HIGHWAY WORK PROPOSAL

Wisconsin Department of Transportation
DT1502 01/2020 s.66.0901(7) Wis. Stats

Proposal Number: 026

COUNTY	STATE PROJECT	FEDERAL	PROJECT DESCRIPTION	HIGHWAY
Oneida	1590-12-76	N/A	Rhinelander - Monico; STH 17 North to CTH P	USH 008

ADDENDUM REQUIRED

ATTACHED AT BACK

This proposal, submitted by the undersigned bidder to the Wisconsin Department of Transportation, is in accordance with the advertised request for proposals. The bidder is to furnish and deliver all materials, and to perform all work for the improvement of the designated project in the time specified, in accordance with the appended Proposal Requirements and Conditions.

Proposal Guaranty Required: $75,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: February 13, 2024 Time (Local Time): 11:00 am	Firm Name, Address, City, State, Zip Code **SAMPLE** **NOT FOR BIDDING PURPOSES**
Contract Completion Time 80 Working Days	
Assigned Disadvantaged Business Enterprise Goal 0%	This contract is exempt from federal oversight.

This certifies that the undersigned bidder, duly sworn, is an authorized representative of the firm named above; that the bidder has examined and carefully prepared the bid from the plans, Highway Work Proposal, and all addenda, and has checked the same in detail before submitting this proposal or bid; and that the bidder or agents, officer, or employees have not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with this proposal bid.

Do not sign, notarize, or submit this Highway Work Proposal when submitting an electronic bid on the Internet.

Subscribed and sworn to before me this date _____

(Signature, Notary Public, State of Wisconsin)

(Bidder Signature)

(Print or Type Name, Notary Public, State Wisconsin)

(Print or Type Bidder Name)

(Date Commission Expires)

(Bidder Title)

Notary Seal

For Department Use Only

Type of Work:
Grading, Base, Milling, Asphalt Pavement, Concrete Approach Slabs, Curb and Gutter, Pavement Markings.

Notice of Award Dated	Date Guaranty Returned

PLEASE ATTACH
PROPOSAL GUARANTY HERE

PROPOSAL REQUIREMENTS AND CONDITIONS

The bidder, signing and submitting this proposal, agrees and declares as a condition thereof, to be bound by the following conditions and requirements.

If the bidder has a corporate relationship with the proposal design engineering company, the bidder declares that it did not obtain any facts, data, or other information related to this proposal from the design engineering company that was not available to all bidders.

The bidder declares that they have carefully examined the site of, and the proposal, plans, specifications and contract forms for the work contemplated, and it is assumed that the bidder has investigated and is satisfied as to the conditions to be encountered, as to the character, quality, and quantities of work to be performed and materials to be furnished, and as to the requirements of the specifications, special provisions and contract. It is mutually agreed that submission of a proposal shall be considered conclusive evidence that the bidder has made such examination.

The bidder submits herewith a proposal guaranty in proper form and amount payable to the party as designated in the advertisement inviting proposals, to be retained by and become the property of the owner of the work in the event the undersigned shall fail to execute the contract and contract bond and return the same to the office of the engineer within fourteen (14) days after having been notified in writing to do so; otherwise to be returned.

The bidder declares that they understand that the estimate of quantities in the attached schedule is approximate only and that the attached quantities may be greater or less in accordance with the specifications.

The bidder agrees to perform the said work, for and in consideration of the payment of the amount becoming due on account of work performed, according to the unit prices bid in the following schedule, and to accept such amounts in full payment of said work.

The bidder declares that all of the said work will be performed at their own proper cost and expense, that they will furnish all necessary materials, labor, tools, machinery, apparatus, and other means of construction in the manner provided in the applicable specifications and the approved plans for the work together with all standard and special designs that may be designed on such plans, and the special provisions in the contract of which this proposal will become a part, if and when accepted. The bidder further agrees that the applicable specifications and all plans and working drawings are made a part hereof, as fully and completely as if attached hereto.

The bidder, if awarded the contract, agrees to begin the work not later than ten (10) days after the date of written notification from the engineer to do so, unless otherwise stipulated in the special provisions.

The bidder declares that if they are awarded the contract, they will execute the contract agreement and begin and complete the work within the time named herein, and they will file a good and sufficient surety bond for the amount of the contract for performance and also for the full amount of the contract for payment.

The bidder, if awarded the contract, shall pay all claims as required by Section 779.14, Statutes of Wisconsin, and shall be subject to and discharge all liabilities for injuries pursuant to Chapter 102 of the Statutes of Wisconsin, and all acts amendatory thereto. They shall further be responsible for any damages to property or injury to persons occurring through their own negligence or that of their employees or agents, incident to the performance of work under this contract, pursuant to the Standard Specifications for Road and Bridge Construction applicable to this contract.

In connection with the performance of work under this contract, the contractor agrees to comply with all applicable state and federal statutes relating to non-discrimination in employment. No otherwise qualified person shall be excluded from employment or otherwise be subject to discrimination in employment in any manner on the basis of age, race, religion, color, gender, national origin or ancestry, disability, arrest or conviction record (in keeping with s.111.32), sexual orientation, marital status, membership in the military reserve, honesty testing, genetic testing, and outside use of lawful products. This provision shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation, and selection for training, including apprenticeship. The contractor further agrees to ensure equal opportunity in employment to all applicants and employees and to take affirmative action to attain a representative workforce.

The contractor agrees to post notices and posters setting forth the provisions of the nondiscrimination clause, in a conspicuous and easily accessible place, available for employees and applicants for employment.

If a state public official (section 19.42, Stats.) or an organization in which a state public official holds at least a 10% interest is a party to this agreement, this contract is voidable by the state unless appropriate disclosure is made to the State of Wisconsin Ethics Board.

BID PREPARATION

Preparing the Proposal Schedule of Items

A. General

(1) Obtain bidding proposals as specified in section 102 of the standard specifications prior to 11:45 AM of the last business day preceding the letting. Submit bidding proposals using one of the following methods:

1. Electronic bid on the internet.
2. Electronic bid on a printout with accompanying diskette or CD ROM.
3. Paper bid under a waiver of the electronic submittal requirements.

(2) Bids submitted on a printout with accompanying diskette or CD ROM or paper bids submitted under a waiver of the electronic submittal requirements govern over bids submitted on the internet.

(3) The department will provide bidding information through the department's web site at:

https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx

The contractor is responsible for reviewing this web site for general notices as well as information regarding proposals in each letting. The department will also post special notices of all addenda to each proposal through this web site no later than 4:00 PM local time on the Thursday before the letting. Check the department's web site after 5:00 PM local time on the Thursday before the letting to ensure all addenda have been accounted for before preparing the bid. When bidding using methods 1 and 2 above, check the Bid Express™ on-line bidding exchange at http://www.bidx.com/ after 5:00 PM local time on the Thursday before the letting to ensure that the latest schedule of items Expedite file (*.ebs or *.00x) is used to submit the final bid.

(4) Interested parties can subscribe to the Bid Express™ on-line bidding exchange by following the instructions provided at the www.bidx.com web site or by contacting:

Info Tech Inc.
5700 SW 34th Street, Suite 1235
Gainesville, FL 32608-5371
email: mailto:customer.support@bidx.com

(5) The department will address equipment and process failures, if the bidder can demonstrate that those failures were beyond their control.

(6) Contractors are responsible for checking on the issuance of addenda and for obtaining the addenda. Notice of issuance of addenda is posted on the department's web site at:

https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx

or by calling the department at (608) 266-1631. Addenda can ONLY be obtained from the department's web site listed above or by picking up the addenda at the Bureau of Highway Construction, 4th floor, 4822 Madison Yards Way, Madison, WI, during regular business hours.

(7) Addenda posted after 5:00 PM on the Thursday before the letting will be emailed to the eligible bidders for that proposal. All eligible bidders shall acknowledge receipt of the addenda whether they are bidding on the proposal or not. Not acknowledging receipt may jeopardize the awarding of the project.

B. Submitting Electronic Bids

B.1 On the Internet

(1) Do the following before submitting the bid:

4. Have a properly executed annual bid bond on file with the department.
5. Have a digital ID on file with and enabled by Info Tech Inc. Using this digital ID will constitute the bidder's signature for proper execution of the bidding proposal.

(2) In lieu of preparing, delivering, and submitting the proposal as specified in 102.6 and 102.9 of the standard specifications, submit the proposal on the internet as follows:

1. Download the latest schedule of items reflecting all addenda from the Bid Express™ web site.
2. Use Expedite™ software to enter a unit price for every item in the schedule of items.
3. Submit the bid according to the requirements of Expedite™ software and the Bid Express™ web site. Do not submit a bid on a printout with accompanying diskette or CD ROM or a paper bid. If the bidder does submit a bid on a printout with accompanying diskette or a paper bid in addition to the internet submittal, the department will disregard the internet bid
4. Submit the bid before the hour and date the Notice to Contractors designates
5. Do not sign, notarize, and return the bidding proposal described in 102.2 of the standard specifications.

(3) The department will not consider the bid accepted until the hour and date the Notice to Contractors designates.

B.2 On a Printout with Accompanying Diskette or CD ROM

(1) Download the latest schedule of items from the Wisconsin pages of the Bid Express web site reflecting the latest addenda posted on the department's web site at:

https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx

Use Expedite™ software to prepare and print the schedule of items. Provide a valid amount for all price fields. Follow instructions and review the help screens provided on the Bid Express™ web site to assure that the schedule of items is prepared properly.

(2) Staple an 8 1/2 by 11 inch printout of the Expedite□□ generated schedule of items to the other proposal documents submitted to the department as a part of the bidder's sealed bid. As a separate submittal, not in the sealed bid envelop but due at the same time and place as the sealed bid, also provide the Expedite™ generated schedule of items on a 3 1/2 inch computer diskette or CD ROM. Label each diskette or CD ROM with the bidder's name, the 4 character department-assigned bidder identification code from the top of the bidding proposal, and a list of the proposal numbers included on that diskette or CD ROM as indicated in the following example:

Bidder Name
BN00
Proposals: 1, 12, 14, & 22

(3) If bidding on more than one proposal in the letting, the bidder may include all proposals for that letting on one diskette or CD ROM. Include only submitted proposals with no incomplete or other files on the diskette or CD ROM.

(4) The bidder-submitted printout of the Expedite□□ generated schedule of items is the governing contract document and must conform to the requirements of section 102 of the standard specifications. If a printout needs to be altered, cross out the printed information with ink or typewriter and enter the new information and initial it in ink. If there is a discrepancy between the printout and the diskette or CD ROM, the department will analyze the bid using the printout information.

(5) In addition to the reasons specified in section 102 of the standard specifications, proposals are irregular and the department may reject them for one or more of the following:

1. The check code printed on the bottom of the printout of the Expedite™ generated schedule of items is not the same on each page.
2. The check code printed on the printout of the Expedite™ generated schedule of items is not the same as the check code for that proposal provided on the diskette or CD ROM.
3. The diskette or CD ROM is not submitted at the time and place the department designates.

B Waiver of Electronic Submittal

(1) The bidder may request a waiver of the electronic submittal requirements. Submit a written request for a waiver in lieu of bids submitted on the internet or on a printout with accompanying diskette or CD ROM. Use the waiver that was included with the paper bid document sent to the bidder or type up a waiver on the bidder's letterhead. The department will waive the electronic submittal requirements for a bidding entity (individual, partnership, joint venture, corporation, or limited liability company) for up to 4 individual proposals in a calendar year. The department may allow additional waivers for equipment malfunctions.

(2) Submit a schedule of items on paper conforming to section 102 of the standard specifications. The department charges the bidder a $75 administrative fee per proposal, payable at the time and place the department designates for receiving bids, to cover the costs of data entry. The department will accept a check or money order payable to: "Wisconsin, Dept. of Transportation."

(3) In addition to the reasons specified in section 102 of the standard specifications, proposals are irregular and the department may reject them for one or more of the following:

1. The bidder fails to provide the written request for waiver of the electronic submittal requirements.
2. The bidder fails to pay the $75 administrative fee before the time the department designates for the opening of bids unless the bidder requests on the waiver that they be billed for the $75.
3. The bidder exceeds 4 waivers of electronic submittal requirements within a calendar year.

(4) In addition to the reasons specified in section 102 of the standard specifications, the department may refuse to issue bidding proposals for future contracts to a bidding entity that owes the department administrative fees for a waiver of electronic submittal requirements.

PROPOSAL BID BOND

Wisconsin Department of Transportation

DT1303 1/2006

Proposal Number	Project Number	Letting Date
Name of Principal		
Name of Surety	State in Which Surety is Organized	

We, the above-named Principal and the above-named Surety, are held and firmly bound unto the State of Wisconsin in the sum equal to the Proposal Guaranty for the total bid submitted for the payment to be made; we jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns. The condition of this obligation is that the Principal has submitted a bid proposal to the State of Wisconsin acting through the Department of Transportation for the improvement designated by the Proposal Number and Letting Date indicated above.

If the Principal is awarded the contract and, within the time and manner required by law after the prescribed forms are presented for signature, enters into a written contract in accordance with the bid, and files the bond with the Department of Transportation to guarantee faithful performance and payment for labor and materials, as required by law, or if the Department of Transportation shall reject all bids for the work described, then this obligation shall be null and void; otherwise, it shall be and remain in full force and effect. In the event of failure of the Principal to enter into the contract or give the specified bond, the Principal shall pay to the Department of Transportation **within 10 business days of demand** a total equal to the Proposal Guaranty as liquidated damages; the liability of the Surety continues for the full amount of the obligation as stated until the obligation is paid in full.

The Surety, for value received, agrees that the obligations of it and its bond shall not be impaired or affected by any extension of time within which the Department of Transportation may accept the bid; and the Surety does waive notice of any such extension.

IN WITNESS, the Principal and Surety have agreed and have signed by their proper officers and have caused their corporate seals to be affixed this date: **(DATE MUST BE ENTERED)**

PRINCIPAL

(Company Name) **(Affix Corporate Seal)**

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Name of Surety) **(Affix Seal)**

(Signature of Attorney-in-Fact)

NOTARY FOR PRINCIPAL

(Date)

State of Wisconsin)
) ss.
_____ County)

On the above date, this instrument was acknowledged before me by the named person(s).

(Signature, Notary Public, State of Wisconsin)

(Print or Type Name, Notary Public, State of Wisconsin)

(Date Commission Expires)

Notary Seal

NOTARY FOR SURETY

(Date)

State of Wisconsin)
) ss.
_____ County)

On the above date, this instrument was acknowledged before me by the named person(s).

(Signature, Notary Public, State of Wisconsin)

(Print or Type Name, Notary Public, State of Wisconsin)

(Date Commission Expires)

Notary Seal

IMPORTANT: A certified copy of Power of Attorney of the signatory agent must be attached to the bid bond.

CERTIFICATE OF ANNUAL BID BOND

Wisconsin Department of Transportation

DT1305 8/2003

Time Period Valid (From/To)
Name of Surety
Name of Contractor
Certificate Holder Wisconsin Department of Transportation

This is to certify that an annual bid bond issued by the above-named Surety is currently on file with the Wisconsin Department of Transportation.

This certificate is issued as a matter of information and conveys no rights upon the certificate holder and does not amend, extend or alter the coverage of the annual bid bond.

Cancellation: Should the above policy be cancelled before the expiration date, the issuing surety will give thirty (30) days written notice to the certificate holder indicated above.

(Signature of Authorized Contractor Representative) (Date)

Effective with March 2010 Letting

LIST OF SUBCONTRACTORS

Section 66.0901(7), Wisconsin Statutes, provides that as a part of the proposal, the bidder also shall submit a list of the subcontractors the bidder proposes to contract with and the class of work to be performed by each. In order to qualify for inclusion in the bidder's list a subcontractor shall first submit a bid in writing, to the general contractor at least 48 hours prior to the time of the bid closing. The list may not be added to or altered without the written consent of the municipality. A proposal of a bidder is not invalid if any subcontractor and the class of work to be performed by the subcontractor has been omitted from a proposal; the omission shall be considered inadvertent or the bidder will perform the work personally.

No subcontract, whether listed herein or later proposed, may be entered into without the written consent of the Engineer as provided in Subsection 108.1 of the Standard Specifications.

Name of Subcontractor	Class of Work	Estimated Value

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS - PRIMARY COVERED TRANSACTIONS

Instructions for Certification

1. By signing and submitting this proposal, the prospective contractor is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective contractor shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective contractor to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department determined to enter into this transaction. If it is later determined that the contractor knowingly rendered an erroneous certification in addition to other remedies available to the Federal Government the department may terminate this transaction for cause or default.

4. The prospective contractor shall provide immediate written notice to the department to whom this proposal is submitted if at any time the prospective contractor learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the department to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective contractor agrees by submitting this proposal that, should this contract be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department entering into this transaction.

7. The prospective contractor further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," which is included as an addendum to PR- 1273 - "Required Contract Provisions Federal Aid Construction Contracts," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. The contractor may rely upon a certification of a prospective subcontractor/materials supplier that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A contractor may decide the method and frequency by which it determines the eligibility of its principals. Each contractor may, but is not required to, check the Disapproval List (telephone # 608/266/1631).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a contractor in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters - Primary Covered Transactions

1. The prospective contractor certifies to the best of its knowledge and belief, that it and its principals:

   (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

   (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;

   (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offense enumerated in paragraph (1)(b) of this certification; and

   (d) Have not within a three-year period preceding this proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

2. Where the prospective contractor is unable to certify to any of the statements in this certification, such prospective contractor shall attach an explanation to this proposal.

Special Provisions

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STSP'S Revised June 29, 2023

SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1590-12-76, Rhinelander – Monico, STH 17 North to CTH P, USH 8, Oneida County, Wisconsin as the plans show and execute the work as specified in the State of Wisconsin, Department of Transportation, Standard Specifications for Highway and Structure Construction, 2024 Edition, as published by the department, and these special provisions.

If all or a portion of the plans and special provisions are developed in the SI metric system and the schedule of prices is developed in the US standard measure system, the department will pay for the work as bid in the US standard system.

100-005 (20230629)

2. Scope of Work.

The work under this contract shall consist of removing asphaltic pavement, base aggregate dense, select crushed material, HMA pavement, pavement markings, landscaping, and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

3. Prosecution and Progress.

Begin work within 10 calendar days after the engineer issues a written notice to do so.

Provide the time frame for construction of the project within the 2024 construction season to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Assure that the time frame is consistent with the contract completion time. Upon approval, the engineer will issue the notice to proceed within 10 calendar days before the beginning of the approved time frame.

To revise the time frame, submit a written request to the engineer at least two weeks before the beginning of the intended time frame. The engineer will approve or deny that request based on the conditions cited in the request and its effect on the department's scheduled resources.

Work cannot start on Stage 1B until Stage 1A is completed.

Work cannot start on Stage 2 until Stage 1B is completed.

Stage 1A

Pave temporary widening from Station 392+85 to 407+15.

Stage 1B

Construct westbound lanes from Station 396+00 to eastern project limits.

Stage 2

Construct eastbound lanes from Station 396+00 to eastern project limits.

Stage 3

Construct roadway from west project limits to Station 396+00 (CTH P).

Northern Long-eared Bat *(Myotis septentrionalis)*

Northern long-eared bats (NLEB) have the potential to inhabit the project limits because they roost in trees, bridges and culverts. Roosts may not have been observed on this project, but conditions to support the species exist. The species and all active roosts are protected by the federal Endangered Species Act. If an individual bat or active roost is encountered during construction operations, stop work, and notify the engineer and the WisDOT Regional Environmental Coordinator (REC).

Ensure all operators, employees, and subcontractors working in areas of known or presumed bat habitat are aware of environmental commitments and avoidance and minimization measures (AMMs) to protect both bats and their habitat.

Direct temporary lighting, if used, away from wooded areas during the bat active season April 1 to October 31, both dates inclusive.

Contractor means and methods to remove trees will not allowed. If it is determined that trees with a 3-inch or greater diameter at breast height (dbh) need to be removed beyond contractor means and methods, notify the engineer to coordinate with the WisDOT REC to determine if consultation with United States Fish and Wildlife Service (USFWS) is required. The contractor must be aware that the WisDOT REC and/or USFWS may not permit modifications.

Wood Turtle (Glyptemys insculpta)

Wood Turtle (Glyptemys insculpta) are known to inhabit the project corridor. It is reasonable to assume that Wood Turtle (Glyptemys insculpta) may be present at or near the project site during construction. Protect the perimeter of the areas to be disturbed with properly trenched-in silt fence before May 1 to discourage turtles from entering the work area. If the construction area cannot be protected by silt fence by May 1, install the silt fence before construction activities, conduct a survey of the area within the silt fence, and remove turtles confined within the construction area before any site disturbance. Turtles may be observed crossing the road during normal migration or to reach nesting areas. If turtles are found in the project area, stop construction work and promptly remove the turtles from the construction site to a safe location in the direction they were traveling.

ncr-108-020 (20181214)

4. Traffic.

Stage 1A

Use shoulder closures and/or daytime flagging operations for traffic control.

Stage 1B

Maintain 1-lane/2-way operations with temporary traffic signals using eastbound lane. Close CTH P between USH 8 and Lake George Road.

Stage 2

Maintain 1-lane/2-way operations with temporary traffic signals using westbound lane. Keep CTH P closed between USH 8 and Lake George Road.

Stage 3

Close roadway to through traffic and detour traffic using STH 17 N and CTH P.

Maintaining Access

Maintain access on a minimum of base aggregate dense 1 ¼-Inch to businesses along USH 8 at all times unless otherwise approved by the engineer. Provide access to existing driveways from one direction at all times. Coordinate access with property owners. Pelican Ranch Rd south of USH 8 only has access to USH 8; maintain access across USH 8 at Pelican Ranch Rd to CTH P.

Wisconsin Lane Closure System Advance Notification

Provide the following advance notification to the engineer for incorporation into the Wisconsin Lane Closure System (LCS).

TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION

Closure type with height, weight, or width restrictions (available width, all lanes in one direction < 16 feet)	**MINIMUM NOTIFICATION**
Lane and shoulder closures	7 calendar days
Full roadway closures	7 calendar days
Ramp closures	7 calendar days
Detours	7 calendar days
Closure type without height, weight, or width restrictions (available width, all lanes in one direction ≥ 16 feet)	**MINIMUM NOTIFICATION**
Shoulder Closures	3 calendar days
Lane closures	3 business days
Ramp closures	3 business days
Modifying all closure types	3 business days

Discuss LCS completion dates and provide changes in the schedule to the engineer at weekly project meetings in order to manage closures nearing their completion date.

5. Holiday and Special Event Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying USH 8 traffic during the following holiday and special event periods:

- From noon Friday, May 24, 2024 to 6:00 AM Tuesday, May 28, 2024 for Memorial Day;
- From noon Wednesday, July 3, 2024 to 6:00 AM Monday, July 8, 2024 for Independence Day;
- From noon Friday, August 30, 2024 to 6:00 AM Tuesday, September 3, 2024 for Labor Day.

stp-107-005 (20210113)

6. Utilities.

This contract comes under the provision of Administrative Rule Trans 220.

stp-107-065 (20080501)

The following utility companies have facilities within the project area; however, no adjustments are anticipated:

Spectrum (Communication)

WPS (Electricity)

WPS (Gas/Petroleum)

7. Information to Bidders, U.S. Army Corps of Engineers Section 404 Permit.

There are wetlands within the right-of-way; however, impacts are not anticipated based on the proposed slope intercepts. Therefore, the department has not requested or obtained a U.S. Army Corps of Engineers Section 404 Permit for this project.

Methods of operations, including preparatory work, staging, site clean-up, storing materials, or causing impacts to wetlands or waters are not permitted. If the contractor requires work outside the proposed slope intercepts, based on their method of operation to construct the project, it is the contractor's responsibility to determine whether a U.S. Army Corps of Engineers Section 404 Permit is required.

If a Section 404 Permit is necessary, obtain the permit prior to beginning construction operations requiring the permit. No time extensions as discussed in standard spec 108.10 will be granted for the time required to apply for and obtain the permit. The contractor must be aware that the Corps of Engineers may not grant the permit request.

Information on USACE Section 404 permits is available on the USACE's website:

https://www.mvp.usace.army.mil/Missions/Regulatory.aspx

stp-107-054 (20230629)

8. Information to Bidders, WPDES Transportation Construction General Permit (TCGP) for Storm Water Discharges.

The department has obtained permit coverage through the Wisconsin Department of Natural Resources to discharge storm water associated with land disturbing construction activities under this contract. Conform to all permit requirements for the project.

This permit is the Wisconsin Pollutant Discharge Elimination System, Transportation Construction General Permit, (WPDES Permit No. WI-S066796-2). The permit can be found at:

https://widnr.widen.net/s/s5mwp2gd7s/finalsignedwisdotcsgp

A certificate of permit coverage is available from the regional office by contacting Stacy Hagenbucher at (715) 365-5770. Post the permit certificate in a conspicuous place at the construction site.

stp-107-056 (20230629)

9. Environmental Protection, Aquatic Exotic Species Control.

Exotic invasive organisms such as VHS, zebra mussels, purple loosestrife, and Eurasian water milfoil are becoming more prolific in Wisconsin and pose adverse effects to waters of the state. Wisconsin State Statutes 30.07, "Transportation of Aquatic Plants and Animals; Placement of Objects in Navigable Waters", details the state law that requires the removal of aquatic plants and zebra mussels each time equipment is put into state waters.

At construction sites that involve navigable water or wetlands, use the follow cleaning procedures to minimize the chance of exotic invasive species infestation. Use these procedures for all equipment that comes in contact with waters of the state and/or infested water or potentially infested water in other states.

Ensure that all equipment that has been in contact with waters of the state, or with infested or potentially infested waters, has been decontaminated for aquatic plant materials and zebra mussels before being used in other waters of the state. Before using equipment on this project, thoroughly disinfect all equipment that has come into contact with potentially infested waters. Guidelines from the Wisconsin Department of Natural Resources for disinfection are available at:

http://dnr.wi.gov/topic/invasives/disinfection.html

Use the following inspection and removal procedures:

1. Before leaving the contaminated site, wash machinery and ensure that the machinery is free of all soil and other substances that could possibly contain exotic invasive species;
2. Drain all water from boats, trailers, bilges, live wells, coolers, bait buckets, engine compartments, and any other area where water may be trapped;
3. Inspect boat hulls, propellers, trailers and other surfaces. Scrape off any attached mussels, remove any aquatic plant materials (fragments, stems, leaves, seeds, or roots), and dispose of removed mussels and plant materials in a garbage can before leaving the area or invested waters; and
4. Disinfect your boat, equipment and gear by either:
    - 4.1. Washing with ~212 F water (steam clean), or
    - 4.2. Drying thoroughly for five days after cleaning with soap and water and/or high pressure water, or
    - 4.3. Disinfecting with either 200 ppm (0.5 oz per gallon or 1 Tablespoon per gallon) Chlorine for 10-minute contact time or 1:100 solution (38 grams per gallon) of Virkon Aquatic for 20- to 30-minute contact time. Note: Virkon is not registered to kill zebra mussel veligers nor invertebrates like spiny water flea. Therefore, this disinfect should be used in conjunction with a hot water (>104º F) application.

Complete the inspection and removal procedure before equipment is brought to the project site and before the equipment leaves the project site.

stp-107-055 (20130615)

10. Public Convenience and Safety.

Replace standard spec 107.8 (4) with the following:

Notify the following organizations and departments at least two business days before road closures, lane closures, or detours are put into effect:

Oneida County Sheriff's Department
Wisconsin State Patrol
Oneida County Highway Department
Town of Pelican
Town of Cresent
City of Rhinelander
Rhinelander School District
Rhinelander Post Office

The Oneida County Sheriff's Department 911 dispatches all area police, fire and ambulance services, and will relay any notification given by the contractor.

ncr-107-005 (20200729)

11. Property Marks – Protecting and Restoring.

Replace standard spec 107.11.3 (1) with the following:

Protect and carefully preserve all known property and survey marks, land monuments, and right-of-way monuments and marker posts. Notify the engineer of the nature and location of these monuments and markers. Do not disturb or destroy monuments or markers until the engineer has arranged for their referencing or perpetuation.

Reset or replace, to the required standard, any property and survey marks, land monuments, and right-of-way monuments and marker posts that fall outside the construction limits that are shifted, lost or damaged by the contractor during construction operations, as determined by the engineer. If the contractor fails to restore the disturbed monuments or markers within a reasonable time, the department may, upon 48 hours written notice, restore the disturbed monuments or markers. The department will deduct restoration costs from payments due the contractor under the contract.

ncr-107-010 (20110531)

12. Erosion Control.

Add the following to standard spec 107.20:

Perform construction operations in a timely and diligent manner, continuing all construction operations methodically from the initial topsoil stripping operation through the subsequent grading and finishing to minimize the period of exposure to erosion.

Replace topsoil on disturbed areas, including spot locations such as cross drains, driveways, guardrail and terminals, and intersections, immediately after grading is completed within those areas. Complete finishing operations, which includes seed, fertilizer, erosion mat, mulch, and any other permanent erosion control measures required, within seven calendar days after the placement of topsoil.

ncr-107-050 (20141015)

13. QMP HMA Pavement Nuclear Density.

A Description

Replace standard spec 460.3.3.2 (1) and standard spec 460.3.3.2 (4) with the following:

(1) This special provision describes density testing of in-place HMA pavement with the use of nuclear density gauges. Conform to standard spec 460 except as modified in this special provision.

(2) Provide and maintain a quality control program defined as all activities and documentation of the following:

1. Selection of test sites.
2. Testing.
3. Necessary adjustments in the process.
4. Process control inspection.

(3) Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes required procedures.

https://wisconsindot.gov/rdwy/cmm/cm-08-00.pdf

(4) The department's Materials Reporting System (MRS) software allows contractors to submit data to the department electronically, estimate pay adjustments, and print selected reports. Qualified personnel may obtain MRS software from the department's web site at:

http://www.atwoodsystems.com/

B Materials

B.1 Personnel

(1) Nuclear gauge owners and personnel using nuclear gauges shall comply with WisDOT requirements according to 460.3.3 and CMM 815.

B.2 Testing

(1) Conform to WTM T355 and CMM 815 for density testing and gauge monitoring methods. Conform to CMM 815.10.4 for test duration and gauge placement.

B.3 Equipment

B.3.1 General

(1) Furnish nuclear gauges according to CMM 815.2.

(2) Furnish nuclear gauges from the department's approved product list at

https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/tools/appr-prod/default.aspx

B.3.2 Comparison of Nuclear Gauges

B.3.2.1 Comparison of QC and QV Nuclear Gauges

(1) Compare QC and QV nuclear gauges according to WTM T355.

B.3.2.2 Reference Site Monitoring

(1) Conduct reference site monitoring for both QC and QV gauges according to WTM T355.

B.4 Quality Control Testing and Documentation

B.4.1 Lot and Sublot Requirements

B.4.1.1 Mainline Traffic Lanes, Shoulders, and Appurtenances

(1) Divide the pavement into lots and sublots for nuclear density testing according to CMM 815.10.2.

(2) Determine required number of tests according to CMM 815.10.2.1.

(3) Determine random testing locations according to CMM 815.10.3.

B.4.1.2 Side Roads, Crossovers, Turn Lanes, Ramps, and Roundabouts

(1) Divide the pavement into lots and sublots for nuclear density testing according to CMM 815.10.2.

(2) Determine required number of tests according to CMM 815.10.2.2.

(3) Determine random testing locations according to CMM 815.10.3.

B.4.2 Pavement Density Determination

B.4.2.1 Mainline Traffic Lanes and Appurtenances

(1) Calculate the average sublot densities using the individual test results in each sublot.

(2) If all sublot averages are no more than one percent below the target density, calculate the daily lot density by averaging the results of each random QC test taken on that day's material.

(3) If any sublot average is more than one percent below the target density, do not include the individual test results from that sublot when computing the lot average density and remove that sublot's tonnage from the daily quantity for incentive. The tonnage from any such sublot is subject to disincentive pay as specified in standard spec 460.5.2.2.

B.4.2.2 Mainline Shoulders

B.4.2.2.1 Width Greater Than 5 Feet

(1) Determine the pavement density as specified in B.4.2.1.

B.4.2.2.2 Width of 5 Feet or Less

(1) If all sublot test results are no more than 3.0 percent below the minimum target density, calculate the daily lot density by averaging all individual test results for the day.

(2) If a sublot test result is more than 3.0 percent below the target density, the engineer may require the unacceptable material to be removed and replaced with acceptable material or allow the nonconforming material to remain in place with a 50 percent pay reduction. Determine the limits of the unacceptable material according to B.4.3.

B.4.2.3 Side Roads, Crossovers, Turn Lanes, Ramps, and Roundabouts

(1) Determine the pavement density as specified in B.4.2.1.

B.4.2.4 Documentation

(1) Document QC density test data as specified in CMM 815. Provide the engineer with the data for each lot within 24 hours of completing the QC testing for the lot.

B.4.3 Corrective Action

(1) Notify the engineer immediately when an individual test is more than 3.0 percent below the specified minimum in standard spec 460.3.3.1. Investigate and determine the cause of the unacceptable test result.

(2) The engineer may require unacceptable material specified in B.4.3(1) to be removed and replaced with acceptable material or allow the nonconforming material to remain in place with a 50 percent pay reduction. Determine limits of the unacceptable area by measuring density of the layer at 50-foot increments both ahead and behind the point of unacceptable density and at the same offset as the original test site. Continue testing at 50-foot increments until a point of acceptable density is found as specified in standard spec 460.5.2.2(1). Removal and replacement of material may be required if extended testing is in a previously accepted sublot. Testing in a previously accepted sublot will not be used to recalculate a new lot density.

(3) Compute unacceptable pavement area using the product of the longitudinal limits of the unacceptable density and the full sublot width within the traffic lanes or shoulders.

(4) Retesting and acceptance of replaced pavement will be as specified in standard spec 105.3.

(5) Tests indicating density more than 3.0 percent below the specified minimum, and further tests taken to determine the limits of unacceptable area, are excluded from the computations of the sublot and lot densities.

(6) If two consecutive sublot averages within the same paving pass and same target density are more than one percent below the specified target density, notify the engineer and take necessary corrective action. Document the locations of such sublots and the corrective action that was taken.

B.5 Department Testing

B.5.1 Verification Testing

(1) The department will have a HTCP certified technician, or ACT working under a certified technician, perform verification testing. The department will test randomly at locations independent of the contractor's QC work. The department will perform verification testing at a minimum frequency of 10 percent of the sublots and a minimum of one sublot per mix design. The sublots selected will be within the active work zone. The contractor will supply the necessary traffic control for the department's testing activities.

(2) The QV tester will test each selected sublot using the same testing requirements and frequencies as the QC tester.

(3) If the verification sublot average is not more than one percent below the specified minimum target density, use the QC tests for acceptance.

(4) If the verification sublot average is more than one percent below the specified target density, compare the QC and QV sublot averages. If the QV sublot average is within 1.0 lb/ft^3 of the QC sublot average, use the QC tests for acceptance.

(5) If the first QV/QC sublot average comparison shows a difference of more than 1.0 lb/ft^3 each tester will perform an additional set of tests within that sublot. Combine the additional tests with the original set of tests to compute a new sublot average for each tester. If the new QV and QC sublot averages compare to within 1.0 lb/ft^3, use the original QC tests for acceptance.

(6) If the QV and QC sublot averages differ by more than 1.0 lb/ft^3 after a second set of tests, resolve the difference with dispute resolution specified in B.6. The engineer will notify the contractor immediately when density deficiencies or testing precision exceeding the allowable differences are observed.

B.5.2 Independent Assurance Testing

(1) Independent assurance is unbiased testing the department performs to evaluate the department's verification and the contractor's QC sampling and testing including personnel qualifications, procedures, and equipment. The department will perform the independent assurance review according to the department's independent assurance program.

B.6 Dispute Resolution

(1) The testers may perform investigation in the work zone by analyzing the testing, calculation, and documentation procedures. The testers may perform gauge comparison according to B.3.2.1.

(2) The testers may use comparison monitoring according to B.3.2.2 to determine if one of the gauges is out of tolerance. If a gauge is found to be out of tolerance with its reference value, remove the gauge from the project and use the other gauge's test results for acceptance.

(3) If the testing discrepancy cannot be identified, the contractor may elect to accept the QV sublot density test results or retesting of the sublot in dispute within 48 hours of paving. Traffic control costs will be split between the department and the contractor.

(4) If investigation finds that both gauges are in error, the contractor and engineer will reach a decision on resolution through mutual agreement.

B.7 Acceptance

(1) The department will not accept QMP HMA Pavement Nuclear Density if a non-compared gauge is used for contractor QC tests.

C (Vacant)

D (Vacant)

E Payment

E.1 QMP Testing

(1) Costs for all sampling, testing, and documentation required under this special provision are incidental to the work. If the contractor fails to perform the work required under this special provision, the department may reduce the contractor's pay. The department will administer pay reduction under the Non-performance of QMP administrative item.

E.2 Disincentive for HMA Pavement Density

(1) The department will administer density disincentives as specified in standard spec 460.5.2.2.

E.3 Incentive for HMA Pavement Density

(1) The department will administer density incentives as specified in standard spec 460.5.2.3.

stp-460-020 (20230629)

stp-460-050

14. Field Facilities.

Add the following to standard spec 642.3:

Set up the field office within seven days after notice from the engineer.

Provide a parking area large enough to park a minimum of six cars directly adjacent to the field office. The parking area and approach to the field office shall be well drained and consist of a crushed base aggregate or an existing paved surface and shall be ready for use within seven days after the field office is set up.

ncr-642-005 (20160406)

15. Traffic Control.

Lighting devices shall be covered or rendered inoperative when not in use.

Provide the engineer and law enforcement (police, sheriff and State Patrol) the current telephone number(s) that the contractor, or their representative, can be contacted at, at all times, in the event a safety hazard develops. Repair, replace, or restore the damaged or disturbed traffic control devices within two hours from the time notified or made aware of the damaged or disturbed traffic control devices.

Promptly replace all state-owned signs that are removed by the contractor due to interference with construction operations. At no time may stop signs be removed or moved without flag persons present.

Provide a dedicated person or alternate method to guide traffic travelling alongside or near moving operations such as milling, paving, and shouldering.

ncr-643-005 (20190703)

16. Temporary Traffic Signals for Bridges (Station 398+00), Item 661.0101.01.

A Description

Implement temporary traffic signals as shown on the plan to accommodate work at the CTH P intersection.

B Materials

Delete standard spec 661.2.2 and follow standard spec 661.2.3.

C Construction

Delete standard spec 661.3.2 and follow standard spec 661.3.3.

ADDITIONAL SPECIAL PROVISION 4

This special provision does not limit the right of the department, prime contractor, or subcontractors at any tier to withhold payment for work not acceptably completed or work subject to an unresolved contract dispute.

Payment to First-Tier Subcontractors

Within 10 calendar days of receiving a progress payment for work completed by a subcontractor, pay the subcontractor for that work. The prime contractor may withhold payment to a subcontractor if, within 10 calendar days of receipt of that progress payment, the prime contractor provides written notification to the subcontractor and the department documenting "just cause" for withholding payment.

The prime contractor is not allowed to withhold retainage from payments due subcontractors.

Payment to Lower-Tier Subcontractors

Ensure that subcontracting agreements at all tiers provide prompt payment rights to lower-tier subcontractors that parallel those granted first-tier subcontractors in this provision.

Acceptance and Final Payment

Within 30 calendar days of receiving the semi-final estimate from the department, submit written certification that subcontractors at all tiers are paid in full for acceptably completed work.

ADDITIONAL SPECIAL PROVISIONS 5
FUEL COST ADJUSTMENT

A Description

Fuel Cost Adjustments will be applied to partial and final payments for work items categorized in Section B as a payment to the contractor or a credit to the department. ASP-5 shall not apply to any force account work.

B Categories of Work Items

The following items and Fuel Usage Factors shall be used to determine Fuel Cost Adjustments:

(1) Earthwork.		Unit	Gal. Fuel Per Unit
205.0100	Excavation Common	CY	0.23
205.0200	Excavation Rock	CY	0.39
205.0400	Excavation Marsh	CY	0.29
208.0100	Borrow	CY	0.23
208.1100	Select Borrow	CY	0.23
209.1100	Backfill Granular Grade 1	CY	0.23
209.1500	Backfill Granular Grade 1	Ton	0.115
209.2100	Backfill Granular Grade 2	CY	0.23
209.2500	Backfill Granular Grade 2	Ton	0.115
350.0102	Subbase	CY	0.28
350.0104	Subbase	Ton	0.14
350.0115	Subbase 6-Inch	SY	0.05
350.0120	Subbase 7-Inch	SY	0.05
350.0125	Subbase 8-Inch	SY	0.06
350.0130	Subbase 9-Inch	SY	0.07
350.0135	Subbase 10-Inch	SY	0.08
350.0140	Subbase 11-Inch	SY	0.09
350.0145	Subbase 12-Inch	SY	0.09

C Fuel Index

A Current Fuel Index (CFI) in dollars per gallon will be established by the Department of Transportation for each month. The CFI will be the price of No. 2 fuel oil, as reported in U.S. Oil Week, using the first issue dated that month. The CFI will be the average of prices quoted for Green Bay, Madison, Milwaukee and Minneapolis.

The base Fuel Index (BFI) for this contract is $2.55 per gallon.

D Computing the Fuel Cost Adjustment

The engineer will compute the ratio CFI/BFI each month. If the ratio falls between 0.85 and 1.15, inclusive, no fuel adjustment will be made for that month. If the ratio is less than 0.85 a credit to the department will be computed. If the ratio is greater than 1.15 additional payment to the contractor will be computed. Credit or additional payment will be computed as follows:

(1) The engineer will estimate the quantity of work done in that month under each of the contract items categorized in Section B.

(2) The engineer will compute the gallons of fuel used in that month for each of the contract items categorized in Section B by applying the unit fuel usage factors shown in Section B.

(3) The engineer will summarize the total gallons (Q) of fuel used in that month for the items categorized in Section B.

(4) The engineer will determine the Fuel Cost Adjustment credit or payment from the following formula:

$$FA = \left(\frac{CFI}{BFI} - 1\right) x\ Q\ x\ BFI$$

(plus is payment to contractor; minus is credit to the department)

Where	FA	=	Fuel Cost Adjustment (plus or minus)
	CFI	=	Current Fuel Index
	BFI	=	Base Fuel Index
	Q	=	Monthly total gallons of fuel

E Payment

A Fuel Cost Adjustment credit to the department will be deducted as a dollar amount each month from any sums due to the contractor. A Fuel Cost Adjustment payment to the contractor will be made as a dollar amount each month.

Upon completion of the work under the contract, any difference between the estimated quantities and the final quantities will be determined. An average CFI, calculated by averaging the CFI for all months that fuel cost adjustment was applied, will be applied to the quantity differences. The average CFI shall be applied in accordance with the procedure set forth in Section D.

Additional Special Provision 6 (ASP-6)
Modifications to the standard specifications

Make the following revisions to the standard specifications:

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108 Prosecution and Progress

Add subsection 108.9.4.1 effective with the November 2023 letting:

108.9.4.1 Winter Suspension for Completion Date Contracts

(1) The contractor may request a winter suspension for a completion date contract. If the department determines weather conditions do not allow for the completion of the remaining work, the department may approve the contractor's request and determine the start date of the winter suspension. The end date of the winter suspension is March 31 or a date mutually agreed upon by both parties. For multi-year contracts, the department will only consider winter suspension for the final year of the contract.

(2) During winter suspension, store all materials in a manner that does not obstruct vehicular and pedestrian traffic and protect the materials from damage. Install traffic control and other safety devices necessary to protect the traveling public and pedestrians. Provide suitable drainage and install temporary erosion control where necessary. If the winter suspension begins when liquidated damages are being assessed, or when the work has not progressed as scheduled and would not have been completed prior to the completion date, the cost of necessary pre-suspension work is incidental. If the winter suspension begins prior to the contract completion date, and the work has progressed as scheduled and would have been completed prior to the completion date, the cost of pre-suspension work will be paid as specified under 109.4.

(3) For a winter suspension that begins prior to the contract completion date and the work has progressed as scheduled and would have been completed prior to the completion date, the engineer will extend contract time to correspond with the end of the winter suspension and liquidated damages will not be assessed during the winter suspension.

(4) For a winter suspension that begins when liquidated damages are being assessed or when the work has not progressed as scheduled and would not have been completed prior to the completion date, the engineer will not extend contract time. Time will be suspended until the end of the winter suspension. Liquidated damages will not be assessed during the winter suspension and liquidated damages will resume at the end of the winter suspension.

108.10.2 Excusable, Non-Compensable Delays

108.10.2.1 General

Replace entire section with the following effective with the January 2024 letting:

(1) Non-compensable delays, 108.10.2.1(3), are excusable delays not the contractor's or the department's fault. The engineer will not pay for the delay costs listed in 109.4.7 for non-compensable delays.

(2) For non-compensable delays under calendar day and completion date contracts, the engineer will extend contract time if the conditions specified in 108.10.1 are met. The department will relieve the contractor from associated liquidated damages, as specified in 108.11, if the engineer extends time under 108.10.1.

(3) The following are non-compensable delays:

1. Delays due to earthquakes, other cataclysmic phenomena of nature the contractor cannot foresee and avoid, severe weather or job conditions caused by recent weather as specified in 108.10.2.2.
2. Extraordinary delays in material deliveries the contractor or their suppliers cannot foresee and forestall resulting from strikes, lockouts, freight embargoes, industry-wide shortages, governmental acts, or sudden disasters.
3. Delays due to acts of the government, a political subdivision other than the department, or the public enemy.
4. Delays from fires or epidemics.
5. Delays from strikes beyond the contractor's power to settle not caused by improper acts or omissions of the contractor, their subcontractors, or their suppliers.
6. Altered quantities as specified in 109.3.

108.10.3 Excusable Compensable Delays

Replace entire section with the following effective with the January 2024 letting:

(1) Compensable delays are excusable delays due to the department's actions or lack of actions. The engineer will grant a time extension for a compensable delay if the conditions specified in 108.10.1 are met.

(2) The following are compensable delays:

1. A contract change for revised work as specified for extra work under 104.2.2.1, for a differing site condition under 104.2.2.2, or for significant changes in the character of the work under 104.2.2.4.
2. A contract change for an engineer-ordered suspension under 104.2.2.3.
3. The unexpected discovery of human remains, an archaeological find, or historical find consistent with 107.25.
4. The unexpected discovery of a hazardous substance consistent with 107.24.
5. The non-completion of work that utilities or other third parties perform, if that work is not completed as specified in the contract.

(3) For a compensable delay or a time extension, the department will relieve the contractor from associated liquidated damages under 108.11, and will pay the contractor for delay costs determined as follows:

1. Adjust the contract price as specified in 109.4.2 through 109.4.5 for delays under item 1 of 108.10.3(2).
2. Adjust the contract price as specified in 109.4.7 for delays under items 2 through 5 of 108.10.3(2).

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310 Open Graded Base

310.2 Materials

Replace paragraph two with the following effective with the November 2023 letting:

(2) The contractor may substitute material conforming to the gradation requirements for crushed aggregate specified in Table 310-01 if that material conforms to the fracture requirements for open-graded crushed gravel specified in 301.2.4.5.

TABLE 310-01 COARSE AGGREGATE (% passing by weight)

AASHTO No. 67[1]

SEIVE	COARSE AGGREGATE (% PASSING by WEIGHT) AASHTO No. 67
2-inch	-
1 1/2-inch	-
1-inch	100
3/4-inch	90 – 100
1/2-inch	-
3/8-inch	20 – 55
No. 4	0 – 10
No. 8	0 – 5
No. 16	-
No. 30	-
No. 50	-
No. 100	-
No. 200	<=1.5

[1] Size according to AASHTO M43.

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390 Base Patching

390.4 Measurement

Replace entire section with the following effective with the November 2023 letting:

(1) The department will measure Removing Pavement for Base Patching by the cubic yard acceptably completed. Measure the depth from the bottom of the adjacent pavement to the top of the patch.

(2) The department will measure Base Patching Asphaltic by the ton acceptably completed as specified for asphaltic pavement in 450.4.

(3) The department will measure Base Patching Concrete HES and Base Patching Concrete SHES by the cubic yard acceptably completed. Measure the depth from the bottom of the adjacent pavement to the top of the patch.

390.5 Payment

Replace entire section with the following effective with the November 2023 letting:

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

ITEM NUMBER	DESCRIPTION	UNIT
390.0100	Removing Pavement for Base Patching	CY
390.0201	Base Patching Asphaltic	TON
390.0305	Base Patching Concrete HES	CY
390.0405	Base Patching Concrete SHES	CY

(2) Payment for Removing Pavement for Base Patching is full compensation for removing old pavement; for preparing the foundation and bringing up to grade. If the engineer orders the contractor to excavate yielding or unstable subgrade materials and backfill with suitable materials, the department will pay for that work with contract bid items or as agreed upon using 109.4.

(3) Payment for Base Patching Asphaltic is full compensation for providing and compacting asphaltic mixture including asphaltic binder.

(4) Payment for Base Patching Concrete HES and Base Patching Concrete SHES is full compensation for providing, curing, and protecting concrete. Payment also includes providing tie bars and dowel bars in unhardened concrete and steel within the patch. For tie bars and dowel bars provided in concrete not placed under the contract, the department will pay separately under the Drilled Tie Bars and Drilled Dowel Bars bid items as specified in 416.5.

(5) Payment for Base Patching SHES also includes providing test data to the engineer as specified in 416.2.4.

(6) The department will pay for sawing existing concrete pavement for removal under the Sawing Concrete bid item as specified in 690.5.

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460 Hot Mix Asphalt Pavement

460.2.8.2.1.3.1 Contracts with 5000 Tons of Mixture or Greater

Replace paragraph four with the following effective with the November 2023 letting:

(4) Use the test methods identified below, or other methods the engineer approves, to perform the following tests at the frequency indicated:

Blended aggregate gradations:

Drum plants:

- Field extraction by ignition oven according to WTM T308, chemical extraction according to AASHTO T-164 method A or B; or automated extraction according to WTM D8159. Gradation of resulting aggregate sample determined according to WTM T30.
- Belt samples, optional for virgin mixtures, obtained from stopped belt or from the belt discharge using an engineer-approved sampling device and performed according to WTM T11 and T27.

Batch plants:

- Field extraction by ignition oven according to WTM T308, chemical extraction according to AASHTO T-164 method A or B; or automated extraction according to WTM D8159. Gradation of resulting aggregate sample determined according to WTM T30.

Asphalt content (AC) in percent:

Determine AC using one of the following methods:

- AC by ignition oven according to WTM T308.
- AC by chemical extraction according to AASHTO T-164 method A or B.
- AC by automated extraction according to WTM D8159.
- If the department is using an ignition oven to determine AC, conform to WTP H003.
- If the department is not using an ignition oven to determine AC, ignition oven correction factor (IOCF) must still be reverified for any of the reasons listed in WTP H003 Table 2 and conform to WTP H-003 sections 3 through 6.
- Gradation of resulting aggregate sample determined according to WTM T30.

Bulk specific gravity of the compacted mixture:

According to WTM T166.

Theoretical maximum specific gravity:

According to WTM T209.

Air voids (Va) by calculation according to WTM T269.

VMA by calculation according to WTM R35.

460.2.8.3.1.4 Department Verification Testing Requirements

Replace paragraph three with the following effective with the November 2023 letting:

(3) The department will perform testing conforming to the following standards:

Bulk specific gravity (G_{mb}) of the compacted mixture according to WTM T166.

Maximum specific gravity (Gmm) according to WTM T209.

Air voids (Va) by calculation according to WTM T269.

VMA by calculation according to WTM R35.

Asphalt content by ignition oven according to WTM T308, chemical extraction according to AASHTO T-164 method A or B, or automated extraction according to WTM D8159. If using an ignition oven to determine AC, conform to WTP H-003.

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503 Prestressed Concrete Members

503.2.2 Concrete

Replace paragraph five with the following effective with the November 2023 letting:

(5) Furnish prestressed concrete members cast from air-entrained concrete, except I-type girders may use non-air-entrained concrete. Use type I, IL, IS, IP, IT, II, or III cement. The contractor may replace up to 30 percent of type I, IL, II, or III cement with an equal weight of fly ash, slag, or a combination of fly ash and slag. Ensure that fly ash conforms to 501.2.4.2.2 and slag conforms to 501.2.4.2.3. Use only one source and replacement rate for work under a single bid item. Use a department-approved air-entraining admixture conforming to 501.2.5.2 for air-entrained concrete. Use only coarse aggregate conforming to 310.2(2).

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604 Slope Paving

604.2 Materials

Replace paragraph three with the following effective with the November 2023 letting:

(3) Under the Slope Paving Crushed Aggregate bid item, furnish crushed stone or crushed gravel conforming to the gradation in Table 604-01, but with the additional requirements that at least 75 percent of the particles, by count, have at least one fractured face. Determine fracture according to WTM D5821.

TABLE 604-01 COARSE AGGREGATE (% passing by weight)

AASHTO No. 4[1]

SEIVE	COARSE AGGREGATE (% PASSING by WEIGHT) AASHTO No. 4
2-inch	100
1 1/2-inch	90 - 100
1-inch	20 - 55
3/4-inch	0 - 15
1/2-inch	-
3/8-inch	0 - 5
No. 4	-
No. 8	-
No. 16	-
No. 30	-
No. 50	-
No. 100	-
No. 200	<=1.5

[1] Size according to AASHTO M43.

612 Underdrains

612.3.9 Trench Underdrains

Replace paragraph one with the following effective with the November 2023 letting:

(1) Under the Underdrain Trench bid item, excavate and backfill underdrain trenches. Backfill with coarse aggregate gradation conforming to 604.2(3). Before backfilling place geotextile as the plans show.

614 Semi-rigid Barrier Systems and End Treatments

614.2.6 Sand Barrel Arrays

Replace paragraph one with the following effective with the November 2023 letting:

(1) Furnish sand barrels from the APL. Use fine aggregate conforming to gradation shown in Table 614-2 mixed with sodium chloride conforming to AASHTO M143. Apply an object marker to front-most barrel in the array.

TABLE 614-2 FINE AGGREGATE GRADATION

SEIVE	FINE AGGREGATE (% PASSING by WEIGHT)
3/8-inch	100
No. 4	90 - 100
No. 8	-
No. 16	45 - 85
No. 30	-
No. 50	5 - 30
No. 100	0 - 10
No. 200	<=3.5

628 Erosion Control

628.2.13 Rock Bags

Replace paragraph two with the following effective with the November 2023 letting:

(2) Fill the bags with a clean, sound, hard, durable, engineer-approved coarse aggregate conforming by visual inspection to the gradation specified for coarse aggregate gradation in 604.2(3).

639 Drilling Wells

639.2.1 General

Replace paragraph two with the following effective with the November 2023 letting:

(2) For grout use fine aggregate conforming to 501.2.7.2; and gradation conforming to 614.2.6(1); and type I, IL, IS, IP, or IT cement.

652 Electrical Conduit

652.3.1.2 Installing Underground

Replace paragraph two with the following effective with the November 2023 letting:

(2) Excavate trenches true to line and grade to provide the conduit uniform bearing throughout its length. Do not backfill the trench before inspecting the conduit. Carefully tamp the backfill in place as specified for placing backfill in layers in 651.3. Place at least 0.7 cubic feet of coarse aggregate gradation conforming to 604.2(3) directly under each drainage hole.

ERRATA

390.3.4 Special High Early Strength Concrete Patching

Correct errata link in paragraph (1) by changing from 416.3.8 to 416.3.7.

(1) Construct as specified for special high early strength repairs under 416.3.7 except as follows:

- The contractor may delay removal for up to 14 calendar days after cutting the existing pavement.
- Open to traffic as specified for concrete base in 320.3.

ADDITIONAL SPECIAL PROVISION 7

A. Reporting 1st Tier and DBE Payments During Construction

1. Comply with reporting requirements specified in the department's Civil Rights Compliance, Contractor's User Manual, Sublets and Payments.
2. Report payments to all DBE firms within 10 calendar days of receipt of a progress payment by the department or a contractor for work performed, materials furnished, or materials stockpiled by a DBE firm. Report the payment as specified in A(1) for all work satisfactorily performed and for all materials furnished or stockpiled.
3. Report payments to all first tier subcontractor relationships within 10 calendar days of receipt of a progress payment by the department for work performed. Report the payment as specified in A(1) for all work satisfactorily performed.
4. All tiers shall report payments as necessary to comply with the DBE payment requirement as specified in A(2).
5. DBE firms must enter all payments to DBE and non-DBE firms regardless of tier.
6. Require all first tier relationships, DBE firms and all other tier relationships necessary to comply with the DBE payment requirement in receipt of a progress payment by contractor to acknowledge receipt of payment as specified in A(1), (2), (3) and (4).
7. All agreements made by a contractor shall include the provisions in A(1), (2), (3), (4), (5), and (6), and shall be binding on all first tier subcontractor relationships, all contractors and subcontractors utilizing DBE firms on the project, and all payments from DBE firms.

B. Costs for conforming to this special provision are incidental to the contract.

NOTE: CRCS Prime Contractor payment is currently not automated and will need to be manually loaded into the Civil Rights Compliance System. Copies of prime contractor payments received (check or ACH) will have to be forwarded to paul.ndon@dot.wi.gov within 5 days of payment receipt to be logged manually.

***Additionally, for information on Subcontractor Sublet assignments, Subcontractor Payments and Payment Tracking, please refer to the CRCS Payment and Sublets manual at:

https://wisconsindot.gov/Documents/doing-bus/civil-rights/labornwage/crcs-payments-sublets-manual.pdf

ADDITIONAL SPECIAL PROVISION 9

Electronic Certified Payroll or Labor Data Submittal

(1) Use the department's Civil Rights Compliance System (CRCS) to electronically submit certified payroll reports for contracts with federal funds and labor data for contracts with state funds only. Details are available online through the department's highway construction contractor information (HCCI) site on the Labor, Wages, and EEO Information page at:

https://wisconsindot.gov/Pages/doing-bus/civil-rights/labornwage/default.aspx

(2) Ensure that all tiers of subcontractors, including all trucking firms, either submit their weekly certified payroll reports (contracts with federal funds) or labor data (contracts with state funds only) electronically through CRCS. These payrolls or labor data are due within seven calendar days following the close of the payroll period. Every firm providing physical labor towards completing the project is a subcontractor under this special provision.

(3) Upon receipt of contract execution, promptly make all affected firms aware of the requirements under this special provision and arrange for them to receive CRCS training as they are about to begin their submittals. The department will provide training either in a classroom setting at one of our regional offices or by telephone. Contact Paul Ndon at (414) 438-4584 to schedule the training.

(4) The department will reject all paper submittals for information required under this special provision. All costs for conforming to this special provision are incidental to the contract.

(5) Firms wishing to export payroll/labor data from their computer system into CRCS should have their payroll coordinator contact Paul Ndon at paul.ndon@dot.wi.gov. Not every contractor's payroll system is capable of producing export files. For details, see Section 4.8 CPR Auto Submit (Data Mapping) on pages 49-50; 66-71 of the CRCS Payroll Manual at:

https://wisconsindot.gov/Documents/doing-bus/civil-rights/labornwage/crcs-payroll-manual.pdf

NON-DISCRIMINATION PROVISIONS

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulations: The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. Non-discrimination: The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. Information and Reports: The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Federal Highway Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the Federal Highway Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance: In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

a. Withholding payments to the contractor under the contract until the contractor complies; and/or
b. Cancelling, terminating, or suspending a contract, in whole or in part.

6. Incorporation of Provisions: The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

BUY AMERICA PROVISION

Buy America (as documented in 88 FR 57750 (2 CFR part 184 and 200) from the Office of Management and Budget: Federal Register: Guidance for Grants and Agreements) shall be domestic products and permanently incorporated in this project as classified in the following three categories, and as noted in the Construction and Materials Manual (CMM):

1. Iron and Steel

   All iron and steel manufacturing and coating processes (from the initial melting stage through the application of coatings) must have occurred within the United States. Coating includes epoxy coating, galvanizing, painting and any other coating that protects or enhances the value of a material subject to the requirements of Buy America.

   The exemption of the iron and steel manufacturing and coating processes Buy America requirement is the minimal use of foreign materials if the total cost of such material permanently incorporated in the product does not exceed one-tenth of one percent (1/10 of 1%) of the total contract cost or $2,500.00, whichever is greater. For purposes of this paragraph, the cost is that shown to be the value of the subject products as they are delivered to the project.

2. Manufactured Product

   All manufactured products (as defined in CMM 228.5) are covered under a previous waiver from 1983 and are currently exempt from Buy America.

3. Construction Material

   All construction materials (as defined in 88 FR 57750 (2 CFR part 184 and 200) and as referenced in CMM 228.5) must comply with Buy America. All manufacturing process of construction materials must occur in the United States.

88 FR 55817 (DOT-OST-2022-0124) allows a limited waiver of Buy America requirements for de minimis costs and small grants.

- The Total value of the non-compliant products is no more than the lesser of $1,000,000 or 5% of total applicable costs for the project[1]; or
- The total amount of Federal financial assistance applied to the project, through awards or subaward, is below $500,000[2]

The contractor shall take actions and provide documentation conforming to CMM 228.5 to ensure compliance with this Buy America provision.

https://wisconsindot.gov/rdwy/cmm/cm-02-28.pdf

Upon completion of the project, certify to the engineer, in writing using department form DT4567 that all iron and steel, manufactured products, and construction materials conform to this Buy America provision.

Form DT4567 is available at: https://wisconsindot.gov/Documents/formdocs/dt4567.docx

Attach a list of iron or steel and construction material exemptions and their associated costs to the certification form.

1 The de minimis public interest waiver does not apply to iron and steel subject to the requirements of 23 U.S.C. 313 on financial assistant administered by FHWA. The de minimis threshold in 23 CFR 635.410(b)(4) continues to apply for iron and steel.
2 The small grant portion of the waiver does not apply to iron, steel, and manufactured goods subject to the requirements of 49 U.S.C. 22905(a).

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	63,649.000 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 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	66.000 SY	_____.____	_____.____
0050	628.1504 Silt Fence	1,230.000 LF	_____.____	_____.____
0052	628.1520 Silt Fence Maintenance	1,230.000 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	66.000 SY	_____.____	_____.____
0060	628.7504 Temporary Ditch Checks	50.000 LF	_____.____	_____.____
0062	629.0210 Fertilizer Type B	7.600 CWT	_____.____	_____.____
0064	630.0130 Seeding Mixture No. 30	305.000 LB	_____.____	_____.____

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 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	2,686.000 LF	_____._____	_____._____
0118	690.0250 Sawing Concrete	12.000 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

Section: 0001 **Total:** _____._____

Total Bid: _____._____

PLEASE ATTACH ADDENDA HERE

Wisconsin Department of Transportation

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

Telephone: (608) 266-1631
Facsimile (FAX): (608) 266-8459

January 18, 2024

NOTICE TO ALL CONTRACTORS:

ASP-6 Addendum #01

Letting of February 13, 2024

Attached is a copy of the revised ASP-6. This ASP-6 replaces ASP-6 in all proposals in the February 13, 2024 Letting.

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

Sincerely,

Mike Coleman
Proposal Development Specialist
Proposal Management Section

Additional Special Provision 6 (ASP-6)
Modifications to the standard specifications

Make the following revisions to the standard specifications:

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108 Prosecution and Progress

Add subsection 108.9.4.1 effective with the November 2023 letting:

108.9.4.1 Winter Suspension for Completion Date Contracts

(1) The contractor may request a winter suspension for a completion date contract. If the department determines weather conditions do not allow for the completion of the remaining work, the department may approve the contractor's request and determine the start date of the winter suspension. The end date of the winter suspension is March 31 or a date mutually agreed upon by both parties. For multi-year contracts, the department will only consider winter suspension for the final year of the contract.

(2) During winter suspension, store all materials in a manner that does not obstruct vehicular and pedestrian traffic and protect the materials from damage. Install traffic control and other safety devices necessary to protect the traveling public and pedestrians. Provide suitable drainage and install temporary erosion control where necessary. If the winter suspension begins when liquidated damages are being assessed, or when the work has not progressed as scheduled and would not have been completed prior to the completion date, the cost of necessary pre-suspension work is incidental. If the winter suspension begins prior to the contract completion date, and the work has progressed as scheduled and would have been completed prior to the completion date, the cost of pre-suspension work will be paid as specified under 109.4.

(3) For a winter suspension that begins prior to the contract completion date and the work has progressed as scheduled and would have been completed prior to the completion date, the engineer will extend contract time to correspond with the end of the winter suspension and liquidated damages will not be assessed during the winter suspension.

(4) For a winter suspension that begins when liquidated damages are being assessed or when the work has not progressed as scheduled and would not have been completed prior to the completion date, the engineer will not extend contract time. Time will be suspended until the end of the winter suspension. Liquidated damages will not be assessed during the winter suspension and liquidated damages will resume at the end of the winter suspension.

108.10.2 Excusable, Non-Compensable Delays

108.10.2.1 General

Replace entire section with the following effective with the January 2024 letting:

(1) Non-compensable delays, 108.10.2.1(3), are excusable delays not the contractor's or the department's fault. The engineer will not pay for the delay costs listed in 109.4.7 for non-compensable delays.

(2) For non-compensable delays under calendar day and completion date contracts, the engineer will extend contract time if the conditions specified in 108.10.1 are met. The department will relieve the contractor from associated liquidated damages, as specified in 108.11, if the engineer extends time under 108.10.1.

(3) The following are non-compensable delays:

1. Delays due to earthquakes, other cataclysmic phenomena of nature the contractor cannot foresee and avoid, severe weather or job conditions caused by recent weather as specified in 108.10.2.2.
2. Extraordinary delays in material deliveries the contractor or their suppliers cannot foresee and forestall resulting from strikes, lockouts, freight embargoes, industry-wide shortages, governmental acts, or sudden disasters.
3. Delays due to acts of the government, a political subdivision other than the department, or the public enemy.
4. Delays from fires or epidemics.
5. Delays from strikes beyond the contractor's power to settle not caused by improper acts or omissions of the contractor, their subcontractors, or their suppliers.
6. Altered quantities as specified in 109.3.

108.10.3 Excusable Compensable Delays

Replace entire section with the following effective with the January 2024 letting:

(1) Compensable delays are excusable delays due to the department's actions or lack of actions. The engineer will grant a time extension for a compensable delay if the conditions specified in 108.10.1 are met.

(2) The following are compensable delays:

1. A contract change for revised work as specified for extra work under 104.2.2.1, for a differing site condition under 104.2.2.2, or for significant changes in the character of the work under 104.2.2.4.
2. A contract change for an engineer-ordered suspension under 104.2.2.3.
3. The unexpected discovery of human remains, an archaeological find, or historical find consistent with 107.25.
4. The unexpected discovery of a hazardous substance consistent with 107.24.
5. The non-completion of work that utilities or other third parties perform, if that work is not completed as specified in the contract.

(3) For a compensable delay or a time extension, the department will relieve the contractor from associated liquidated damages under 108.11, and will pay the contractor for delay costs determined as follows:

1. Adjust the contract price as specified in 109.4.2 through 109.4.5 for delays under item 1 of 108.10.3(2).
2. Adjust the contract price as specified in 109.4.7 for delays under items 2 through 5 of 108.10.3(2).

---

310 Open Graded Base

310.2 Materials

Replace paragraph two with the following effective with the November 2023 letting:

(2) The contractor may substitute material conforming to the gradation requirements for crushed aggregate specified in Table 310-01 if that material conforms to the fracture requirements for open-graded crushed gravel specified in 301.2.4.5.

