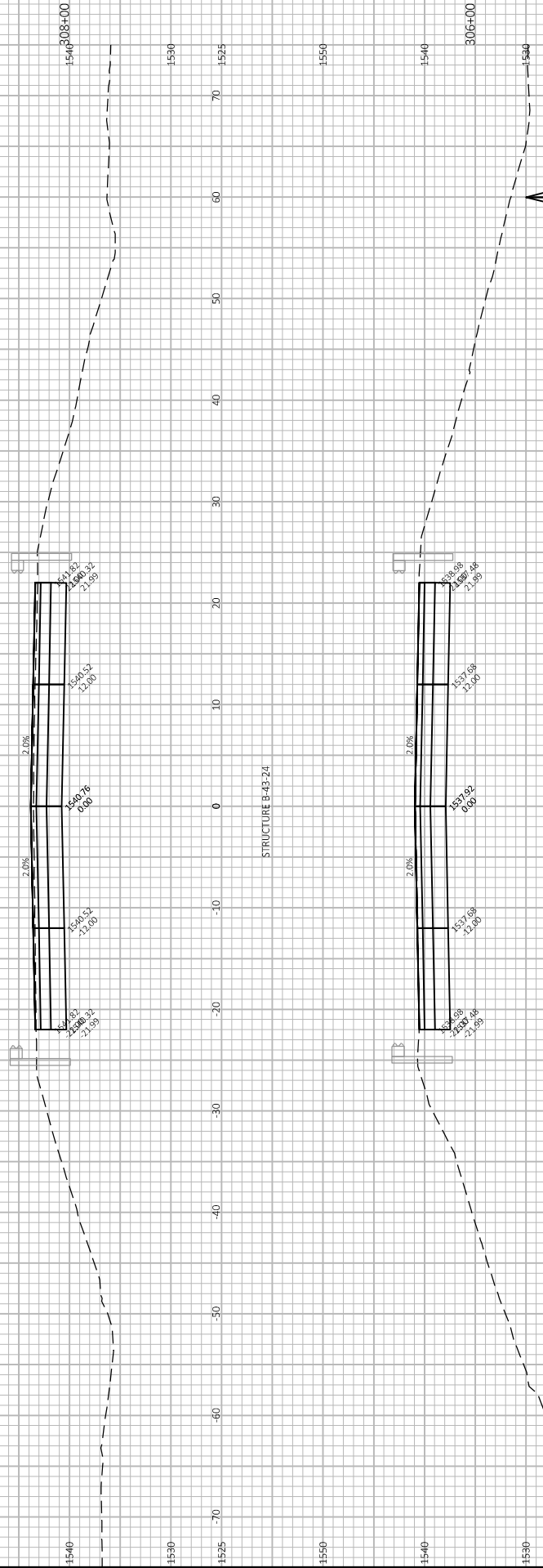


Addendum No. 01
ID 1590-12-76
Added Sheet 152
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 153
February 5, 2024

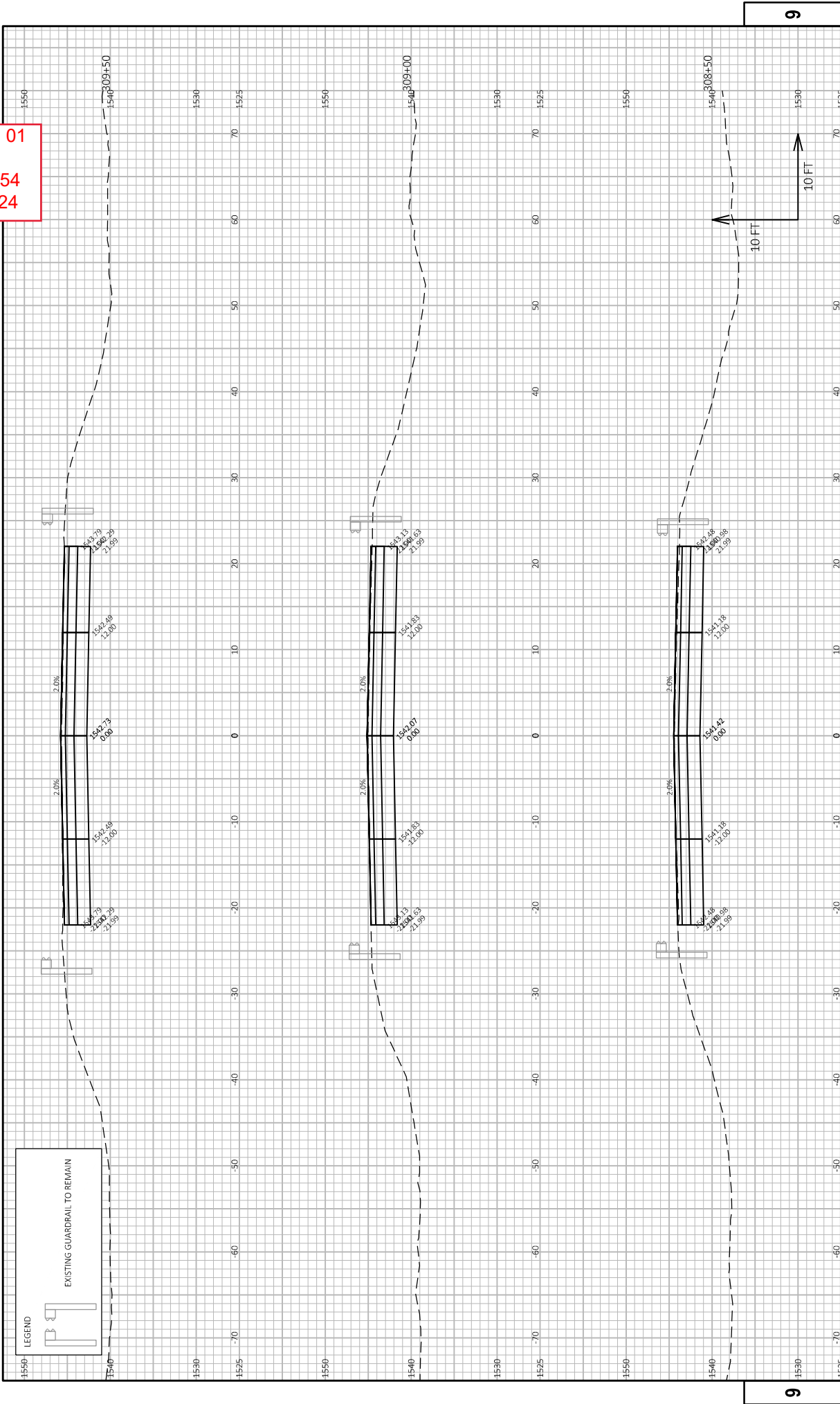
LEGEND
EXISTING GUARDRAIL TO REMAIN



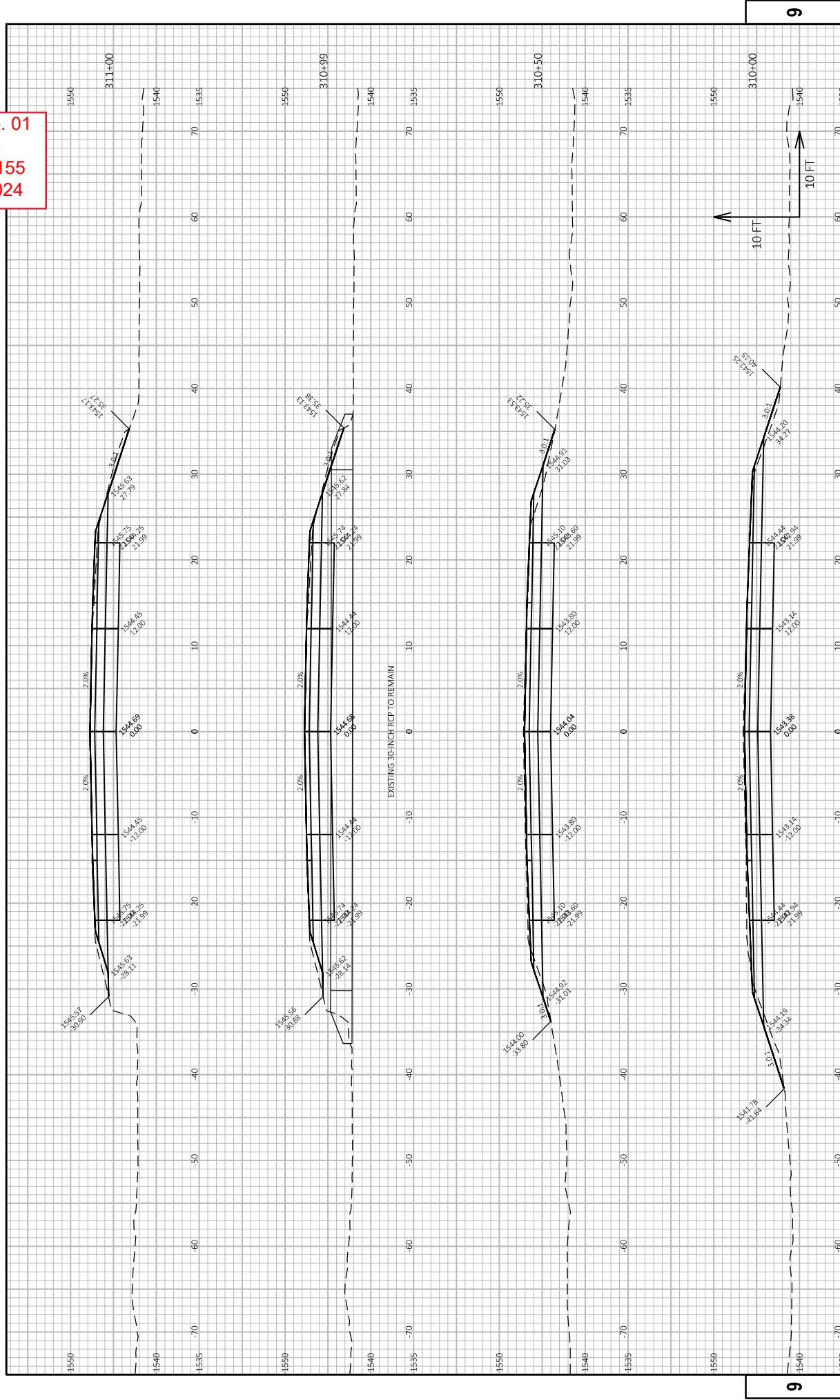
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9

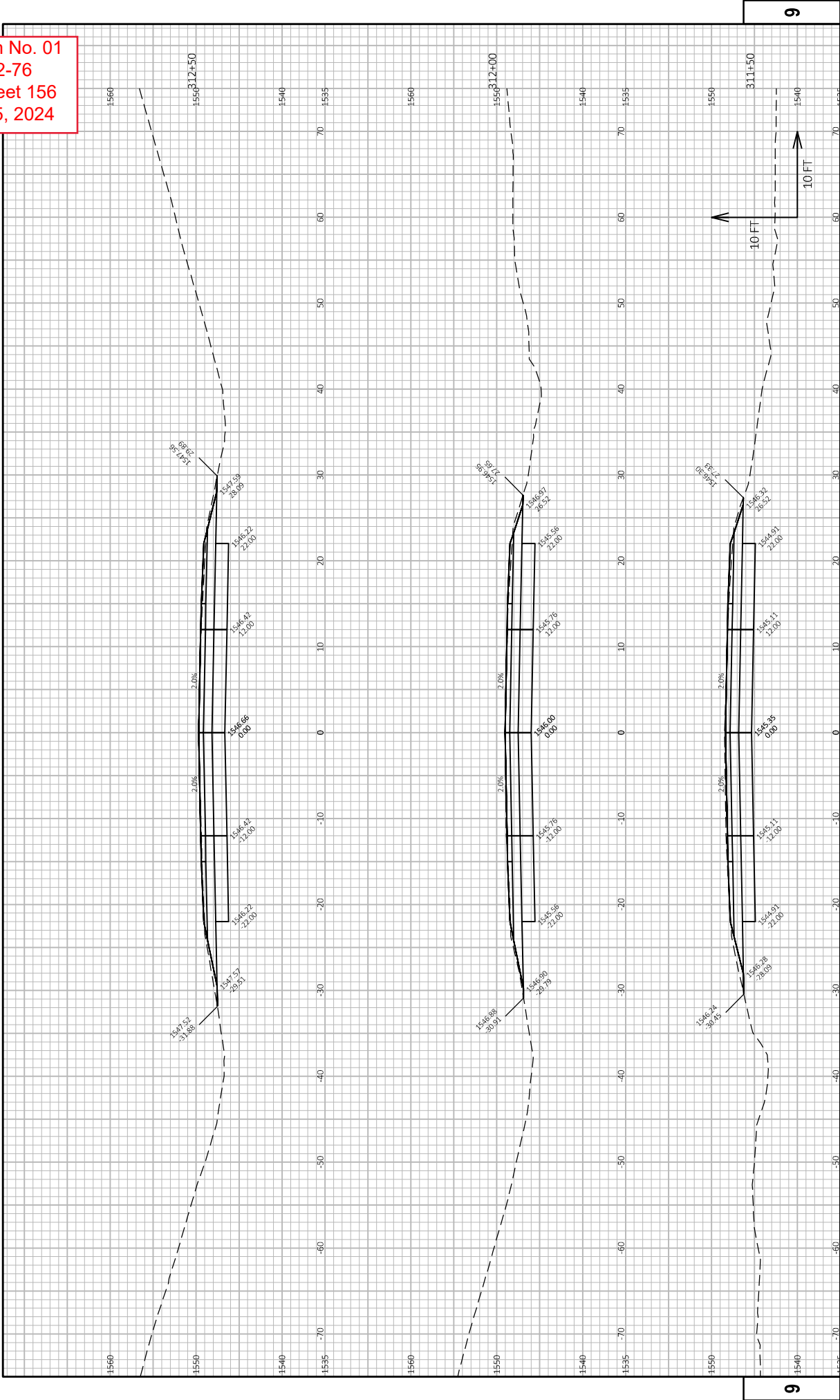
Addendum No. 01
ID 1590-12-76
Added Sheet 154
February 5, 2024



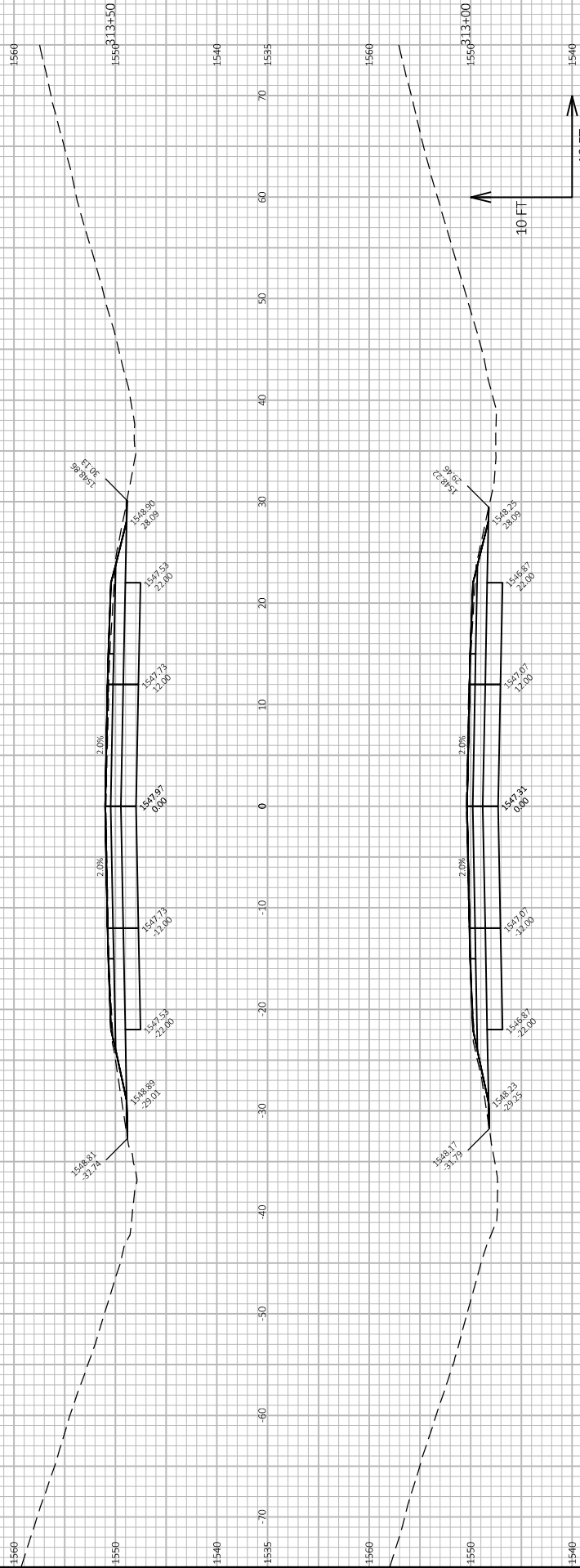
Addendum No. 01
ID 1590-12-76
Added Sheet 155
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 156
February 5, 2024

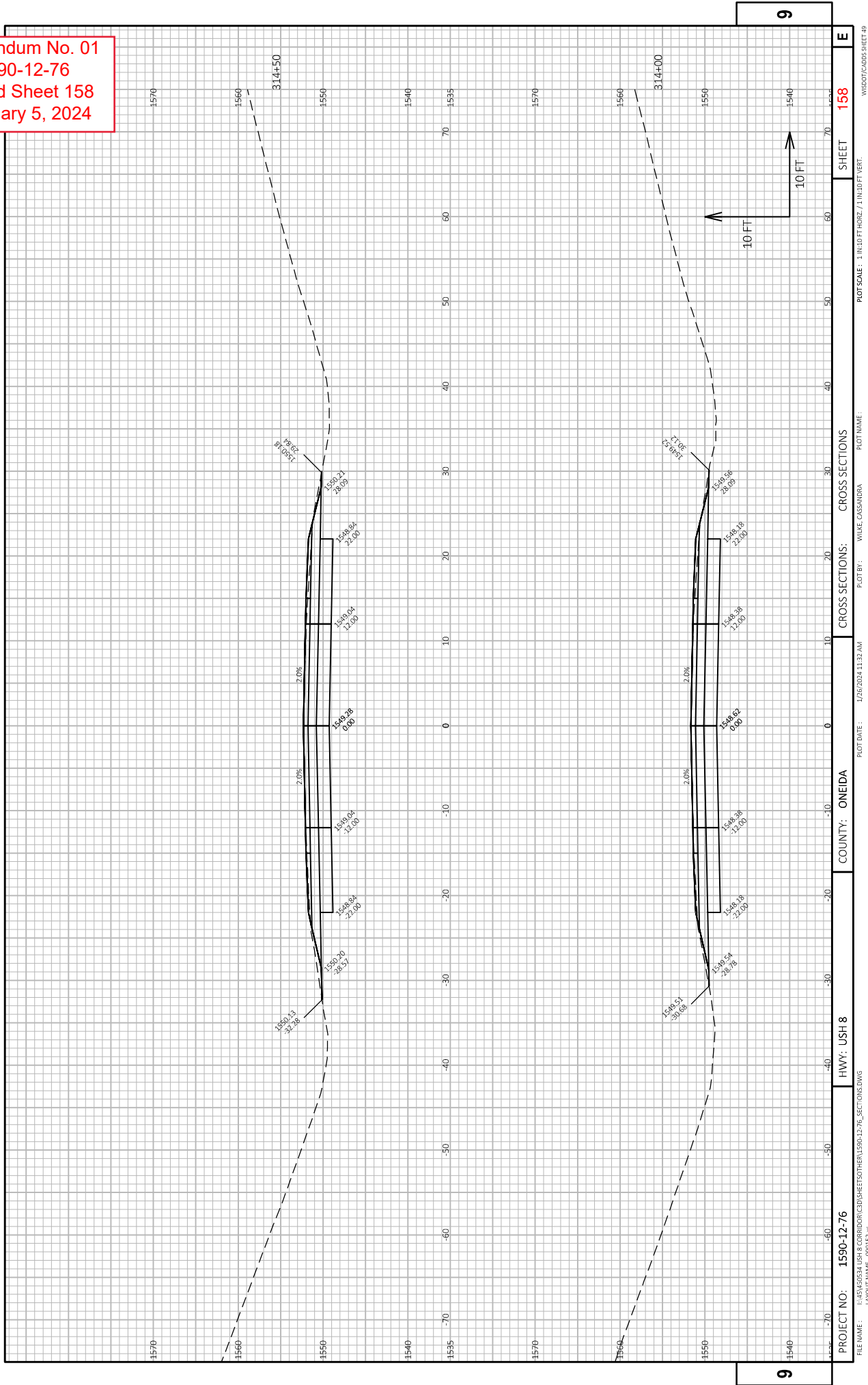


Addendum No. 01
ID 1590-12-76
Added Sheet 157
February 5, 2024



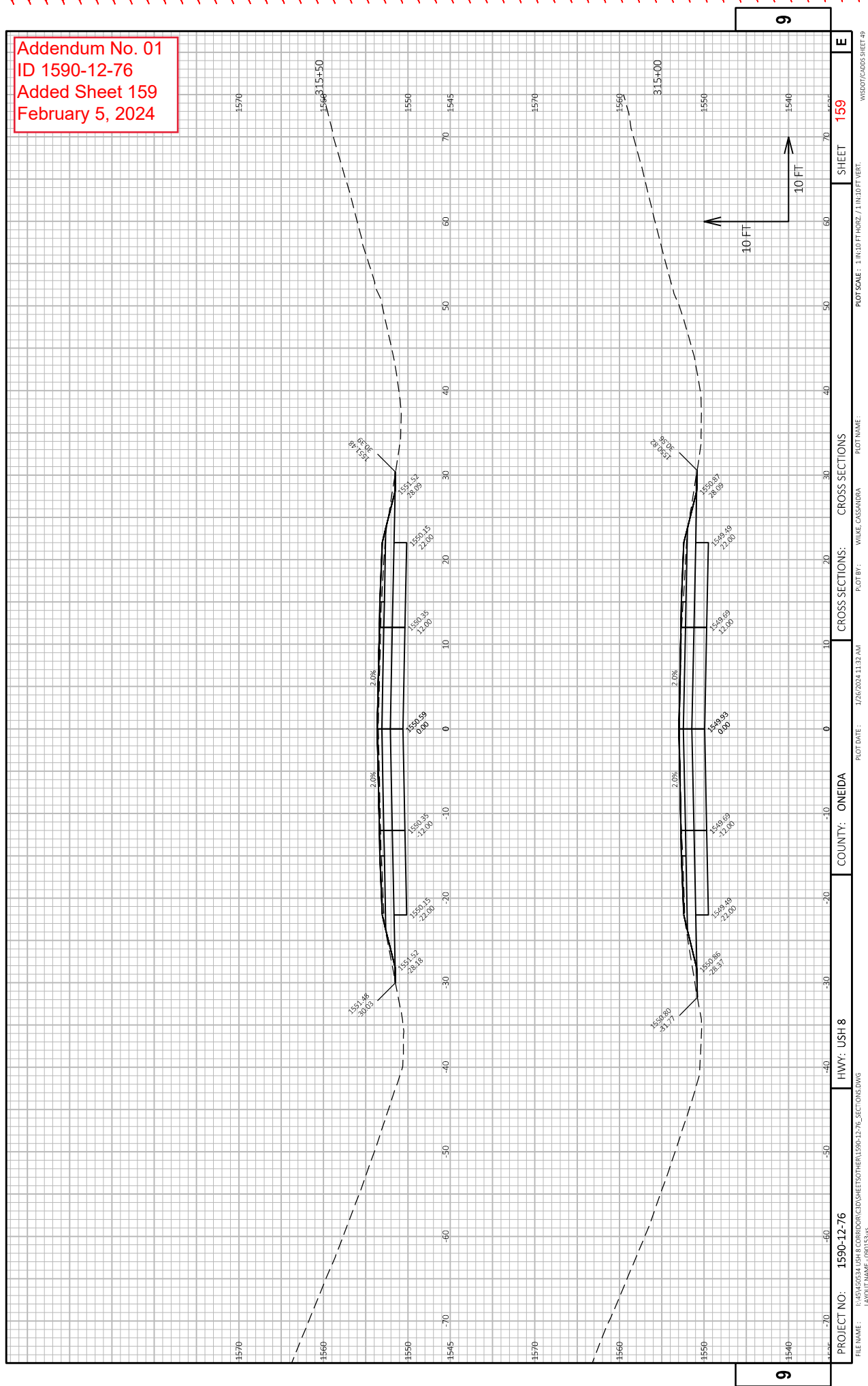
PROJECT NO: 1590-12-76
FILE NAME: I:\BVA5034 USH 8 CORRIDOR\CD\SHEDTOTHER\1590-12-76_SECTION.DWG
LAYOUT NAME: 090151-45
COUNTY: ONEIDA
HWY: USH 8
CROSS SECTIONS: CROSS SECTIONS
PLOT BY: WILKE, CASSANDRA
PLOT DATE: 1/26/2024 11:32 AM
PLOT SCALE: 1 IN=10 FT HORZ. / 1 IN=10 FT VERT.
SHEET 157
E

Addendum No. 01
ID 1590-12-76
Added Sheet 158
February 5, 2024



PROJECT NO: 1590-12-76
FILE NAME: I:\BVA5034 USH 8 CORRIDOR\CD\SHOOTER\1590-12-76_SECTION.DWG
LAYOUT NAME: 090152-AS
COUNTY: ONEIDA
PLOT DATE: 1/26/2024 11:32 AM
PLOT BY: WILKE, CASSANDRA
CROSS SECTIONS: CROSS SECTIONS
SHEET 158
PLOT SCALE: 1 IN 10 FT HORIZ. / 1 IN 10 FT VERT.
WISDOT/CADD SHEET 49

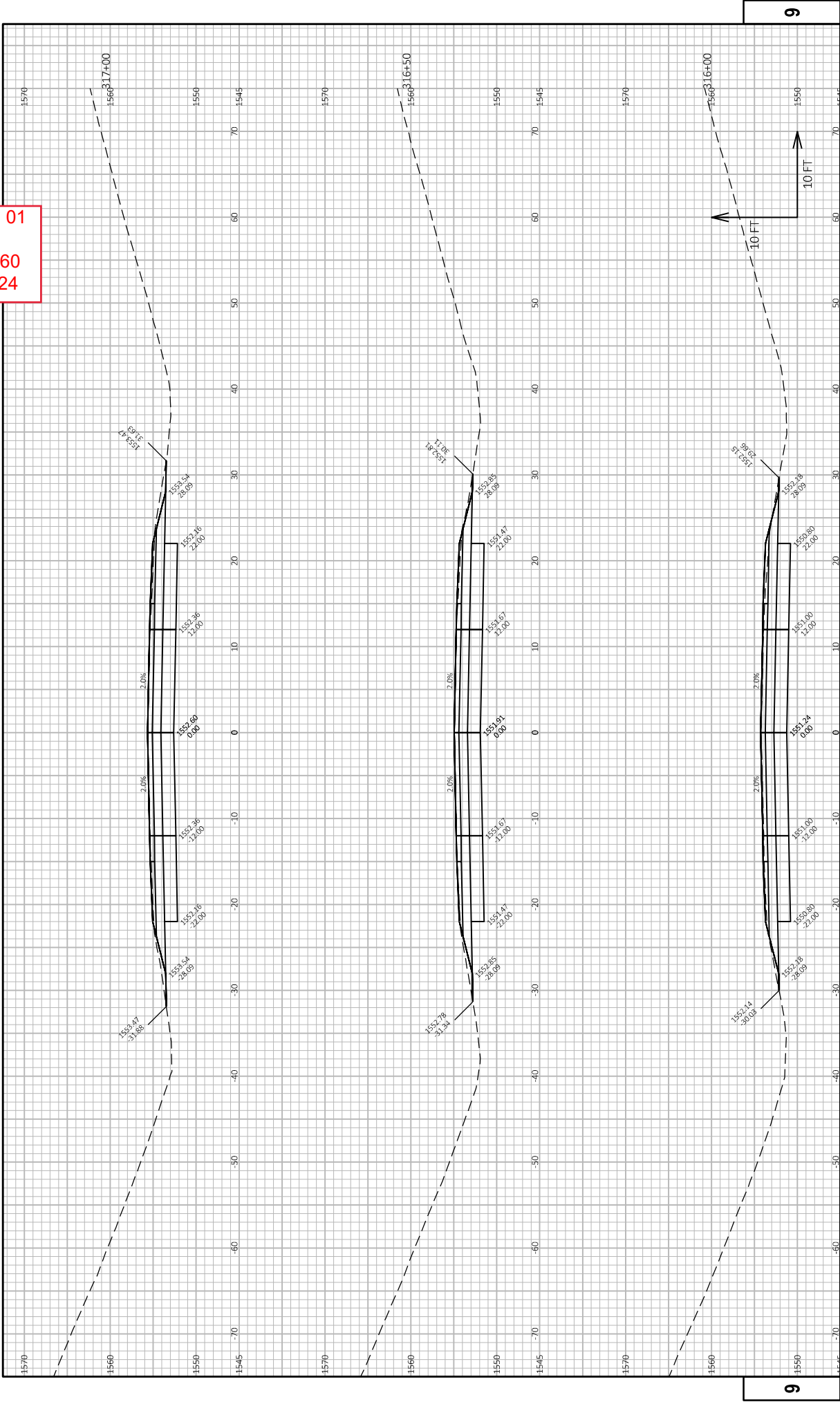
Addendum No. 01
ID 1590-12-76
Added Sheet 159
February 5, 2024



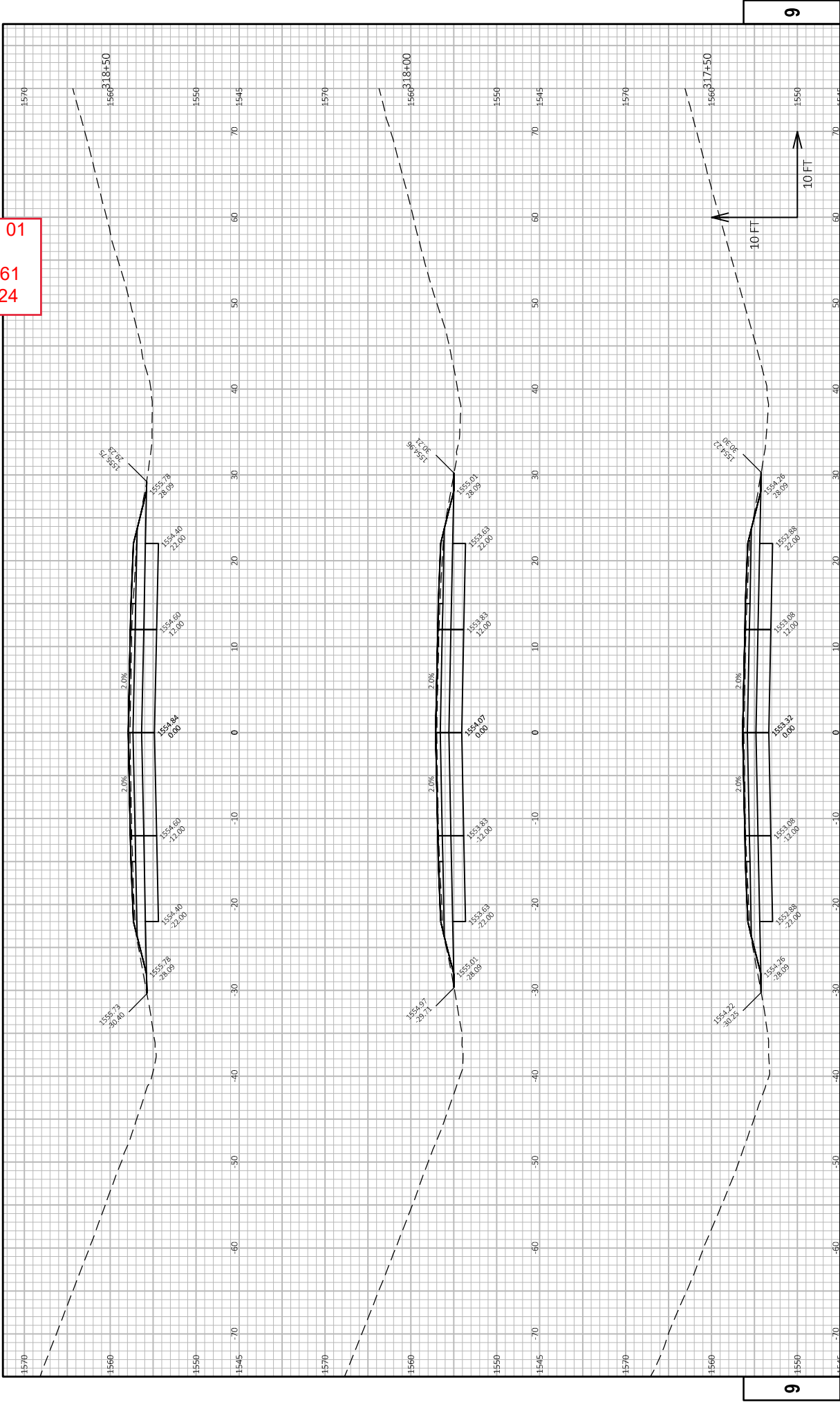
FILE NAME:	PROJECT NO:	HWY:	COUNTY:	CROSS SECTIONS:	CROSS SECTIONS
18-105583-1 (9.5% CORRIDOR) (3.0) GREEN SOUTH (1590-12-76) SEC 05 (0.0) (0.0)	1590-12-76	USH 8	ONEIDA		
PROJECT NAME: 18-105583-1 (9.5% CORRIDOR) (3.0) GREEN SOUTH (1590-12-76) SEC 05 (0.0) (0.0)				PLOT DATE: 1/26/2024 11:32 AM	PLOT NAME: 18-105583-1 (9.5% CORRIDOR) (3.0) GREEN SOUTH (1590-12-76) SEC 05 (0.0) (0.0)