TABLE 310-01 COARSE AGGREGATE (% passing by weight)

AASHTO No. 67[1]

SEIVE	COARSE AGGREGATE (% PASSING by WEIGHT) AASHTO No. 67
2-inch	-
1 1/2-inch	-
1-inch	100
3/4-inch	90 – 100
1/2-inch	-
3/8-inch	20 – 55
No. 4	0 – 10
No. 8	0 – 5
No. 16	-
No. 30	-
No. 50	-
No. 100	-
No. 200	<=1.5

[1] Size according to AASHTO M43.

---

390 Base Patching

390.4 Measurement

Replace entire section with the following effective with the November 2023 letting:

(1) The department will measure Removing Pavement for Base Patching by the cubic yard acceptably completed. Measure the depth from the bottom of the adjacent pavement to the top of the patch.

(2) The department will measure Base Patching Asphaltic by the ton acceptably completed as specified for asphaltic pavement in 450.4.

(3) The department will measure Base Patching Concrete HES and Base Patching Concrete SHES by the cubic yard acceptably completed. Measure the depth from the bottom of the adjacent pavement to the top of the patch.

390.5 Payment

Replace entire section with the following effective with the November 2023 letting:

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

ITEM NUMBER	DESCRIPTION	UNIT
390.0100	Removing Pavement for Base Patching	CY
390.0201	Base Patching Asphaltic	TON
390.0305	Base Patching Concrete HES	CY
390.0405	Base Patching Concrete SHES	CY

(2) Payment for Removing Pavement for Base Patching is full compensation for removing old pavement; for preparing the foundation and bringing up to grade. If the engineer orders the contractor to excavate yielding or unstable subgrade materials and backfill with suitable materials, the department will pay for that work with contract bid items or as agreed upon using 109.4.

(3) Payment for Base Patching Asphaltic is full compensation for providing and compacting asphaltic mixture including asphaltic binder.

(4) Payment for Base Patching Concrete HES and Base Patching Concrete SHES is full compensation for providing, curing, and protecting concrete. Payment also includes providing tie bars and dowel bars in unhardened concrete and steel within the patch. For tie bars and dowel bars provided in concrete not placed under the contract, the department will pay separately under the Drilled Tie Bars and Drilled Dowel Bars bid items as specified in 416.5.

(5) Payment for Base Patching SHES also includes providing test data to the engineer as specified in 416.2.4.

(6) The department will pay for sawing existing concrete pavement for removal under the Sawing Concrete bid item as specified in 690.5.

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460 Hot Mix Asphalt Pavement

460.2.8.2.1.3.1 Contracts with 5000 Tons of Mixture or Greater

Replace paragraph four with the following effective with the November 2023 letting:

(4) Use the test methods identified below, or other methods the engineer approves, to perform the following tests at the frequency indicated:

Blended aggregate gradations:

Drum plants:

- Field extraction by ignition oven according to WTM T308, chemical extraction according to AASHTO T-164 method A or B; or automated extraction according to WTM D8159. Gradation of resulting aggregate sample determined according to WTM T30.
- Belt samples, optional for virgin mixtures, obtained from stopped belt or from the belt discharge using an engineer-approved sampling device and performed according to WTM T11 and T27.

Batch plants:

- Field extraction by ignition oven according to WTM T308, chemical extraction according to AASHTO T-164 method A or B; or automated extraction according to WTM D8159. Gradation of resulting aggregate sample determined according to WTM T30.

Asphalt content (AC) in percent:

Determine AC using one of the following methods:

- AC by ignition oven according to WTM T308.
- AC by chemical extraction according to AASHTO T-164 method A or B.
- AC by automated extraction according to WTM D8159.
- If the department is using an ignition oven to determine AC, conform to WTP H003.
- If the department is not using an ignition oven to determine AC, ignition oven correction factor (IOCF) must still be reverified for any of the reasons listed in WTP H003 Table 2 and conform to WTP H-003 sections 3 through 6.
- Gradation of resulting aggregate sample determined according to WTM T30.

Bulk specific gravity of the compacted mixture:

According to WTM T166.

Theoretical maximum specific gravity:

According to WTM T209.

Air voids (Va) by calculation according to WTM T269.

VMA by calculation according to WTM R35.

460.2.8.3.1.4 Department Verification Testing Requirements

Replace paragraph three with the following effective with the November 2023 letting:

(3) The department will perform testing conforming to the following standards:

Bulk specific gravity (G_{mb}) of the compacted mixture according to WTM T166.

Maximum specific gravity (Gmm) according to WTM T209.

Air voids (Va) by calculation according to WTM T269.

VMA by calculation according to WTM R35.

Asphalt content by ignition oven according to WTM T308, chemical extraction according to AASHTO T-164 method A or B, or automated extraction according to WTM D8159. If using an ignition oven to determine AC, conform to WTP H-003.

460.3.3.2 Pavement Density Determinations

Replace entire section with the following effective with the February 2024 letting:

(1) The engineer will determine the target maximum density using department procedures described in WTM T355. The engineer will determine density according to CMM 815 and WTM T355 as soon as practicable after compaction and before placement of subsequent layers or before opening to traffic.

(2) Do not re-roll compacted mixtures with deficient density test results. Do not operate continuously below the specified minimum density. Stop production, identify the source of the problem, and make corrections to produce work meeting the specification requirements.

(3) A lot is defined as one day's production for each sublot type or one production shift if running 24 hours per day and placed within a single layer for each location and target maximum density category indicated in table 460-3. The lot density is the average of the tests taken for that lot. The department determines the number of tests per lot according to WTP H-002.

(4) An HTCP-certified Nuclear Density Technician I (NUCDENSITYTEC-I) or a nuclear density ACT working under a NUCDENSITYTEC-I technician, will locate samples and perform the testing. A NUCDENSITYTEC-I technician will coordinate and take responsibility for the work an ACT performs. No more than one ACT can work under a single NUCDENSITYTEC-I technician. The responsible NUCDENSITYTEC-I technician will ensure that sample location and testing is performed correctly, analyze test results, and provide density results to the contractor weekly.

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503 Prestressed Concrete Members

503.2.2 Concrete

Replace paragraph five with the following effective with the November 2023 letting:

(5) Furnish prestressed concrete members cast from air-entrained concrete, except I-type girders may use non-air-entrained concrete. Use type I, IL, IS, IP, IT, II, or III cement. The contractor may replace up to 30 percent of type I, IL, II, or III cement with an equal weight of fly ash, slag, or a combination of fly ash and slag. Ensure that fly ash conforms to 501.2.4.2.2 and slag conforms to 501.2.4.2.3. Use only one source and replacement rate for work under a single bid item. Use a department-approved air-entraining admixture conforming to 501.2.5.2 for air-entrained concrete. Use only coarse aggregate conforming to 310.2(2).

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604 Slope Paving

604.2 Materials

Replace paragraph three with the following effective with the November 2023 letting:

(3) Under the Slope Paving Crushed Aggregate bid item, furnish crushed stone or crushed gravel conforming to the gradation in Table 604-01, but with the additional requirements that at least 75 percent of the particles, by count, have at least one fractured face. Determine fracture according to WTM D5821.

TABLE 604-01 COARSE AGGREGATE (% passing by weight)

AASHTO No. 4[1]

SEIVE	COARSE AGGREGATE (% PASSING by WEIGHT) AASHTO No. 4
2-inch	100
1 1/2-inch	90 - 100
1-inch	20 - 55
3/4-inch	0 - 15
1/2-inch	-
3/8-inch	0 - 5
No. 4	-
No. 8	-
No. 16	-
No. 30	-
No. 50	-
No. 100	-
No. 200	<=1.5

[1] Size according to AASHTO M43.

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612 Underdrains

612.3.9 Trench Underdrains

Replace paragraph one with the following effective with the November 2023 letting:

(1) Under the Underdrain Trench bid item, excavate and backfill underdrain trenches. Backfill with coarse aggregate gradation conforming to 604.2(3). Before backfilling place geotextile as the plans show.

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614 Semi-rigid Barrier Systems and End Treatments

614.2.6 Sand Barrel Arrays

Replace paragraph one with the following effective with the November 2023 letting:

(1) Furnish sand barrels from the APL. Use fine aggregate conforming to gradation shown in Table 614-2 mixed with sodium chloride conforming to AASHTO M143. Apply an object marker to front-most barrel in the array.

TABLE 614-2 FINE AGGREGATE GRADATION

SEIVE	FINE AGGREGATE (% PASSING by WEIGHT)
3/8-inch	100
No. 4	90 - 100
No. 8	-
No. 16	45 - 85
No. 30	-
No. 50	5 - 30
No. 100	0 - 10
No. 200	<=3.5

628 Erosion Control

628.2.13 Rock Bags

Replace paragraph two with the following effective with the November 2023 letting:

(2) Fill the bags with a clean, sound, hard, durable, engineer-approved coarse aggregate conforming by visual inspection to the gradation specified for coarse aggregate gradation in 604.2(3).

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639 Drilling Wells

639.2.1 General

Replace paragraph two with the following effective with the November 2023 letting:

(2) For grout use fine aggregate conforming to 501.2.7.2; and gradation conforming to 614.2.6(1); and type I, IL, IS, IP, or IT cement.

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652 Electrical Conduit

652.3.1.2 Installing Underground

Replace paragraph two with the following effective with the November 2023 letting:

(2) Excavate trenches true to line and grade to provide the conduit uniform bearing throughout its length. Do not backfill the trench before inspecting the conduit. Carefully tamp the backfill in place as specified for placing backfill in layers in 651.3. Place at least 0.7 cubic feet of coarse aggregate gradation conforming to 604.2(3) directly under each drainage hole.

ERRATA

390.3.4 Special High Early Strength Concrete Patching

Correct errata link in paragraph (1) by changing from 416.3.8 to 416.3.7.

(1) Construct as specified for special high early strength repairs under 416.3.7 except as follows:

- The contractor may delay removal for up to 14 calendar days after cutting the existing pavement.
- Open to traffic as specified for concrete base in 320.3.

Wisconsin Department of Transportation

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

Telephone: (608) 266-1631
Facsimile (FAX): (608) 266-8459

February 5, 2024

NOTICE TO ALL CONTRACTORS:

Proposal #26: 1590-12-76
Rhinelander – 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 (Gm) 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 ¼-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-rsrces/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 ¼-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/ft^3, 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/ft^3 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/ft^3, 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/ft^3 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/ft^3, 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/ft^3 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/ft^3, 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.

stp-370-010 (20210113)

18. Locating No-Passing Zones, Item 648.0100.

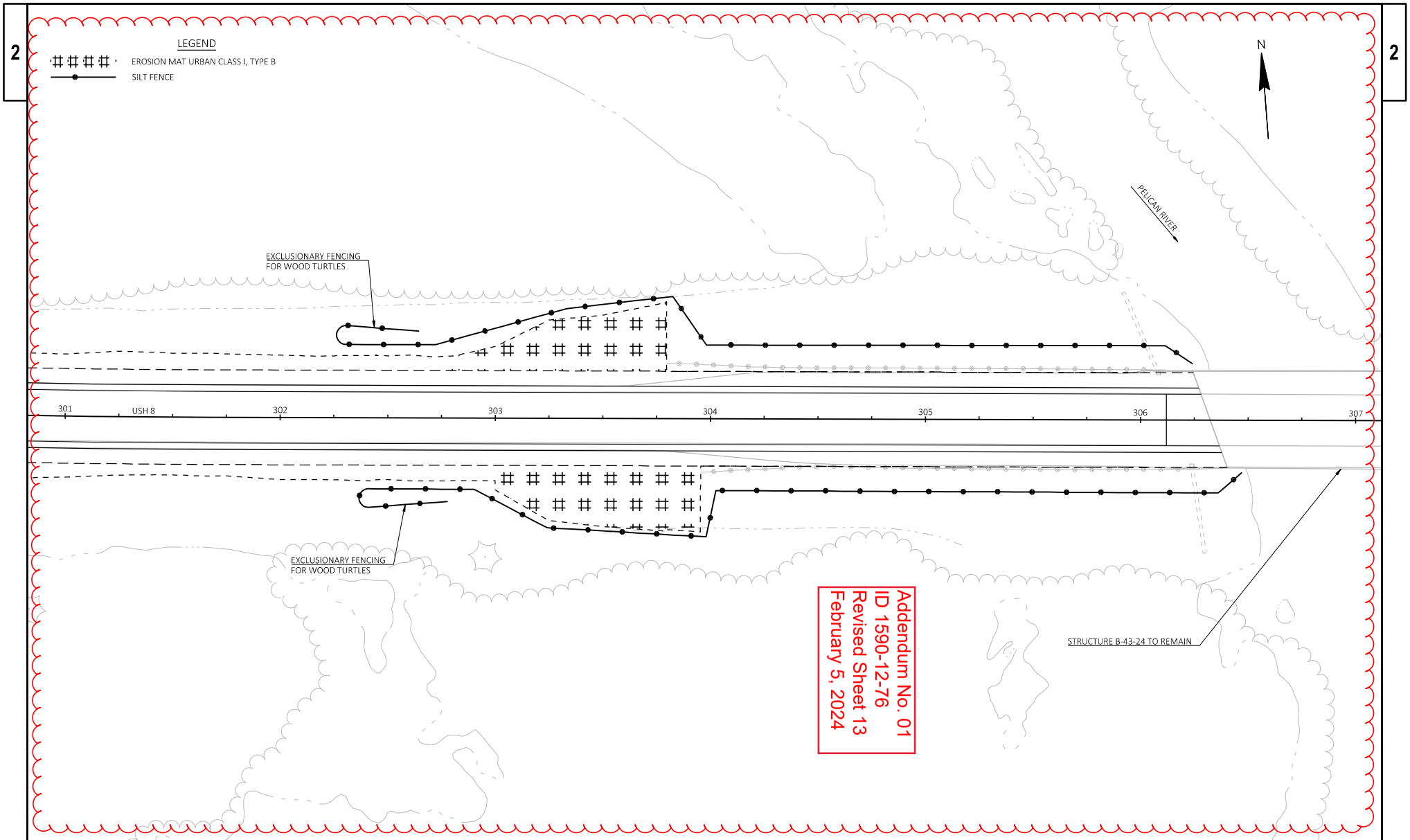
For this project, the spotting sight distance in areas with a 55 mph posted speed limit is 0.21 miles (1108 feet).

stp-648-005 (20060512)

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

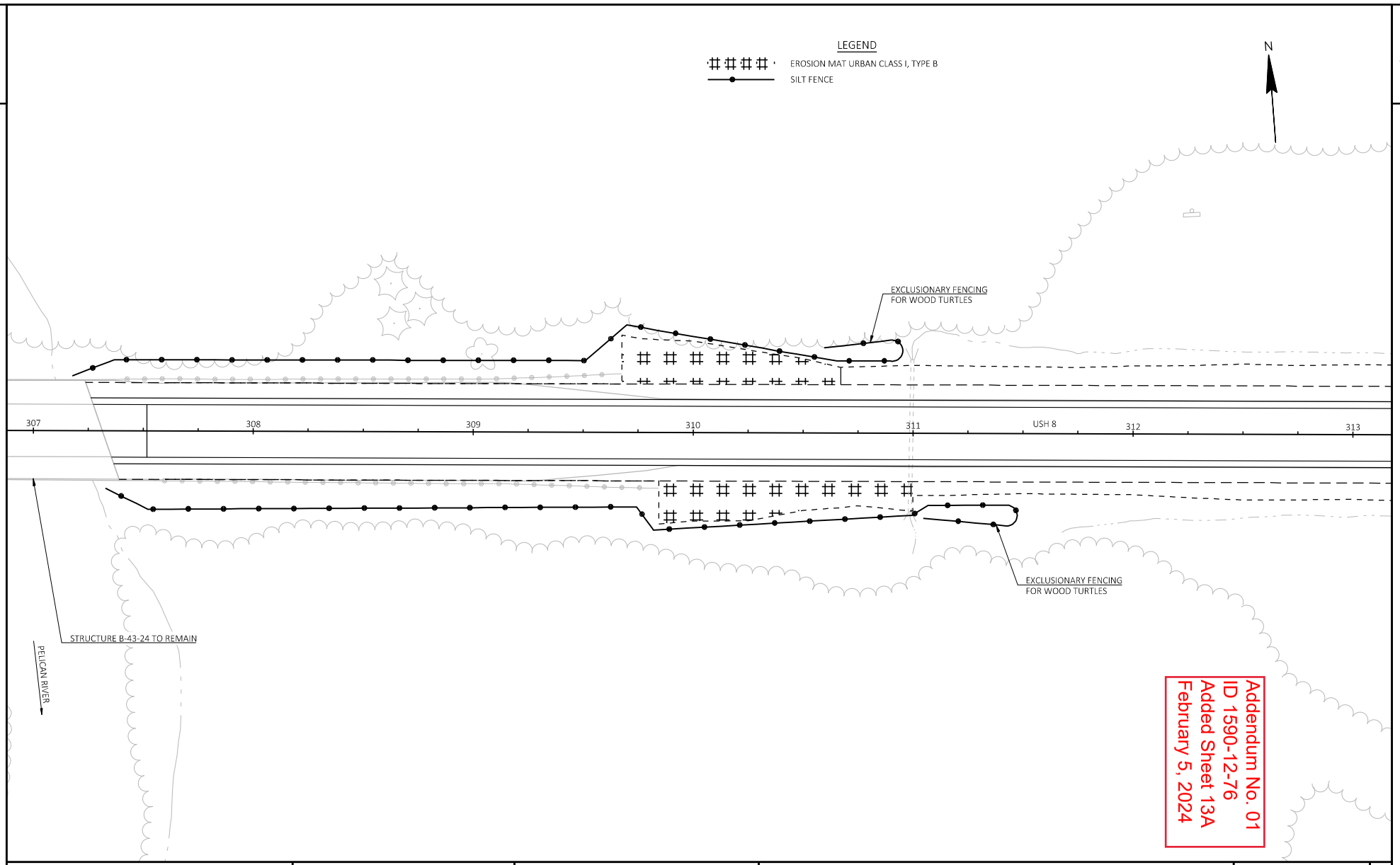
Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 13, 27-29, 31, 33.
Added: 13A, 98-225.

END OF ADDENDUM



PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 13	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\022001-EC(EAST).DWG
LAYOUT NAME - 022001-ec
PLOT DATE : 1/30/2024 11:00 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



Addendum No. 01
ID 1590-12-76
Added Sheet 13A
February 5, 2024

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 13A	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\022001-EC(EAST).DWG
LAYOUTNAME : 023002 dc
PLOT DATE : 1/30/2024 11:00 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 SY	REMARKS
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+27	-	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	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
STAGE 1								
0010	395+68	-	402+80	LT	USH 8	59	978	CTH P
STAGE 3								
0010	327+00	-	331+54	RT	USH 8	35	504	RIVER BEND RD S
0010	328+28	-	332+13	LT	USH 8	36	477	RIVER BEND RD N
0010	355+99	-	360+00	RT	USH 8	35	540	PELICAN RANCH RD S
0010	356+63	-	360+00	LT	USH 8	37	445	PELICAN RANCH RD N
					TOTAL 0010	202	2,944	

REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 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	

EARTHWORK SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	CUT (1)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (2)	205.0100 EXCAVATION COMMON (3)	UNEXPANDED FILL	EXPANDED FILL (4)	MASS ORDINATE +/-
							CY		FACTOR 1.18	(5)
0010	242+00	-	306+36	USH 8	33863	16447	33863	40	47	17369
0010	307+35	-	329+00	USH 8	10765	5446	10765	18	21	5298
0010	329+00	-	402+80	USH 8	19833	18769	19833	0	0	1064
				TOTAL 0010			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 ORDINATE + OR - QTY CALCULATED FOR THE STAGE. PLUX QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

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Revised Sheet 27
February 5, 2024

BASE AGGREGATE DENSE

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON	624.0100 WATER MGAL	REMARKS
STAGE 1									
0010	396+00	-	402+80	USH 8 LT	1058	365	-	16	CTH P INTERSECTION
STAGE 2									
0010	396+00	-	402+80	USH 8 RT	365	938	-	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	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6244 HMA PAVEMENT 4 MT 58-34 S TON	REMARKS
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			USH 8	1846	-	-	-	
				TOTAL 0010	1,846	7,964	12,731	5,729	

CONCRETE PAVEMENT APPROACH SLAB

CATEGORY	STATION	TO	STATION	LOCATION	415.0410 SY	REMARKS
STAGE 3						
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	465.0110 TON	REMARKS
STAGE 1						
0010	396+87	-	397+33	USH 8 LT	59	CTH P
0010	397+96	-	398+46	USH 8 LT	49	CTH P
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	

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CATEGORY	STATION	LOCATION	465.0120 TON	REMARKS
0010	293+50	USH 8	50	DRIVEWAY
		TOTAL 0010	50	

ASPHALTIC SURFACE TEMPORARY

CATEGORY	STATION	TO	STATION	LOCATION	465.0125 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	

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ASPHALTIC RUMBLE STRIPS, CENTERLINE

CATEGORY	STATION	TO	STATION	LOCATION	465.0560 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	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7504 TEMPORARY DITCH CHECKS LF	REMARKS
STAGE 1								
0010	396+87	-	397+33	USH 8 LT	82	82	-	CTH P
0010	397+96	-	398+46	USH 8 LT	69	69	-	CTH P
STAGE 3								
0010	303+00	-	306+20	USH 8 LT	325	325	-	EXCLUSIONARY FENCING
0010	303+00	-	306+40	USH 8 RT	346	346	-	EXCLUSIONARY FENCING
0010	307+20	-	310+75	USH 8 LT	349	349	-	EXCLUSIONARY FENCING
0010	307+30	-	311+00	USH 8 RT	369	369	-	EXCLUSIONARY FENCING
0010	329+04	-	330+38	USH 8 RT	20	20	-	RIVER BEND RD SOUTH (SPOT REPAIRS)
0010	358+64	-	358+93	USH 8 RT	67	67	-	PELICAN RANCH RD SOUTH
				UNDISTRIBUTED	PROJECT	163	163	50
					TOTAL 0010	1,790	1,790	50

LANDSCAPING

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	REMARKS
STAGE 1									
0010	393+50	-	402+80	USH 8 LT	-	-	0.4	16	SHOULDERS
0010	396+86	-	397+30	USH 8 LT	25	25	0.1	1	CURB AND GUTTER
0010	397+99	-	398+46	USH 8 LT	21	21	0.1	1	CURB AND GUTTER
STAGE 2									
0010	393+50	-	402+80	USH 8 RT	-	-	0.4	16	SHOULDERS
STAGE 3									
0010	242+00	-	306+00	USH 8	490	490	6.3	270	GUARDRAIL TAPER
0010	307+50	-	329+00	USH 8	381	381	2.3	97	GUARDRAIL TAPER
0010	330+25	-	357+50	USH 8			7.6	322	SHOULDERS
0010	358+66	-	358+94	USH 8 RT	20	20	0.1	1	CURB AND GUTTER
0010	358+75	-	393+50	USH 8	-	-	1.4	58	SHOULDERS
				TOTAL 0010	937	937	18.7	782	

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

CATEGORY	STATION	TO	STATION	LOCATION	601.0557 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	

MOBILIZATIONS EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	242+00	-	402+80	PROJECT	4	3
				TOTAL 0010	4	3

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CONSTRUCTION STAKING

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

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

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

CATEGORY	STATION	TO	STATION	LOCATION	661.0101.01 EACH	REMARKS
0010	396+00	-	405+00	USH 8	1	CTH P INTERSECTION
				TOTAL 0010	1	

MARKING REMOVAL LINE 4-INCH

CATEGORY	STATION	TO	STATION	LOCATION	646.9000 LF	REMARKS
0010	394+50	-	396+00	USH 8	188	CENTERLINE
0010	404+50	-	406+00	USH 8	38	CENTERLINE
				TOTAL 0010	225	

LOCATING NO-PASSING ZONES

CATEGORY	STATION	TO	STATION	LOCATION	648.0100 LOCATING NO-PASSING ZONES MI
0010	242+00	-	402+80	USH 8	3.027
				TOTAL 0010	3

SAWING

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE 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	242+00			LT/RT	USH 8	-	32	BEGINNING OF PROJECT
0010	293+13	-	293+89	RT	USH 8	77	-	DRIVEWAY
0010	327+00	-	331+54	RT	USH 8	454	-	RIVER BEND ROAD
0010	328+28	-	332+12	LT	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				PROJECT	-	12	SPOT CURB AND GUTTER REPAIRS
					TOTAL 0010	2,656	119	

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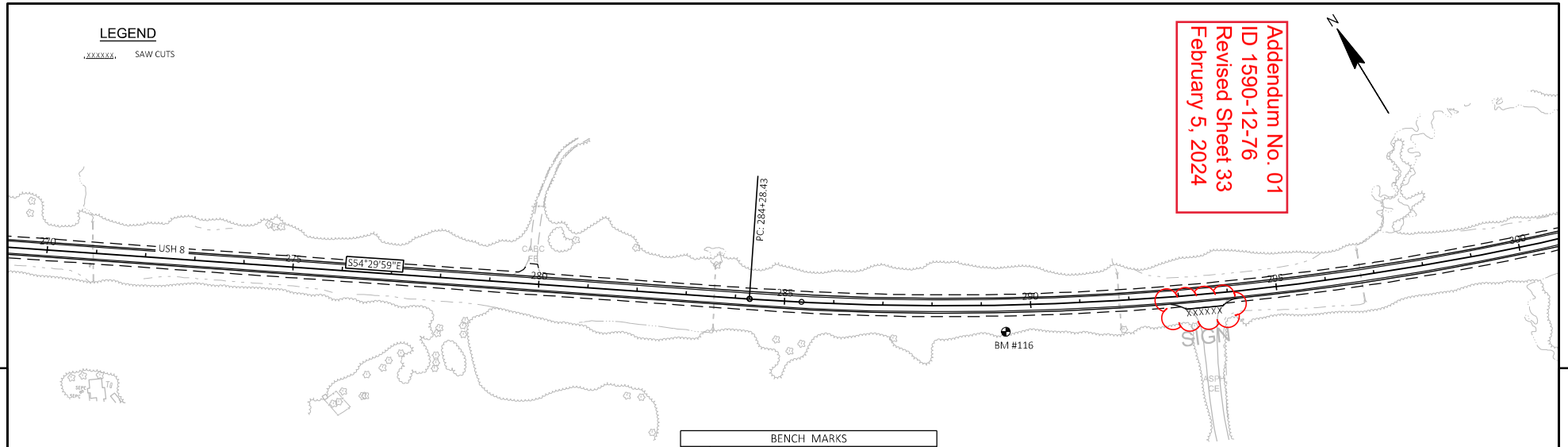
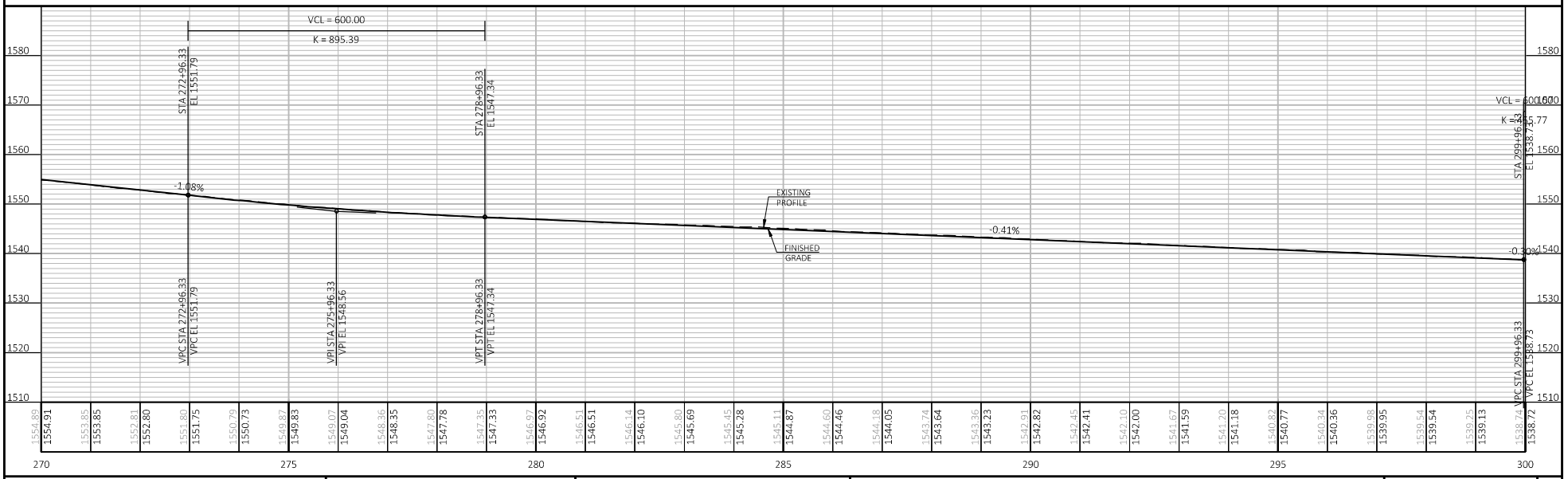
LEGEND

,xxxxxx, SAW CUTS



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



PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: USH 8	SHEET 33	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\050101-PP(EAST).DWG
LAYOUT NAME - 050102-pp
PLOT DATE : 1/30/2024 11:09 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

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
									1	1	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
242+00.00	24,200	0	149	0	0	0	0	0	0	0	0
242+50.00	24,250	50	152	69	0	279	64	0	279	0	215
243+00.00	24,300	50	154	69	0	284	129	0	563	0	370
243+50.00	24,350	50	156	69	0	287	129	0	850	0	528
244+00.00	24,400	50	148	69	0	281	129	0	1,131	0	680
244+50.00	24,450	50	144	69	0	271	129	0	1,402	0	822
245+00.00	24,500	50	140	69	0	264	129	0	1,666	0	957
245+50.00	24,550	50	139	69	0	258	129	0	1,924	0	1,086
246+00.00	24,600	50	137	69	0	256	129	0	2,180	0	1,213
246+50.00	24,650	50	139	69	0	256	129	0	2,436	0	1,340
247+00.00	24,700	50	138	69	0	256	129	0	2,692	0	1,467
247+50.00	24,750	50	138	69	0	255	129	0	2,947	0	1,593
248+00.00	24,800	50	142	69	0	259	129	0	3,206	0	1,723
248+50.00	24,850	50	141	69	0	262	129	0	3,468	0	1,856
249+00.00	24,900	50	141	69	0	261	129	0	3,729	0	1,988
249+50.00	24,950	50	143	69	0	262	129	0	3,991	0	2,121
250+00.00	25,000	50	139	69	0	261	129	0	4,252	0	2,253
250+50.00	25,050	50	138	69	0	257	129	0	4,509	0	2,381
251+00.00	25,100	50	139	69	0	257	129	0	4,766	0	2,509
251+50.00	25,150	50	141	69	0	259	129	0	5,025	0	2,639
252+00.00	25,200	50	141	69	0	261	129	0	5,286	0	2,771
252+50.00	25,250	50	143	69	0	263	129	0	5,549	0	2,905
253+00.00	25,300	50	142	69	0	264	129	0	5,813	0	3,040
253+50.00	25,350	50	143	69	0	264	129	0	6,077	0	3,175
254+00.00	25,400	50	141	69	0	262	129	0	6,339	0	3,308
254+50.00	25,450	50	143	69	0	263	129	0	6,602	0	3,442
255+00.00	25,500	50	136	69	0	259	129	0	6,861	0	3,572
255+50.00	25,550	50	142	69	0	258	129	0	7,119	0	3,701
256+00.00	25,600	50	139	69	0	260	129	0	7,379	0	3,832
256+50.00	25,650	50	140	69	0	258	129	0	7,637	0	3,961
257+00.00	25,700	50	142	69	0	261	129	0	7,898	0	4,093
257+50.00	25,750	50	143	69	0	264	129	0	8,162	0	4,228
258+00.00	25,800	50	142	69	0	264	129	0	8,426	0	4,363
258+50.00	25,850	50	139	69	0	260	129	0	8,686	0	4,494
259+00.00	25,900	50	141	69	0	260	129	0	8,946	0	4,625
259+50.00	25,950	50	140	69	0	261	129	0	9,207	0	4,757
260+00.00	26,000	50	142	69	0	262	129	0	9,469	0	4,890
260+50.00	26,050	50	142	69	0	264	129	0	9,733	0	5,025
261+00.00	26,100	50	141	69	0	262	129	0	9,995	0	5,158
261+50.00	26,150	50	140	69	0	260	129	0	10,255	0	5,289

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 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	MASS ORDINATE
									1	1	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
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	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 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 ORDINATE
									1	1	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
282+00.00	28,200	50	144	69	0	265	129	0	21,089	0	10,834
282+50.00	28,250	50	149	69	0	272	129	0	21,361	0	10,977
283+00.00	28,300	50	154	69	0	281	129	0	21,642	0	11,129
283+50.00	28,350	50	157	69	0	288	129	0	21,930	0	11,288
284+00.00	28,400	50	151	69	0	285	129	0	22,215	0	11,444
284+50.00	28,450	50	148	69	0	277	129	0	22,492	0	11,592
285+00.00	28,500	50	149	69	0	275	129	0	22,767	0	11,738
285+50.00	28,550	50	146	69	0	274	129	0	23,041	0	11,883
286+00.00	28,600	50	146	69	0	271	129	0	23,312	0	12,025
286+50.00	28,650	50	147	69	0	272	129	0	23,584	0	12,168
287+00.00	28,700	50	147	69	0	272	129	0	23,856	0	12,311
287+50.00	28,750	50	146	69	0	271	129	0	24,127	0	12,453
288+00.00	28,800	50	146	69	0	271	129	0	24,398	0	12,595
288+50.00	28,850	50	148	69	0	272	129	0	24,670	0	12,738
289+00.00	28,900	50	147	69	0	273	129	0	24,943	0	12,882
289+50.00	28,950	50	144	69	0	269	129	0	25,212	0	13,022
290+00.00	29,000	50	144	69	0	266	129	0	25,478	0	13,159
290+50.00	29,050	50	143	69	0	265	129	0	25,743	0	13,295
291+00.00	29,100	50	143	69	0	265	129	0	26,008	0	13,431
291+50.00	29,150	50	142	69	0	264	129	0	26,272	0	13,566
292+00.00	29,200	50	144	69	0	265	129	0	26,537	0	13,702
292+50.00	29,250	50	145	69	0	268	129	0	26,805	0	13,841
293+00.00	29,300	50	144	69	0	268	129	0	27,073	0	13,980
293+50.00	29,350	50	133	69	0	257	129	0	27,330	0	14,108
294+00.00	29,400	50	142	69	0	255	129	0	27,585	0	14,234
294+50.00	29,450	50	140	69	0	262	129	0	27,847	0	14,367
295+00.00	29,500	50	143	69	0	262	129	0	28,109	0	14,500
295+50.00	29,550	50	142	69	0	264	129	0	28,373	0	14,635
296+00.00	29,600	50	141	69	0	262	129	0	28,635	0	14,768
296+50.00	29,650	50	142	69	0	262	129	0	28,897	0	14,901
297+00.00	29,700	50	142	69	0	263	129	0	29,160	0	15,035
297+50.00	29,750	50	141	69	0	262	129	0	29,422	0	15,168
298+00.00	29,800	50	143	69	0	263	129	0	29,685	0	15,302
298+50.00	29,850	50	144	69	0	266	129	0	29,951	0	15,439
299+00.00	29,900	50	146	69	0	268	129	0	30,219	0	15,578
299+50.00	29,950	50	144	69	0	268	129	0	30,487	0	15,717
300+00.00	30,000	50	144	69	0	267	129	0	30,754	0	15,855
300+50.00	30,050	50	144	69	0	267	129	0	31,021	0	15,993
301+00.00	30,100	50	142	69	0	265	129	0	31,286	0	16,129
301+50.00	30,150	50	140	69	0	261	129	0	31,547	0	16,261

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 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	MASS ORDINATE
									1	1	
						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)

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
									1	1	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
307+60.00	30,760	0	124	0	0	0	0	0	0	0	0
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

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 1	EXPANDED FILL 1	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
329+50.00	32,950	0	58	0	0	0	0	0	0	0	0
330+00.00	33,000	50	60	69	0	110	64	0	110	0	46
330+50.00	33,050	50	75	69	0	125	129	0	235	0	42
331+00.00	33,100	50	66	69	0	130	129	0	365	0	43
331+50.00	33,150	50	63	69	0	120	129	0	485	0	34
332+00.00	33,200	50	57	69	0	112	129	0	597	0	17
332+50.00	33,250	50	58	69	0	107	129	0	704	0	-5
333+00.00	33,300	50	61	69	0	110	129	0	814	0	-24
333+50.00	33,350	50	66	69	0	117	129	0	931	0	-36
334+00.00	33,400	50	66	69	0	121	129	0	1,052	0	-44
334+50.00	33,450	50	70	69	0	125	129	0	1,177	0	-48
335+00.00	33,500	50	69	69	0	129	129	0	1,306	0	-48
335+50.00	33,550	50	68	69	0	127	129	0	1,433	0	-50
336+00.00	33,600	50	66	69	0	123	129	0	1,556	0	-56
336+50.00	33,650	50	64	69	0	120	129	0	1,676	0	-65
337+00.00	33,700	50	63	69	0	118	129	0	1,794	0	-76
337+50.00	33,750	50	61	69	0	114	129	0	1,908	0	-91
338+00.00	33,800	50	62	69	0	114	129	0	2,022	0	-106
338+50.00	33,850	50	66	69	0	118	129	0	2,140	0	-117
339+00.00	33,900	50	70	69	0	126	129	0	2,266	0	-120
339+50.00	33,950	50	73	69	0	132	129	0	2,398	0	-117
340+00.00	34,000	50	71	69	0	133	129	0	2,531	0	-113
340+50.00	34,050	50	62	69	0	123	129	0	2,654	0	-119
341+00.00	34,100	50	63	69	0	115	129	0	2,769	0	-133
341+50.00	34,150	50	61	69	0	115	129	0	2,884	0	-147
342+00.00	34,200	50	60	69	0	112	129	0	2,996	0	-164
342+50.00	34,250	50	63	69	0	113	129	0	3,109	0	-180
343+00.00	34,300	50	62	69	0	116	129	0	3,225	0	-193
343+50.00	34,350	50	65	69	0	117	129	0	3,342	0	-205
344+00.00	34,400	50	61	69	0	117	129	0	3,459	0	-217
344+50.00	34,450	50	59	69	0	111	129	0	3,570	0	-235
345+00.00	34,500	50	61	69	0	111	129	0	3,681	0	-253
345+50.00	34,550	50	63	69	0	115	129	0	3,796	0	-267
346+00.00	34,600	50	61	69	0	114	129	0	3,910	0	-282
346+50.00	34,650	50	61	69	0	112	129	0	4,022	0	-299
347+00.00	34,700	50	61	69	0	112	129	0	4,134	0	-316
347+50.00	34,750	50	62	69	0	113	129	0	4,247	0	-332
348+00.00	34,800	50	63	69	0	116	129	0	4,363	0	-345
348+50.00	34,850	50	60	69	0	114	129	0	4,477	0	-360
349+00.00	34,900	50	62	69	0	113	129	0	4,590	0	-376

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 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	CUT	EXPANDED FILL	MASS ORDINATE
									1	1	
						NOTE 1	NOTE 2	NOTE 3	NOTE 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 ORDINATE	CUT - UNUSABLE PAVEMENT MATERIAL - (FILL* FILL FACTOR)

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)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
									1	1	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
369+50.00	36,950	50	76	69	0	138	129	0	9,996	0	-259
370+00.00	37,000	50	83	69	0	147	129	0	10,143	0	-241
370+50.00	37,050	50	87	69	0	158	129	0	10,301	0	-212
371+00.00	37,100	50	90	69	0	164	129	0	10,465	0	-177
371+50.00	37,150	50	97	69	0	173	129	0	10,638	0	-133
372+00.00	37,200	50	98	69	0	181	129	0	10,819	0	-81
372+50.00	37,250	50	99	69	0	183	129	0	11,002	0	-27
373+00.00	37,300	50	99	69	0	184	129	0	11,186	0	28
373+50.00	37,350	50	97	69	0	182	129	0	11,368	0	81
374+00.00	37,400	50	96	69	0	179	129	0	11,547	0	131
374+50.00	37,450	50	99	69	0	181	129	0	11,728	0	183
375+00.00	37,500	50	99	69	0	183	129	0	11,911	0	237
375+50.00	37,550	50	95	69	0	179	129	0	12,090	0	287
376+00.00	37,600	50	92	69	0	172	129	0	12,262	0	330
376+50.00	37,650	50	87	69	0	166	129	0	12,428	0	367
377+00.00	37,700	50	87	69	0	162	129	0	12,590	0	400
377+50.00	37,750	50	84	69	0	159	129	0	12,749	0	430
378+00.00	37,800	50	88	69	0	159	129	0	12,908	0	460
378+50.00	37,850	50	87	69	0	161	129	0	13,069	0	492
379+00.00	37,900	50	81	69	0	155	129	0	13,224	0	518
379+50.00	37,950	50	79	69	0	148	129	0	13,372	0	537
380+00.00	38,000	50	78	69	0	145	129	0	13,517	0	553
380+50.00	38,050	50	80	69	0	146	129	0	13,663	0	570
381+00.00	38,100	50	81	69	0	149	129	0	13,812	0	590
381+50.00	38,150	50	77	69	0	147	129	0	13,959	0	608
382+00.00	38,200	50	71	69	0	137	129	0	14,096	0	616
382+50.00	38,250	50	66	69	0	127	129	0	14,223	0	614
383+00.00	38,300	50	57	69	0	114	129	0	14,337	0	599
383+50.00	38,350	50	56	69	0	104	129	0	14,441	0	574
384+00.00	38,400	50	62	69	0	109	129	0	14,550	0	554
384+50.00	38,450	50	66	69	0	118	129	0	14,668	0	543
385+00.00	38,500	50	63	69	0	119	129	0	14,787	0	533
385+50.00	38,550	50	68	69	0	121	129	0	14,908	0	525
386+00.00	38,600	50	70	69	0	128	129	0	15,036	0	524
386+50.00	38,650	50	73	69	0	132	129	0	15,168	0	527
387+00.00	38,700	50	73	69	0	136	129	0	15,304	0	534
387+50.00	38,750	50	77	69	0	139	129	0	15,443	0	544
388+00.00	38,800	50	81	69	0	146	129	0	15,589	0	561
388+50.00	38,850	50	84	69	0	153	129	0	15,742	0	585
389+00.00	38,900	50	89	69	0	160	129	0	15,902	0	616

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 105
February 5, 2024

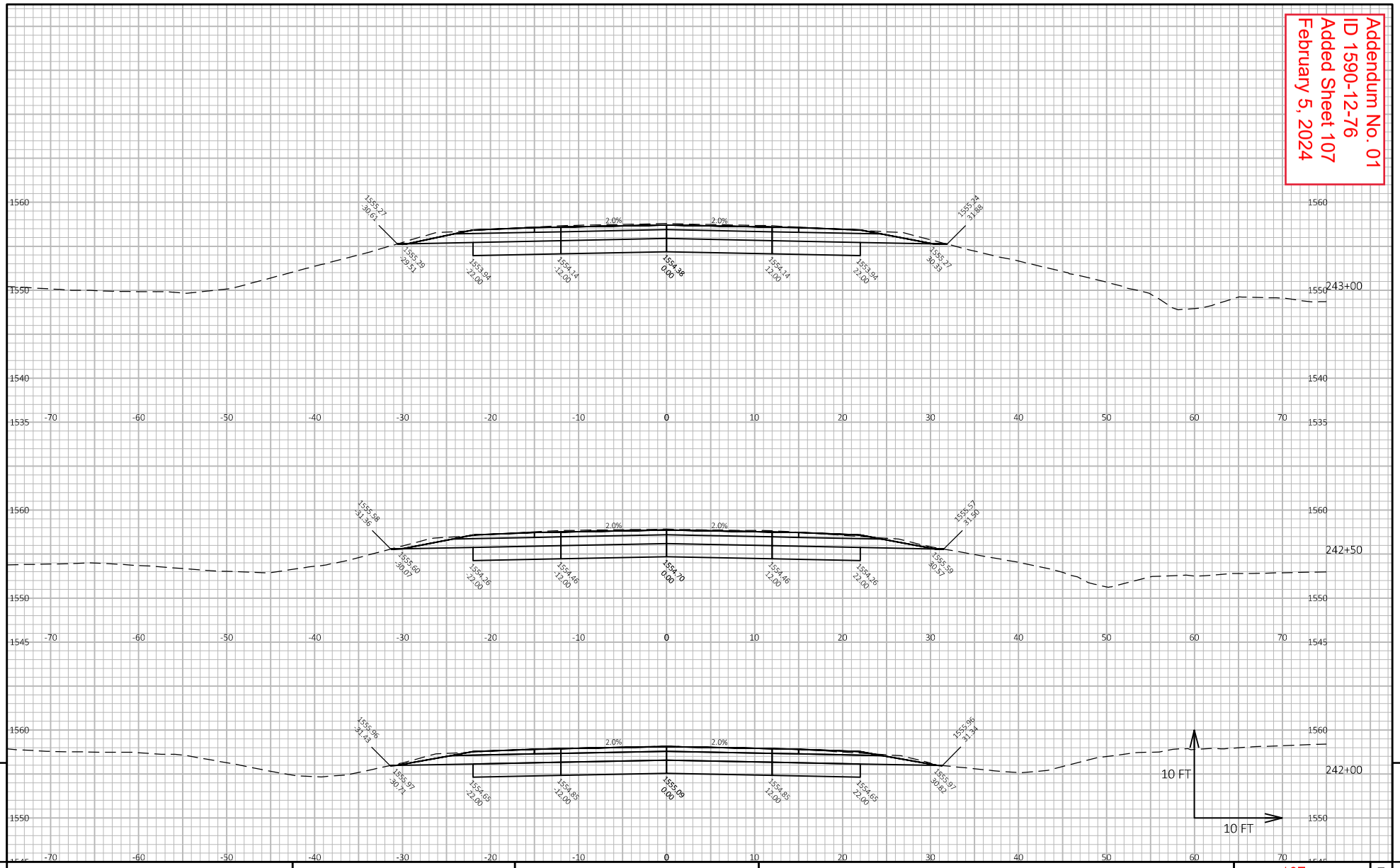
COMPUTER EARTHWORK DATA - USH 8

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	CUT	EXPANDED FILL	MASS ORDINATE
									1	1	
						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	654
390+00.00	39,000	50	93	69	0	171	129	0	16,240	0	696
390+50.00	39,050	50	93	69	0	172	129	0	16,412	0	739
391+00.00	39,100	50	84	69	0	164	129	0	16,576	0	774
391+50.00	39,150	50	79	69	0	151	129	0	16,727	0	796
392+00.00	39,200	50	73	69	0	141	129	0	16,868	0	808
392+50.00	39,250	50	72	69	0	135	129	0	17,003	0	814
393+00.00	39,300	50	74	69	0	136	129	0	17,139	0	821
393+50.00	39,350	50	72	69	0	135	129	0	17,274	0	827
394+00.00	39,400	50	67	69	0	129	129	0	17,403	0	827
394+50.00	39,450	50	70	69	0	127	129	0	17,530	0	825
395+00.00	39,500	50	73	69	0	132	129	0	17,662	0	828
395+50.00	39,550	50	76	69	0	138	129	0	17,800	0	837
396+00.00	39,600	50	76	69	0	141	129	0	17,941	0	849
396+50.00	39,650	50	88	69	0	153	129	0	18,094	0	873
397+00.00	39,700	50	80	69	0	156	129	0	18,250	0	900
397+50.00	39,750	50	80	69	0	148	129	0	18,398	0	919
398+00.00	39,800	50	76	69	0	145	129	0	18,543	0	935
398+50.00	39,850	50	81	69	0	145	129	0	18,688	0	951
399+00.00	39,900	50	82	69	0	151	129	0	18,839	0	973
399+50.00	39,950	50	82	69	0	152	129	0	18,991	0	996
400+00.00	40,000	50	81	69	0	152	129	0	19,143	0	1,019
400+50.00	40,050	50	79	69	0	148	129	0	19,291	0	1,038
401+00.00	40,100	50	73	69	0	141	129	0	19,432	0	1,050
401+50.00	40,150	50	71	69	0	134	129	0	19,566	0	1,055
402+00.00	40,200	50	74	69	0	134	129	0	19,700	0	1,060
402+50.00	40,250	50	70	69	0	133	129	0	19,833	0	1,064

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 106
February 5, 2024

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



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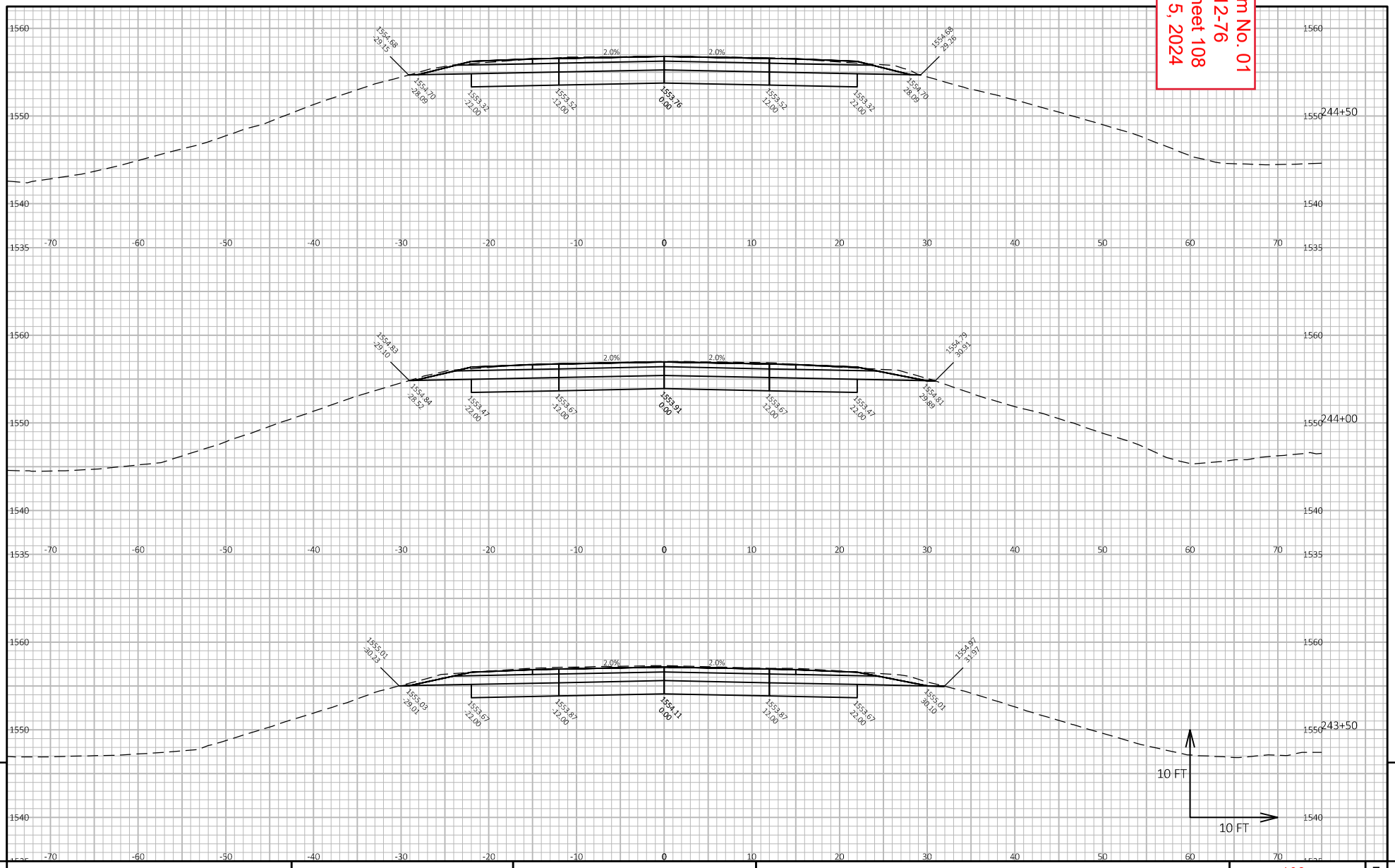
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 107	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME : 094101-9
PLOT DATE : 1/26/2024 11:28 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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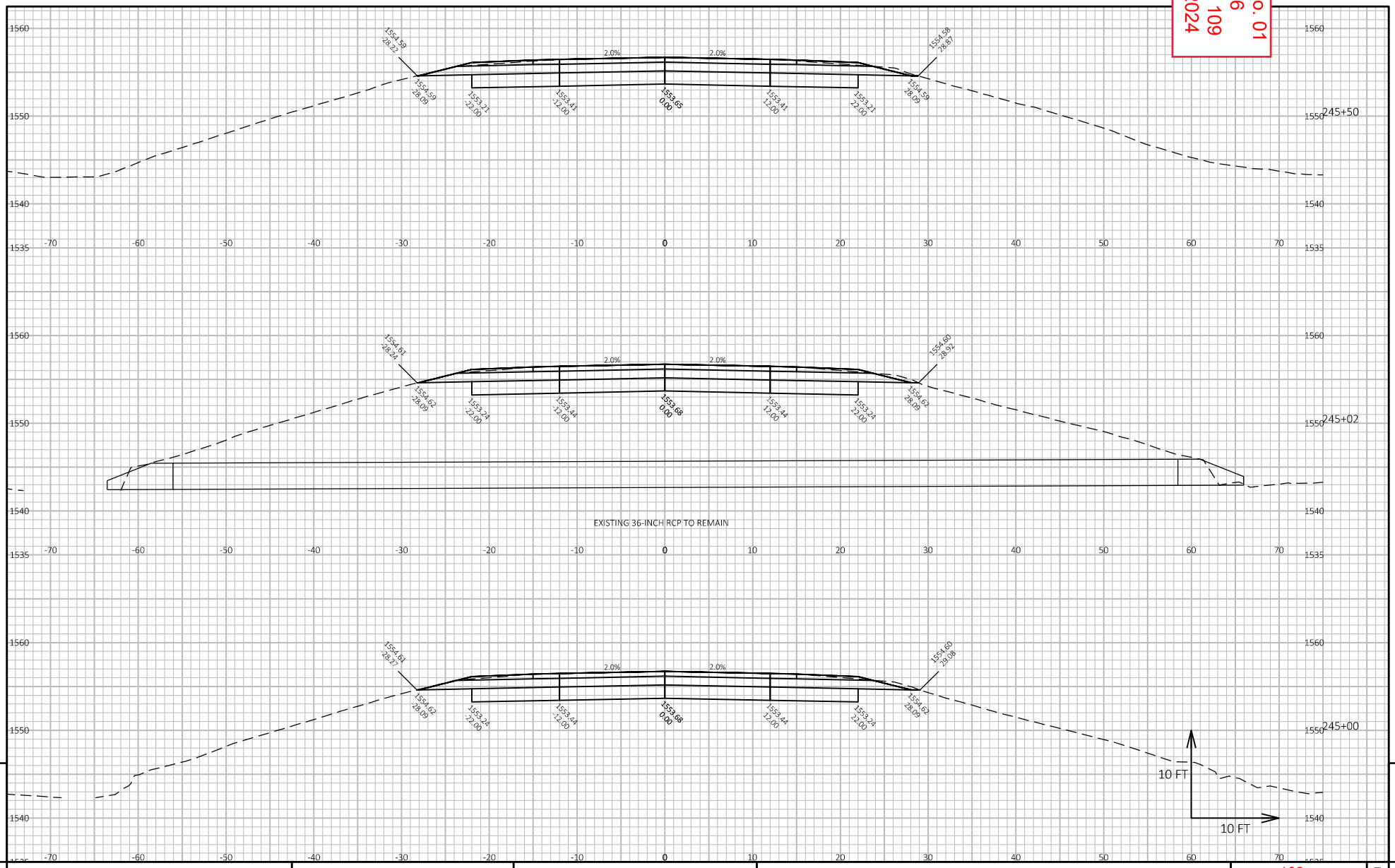
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 108	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090102-16
PLOT DATE : 1/26/2024 11:28 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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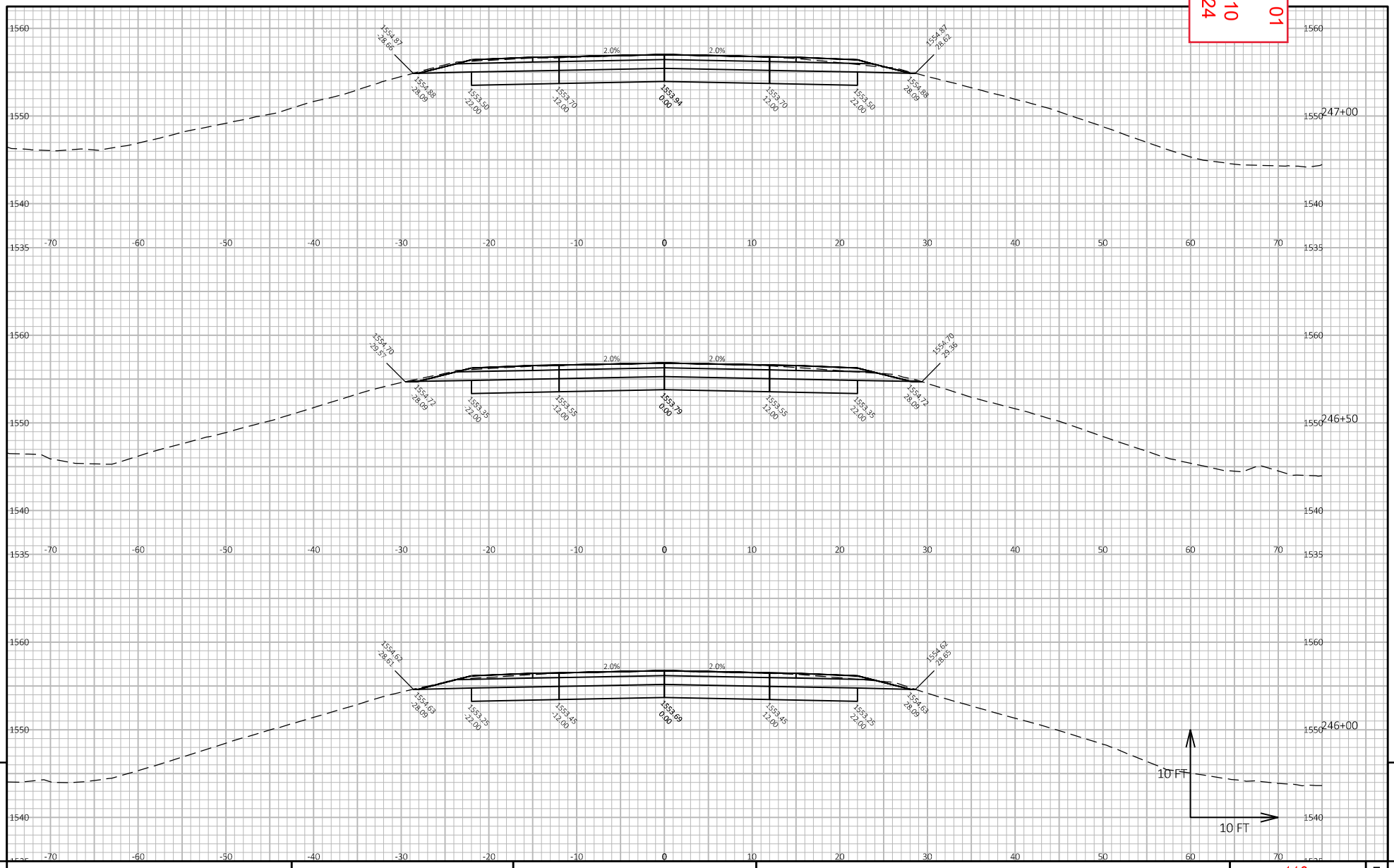
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 109	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090103-xs
PLOT DATE : 1/26/2024 11:28 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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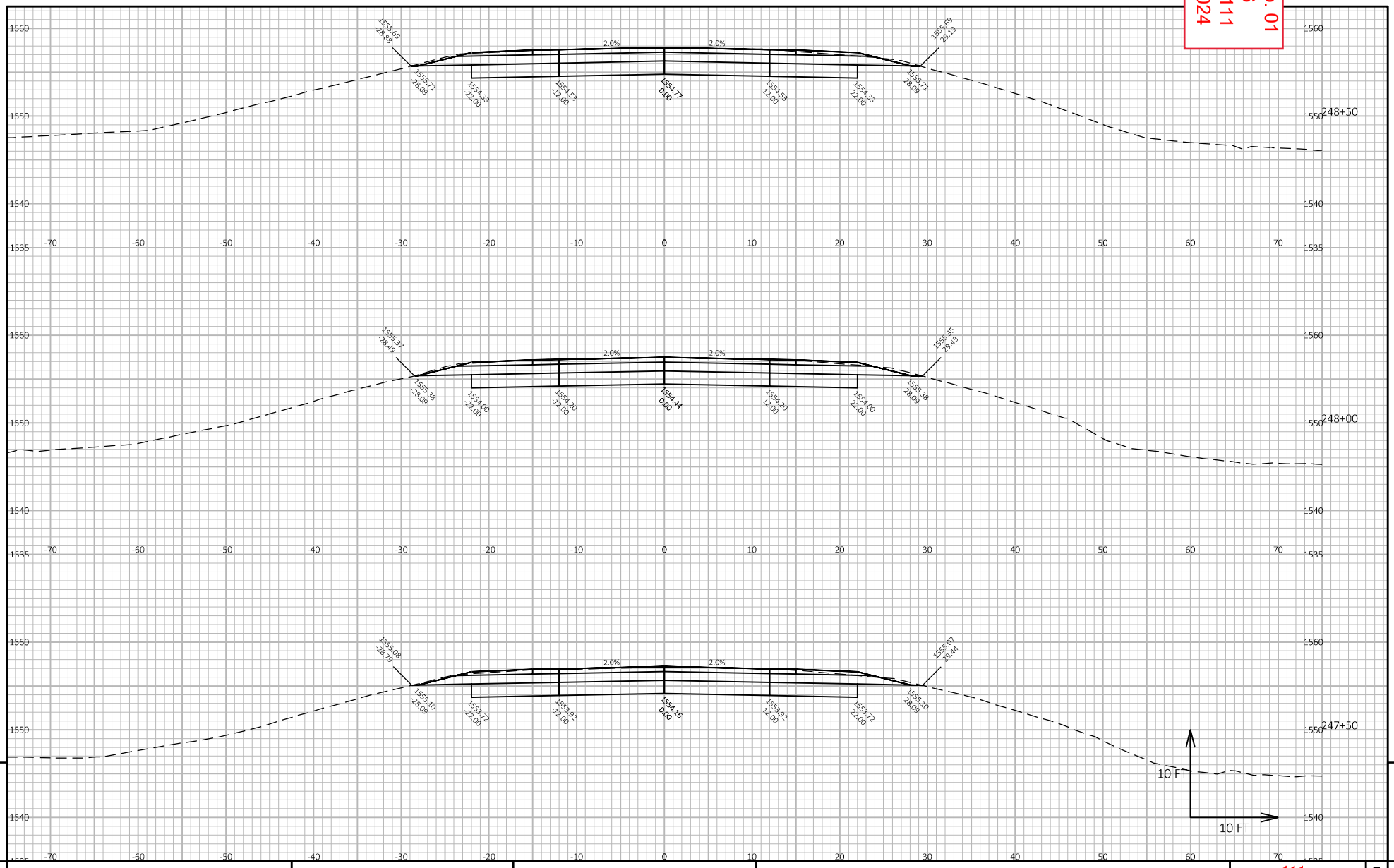
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 110	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090104-16
PLOT DATE : 1/26/2024 11:28 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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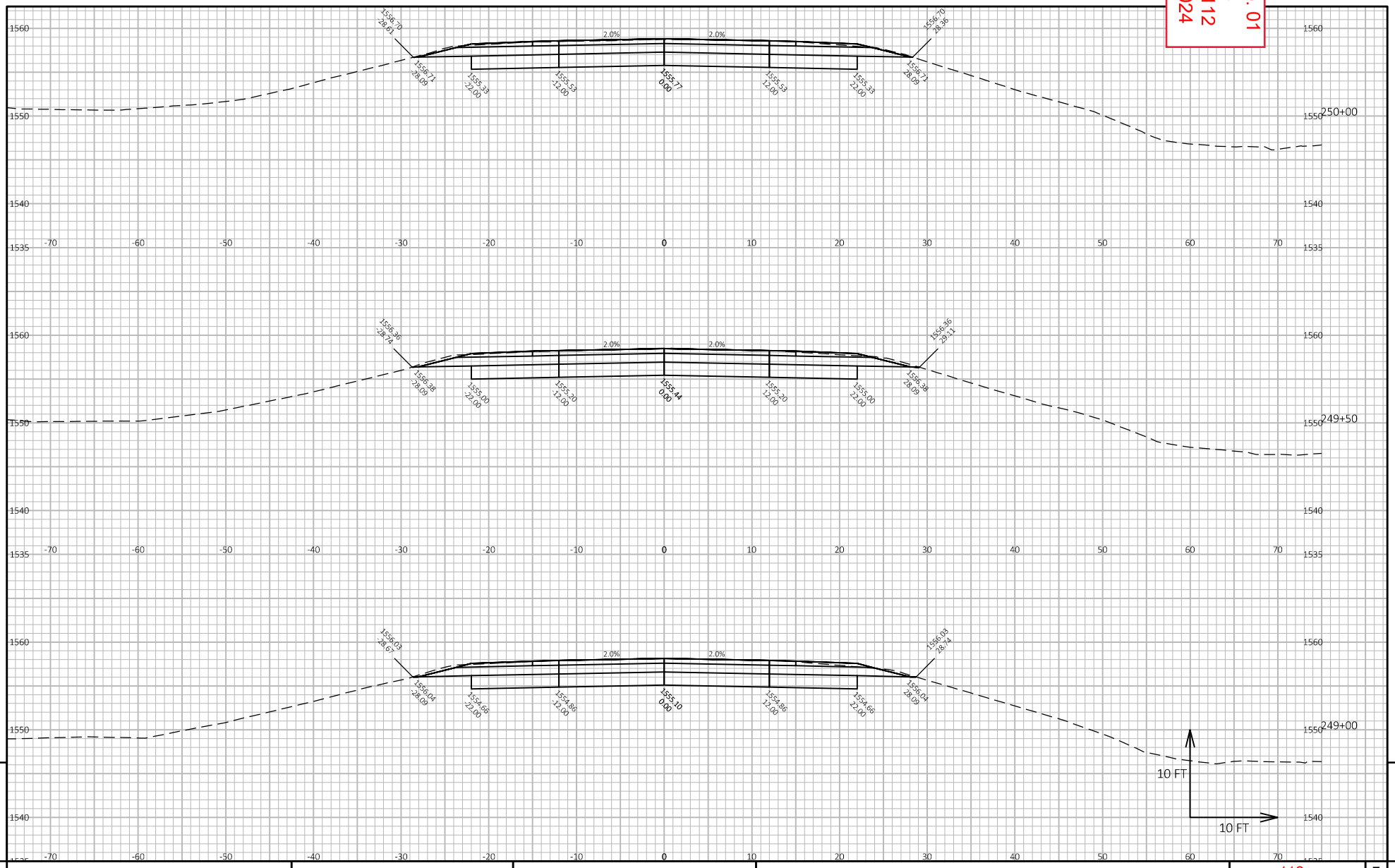
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 111	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUTNAME - 098105-48
PLOT DATE : 1/26/2024 11:28 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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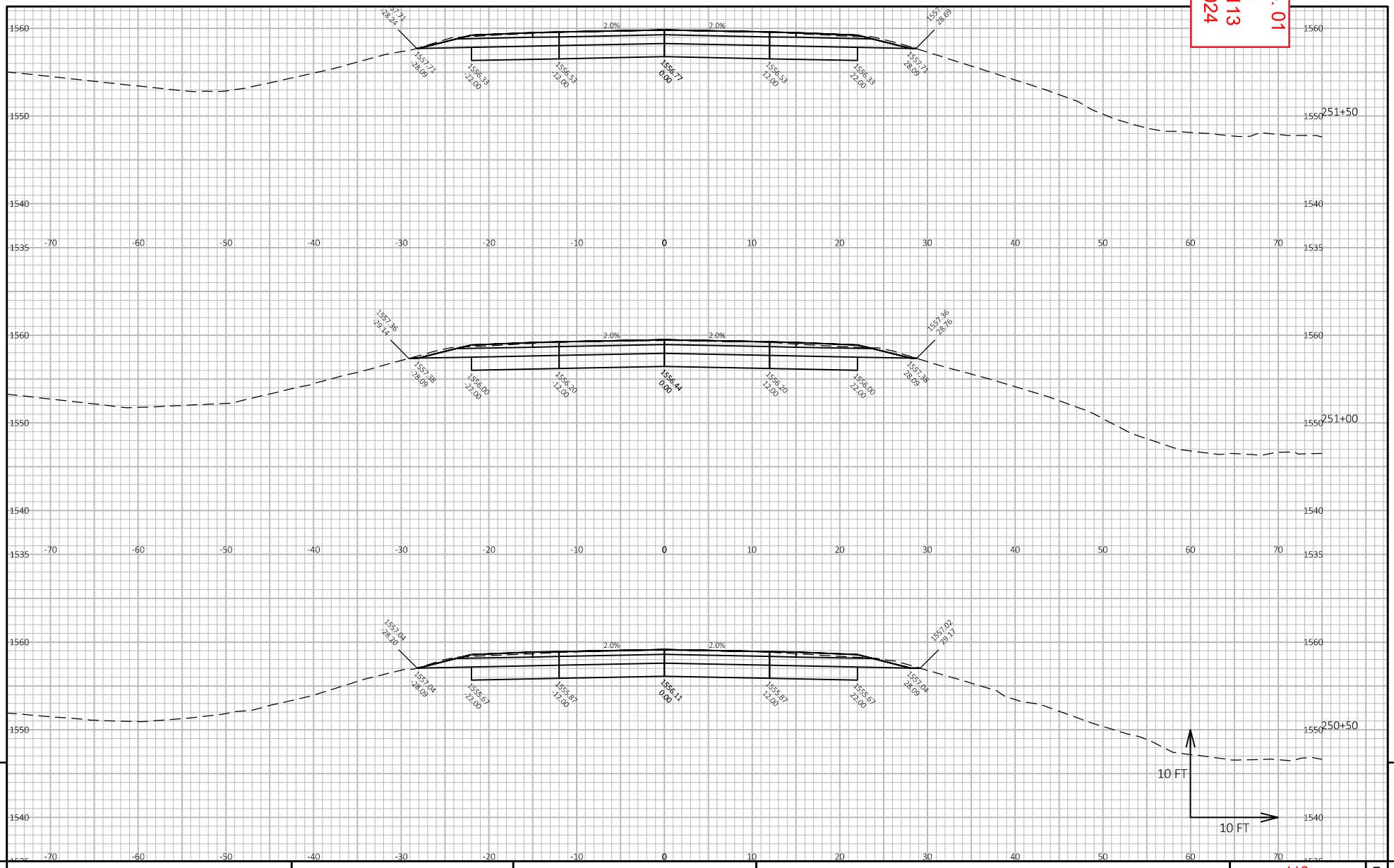
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 112	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME : 09A106-1
PLOT DATE : 1/26/2024 11:28 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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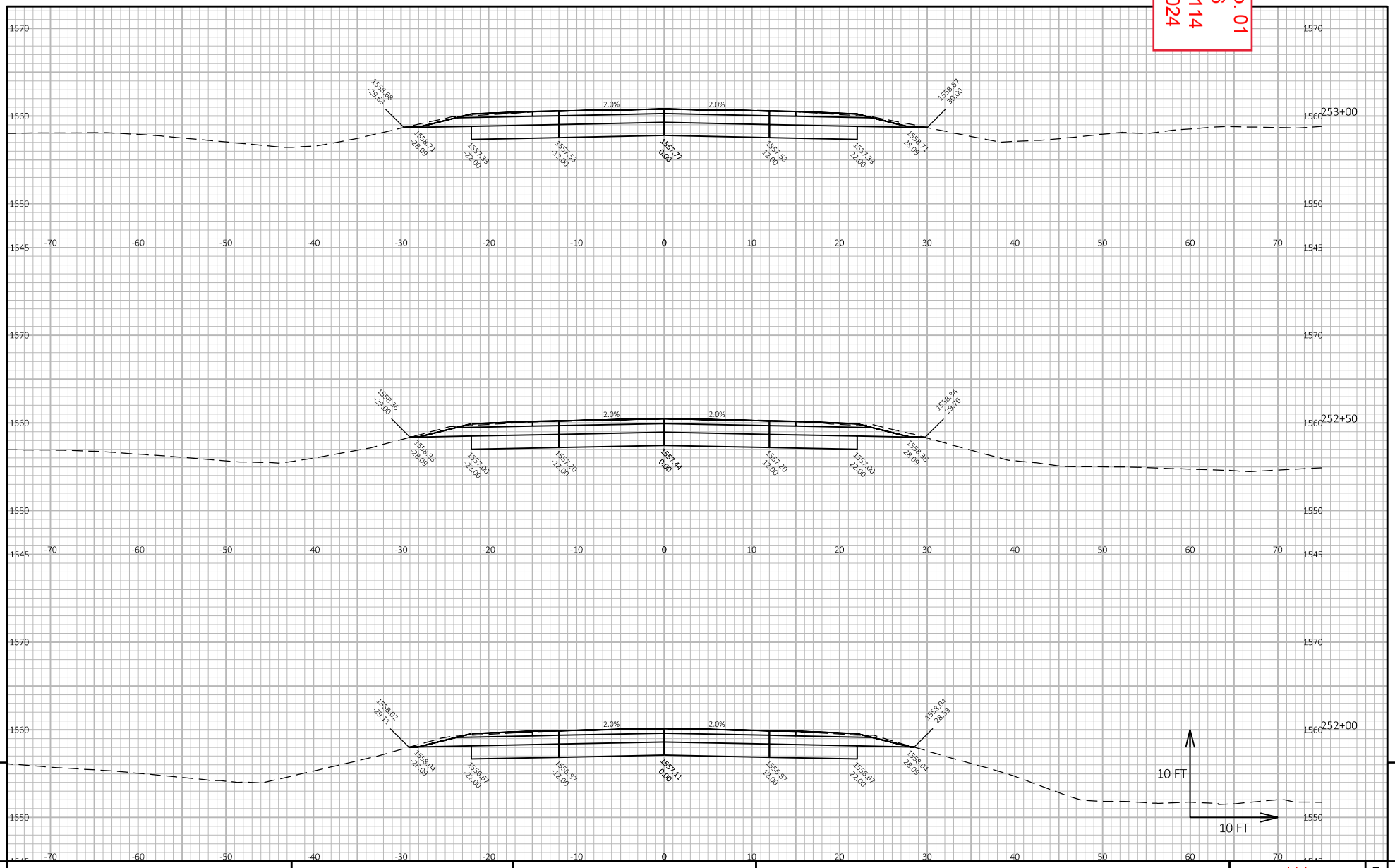
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 113	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090107-xs
PLOT DATE : 1/26/2024 11:28 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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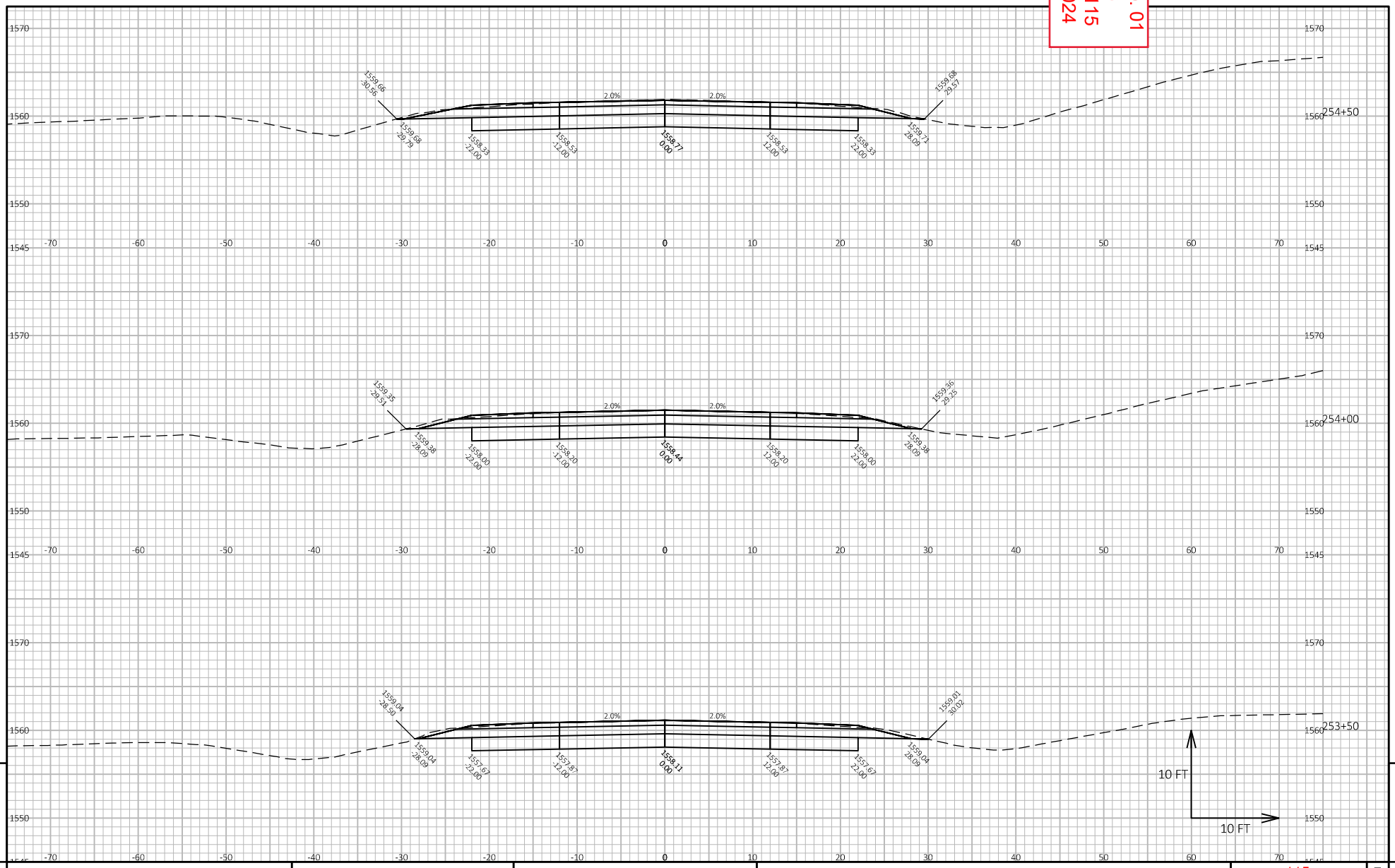
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 114	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090108-xs
PLOT DATE : 1/26/2024 11:28 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Addendum No. 01
ID 1590-12-76
Added Sheet 115
February 5, 2024

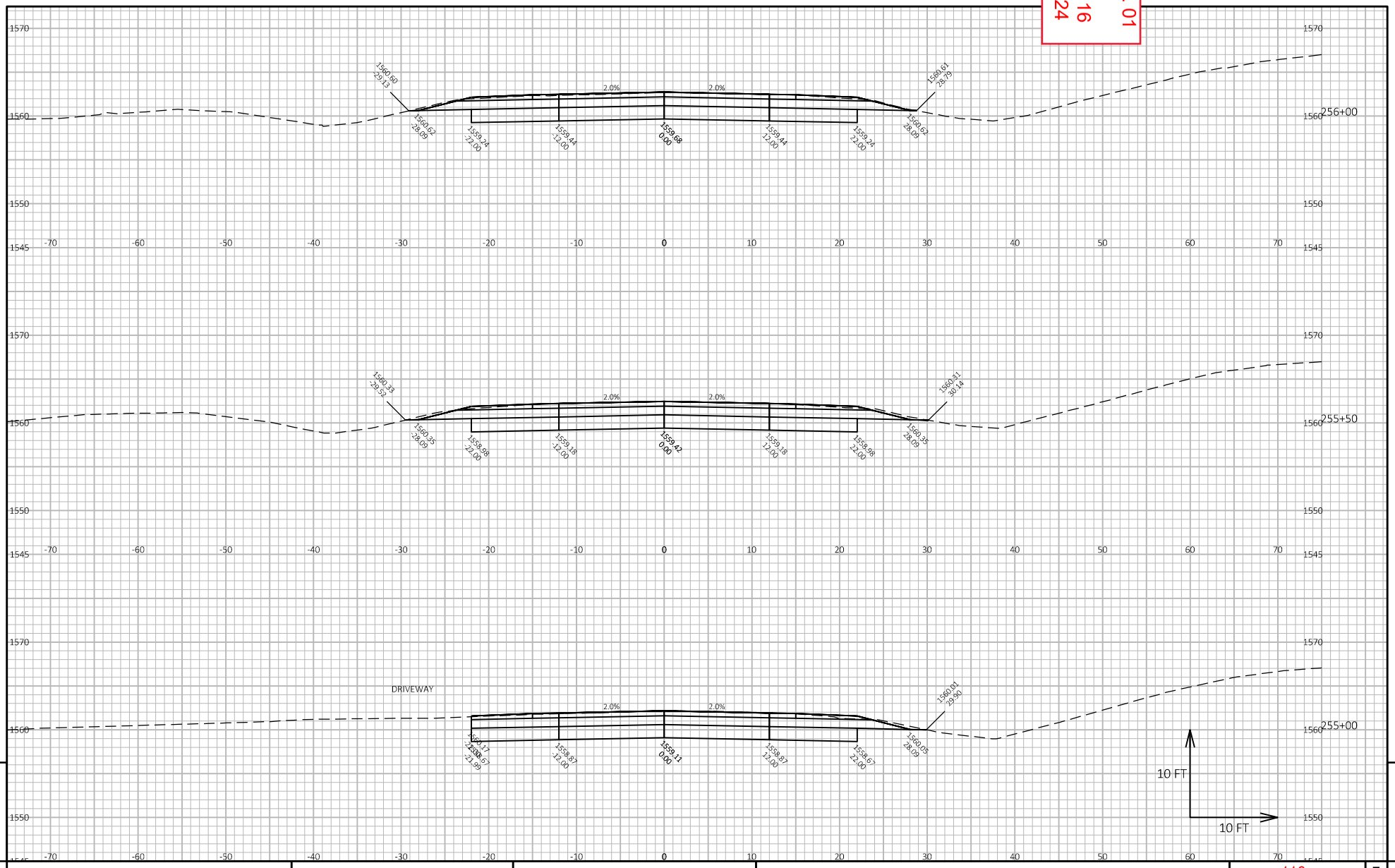


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 115	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME : 090109-xs
PLOT DATE : 1/26/2024 11:28 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



9

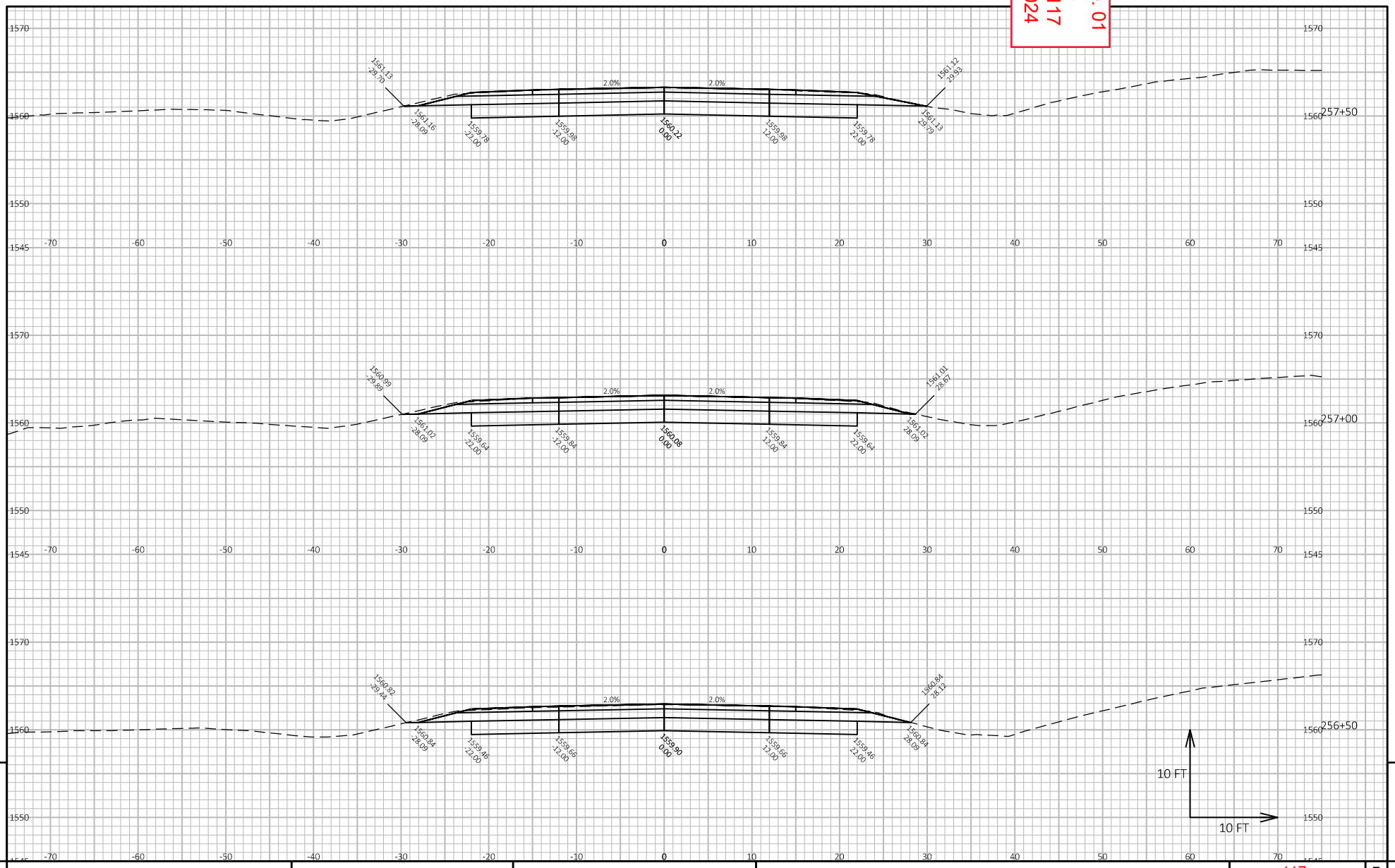
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 116	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME : 09(10)
PLOT DATE : 1/26/2024 11:29 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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

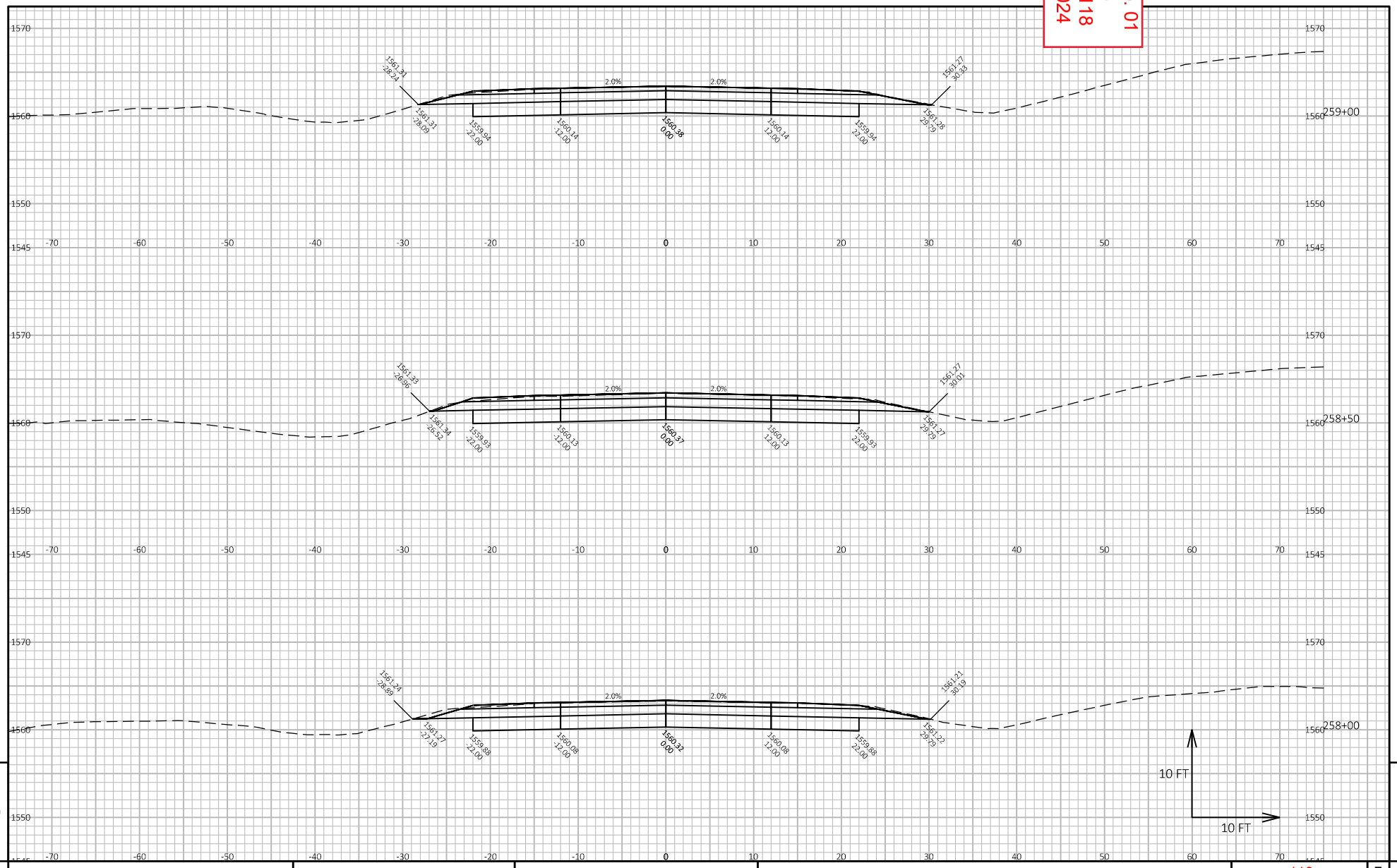


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 117	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090111-xs
PLOT DATE : 1/26/2024 11:29 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

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



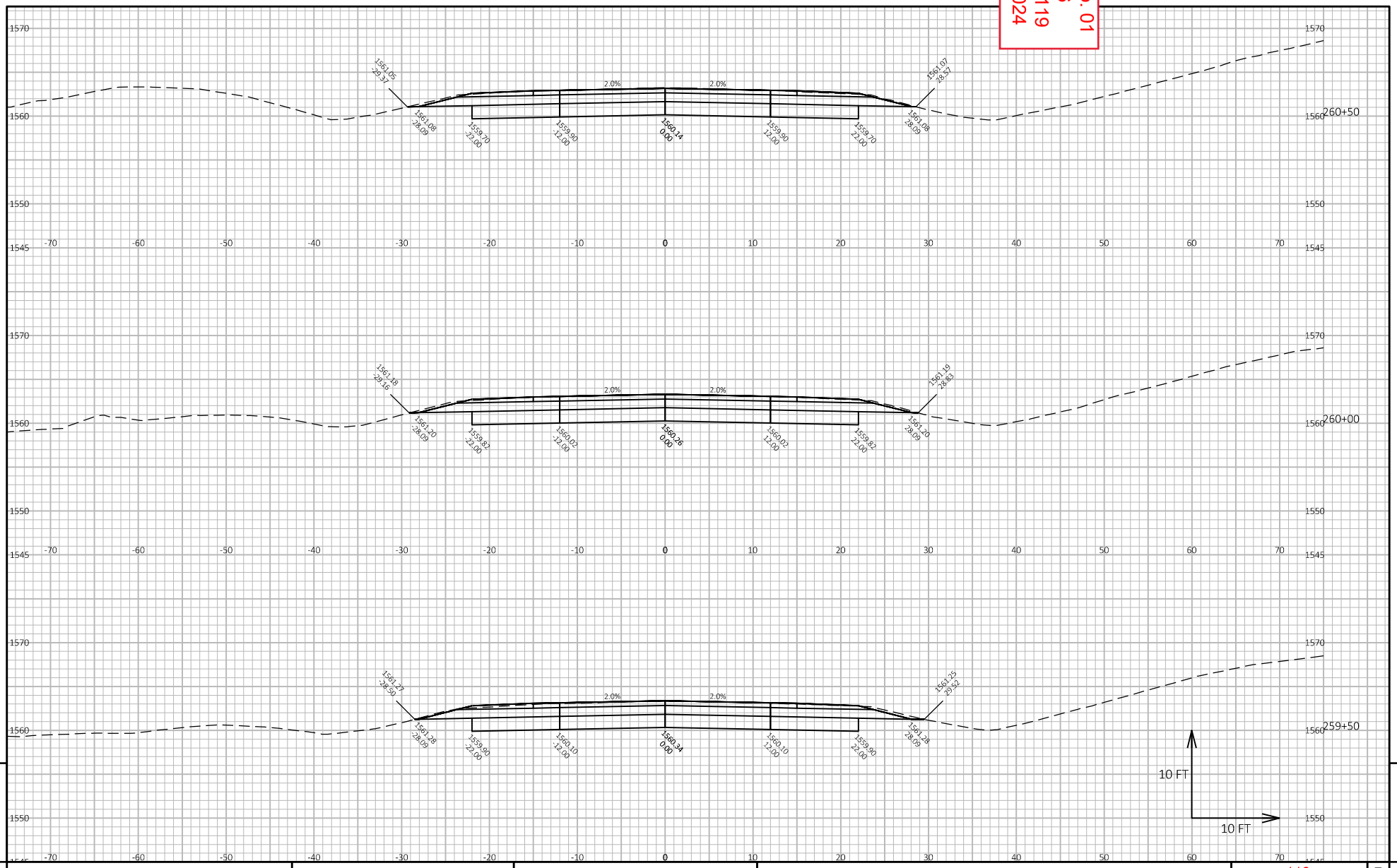
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 118	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUTNAME - 098112-18
PLOT DATE : 1/26/2024 11:29 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

9

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



9

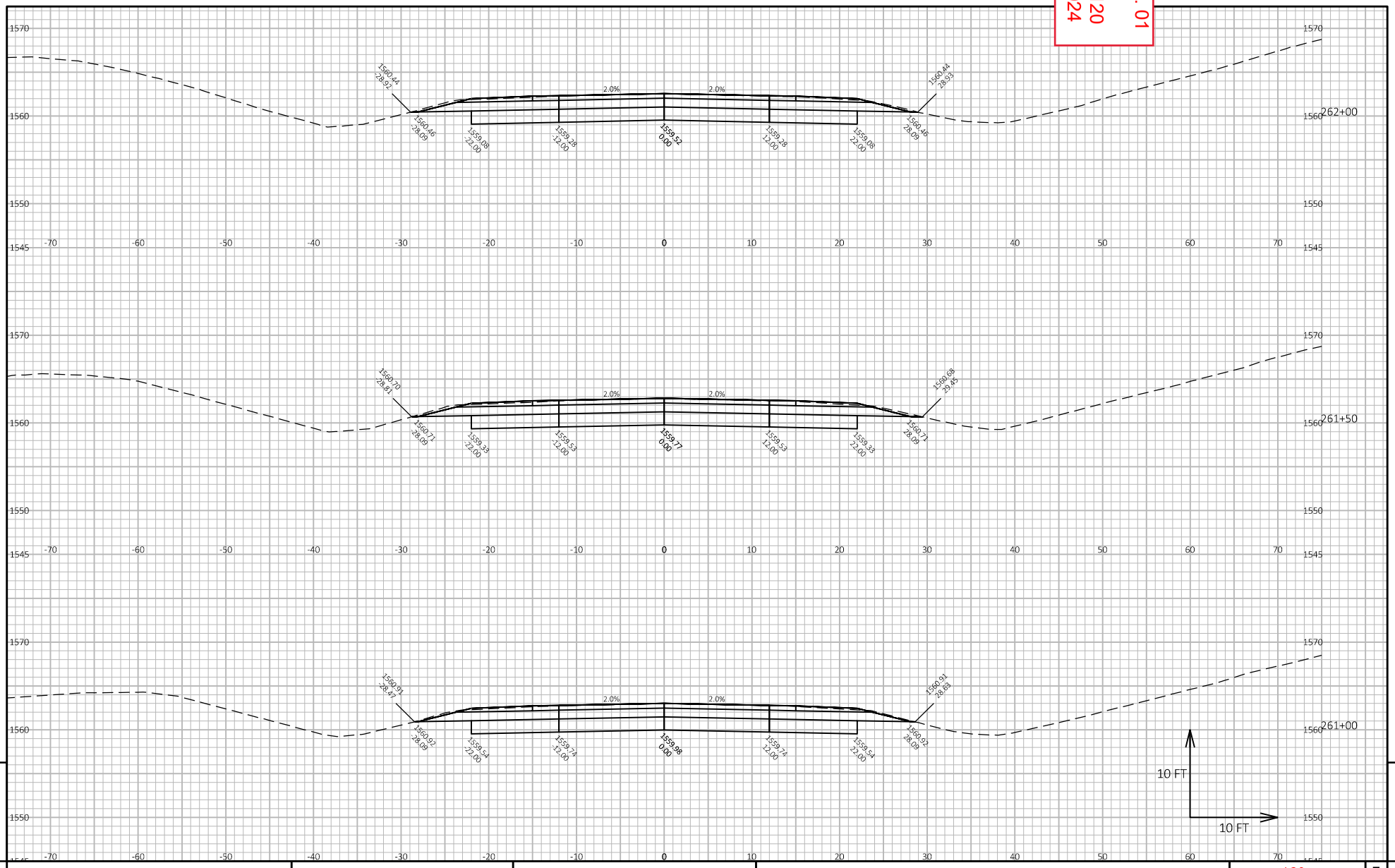
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 119	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090113-xs
PLOT DATE : 1/26/2024 11:29 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



9

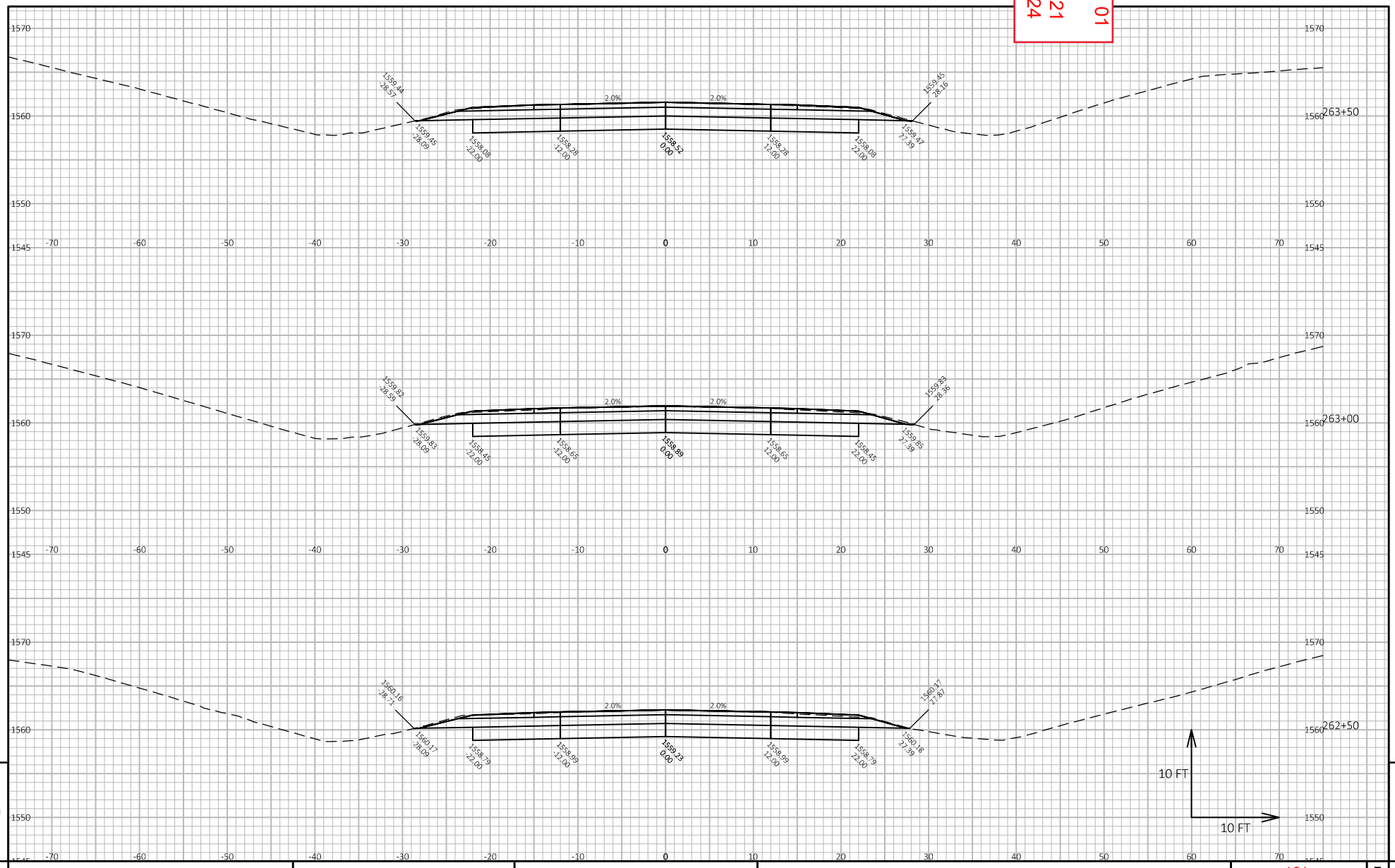
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 120	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090114-xs
PLOT DATE : 1/26/2024 11:29 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

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



9

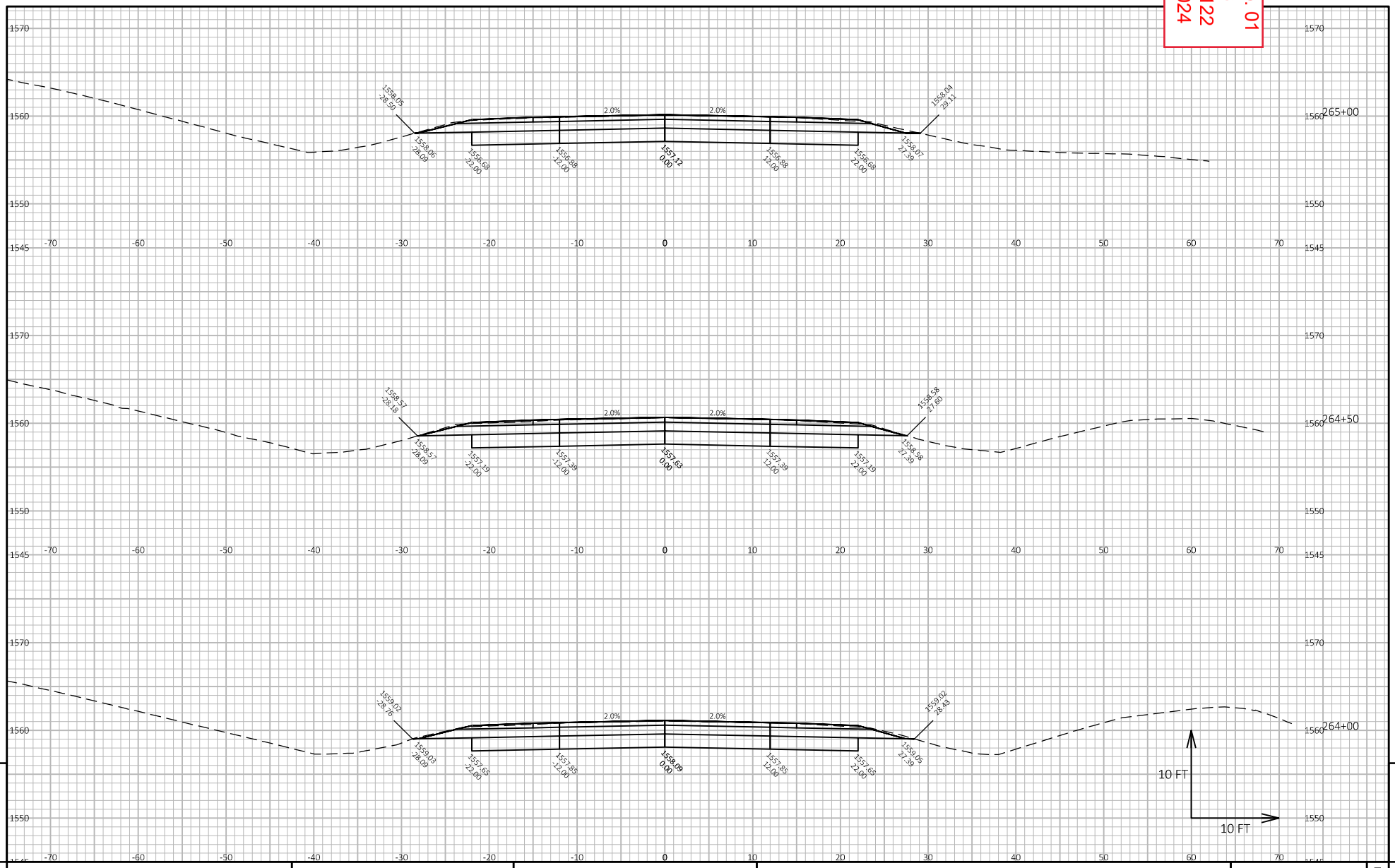
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 121	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME: 0901 15-x3
PLOT DATE : 1/26/2024 11:29 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

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

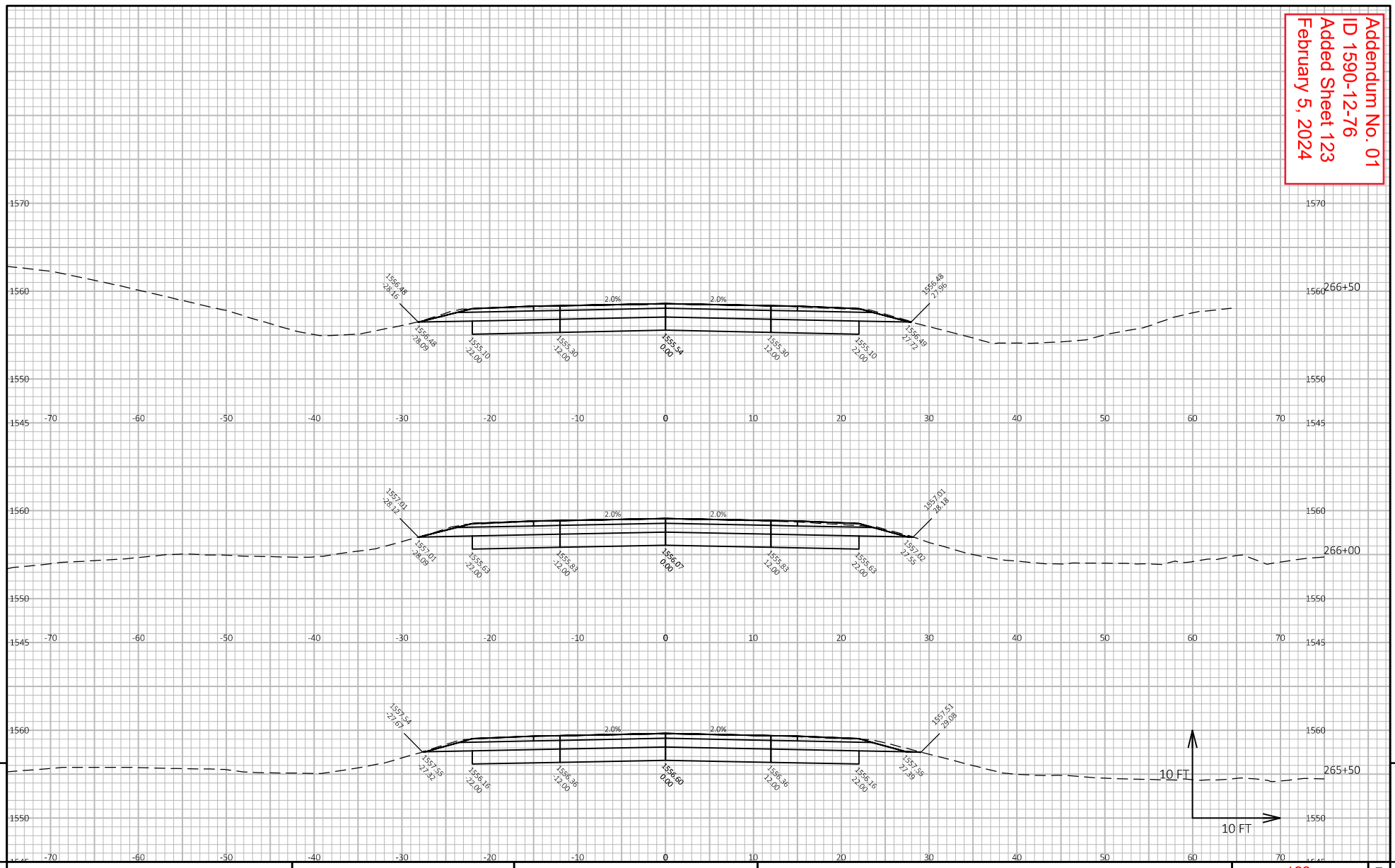


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 122	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090116-xs
PLOT DATE : 1/26/2024 11:29 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



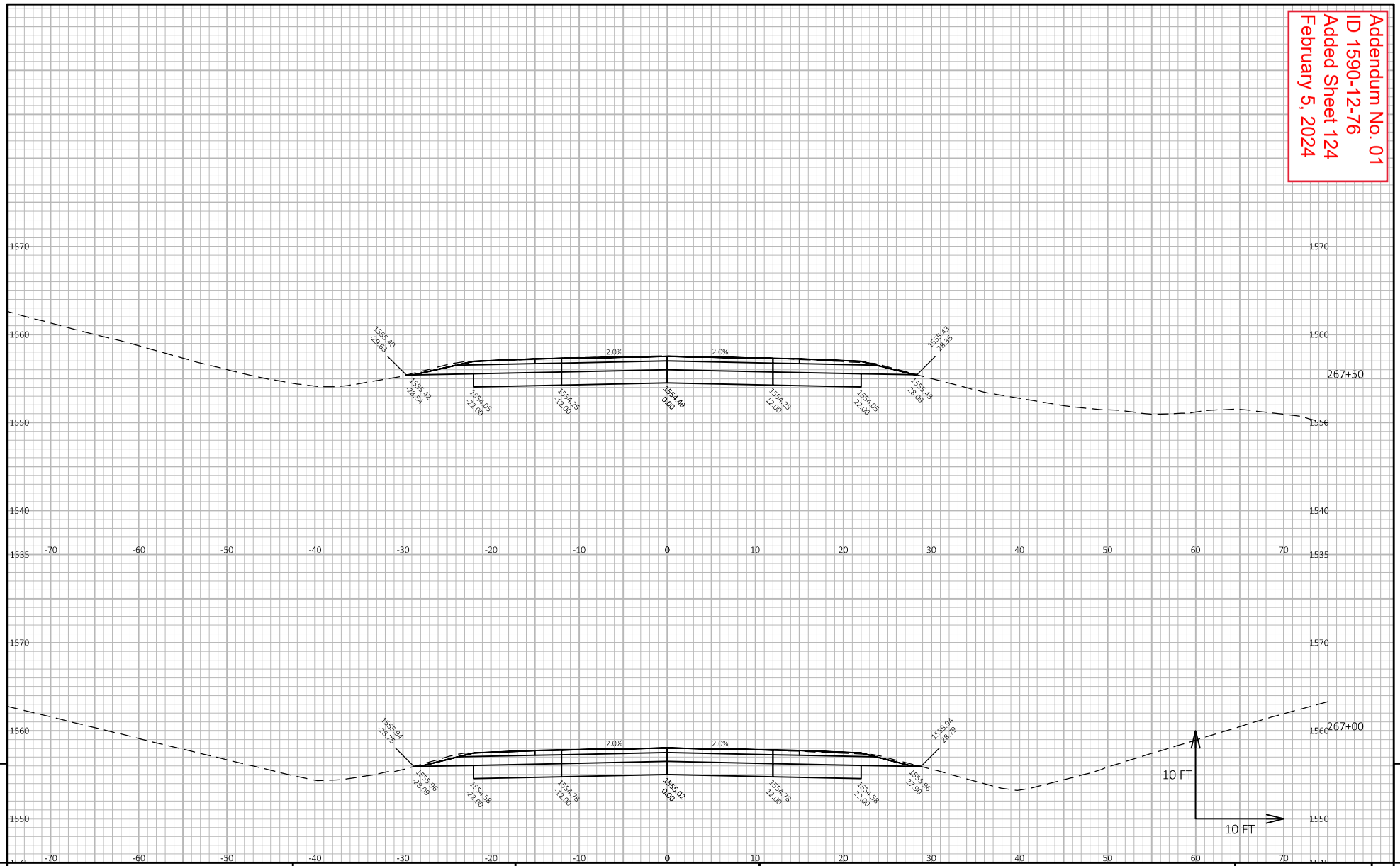
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 123	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090117-xs
PLOT DATE : 1/26/2024 11:29 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Addendum No. 01
ID 1590-12-76
Added Sheet 124
February 5, 2024



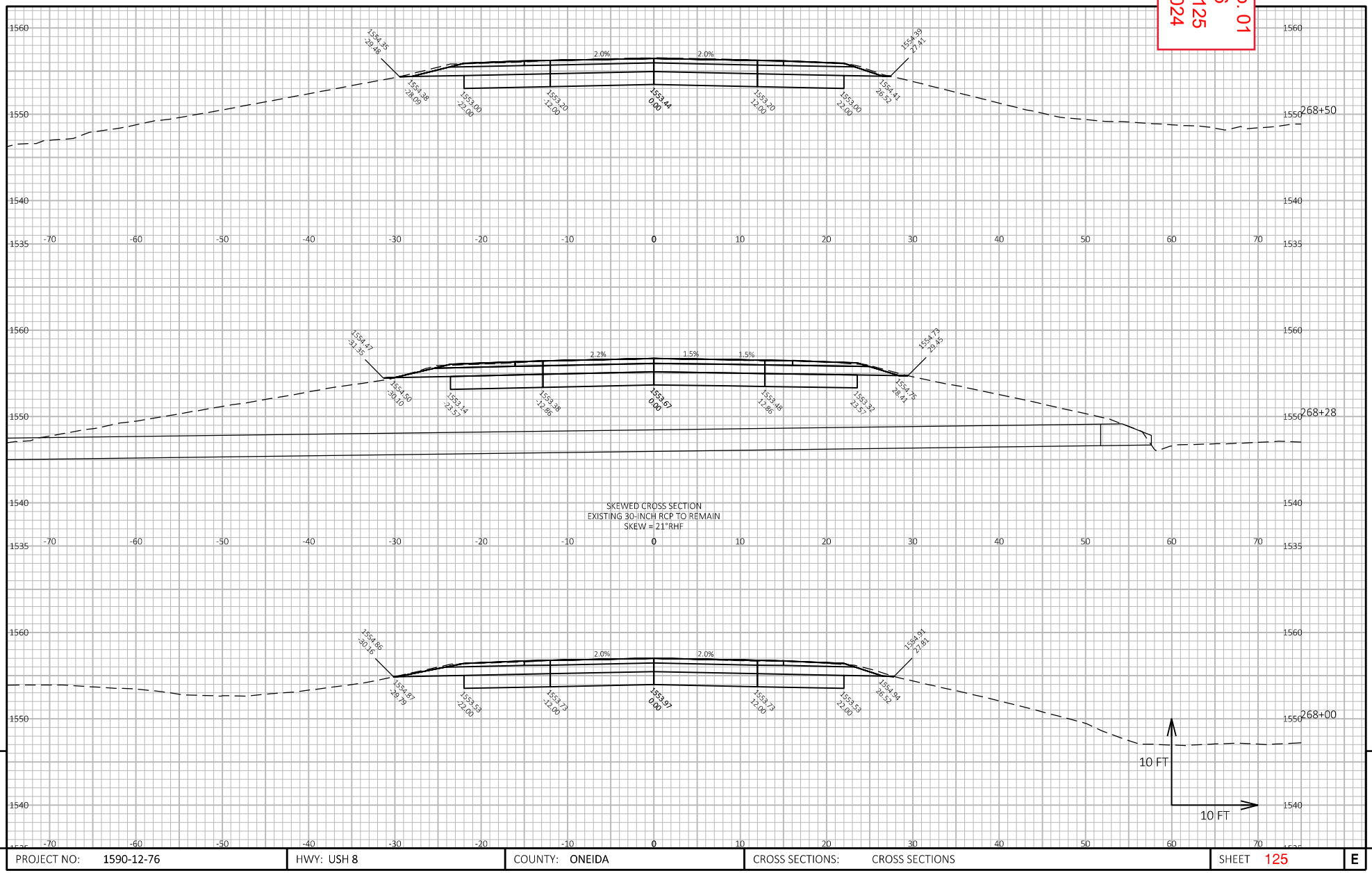
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 124	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090118-xs
PLOT DATE : 1/26/2024 11:29 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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

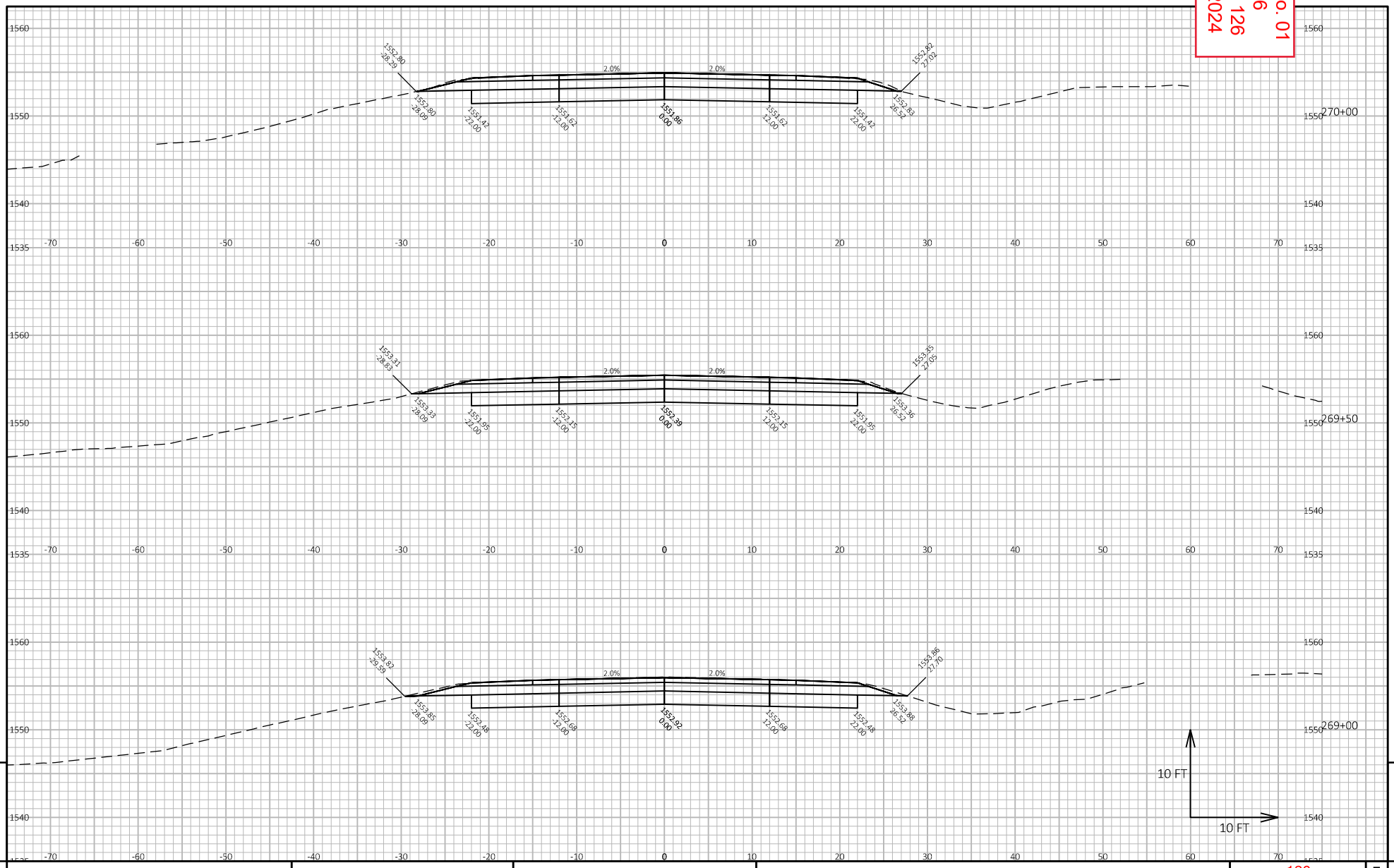


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 125	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090119-xs
PLOT DATE : 1/26/2024 11:29 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



9

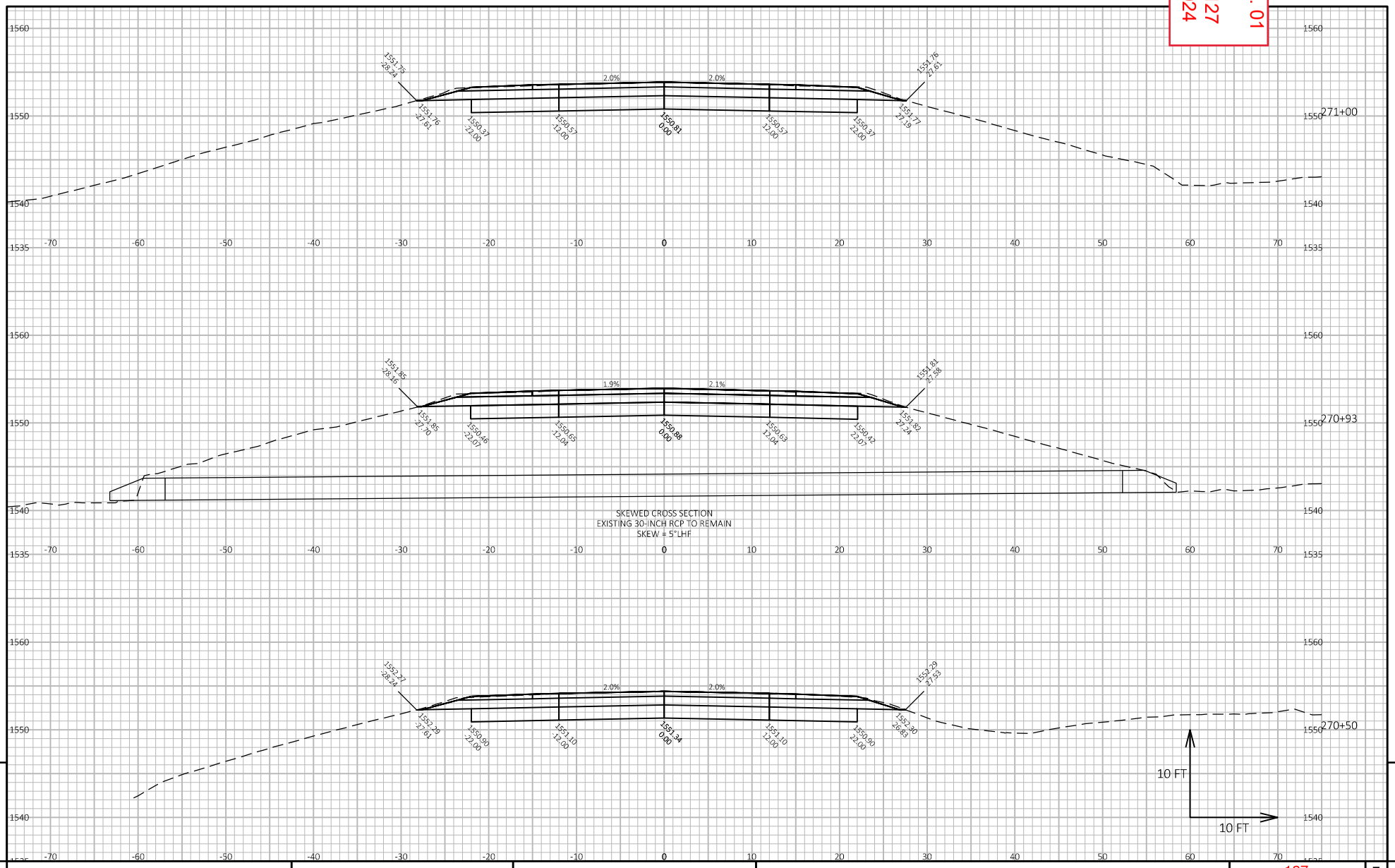
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 126	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 030120xs
PLOT DATE : 1/26/2024 11:29 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Addendum No. 01
ID 1590-12-76
Added Sheet 127
February 5, 2024



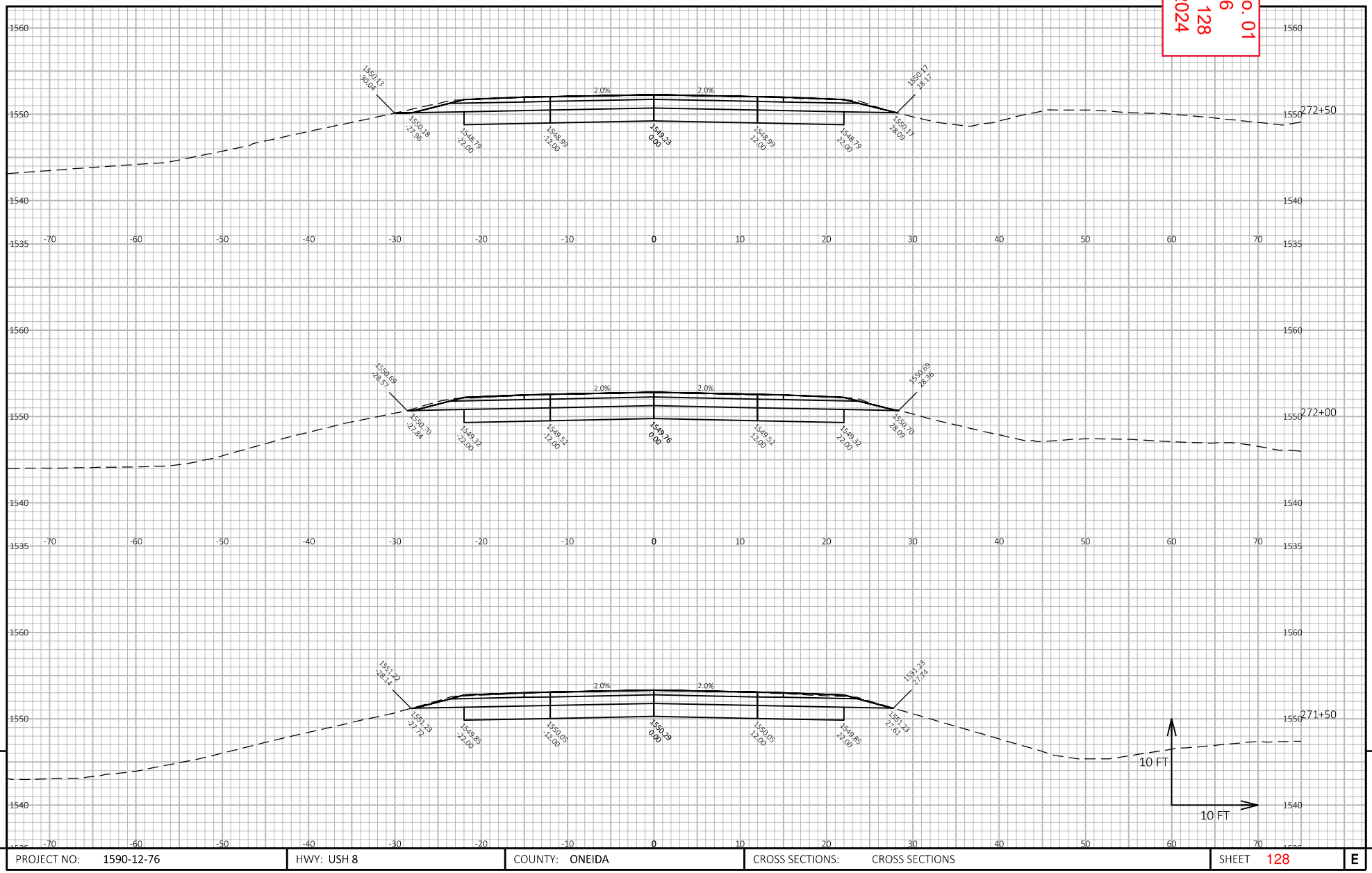
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 127	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090121-xs
PLOT DATE : 1/26/2024 11:29 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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

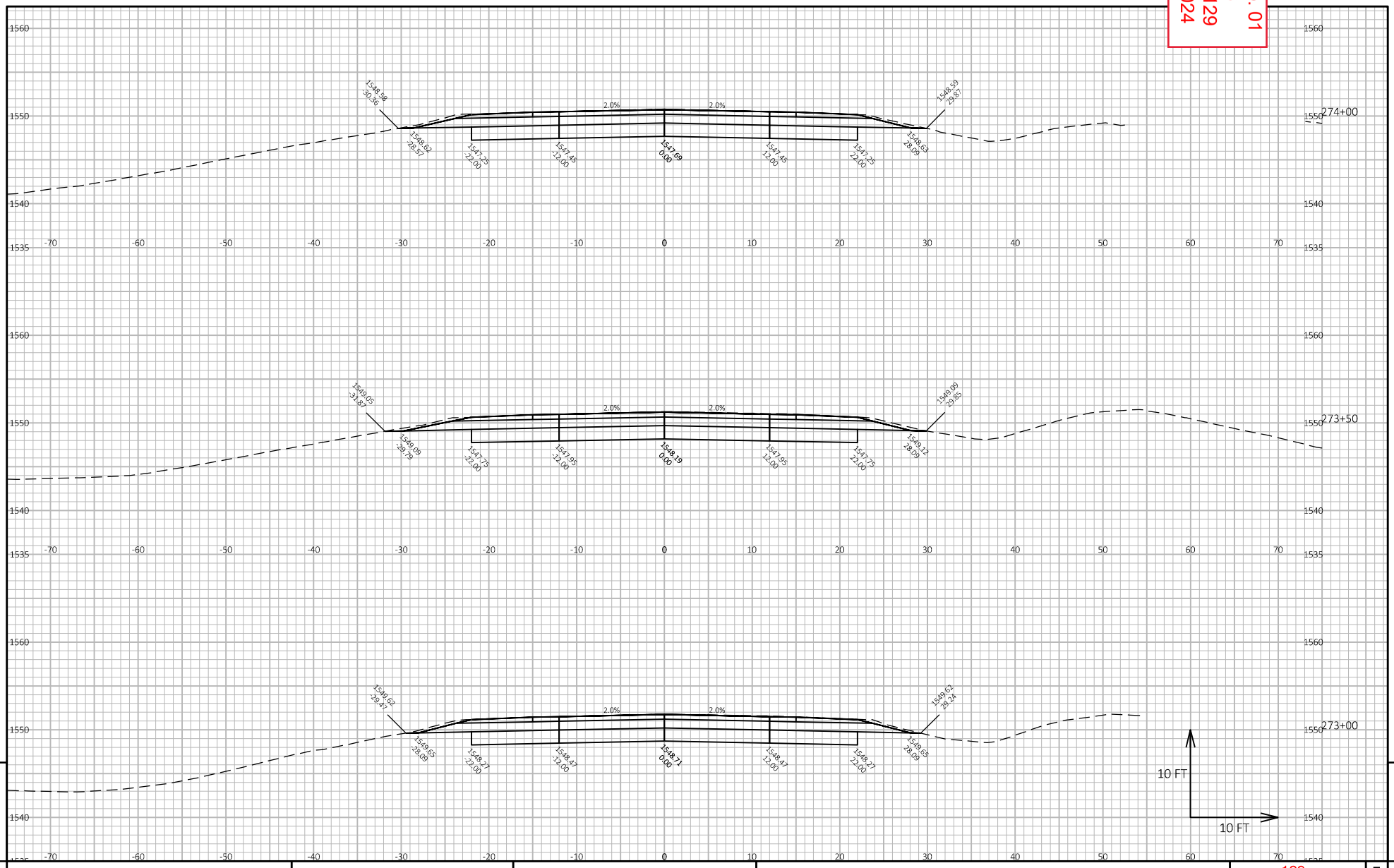


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 128	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090122-xs
PLOT DATE : 1/26/2024 11:30 AM PLOT BY : WILKE, CASSANDRA PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