WISDOT/CADD SHEET 49

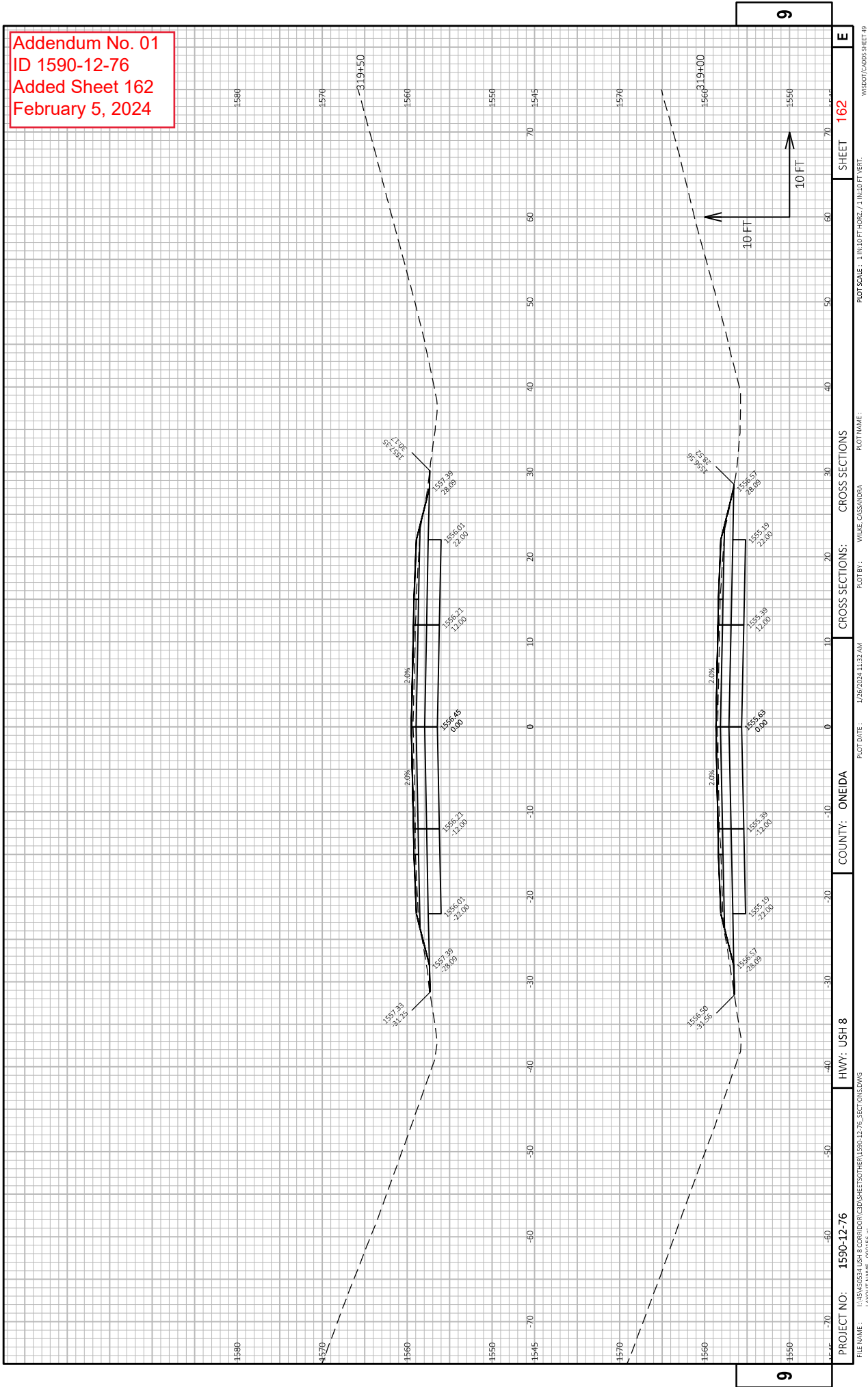
Addendum No. 01
ID 1590-12-76
Added Sheet 160
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 161
February 5, 2024



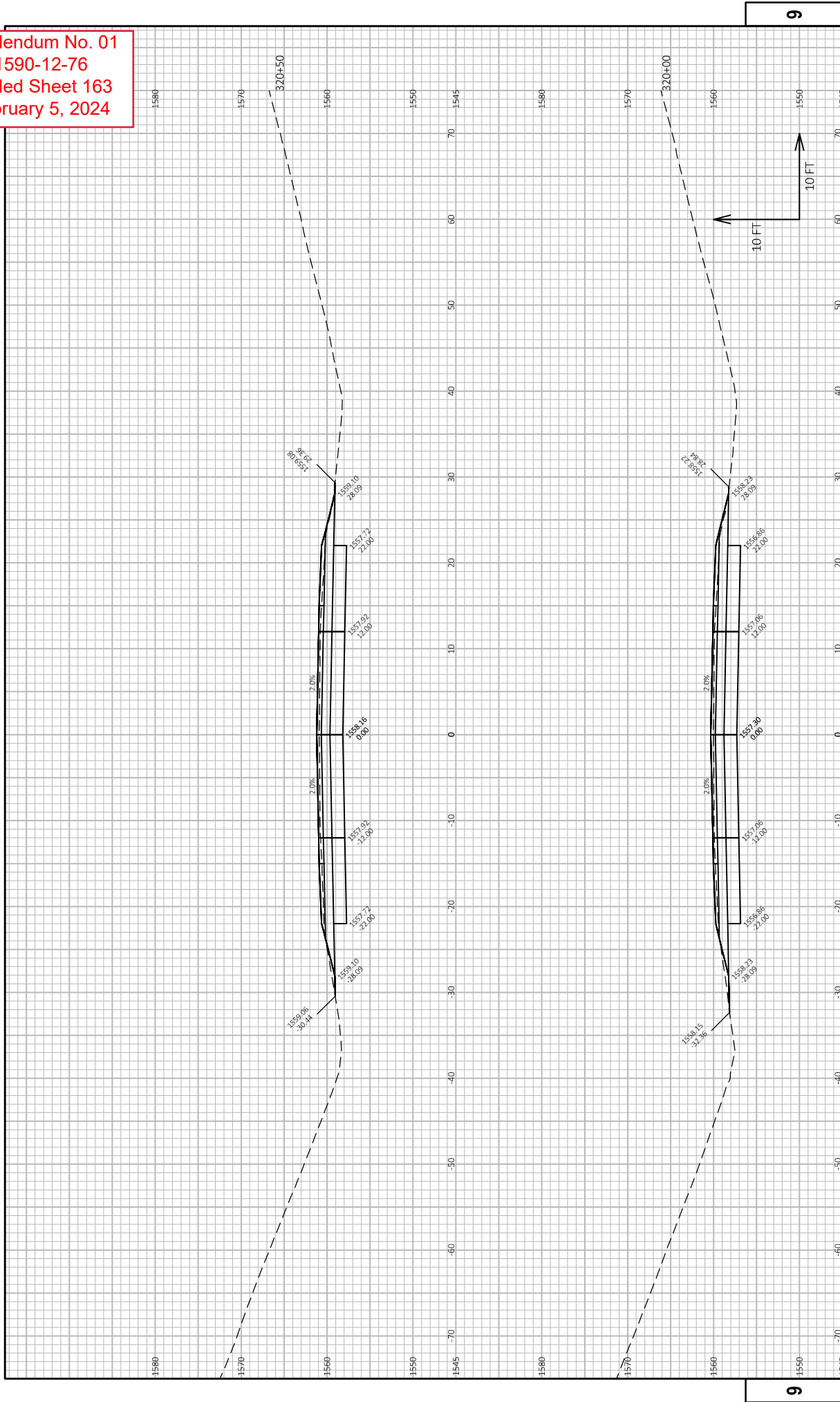
Addendum No. 01
ID 1590-12-76
Added Sheet 162
February 5, 2024



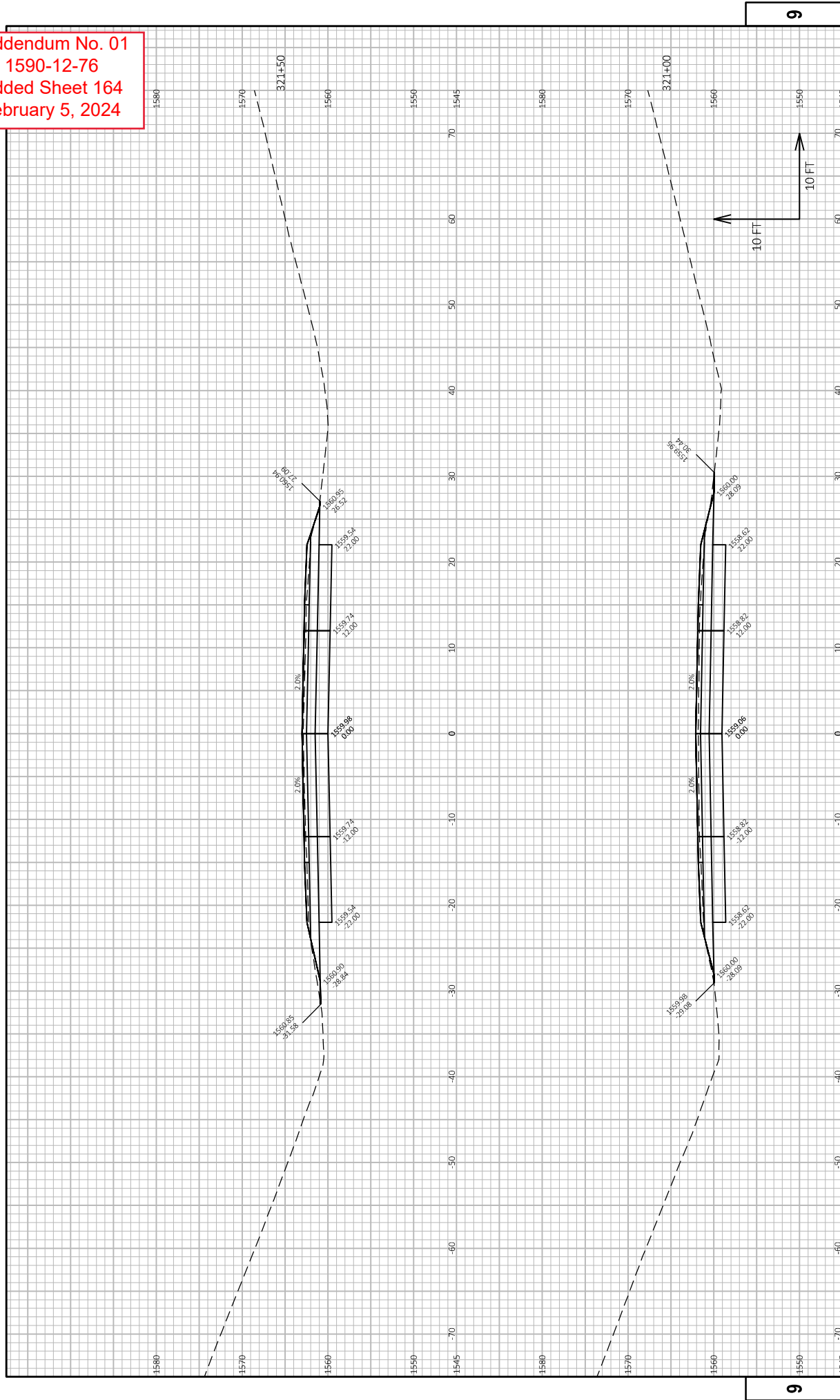
PROJECT NO: 1590-12-76
FILE NAME: I:\BVA\5034 USH 8 CORRIDOR\CD\SHOOTER\1590-12-76_SECTION.DWG
LAYOUT NAME: 090156-48
COUNTY: ONEIDA
HWY: USH 8
CROSS SECTIONS: WILKE, CASSANDRA
PLOT BY: WILKE, CASSANDRA
PLOT DATE: 1/26/2024 11:32 AM
PLOT SCALE: 1 IN 10 FT HORIZ. / 1 IN 10 FT VERT.

SHEET 162
E

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ID 1590-12-76
Added Sheet 163
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 164
February 5, 2024



PROJECT NO: 1590-12-76
FILE NAME: I:\BVA\5034 USH 8 CORRIDOR\CD\01SHEET01\1590-12-76_SECTION.DWG
LAYOUT NAME: 090158-AS
CROSS SECTIONS: WILKE, CASSANDRA
PLOT DATE: 1/26/2024 11:33 AM
PLOT BY: WILKE, CASSANDRA
CROSS SECTIONS: ONEIDA
COUNTY: ONEIDA
HWY: USH 8
SHEET 164
E

WISDOT/CADSW SHEET 49

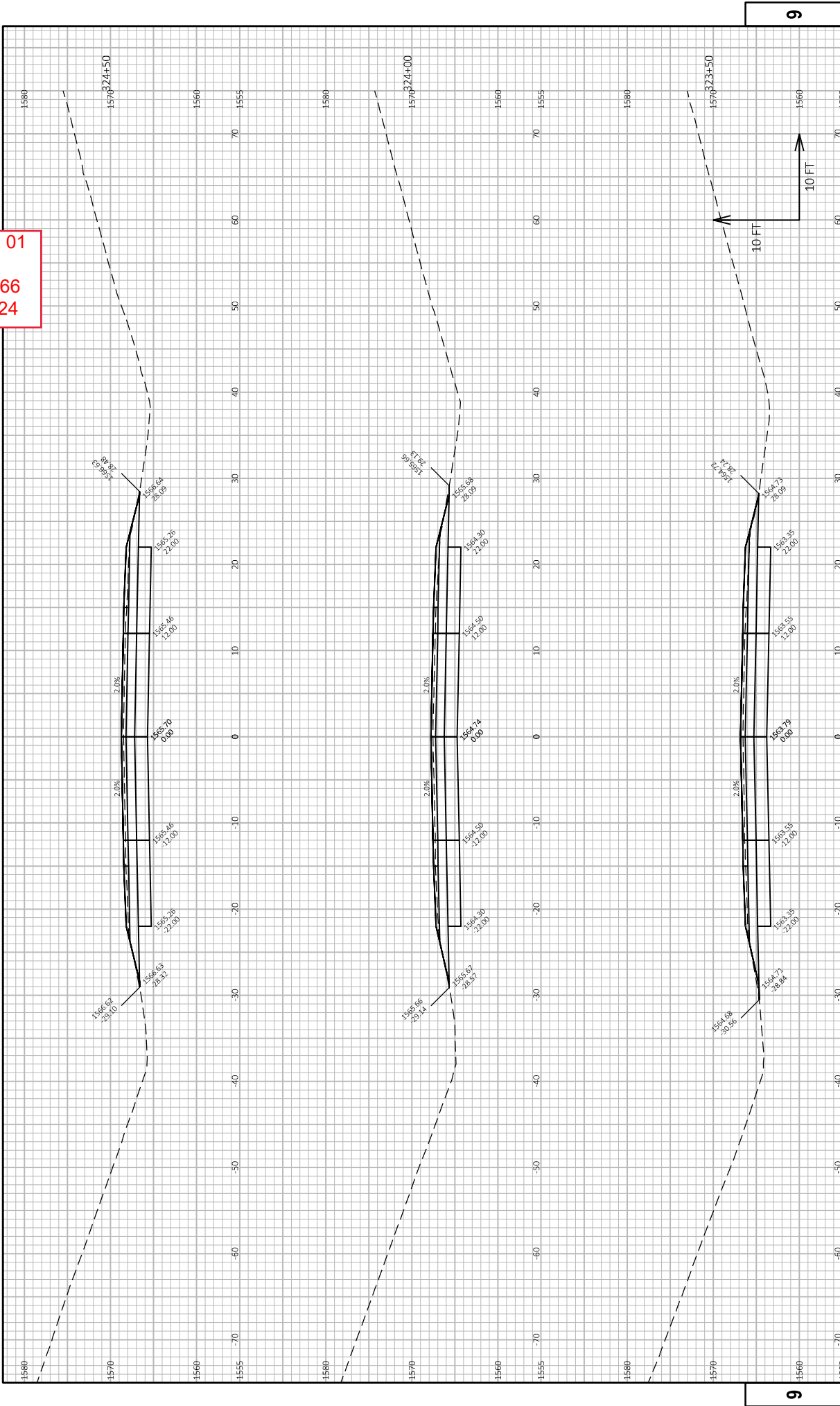
PROJECT NO:	1590-12-76	HWY:	USH 8	COUNTY:	ONEIDA	CROSS SECTIONS:	CROSS SECTIONS
FILE NAME:	I:\MS\B354 USH 8 CORRIDOR\CD\SHEETS\OTHER\1590-12-76_SECT_01.DWG						
PLOT DATE:	12/26/2024 11:33 AM						
PLOT BY:	WILDE, CASSANDRA						
PLOT NAME:							

	SHEET	165	E
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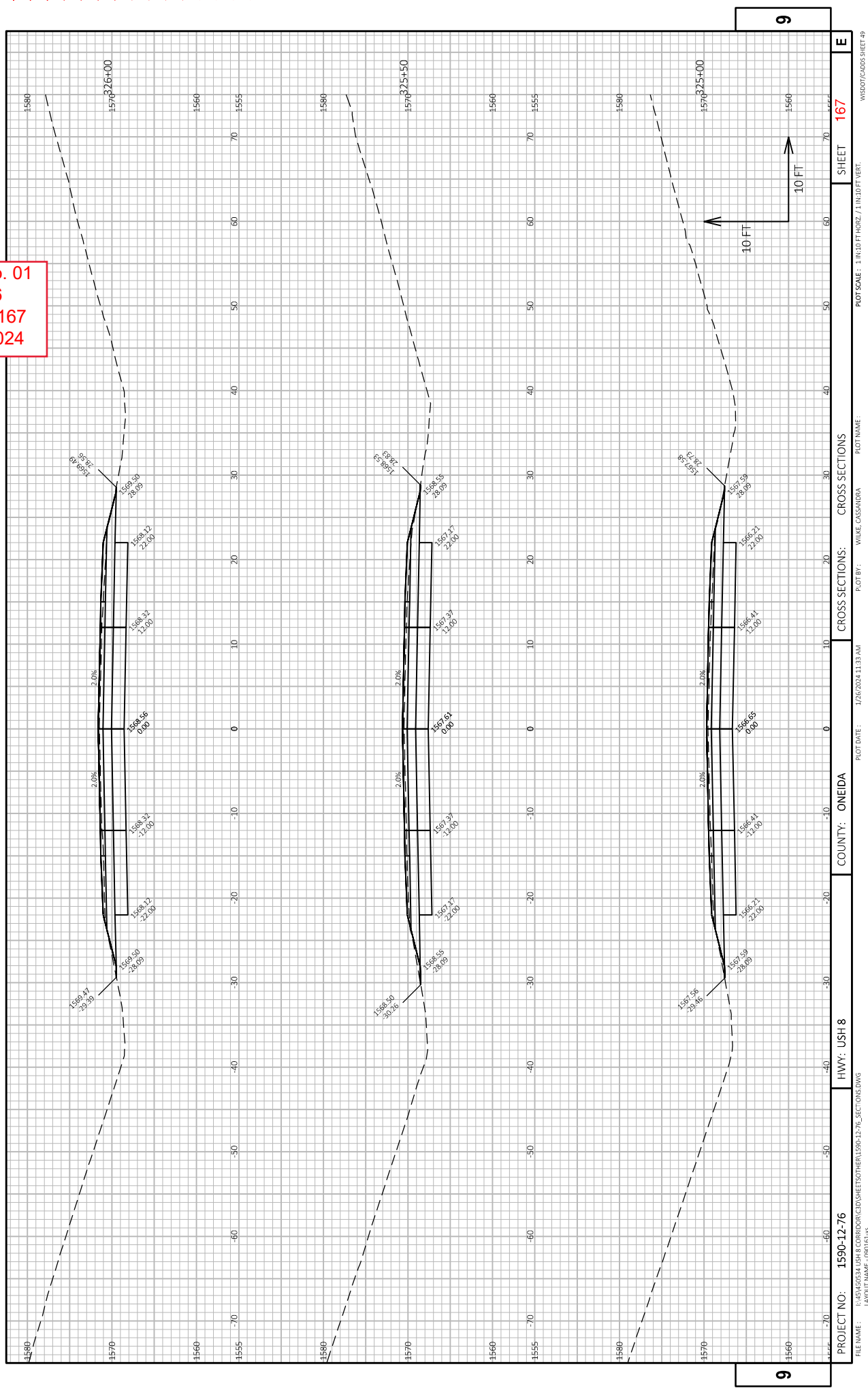
PLOT SCALE : 1 IN:10 FT HORIZ. / 1 IN:10 FT VERT

WISDOT/CADDIS SHEET 49

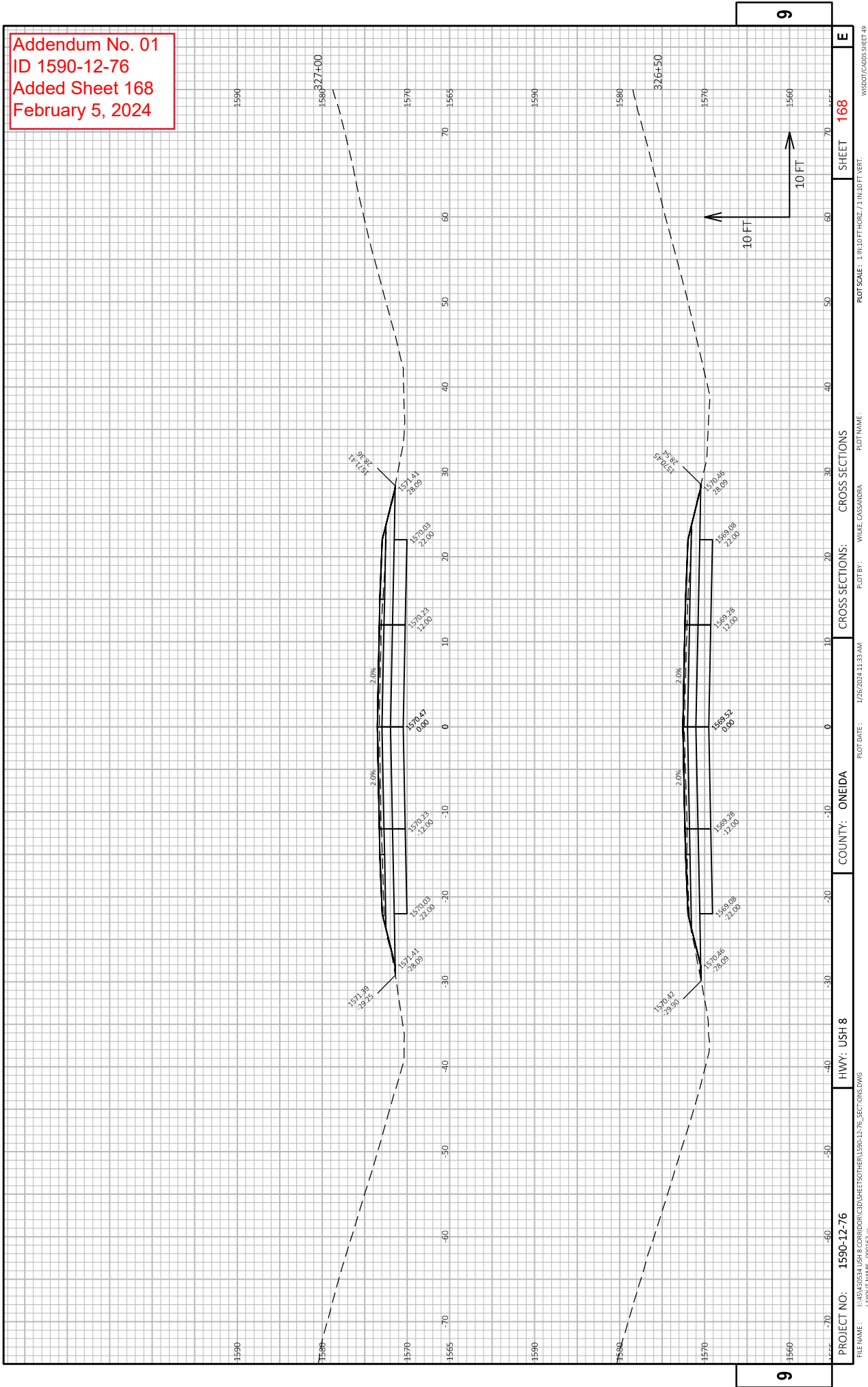
Addendum No. 01
ID 1590-12-76
Added Sheet 166
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 167
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 168
February 5, 2024

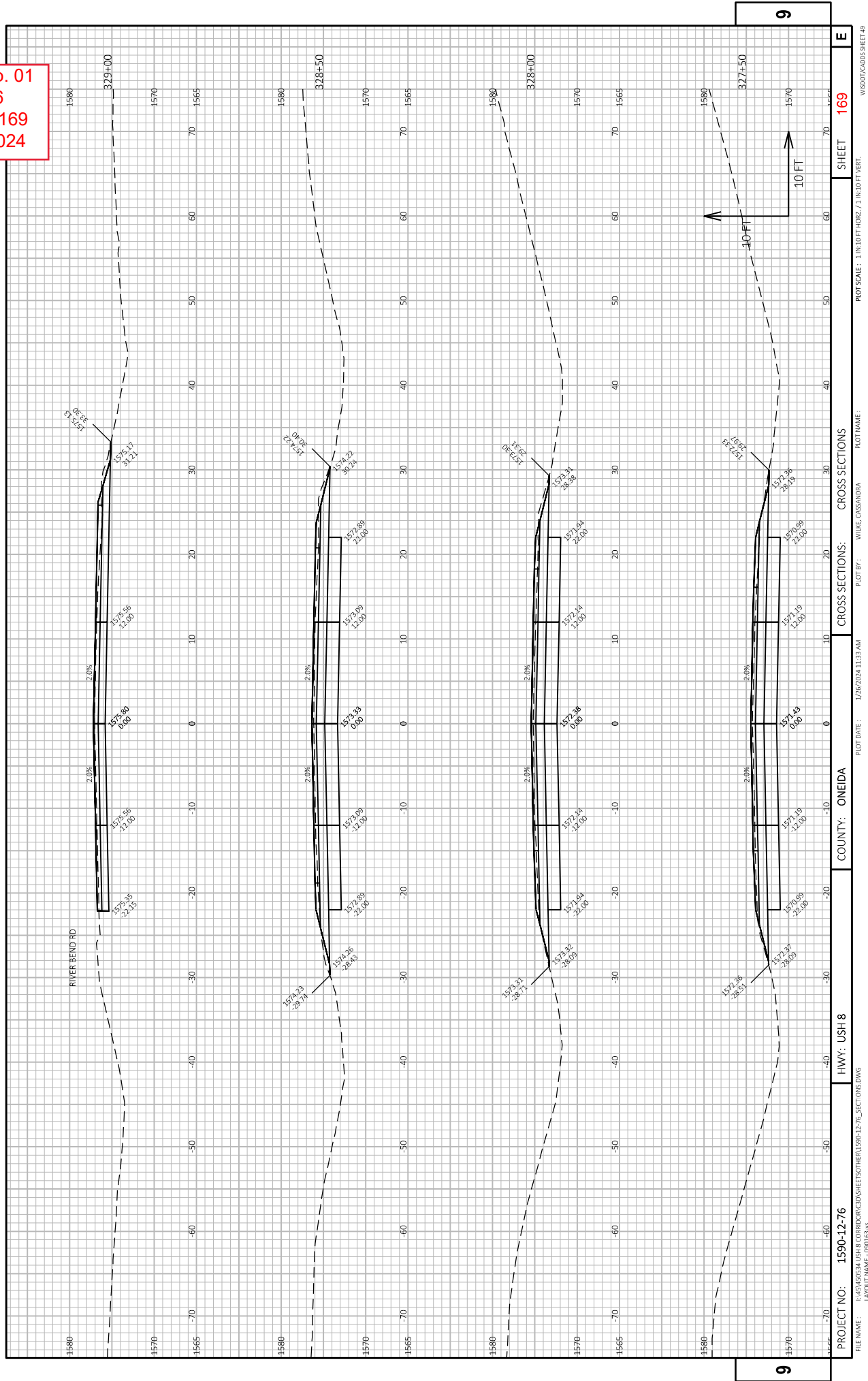


PROJECT NO: 1590-12-76
FILE NAME: I:\BVA5034 USH 8 CORRIDOR\CD\SHEETS\OTHER\1590-12-76_SECTION.DWG
LAYOUT NAME: 090162-AS
CROSS SECTIONS: ONEIDA
CROSS SECTIONS: WILKE, CASSANDRA
PLOT BY: WILKE, CASSANDRA
PLOT DATE: 1/26/2024 11:33 AM
PLOT SCALE: 1 IN 10 FT. HORIZ. / 1 IN 10 FT. VERT.