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



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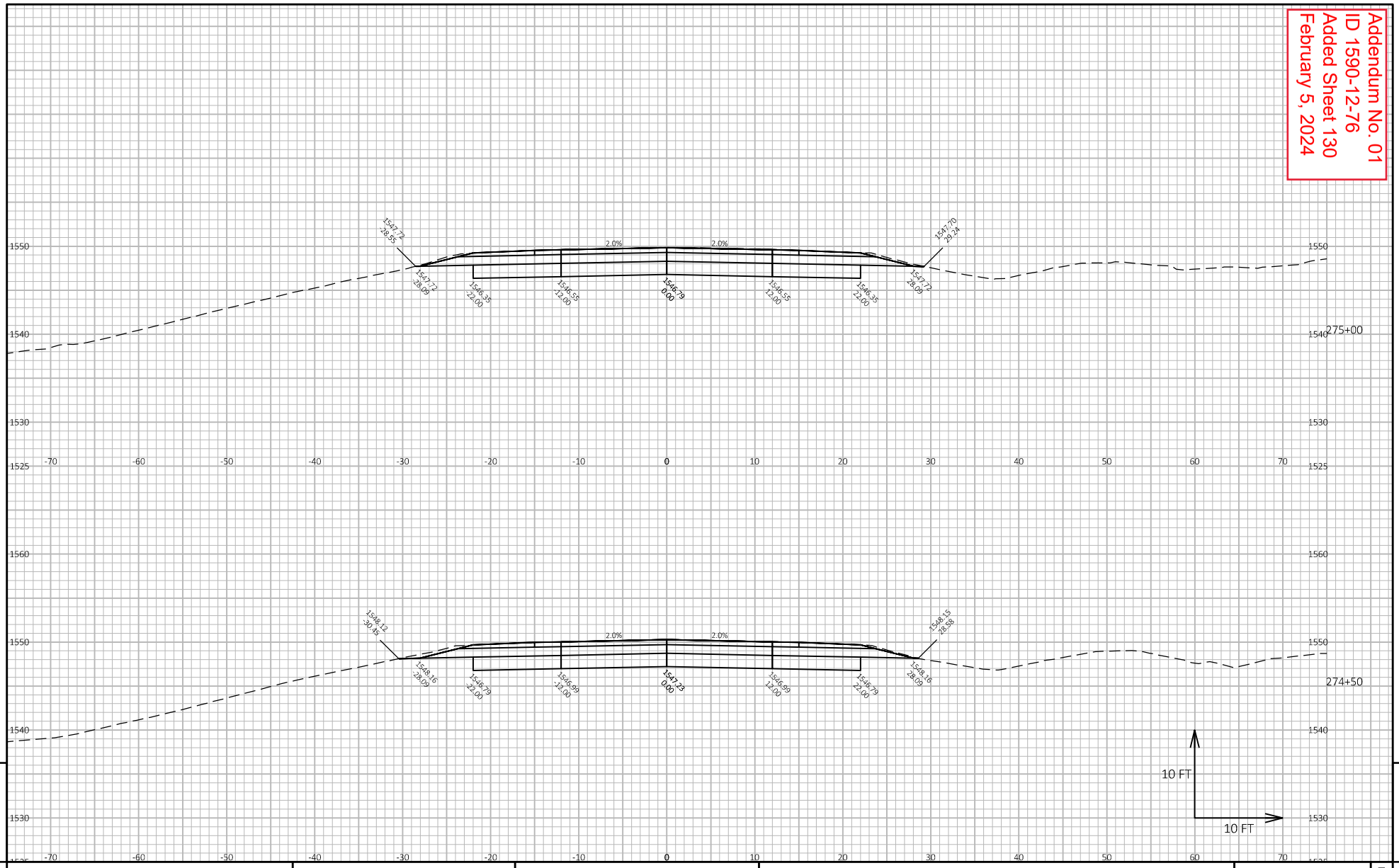
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 129	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090123-xs
PLOT DATE : 1/26/2024 11:30 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



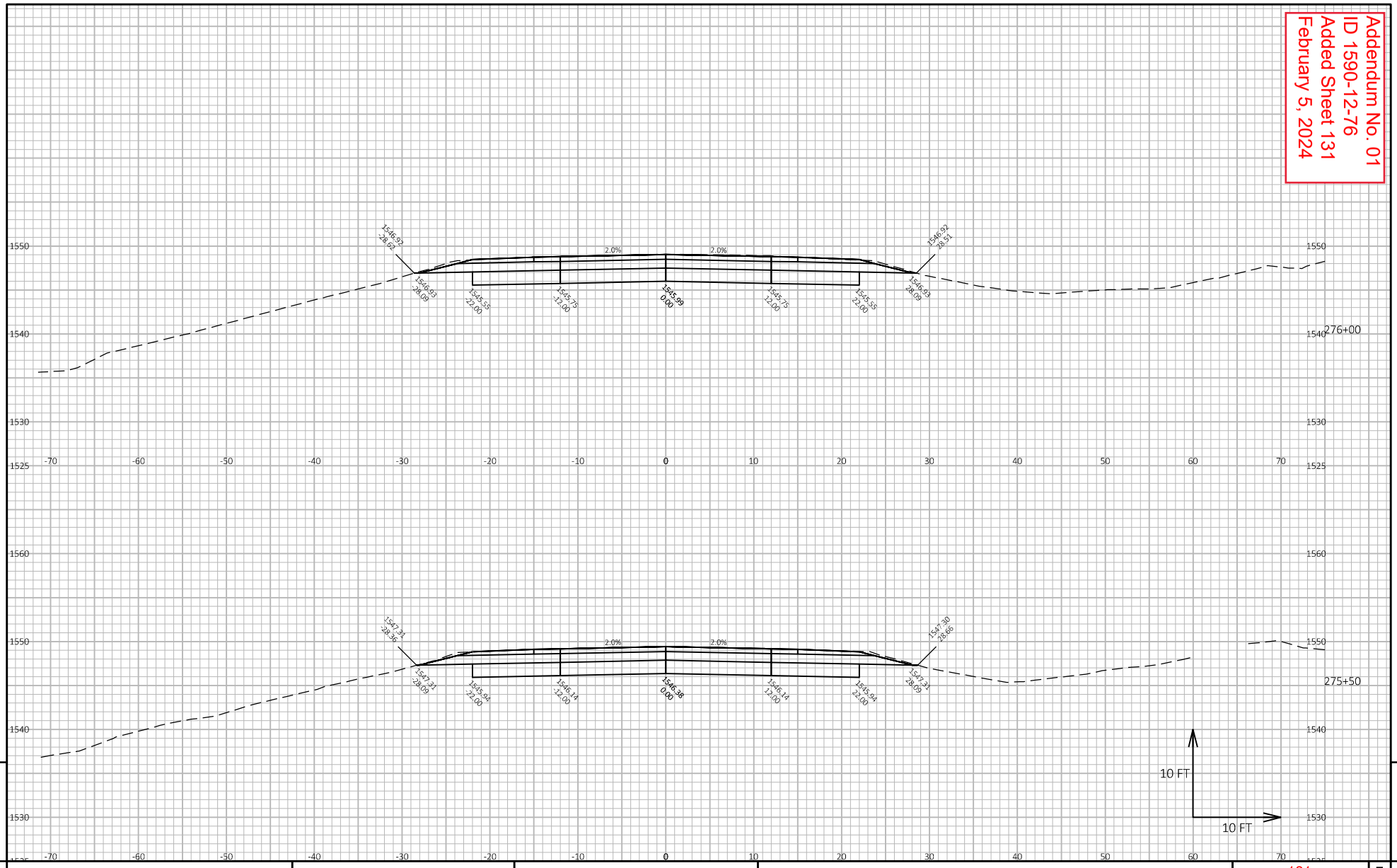
9

9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 130	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 030124xs
PLOT DATE : 1/26/2024 11:30 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

Addendum No. 01
ID 1590-12-76
Added Sheet 131
February 5, 2024



9

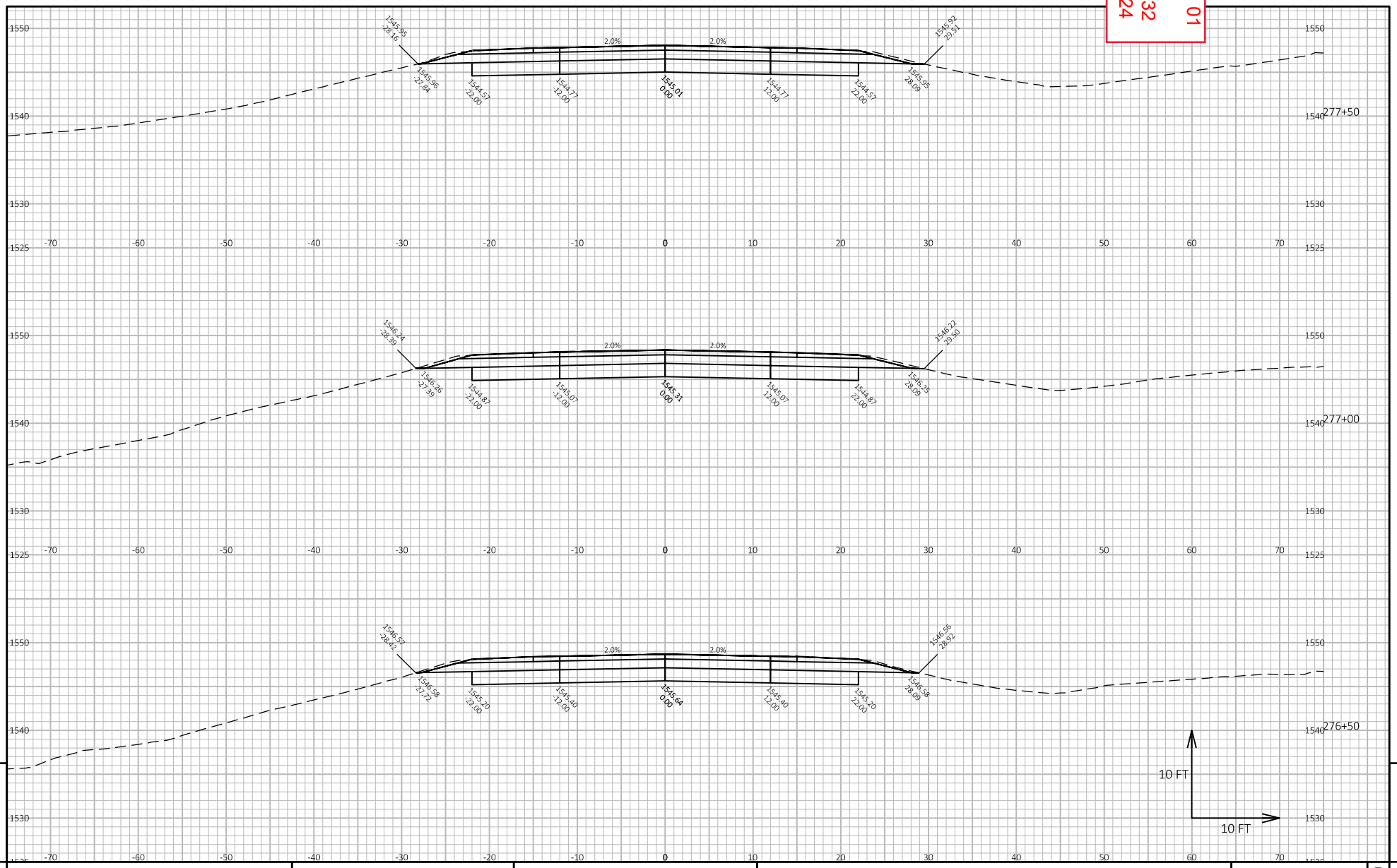
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 131	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090125-xs
PLOT DATE : 1/26/2024 11:30 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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

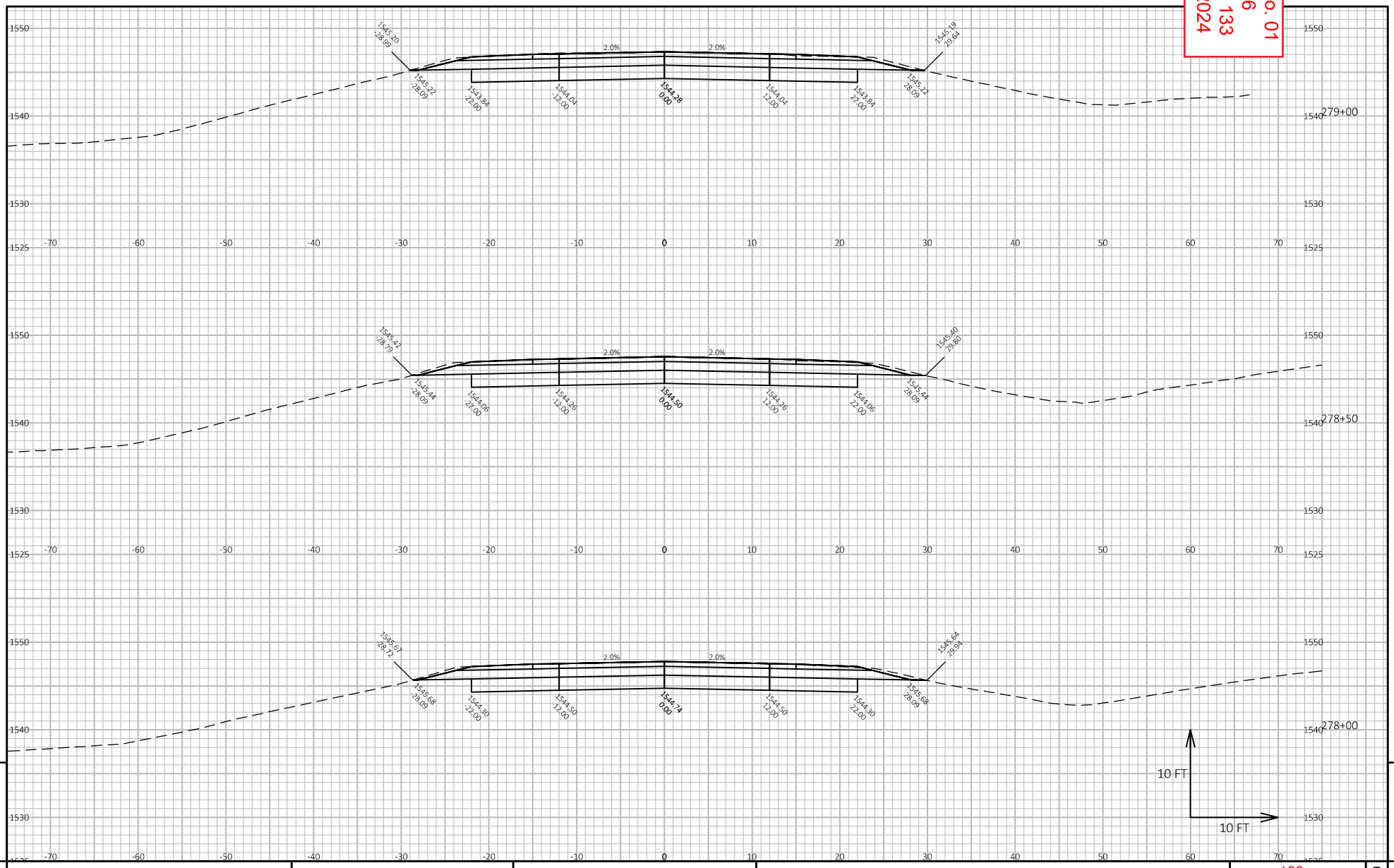


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 132	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - DW126
PLOT DATE : 1/26/2024 11:30 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

Addendum No. 01
ID 1590-12-76
Added Sheet 133
February 5, 2024



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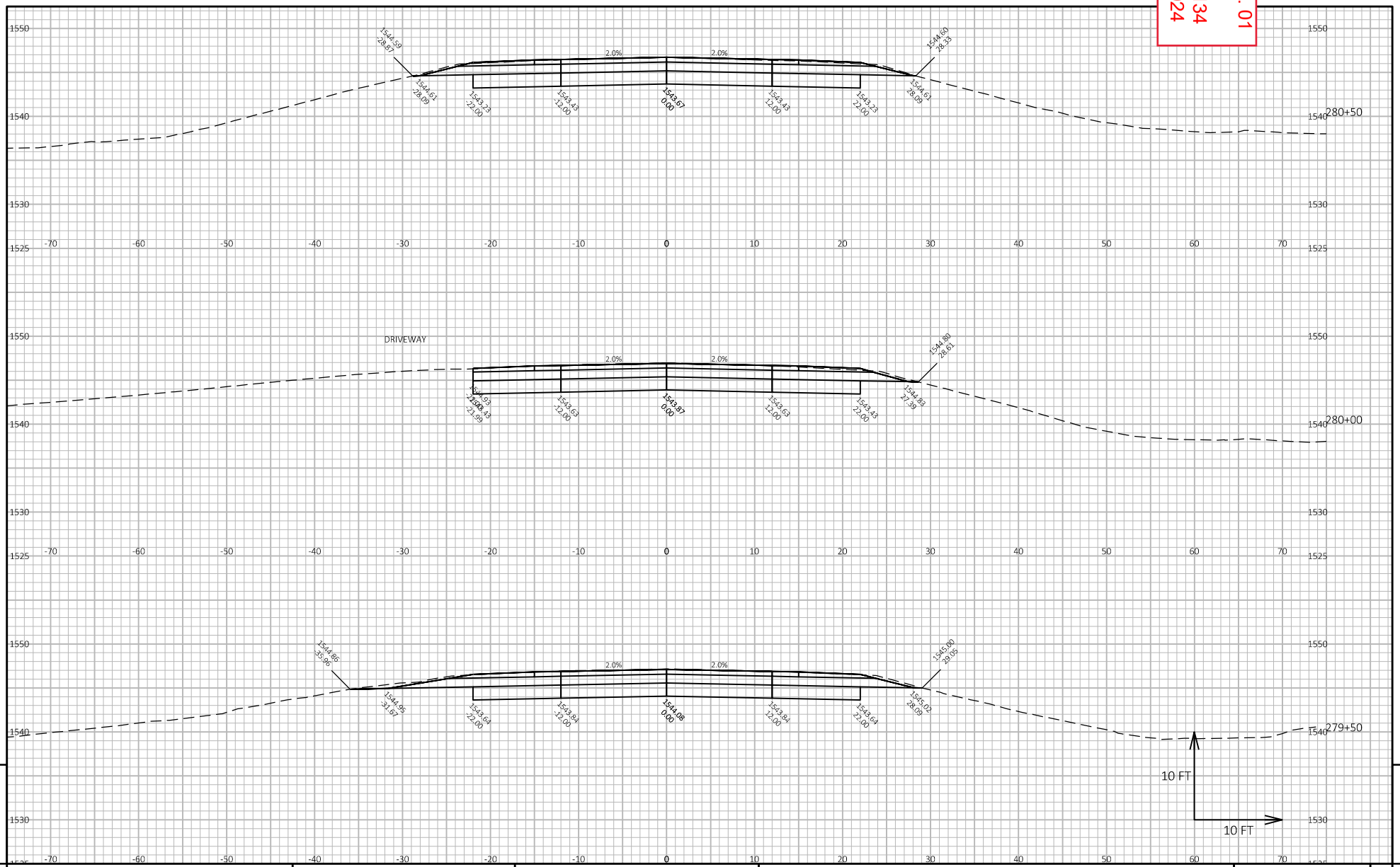
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 133	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090127-xs
PLOT DATE : 1/26/2024 11:30 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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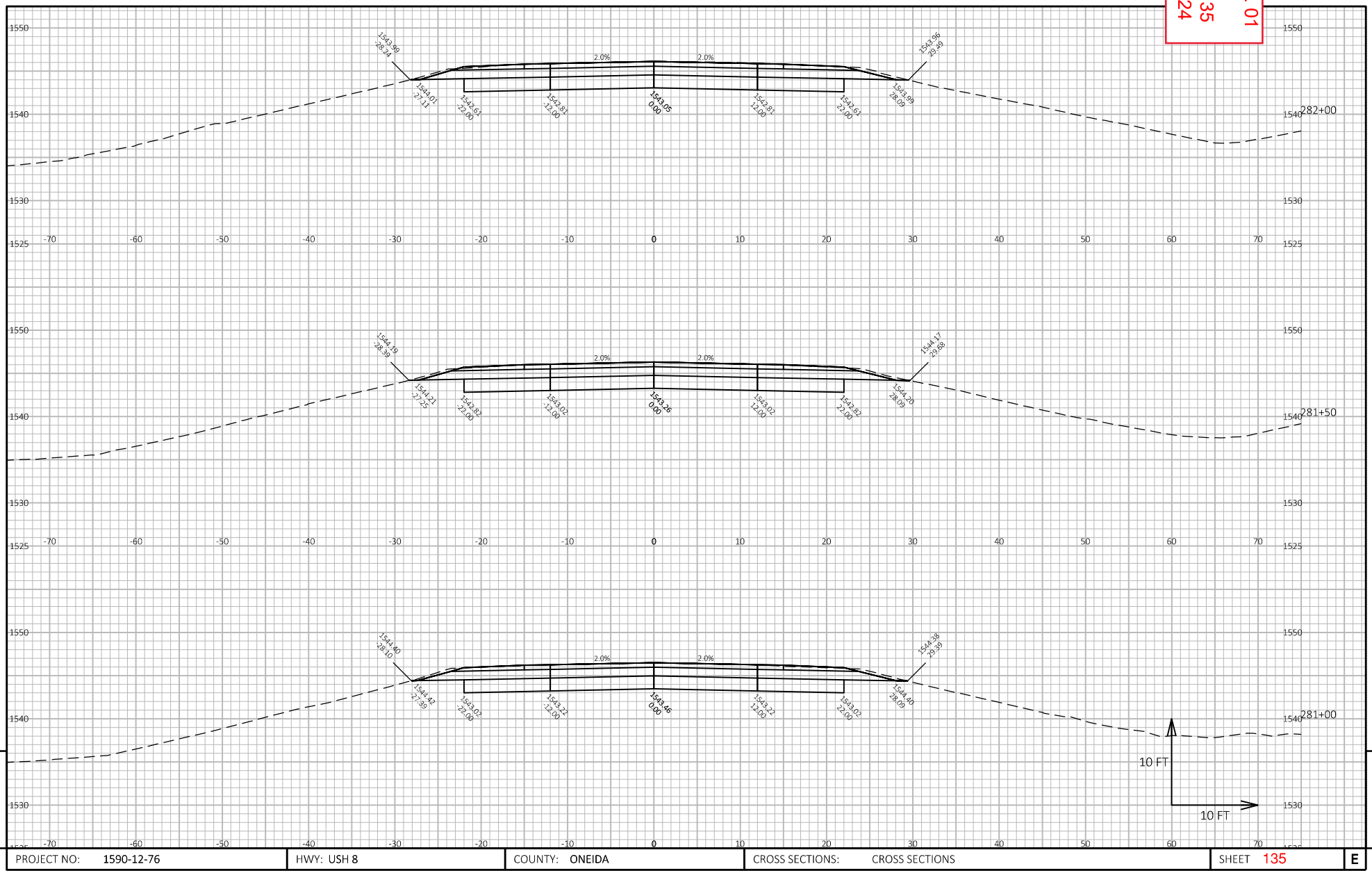
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 134	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090128-xs
PLOT DATE : 1/26/2024 11:30 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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

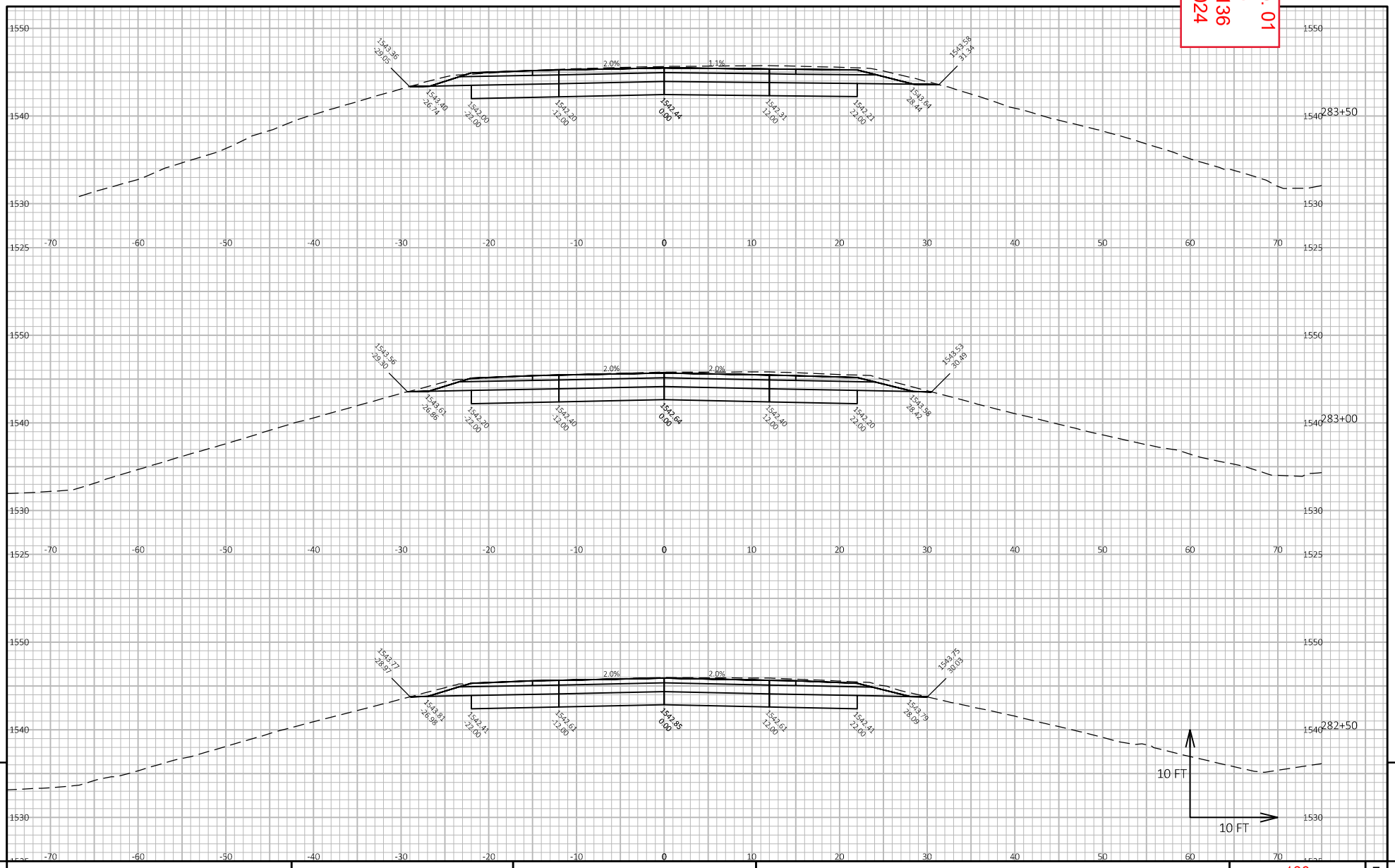


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 135	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090129-xs
PLOT DATE : 1/26/2024 11:30 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



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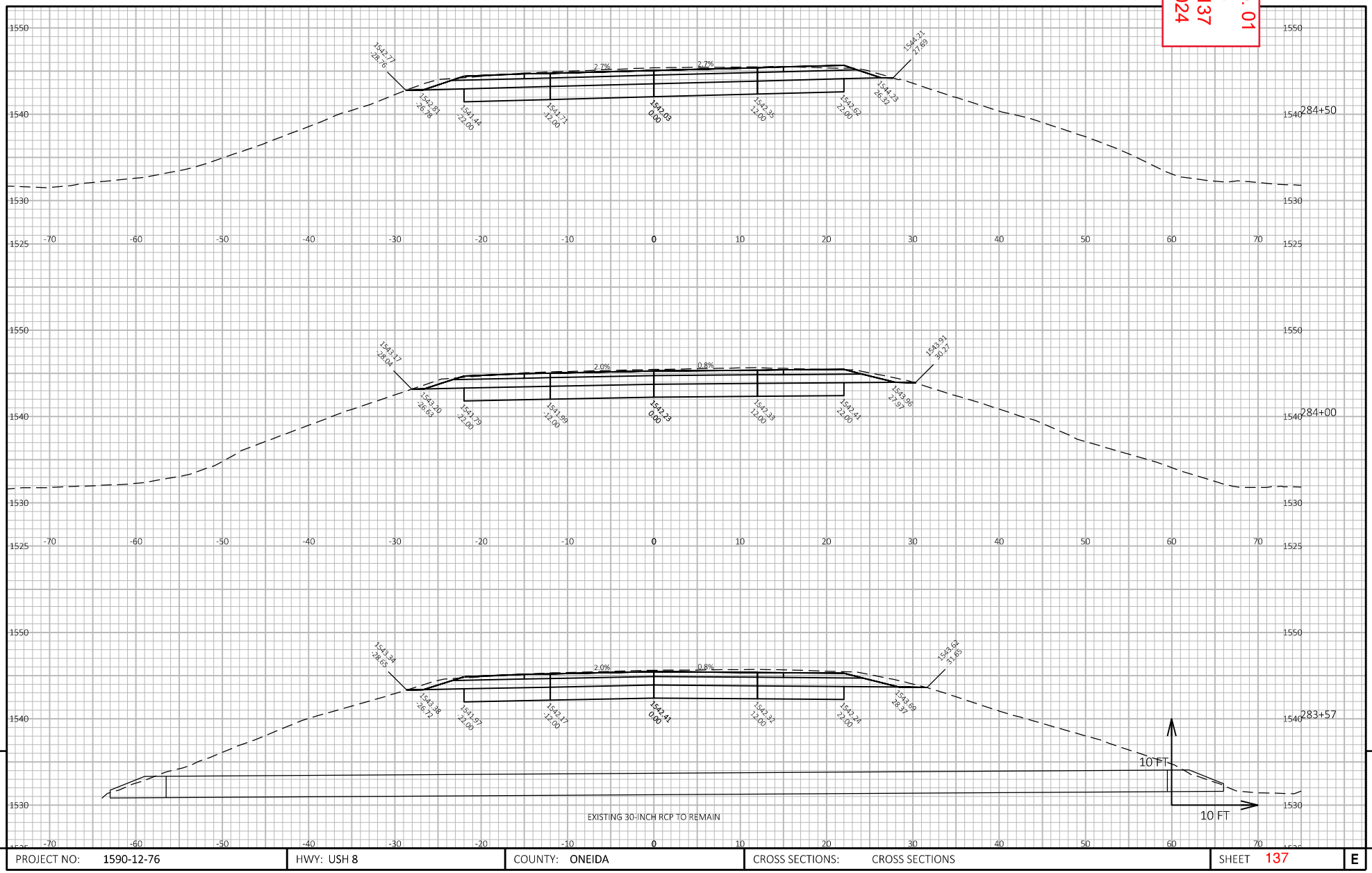
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 136	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090130-xs
PLOT DATE : 1/26/2024 11:30 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Addendum No. 01
ID 1590-12-76
Added Sheet 137
February 5, 2024



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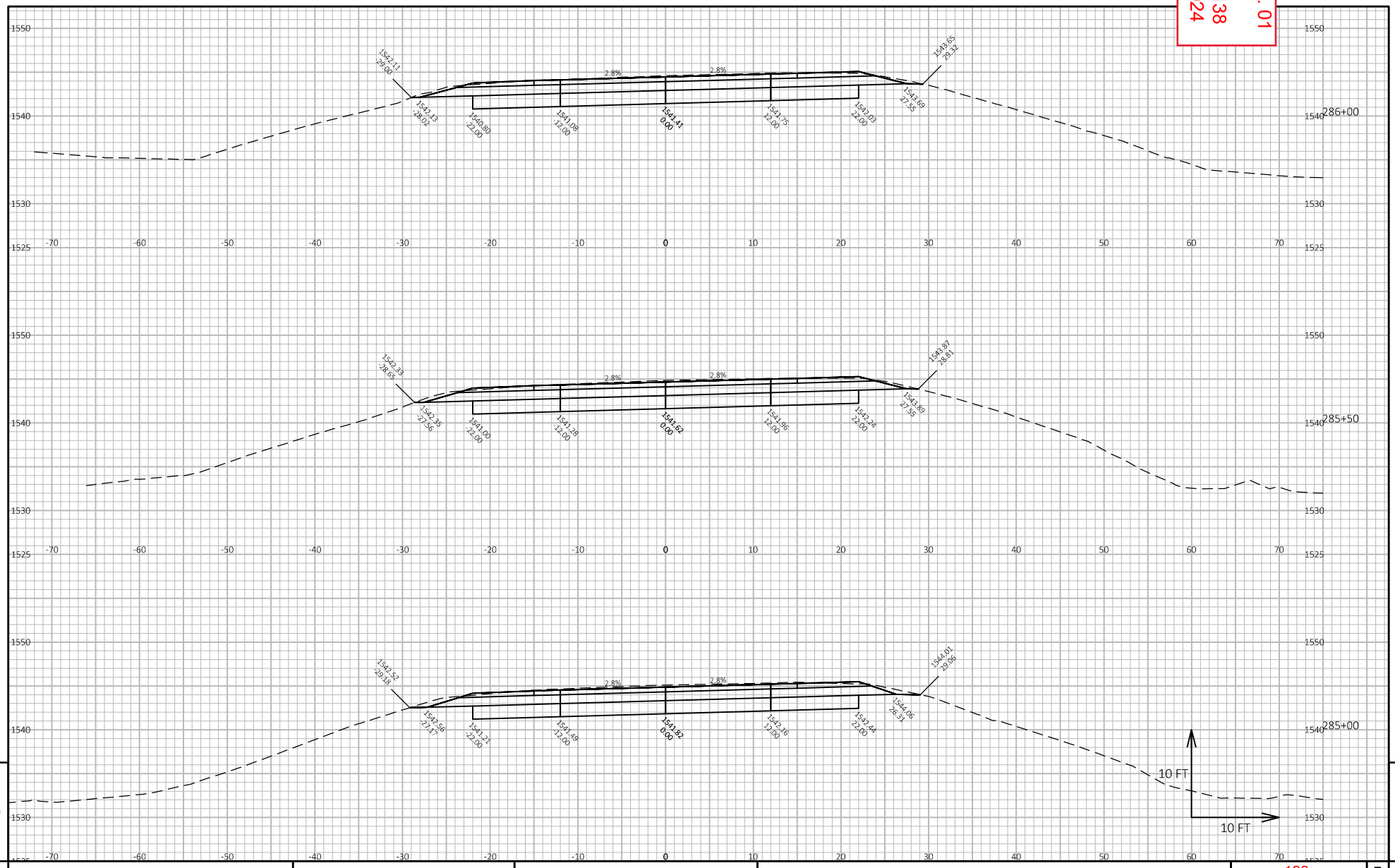
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 137	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090131-xs
PLOT DATE : 1/26/2024 11:30 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Addendum No. 01
ID 1590-12-76
Added Sheet 138
February 5, 2024

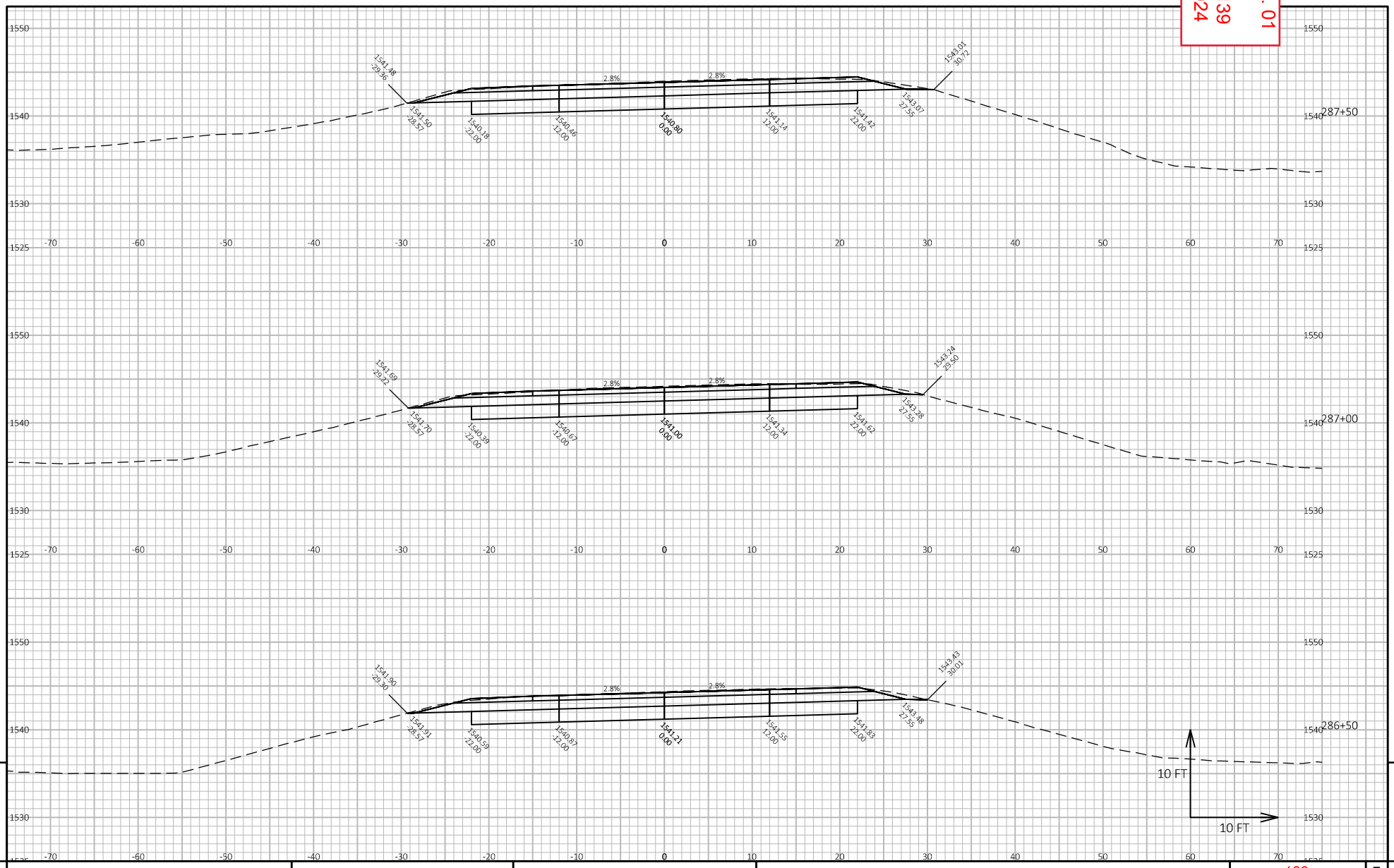


PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 138	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090132-xs
PLOT DATE : 1/26/2024 11:30 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Addendum No. 01
ID 1590-12-76
Added Sheet 139
February 5, 2024

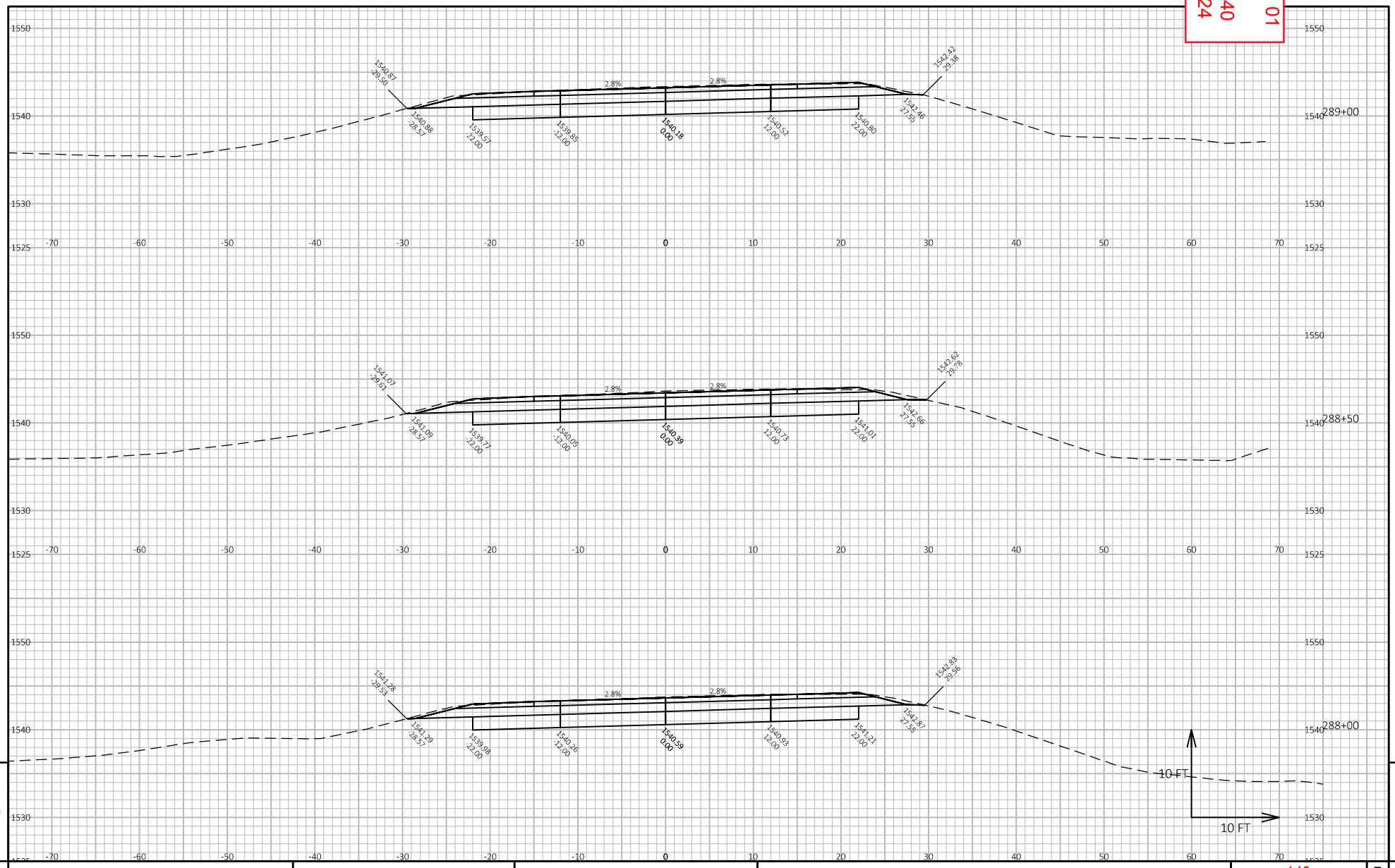


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 139	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090133-xs
PLOT DATE : 1/26/2024 11:30 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Addendum No. 01
ID 1590-12-76
Added Sheet 140
February 5, 2024

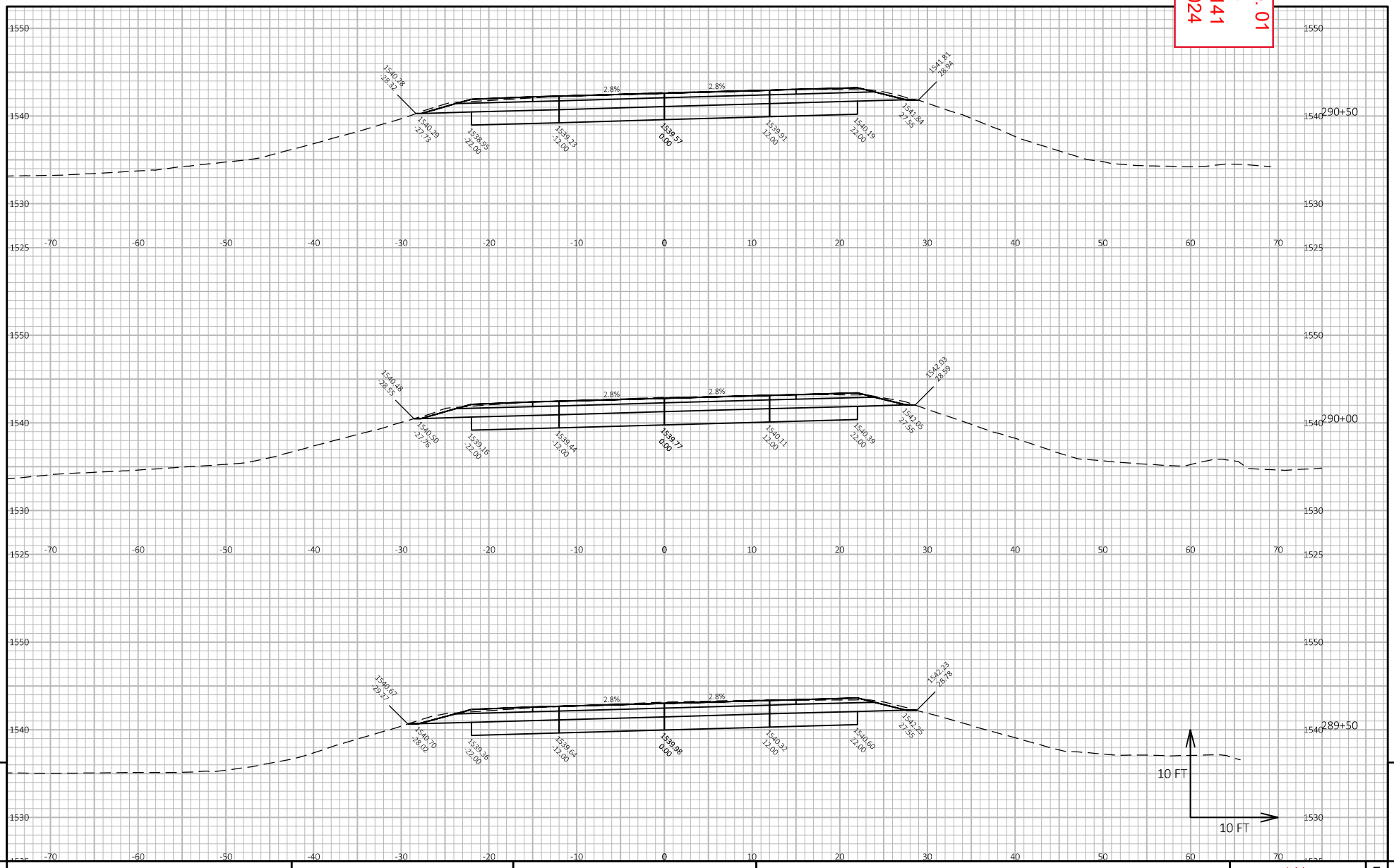


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 140	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090134-xs
PLOT DATE : 1/26/2024 11:31 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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

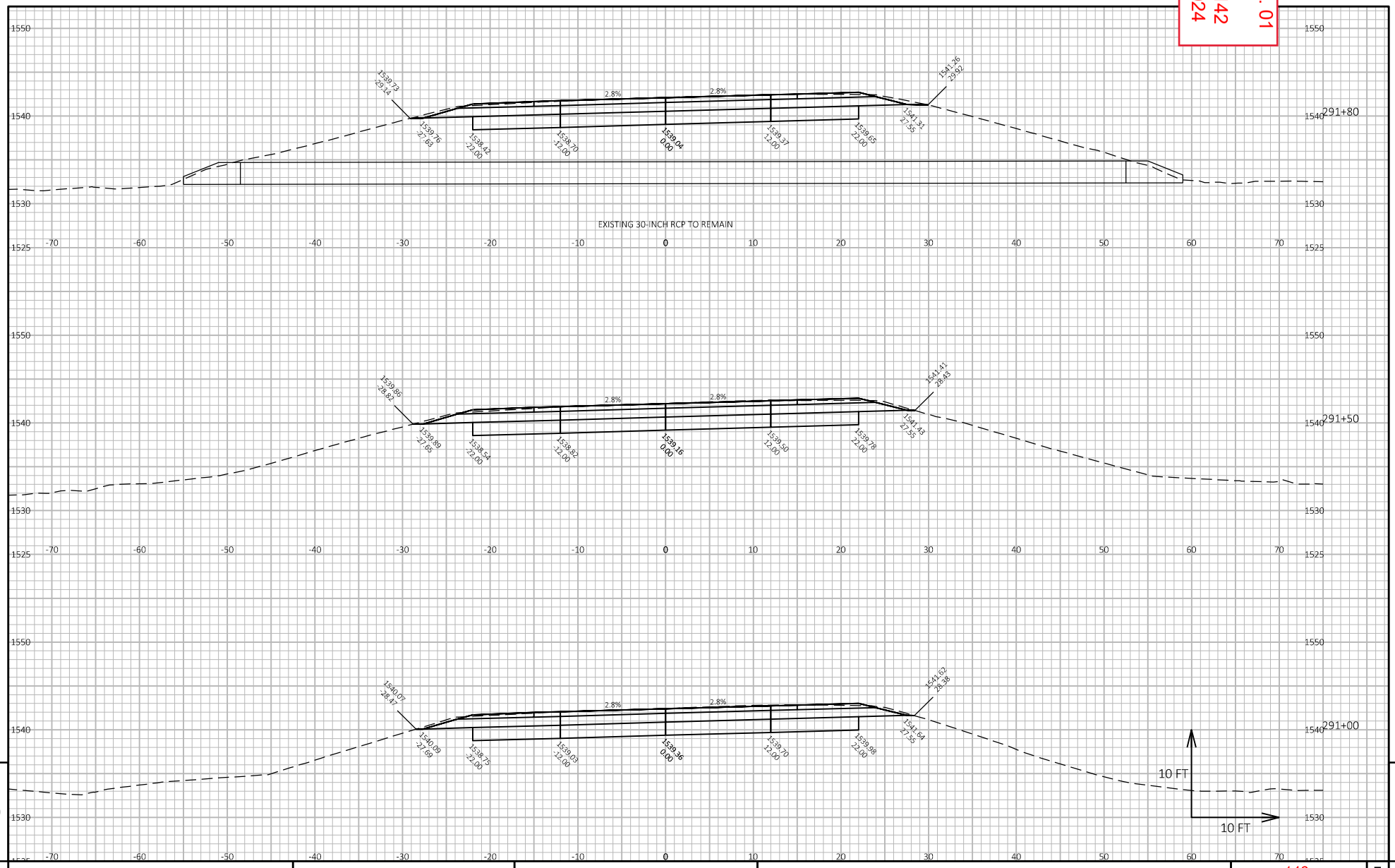


PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 141	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090135_xs
PLOT DATE : 1/26/2024 11:31 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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

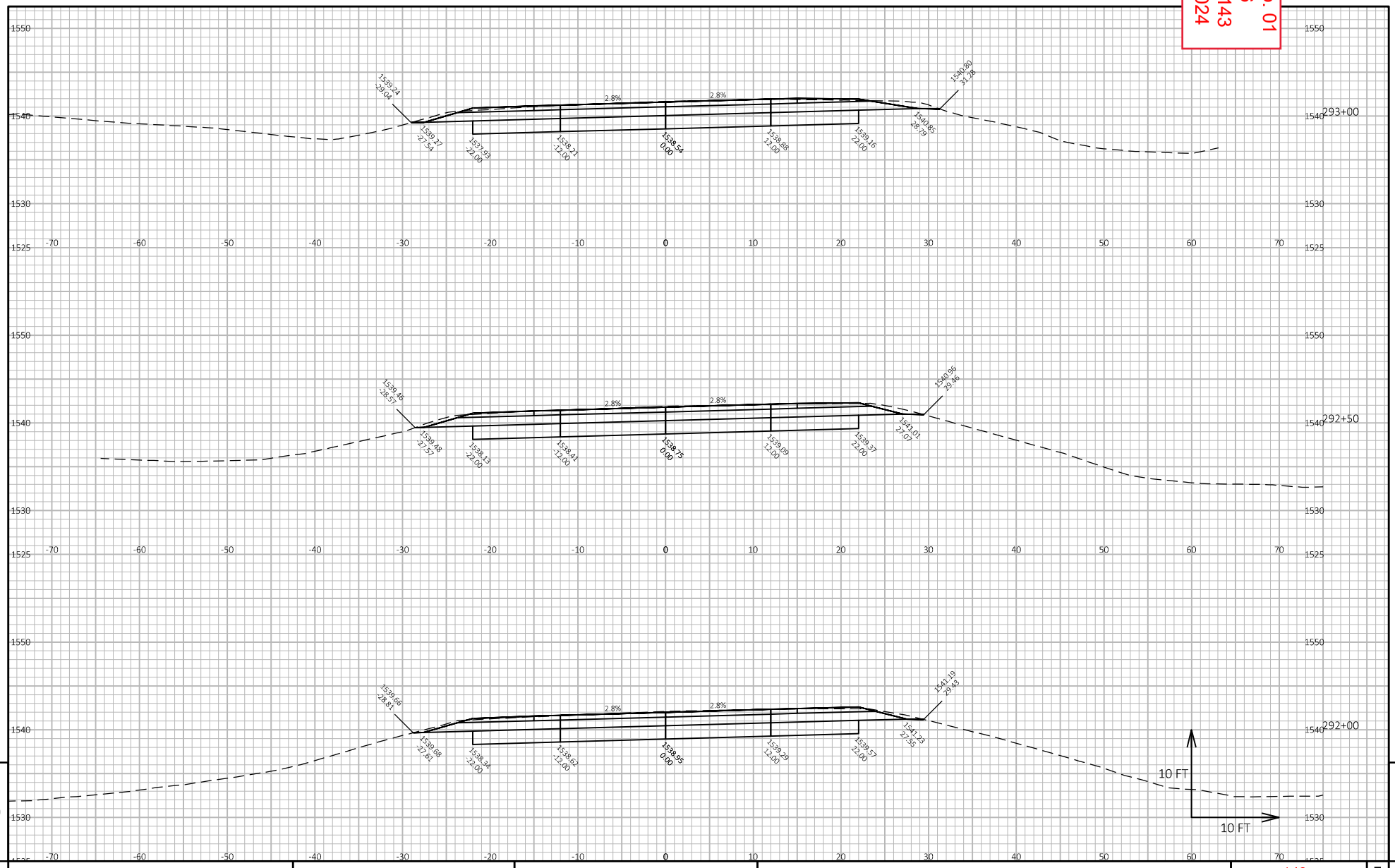


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 142	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090136-xs
PLOT DATE : 1/26/2024 11:31 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



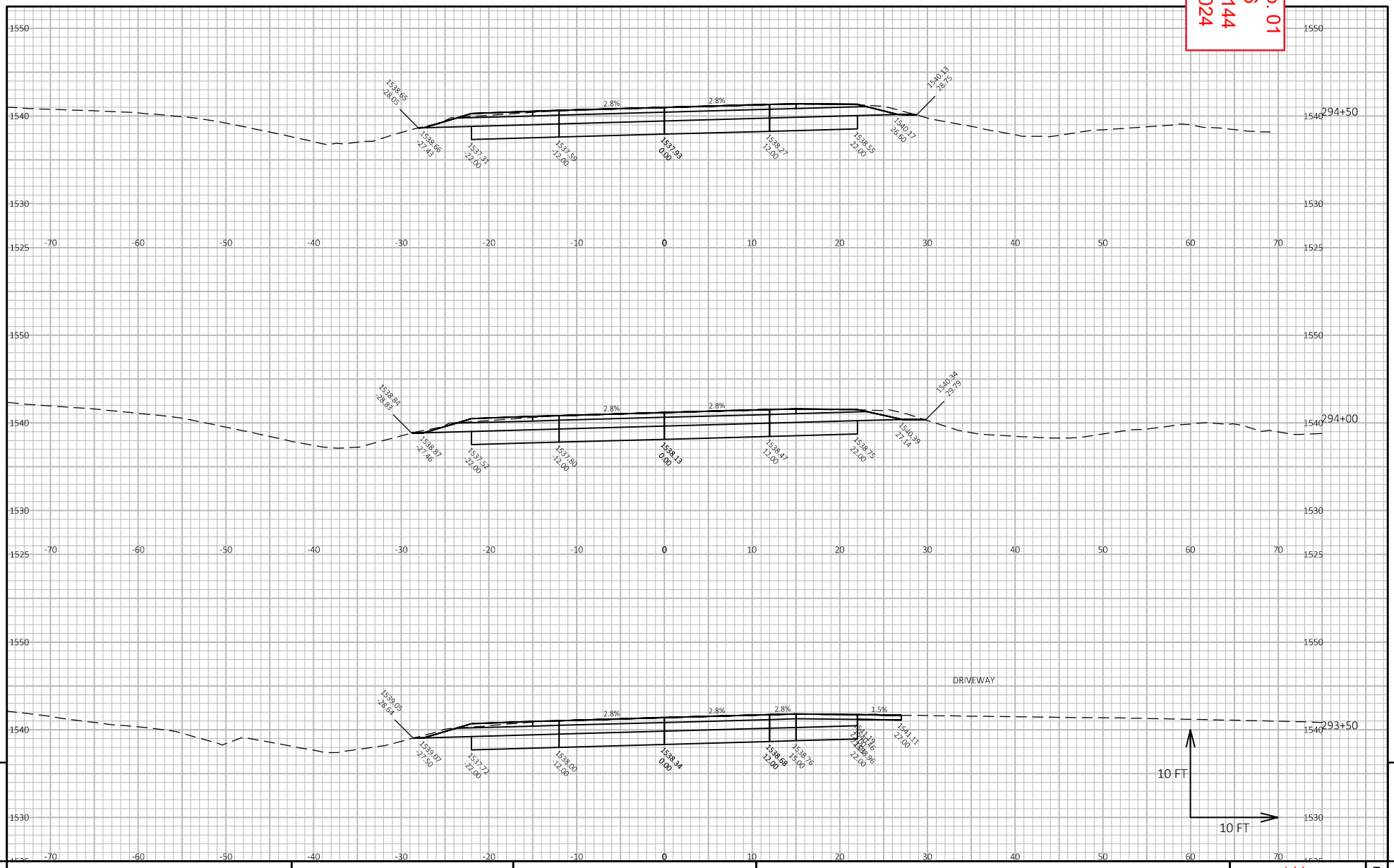
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 143	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901374s
PLOT DATE : 1/26/2024 11:31 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



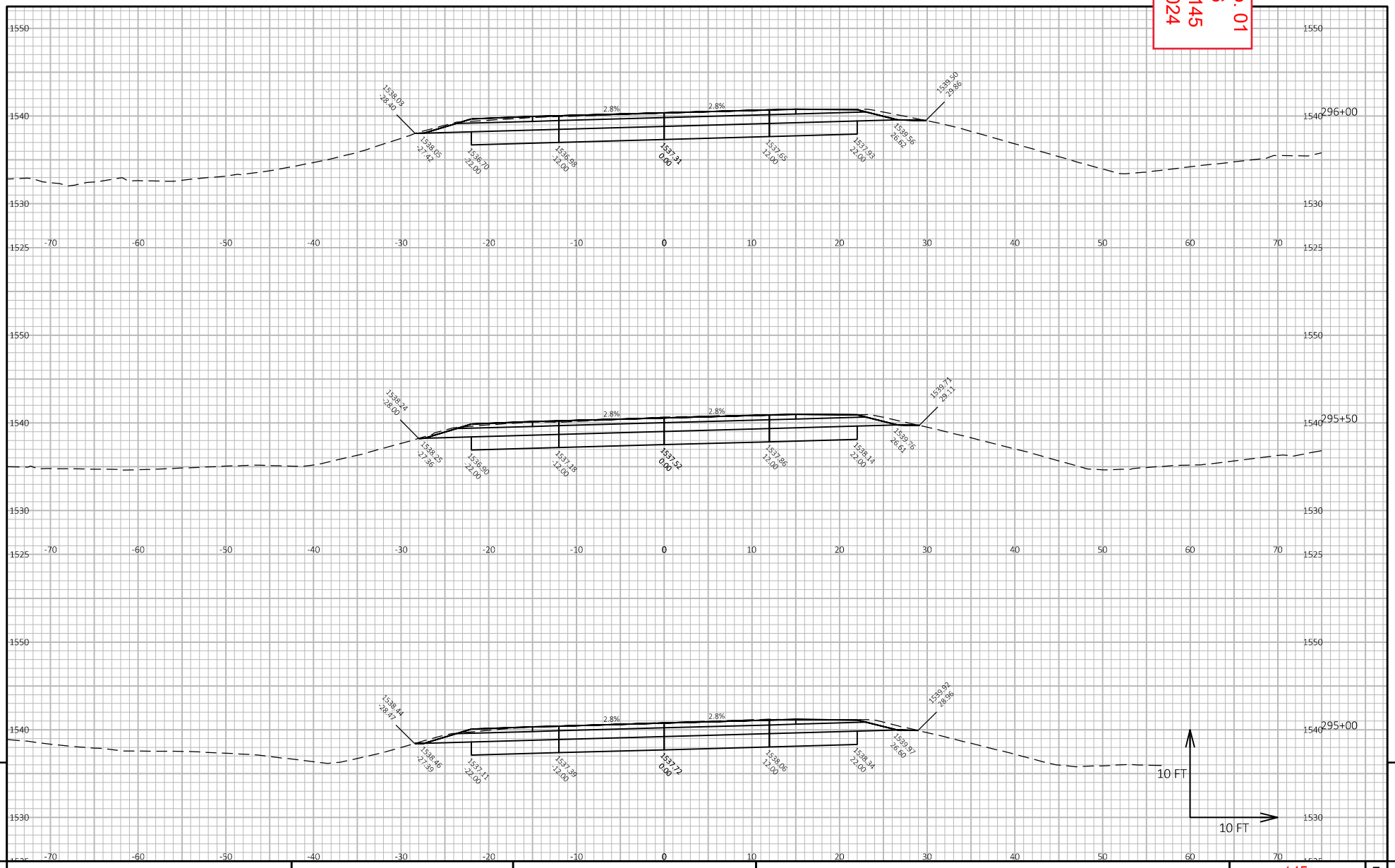
9

9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 144	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090138-w
PLOT DATE : 1/26/2024 11:31 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Addendum No. 01
ID 1590-12-76
Added Sheet 145
February 5, 2024



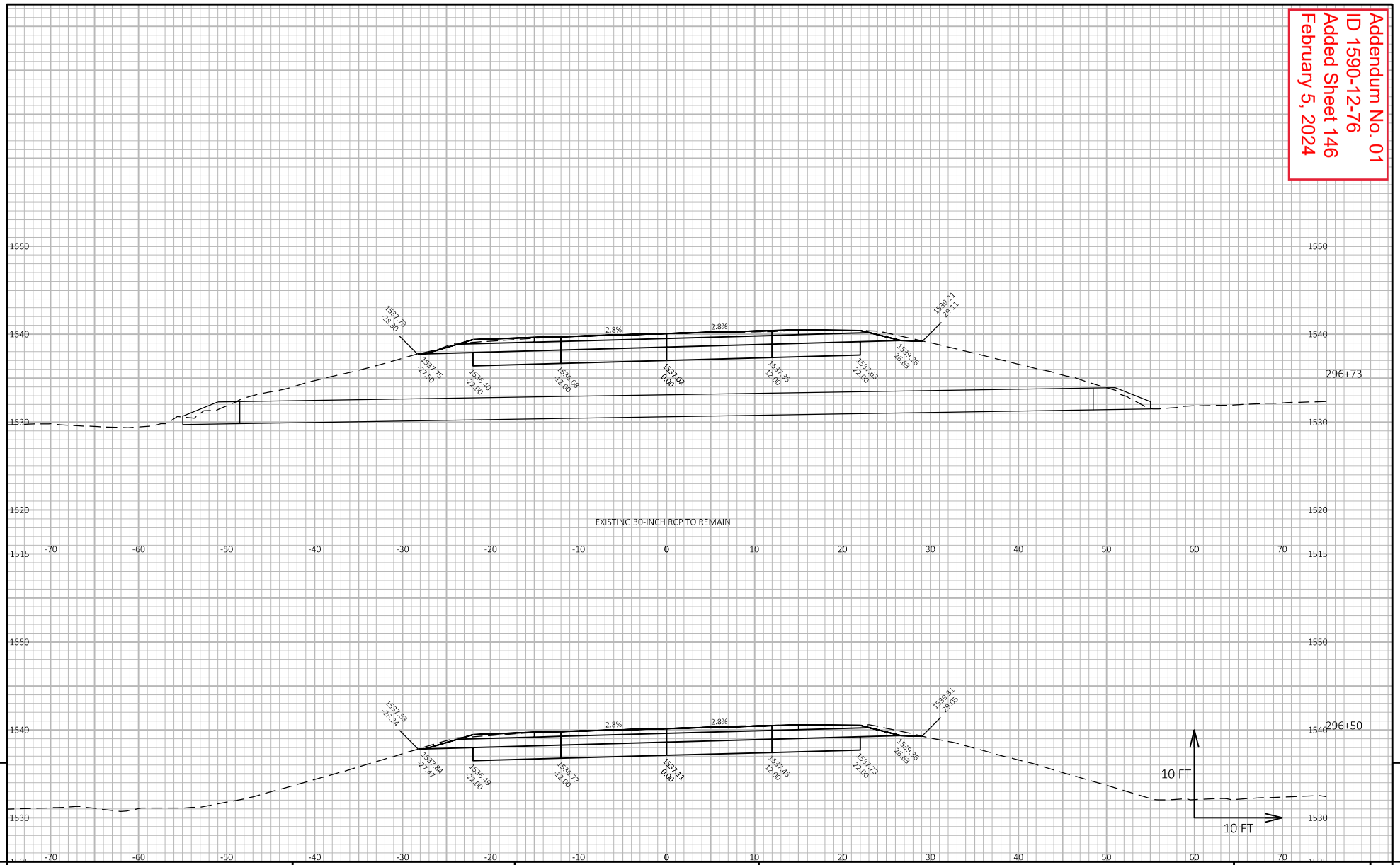
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 145	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - CX0139.xs
PLOT DATE : 1/26/2024 11:31 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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

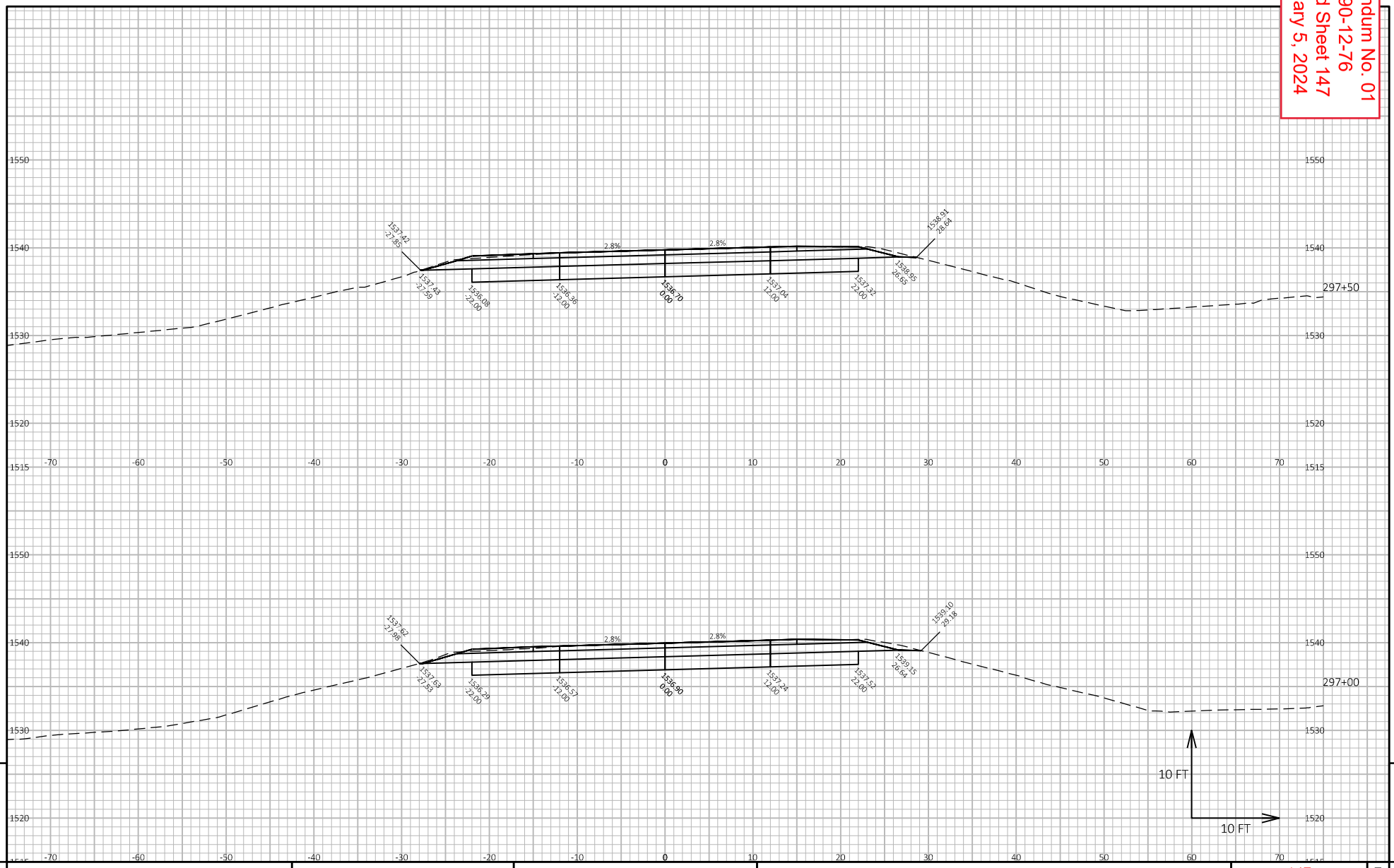


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 146	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090140-xs
PLOT DATE : 1/26/2024 11:31 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Addendum No. 01
ID 1590-12-76
Added Sheet 147
February 5, 2024