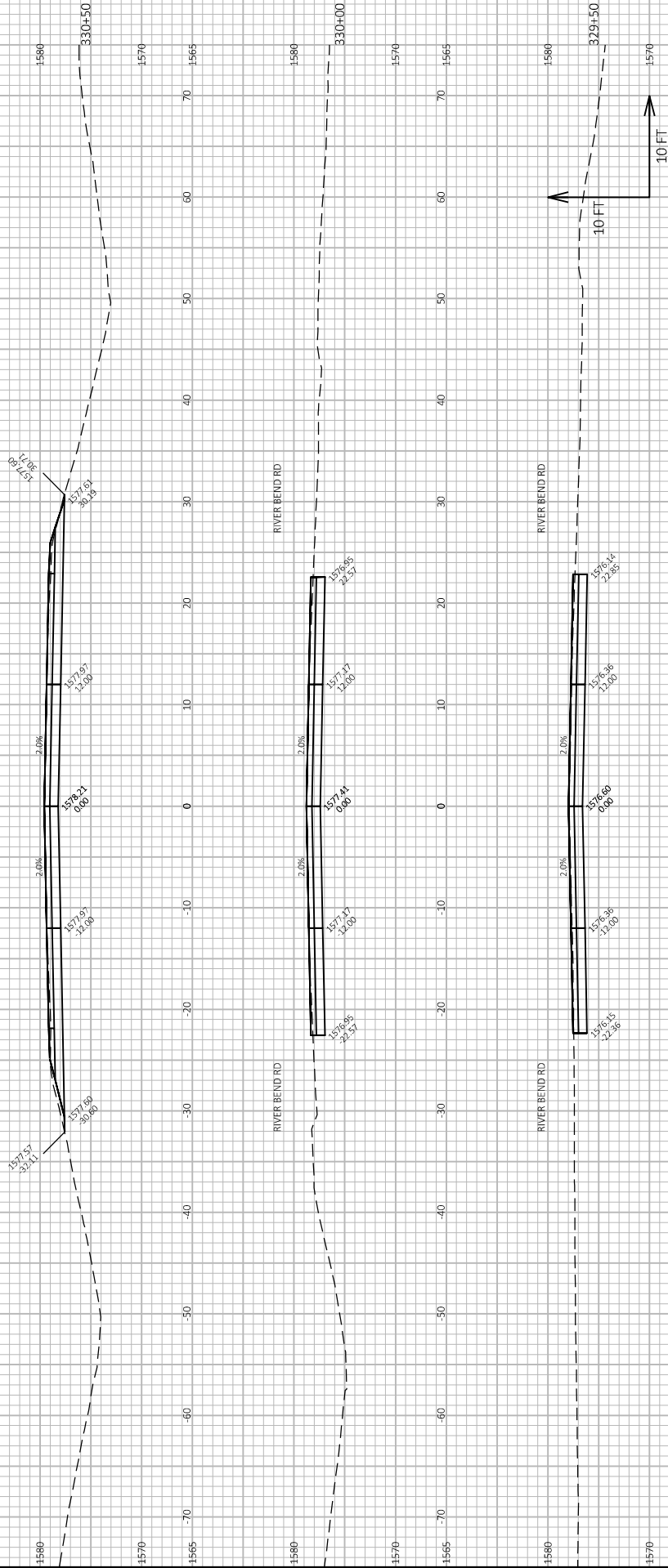
SHEET 168

WISDOT/CADD SHEET 49

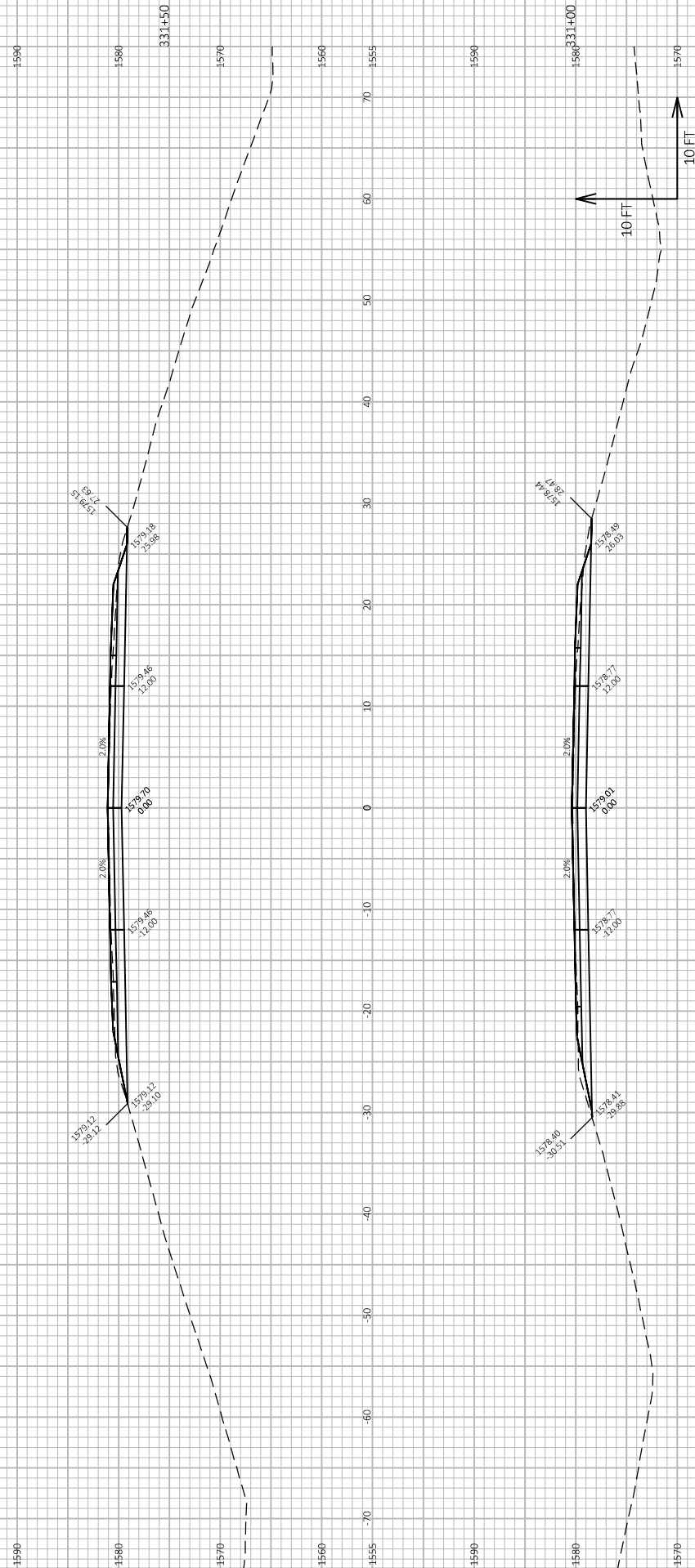
Addendum No. 01
ID 1590-12-76
Added Sheet 169
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 170
February 5, 2024



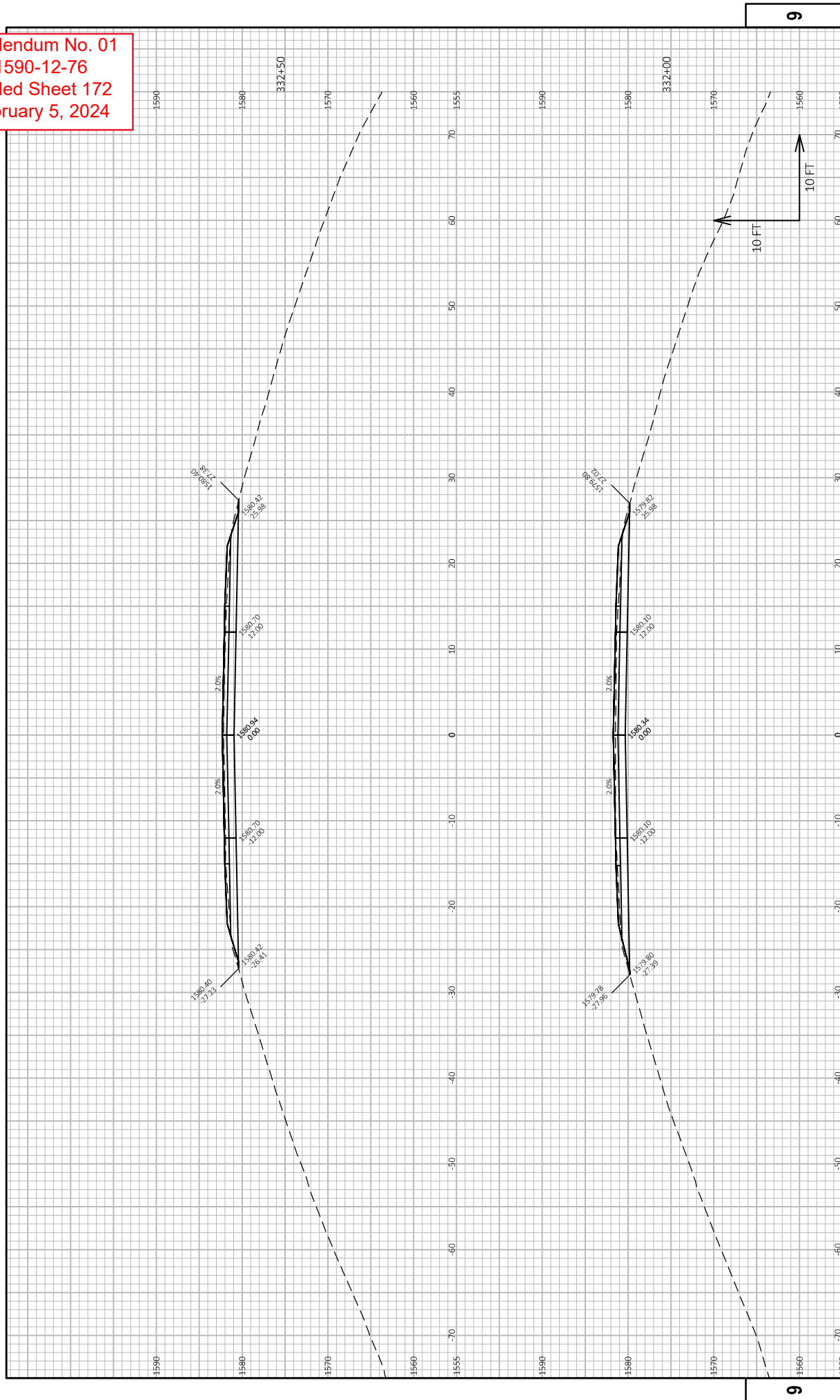
Addendum No. 01
ID 1590-12-76
Added Sheet 171
February 5, 2024



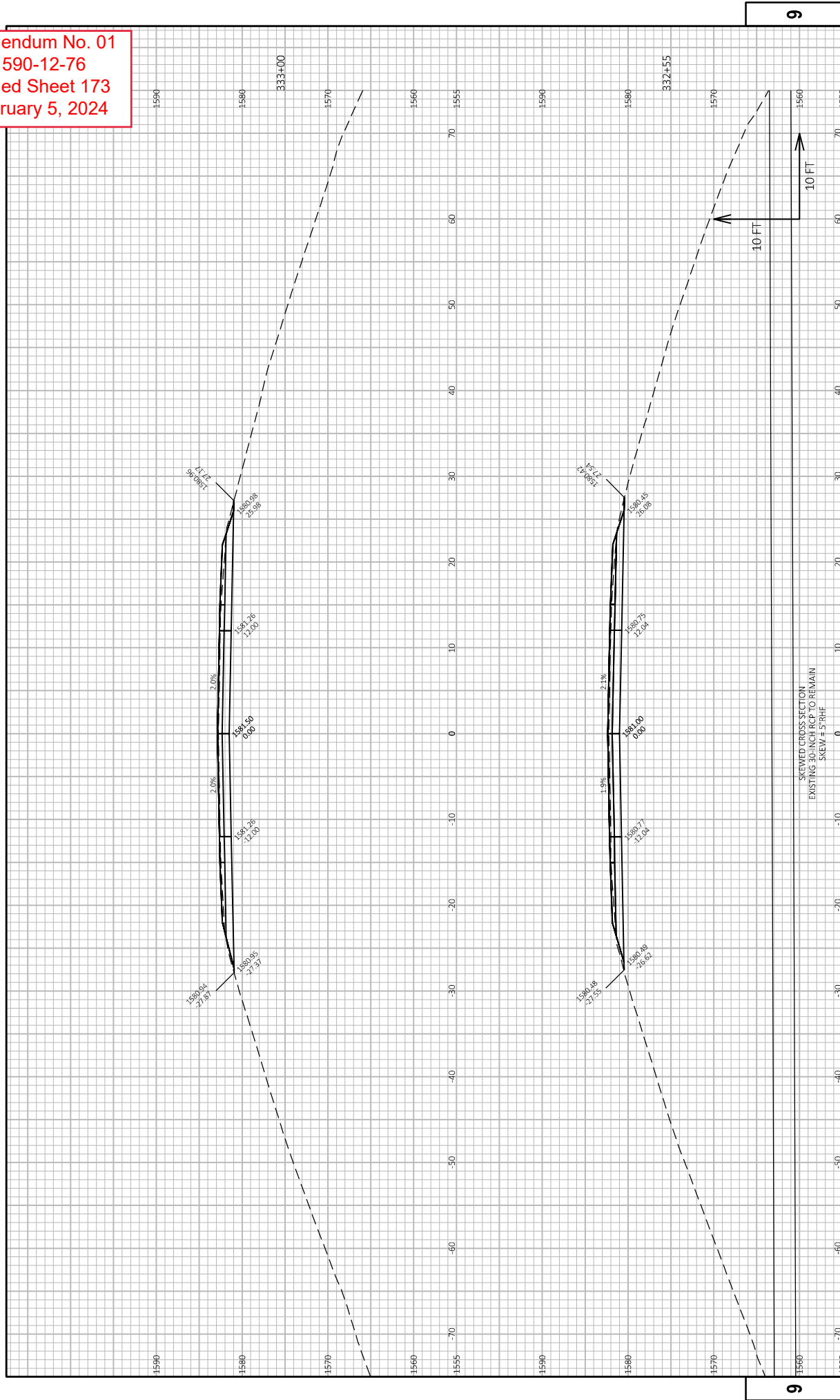
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[illegible][illegible]

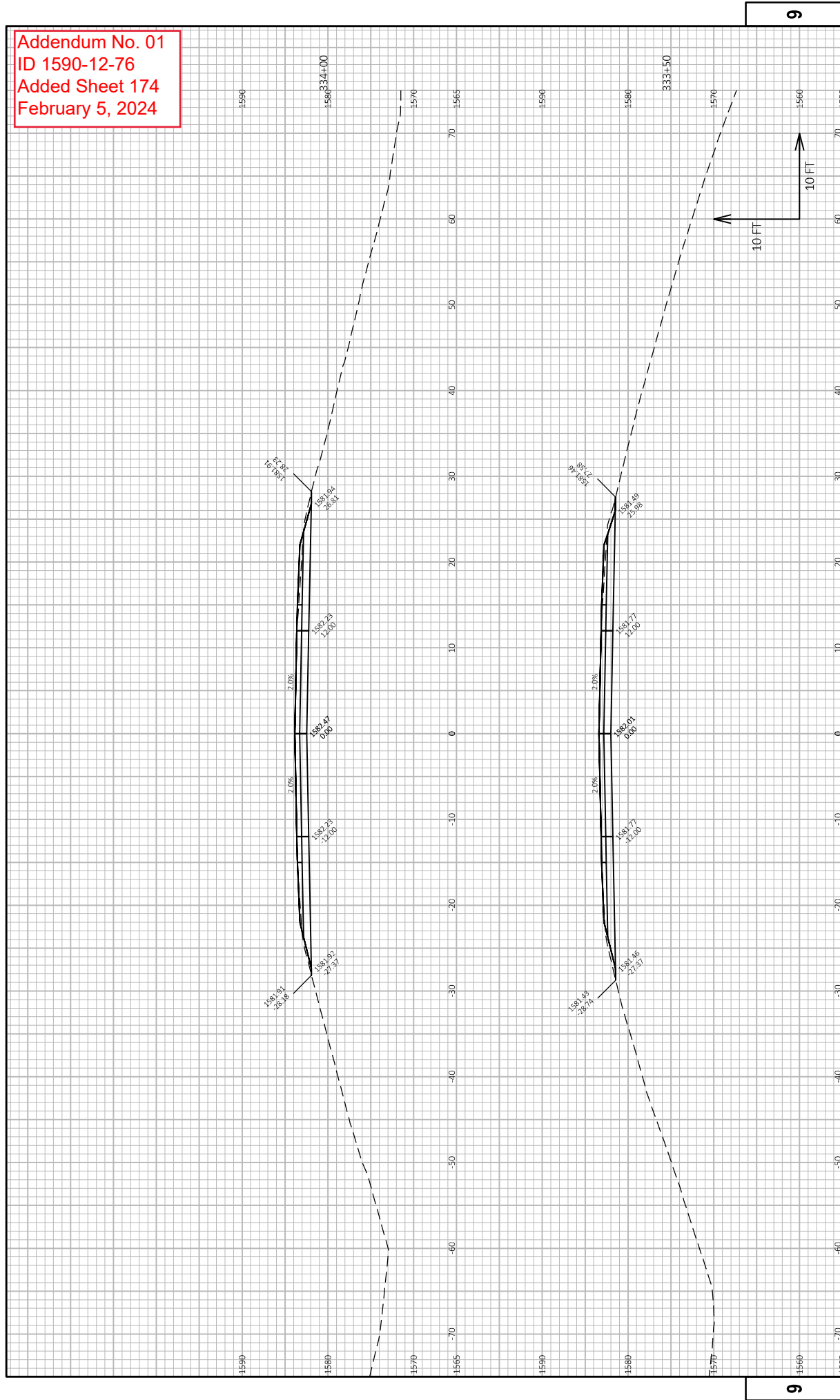
Addendum No. 01
ID 1590-12-76
Added Sheet 172
February 5, 2024



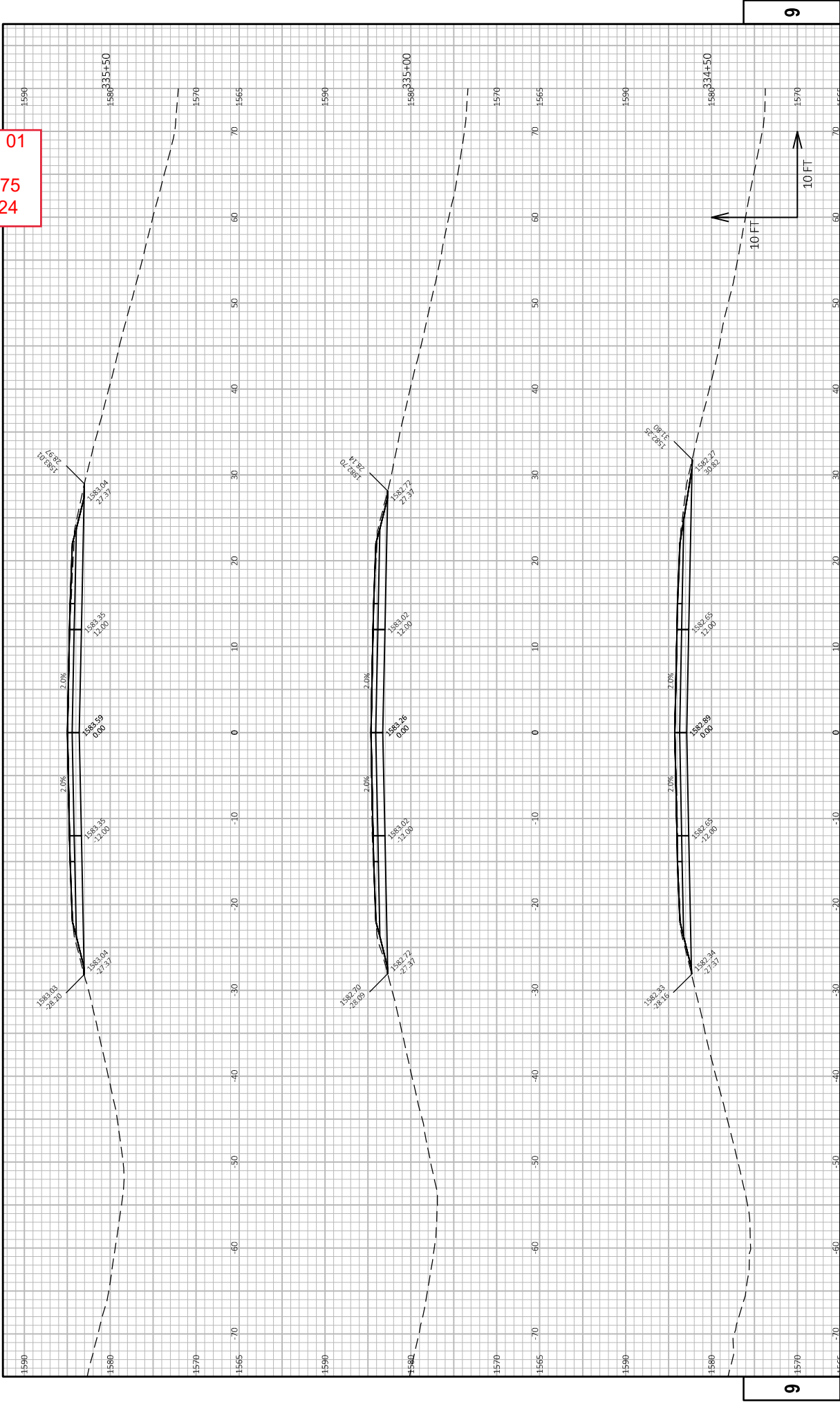
Addendum No. 01
ID 1590-12-76
Added Sheet 173
February 5, 2024



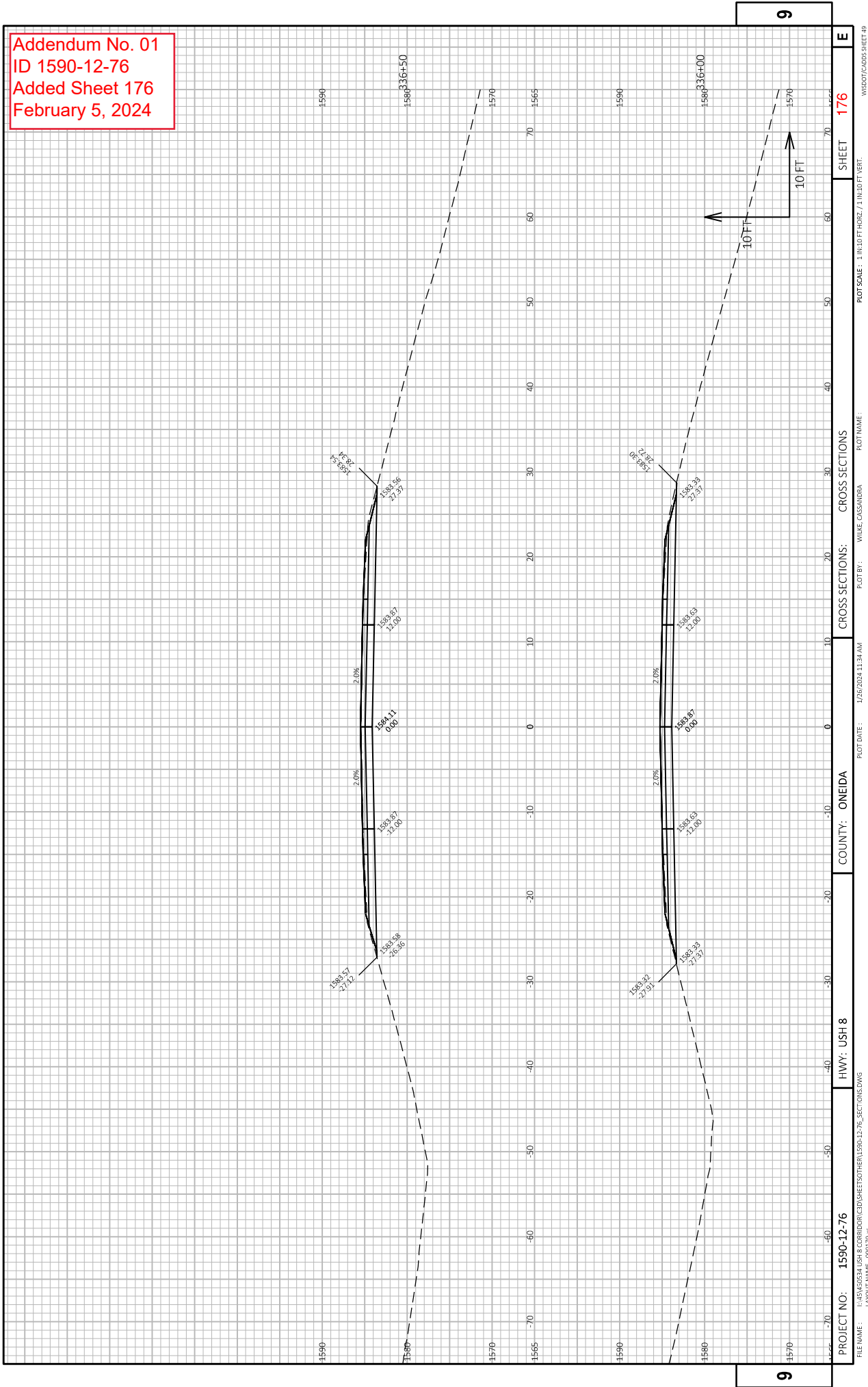
Addendum No. 01
ID 1590-12-76
Added Sheet 174
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 175
February 5, 2024

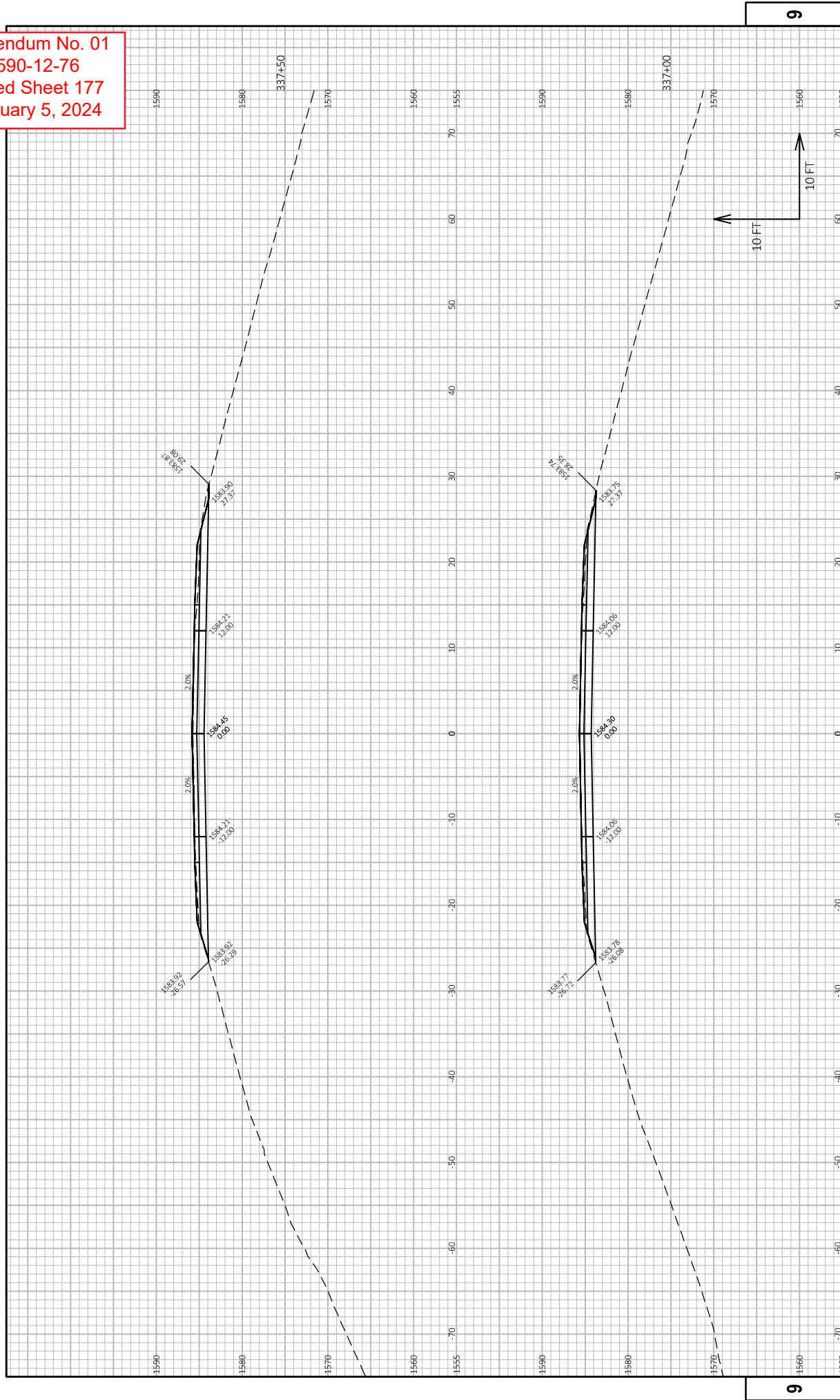


Addendum No. 01
ID 1590-12-76
Added Sheet 176
February 5, 2024

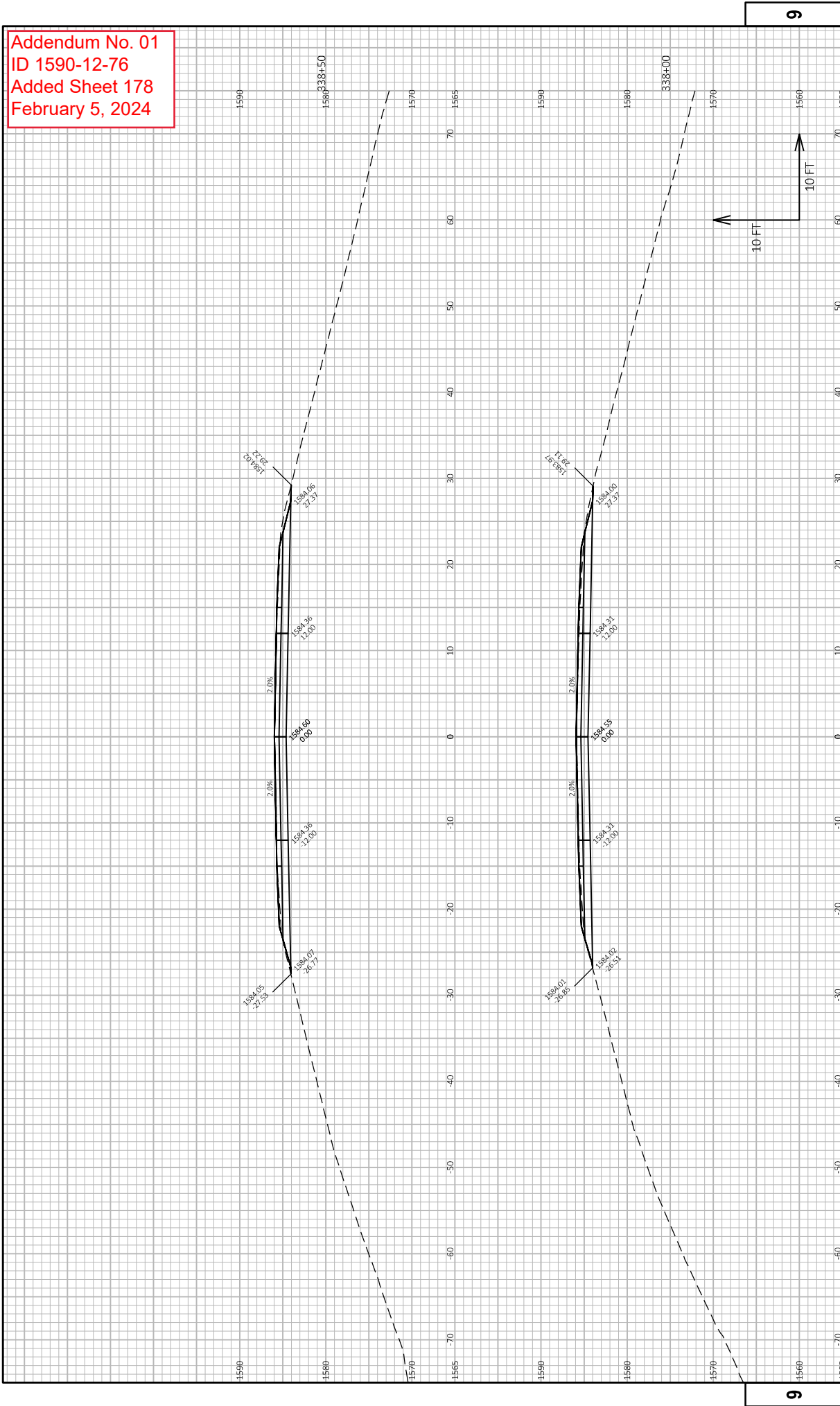


PROJECT NO: 1590-12-76
FILE NAME: I:\BVA\5034 USH 8 CORRIDOR\CD\01\1590-12-76_SECTION.DWG
LAYOUT NAME: 09070-AS
COUNTY: ONEIDA
HWY: USH 8
CROSS SECTIONS: CROSS SECTIONS
PLOT BY: WILKE, CASSANDRA
PLOT DATE: 1/26/2024 11:34 AM
PLOT SCALE: 1 IN 10 FT HORIZ. / 1 IN 10 FT VERT.
SHEET 176
E

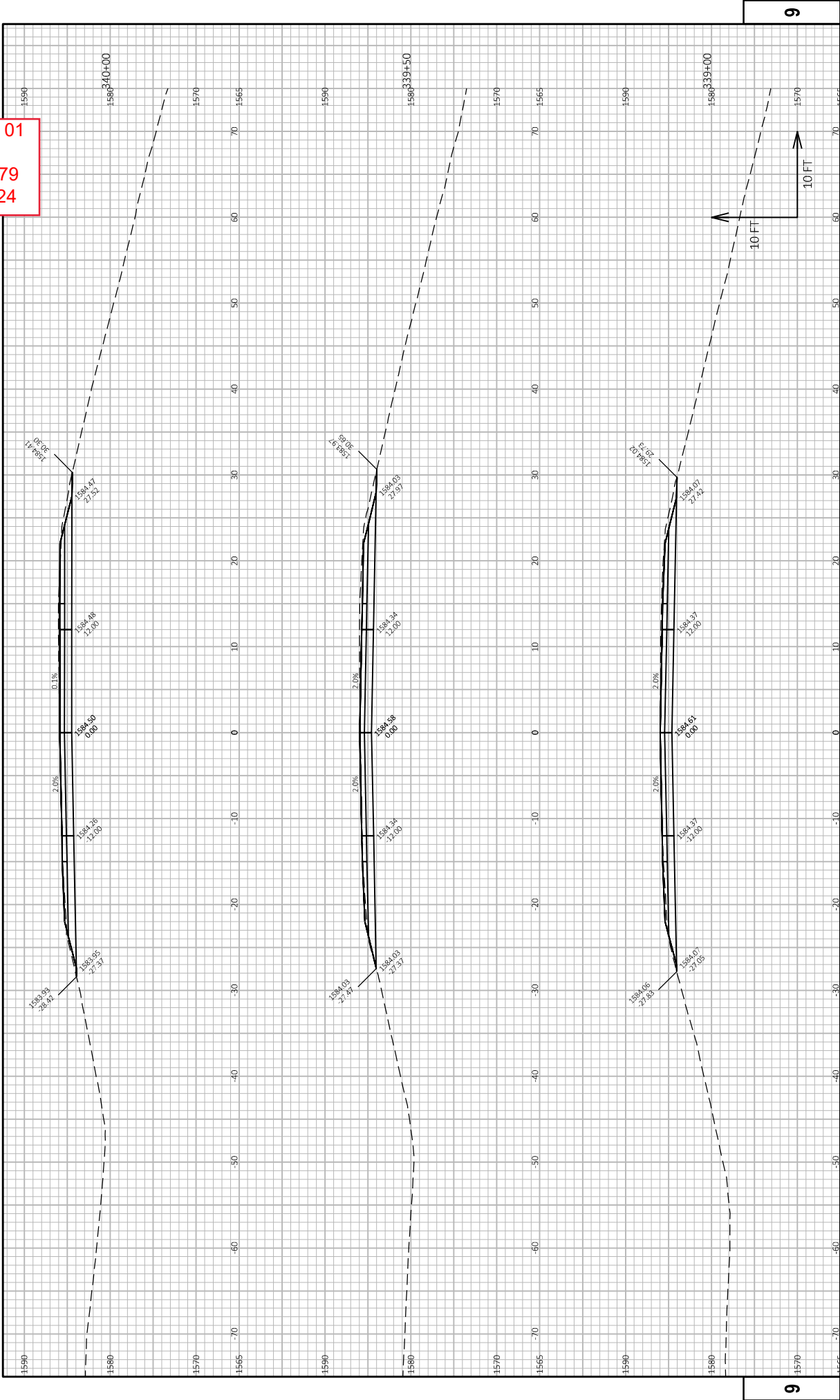
Addendum No. 01
ID 1590-12-76
Added Sheet 177
February 5, 2024



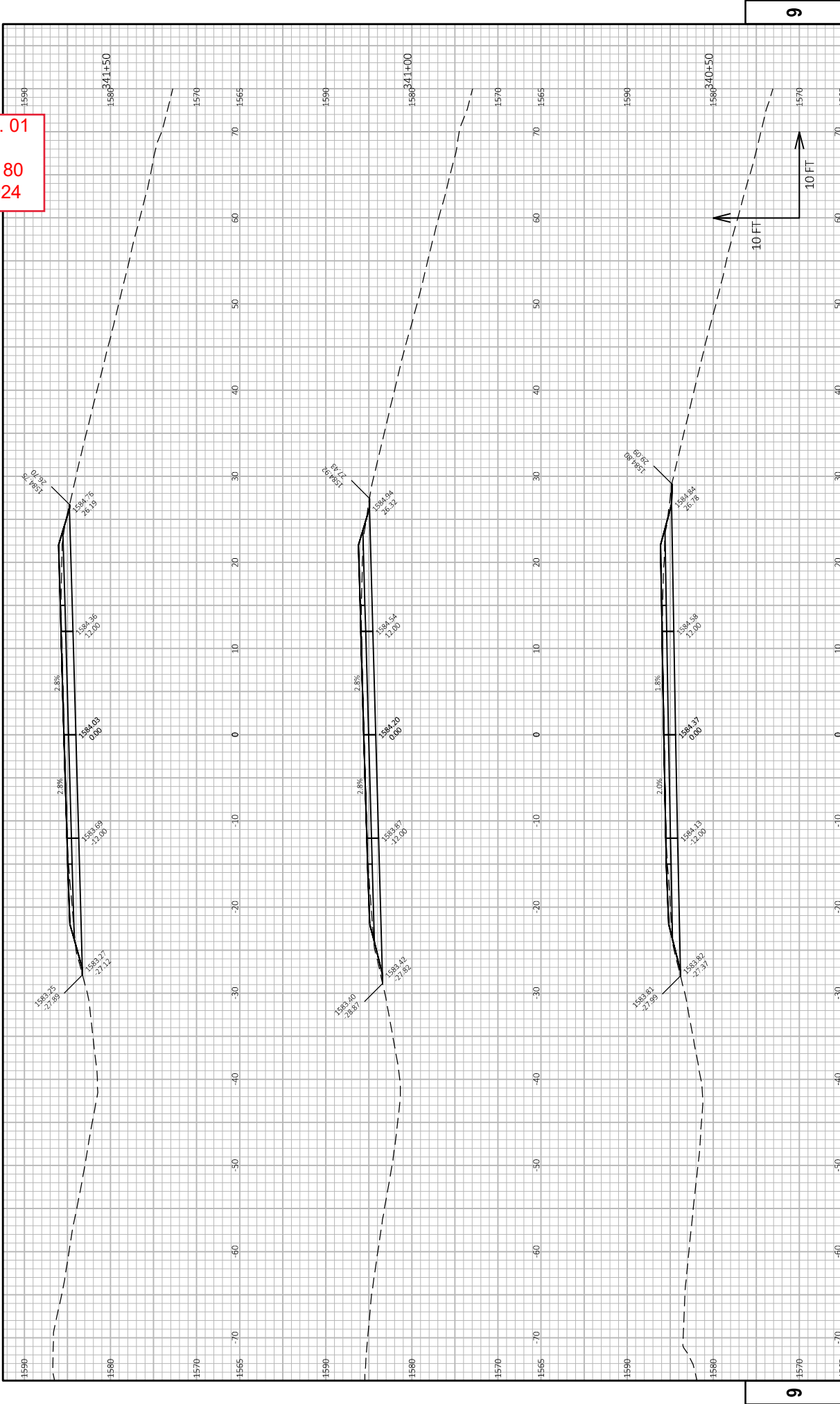
Addendum No. 01
ID 1590-12-76
Added Sheet 178
February 5, 2024



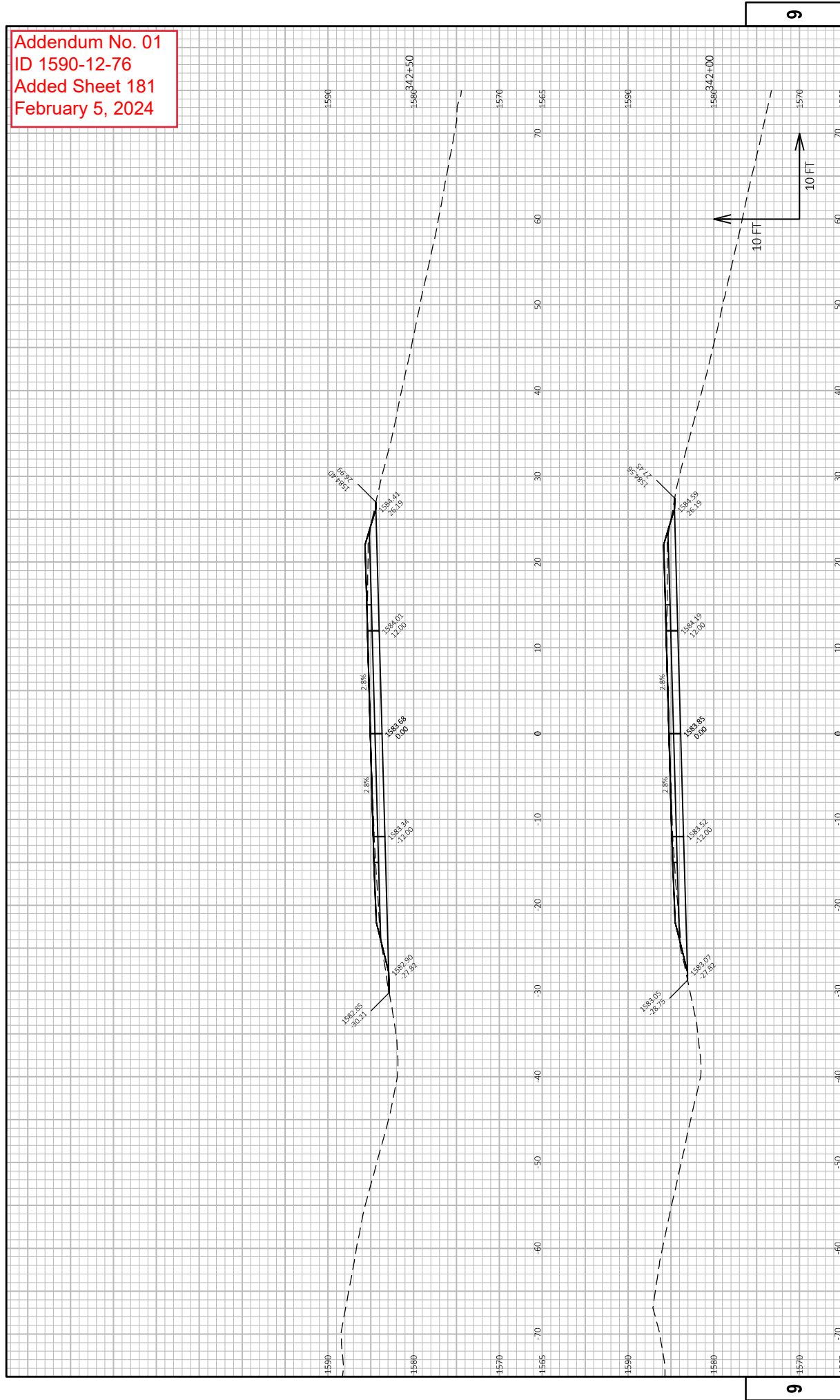
Addendum No. 01
ID 1590-12-76
Added Sheet 179
February 5, 2024



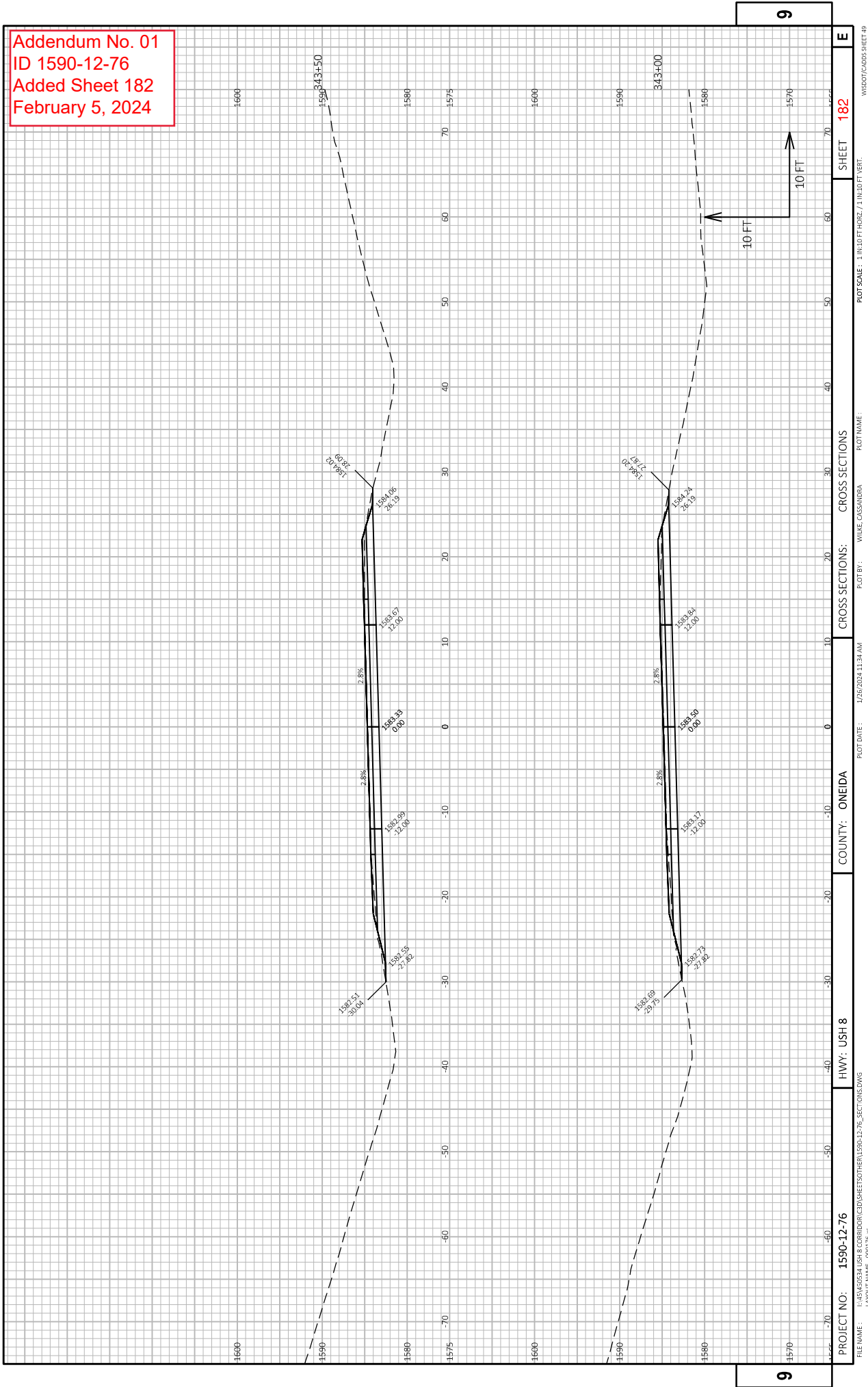
Addendum No. 01
ID 1590-12-76
Added Sheet 180
February 5, 2024



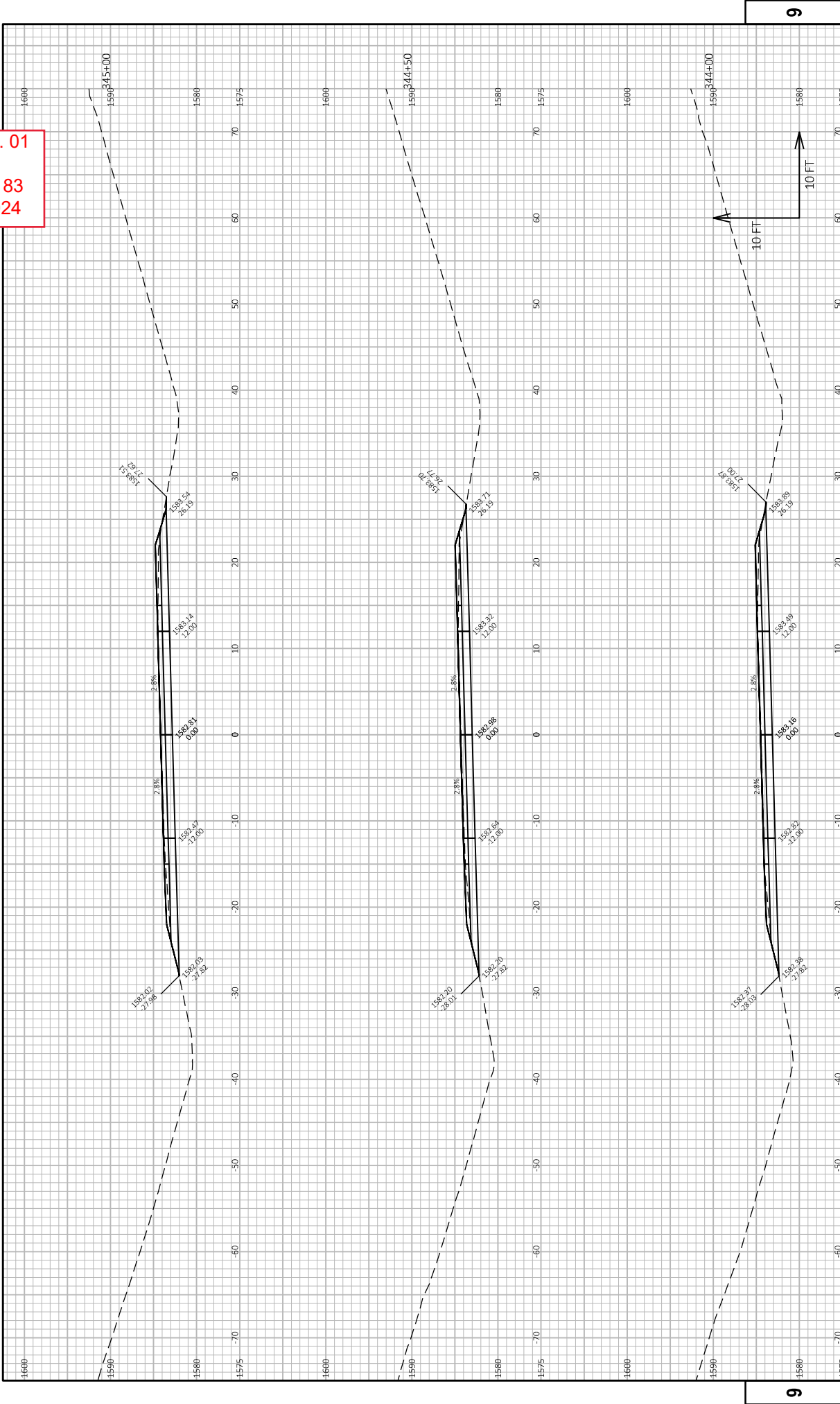
Addendum No. 01
ID 1590-12-76
Added Sheet 181
February 5, 2024



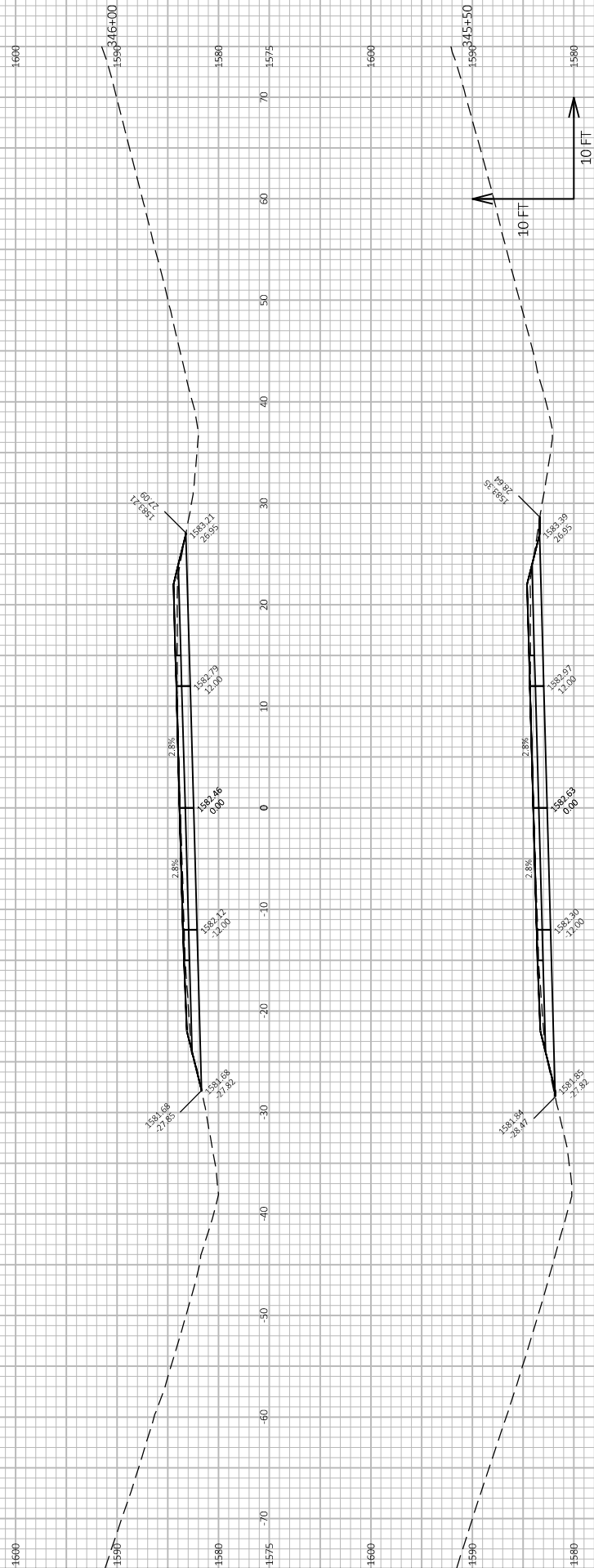
Addendum No. 01
ID 1590-12-76
Added Sheet 182
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 183
February 5, 2024



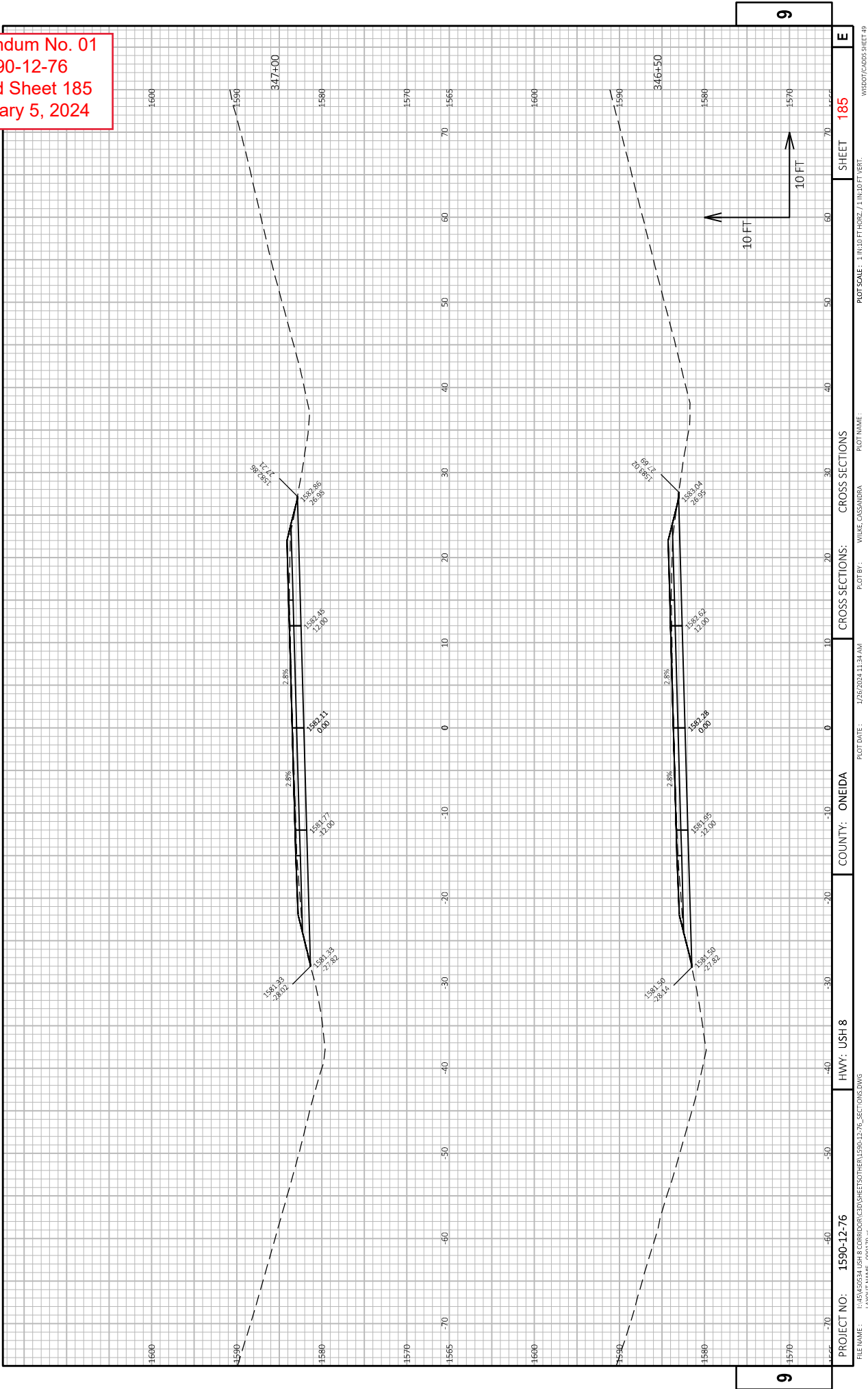
Addendum No. 01
ID 1590-12-76
Added Sheet 184
February 5, 2024



PROJECT NO: 1590-12-76		HWY: USH 8		COUNTY: ONEIDA	CROSS SECTIONS:	SHEET 184	E
FILE NAME: I:\R54\0534\USH 8 CORRIDOR\CD01SHEET507S01\1590-12-76_SECTIONS.DWG							
LAYOUT NAME: -050178-45							
PLOT DATE: 4/26/2024 11:34 AM				PLOT BY: WILKE, CASSANDRA		PLOT SCALE: 1 IN=10 FT HORIZ, 1 IN=10 FT VERT.	
WISDOT/CADDIS SHEET 4							

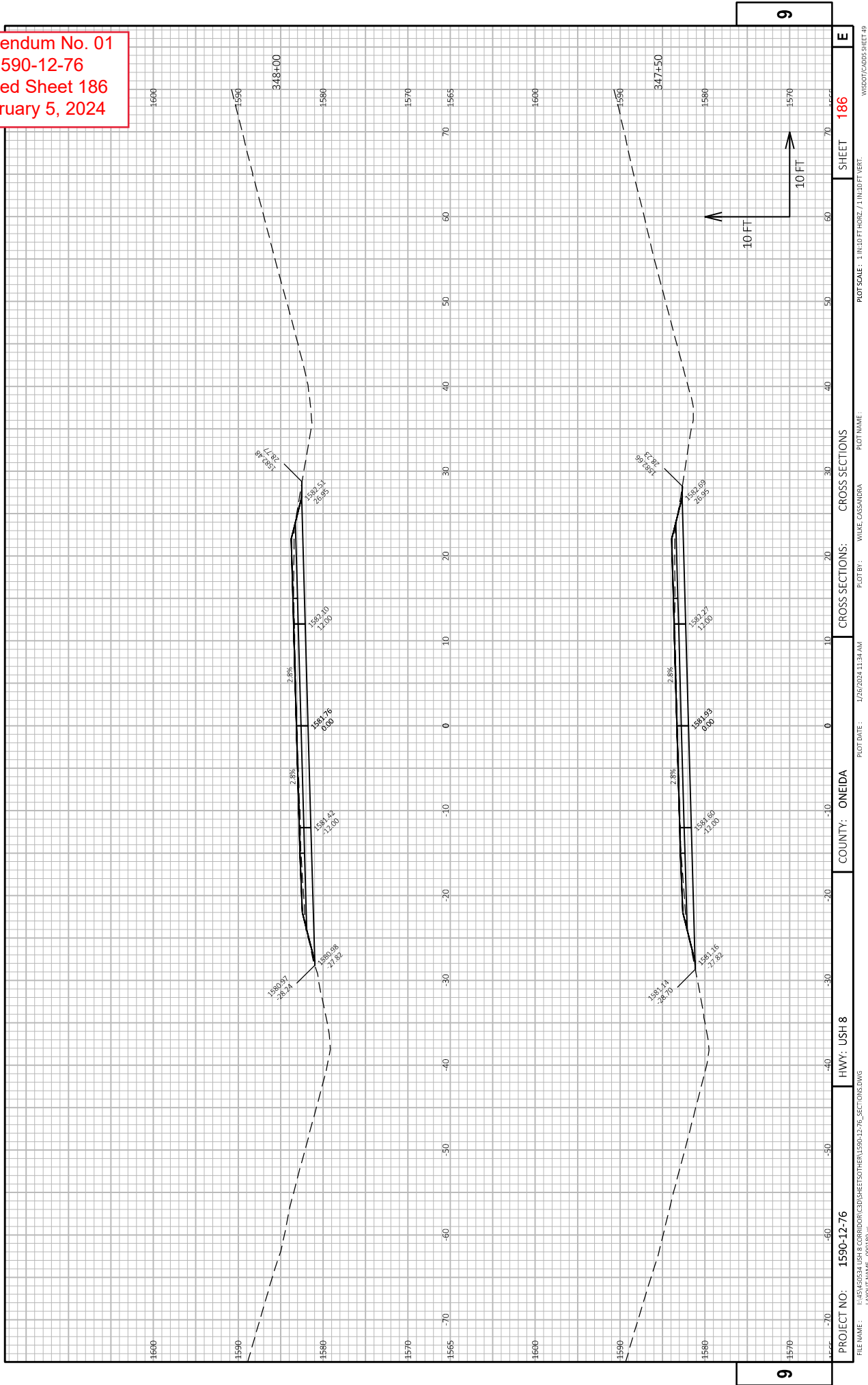
PROJECT NO: 1590-12-76		HWY: USH 8		COUNTY: ONEIDA	CROSS SECTIONS:	SHEET 184	E
FILE NAME: I:\R54\0534\USH 8 CORRIDOR\CD01SHEET507S01\1590-12-76_SECTIONS.DWG							
LAYOUT NAME: -050178-45							
PLOT DATE: 4/26/2024 11:34 AM				PLOT BY: WILKE, CASSANDRA		PLOT SCALE: 1 IN=10 FT HORIZ, 1 IN=10 FT VERT.	
WSDOT/CADDIS SHEET 4							

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ID 1590-12-76
Added Sheet 185
February 5, 2024



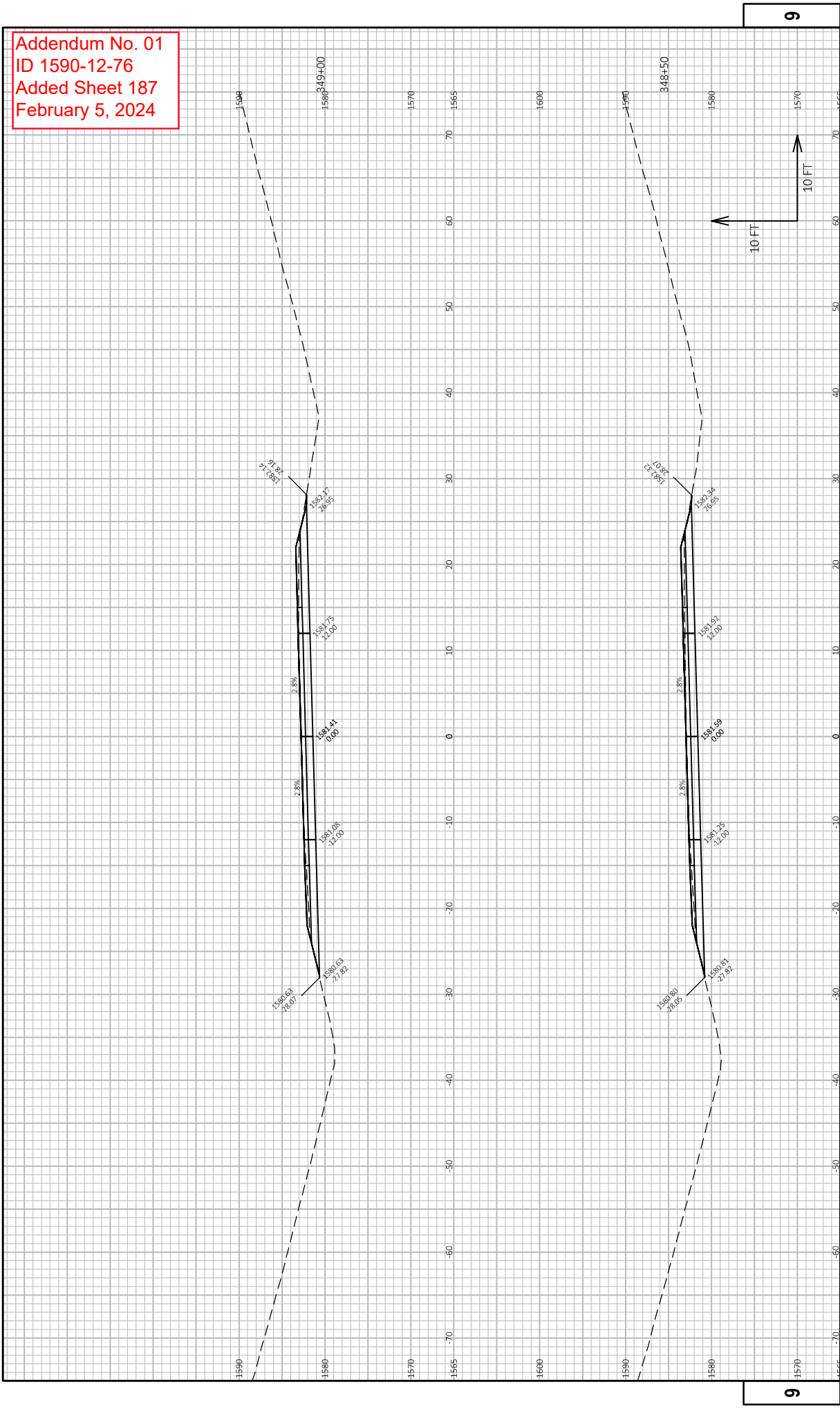
PROJECT NO: 1590-12-76
FILE NAME: I:\BVA5034 USH 8 CORRIDOR\CD\SHEETS\OTHER\1590-12-76_SECTION.DWG
LAYOUT NAME: 090179-AS
COUNTY: ONEIDA
HWY: USH 8
CROSS SECTIONS: CROSS SECTIONS
PLOT BY: WILKE, CASSANDRA
PLOT DATE: 1/26/2024 11:34 AM
PLOT SCALE: 1 IN=10 FT. HORIZ. / 1 IN=10 FT. VERT.
SHEET 185
E

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ID 1590-12-76
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February 5, 2024

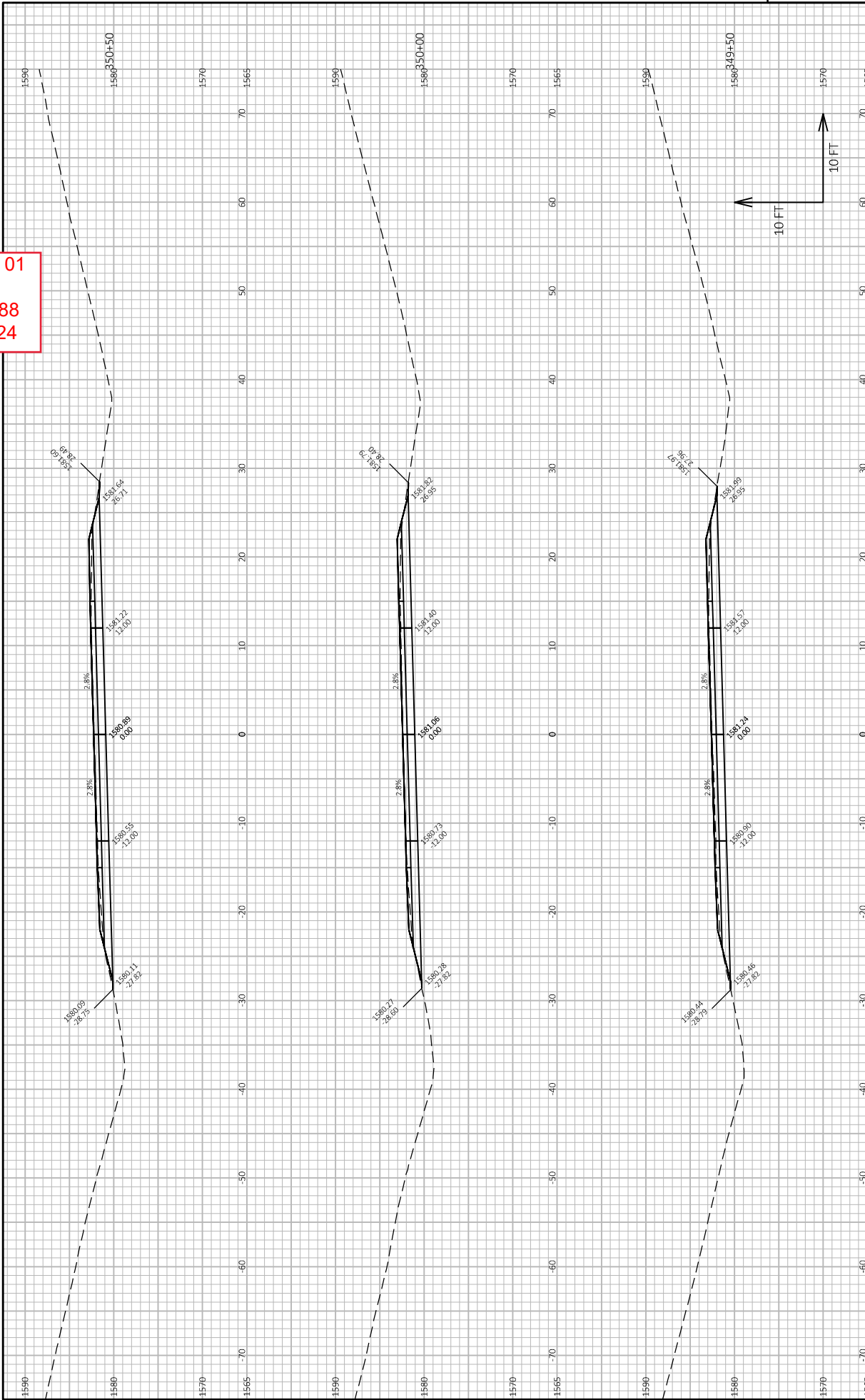


PROJECT NO: 1590-12-76
FILE NAME: I:\BVA5034 USH 8 CORRIDOR\CD\BVA5034\1590-12-76_SECTION.DWG
LAYOUT NAME: 090180-AS
COUNTY: ONEIDA
HWY: USH 8
CROSS SECTIONS: CROSS SECTIONS
PLOT BY: WILKE, CASSANDRA
PLOT DATE: 1/26/2024 11:34 AM
PLOT SCALE: 1 IN.10 FT. HORIZ. / 1 IN.10 FT. VERT.
SHEET 186
E
WISDOT/CADD SHEET 49