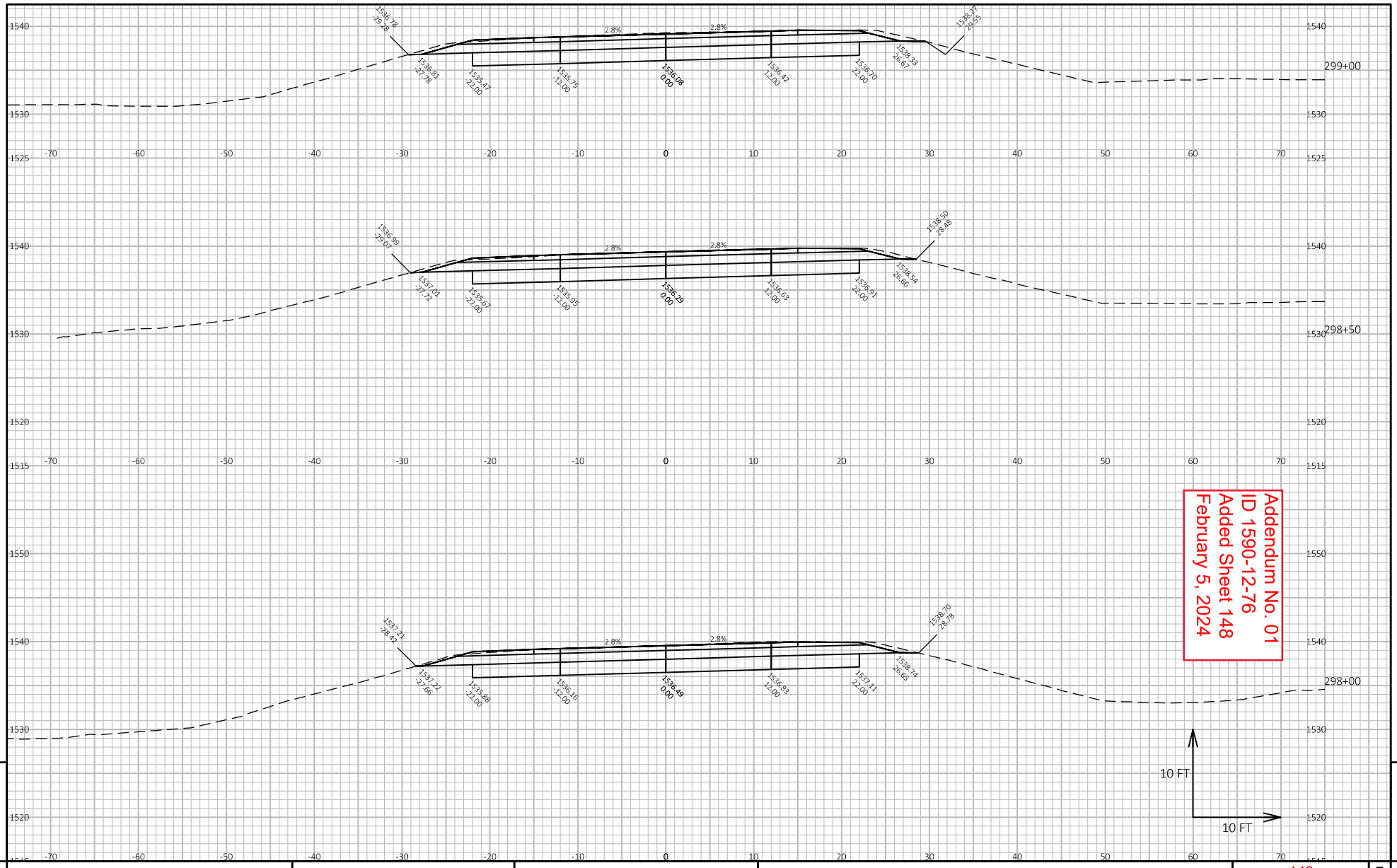
9

9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 147	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090141-xs
PLOT DATE : 1/26/2024 11:31 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



Addendum No. 01
ID 1590-12-76
Added Sheet 148
February 5, 2024

9

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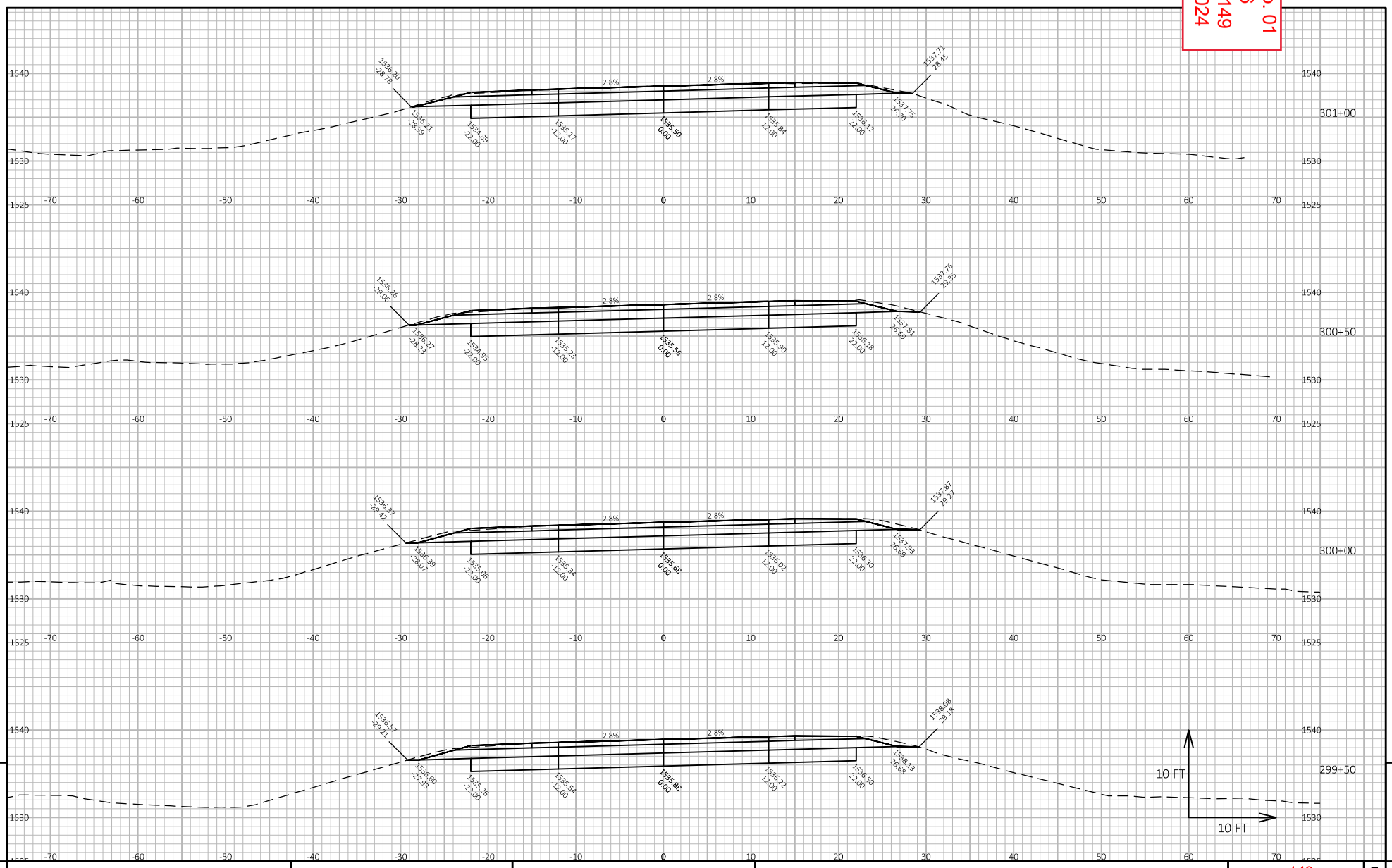
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 148	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME : 090142-xs
PLOT DATE : 1/26/2024 11:31 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



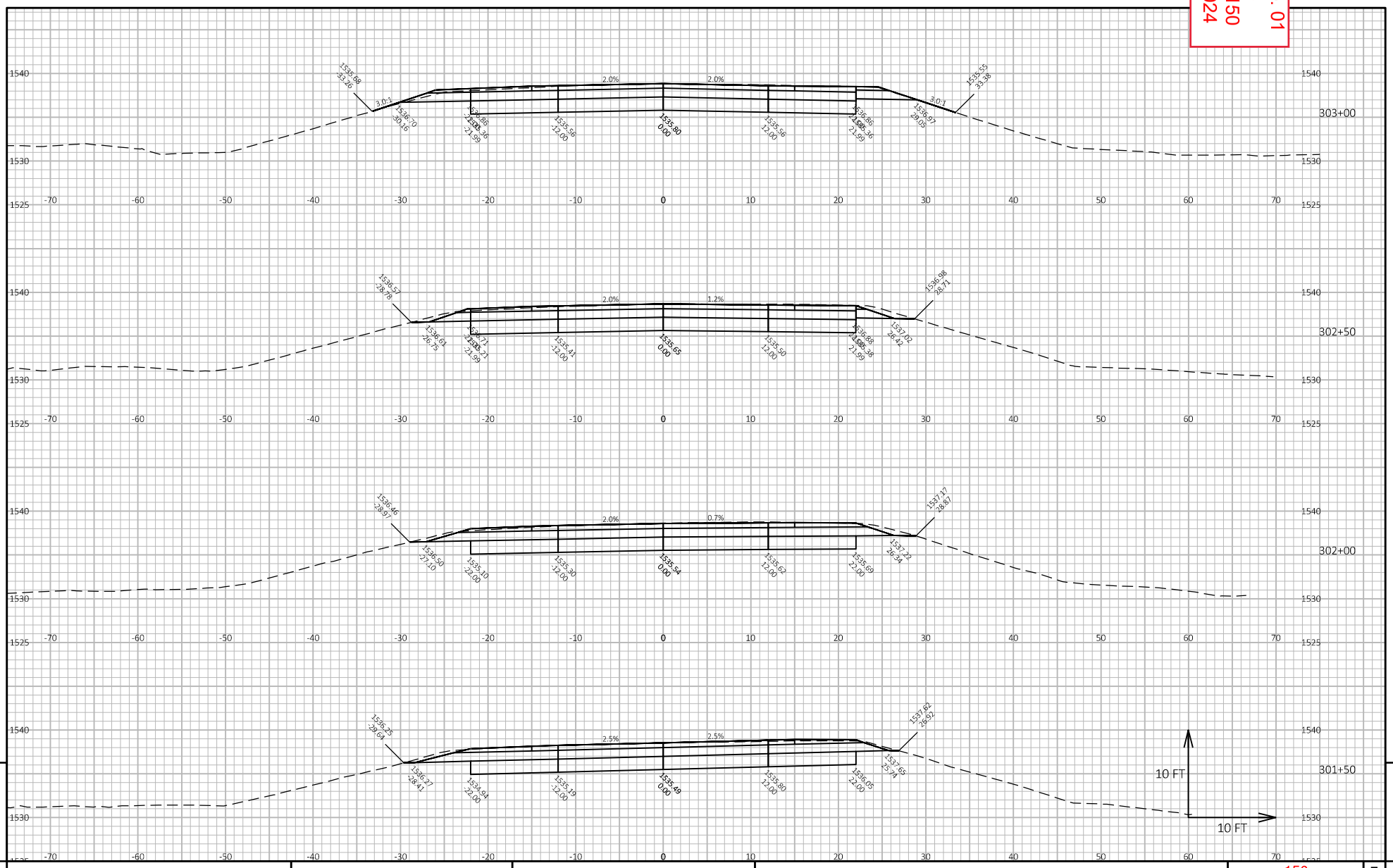
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 149	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME : 090143-xs
PLOT DATE : 1/26/2024 11:31 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 150	E

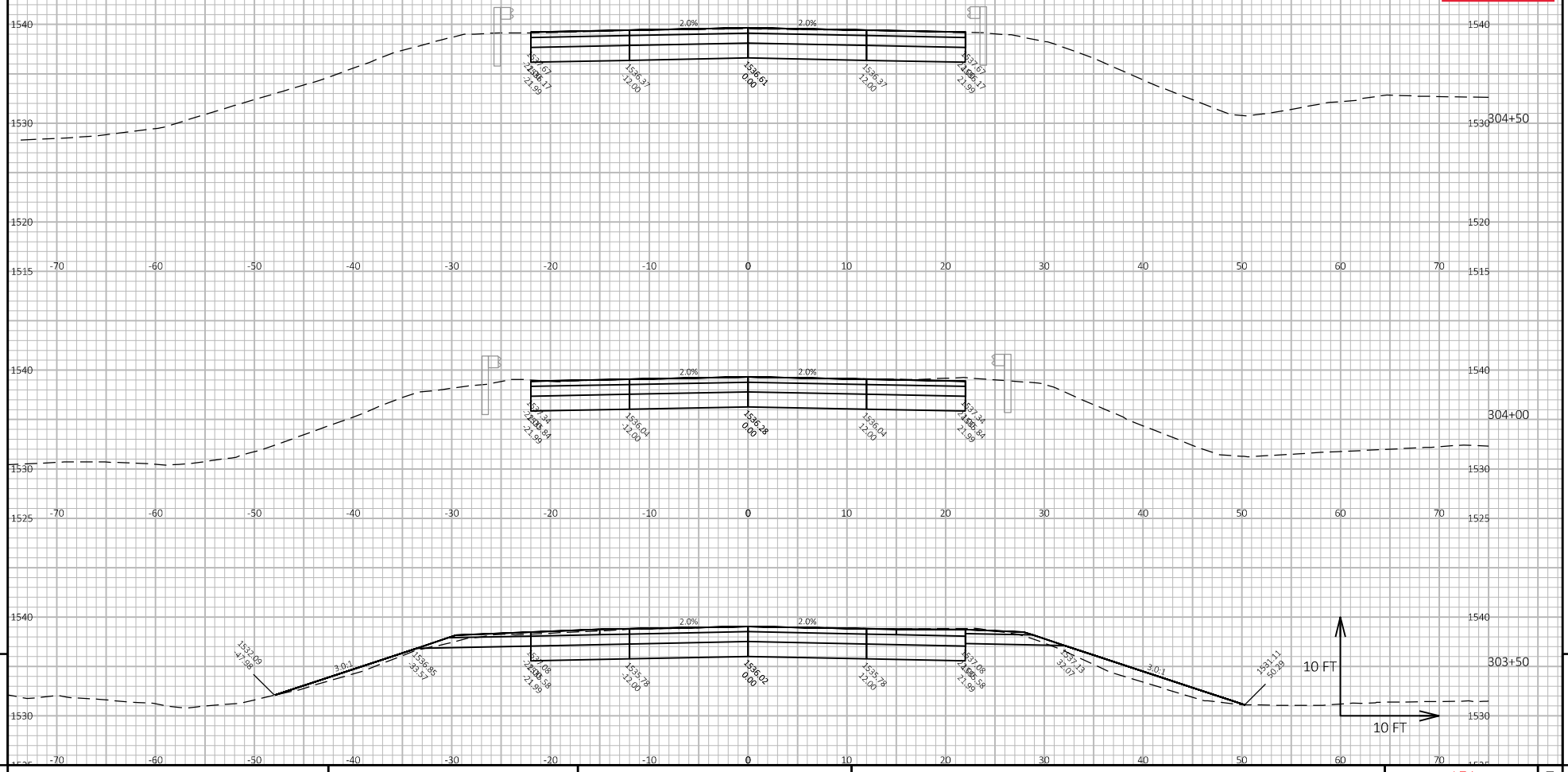
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090144.xs
PLOT DATE : 1/26/2024 11:31 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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

LEGEND

EXISTING GUARDRAIL TO REMAIN



PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 151	E

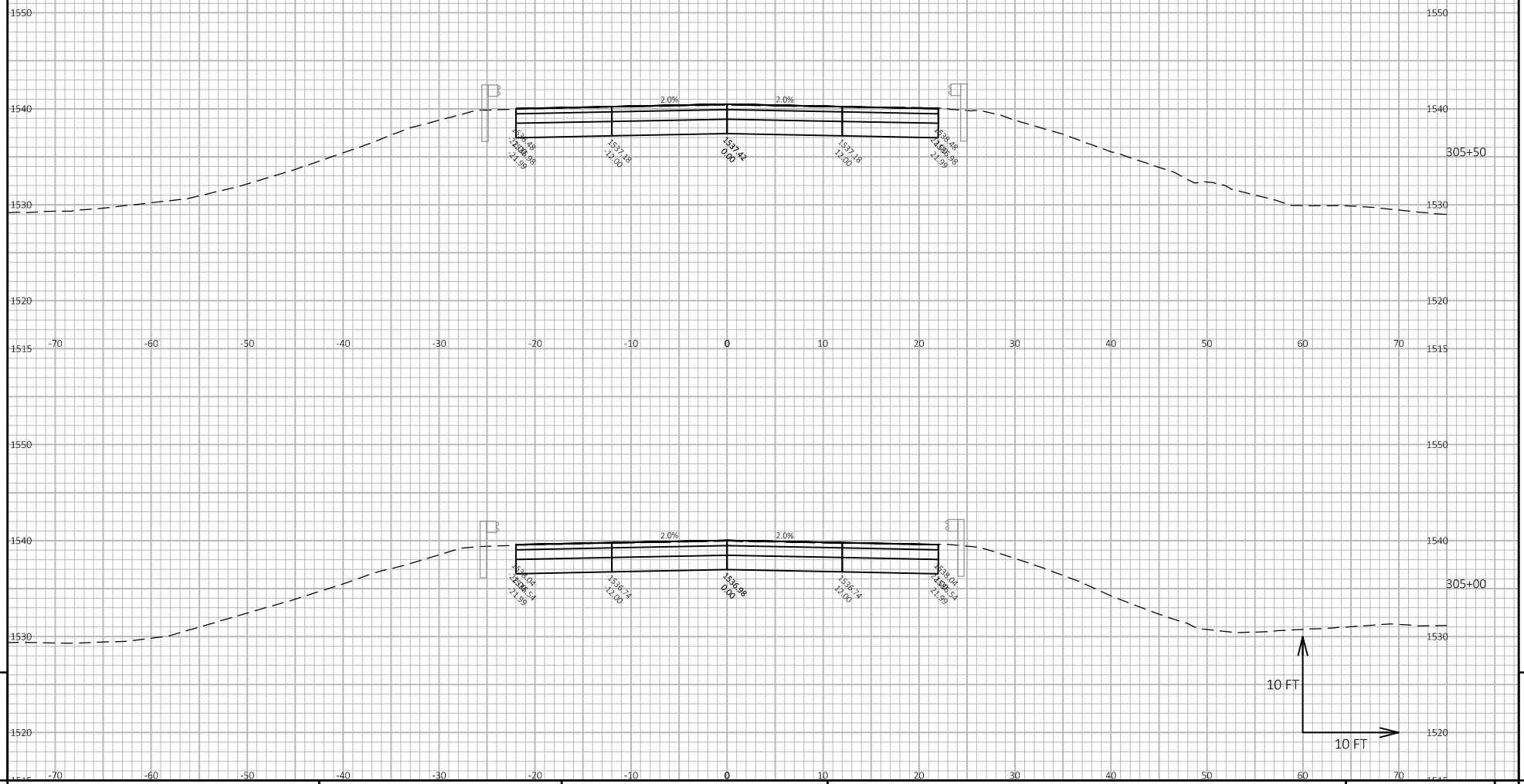
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090145-xs
PLOT DATE : 1/29/2024 1:02 PM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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

LEGEND

EXISTING GUARDRAIL TO REMAIN



9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 152	E

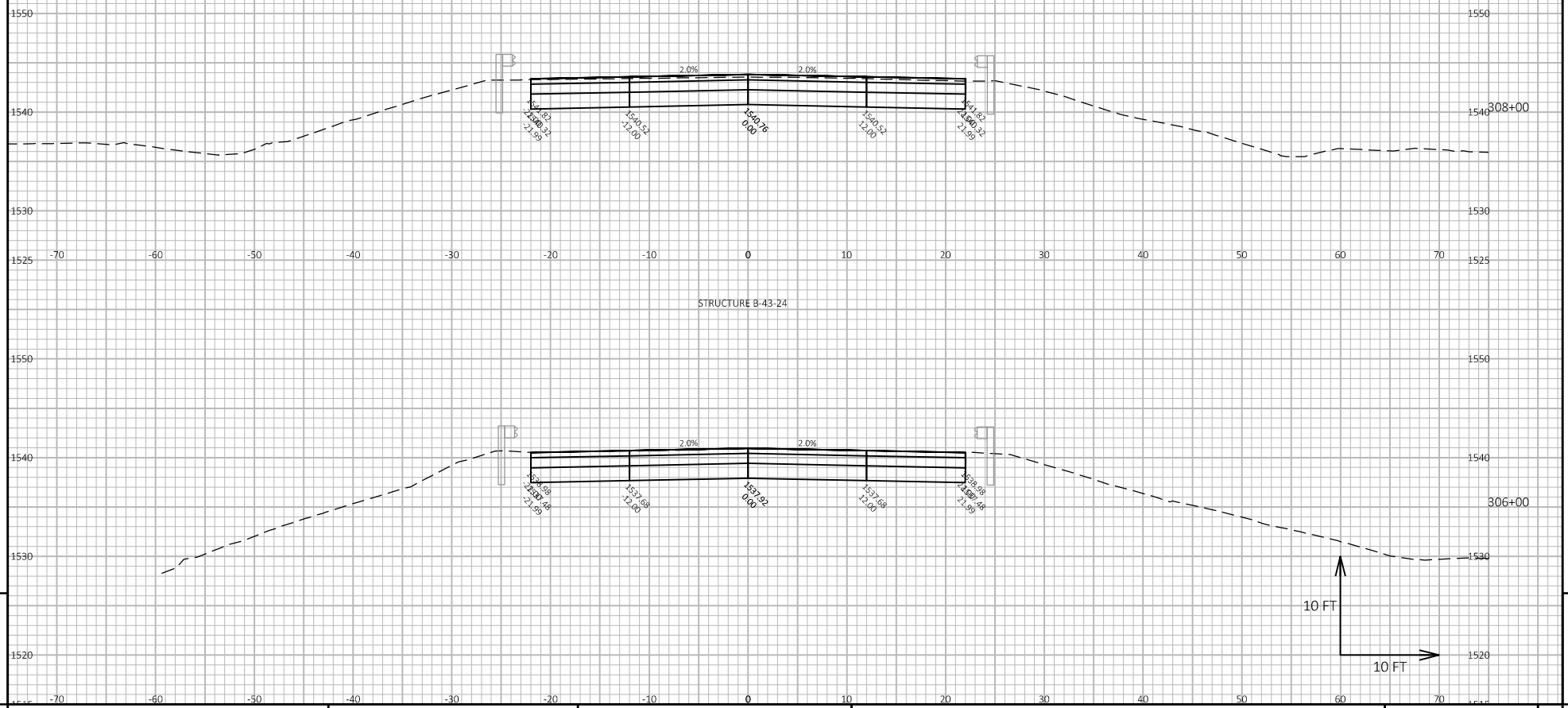
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090146-xs
PLOT DATE : 1/29/2024 1:03 PM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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

LEGEND

EXISTING GUARDRAIL TO REMAIN



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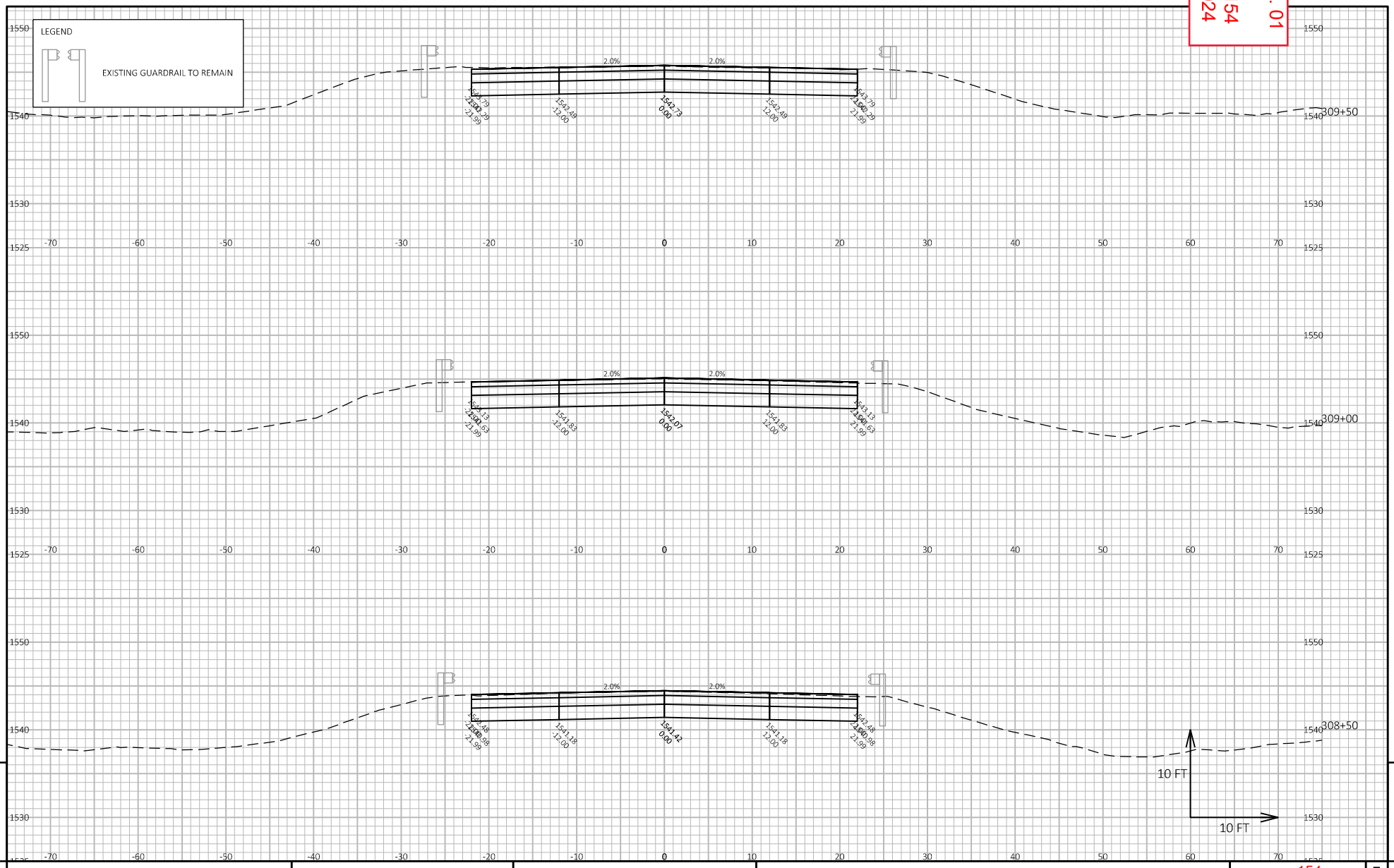
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 153	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090147.xs
PLOT DATE : 1/29/2024 1:03 PM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



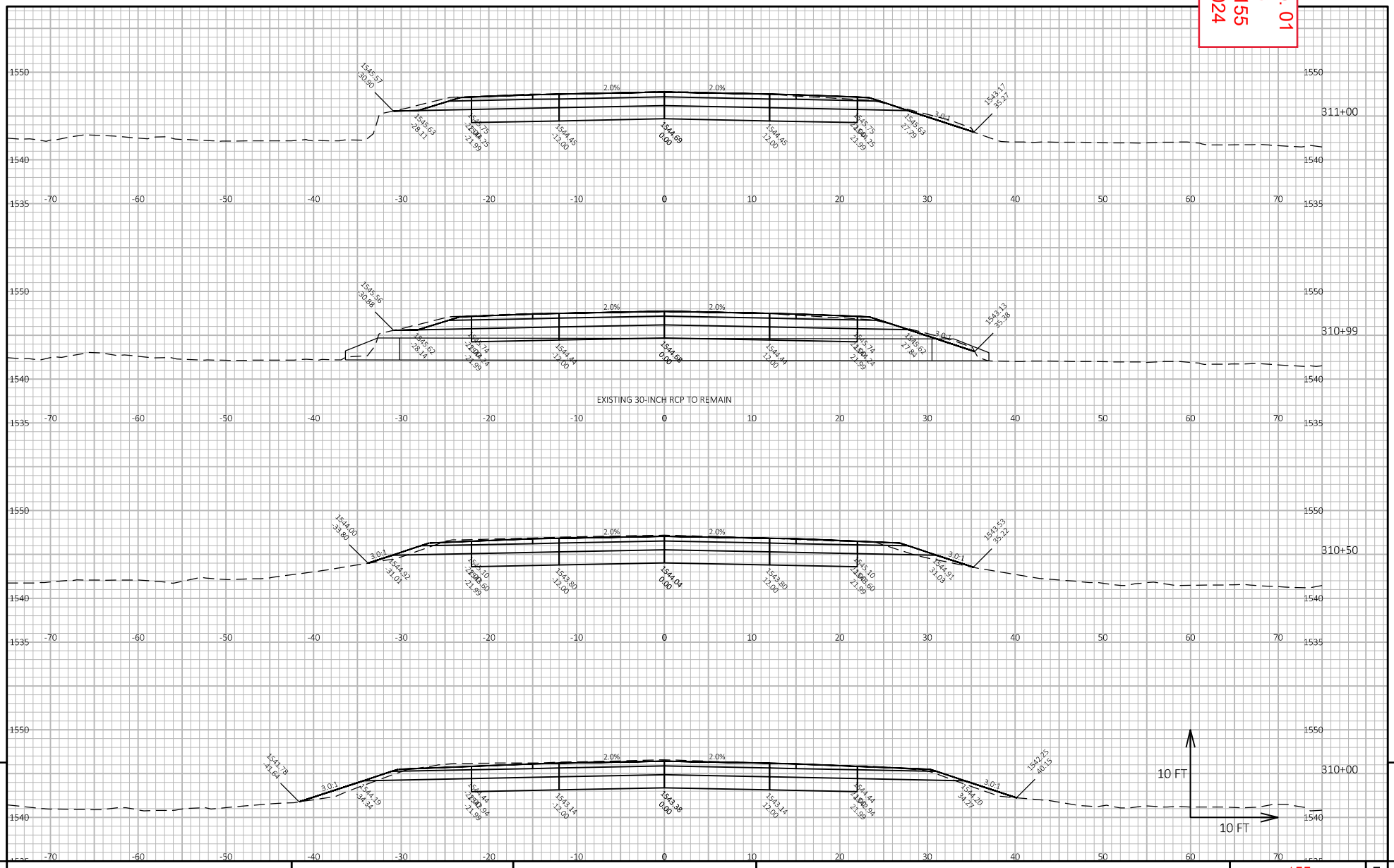
9

9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 154	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090148-xs
PLOT DATE : 1/29/2024 1:03 PM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

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



9

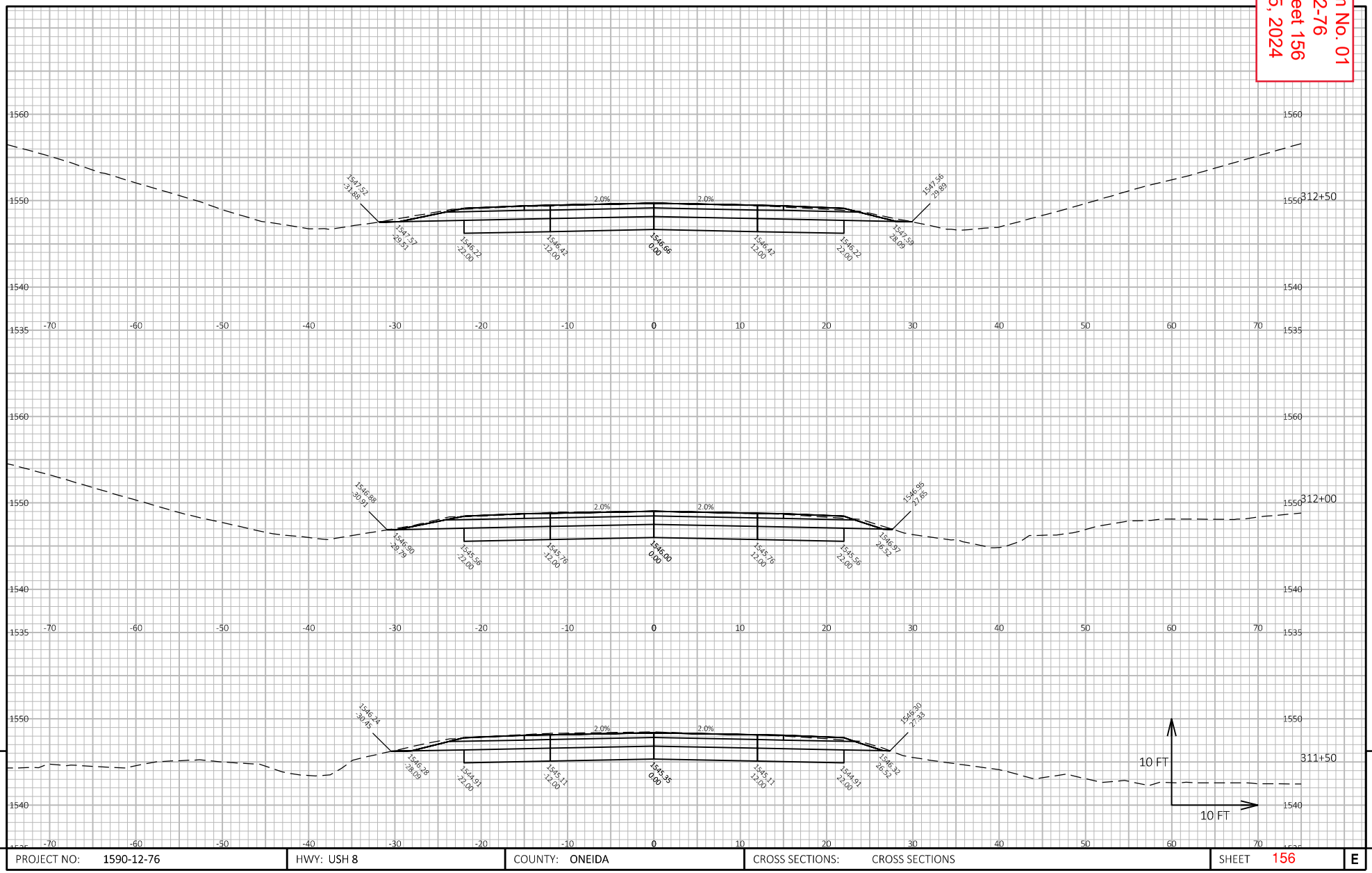
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 155	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090149-xs
PLOT DATE : 1/26/2024 11:32 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

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

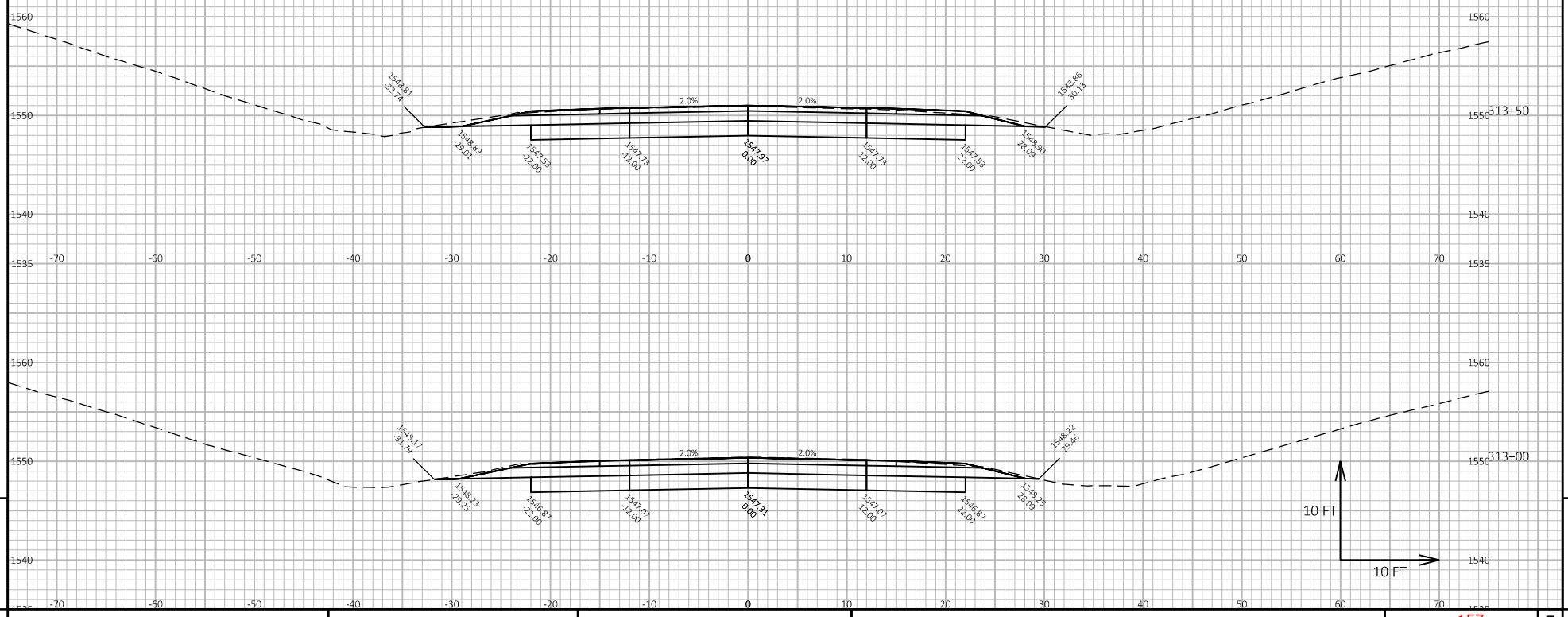


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 156	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090150-xs
PLOT DATE : 1/26/2024 11:32 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



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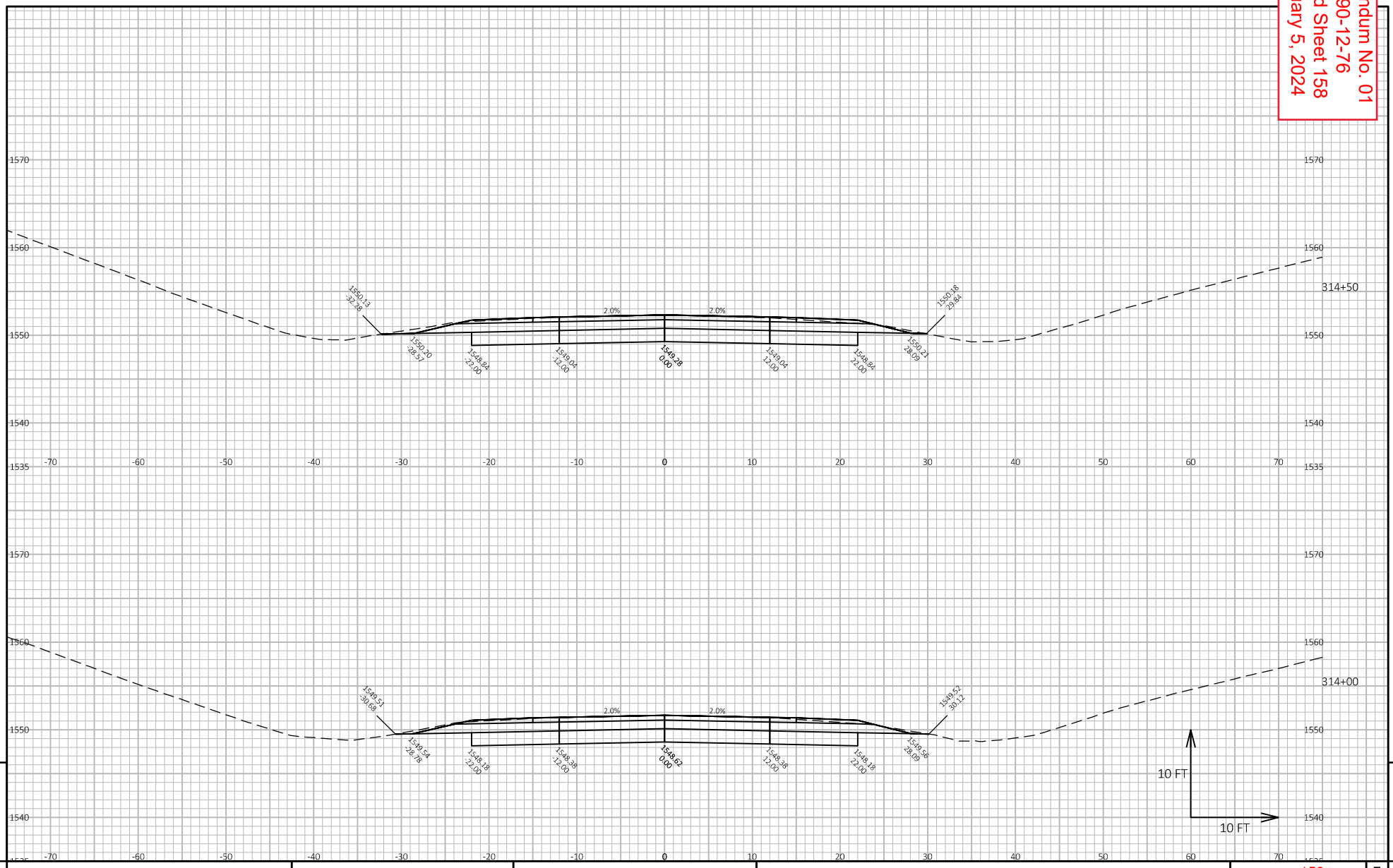
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 157	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090151-xs
PLOT DATE : 1/26/2024 11:32 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



9

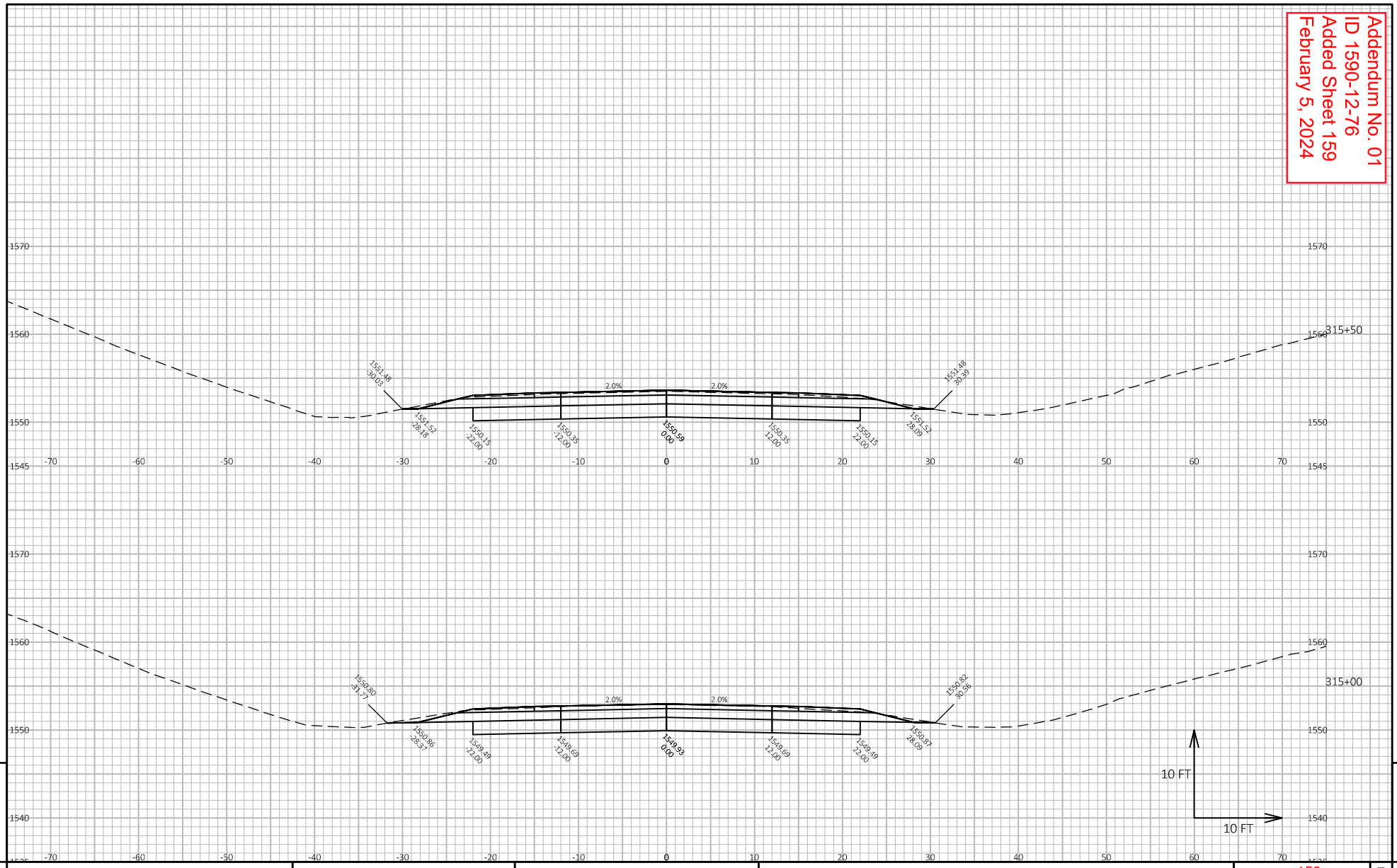
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 158	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090152-xs
PLOT DATE : 1/26/2024 11:32 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



9

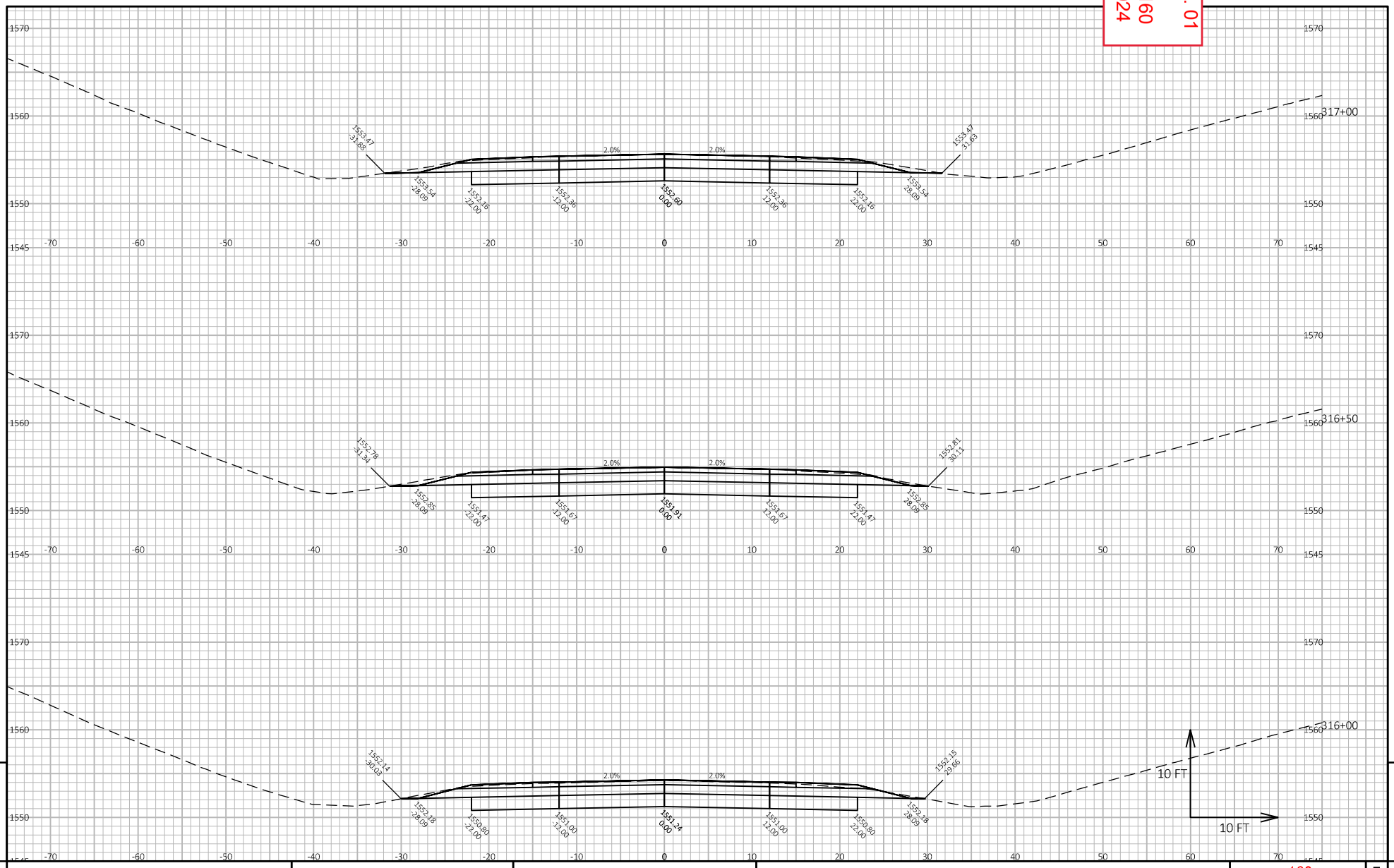
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 159	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090153-xs
PLOT DATE : 1/26/2024 11:32 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



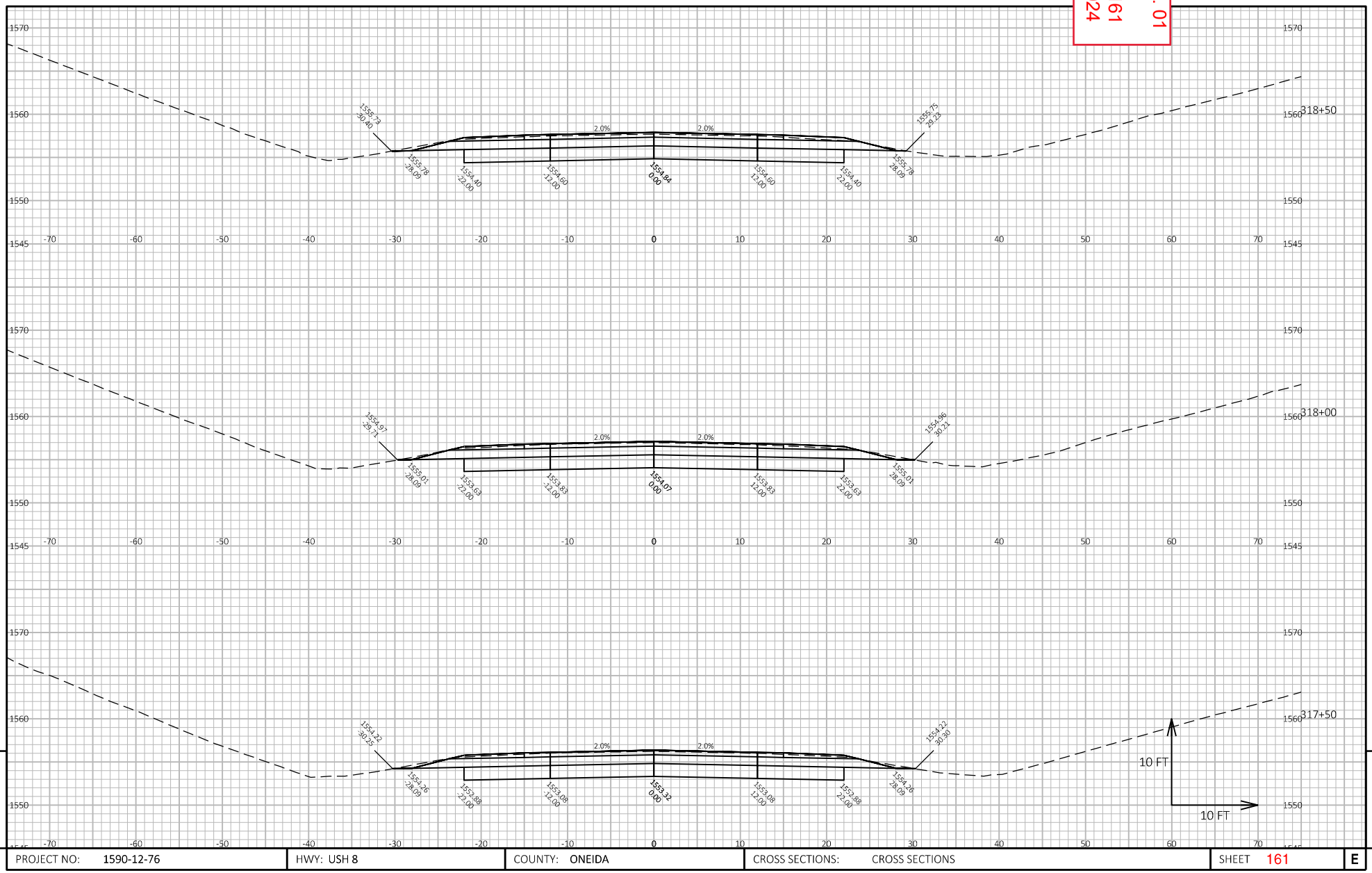
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 160	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090154-xs
PLOT DATE : 1/26/2024 11:32 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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

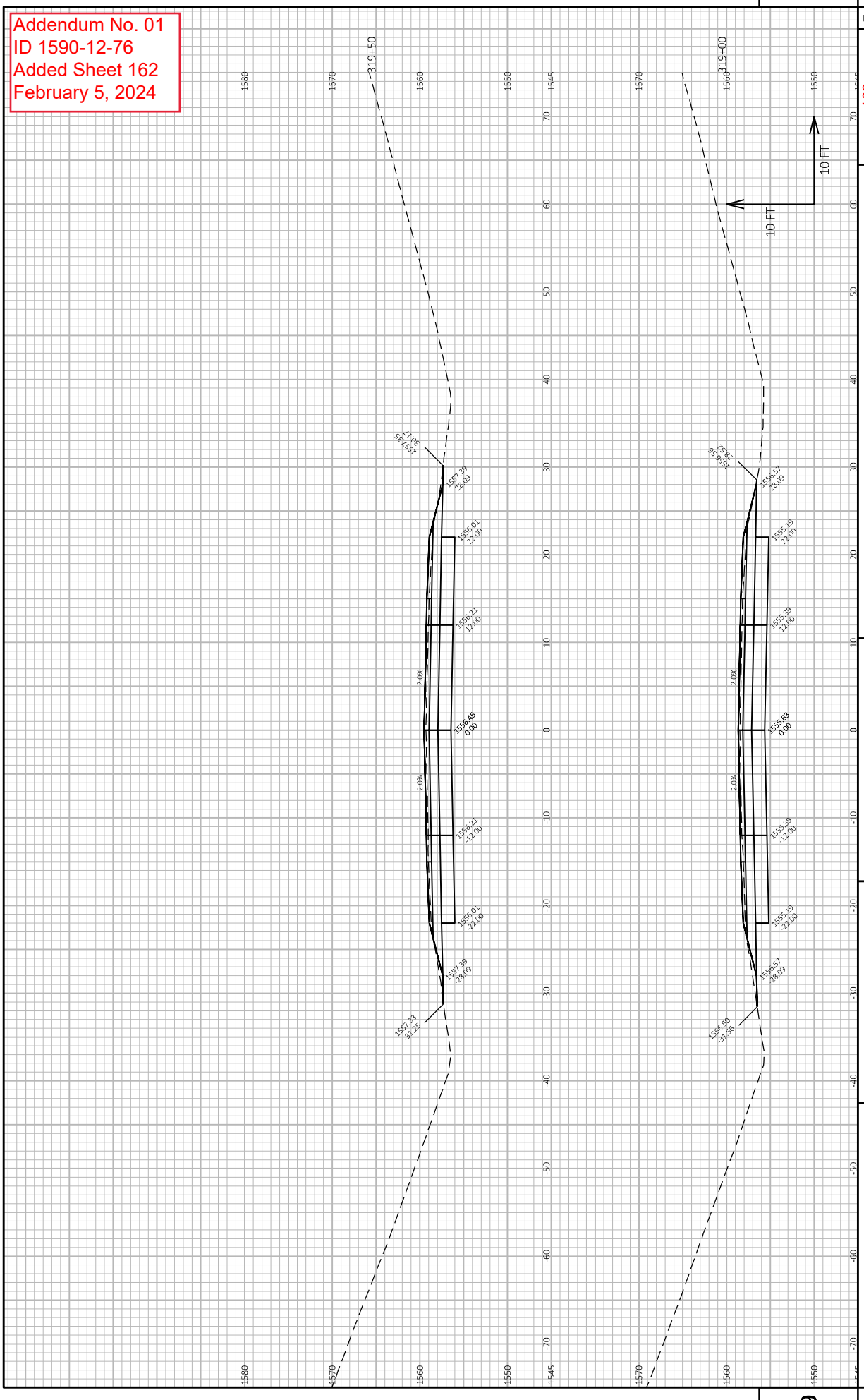


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 161	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090155-xs
PLOT DATE : 1/26/2024 11:32 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



9

E

SHEET 162

CROSS SECTIONS: CROSS SECTIONS

COUNTY: ONEIDA

HWY: USH 8

PROJECT NO: 1590-12-76

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

PLOT DATE : 1/26/2024 11:32 AM

PLOT BY : WILKE, CASSANDRA

PLOT NAME :

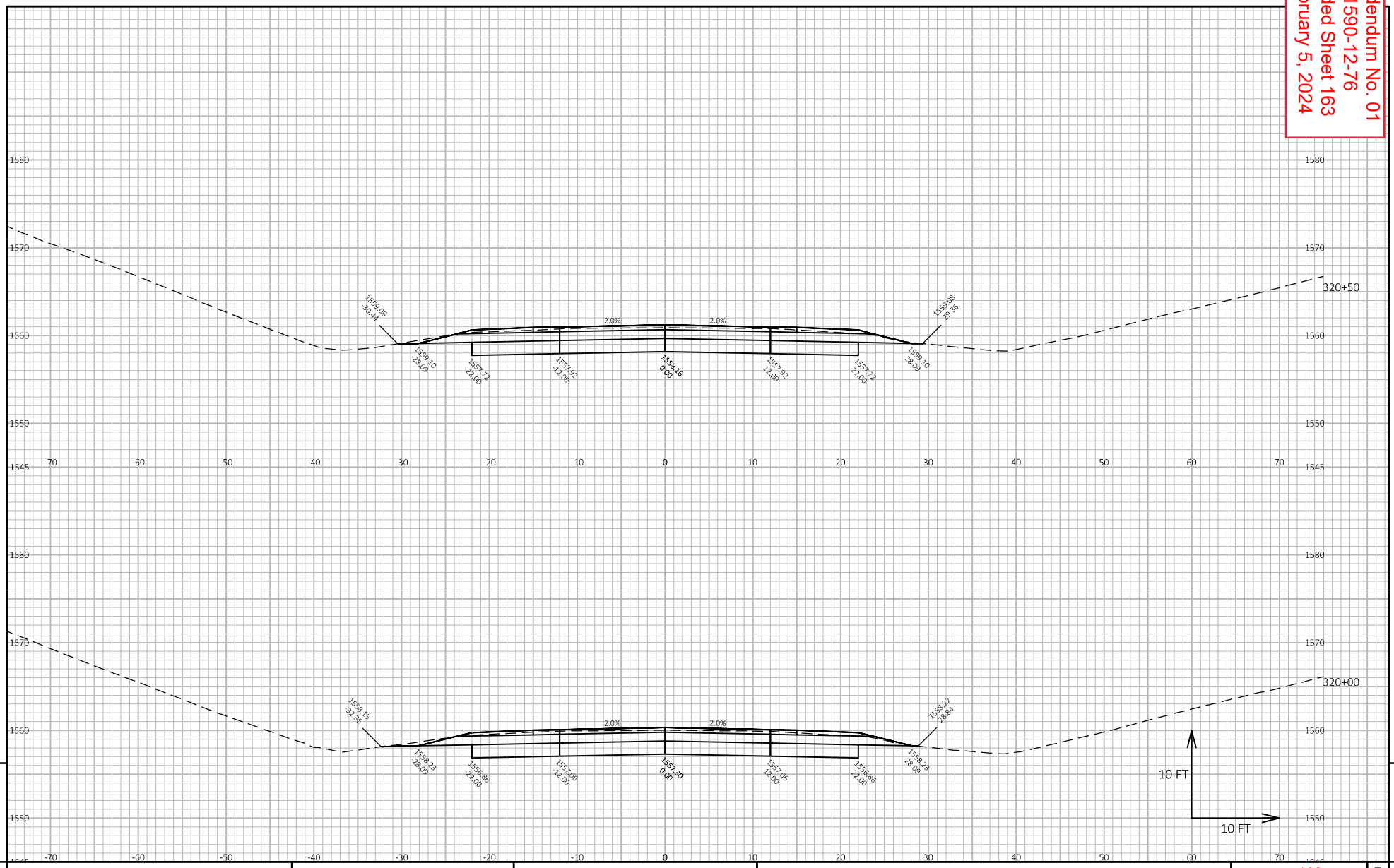
WISDOT/CADDS SHEET 49

FILE NAME : I:\45\43050534 USH 8 CORRIDOR\CAD\SHEETSOTHER\1590-12-76_SECTIONS.DWG

LAYOUT NAME - 090156-xs

9

Addendum No. 01
ID 1590-12-76
Added Sheet 163
February 5, 2024



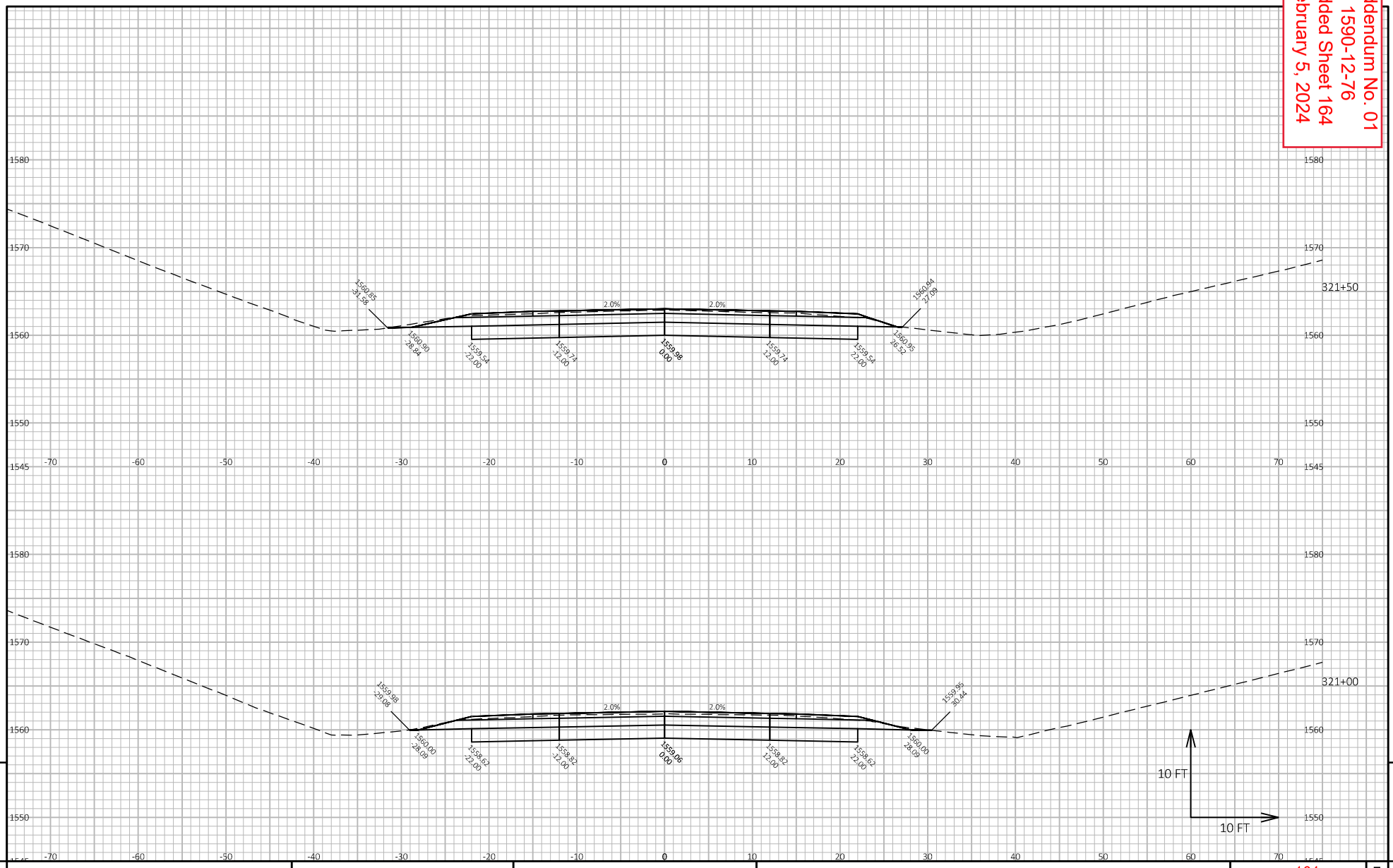
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 163	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090157-xs
PLOT DATE : 1/26/2024 11:32 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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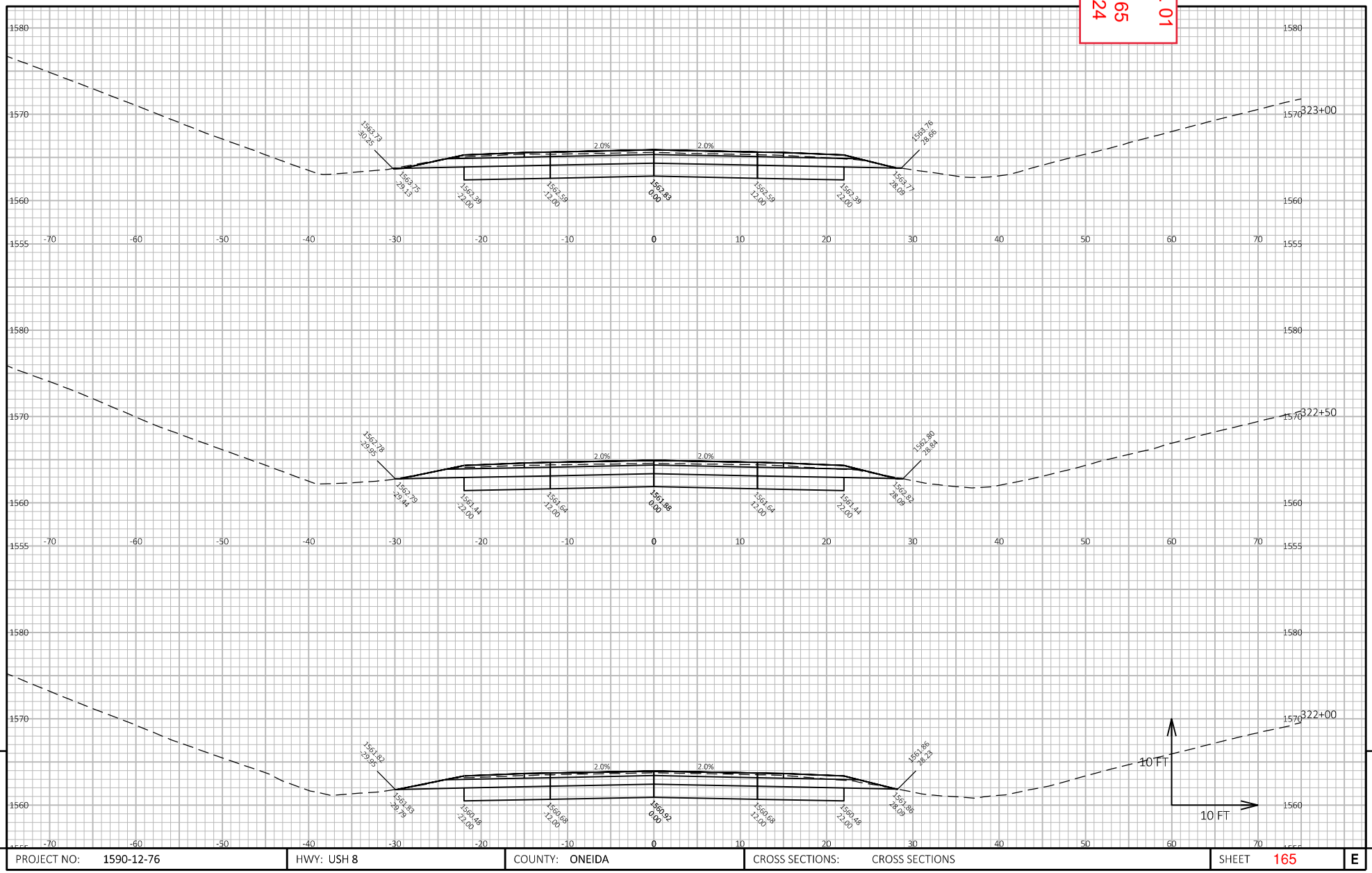
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 164	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090158-xs
PLOT DATE : 1/26/2024 11:33 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