Addendum No. 01
ID 1590-12-76
Added Sheet 187
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 188
February 5, 2024



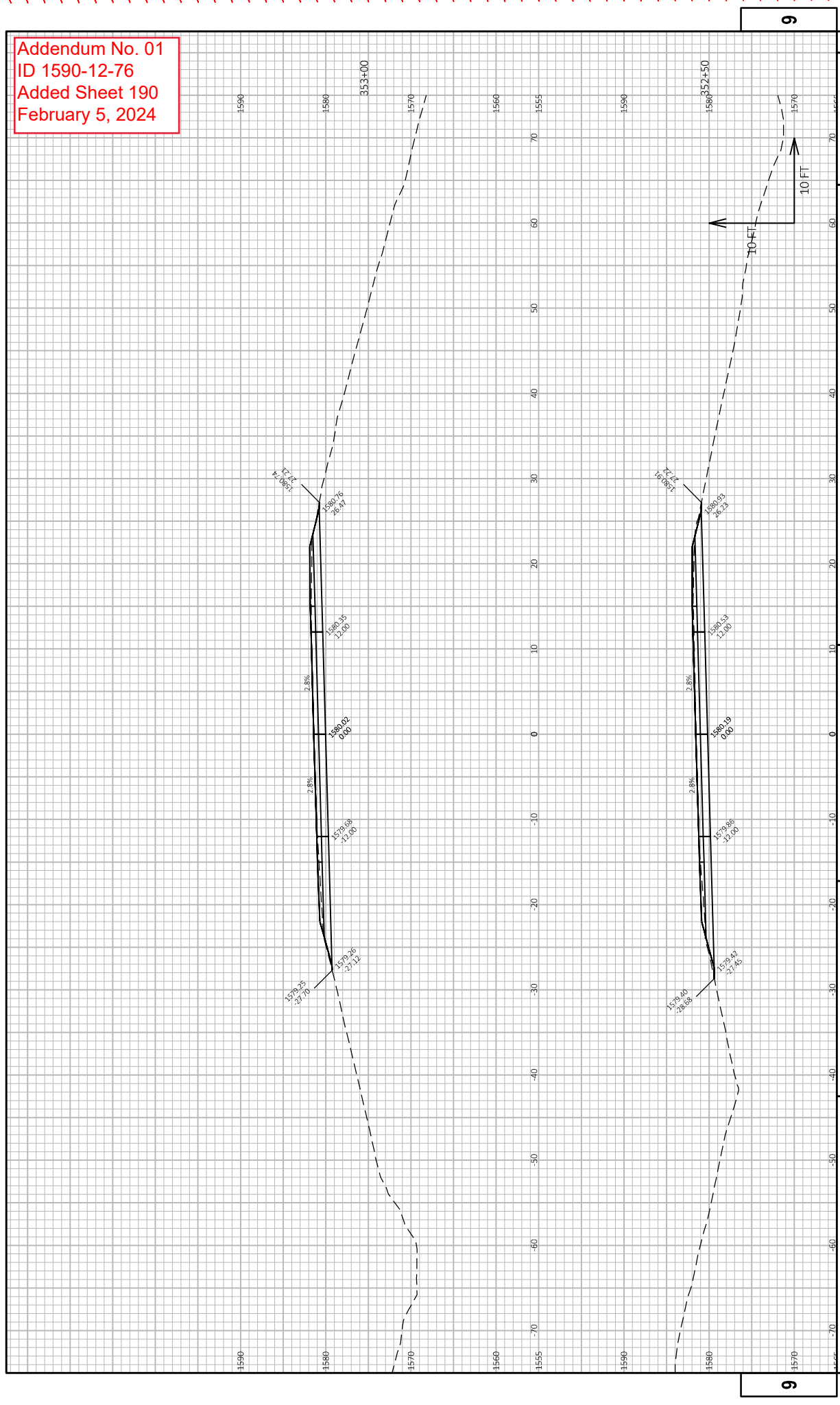
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10 FT

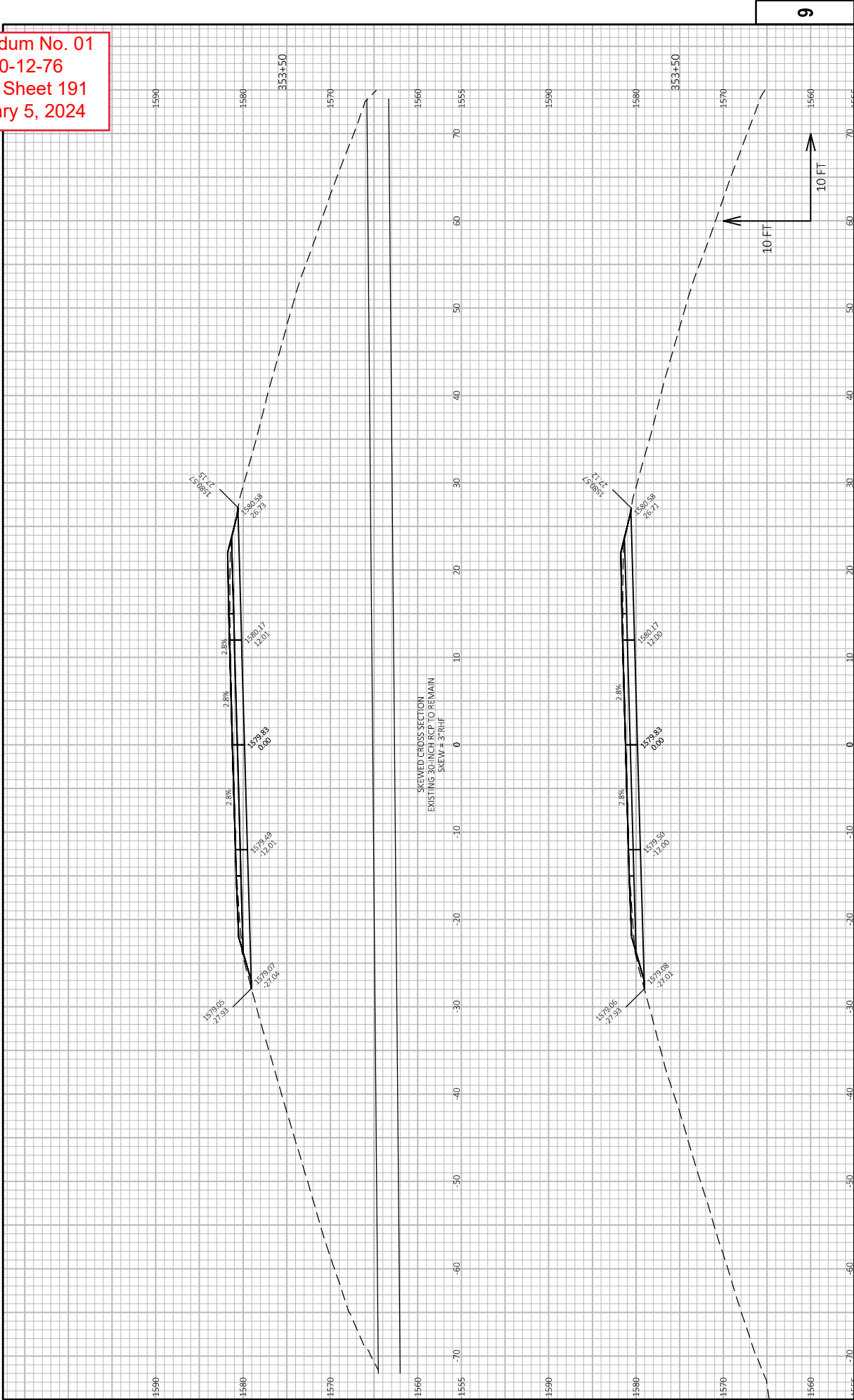
15 FT



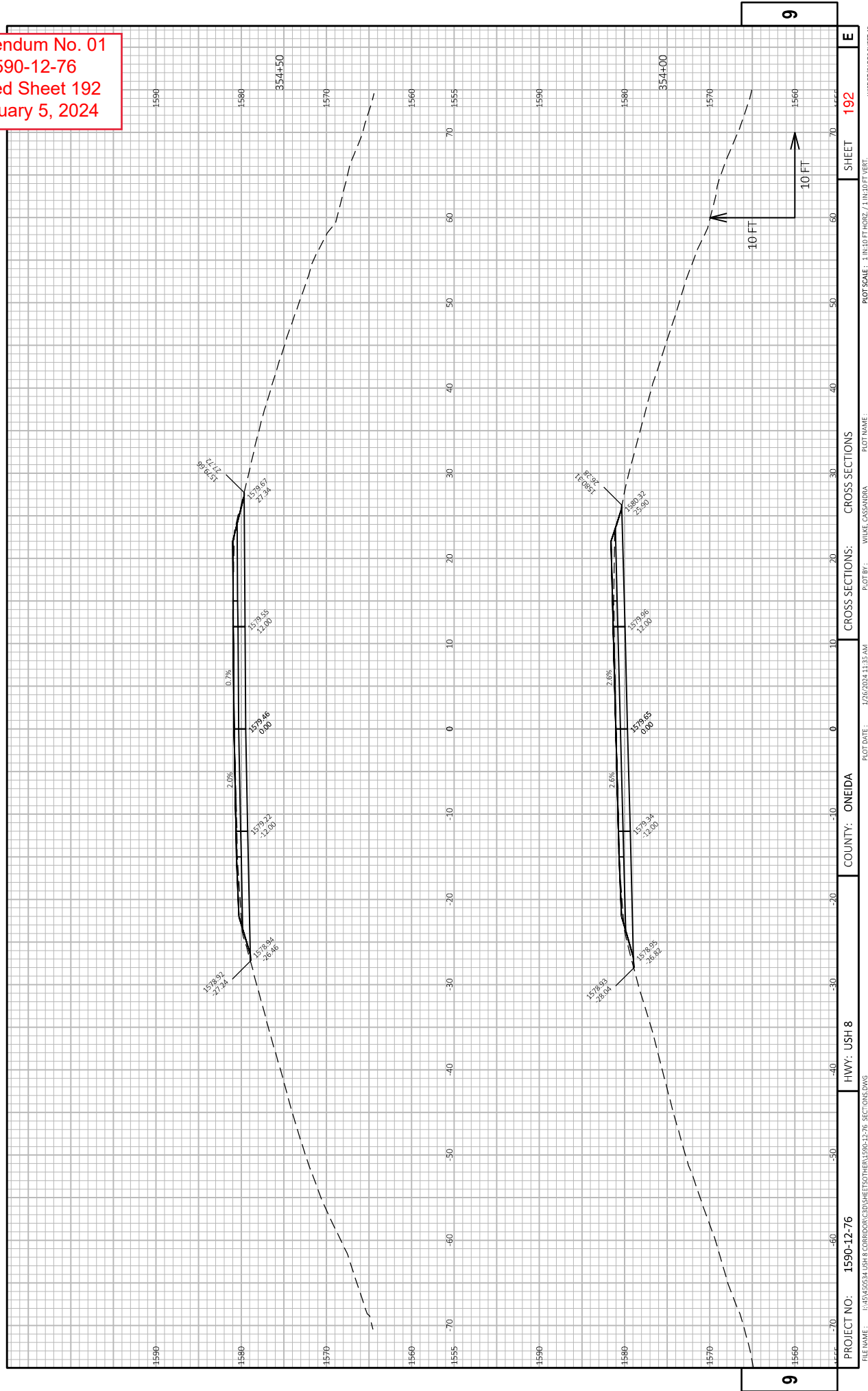
Addendum No. 01
ID 1590-12-76
Added Sheet 190
February 5, 2024



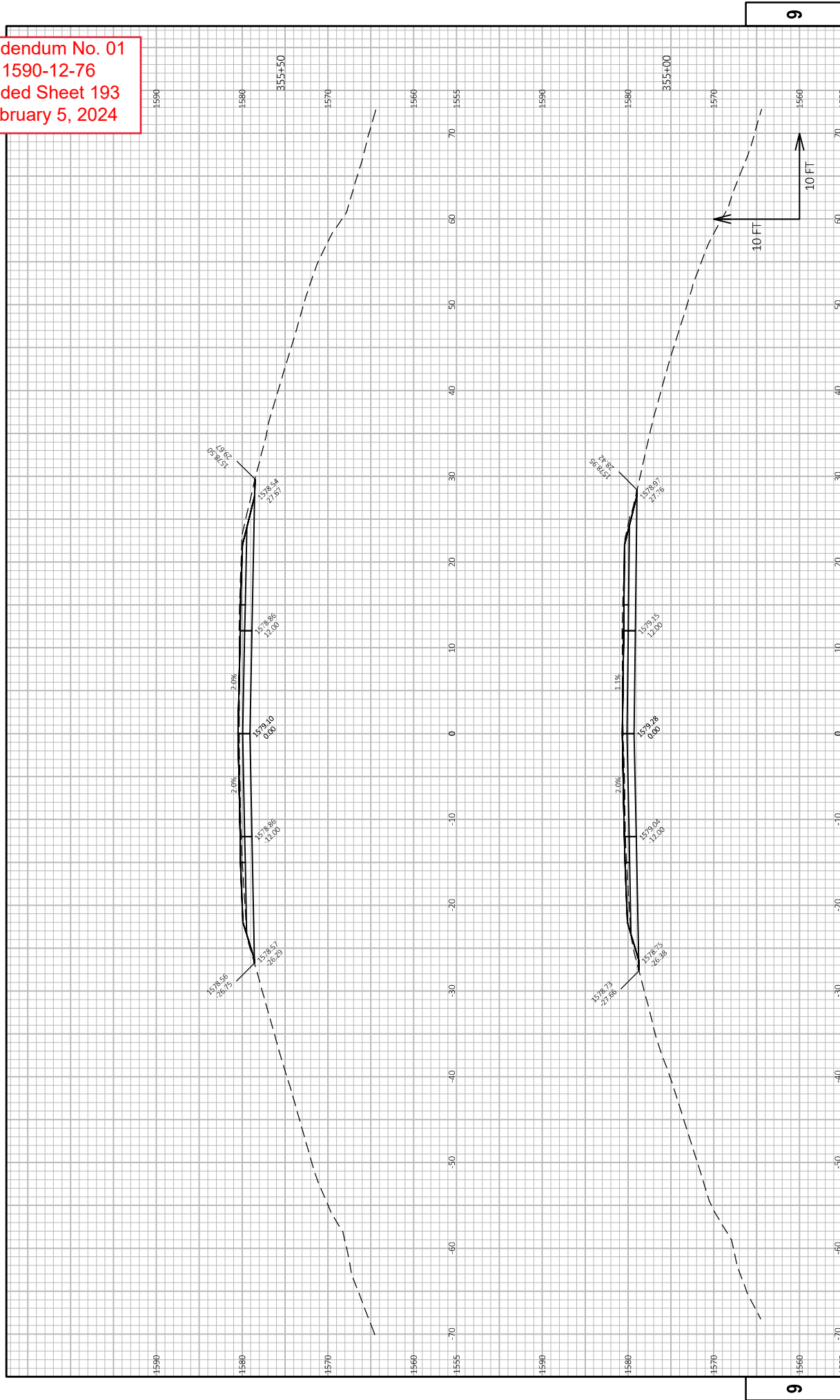
Addendum No. 01
ID 1590-12-76
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February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 192
February 5, 2024



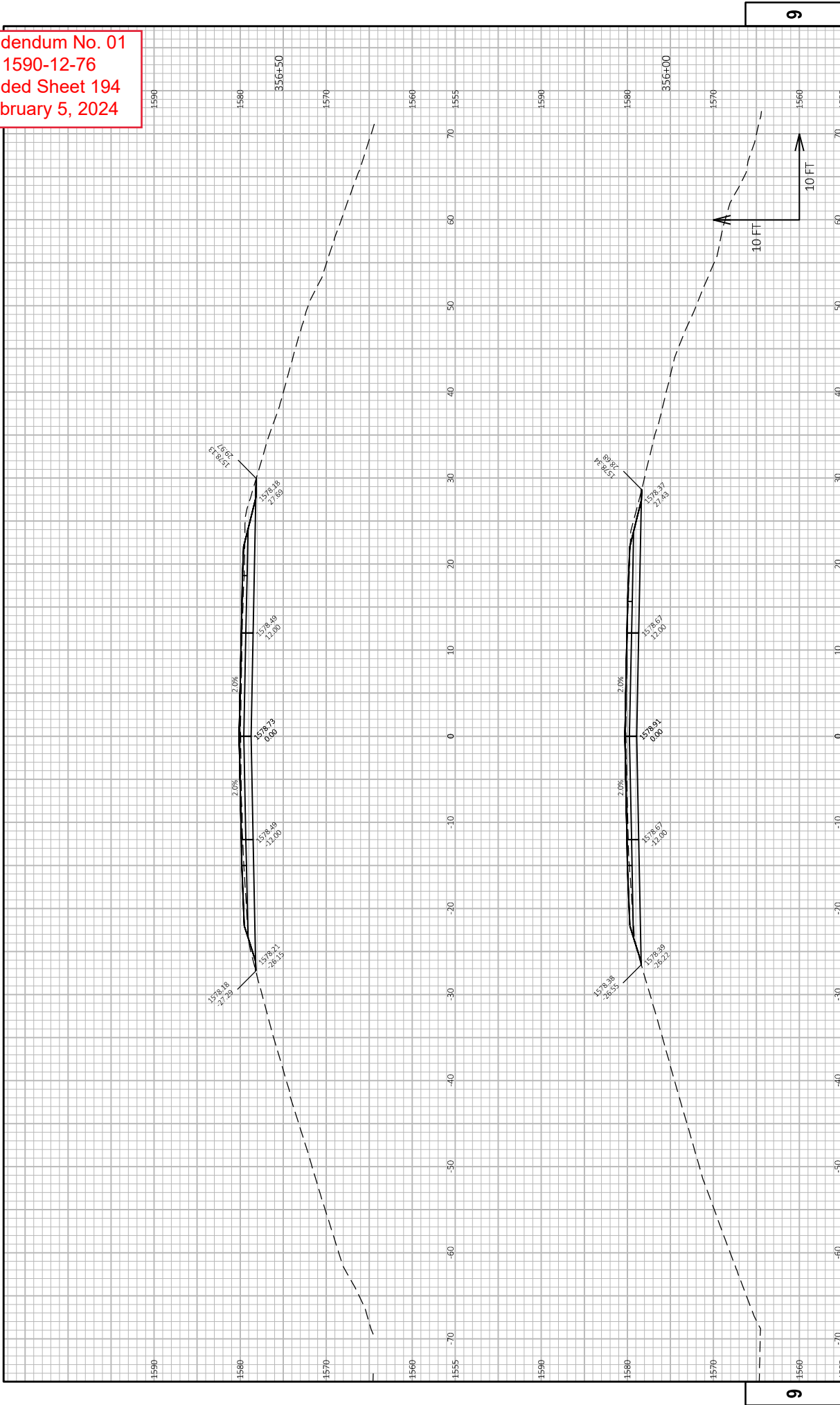
Addendum No. 01
ID 1590-12-76
Added Sheet 193
February 5, 2024



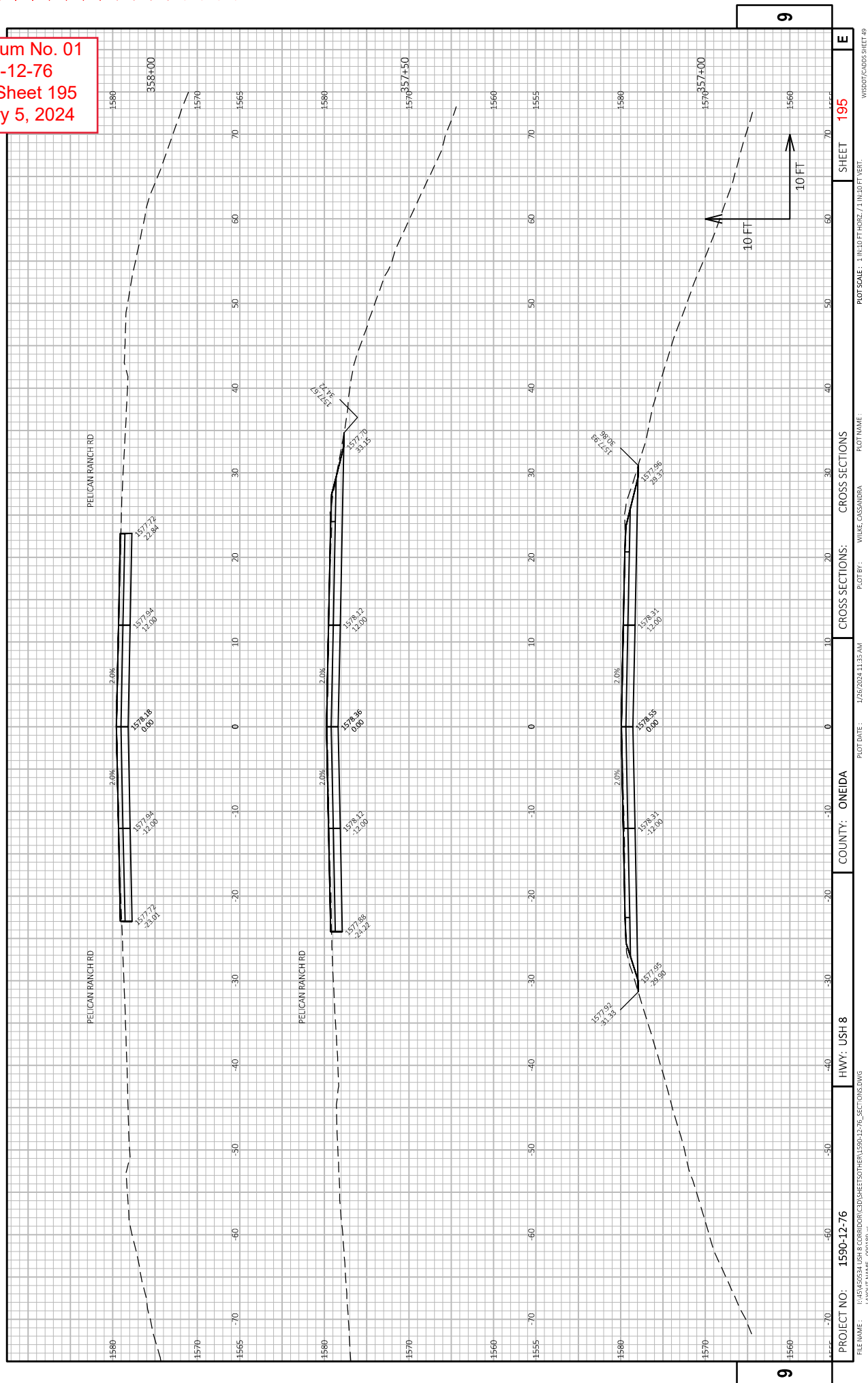
PROJECT NO: 1590-12-76
FILE NAME: I:\BVA5034 USH 8 CORRIDOR\CD\SHEET\OTHER\1590-12-76_SECTION.DWG
LAYOUT NAME: 09018-745
COUNTY: ONEIDA
HWY: USH 8
CROSS SECTIONS: CROSS SECTIONS
PLOT BY: WILKE, CASSANDRA
PLOT DATE: 1/26/2024 11:33 AM
PLOT SCALE: 1 IN 10 FT HORIZ. / 1 IN 10 FT VERT.

SHEET 193
E
WISDOT/CADD SHEET 49

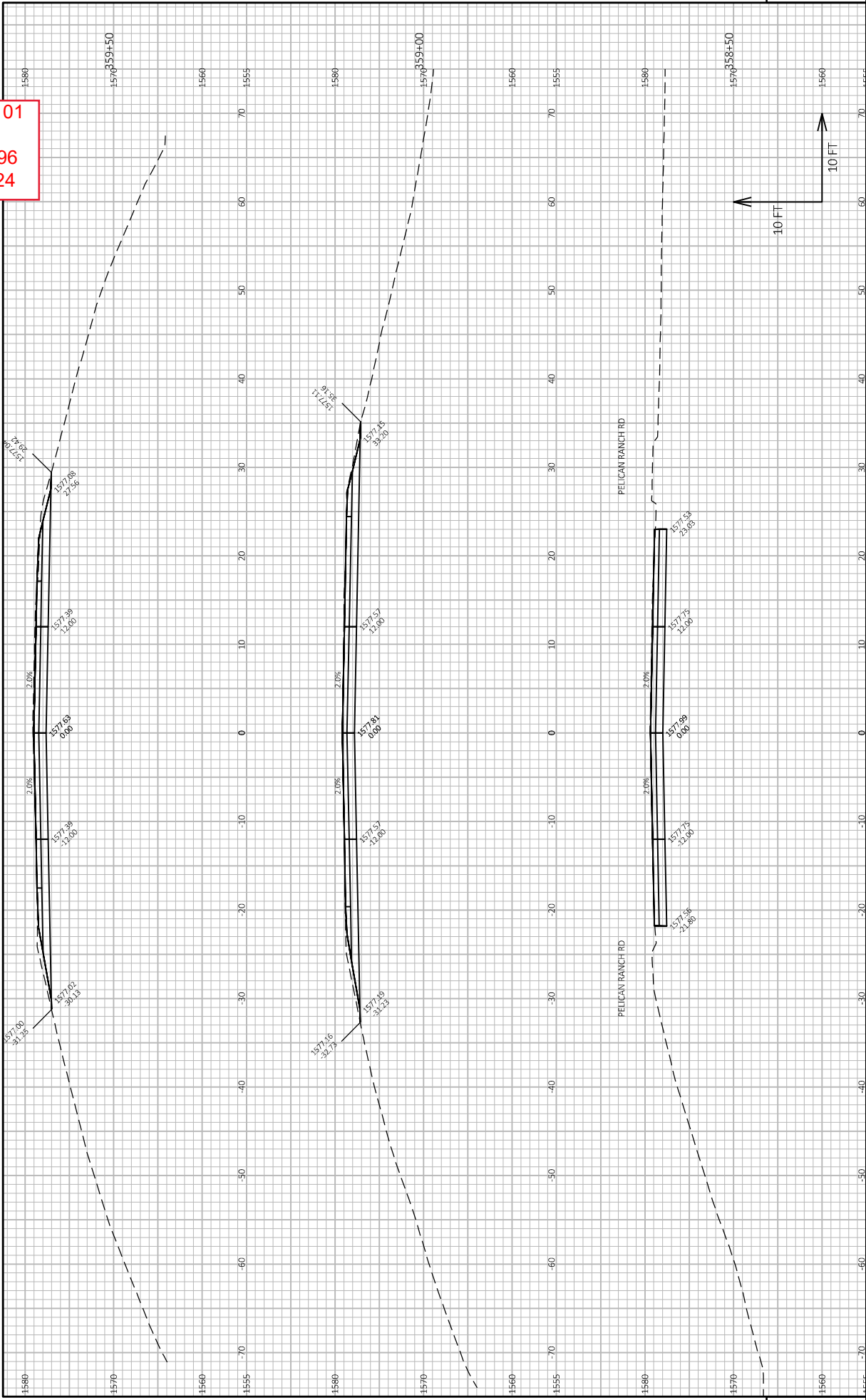
Addendum No. 01
ID 1590-12-76
Added Sheet 194
February 5, 2024



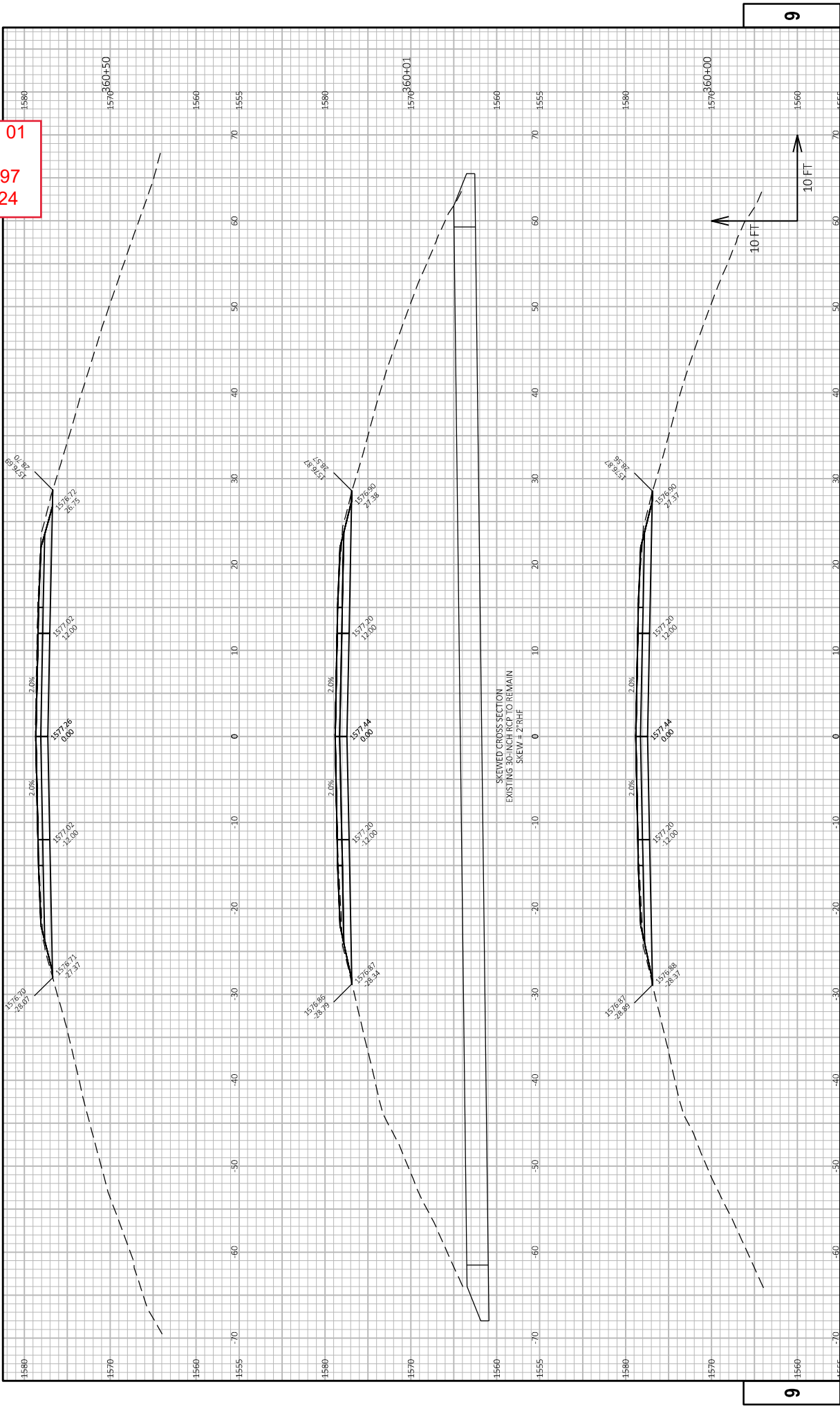
Addendum No. 01
ID 1590-12-76
Added Sheet 195
February 5, 2024



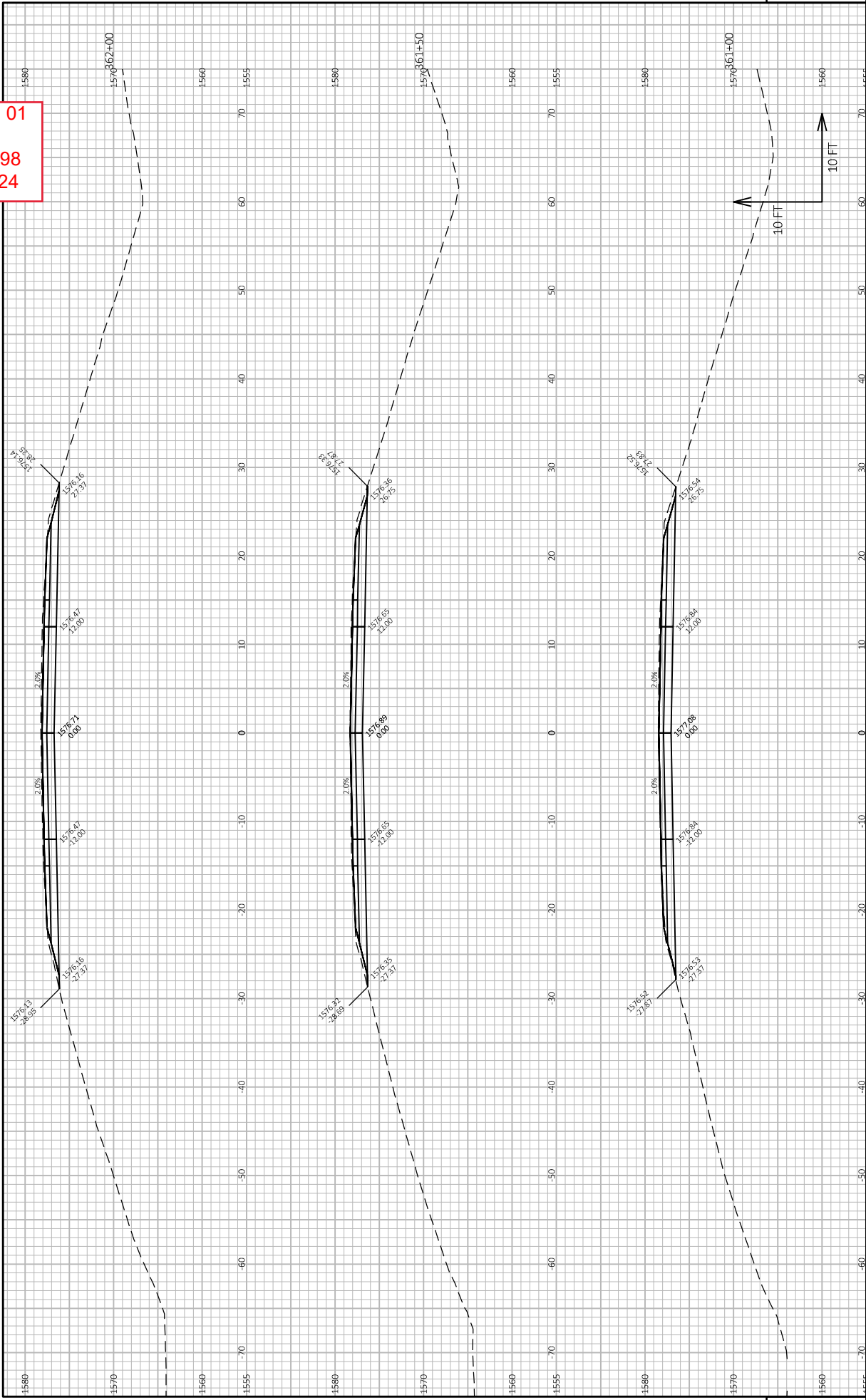
Addendum No. 01
ID 1590-12-76
Added Sheet 196
February 5, 2024