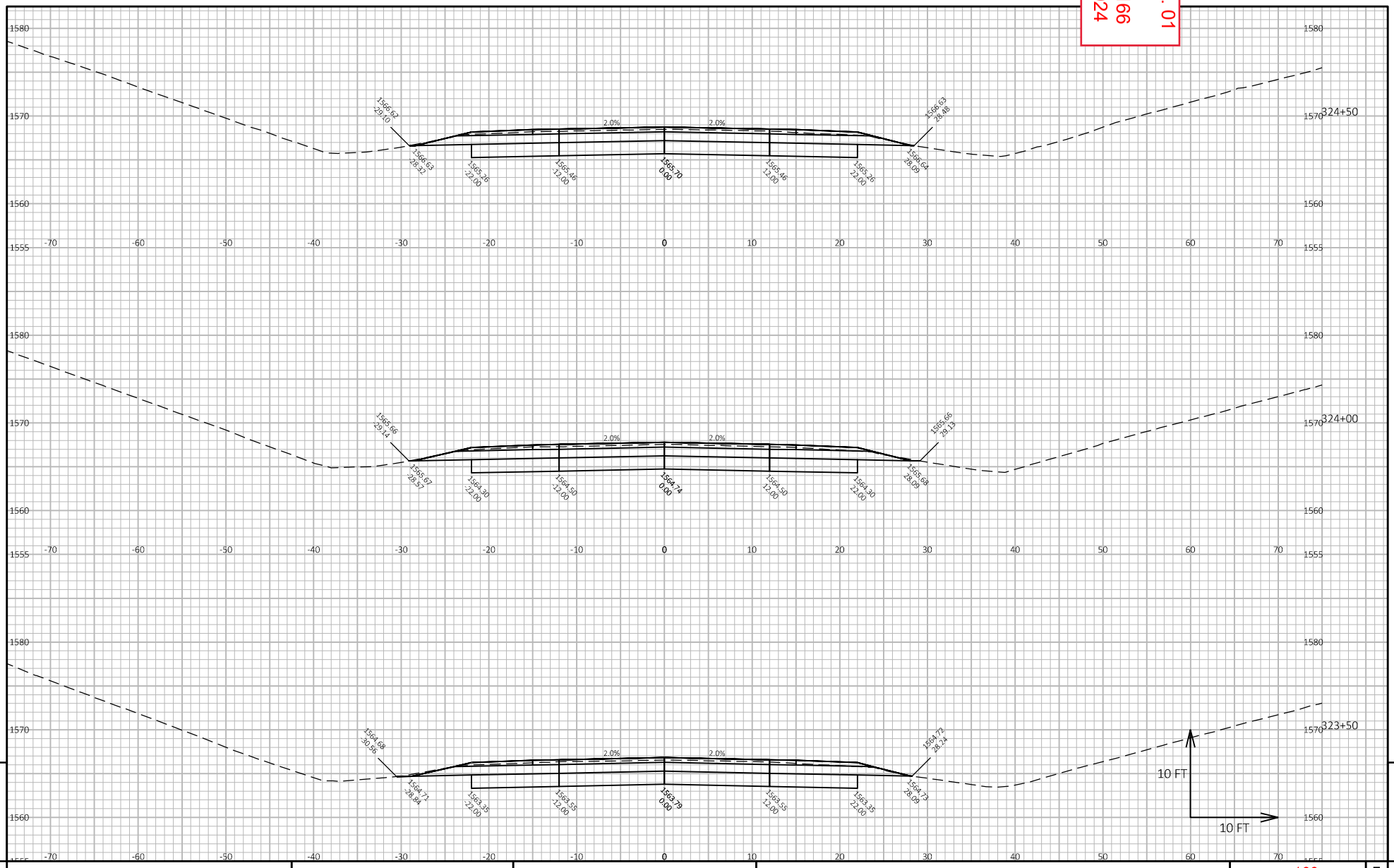
Addendum No. 01
ID 1590-12-76
Added Sheet 165
February 5, 2024



PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 165	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090159-xs
PLOT DATE : 1/26/2024 11:33 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

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

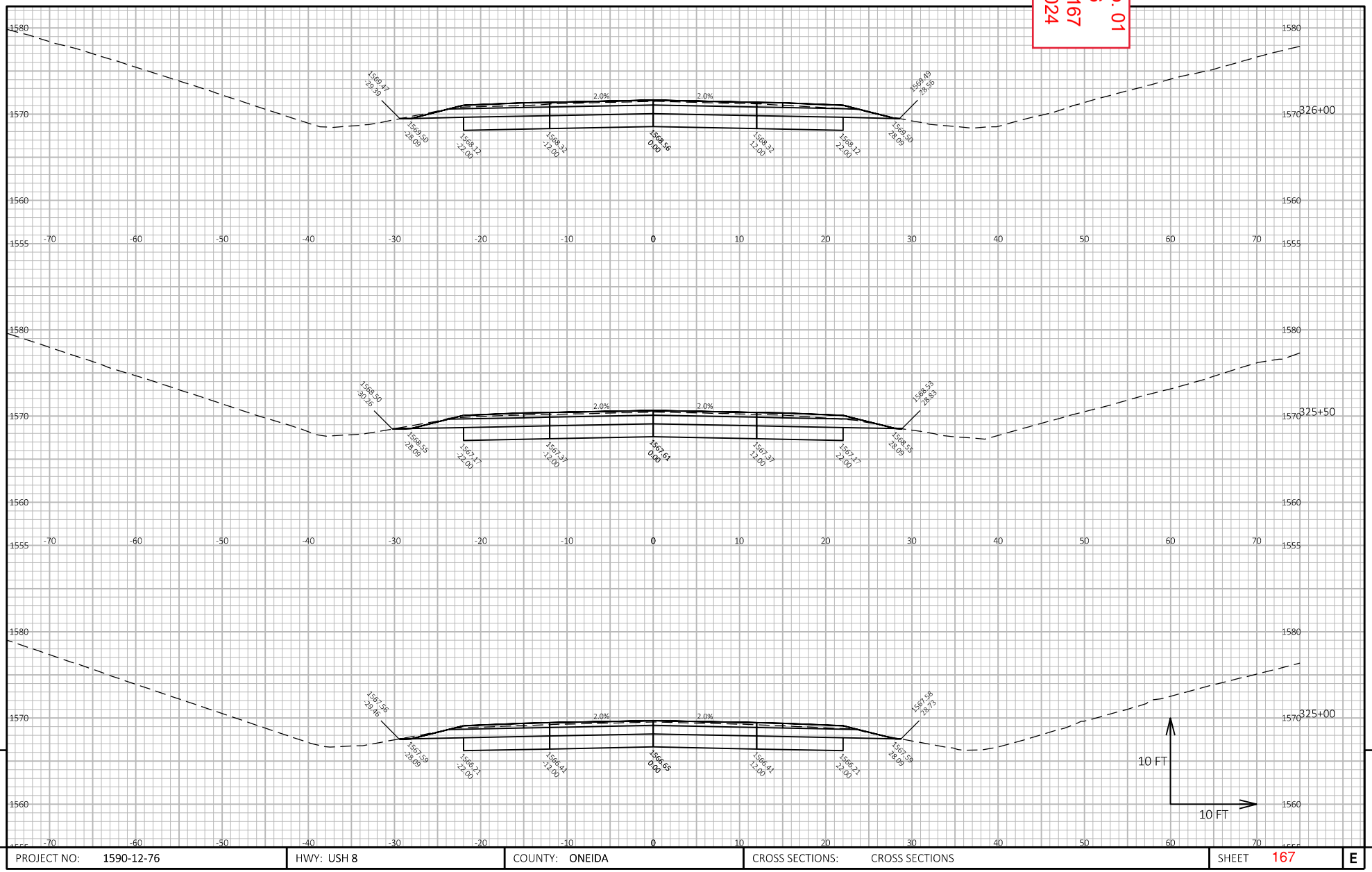


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 166	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090160-xs
PLOT DATE : 1/26/2024 11:33 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

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



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PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 167	E

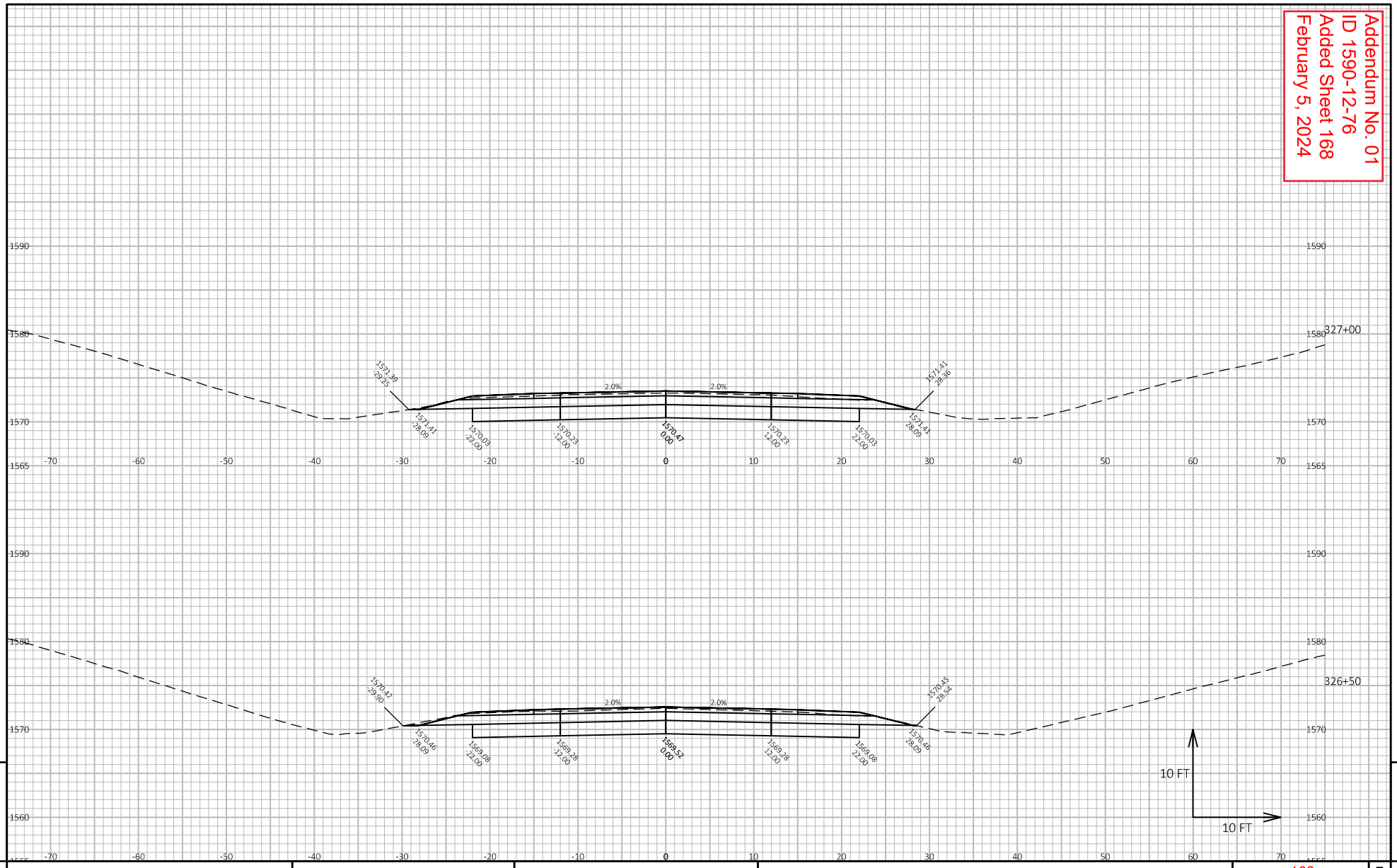
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090161-xs

PLOT DATE : 1/26/2024 11:33 AM PLOT BY : WILKE, CASSANDRA PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



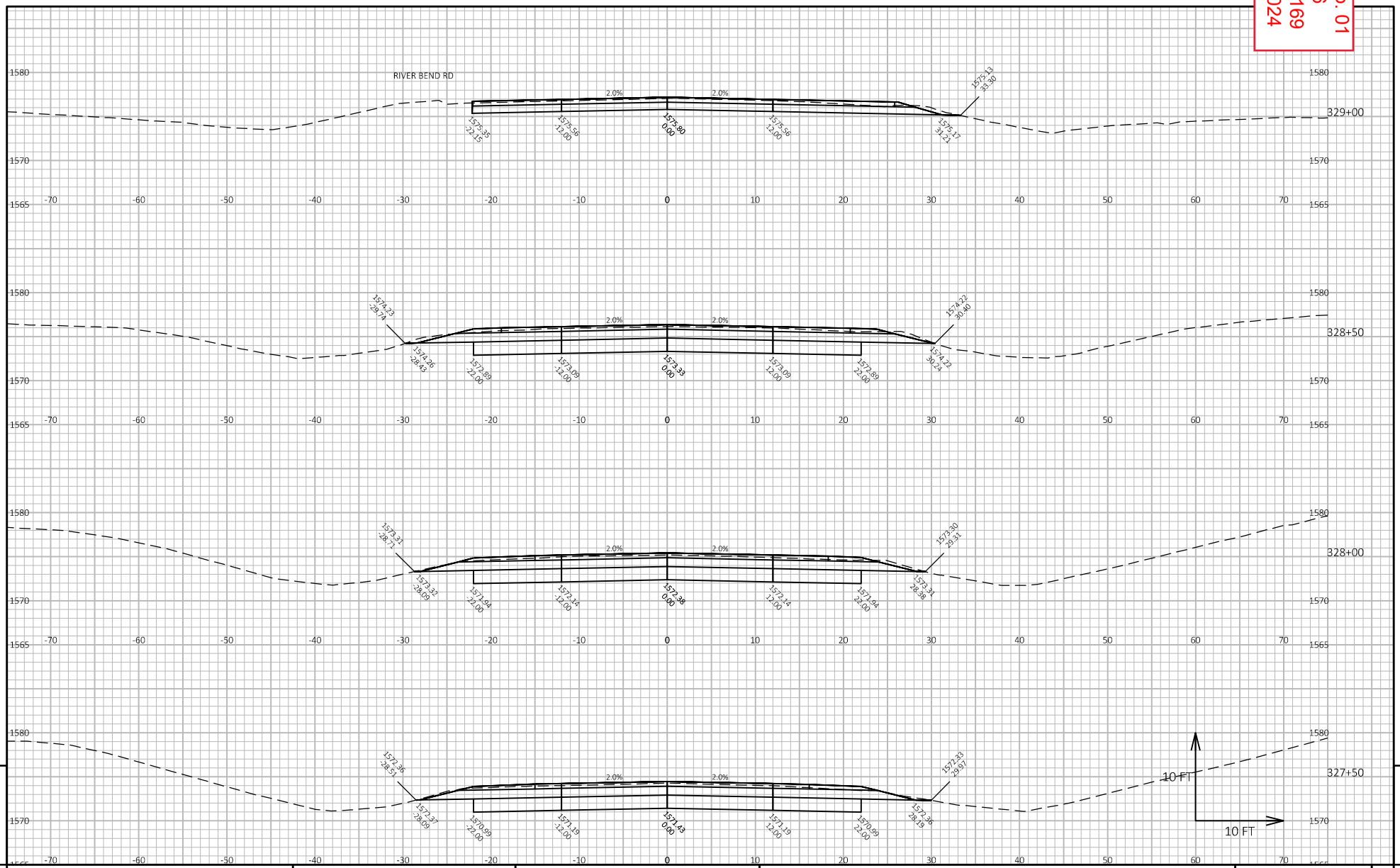
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 168	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090162-xs
PLOT DATE : 1/26/2024 11:33 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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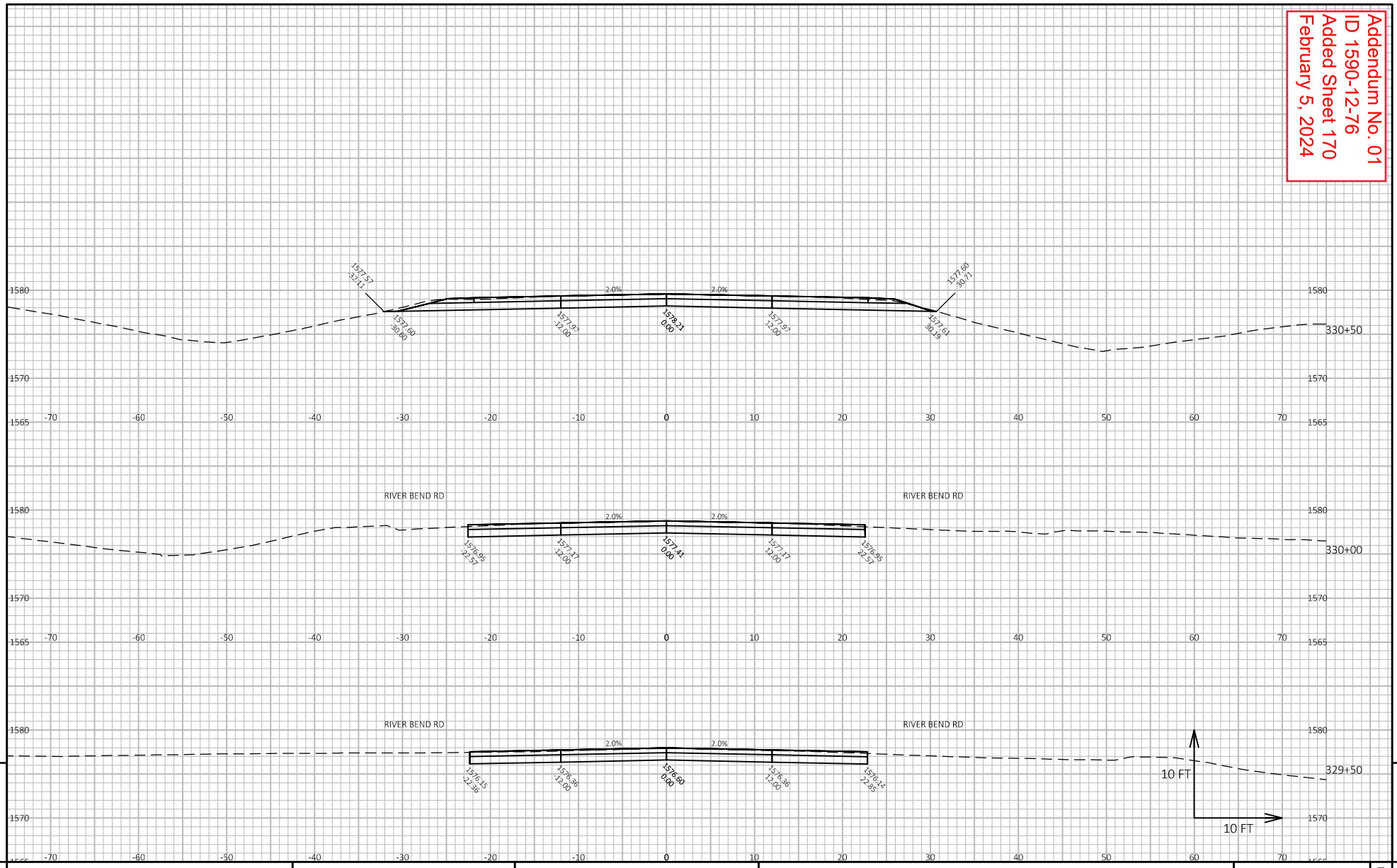
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 169	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090163-xs
PLOT DATE : 1/26/2024 11:33 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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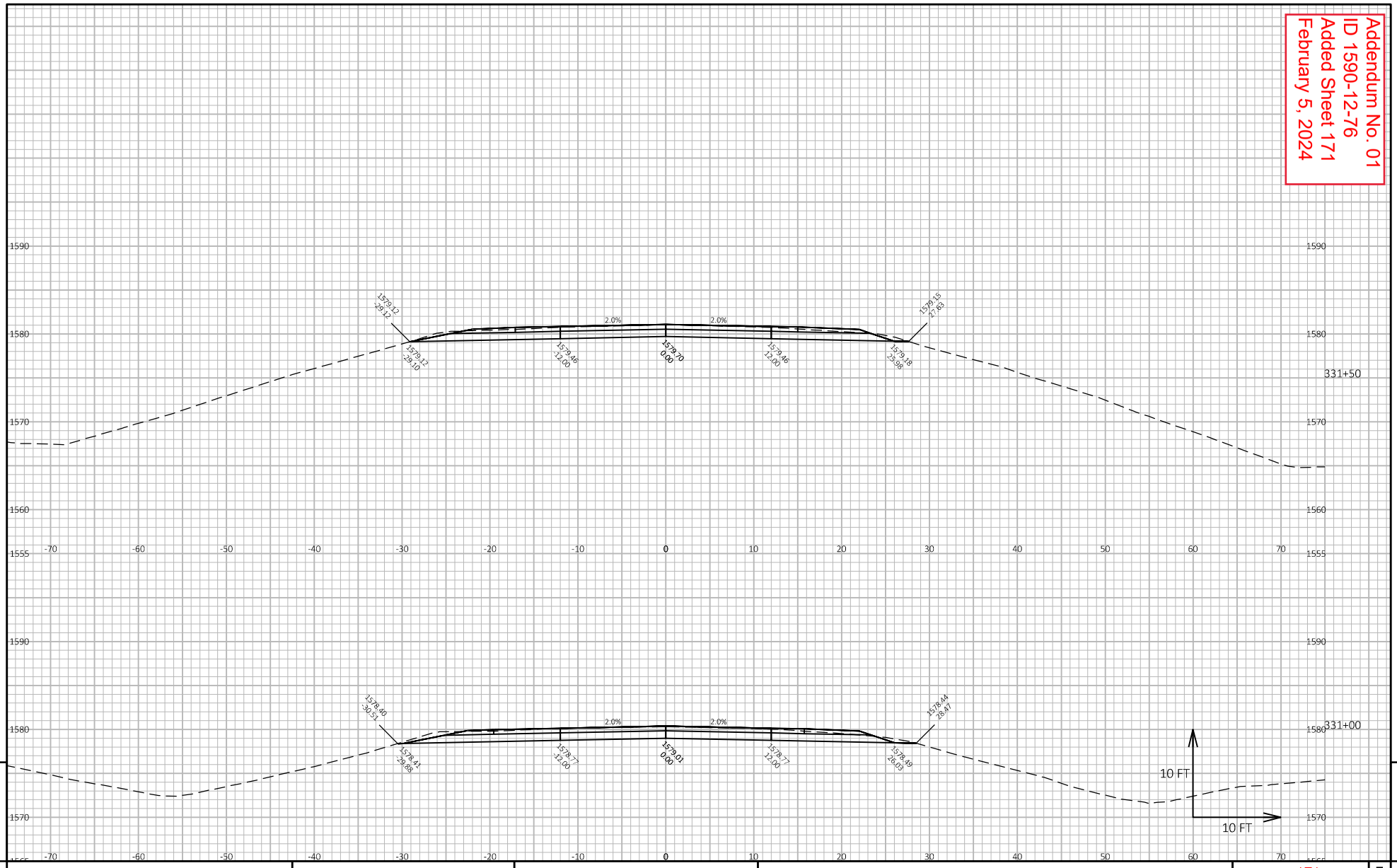
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 170	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090164-xs
PLOT DATE : 1/26/2024 11:33 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

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



9

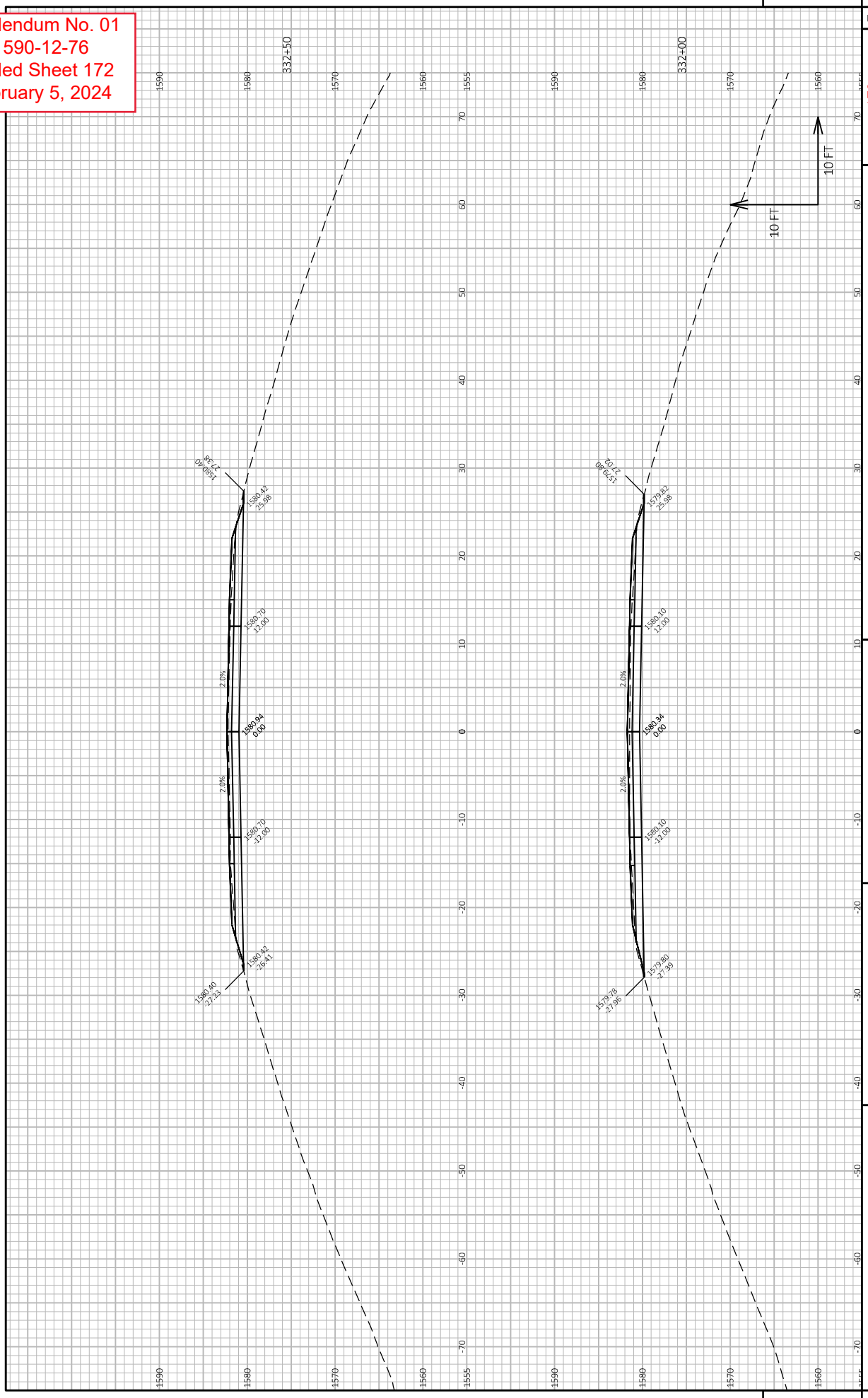
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 171	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090165-xs
PLOT DATE : 1/26/2024 11:33 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



PROJECT NO: 1590-12-76 | HWY: USH 8 | COUNTY: ONEIDA | CROSS SECTIONS: CROSS SECTIONS | SHEET 172 | E

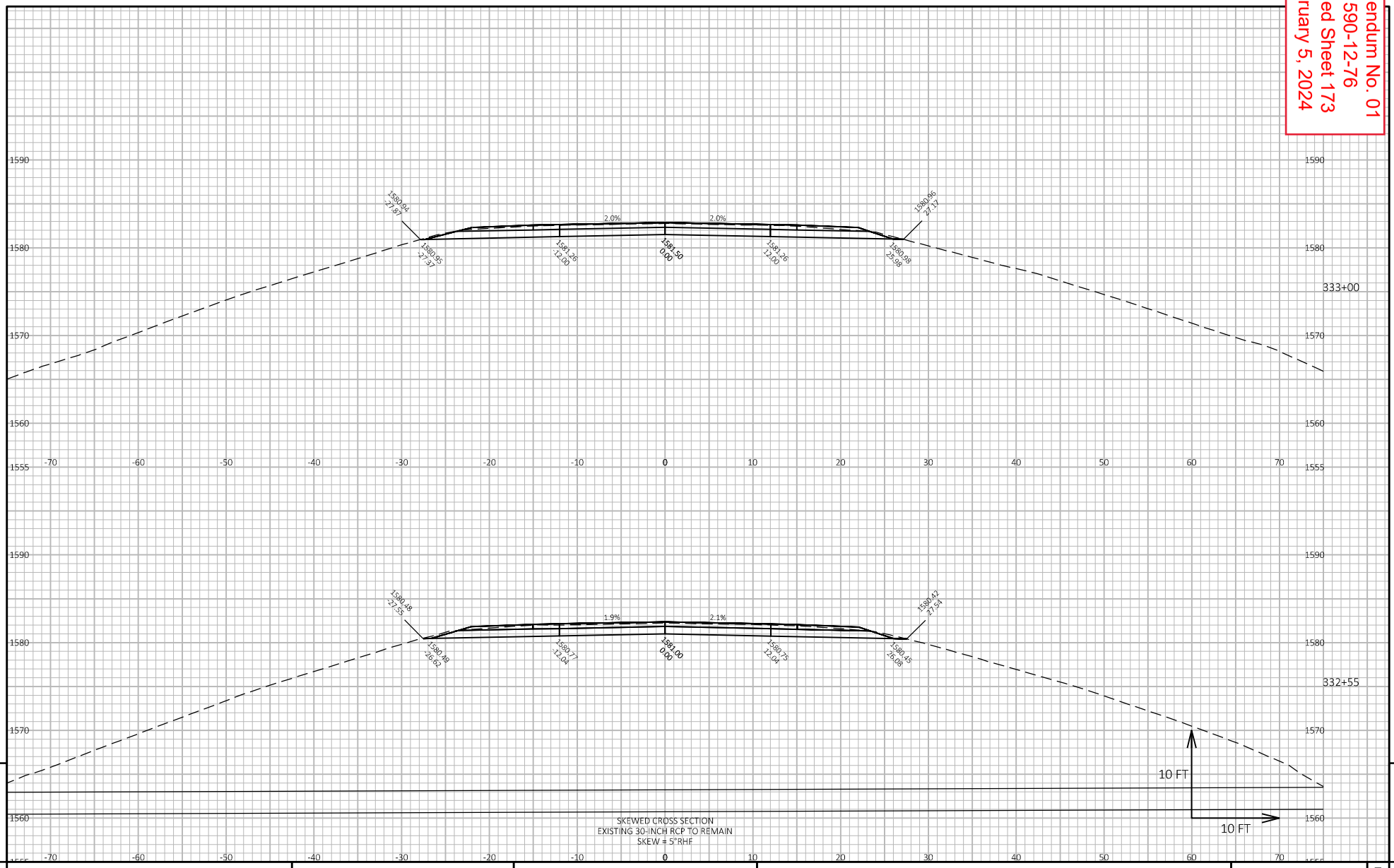
FILE NAME: I:\45\43050534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090166-xs

PLOT DATE: 1/26/2024 11:33 AM | PLOTTED BY: WILKE, CASSANDRA | PLOT NAME:

PLOT SCALE: 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



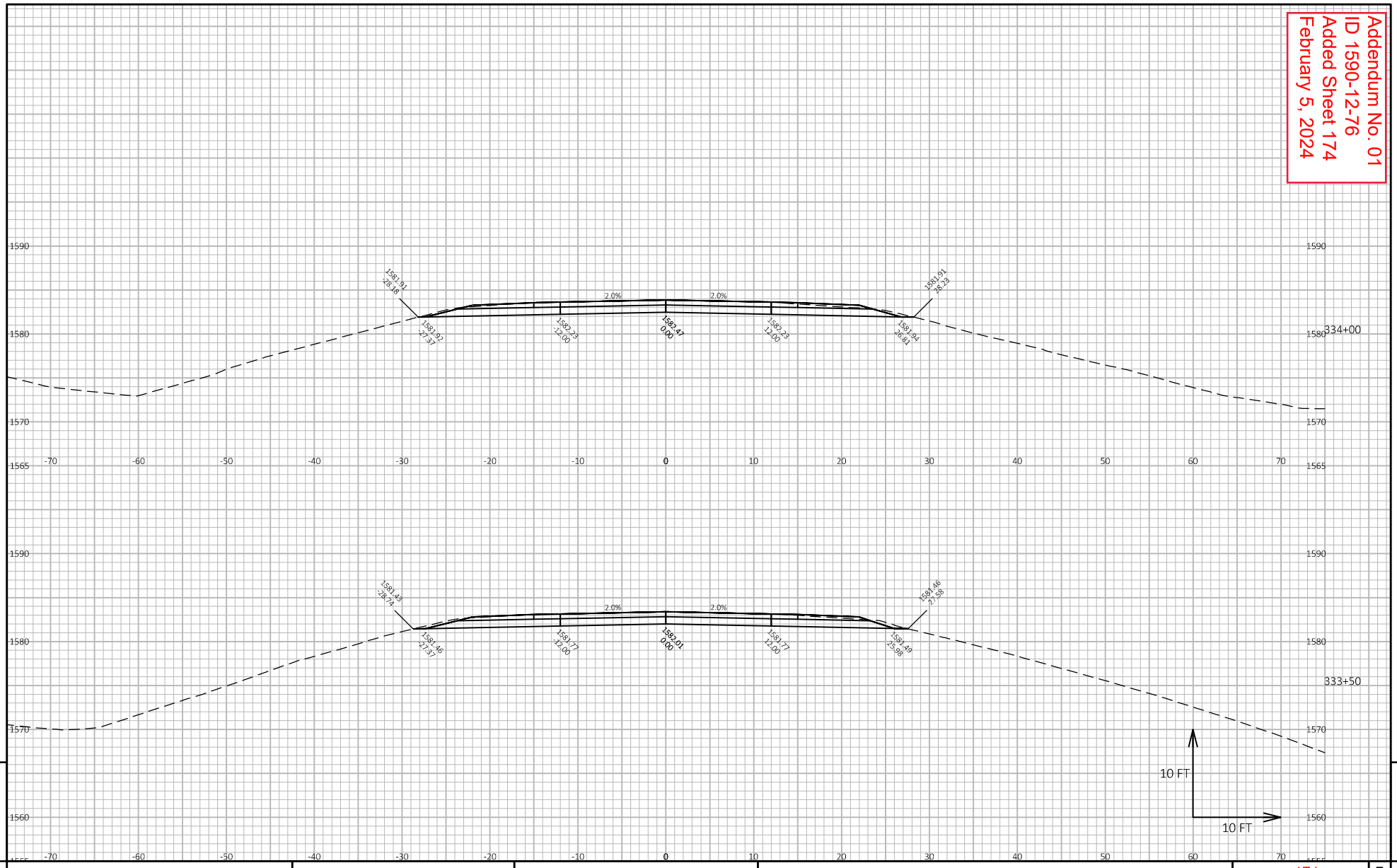
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 173	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090167-xs
PLOT DATE : 1/26/2024 11:33 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



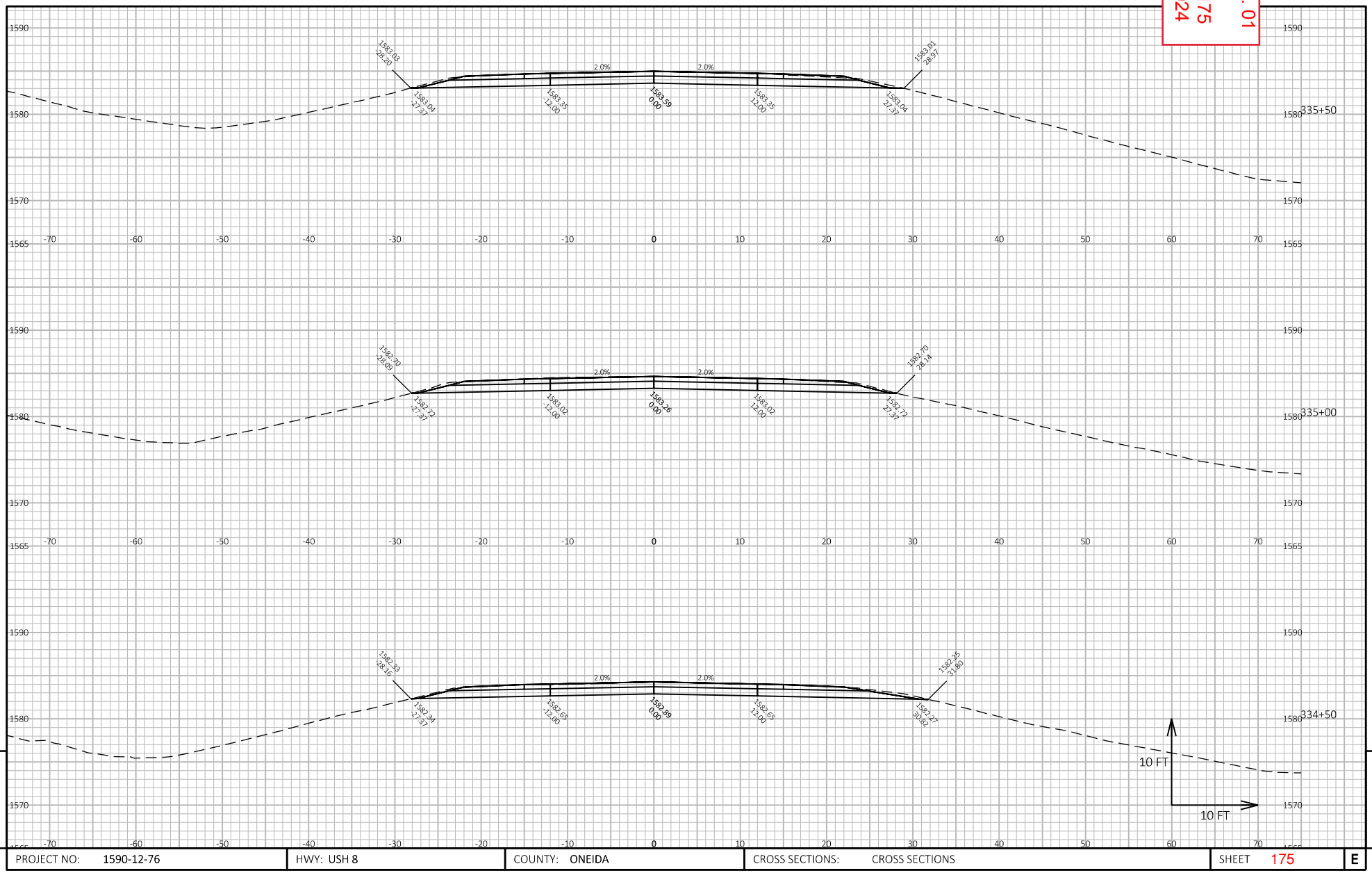
9

9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 174	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090168-xs
PLOT DATE : 1/26/2024 11:33 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

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



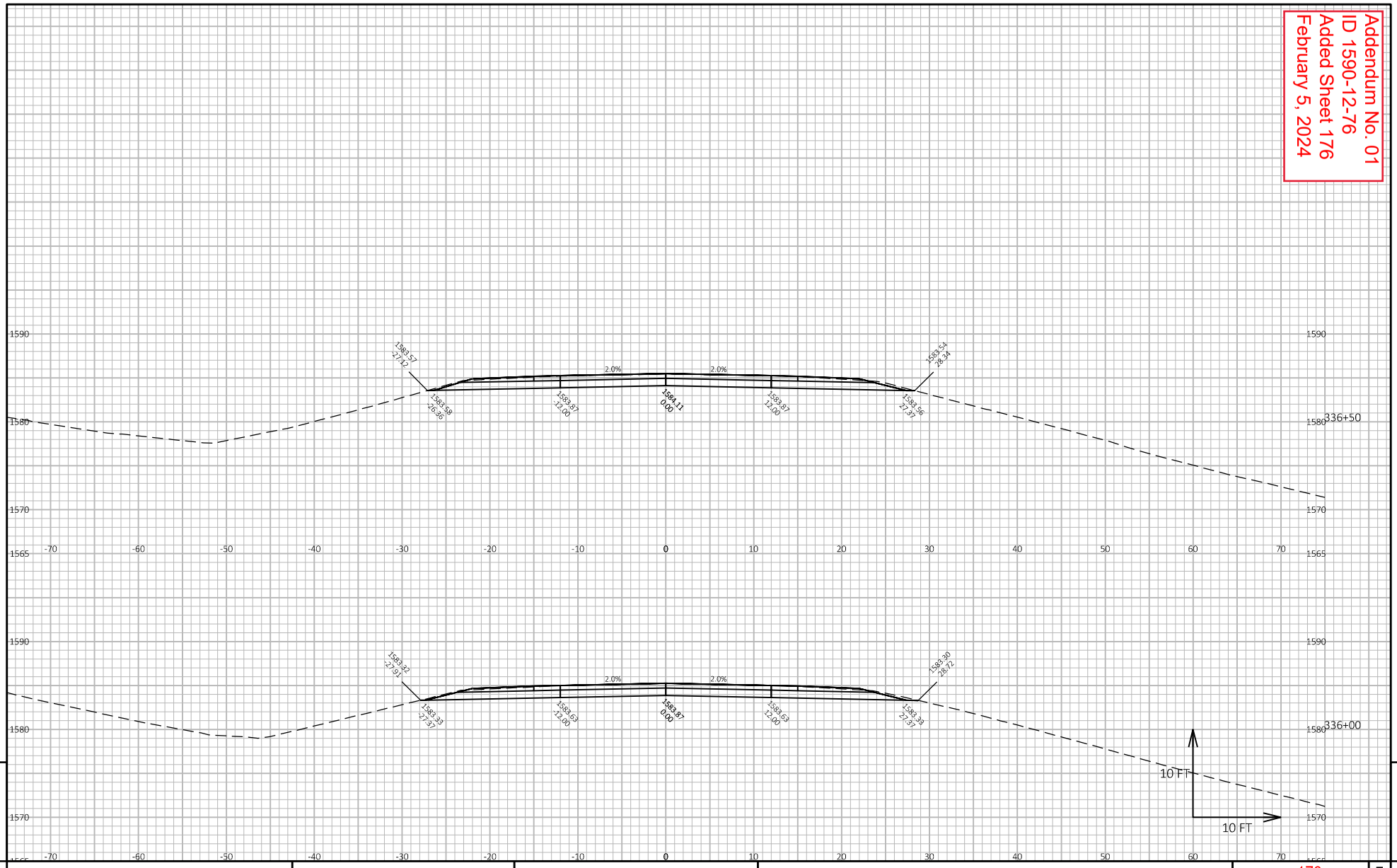
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 175	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090169-xs
PLOT DATE : 1/26/2024 11:33 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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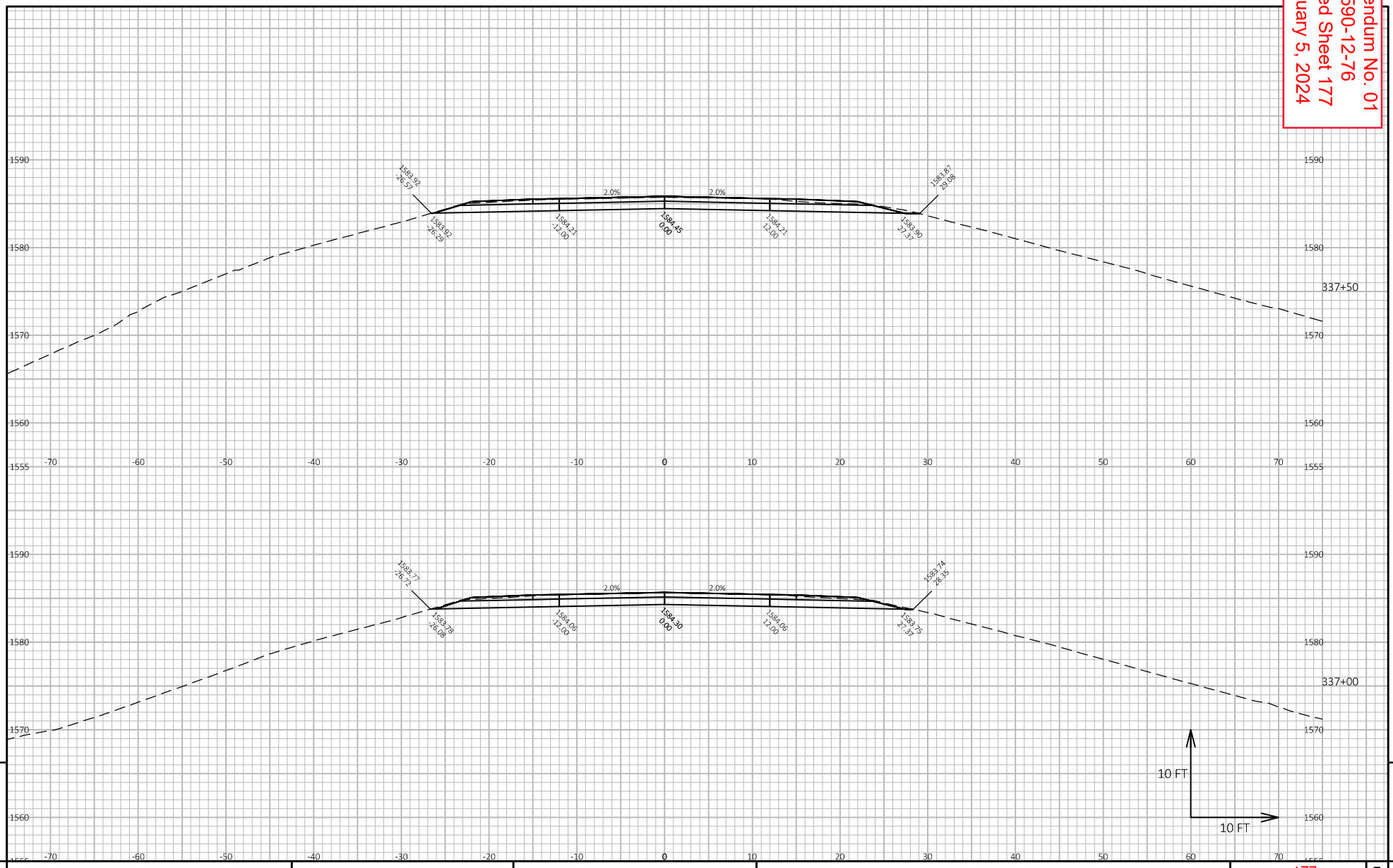
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 176	E

9

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090170-xs
PLOT DATE : 1/26/2024 11:34 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



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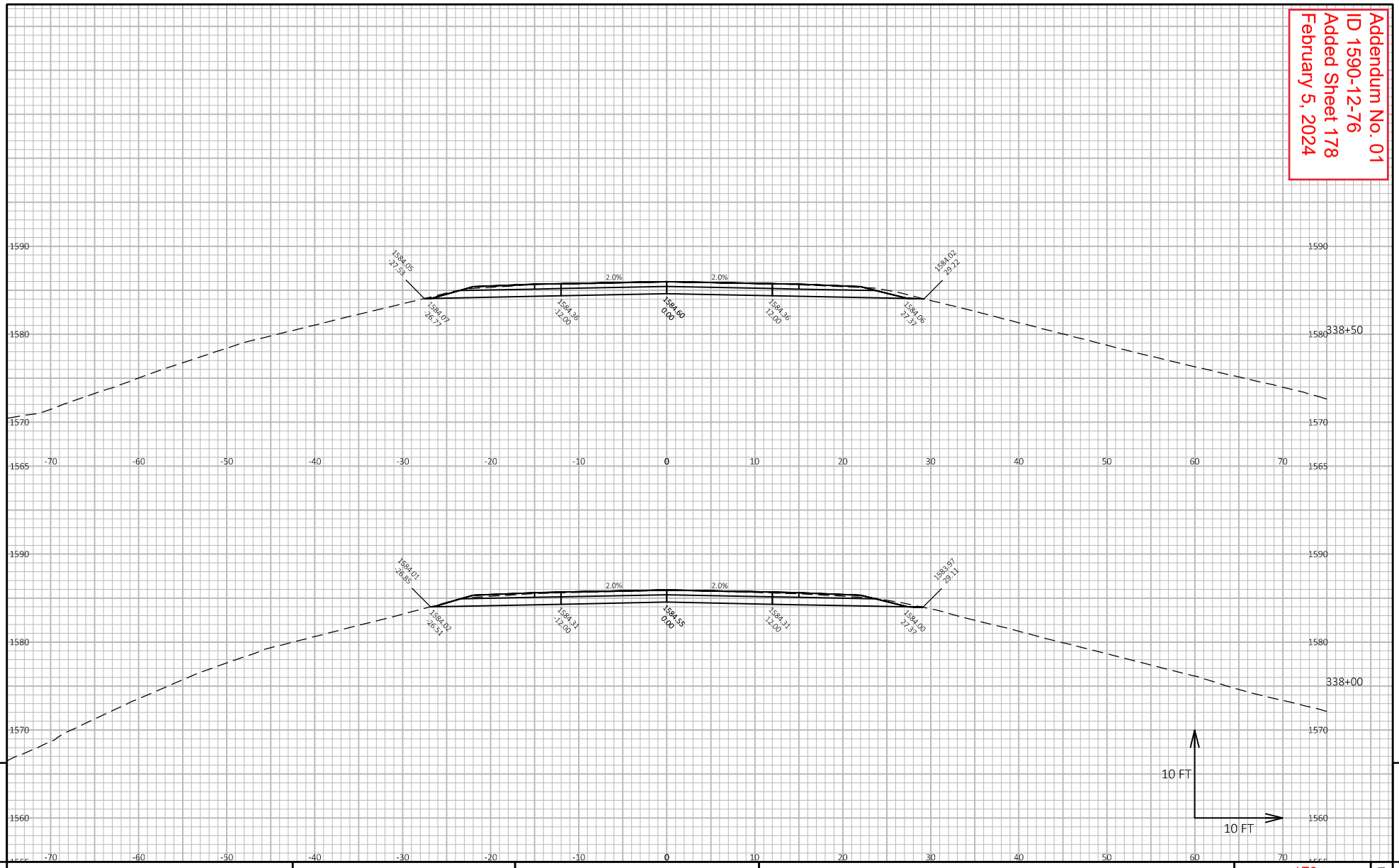
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 177	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090171-xs
PLOT DATE : 1/26/2024 11:34 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

9

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



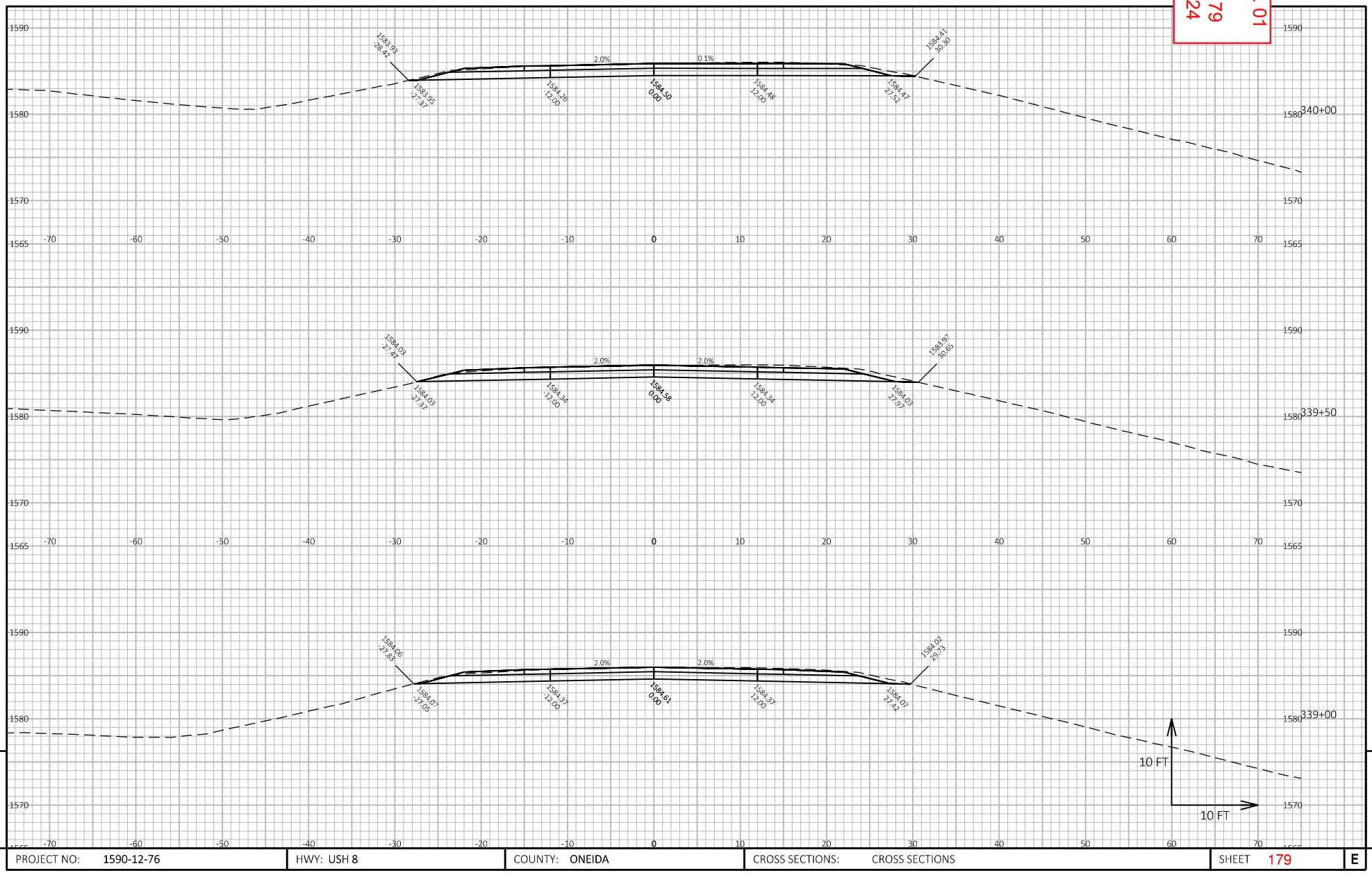
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 178	E

9

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090172-xs
PLOT DATE : 1/26/2024 11:34 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



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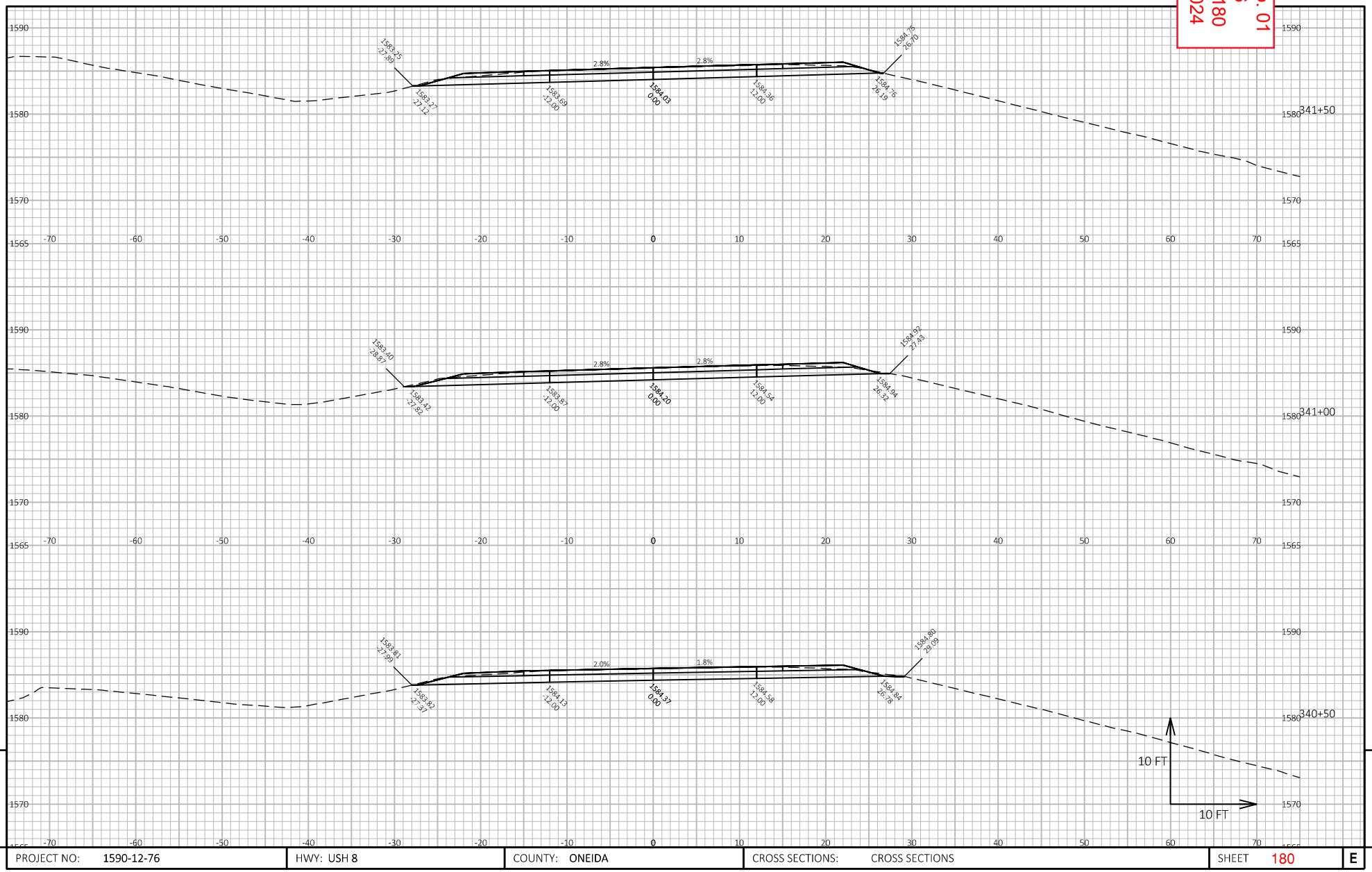
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 179	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090173-xs
PLOT DATE : 1/26/2024 11:34 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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

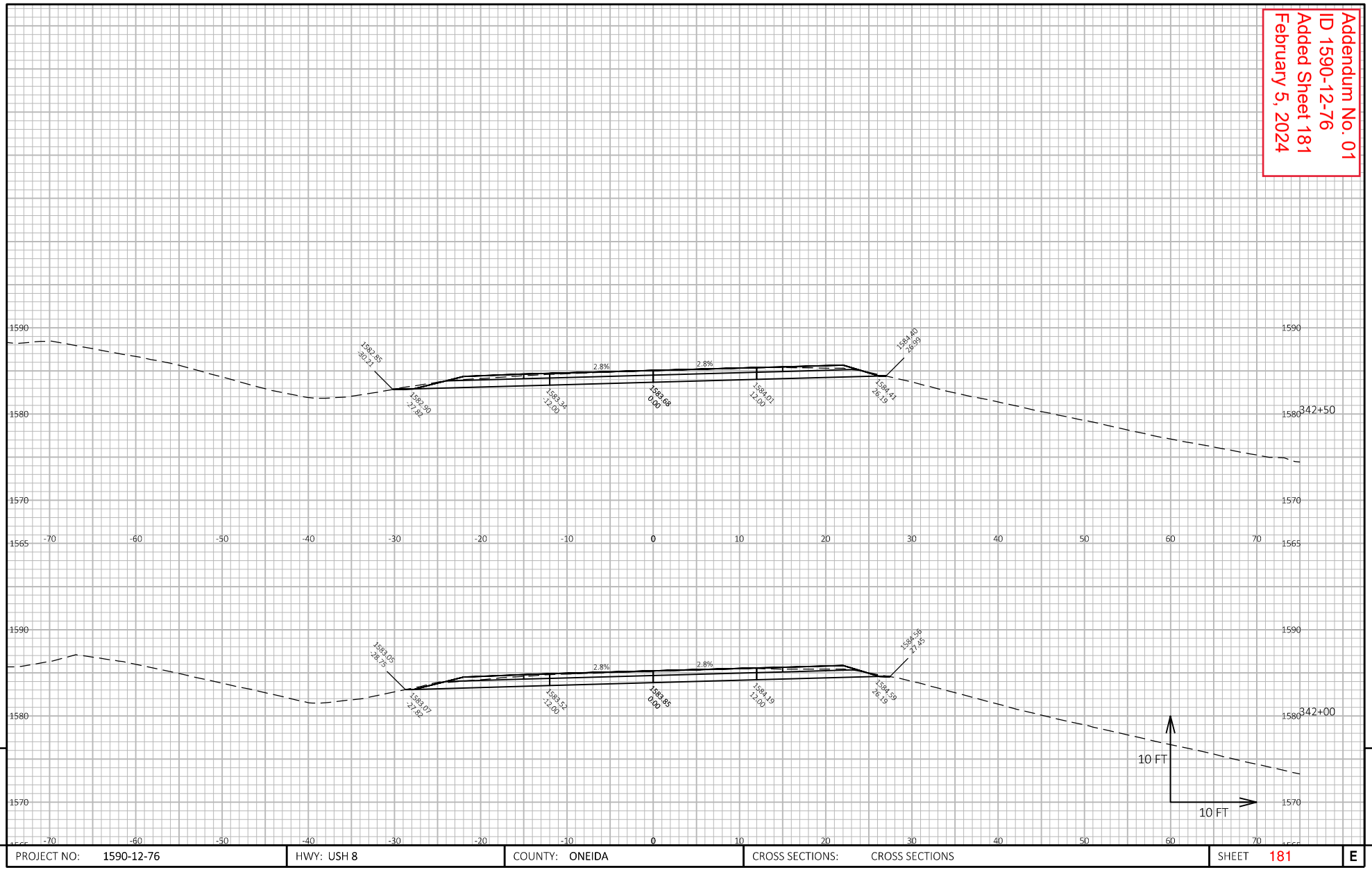


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 180	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090174-xs
PLOT DATE : 1/26/2024 11:34 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



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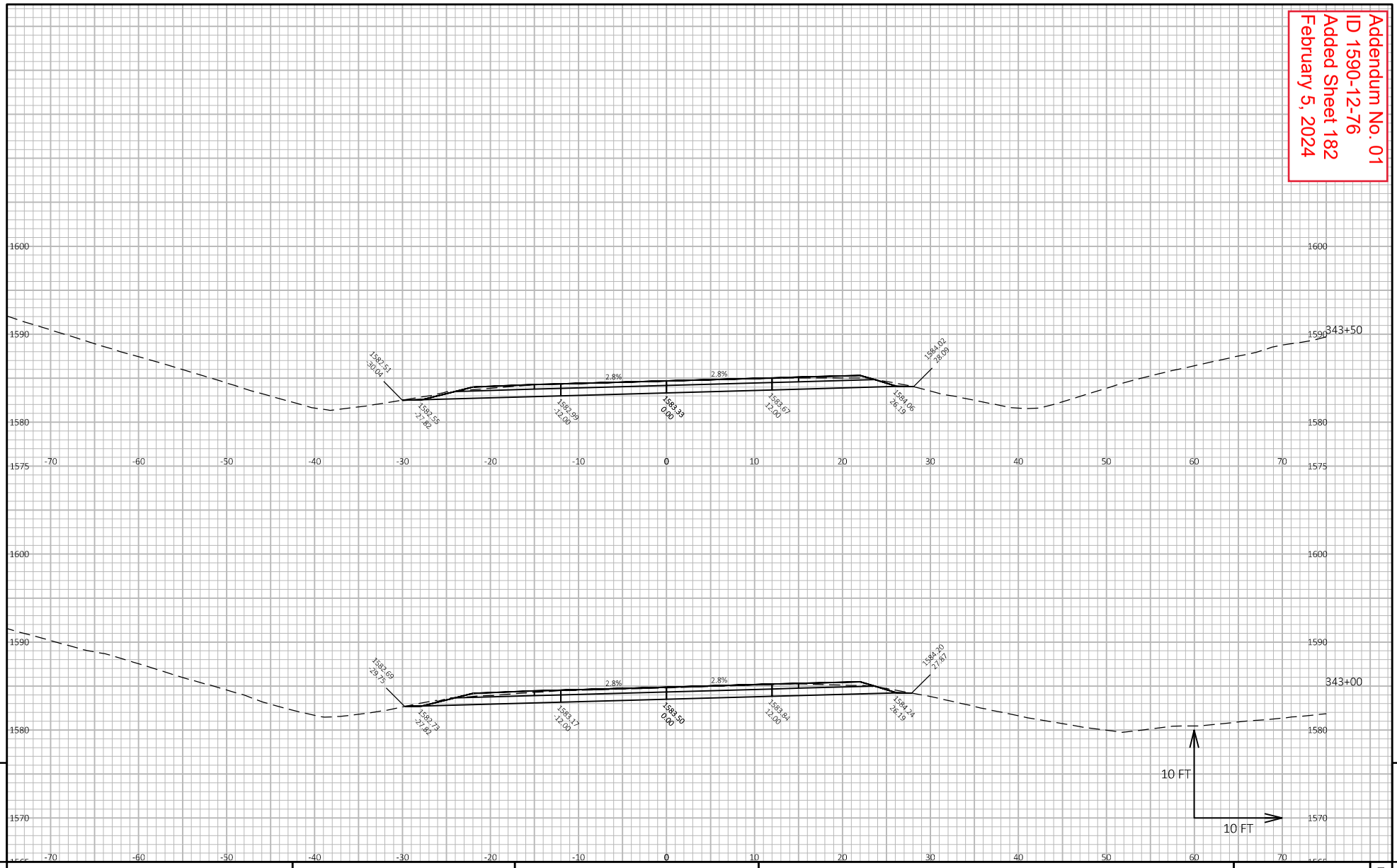
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 181	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090175-xs
PLOT DATE : 1/26/2024 11:34 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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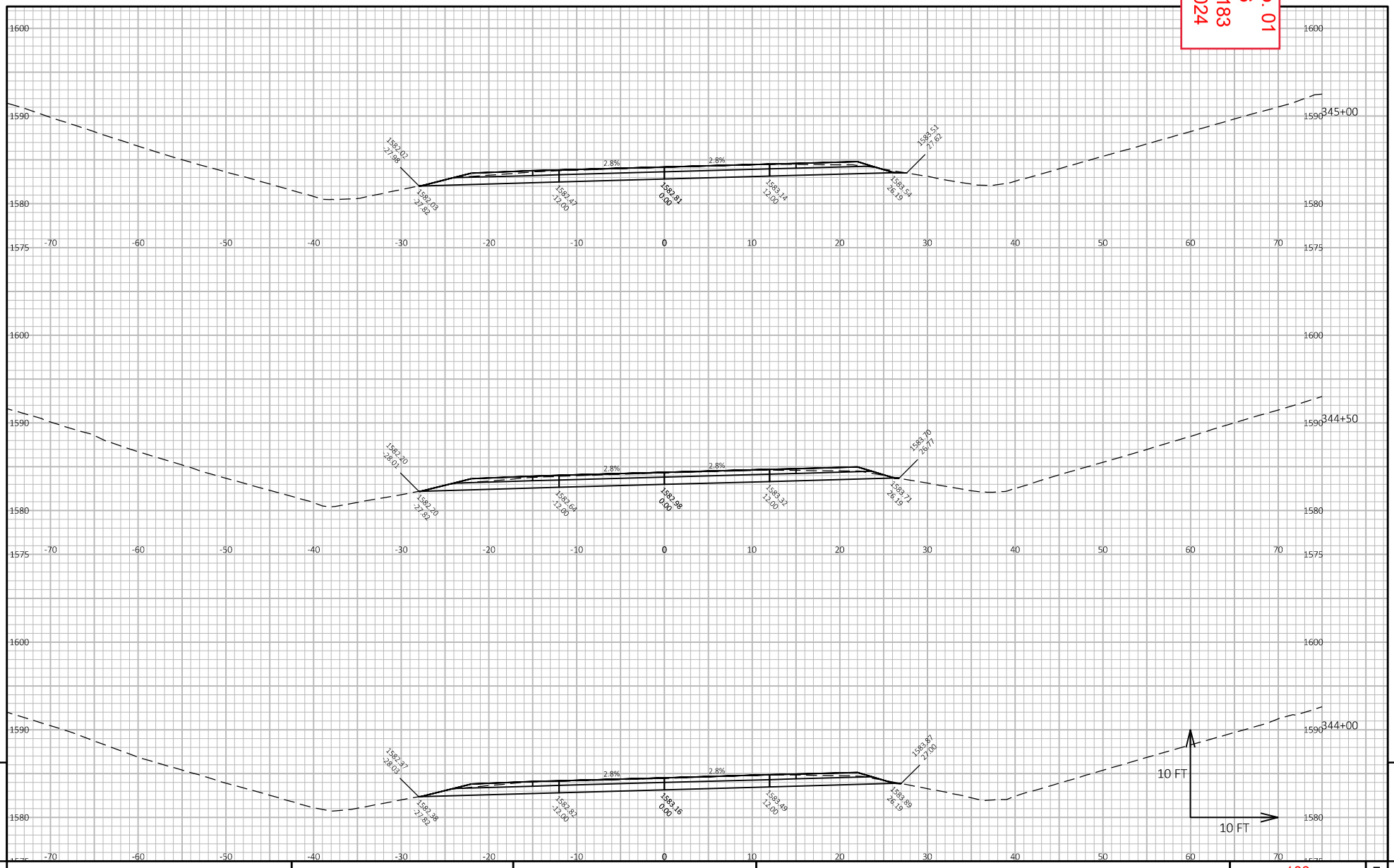
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 182	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090176-xs
PLOT DATE : 1/26/2024 11:34 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