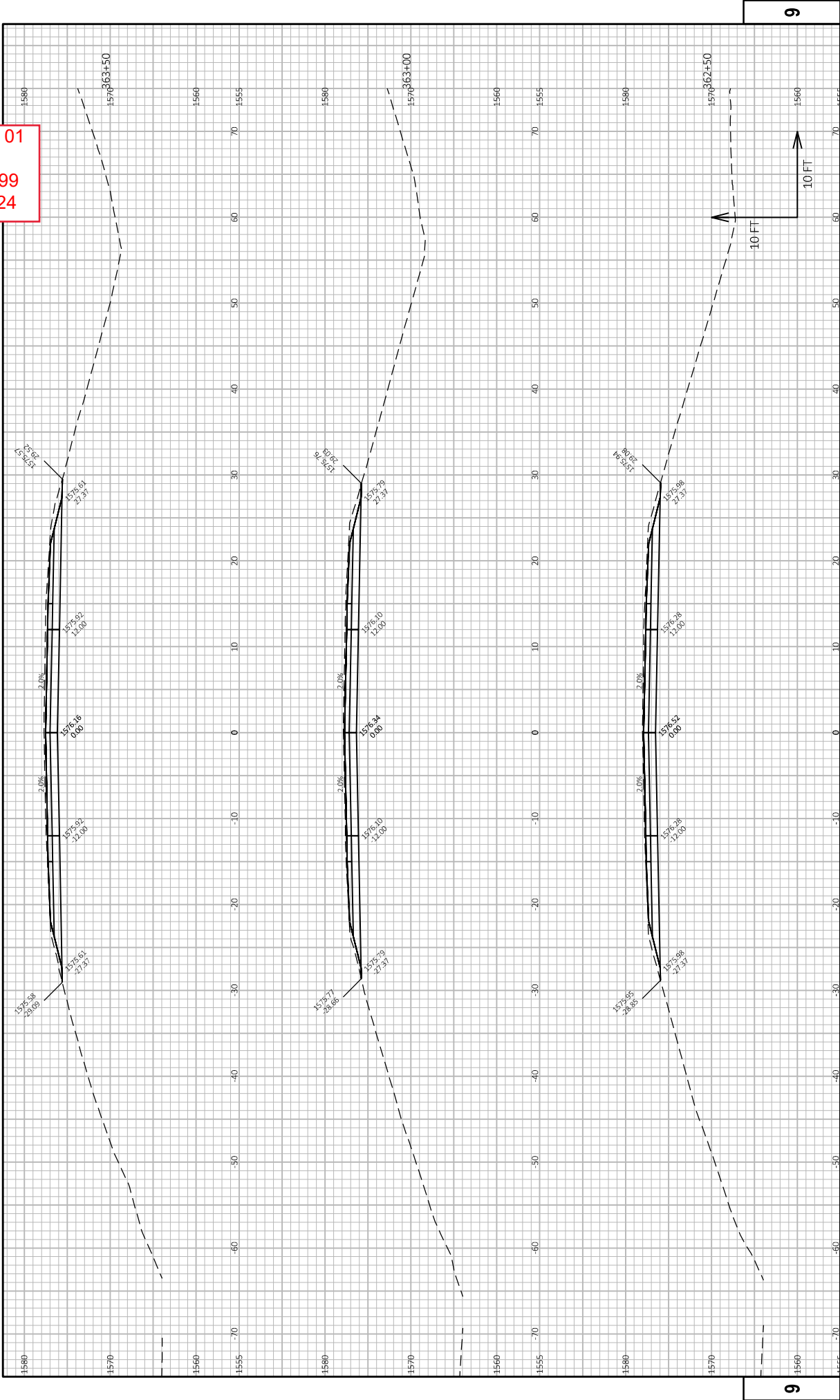
Addendum No. 01
ID 1590-12-76
Added Sheet 197
February 5, 2024



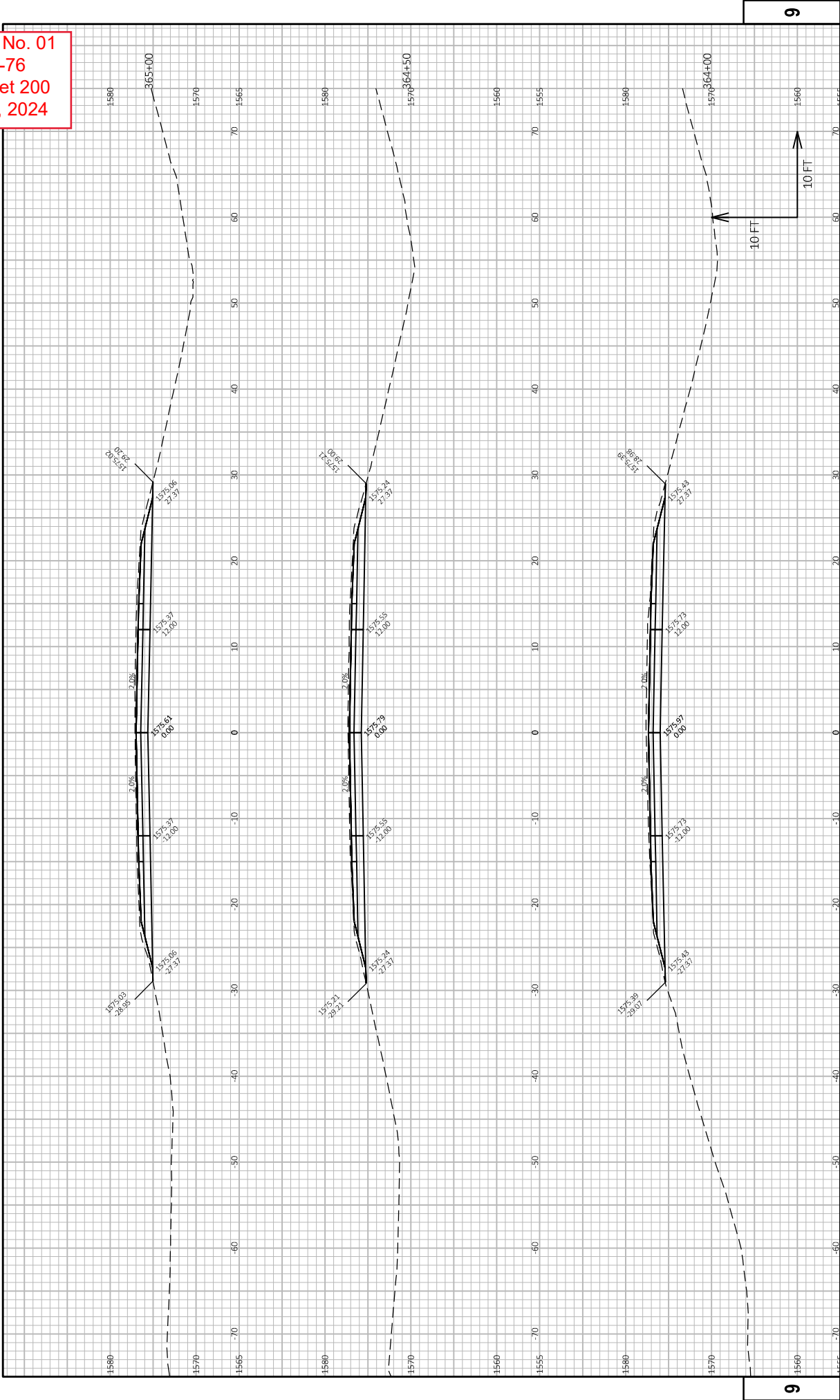
Addendum No. 01
ID 1590-12-76
Added Sheet 198
February 5, 2024



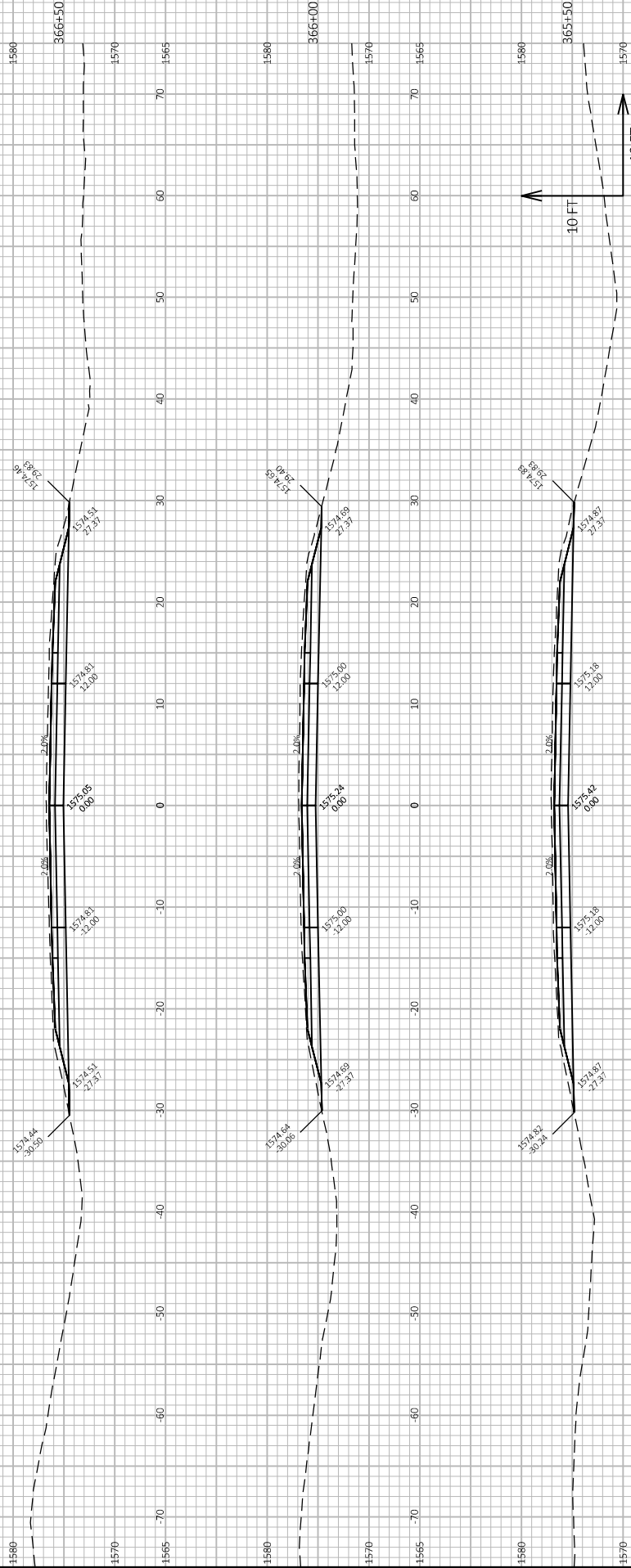
Addendum No. 01
ID 1590-12-76
Added Sheet 199
February 5, 2024



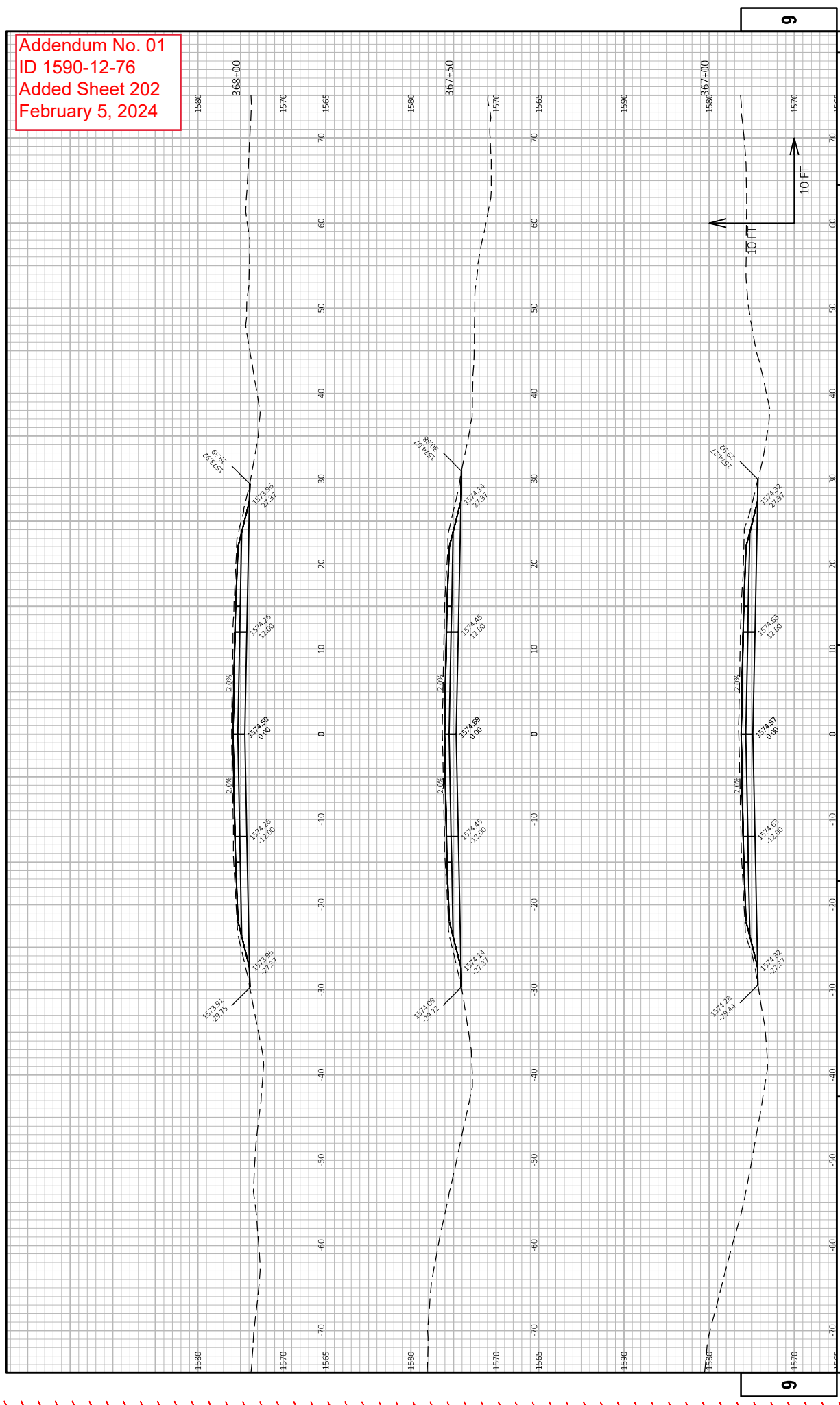
Addendum No. 01
ID 1590-12-76
Added Sheet 200
February 5, 2024



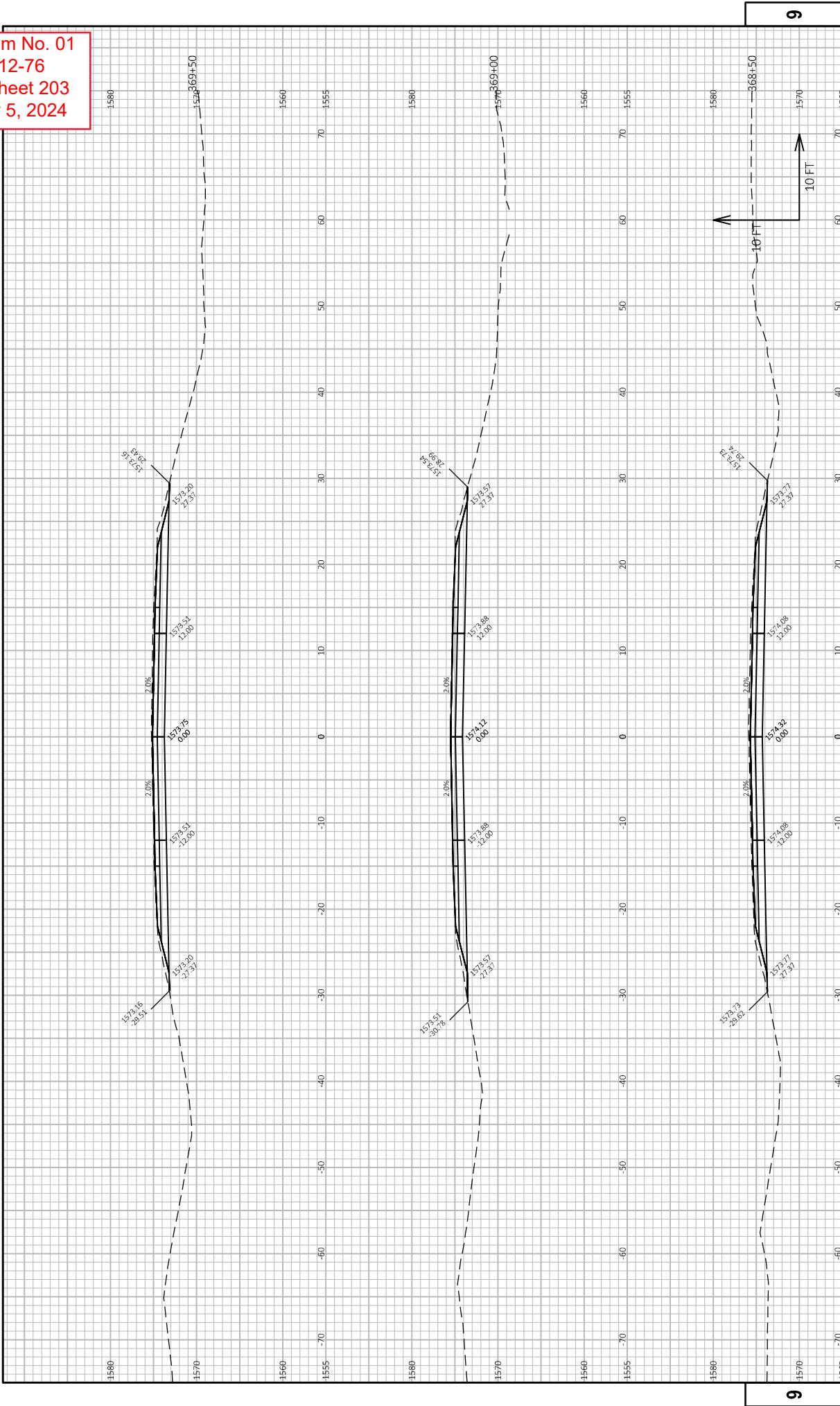
Addendum No. 01
ID 1590-12-76
Added Sheet 201
February 5, 2024



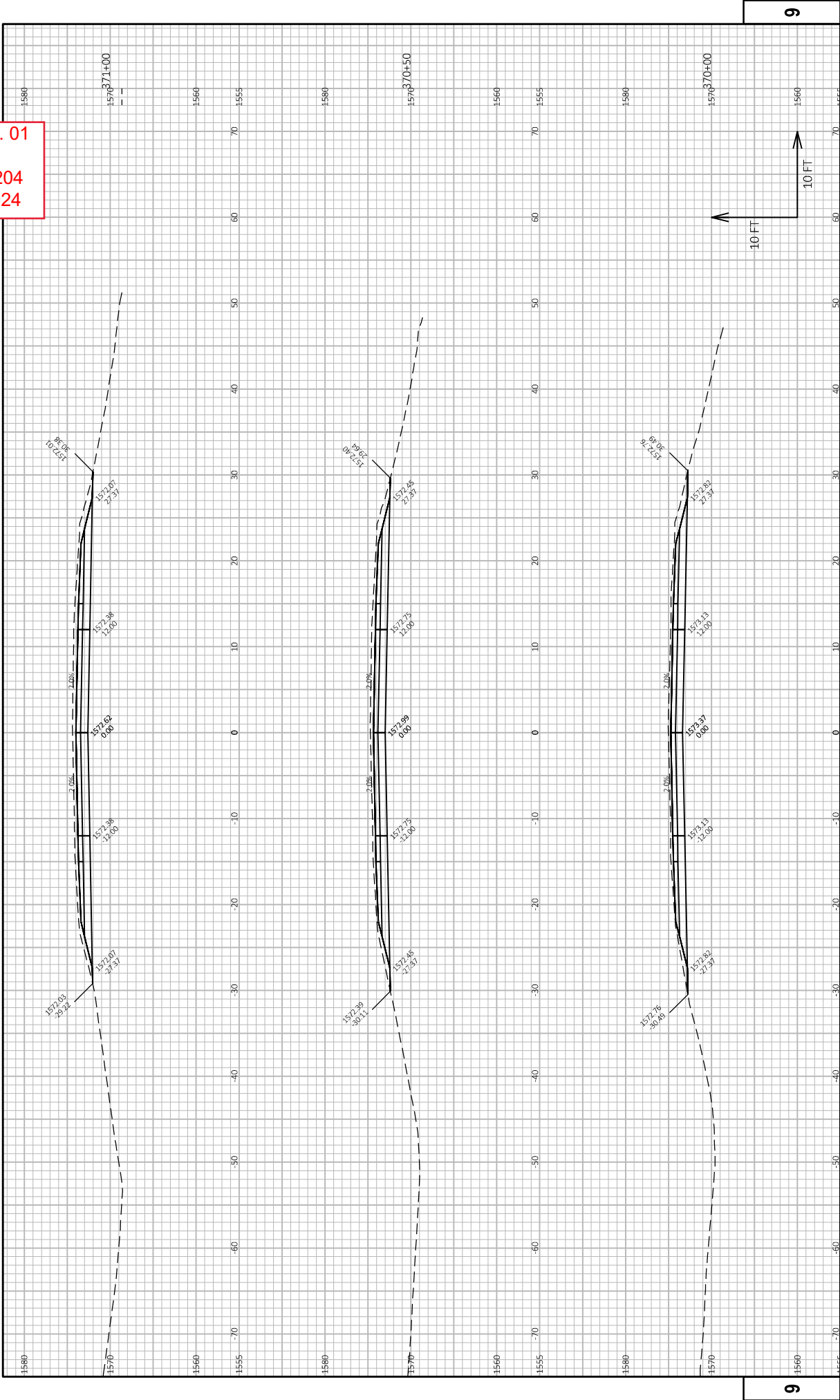
Addendum No. 01
ID 1590-12-76
Added Sheet 202
February 5, 2024



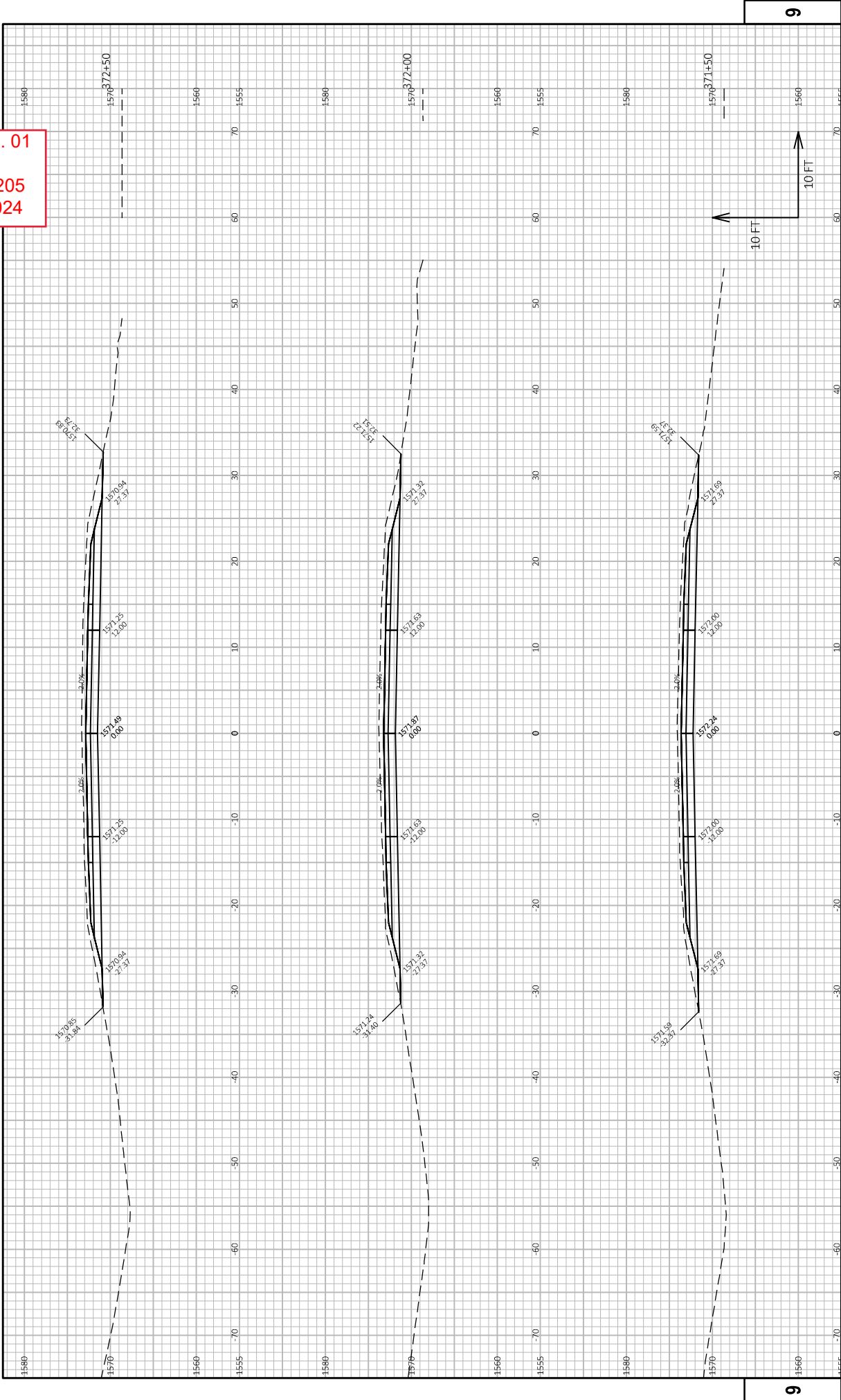
Addendum No. 01
ID 1590-12-76
Added Sheet 203
February 5, 2024



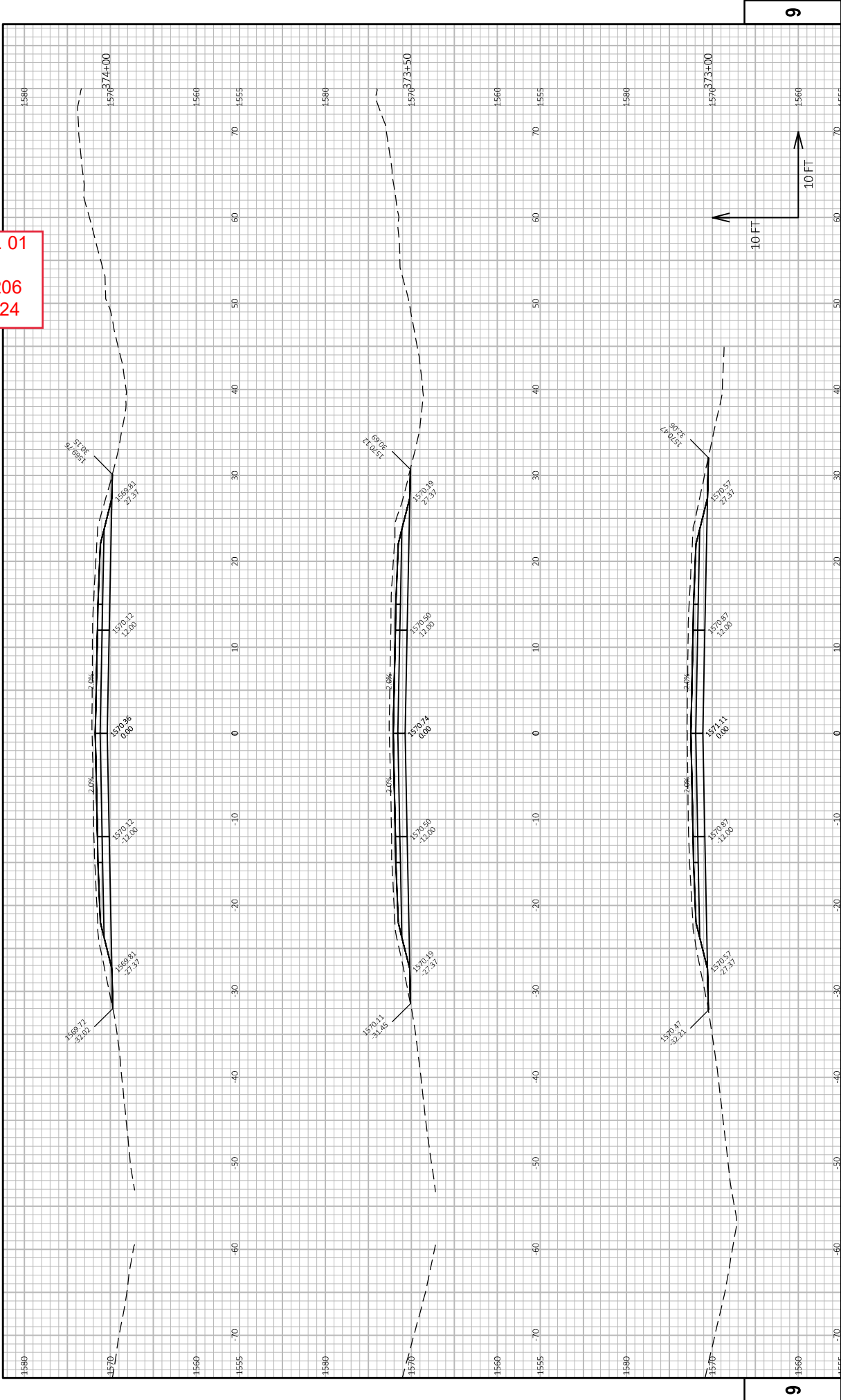
Addendum No. 01
ID 1590-12-76
Added Sheet 204
February 5, 2024



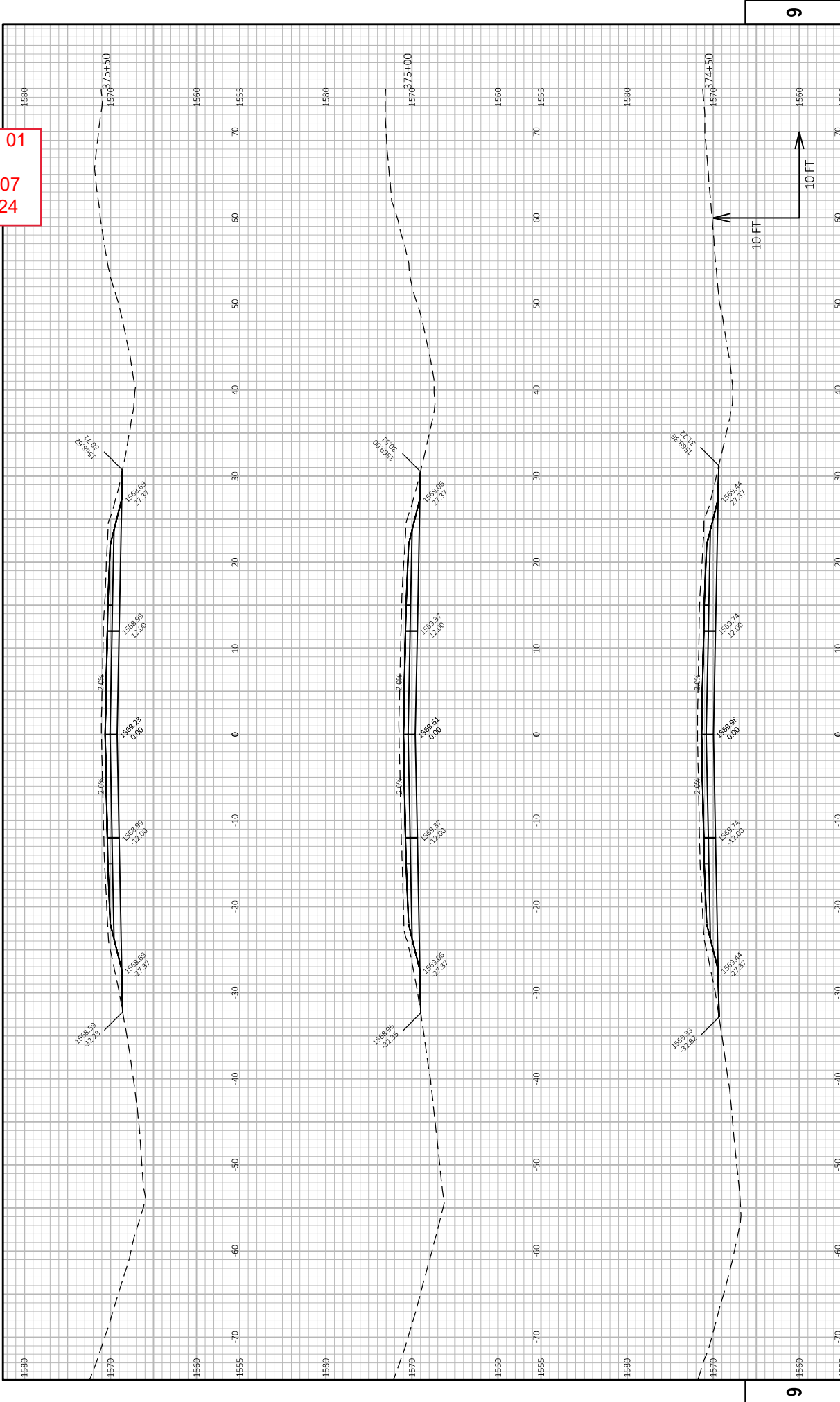
Addendum No. 01
ID 1590-12-76
Added Sheet 205
February 5, 2024



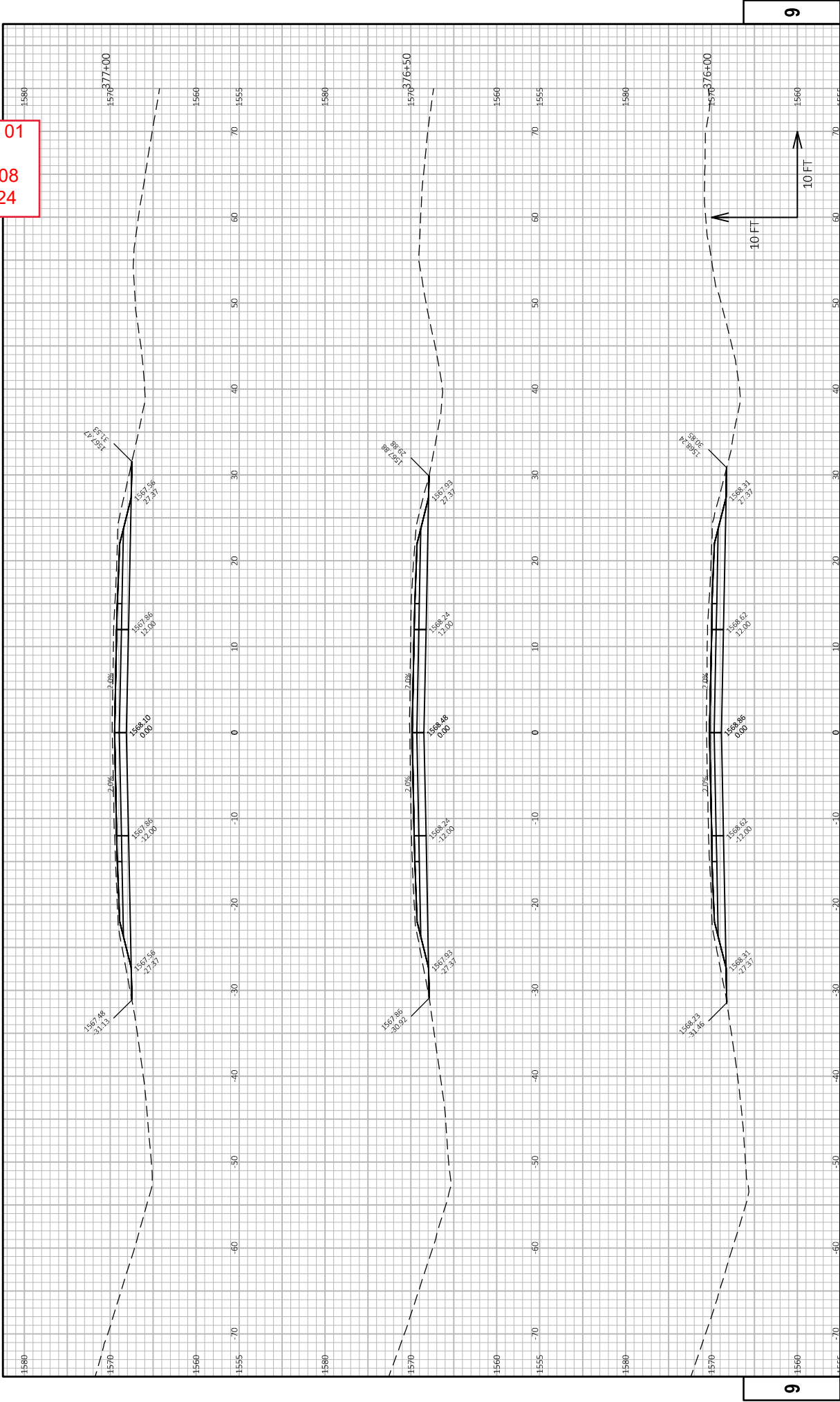
Addendum No. 01
ID 1590-12-76
Added Sheet 206
February 5, 2024



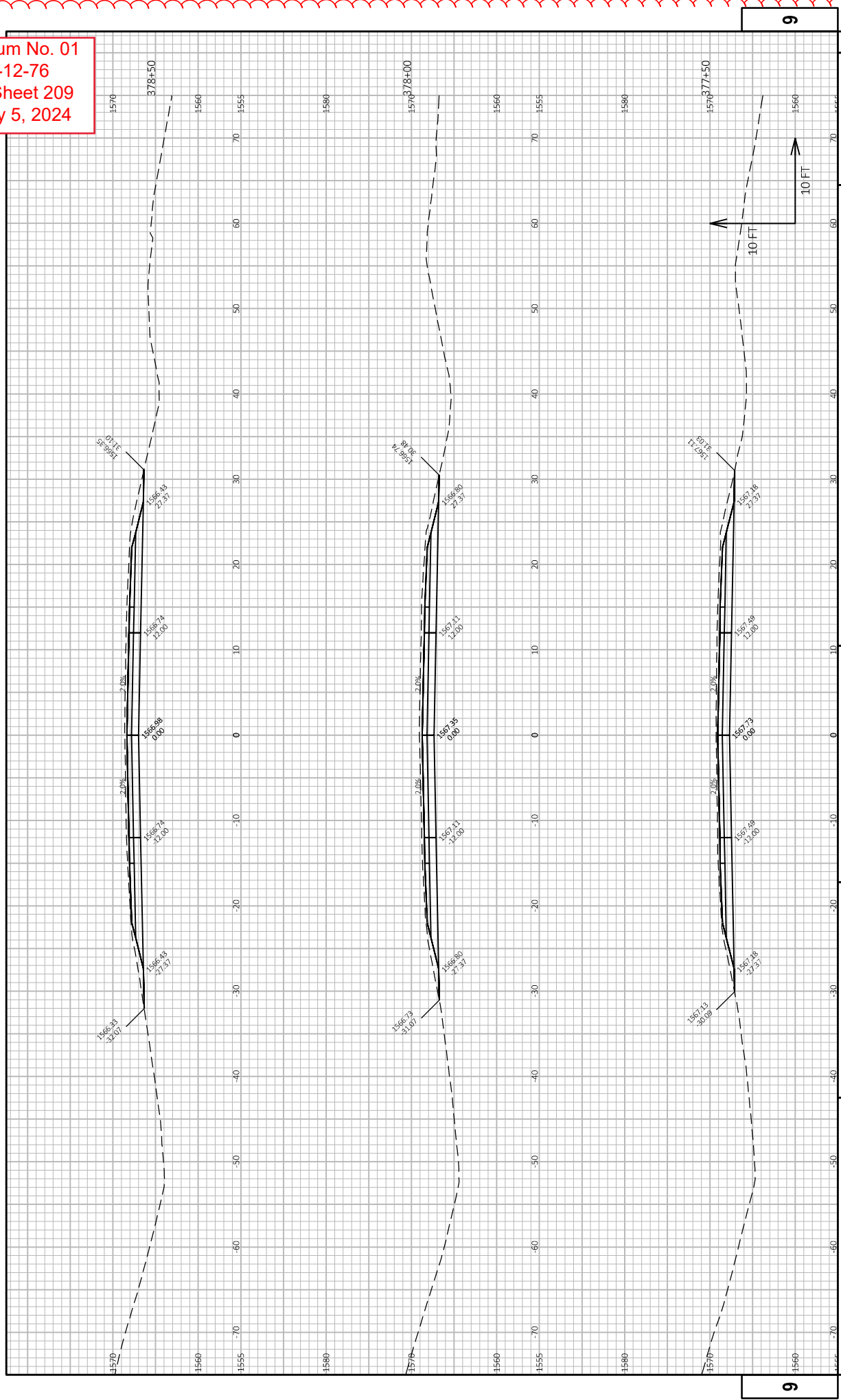
Addendum No. 01
ID 1590-12-76
Added Sheet 207
February 5, 2024



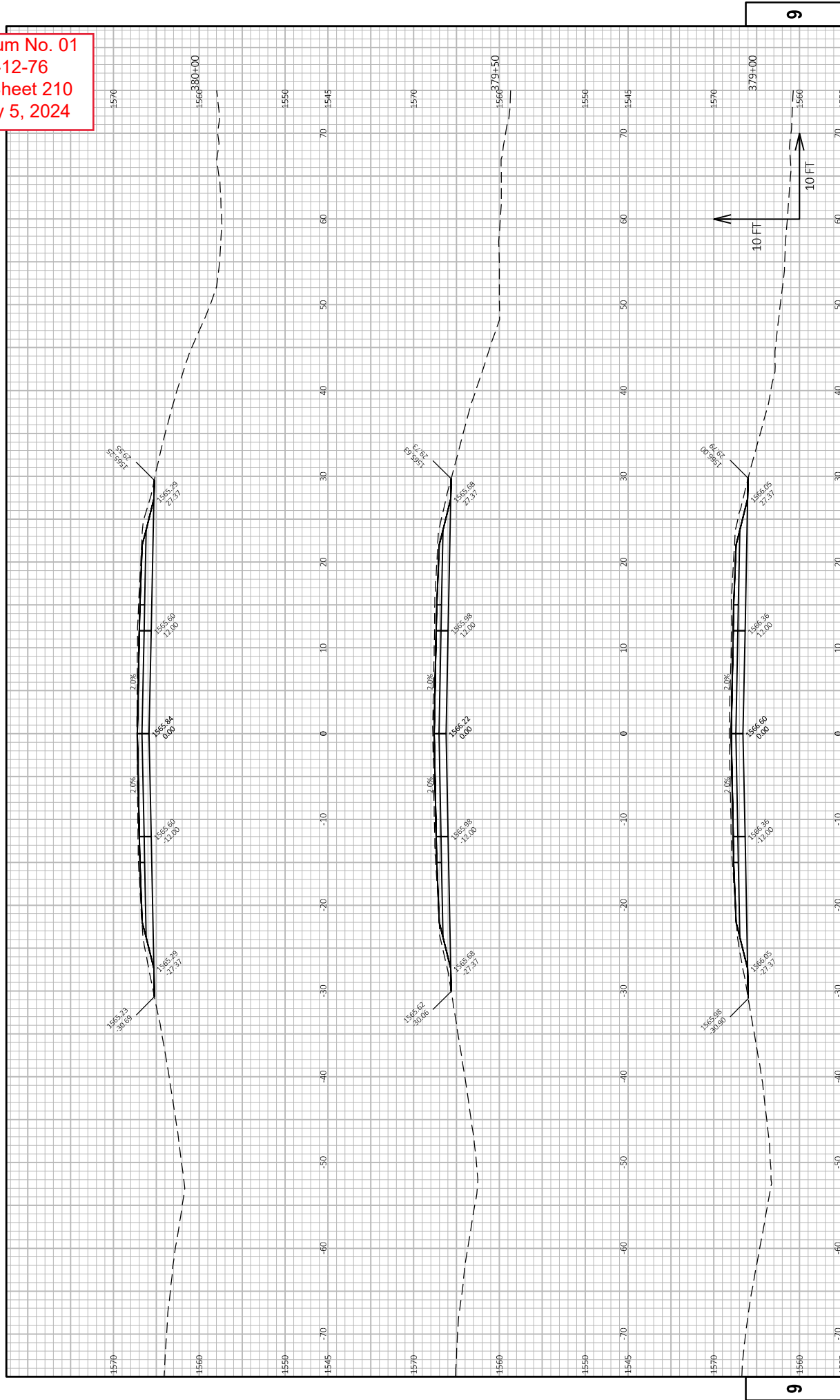
Addendum No. 01
ID 1590-12-76
Added Sheet 208
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 209
February 5, 2024



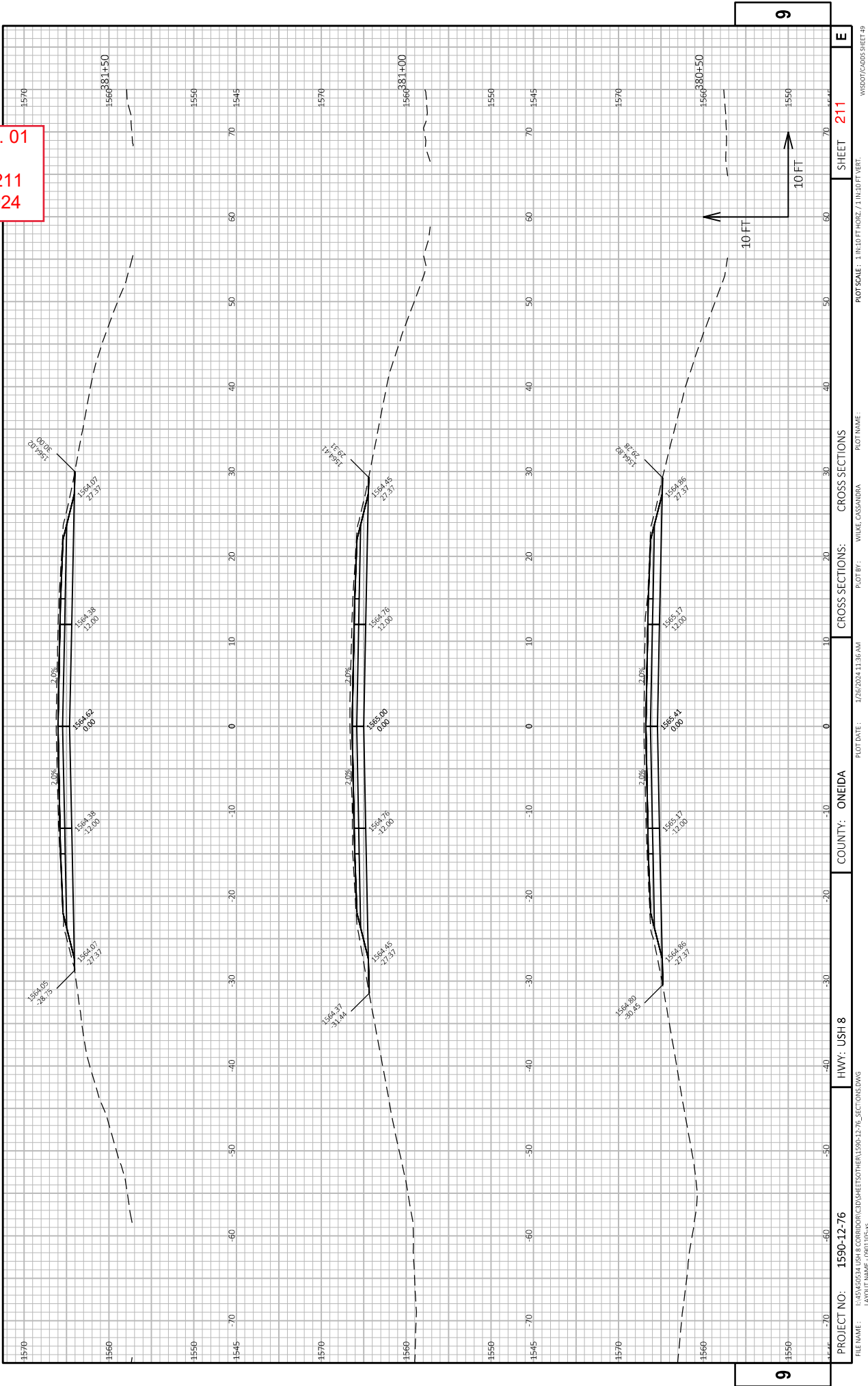
Addendum No. 01
ID 1590-12-76
Added Sheet 210
February 5, 2024



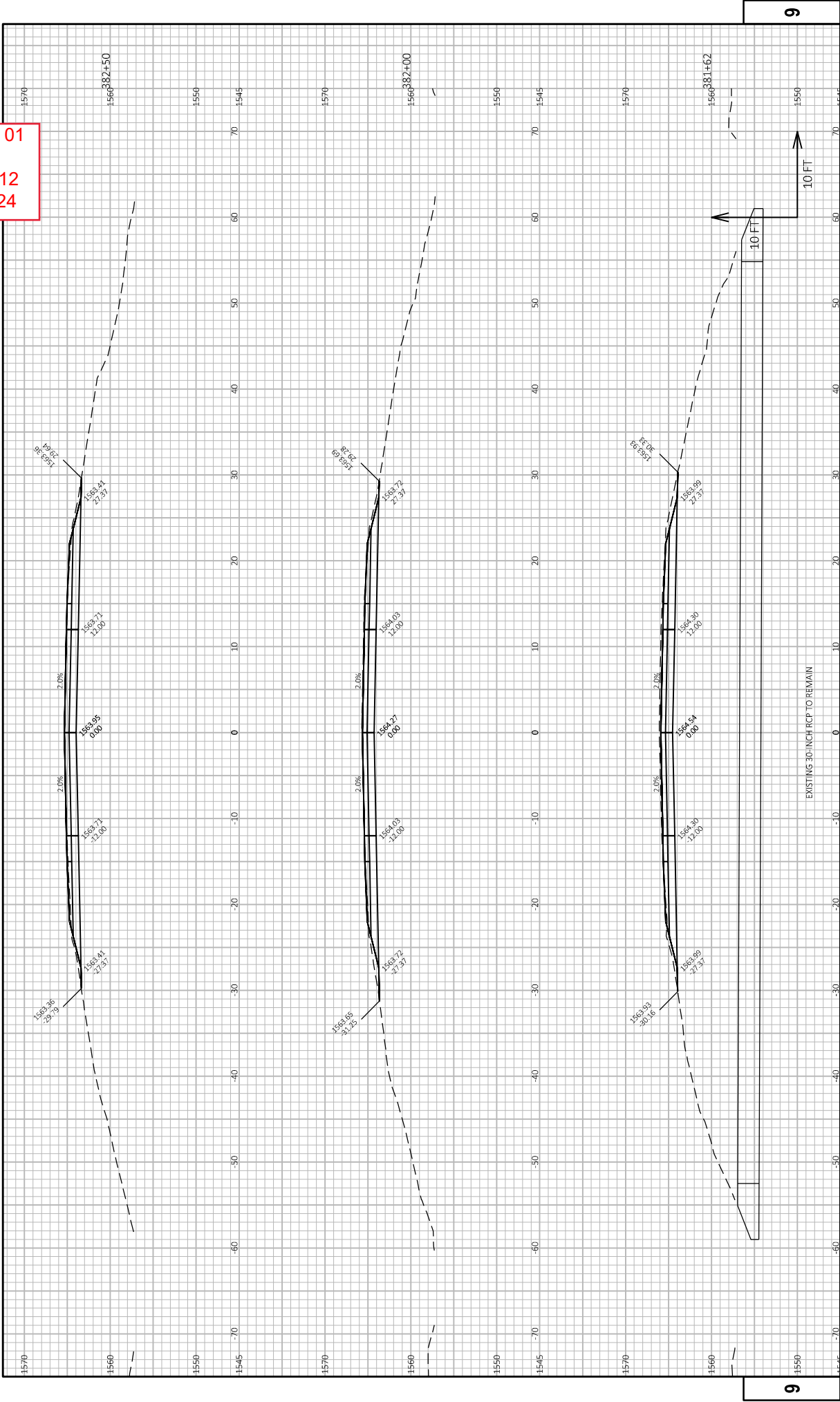
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FILE NAME: I:\BVA5034 USH 8 CORRIDOR\CD\SHEETS\OTHER\1590-12-76_SECTION.DWG
LAYOUT NAME: 0901.DWG
COUNTY: ONEIDA
HWY: USH 8
CROSS SECTIONS: CROSS SECTIONS
PLOT BY: WILKE, CASSANDRA
PLOT DATE: 1/26/2024 11:36 AM
PLOT SCALE: 1 IN 10 FT HORIZ. / 1 IN 10 FT VERT.

SHEET 210
E
WISDOT/CADD/SHEET 49

Addendum No. 01
ID 1590-12-76
Added Sheet 211
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 212
February 5, 2024



9

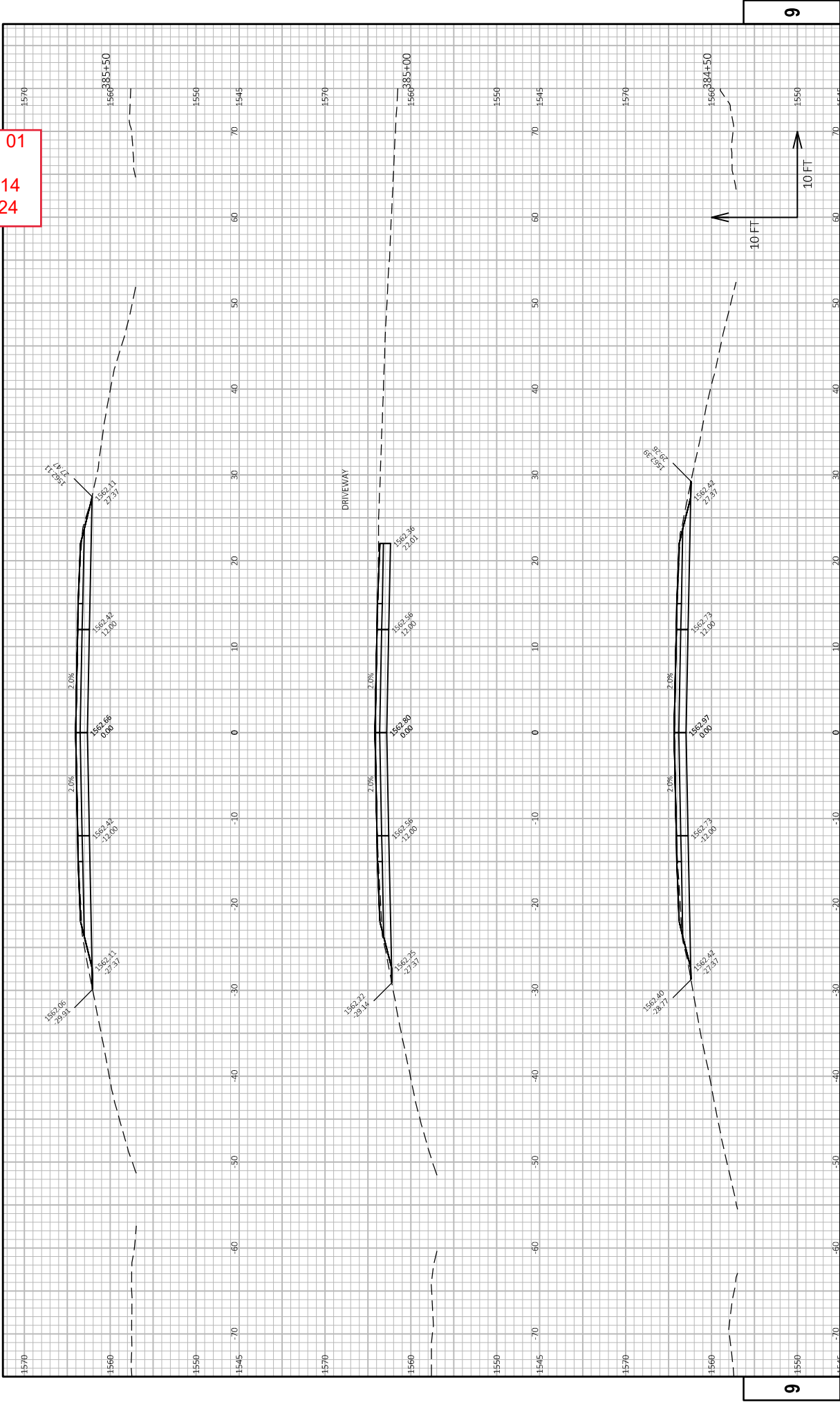
10 FT

1550

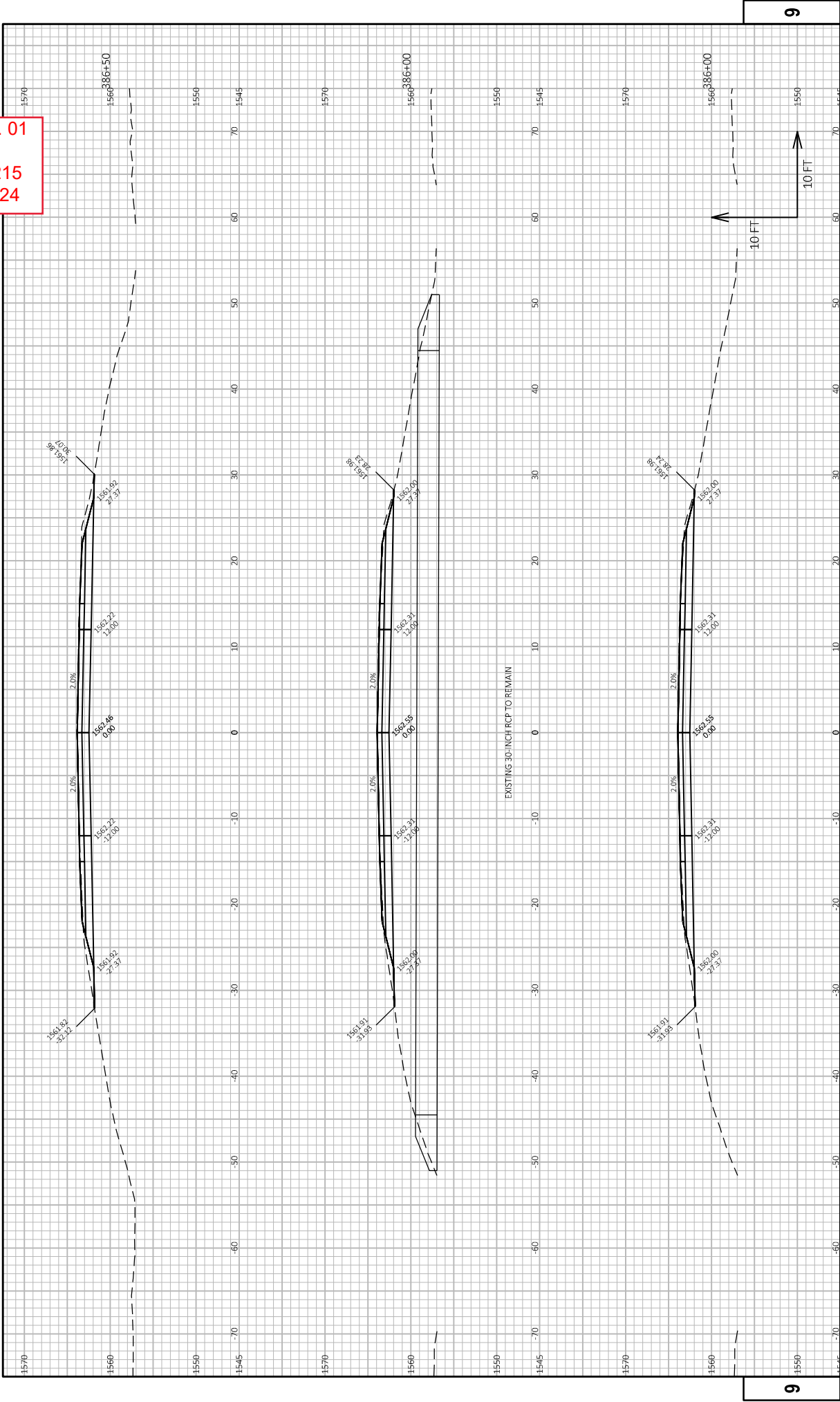
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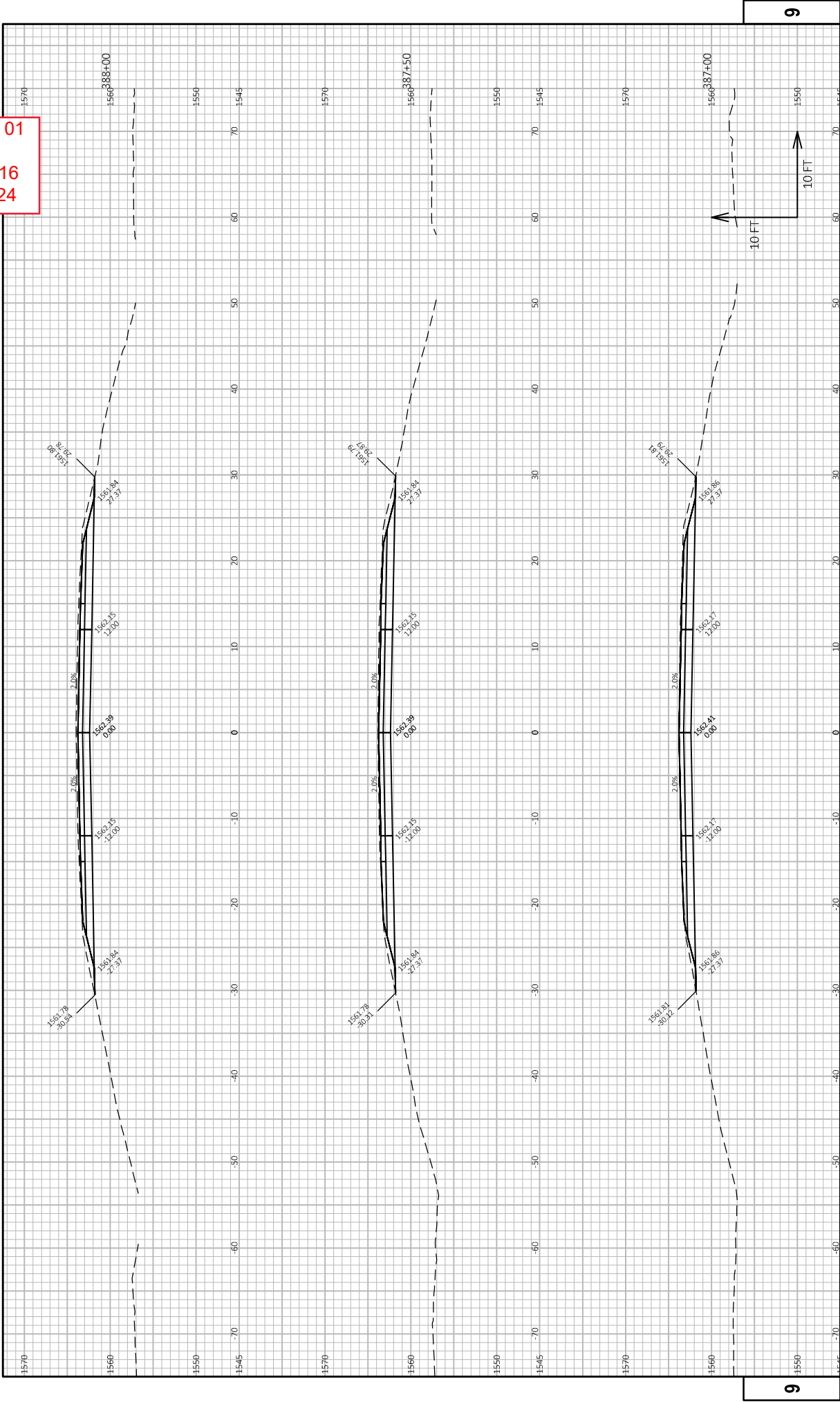
Addendum No. 01
ID 1590-12-76
Added Sheet 214
February 5, 2024



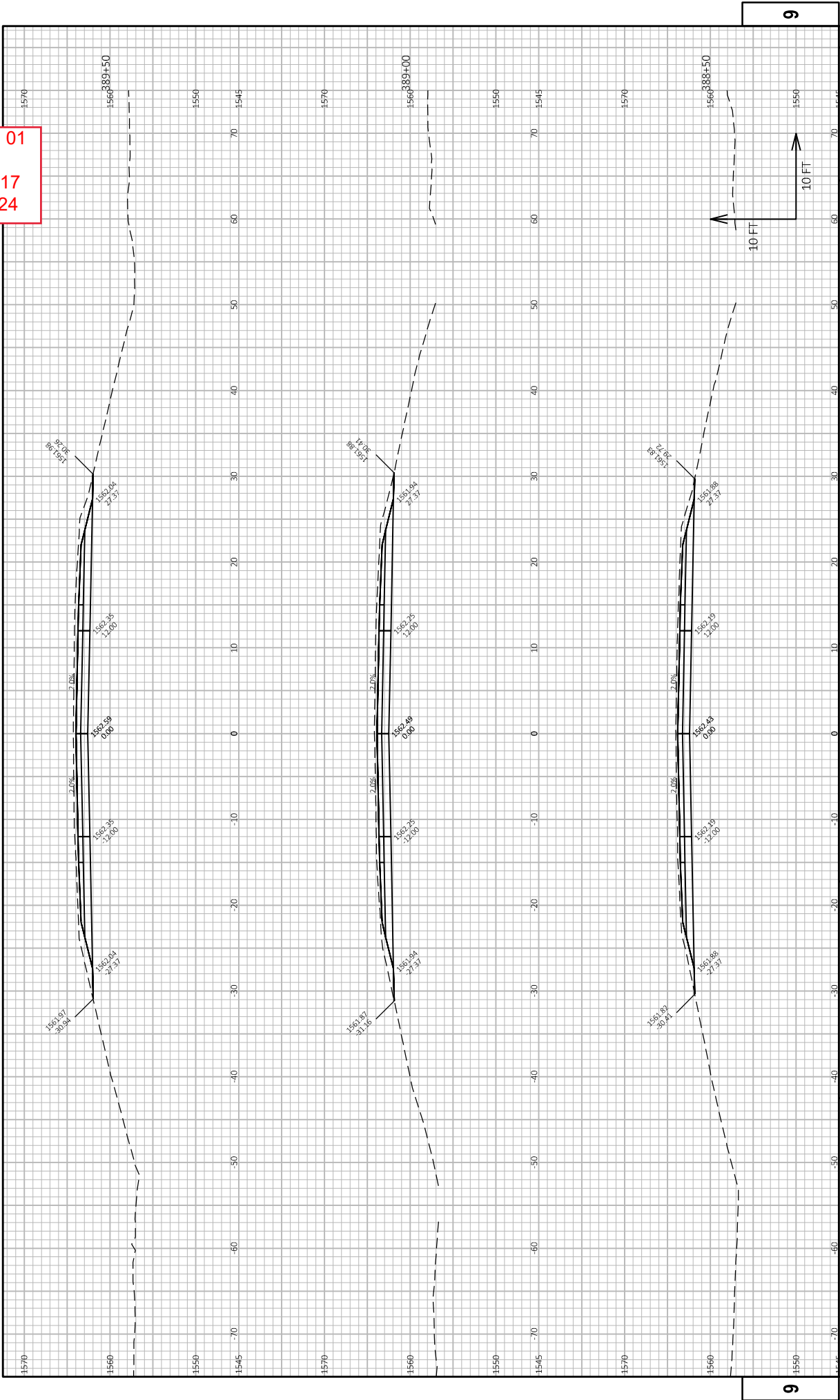
Addendum No. 01
ID 1590-12-76
Added Sheet 215
February 5, 2024