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



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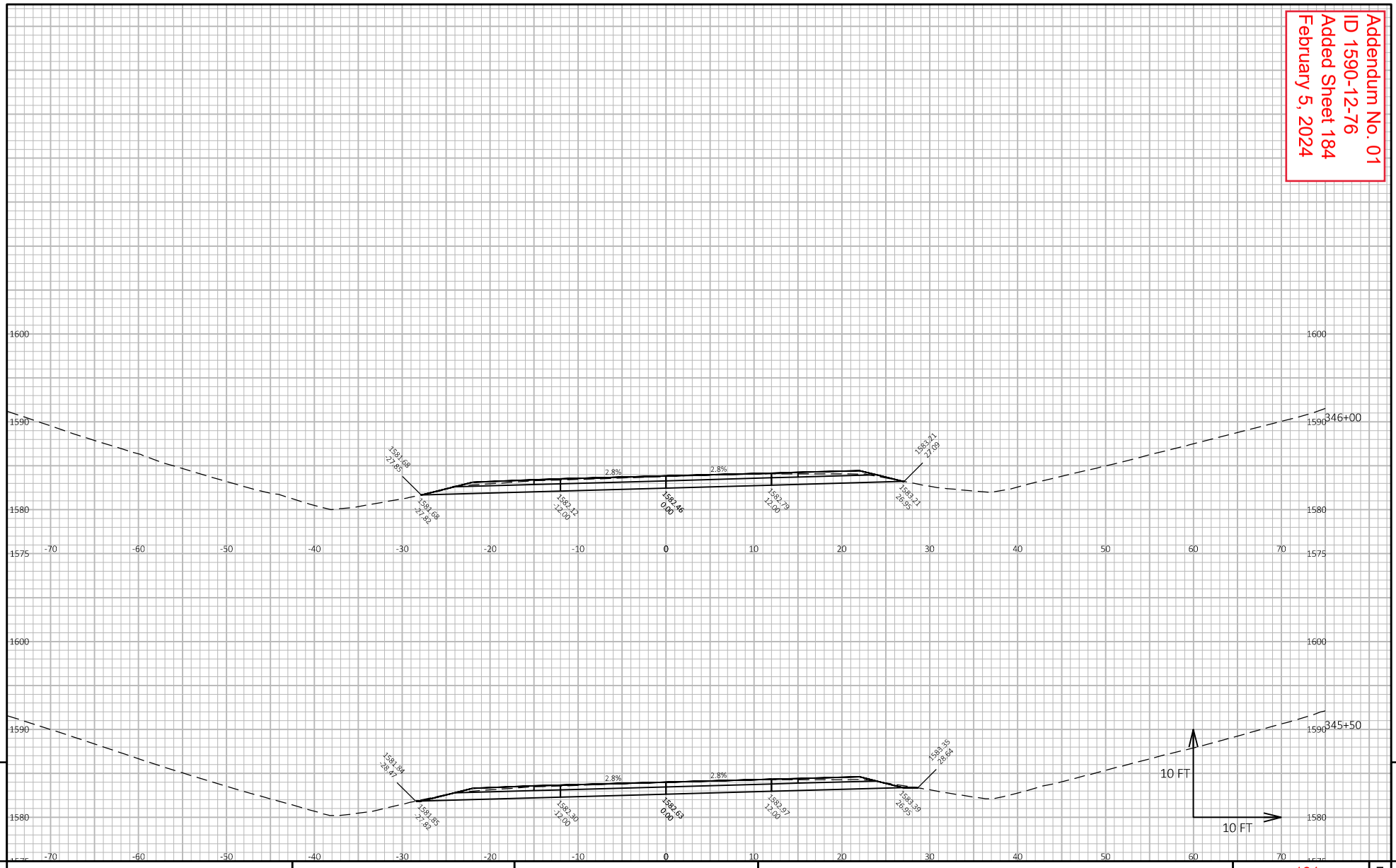
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 183	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090177-xs
PLOT DATE : 1/26/2024 11:34 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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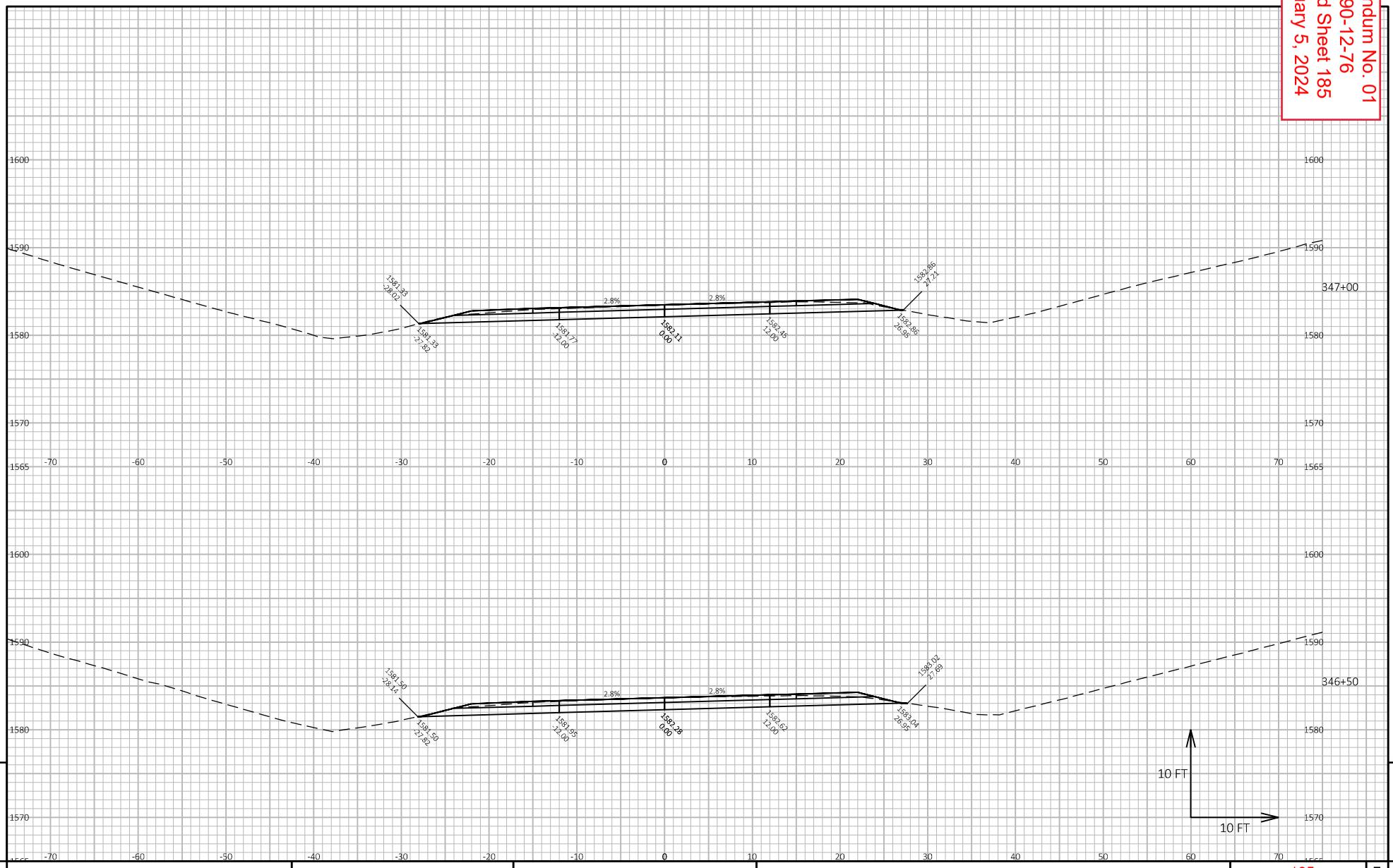
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 184	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090178-xs
PLOT DATE : 1/26/2024 11:34 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

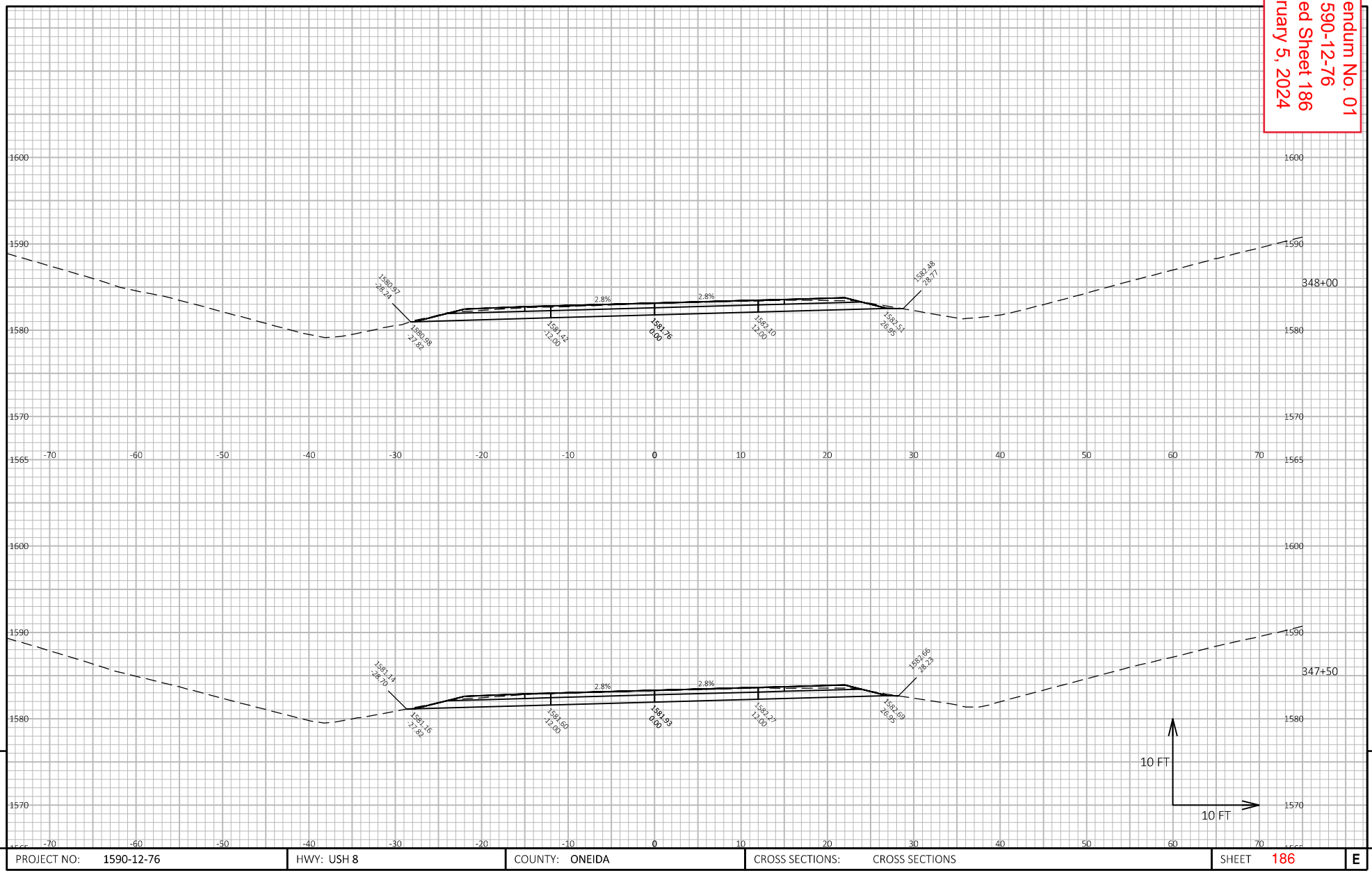
Addendum No. 01
ID 1590-12-76
Added Sheet 185
February 5, 2024



PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 185	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090179-xs
PLOT DATE : 1/26/2024 11:34 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

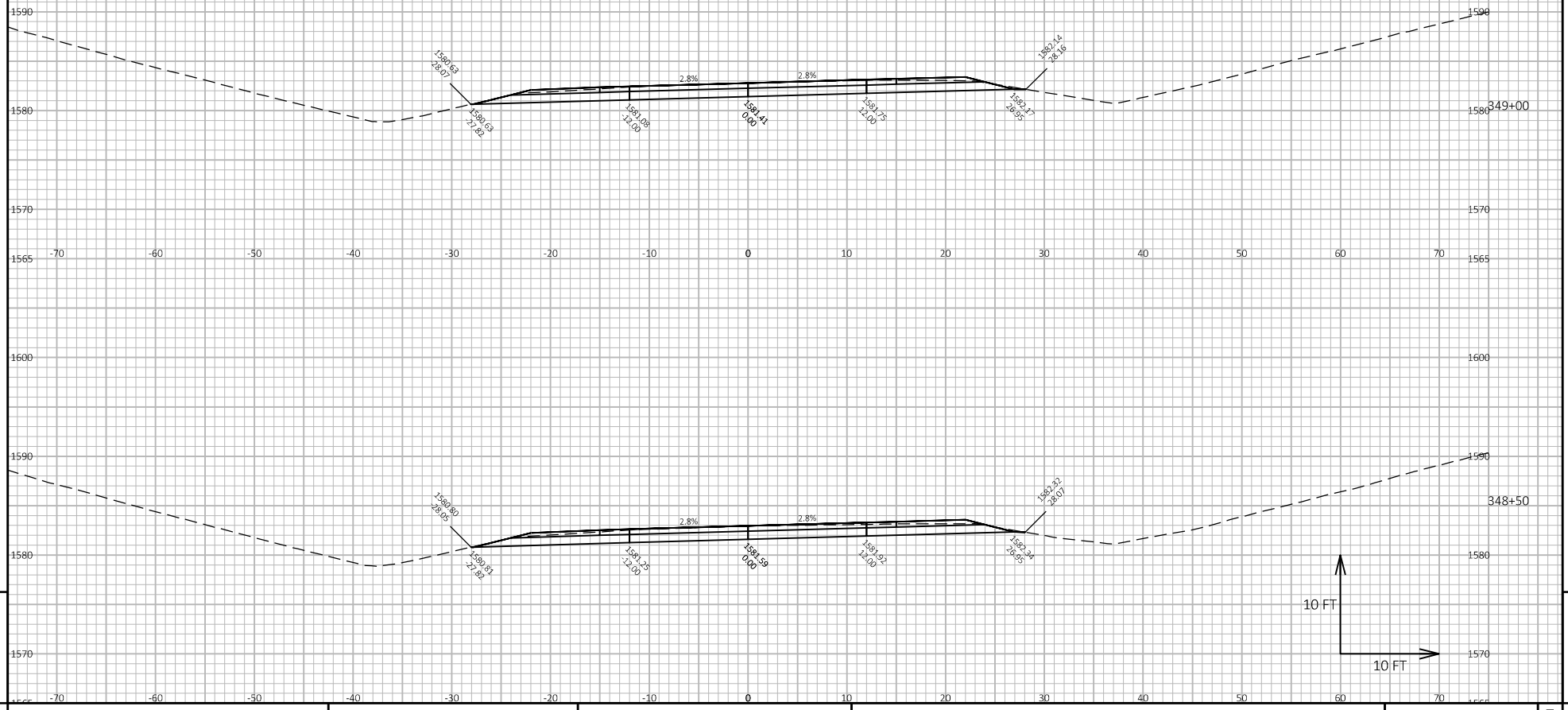
Addendum No. 01
ID 1590-12-76
Added Sheet 186
February 5, 2024



PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 186	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090180-xs
PLOT DATE : 1/26/2024 11:34 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

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



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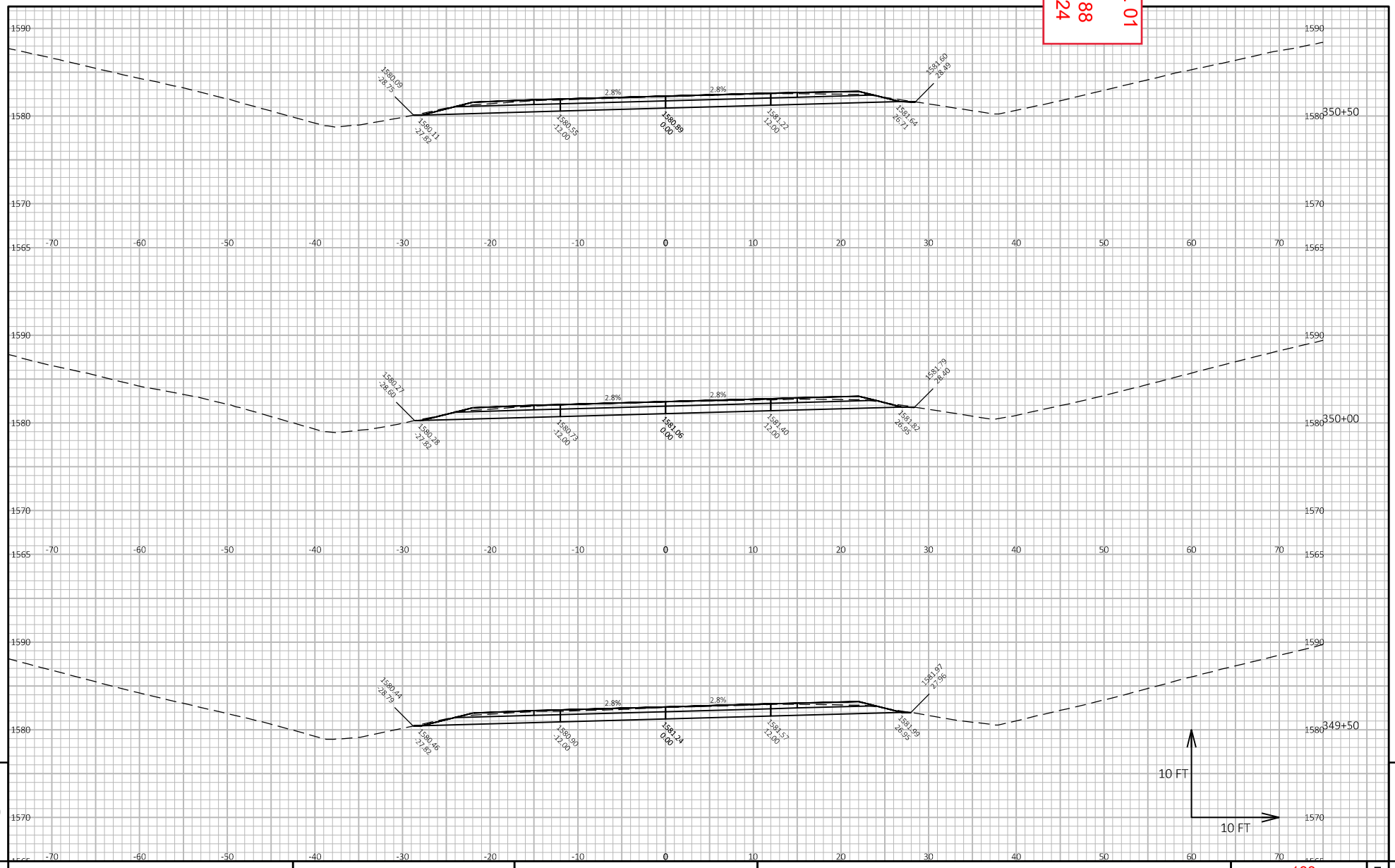
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 187	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090181-xs
PLOT DATE : 1/26/2024 11:34 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

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



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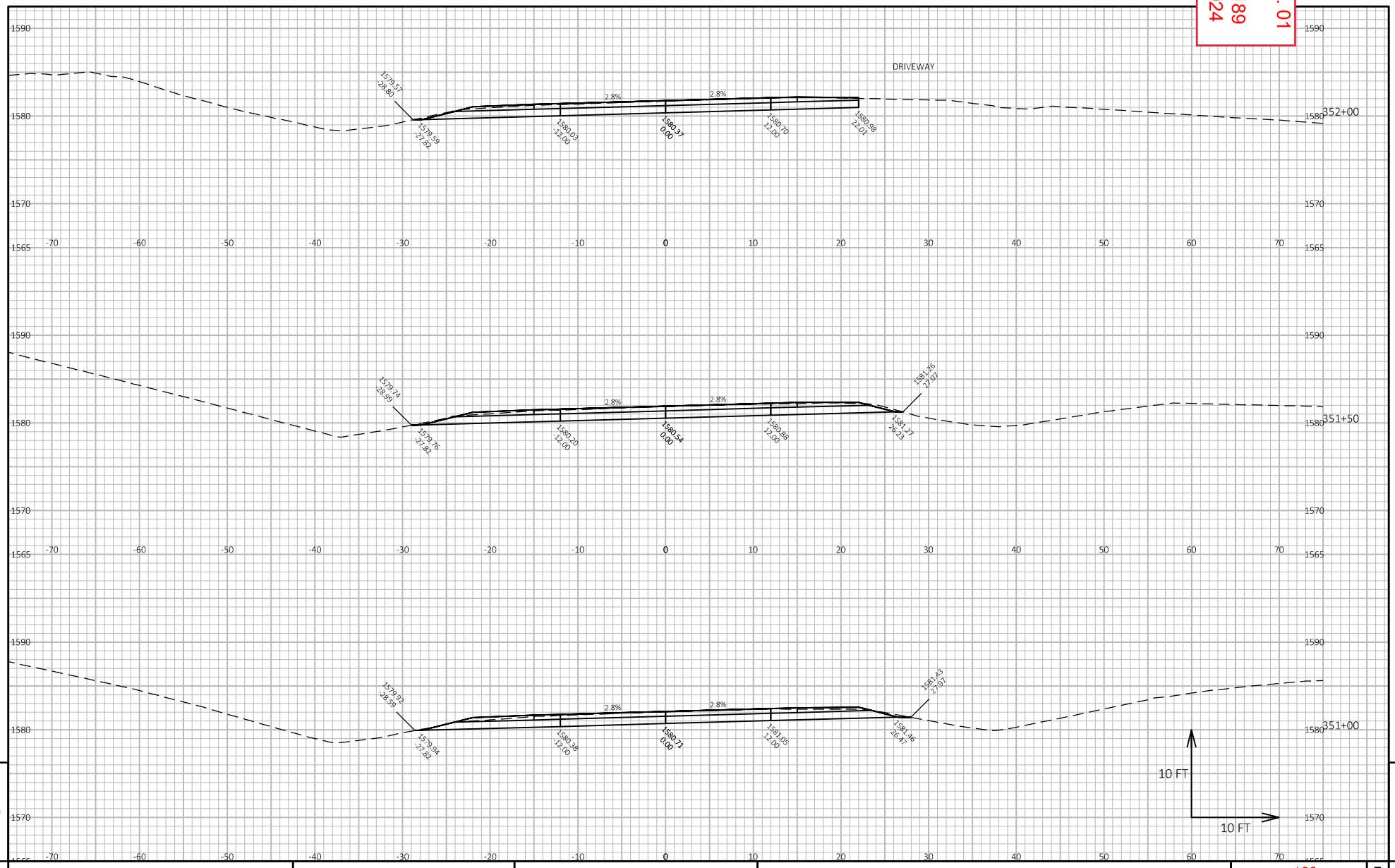
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 188	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090182-xs
PLOT DATE : 1/26/2024 11:35 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Addendum No. 01
ID 1590-12-76
Added Sheet 189
February 5, 2024

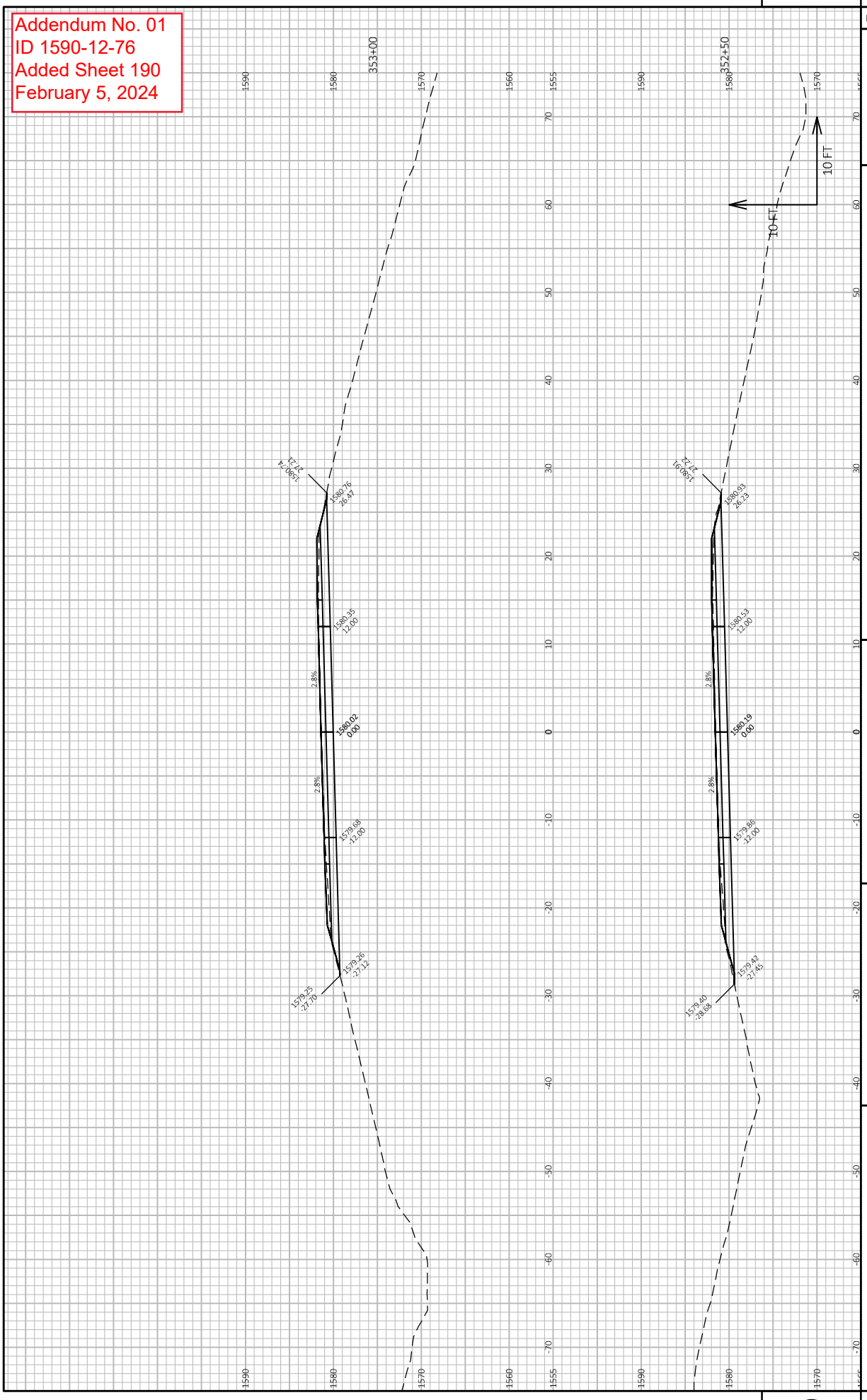


PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 189	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090183-xs
PLOT DATE : 1/26/2024 11:35 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



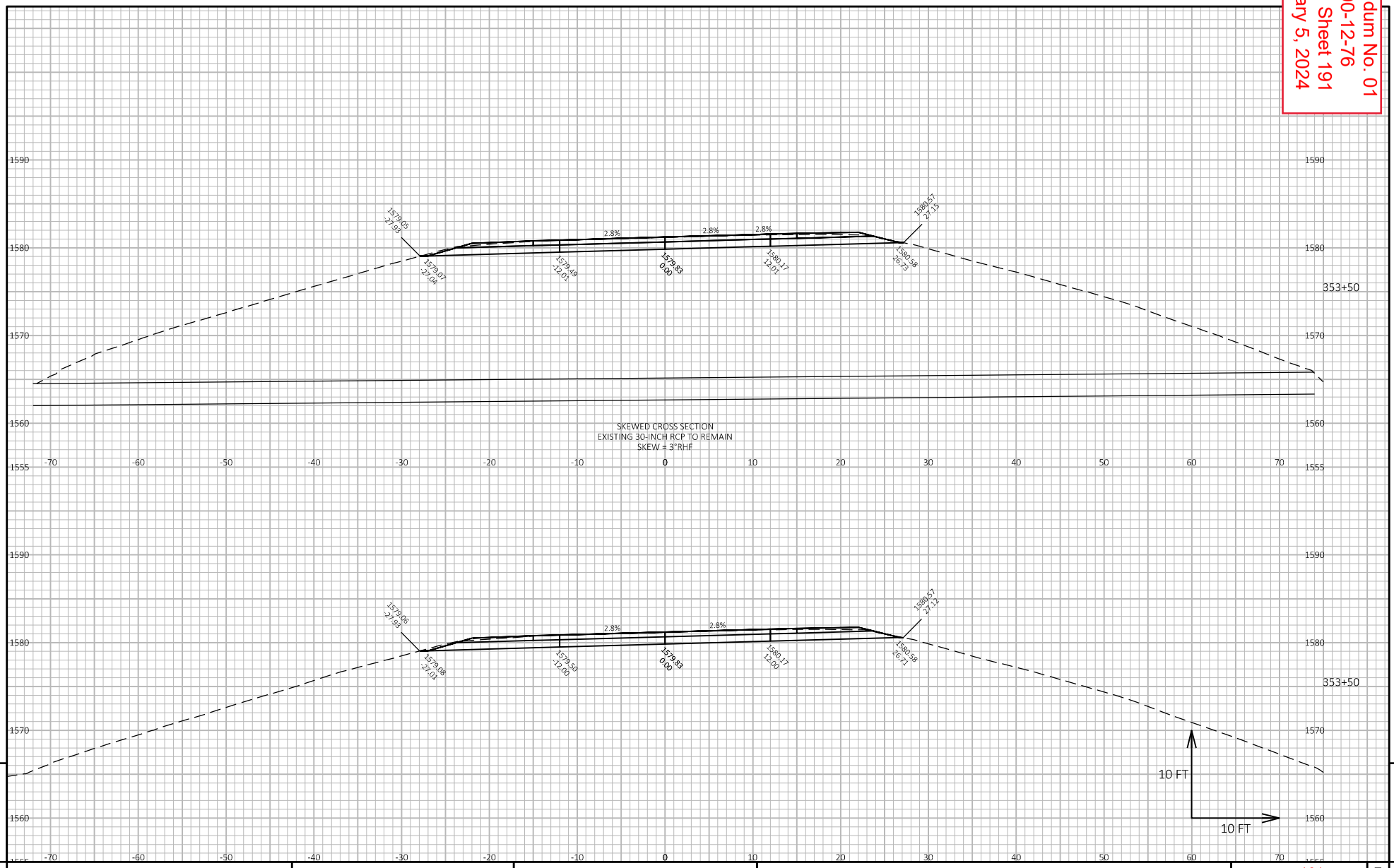
PROJECT NO: 1590-12-76 | HWY: USH 8 | COUNTY: ONEIDA | CROSS SECTIONS: CROSS SECTIONS | SHEET 190 E

FILE NAME: I:\45\43050534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - CRU184-xs

PLOT DATE: 1/26/2024 11:35 AM | PLOT BY: WILKE, CASSANDRA | PLOT NAME: WISDOT/CADDS SHEET 49

PLOT SCALE: 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Addendum No. 01
ID 1590-12-76
Added Sheet 191
February 5, 2024



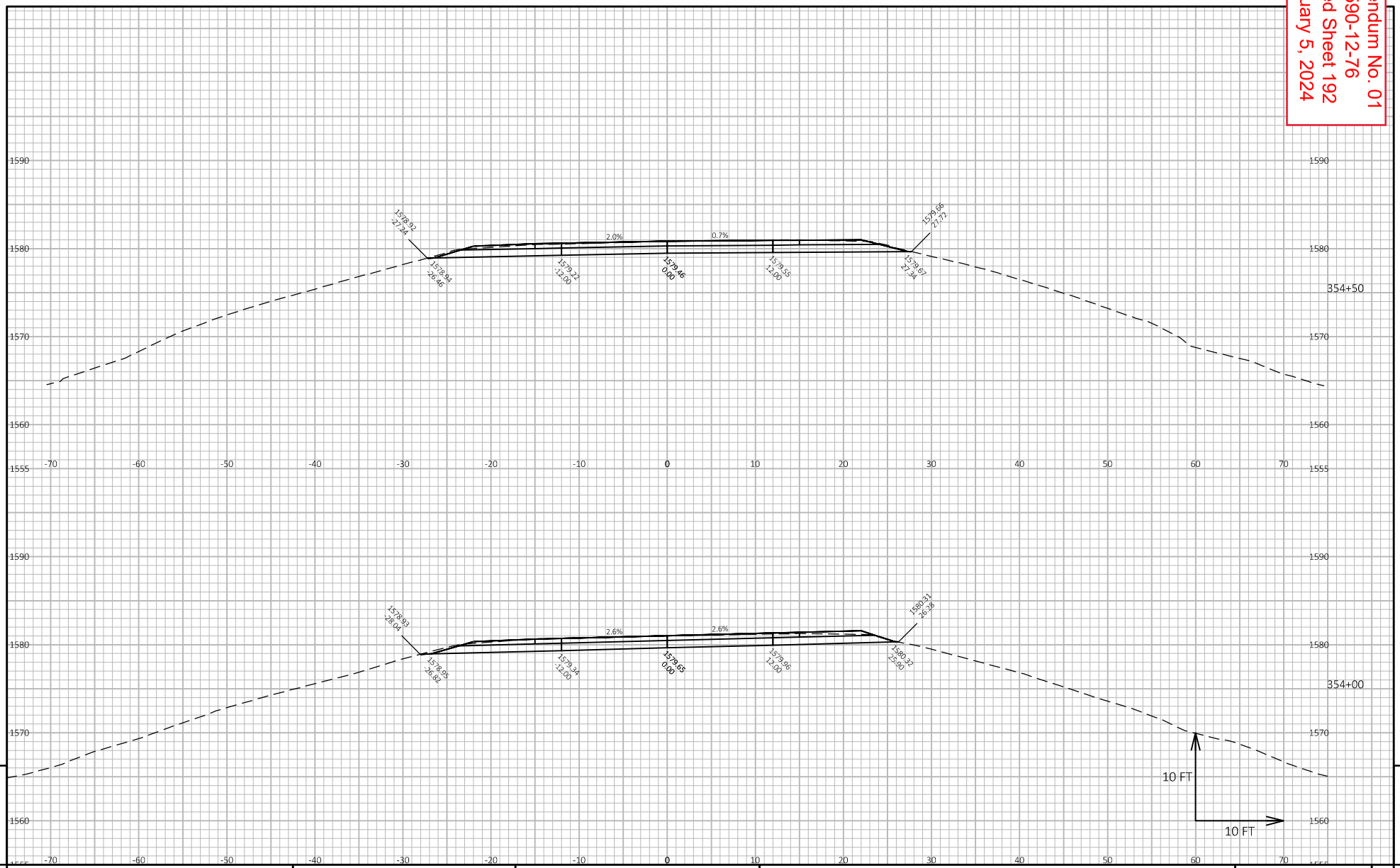
9

9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 191	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090185-16
PLOT DATE : 1/26/2024 11:35 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



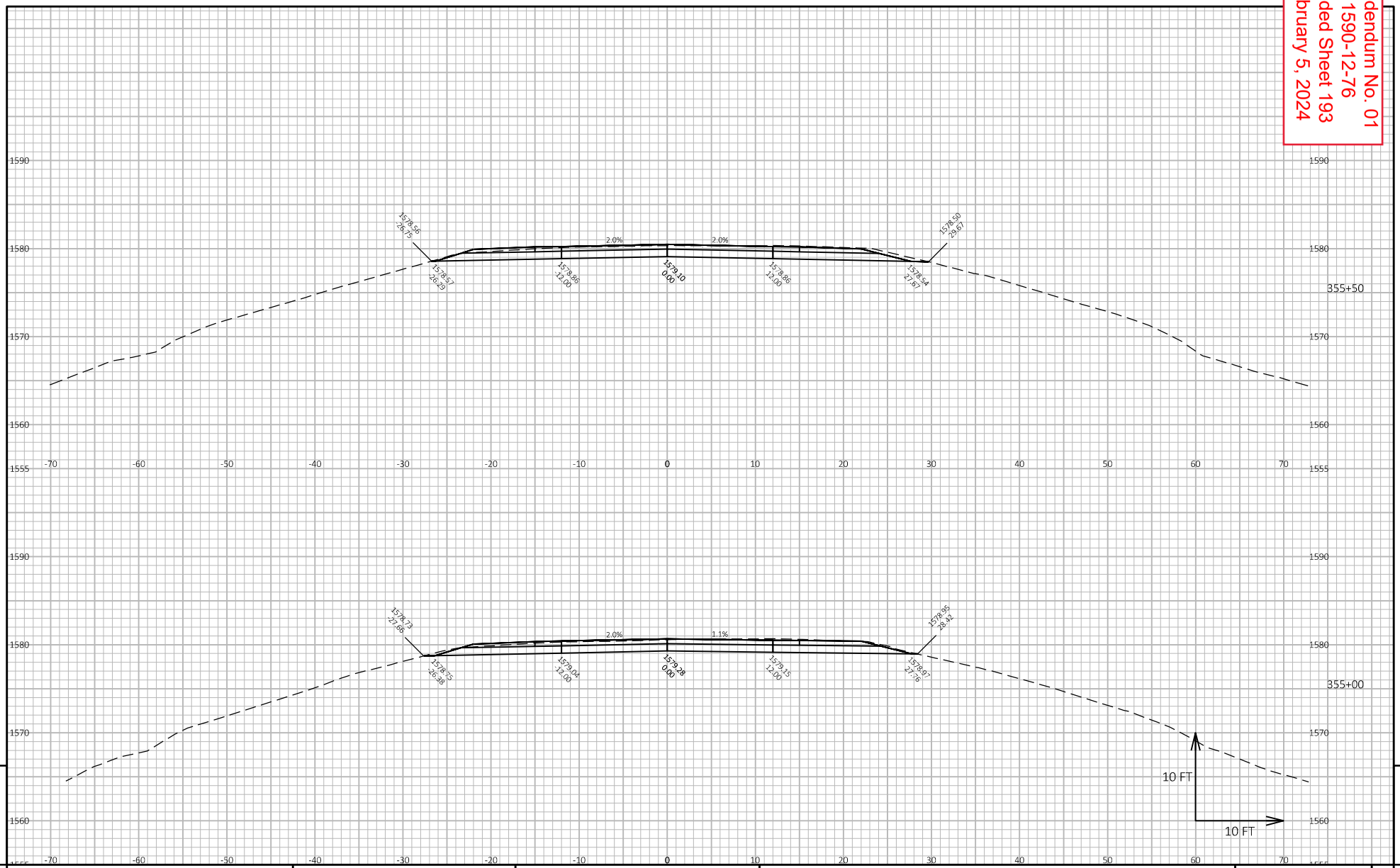
9

9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 192	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090186-xs
PLOT DATE : 1/26/2024 11:35 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



9

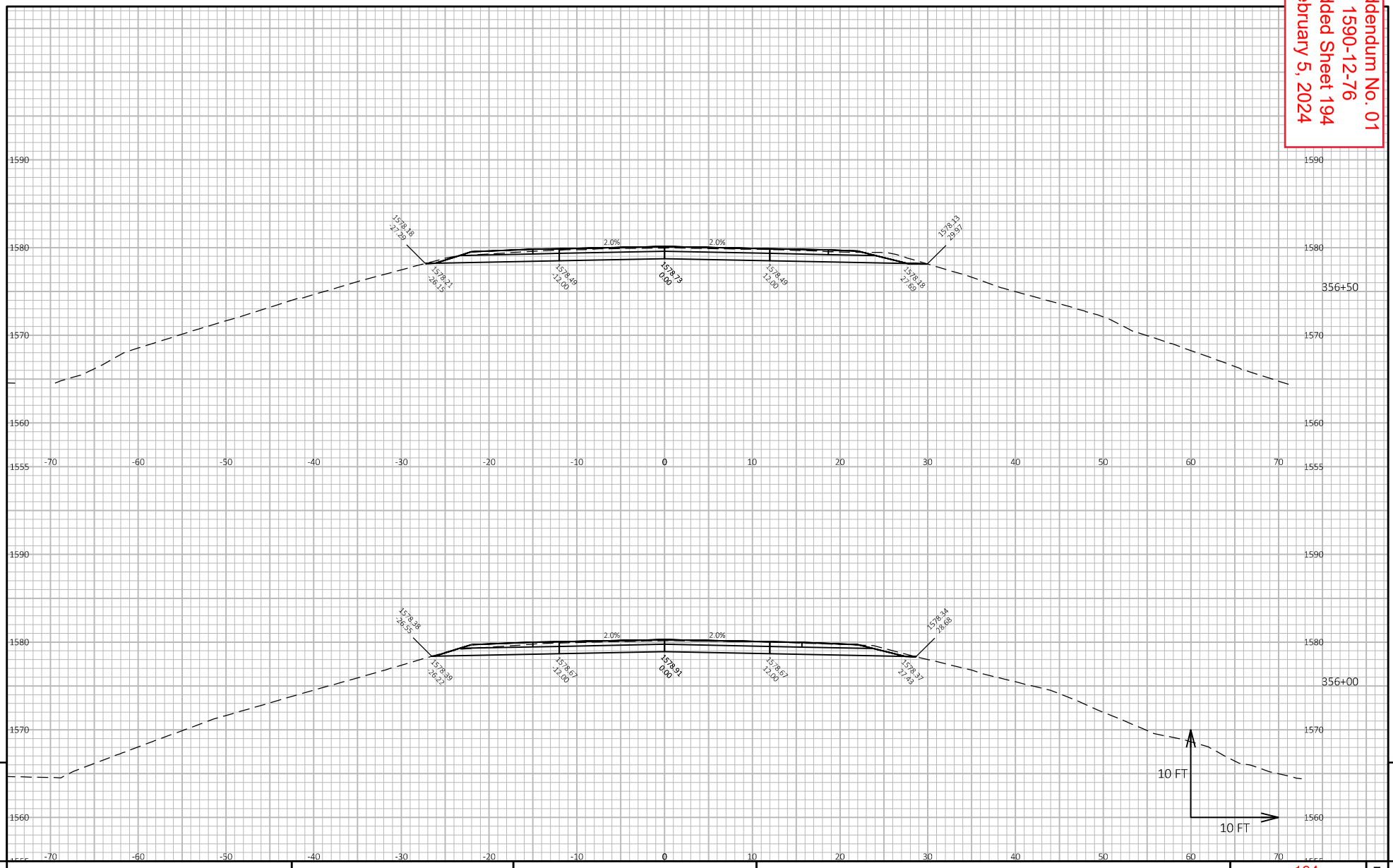
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 193	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090187-xs
PLOT DATE : 1/26/2024 11:35 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



9

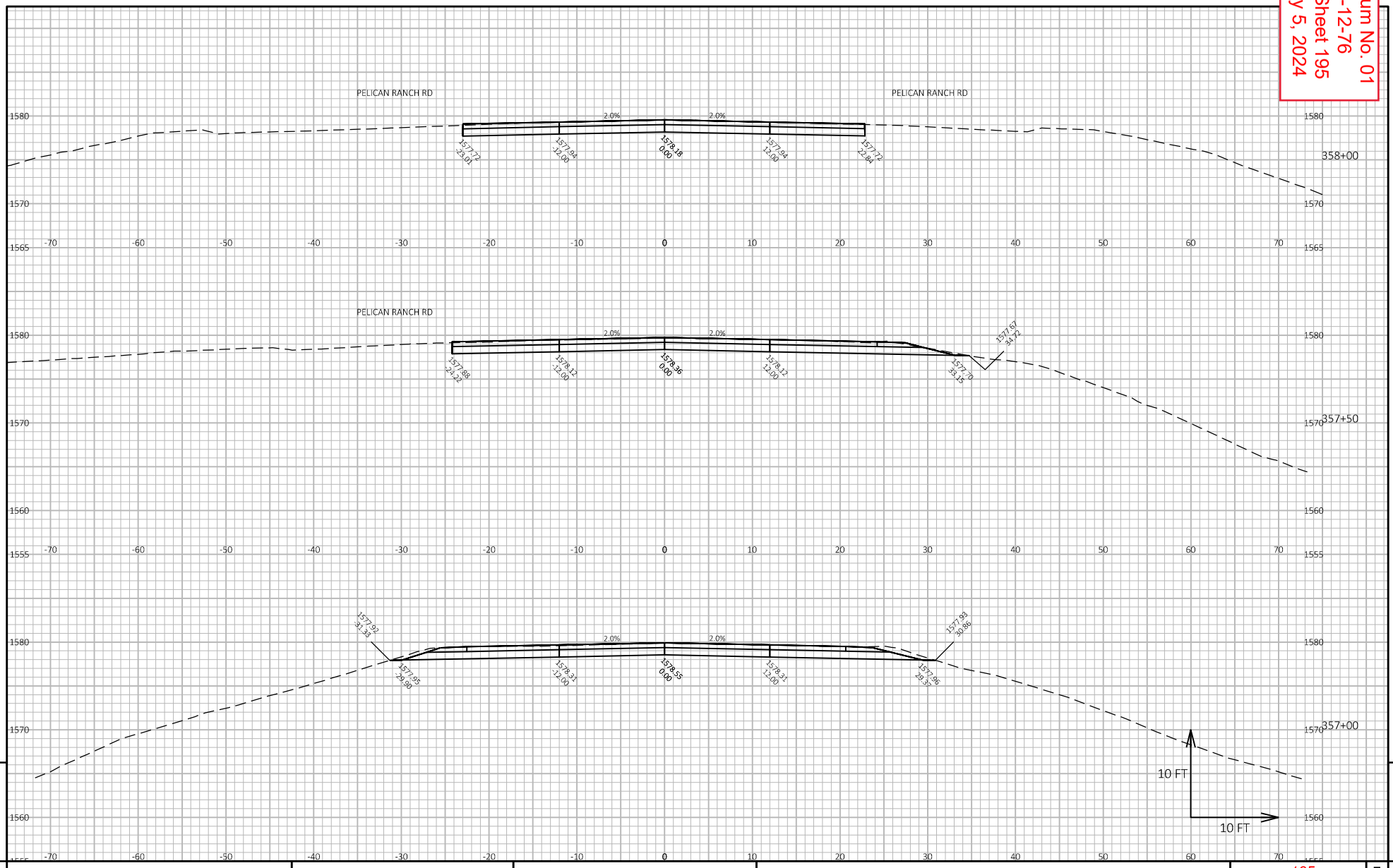
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 194	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090188-xs
PLOT DATE : 1/26/2024 11:35 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



9

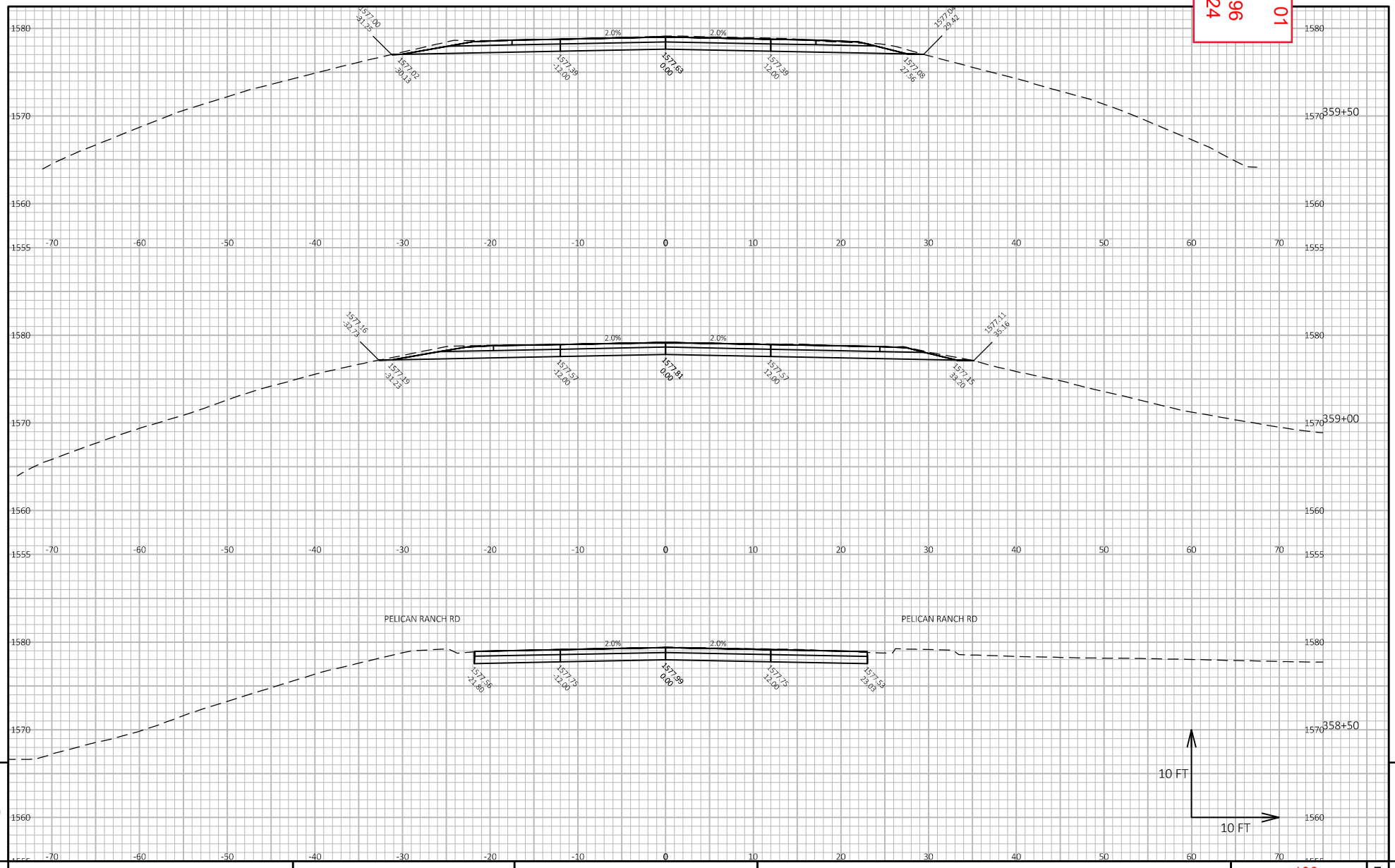
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 195	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090189-xs
PLOT DATE : 1/26/2024 11:35 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



9

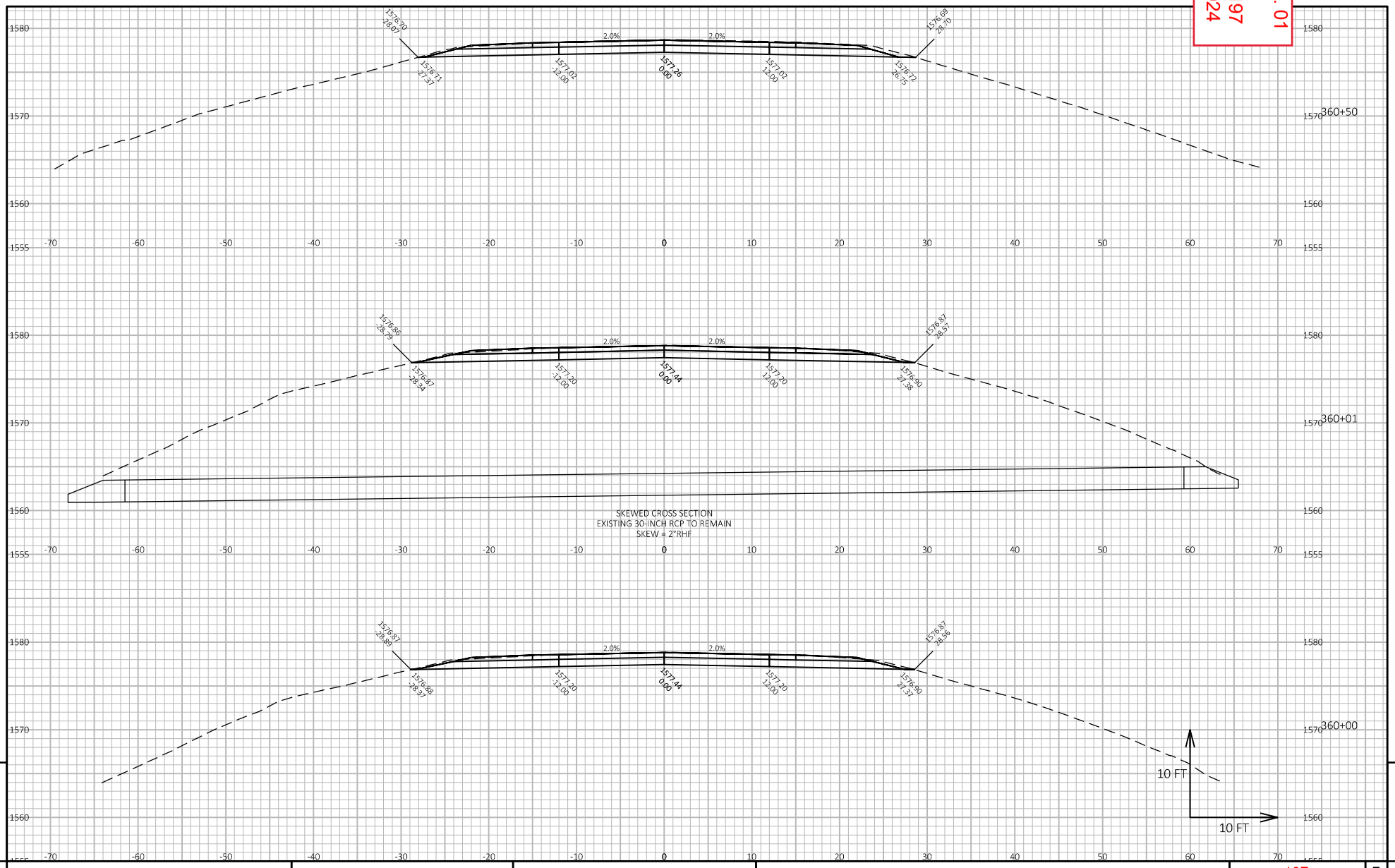
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 196	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME : 09B190-1
PLOT DATE : 1/26/2024 11:35 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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

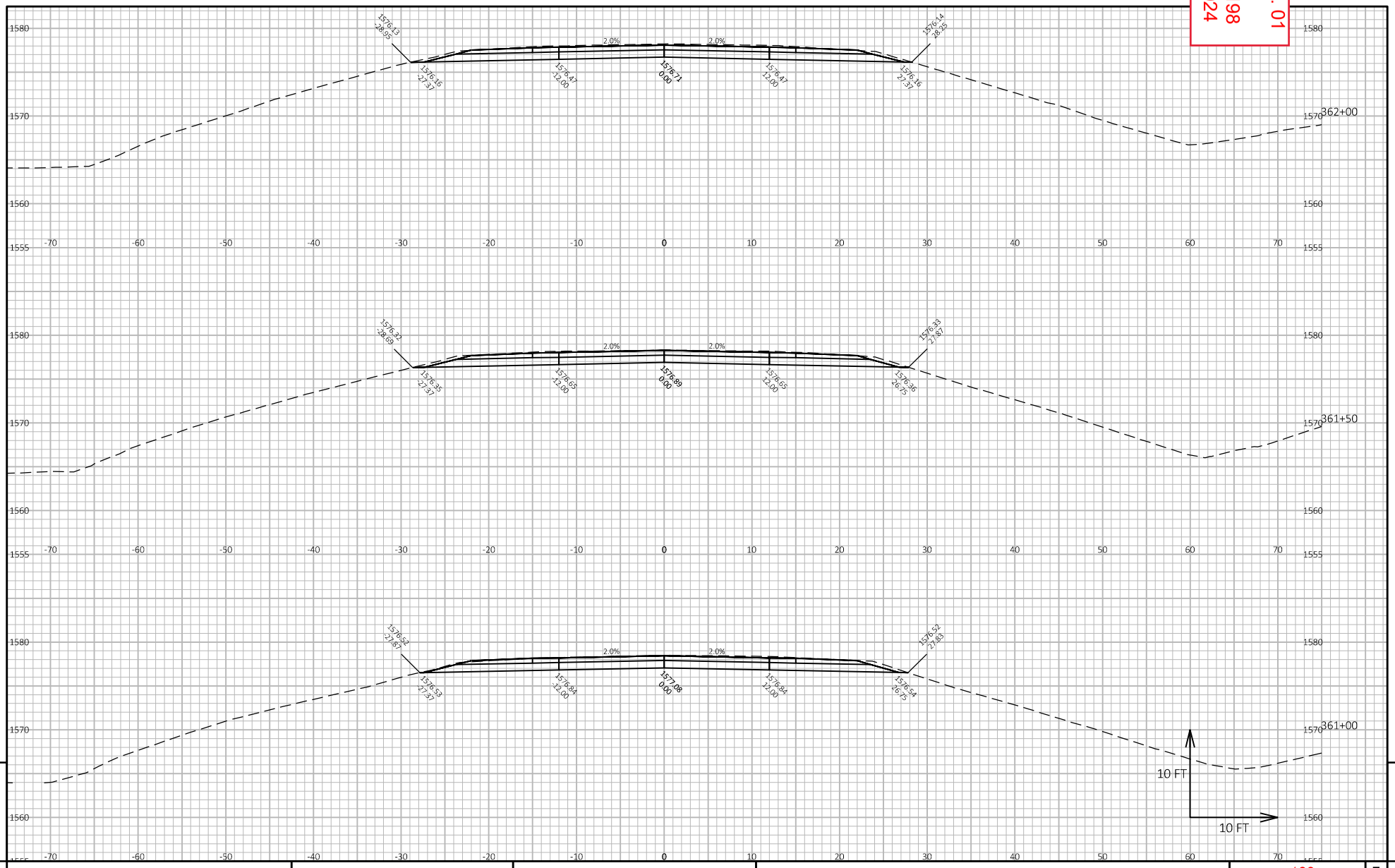


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 197	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090191xs
PLOT DATE : 1/26/2024 11:35 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



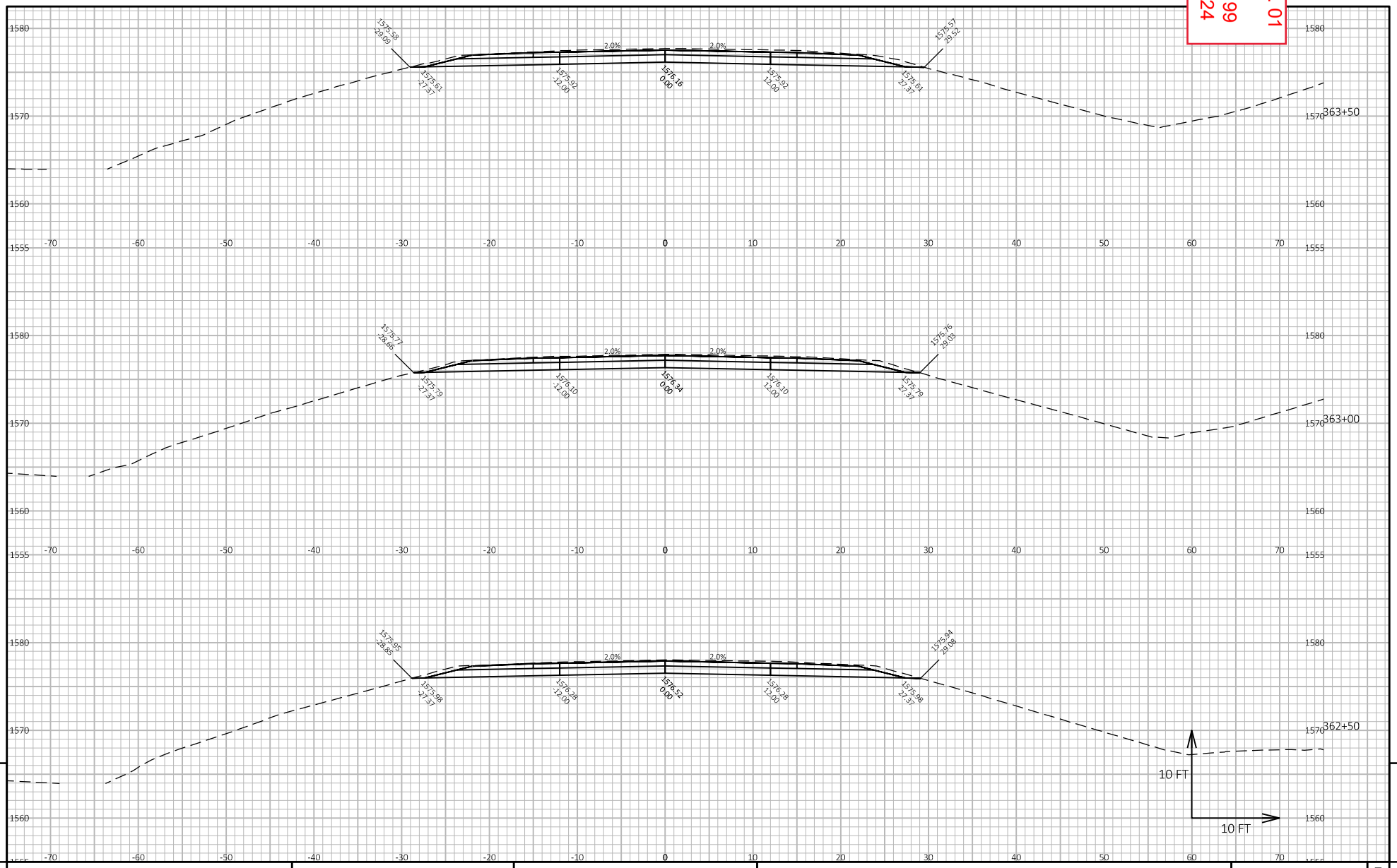
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 198	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090192-xs
PLOT DATE : 1/26/2024 11:35 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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

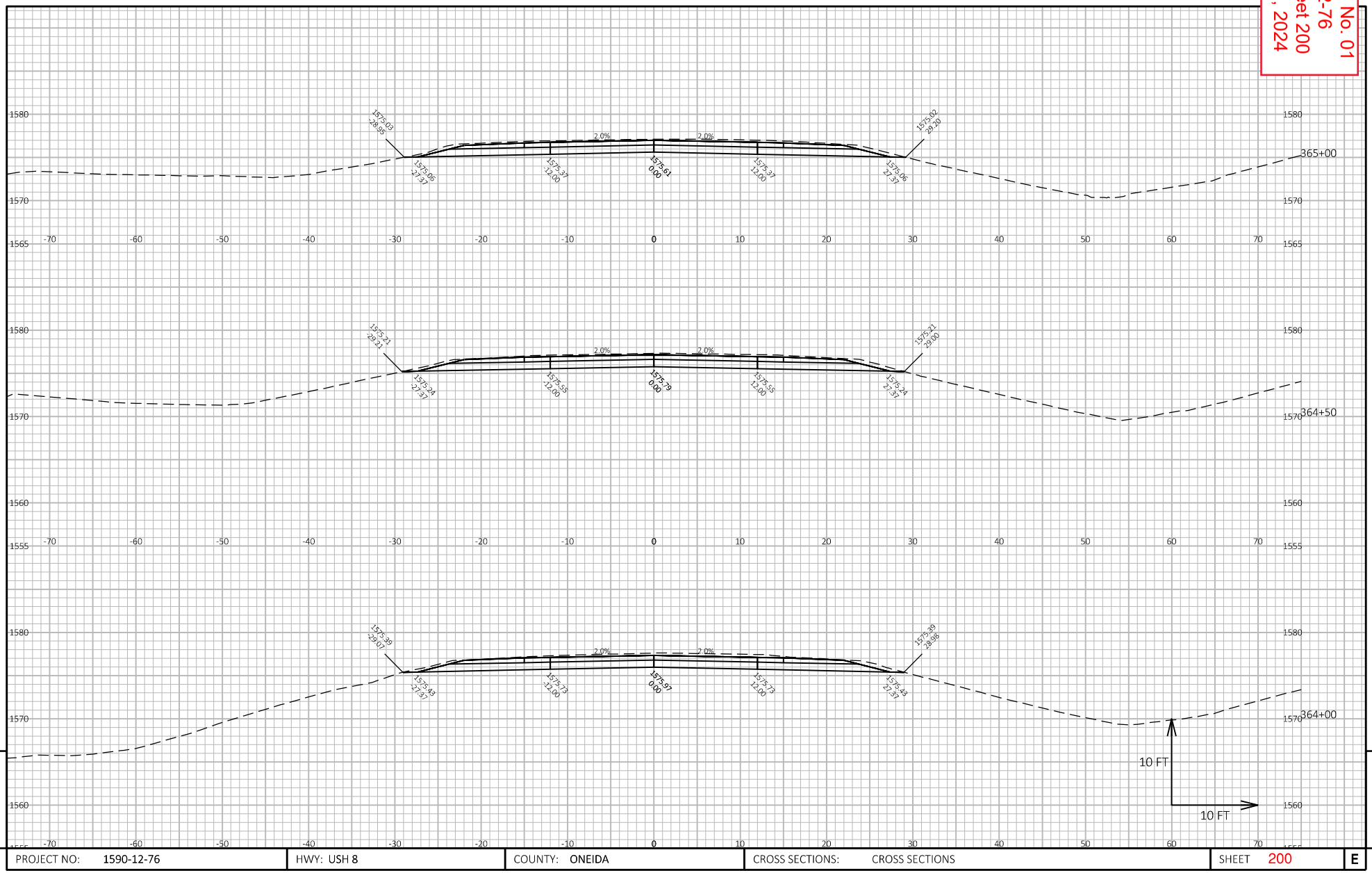


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 199	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090193xxs
PLOT DATE : 1/26/2024 11:35 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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