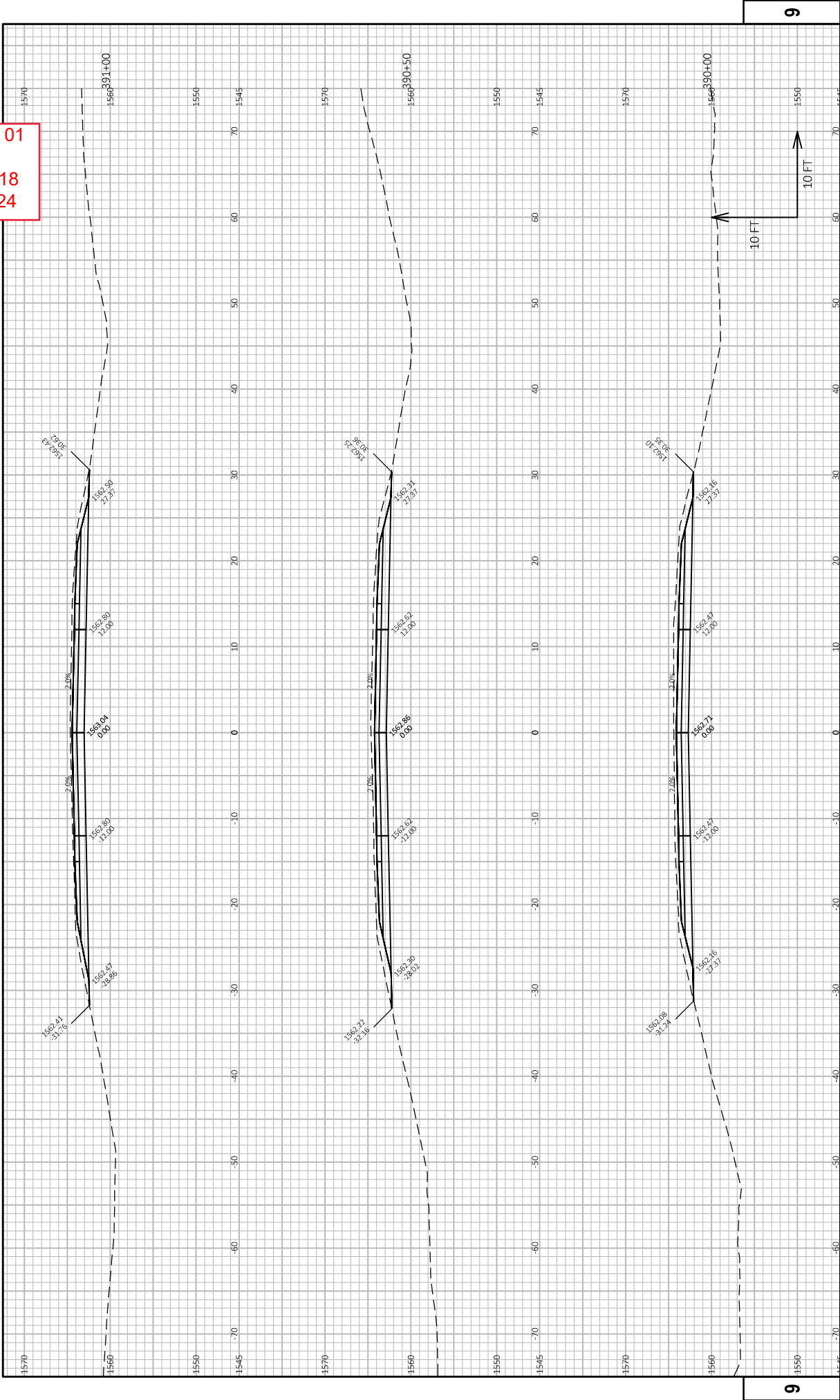
Addendum No. 01
ID 1590-12-76
Added Sheet 216
February 5, 2024



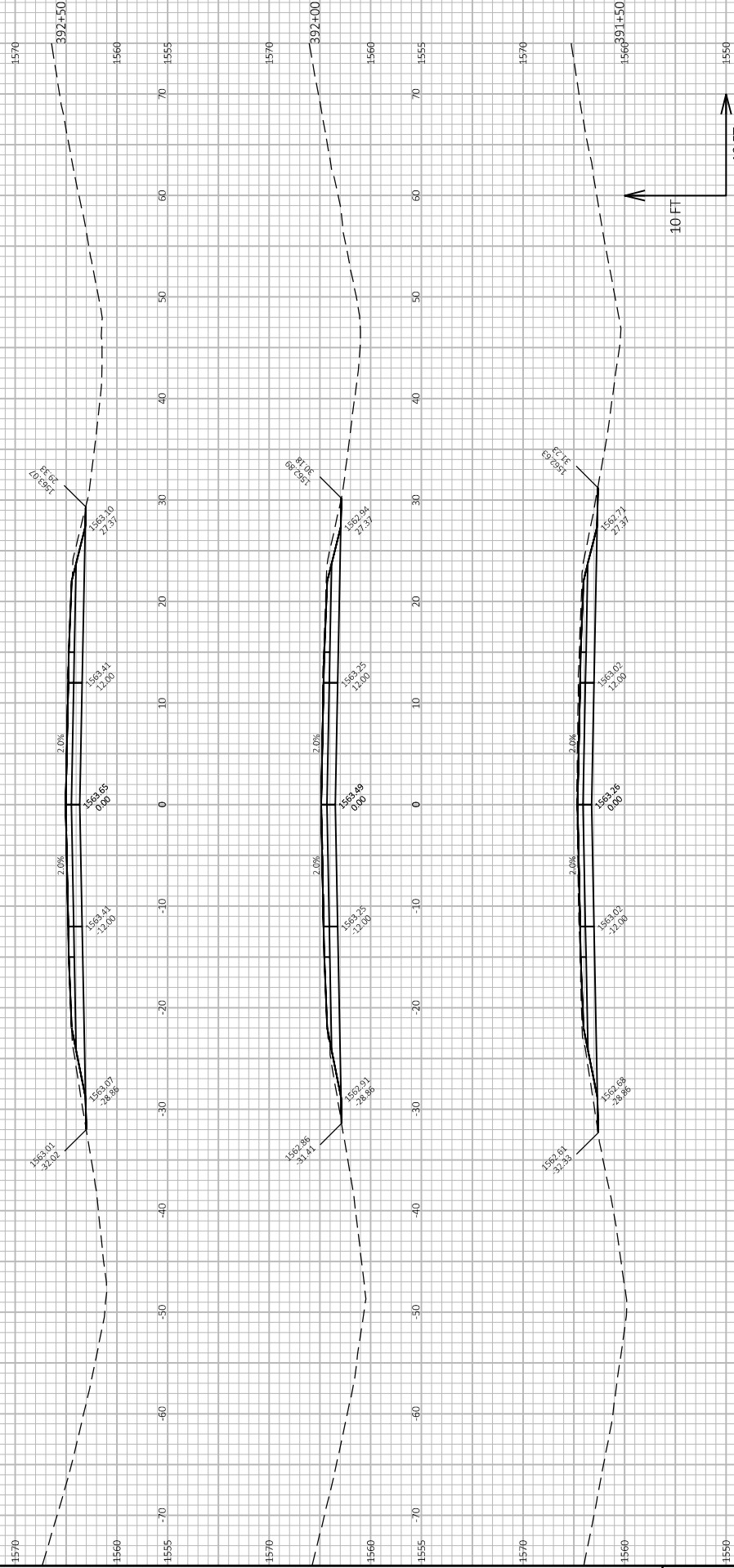
Addendum No. 01
ID 1590-12-76
Added Sheet 217
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 218
February 5, 2024

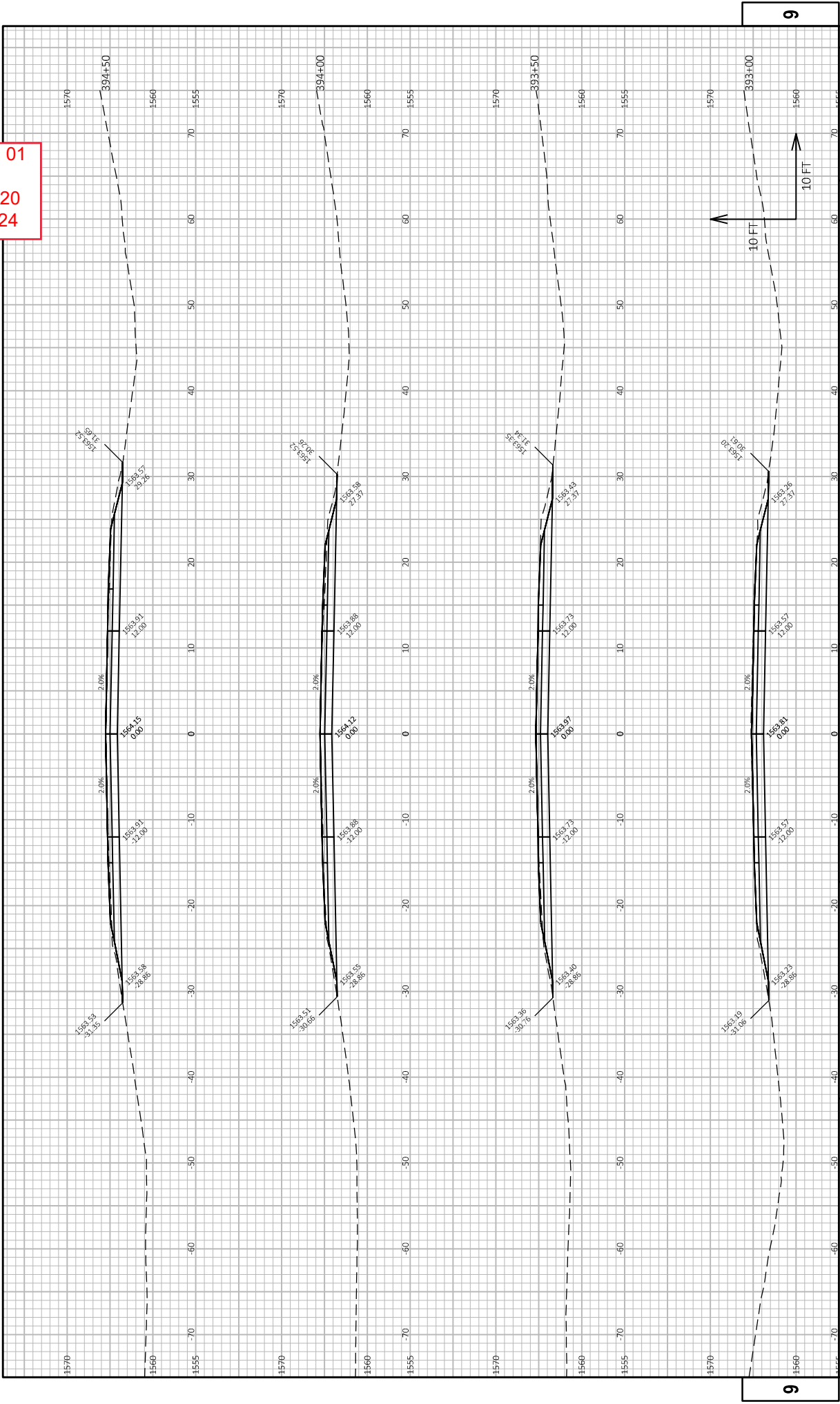


Addendum No. 01
ID 1590-12-76
Added Sheet 219
February 5, 2024

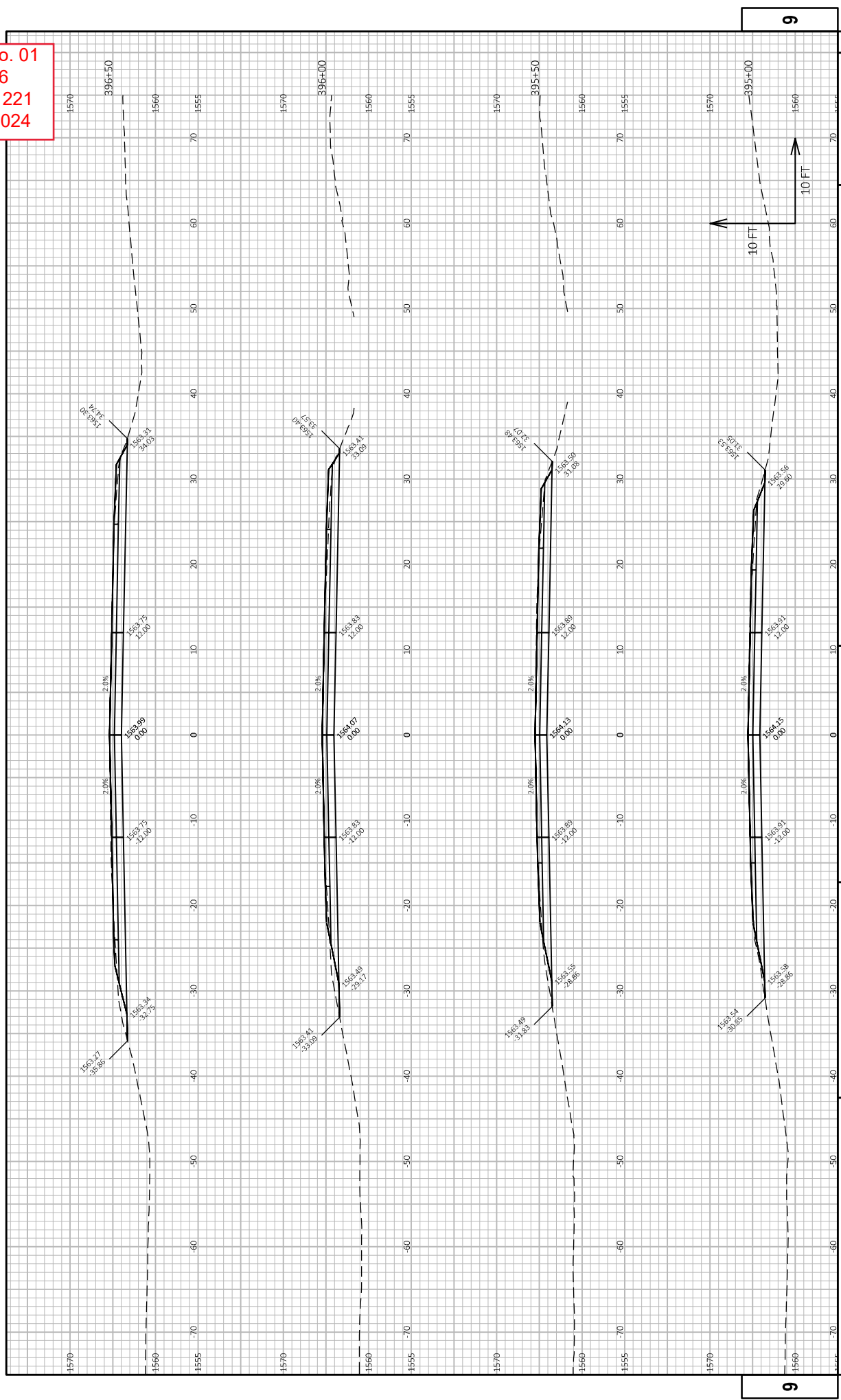


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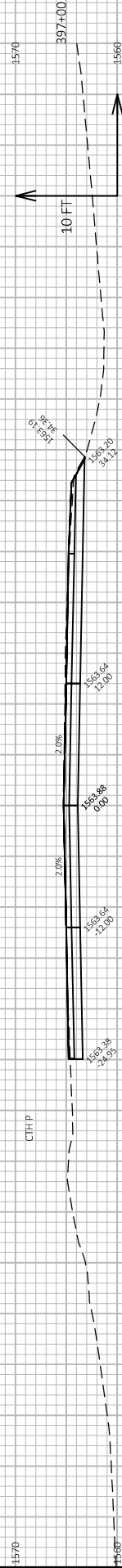
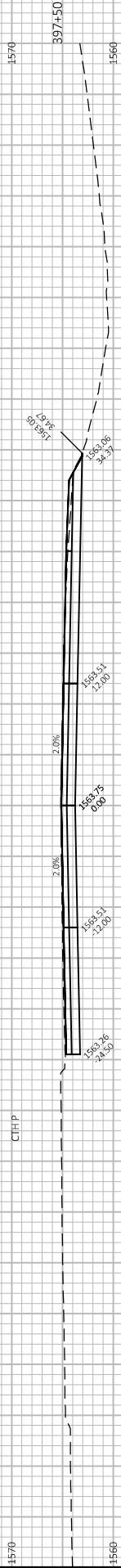
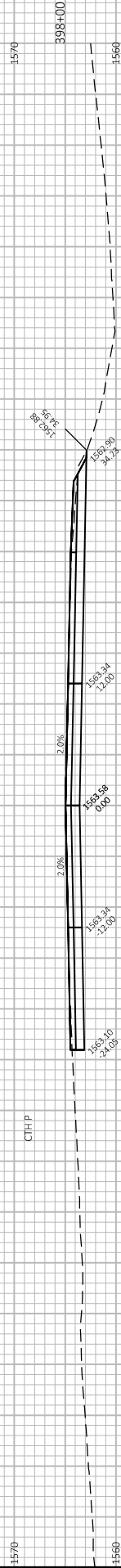
Addendum No. 01
ID 1590-12-76
Added Sheet 220
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 221
February 5, 2024



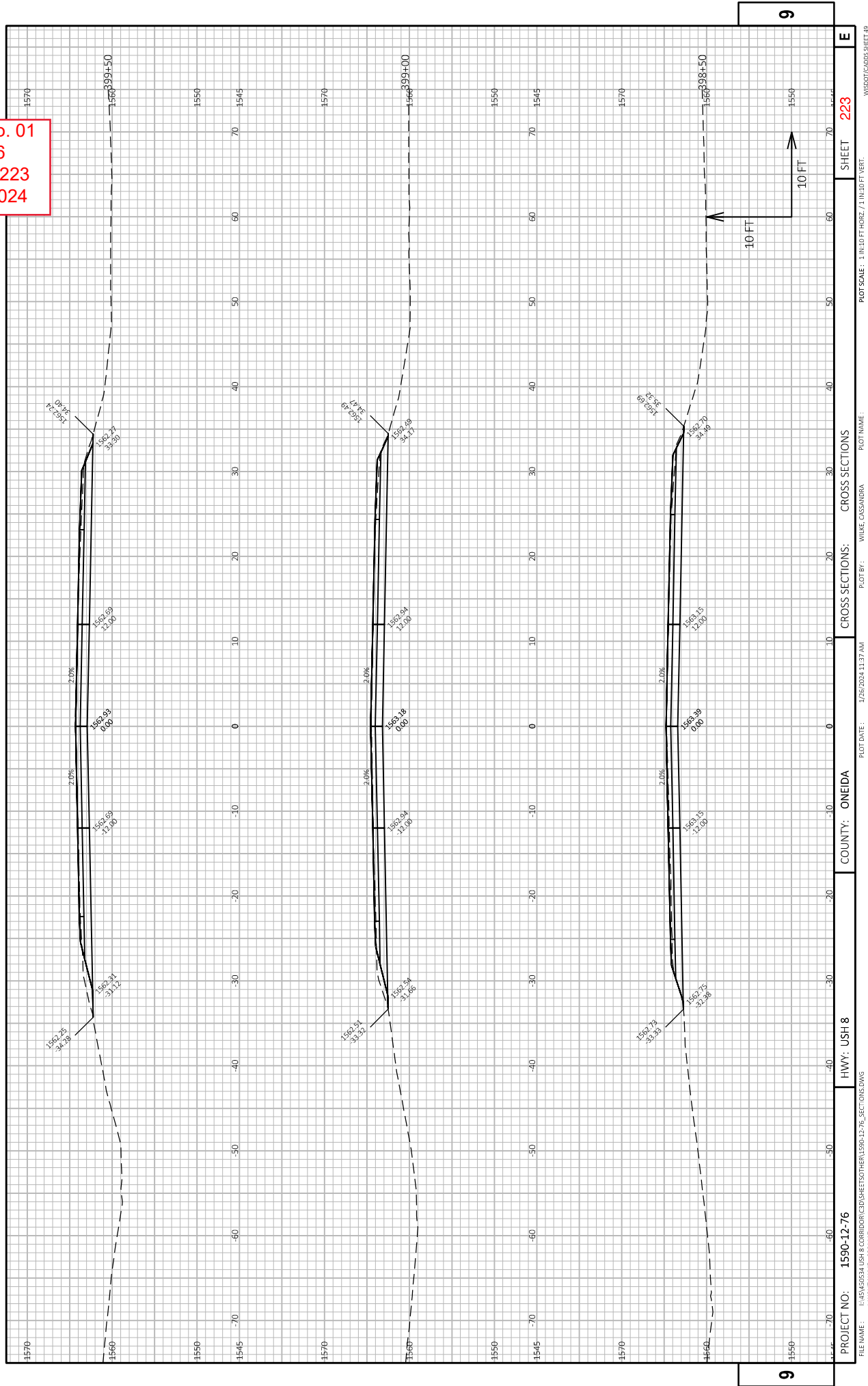
Addendum No. 01
ID 1590-12-76
Added Sheet 222
February 5, 2024



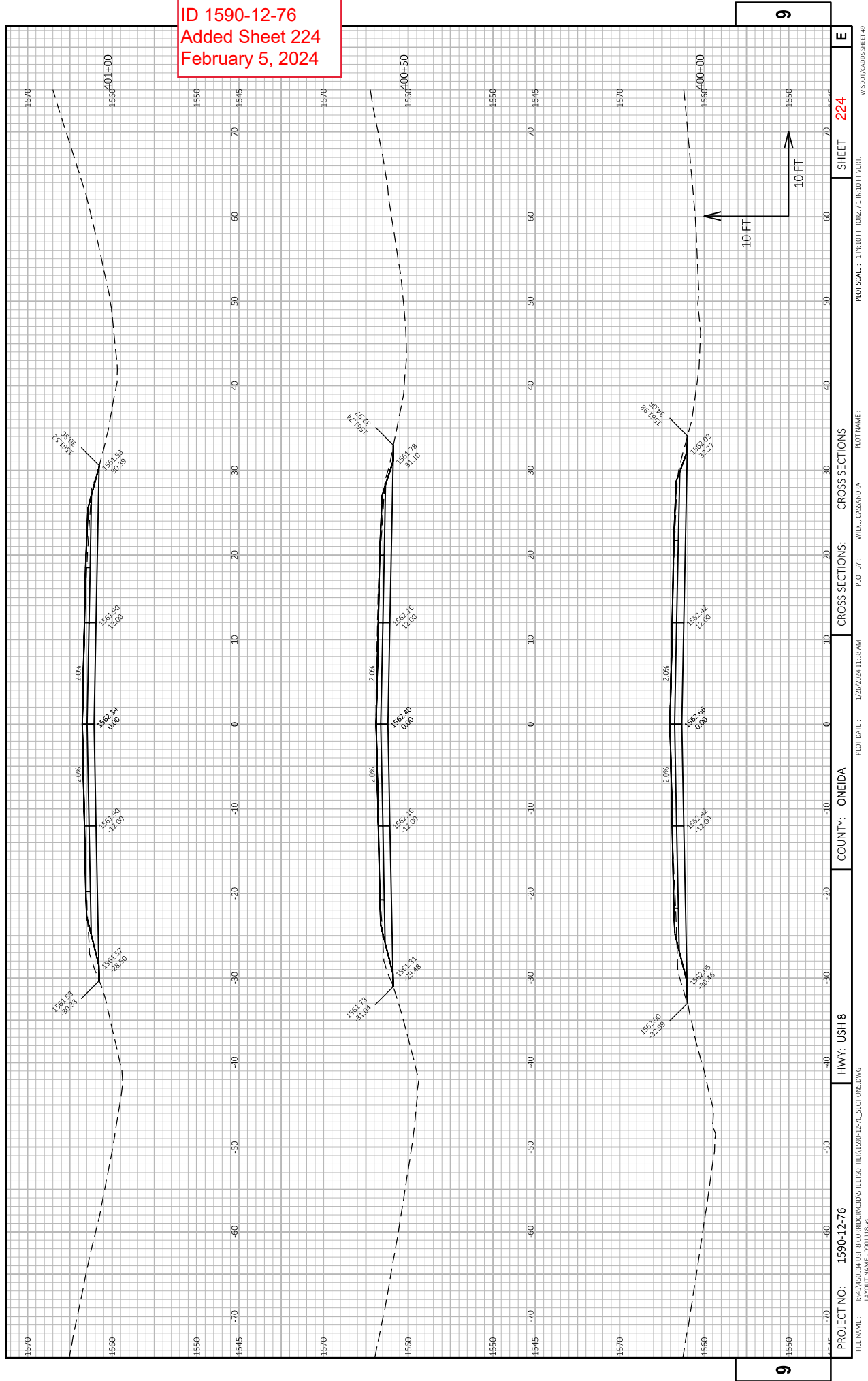
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Addendum No. 01
ID 1590-12-76
Added Sheet 223
February 5, 2024



Addendum No. 01
ID 1590-12-76
Added Sheet 224
February 5, 2024



PROJECT NO: 1590-12-76		HWY: USH 8		COUNTY: ONEIDA		CROSS SECTIONS:		CROSS SECTIONS		SHEET 225		E	
TAIL NAME: I:\454\50234 USH 8 CORRIDOR\CDSDSHEETS\OTHER\1590-12-76_SECTION.DWG PLOT DATE: 4/26/2024 11:38 AM PLOT BY: WILKE, CASSANDRA PLOT NAME: 1590-12-76_SECTION.DWG PLOT SCALE: 1 IN. = 10 FT. HORIZ. / 1 IN. = 10 FT. VERT.													



Proposal Schedule of Items

Page 1 of 5

Proposal ID: 20240213026 Project(s): 1590-12-76

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	204.0100 Removing Concrete Pavement	54,514.000 SY	_____.	_____.
0004	204.0115 Removing Asphaltic Surface Butt Joints	202.000 SY	_____.	_____.
0006	204.0120 Removing Asphaltic Surface Milling	2,944.000 SY	_____.	_____.
0008	204.0150 Removing Curb & Gutter	238.000 LF	_____.	_____.
0010	205.0100 Excavation Common	64,461.000 CY	_____.	_____.
0012	213.0100 Finishing Roadway (project) 01. 1590-12-76	1.000 EACH	_____.	_____.
0014	305.0110 Base Aggregate Dense 3/4-Inch	9,692.000 TON	_____.	_____.
0016	305.0120 Base Aggregate Dense 1 1/4-Inch	48,751.000 TON	_____.	_____.
0018	312.0110 Select Crushed Material	38,950.000 TON	_____.	_____.
0020	371.2000.S QMP Base Aggregate Dense 1 1/4-Inch Compaction	23.000 EACH	_____.	_____.
0022	415.0410 Concrete Pavement Approach Slab	104.000 SY	_____.	_____.
0024	450.4000 HMA Cold Weather Paving	1,846.000 TON	_____.	_____.
0026	455.0605 Tack Coat	7,964.000 GAL	_____.	_____.
0028	460.2000 Incentive Density HMA Pavement	11,820.000 DOL	1.00000	11,820.00
0030	460.6223 HMA Pavement 3 MT 58-28 S	12,731.000 TON	_____.	_____.
0032	460.6244 HMA Pavement 4 MT 58-34 S	5,729.000 TON	_____.	_____.



Proposal Schedule of Items

Page 2 of 5

Proposal ID: 20240213026 Project(s): 1590-12-76

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0034	465.0110 Asphaltic Surface Patching	170.000 TON	_____.	_____.
0036	465.0125 Asphaltic Surface Temporary	58.000 TON	_____.	_____.
0038	465.0560 Asphaltic Rumble Strips, Centerline	16,045.000 LF	_____.	_____.
0040	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	238.000 LF	_____.	_____.
0042	618.0100 Maintenance and Repair of Haul Roads (project) 01. 1590-12-76	1.000 EACH	_____.	_____.
0044	619.1000 Mobilization	1.000 EACH	_____.	_____.
0046	624.0100 Water	880.000 MGAL	_____.	_____.
0048	625.0100 Topsoil	937.000 SY	_____.	_____.
0050	628.1504 Silt Fence	1,790.000 LF	_____.	_____.
0052	628.1520 Silt Fence Maintenance	1,790.000 LF	_____.	_____.
0054	628.1905 Mobilizations Erosion Control	4.000 EACH	_____.	_____.
0056	628.1910 Mobilizations Emergency Erosion Control	3.000 EACH	_____.	_____.
0058	628.2008 Erosion Mat Urban Class I Type B	937.000 SY	_____.	_____.
0060	628.7504 Temporary Ditch Checks	50.000 LF	_____.	_____.
0062	629.0210 Fertilizer Type B	18.700 CWT	_____.	_____.
0064	630.0130 Seeding Mixture No. 30	782.000 LB	_____.	_____.



Proposal Schedule of Items

Page 3 of 5

Proposal ID: 20240213026 Project(s): 1590-12-76

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0066	642.5001 Field Office Type B	1.000 EACH	_____.	_____.
0068	643.0300 Traffic Control Drums	603.000 DAY	_____.	_____.
0070	643.0420 Traffic Control Barricades Type III	2,520.000 DAY	_____.	_____.
0072	643.0705 Traffic Control Warning Lights Type A	3,580.000 DAY	_____.	_____.
0074	643.0715 Traffic Control Warning Lights Type C	300.000 DAY	_____.	_____.
0076	643.0900 Traffic Control Signs	9,985.000 DAY	_____.	_____.
0078	643.0920 Traffic Control Covering Signs Type II	11.000 EACH	_____.	_____.
0080	643.1000 Traffic Control Signs Fixed Message	72.000 SF	_____.	_____.
0082	643.3165 Temporary Marking Line Paint 6-Inch	3,400.000 LF	_____.	_____.
0084	643.3850 Temporary Marking Stop Line Removable Tape 18-Inch	32.000 LF	_____.	_____.
0086	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0088	646.2040 Marking Line Grooved Wet Ref Epoxy 6-Inch	46,961.000 LF	_____.	_____.
0090	646.4020 Marking Line Epoxy 10-Inch	157.000 LF	_____.	_____.
0092	646.5020 Marking Arrow Epoxy	1.000 EACH	_____.	_____.
0094	646.5120 Marking Word Epoxy	1.000 EACH	_____.	_____.
0096	646.6120 Marking Stop Line Epoxy 18-Inch	37.000 LF	_____.	_____.



Proposal Schedule of Items

Page 4 of 5

Proposal ID: 20240213026 Project(s): 1590-12-76

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0098	646.6466 Cold Weather Marking Epoxy 6-Inch	4,697.000 LF	_____.	_____.
0100	646.6470 Cold Weather Marking Epoxy 10-Inch	16.000 LF	_____.	_____.
0102	646.9000 Marking Removal Line 4-Inch	225.000 LF	_____.	_____.
0104	650.4500 Construction Staking Subgrade	8,409.000 LF	_____.	_____.
0106	650.5000 Construction Staking Base	15,989.000 LF	_____.	_____.
0108	650.5500 Construction Staking Curb Gutter and Curb & Gutter	238.000 LF	_____.	_____.
0110	650.8000 Construction Staking Resurfacing Reference	15,989.000 LF	_____.	_____.
0112	650.9911 Construction Staking Supplemental Control (project) 01. 1590-12-76	1.000 EACH	_____.	_____.
0114	661.0201 Temporary Traffic Signals for Intersections (location) 01. Station 398+00	1.000 EACH	_____.	_____.
0116	690.0150 Sawing Asphalt	2,656.000 LF	_____.	_____.
0118	690.0250 Sawing Concrete	119.000 LF	_____.	_____.
0120	715.0720 Incentive Compressive Strength Concrete Pavement	150.000 DOL	1.00000	150.00
0122	740.0440 Incentive IRI Ride	12,108.000 DOL	1.00000	12,108.00
0124	465.0120 Asphaltic Surface Driveways and Field Entrances	50.000 TON	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20240213026 Project(s): 1590-12-76

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0126	648.0100 Locating No-Passing Zones	3.027 MI	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.