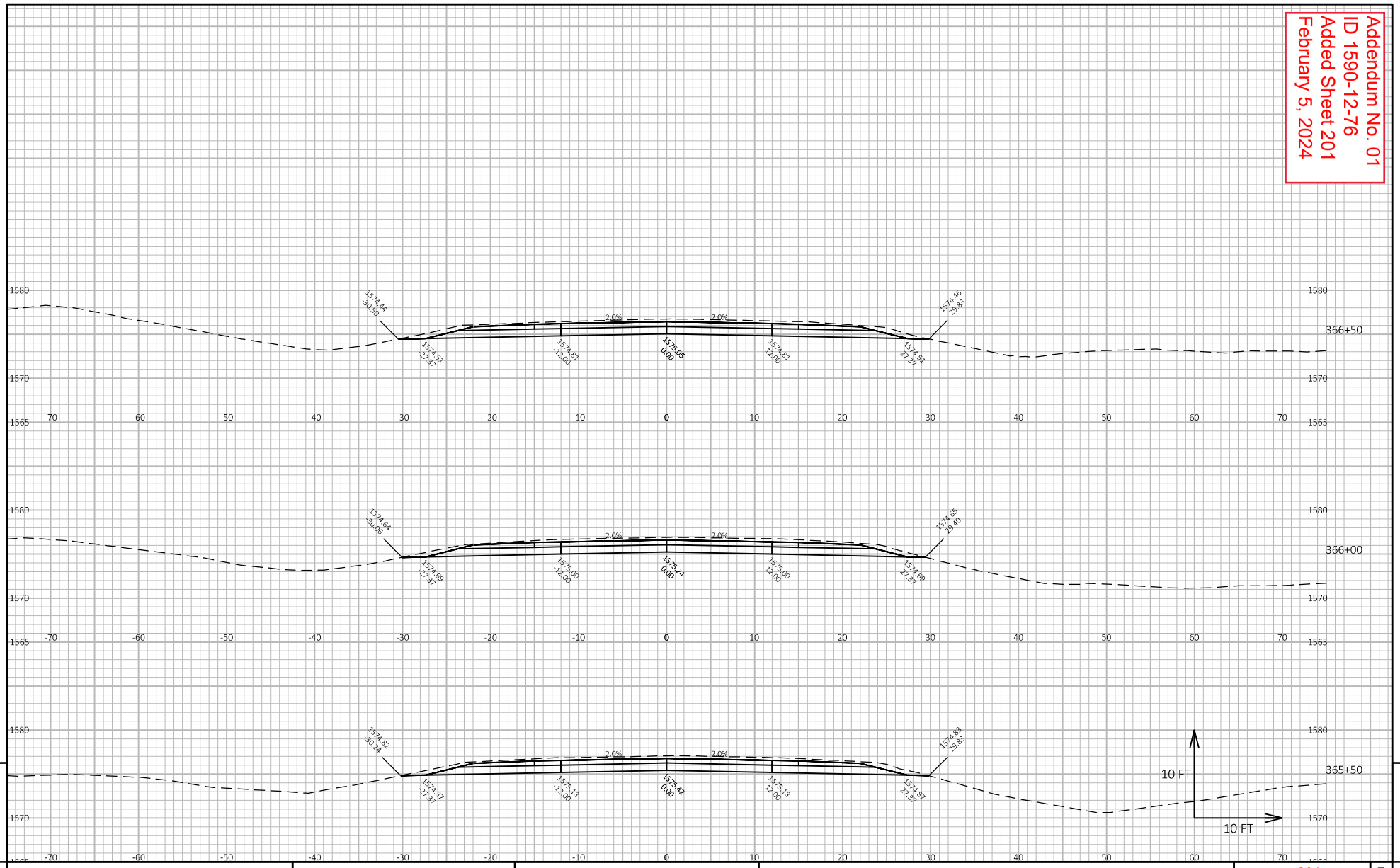


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 200	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090194-xs
PLOT DATE : 1/26/2024 11:36 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



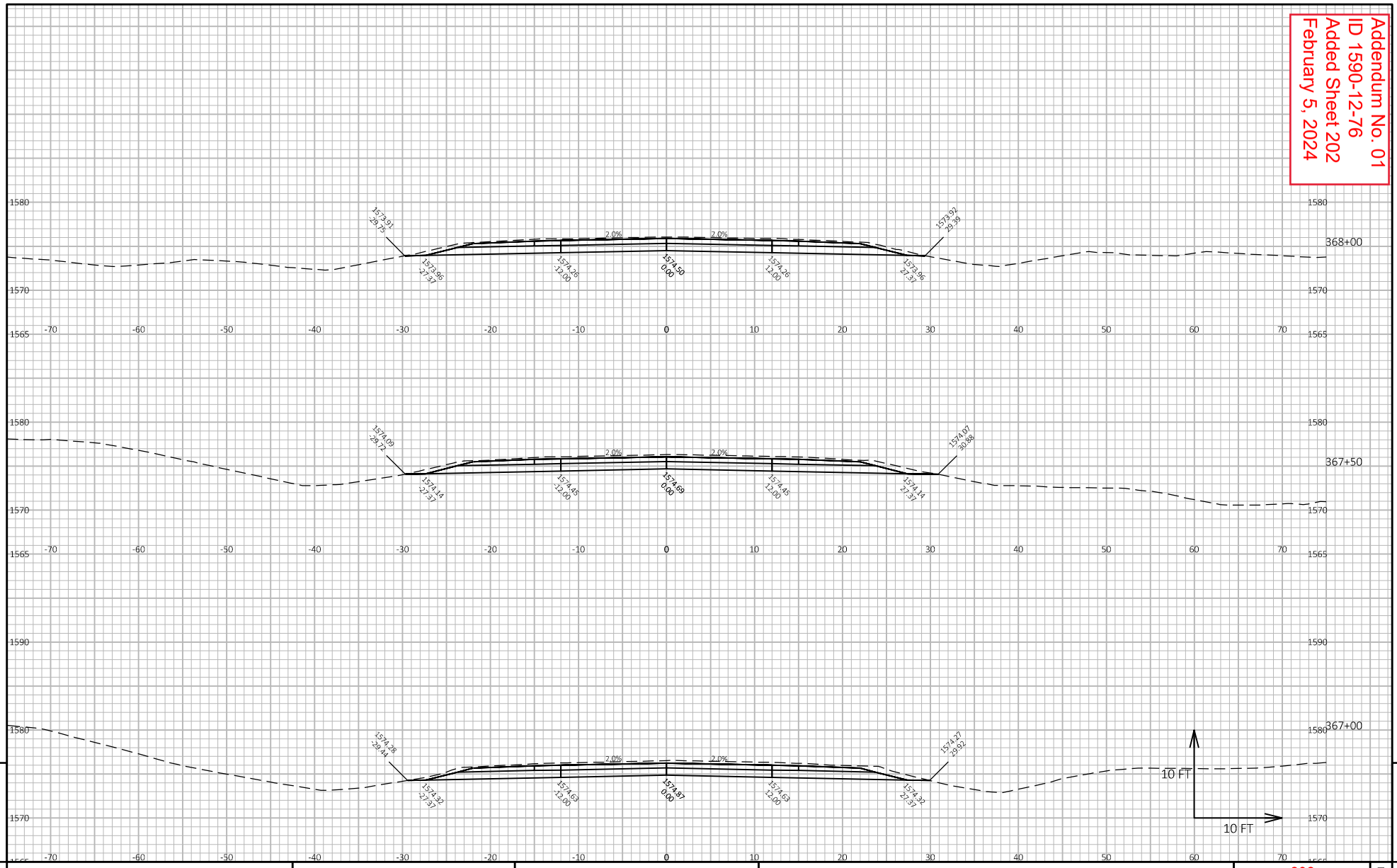
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 201	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090195xxs
PLOT DATE : 1/26/2024 11:36 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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

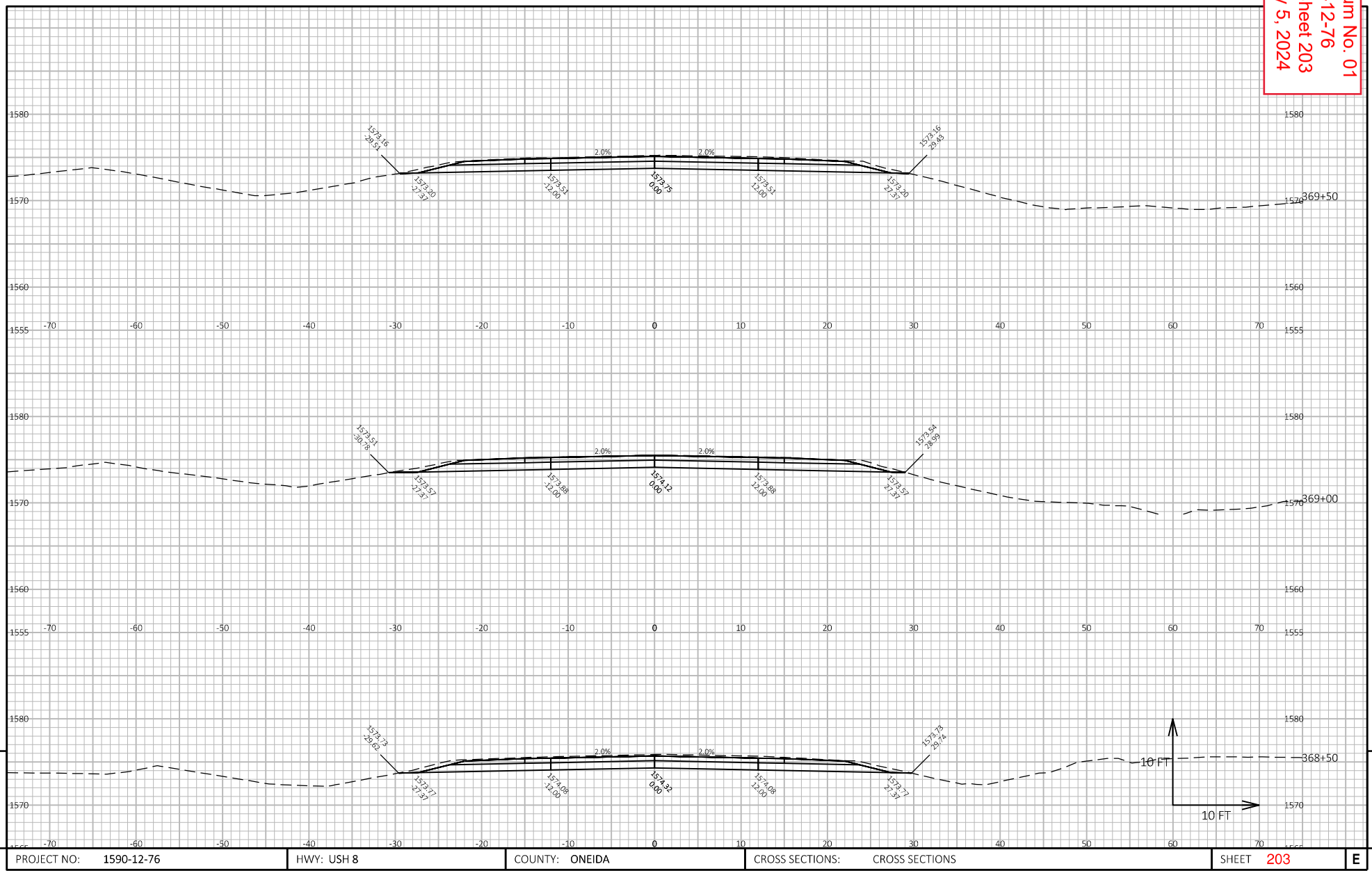


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 202	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090196-xs
PLOT DATE : 1/26/2024 11:36 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

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

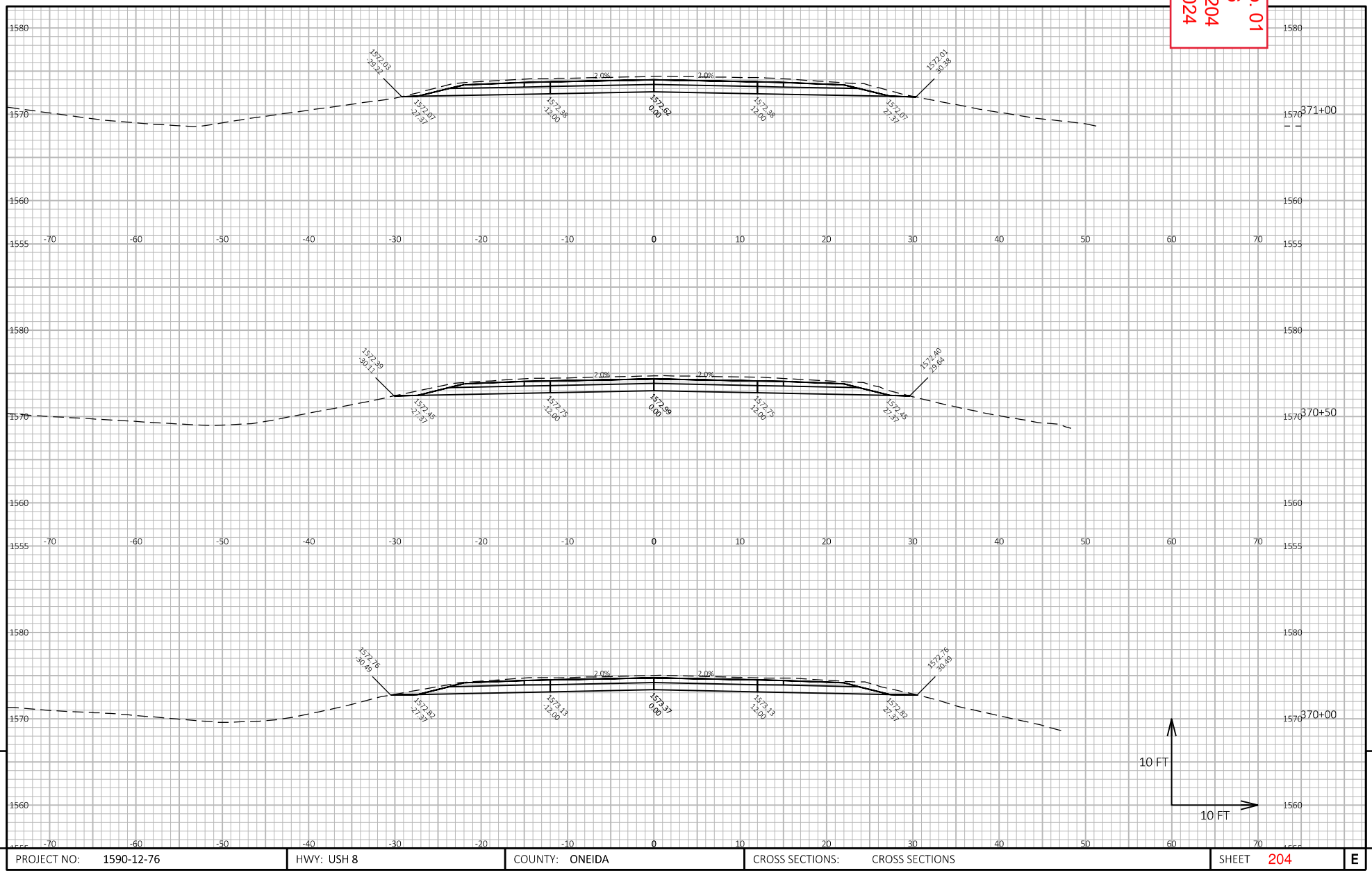


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 203	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090197-xs
PLOT DATE : 1/26/2024 11:36 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



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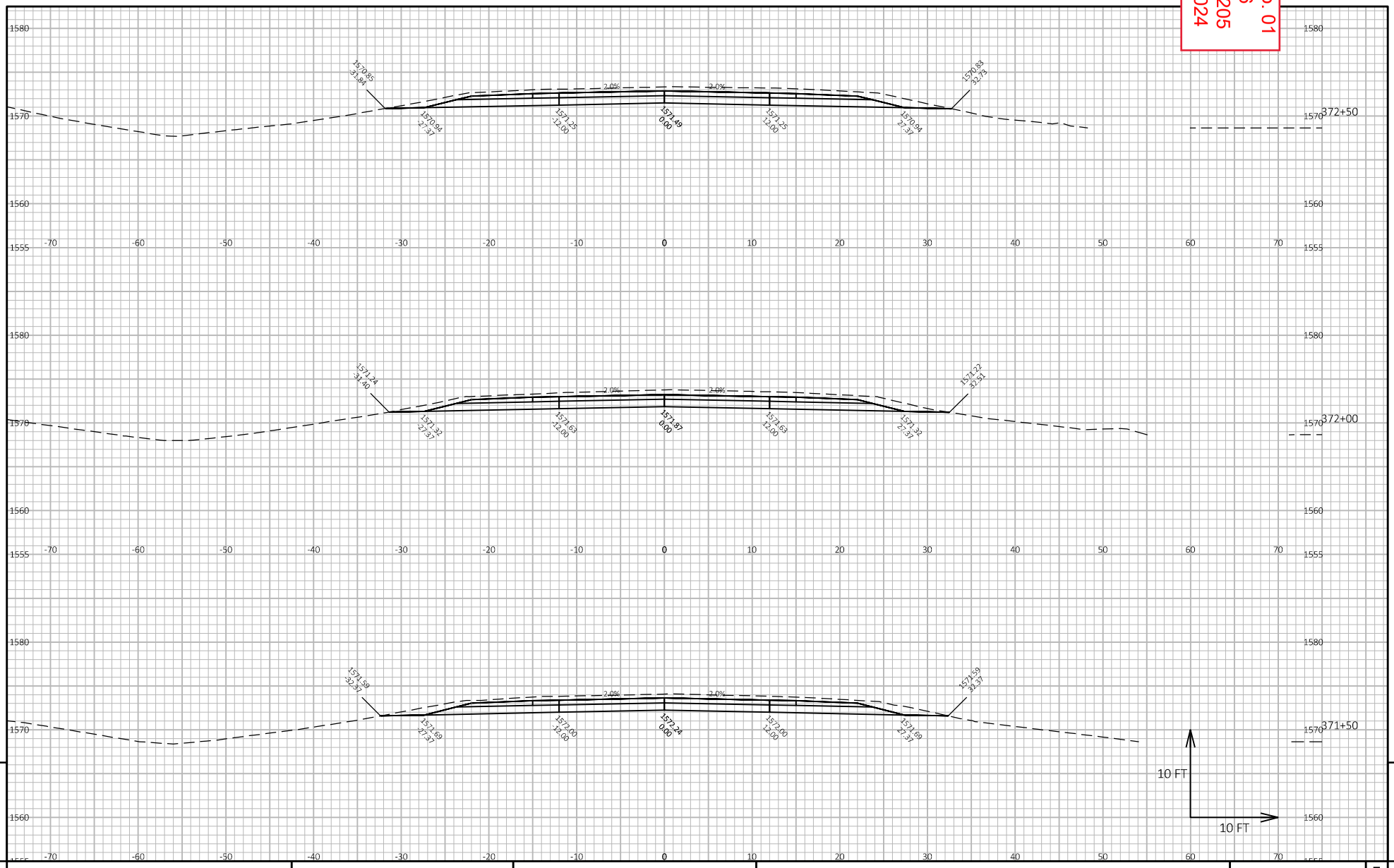
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 204	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090198-xs
PLOT DATE : 1/26/2024 11:36 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 205	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 090199-xs
PLOT DATE : 1/26/2024 11:36 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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

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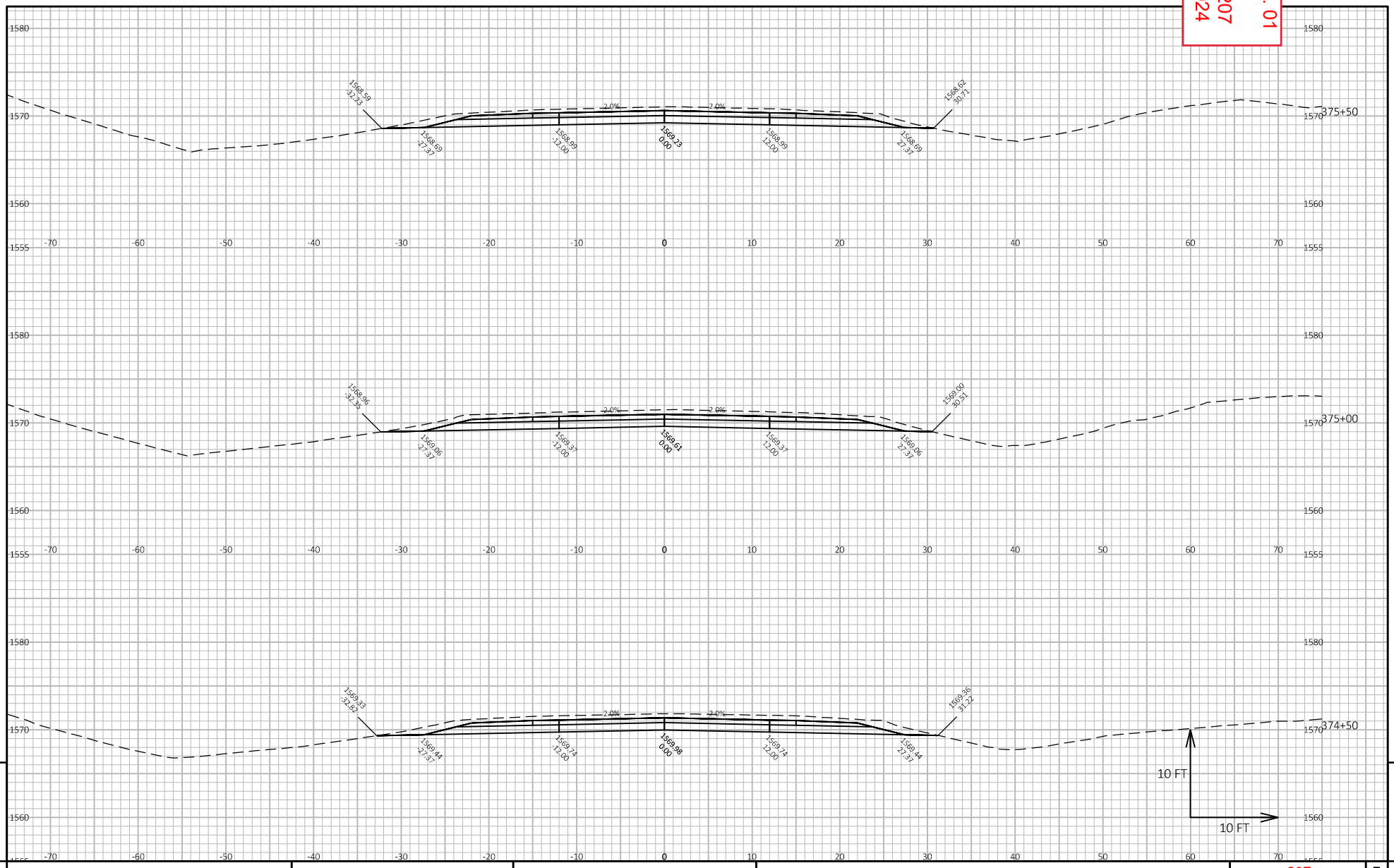
9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 206	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901100-xs
PLOT DATE : 1/26/2024 11:36 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



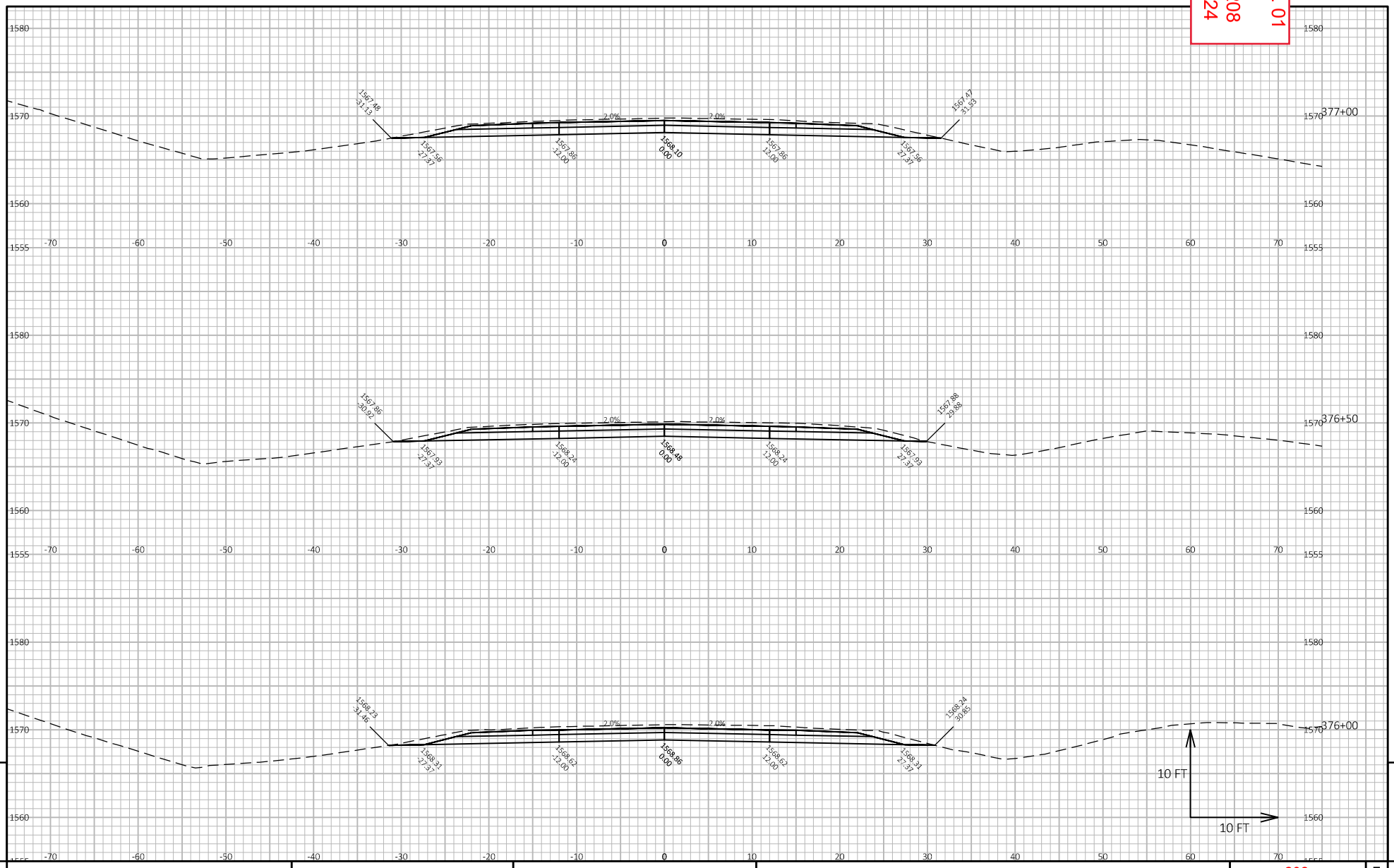
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 207	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901101-xs
PLOT DATE : 1/26/2024 11:36 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



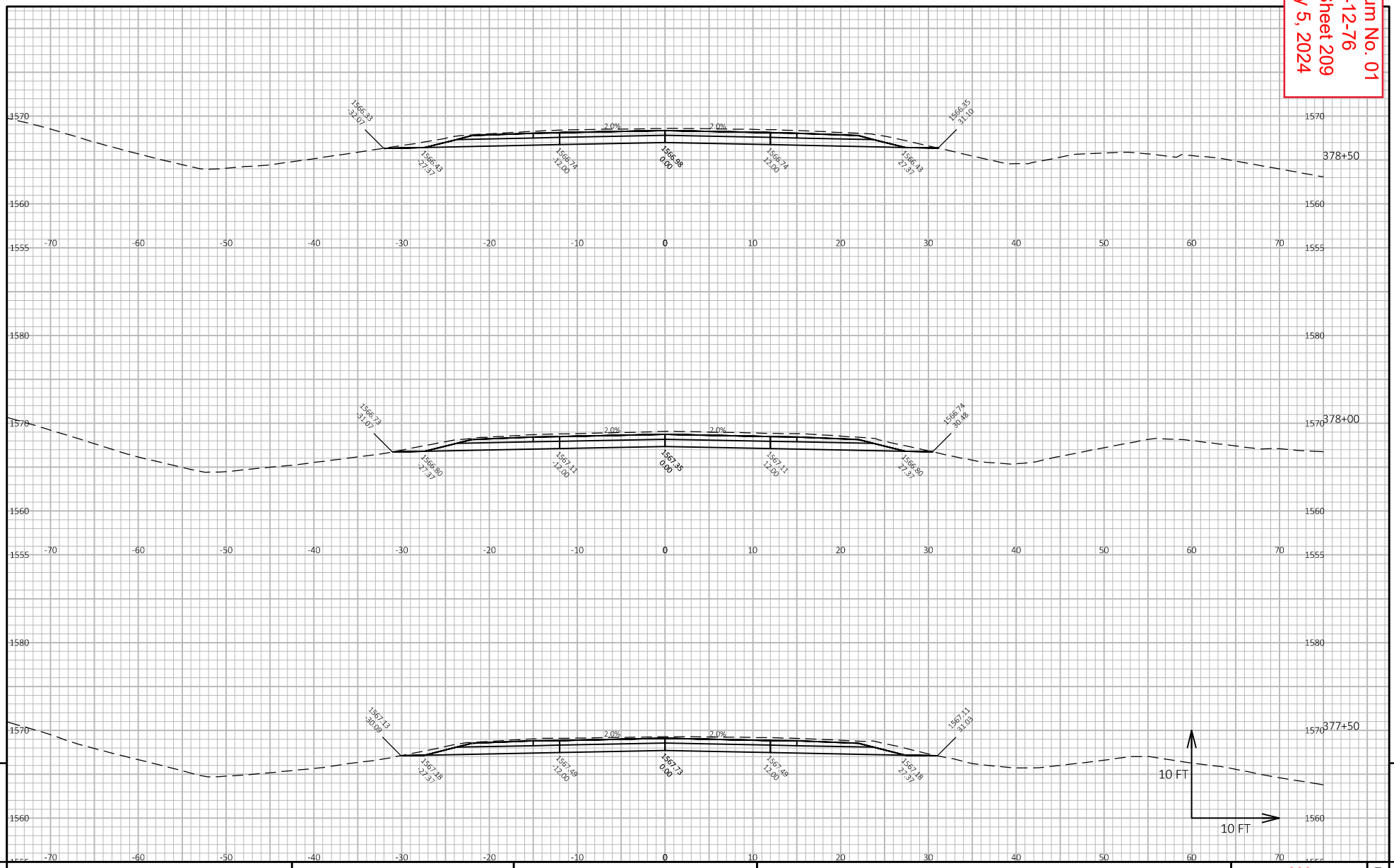
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 208	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901102-xs
PLOT DATE : 1/26/2024 11:36 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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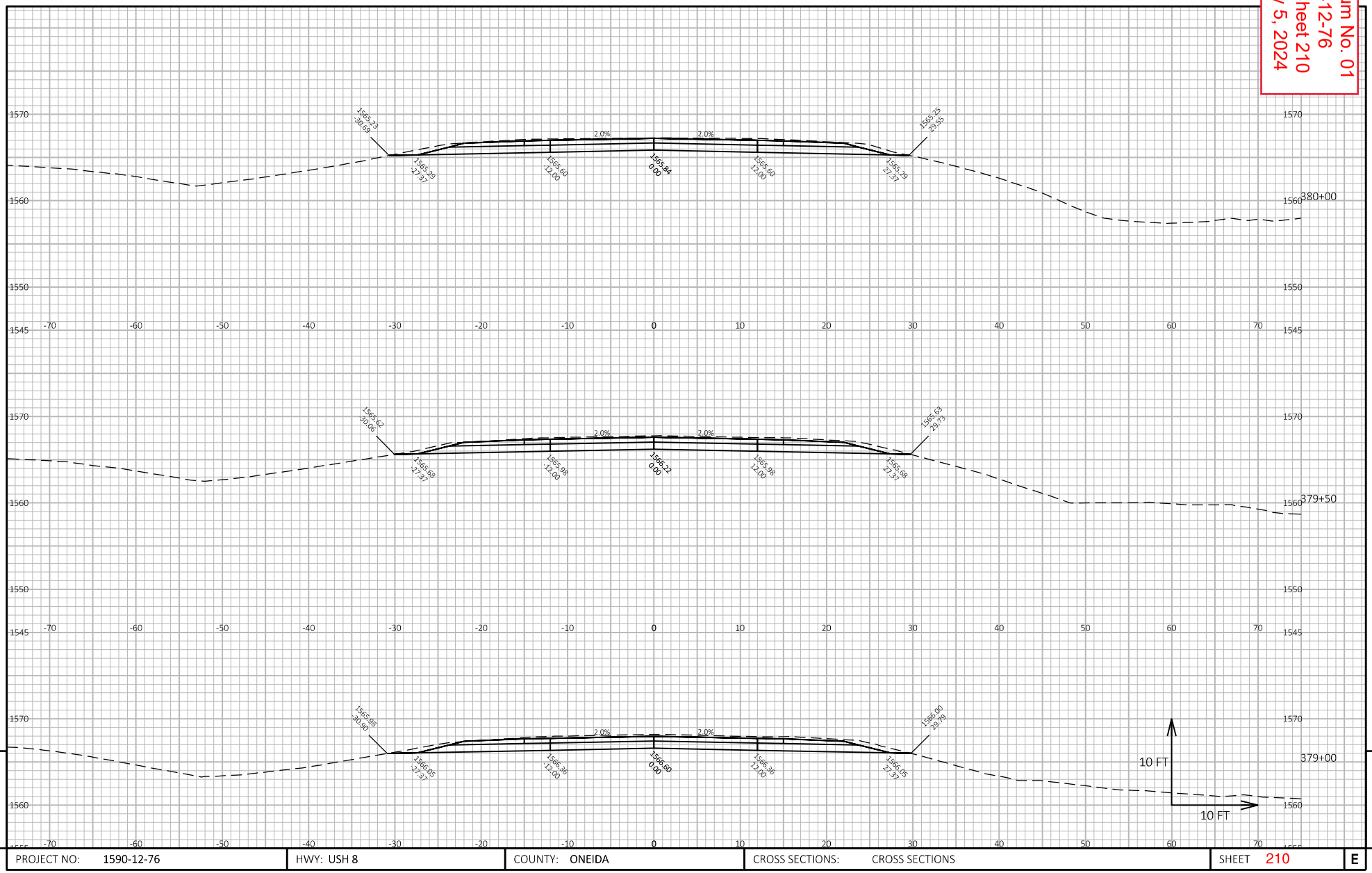
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 209	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901103-xs
PLOT DATE : 1/26/2024 11:36 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

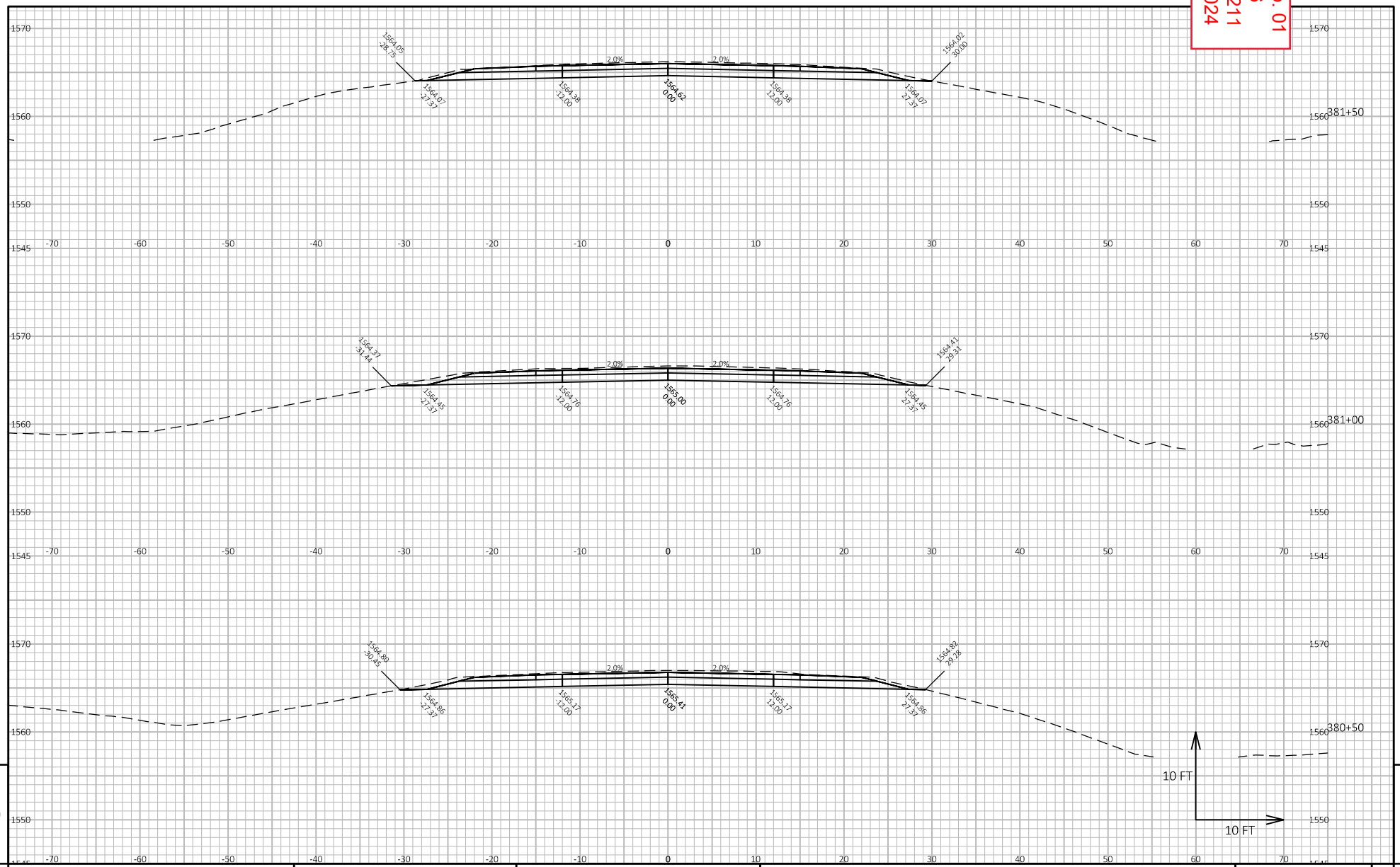
Addendum No. 01
ID 1590-12-76
Added Sheet 210
February 5, 2024



PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 210	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901104-xs
PLOT DATE : 1/26/2024 11:36 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

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



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9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 211	E

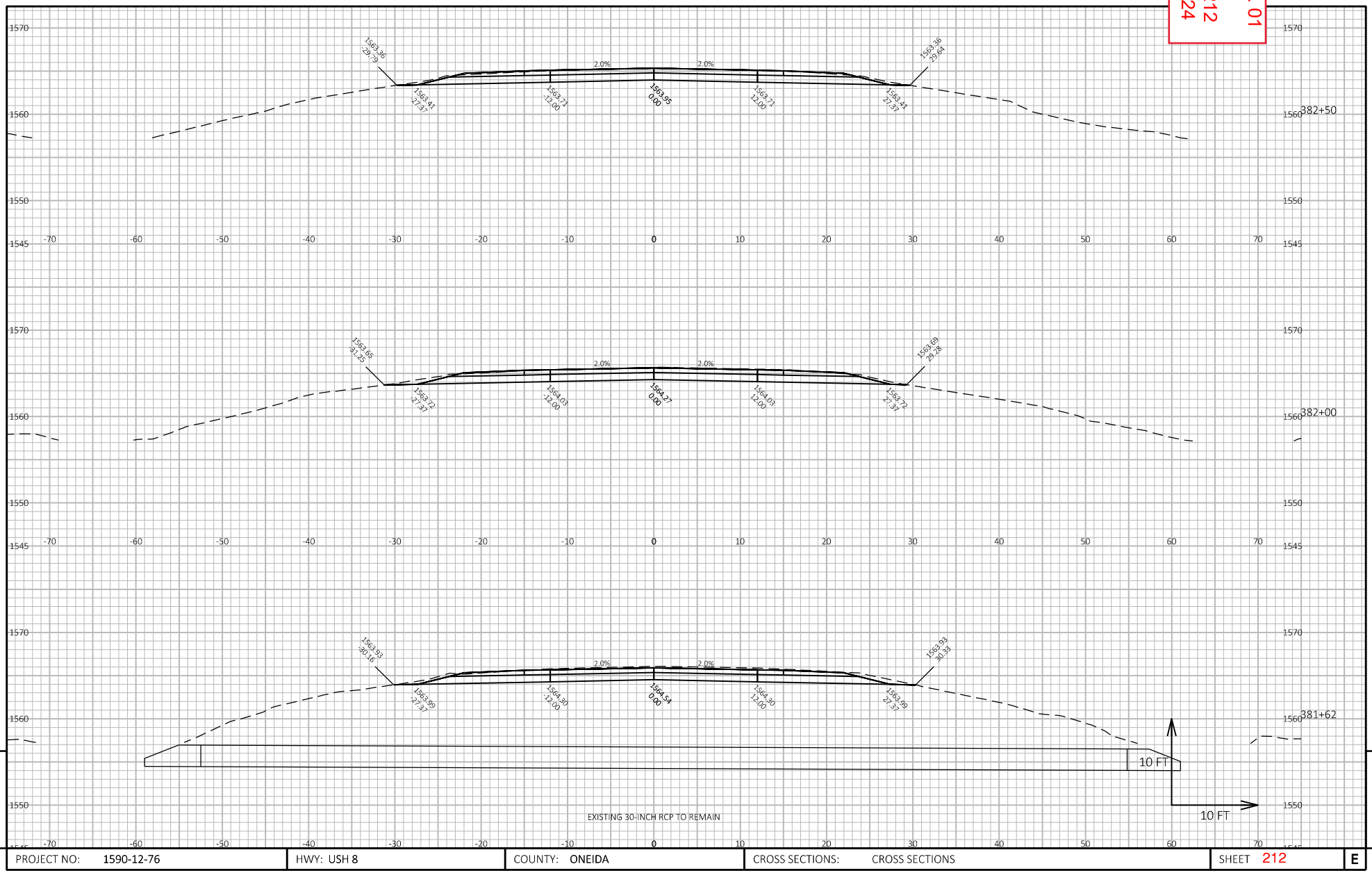
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901105-xs

PLOT DATE : 1/26/2024 11:36 AM PLOT BY : WILKE, CASSANDRA PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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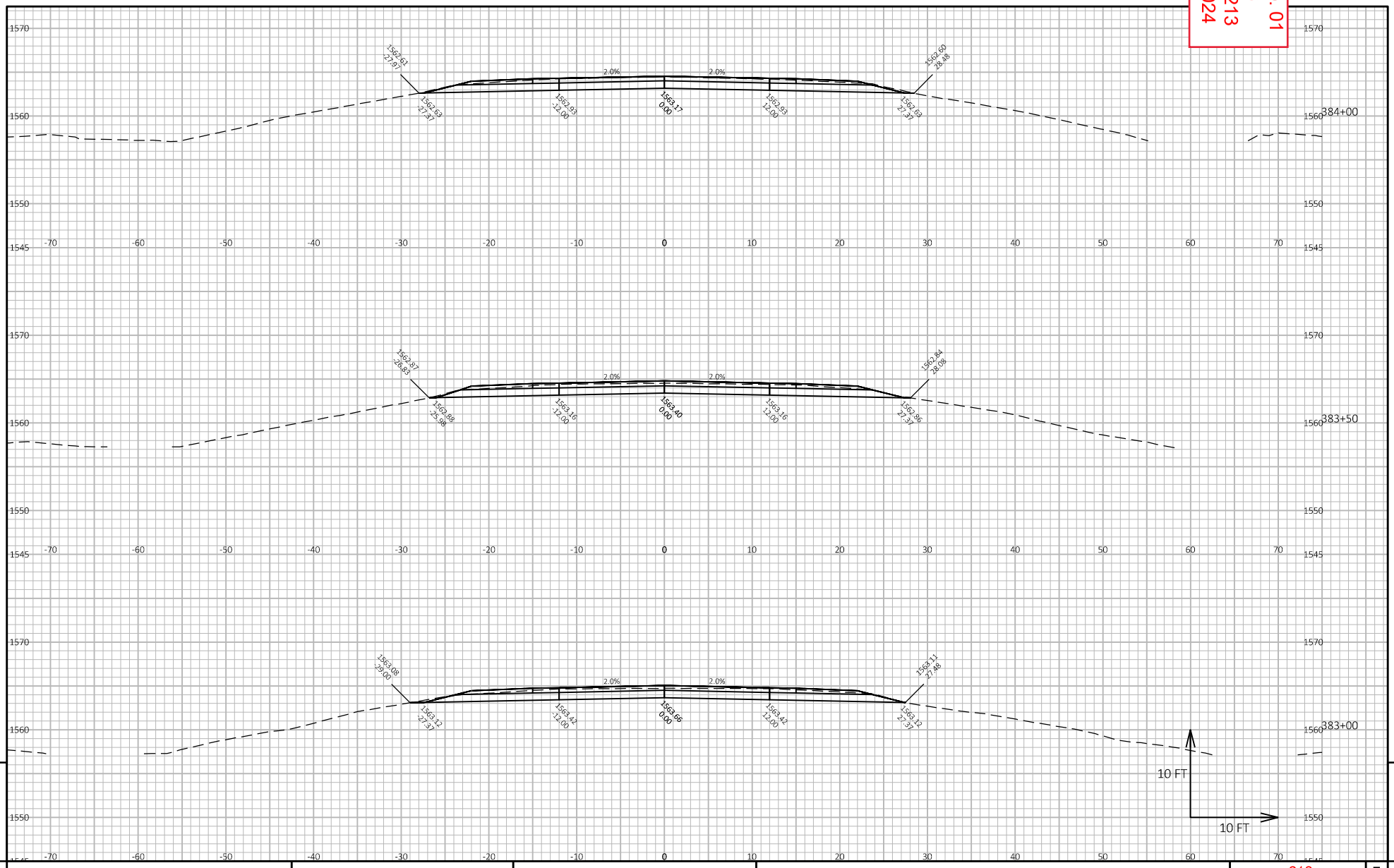
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 212	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901106-xs
PLOT DATE : 1/26/2024 11:37 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Addendum No. 01
ID 1590-12-76
Added Sheet 213
February 5, 2024



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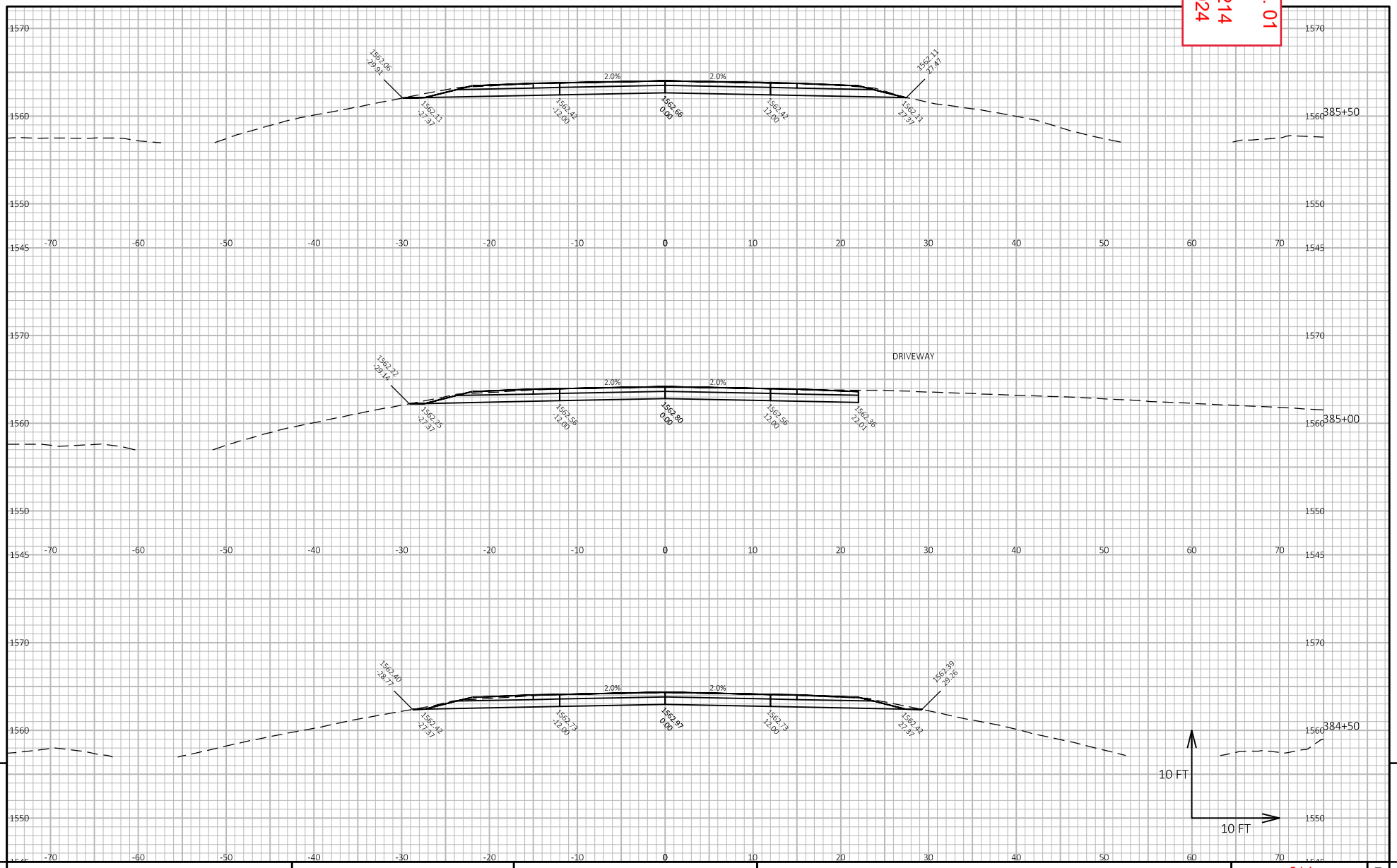
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 213	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901107-xs
PLOT DATE : 1/26/2024 11:37 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

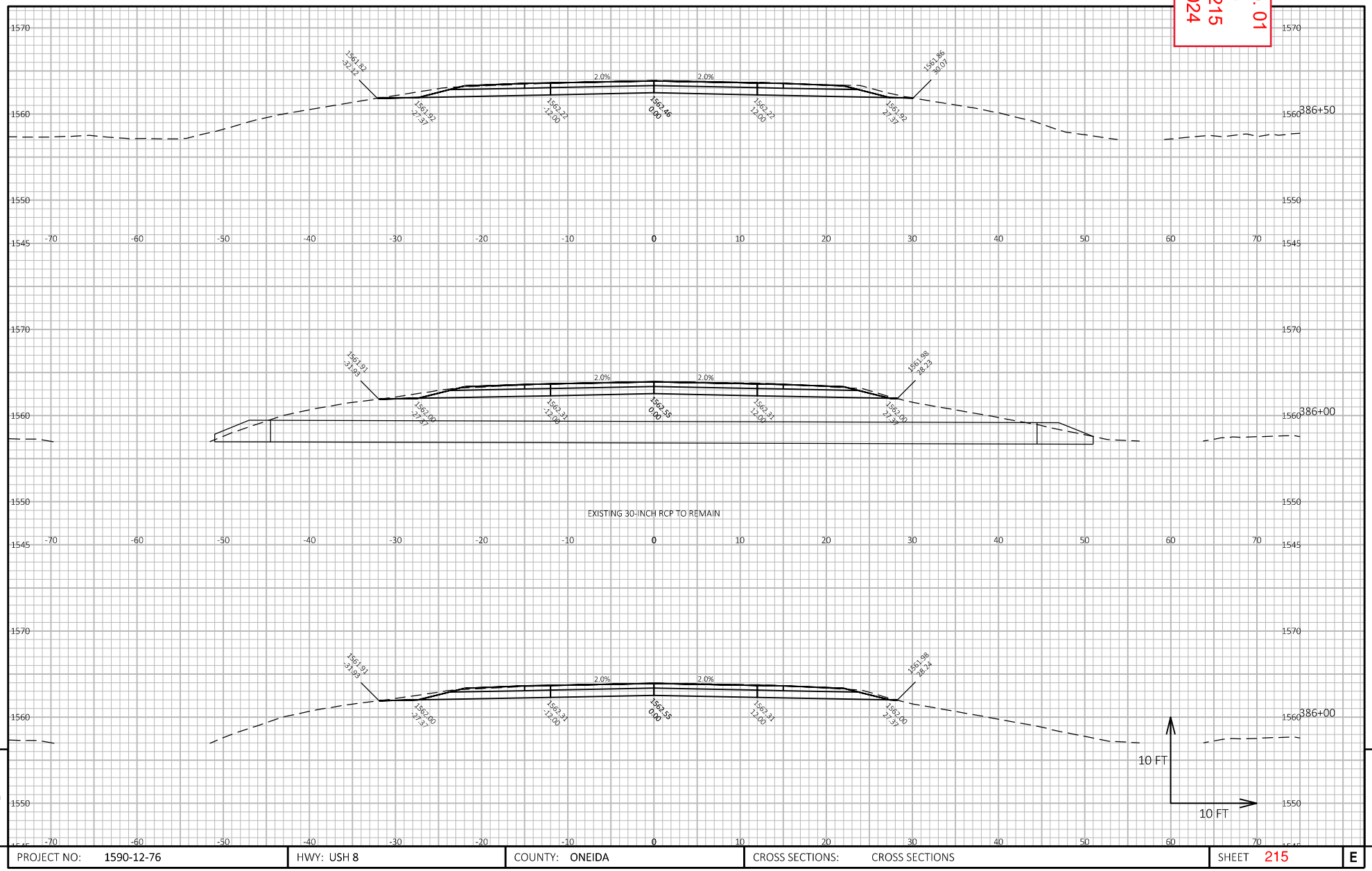
Addendum No. 01
ID 1590-12-76
Added Sheet 214
February 5, 2024



PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 214	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901108-xs
PLOT DATE : 1/26/2024 11:37 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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

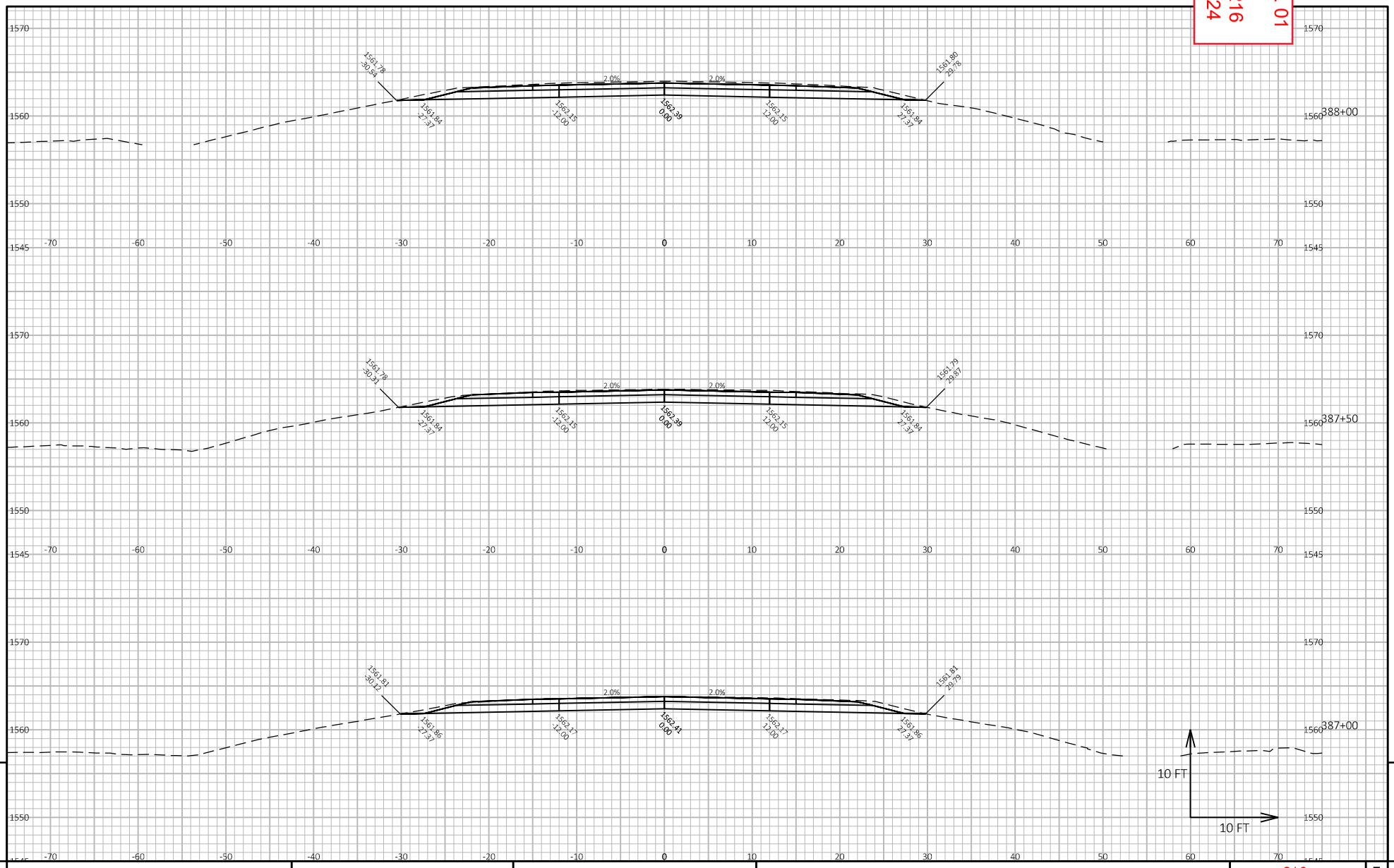


9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 215	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901109-xs
PLOT DATE : 1/26/2024 11:37 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



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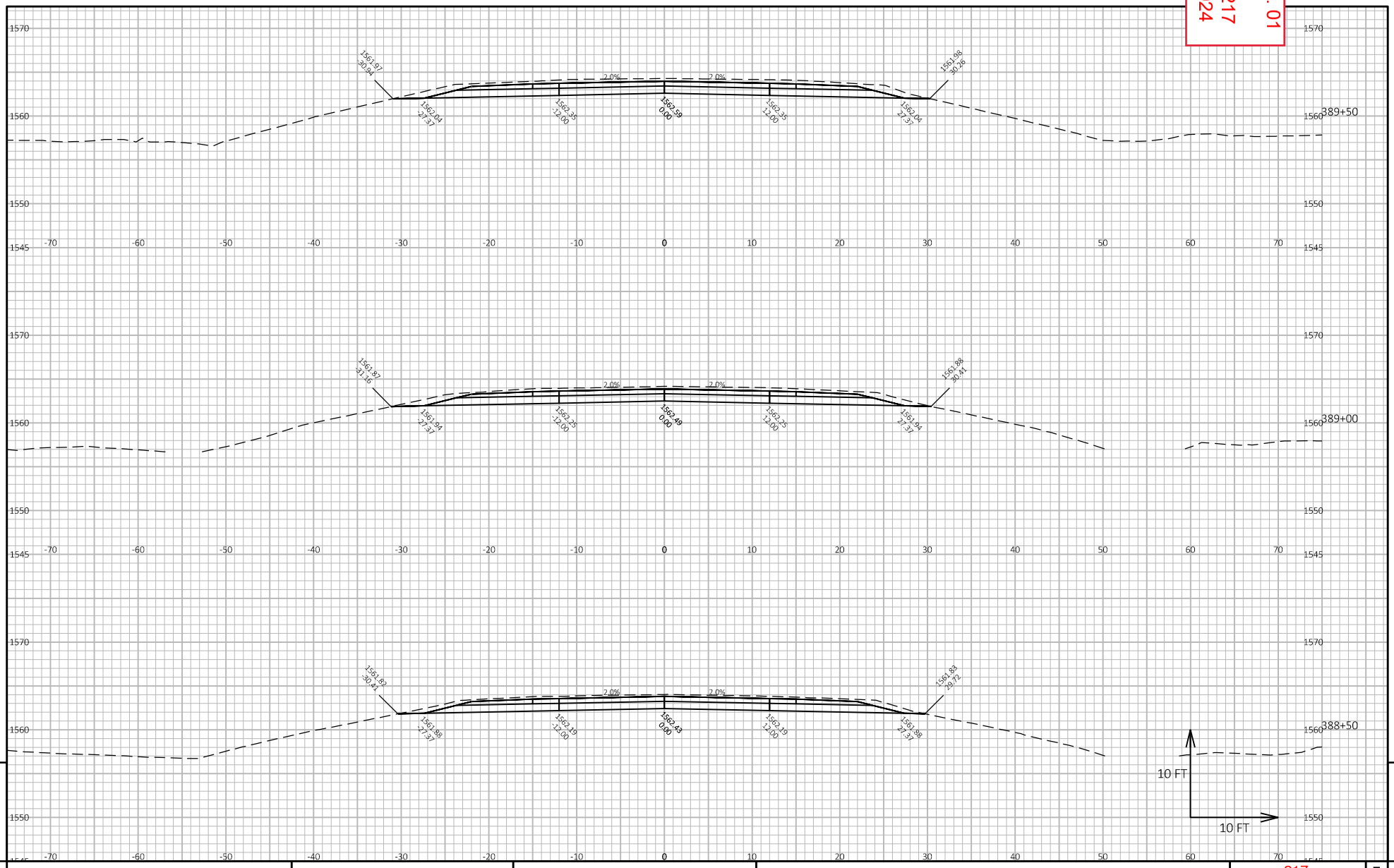
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 216	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901110-xs
PLOT DATE : 1/26/2024 11:37 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



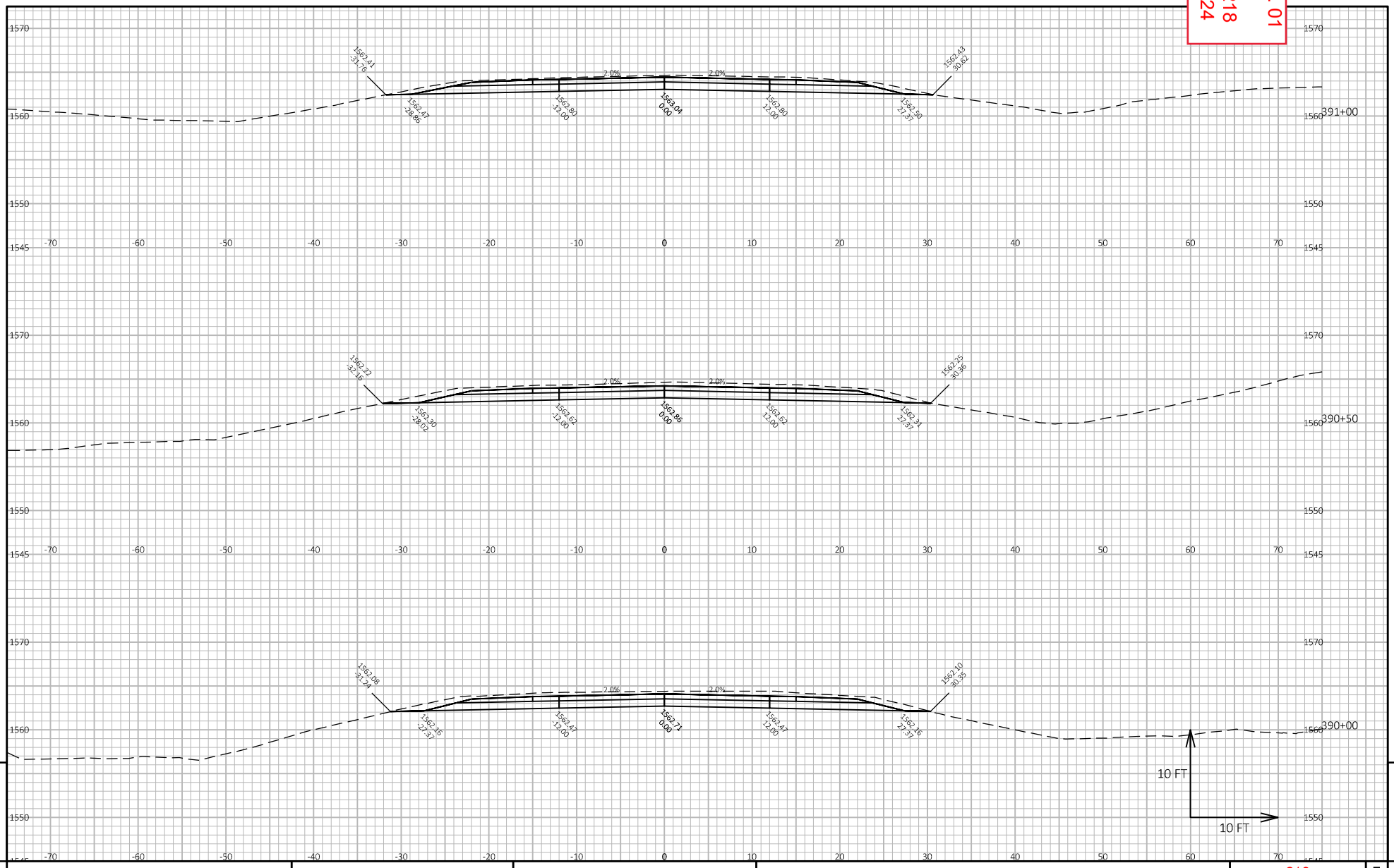
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 217	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901111-xs
PLOT DATE : 1/26/2024 11:37 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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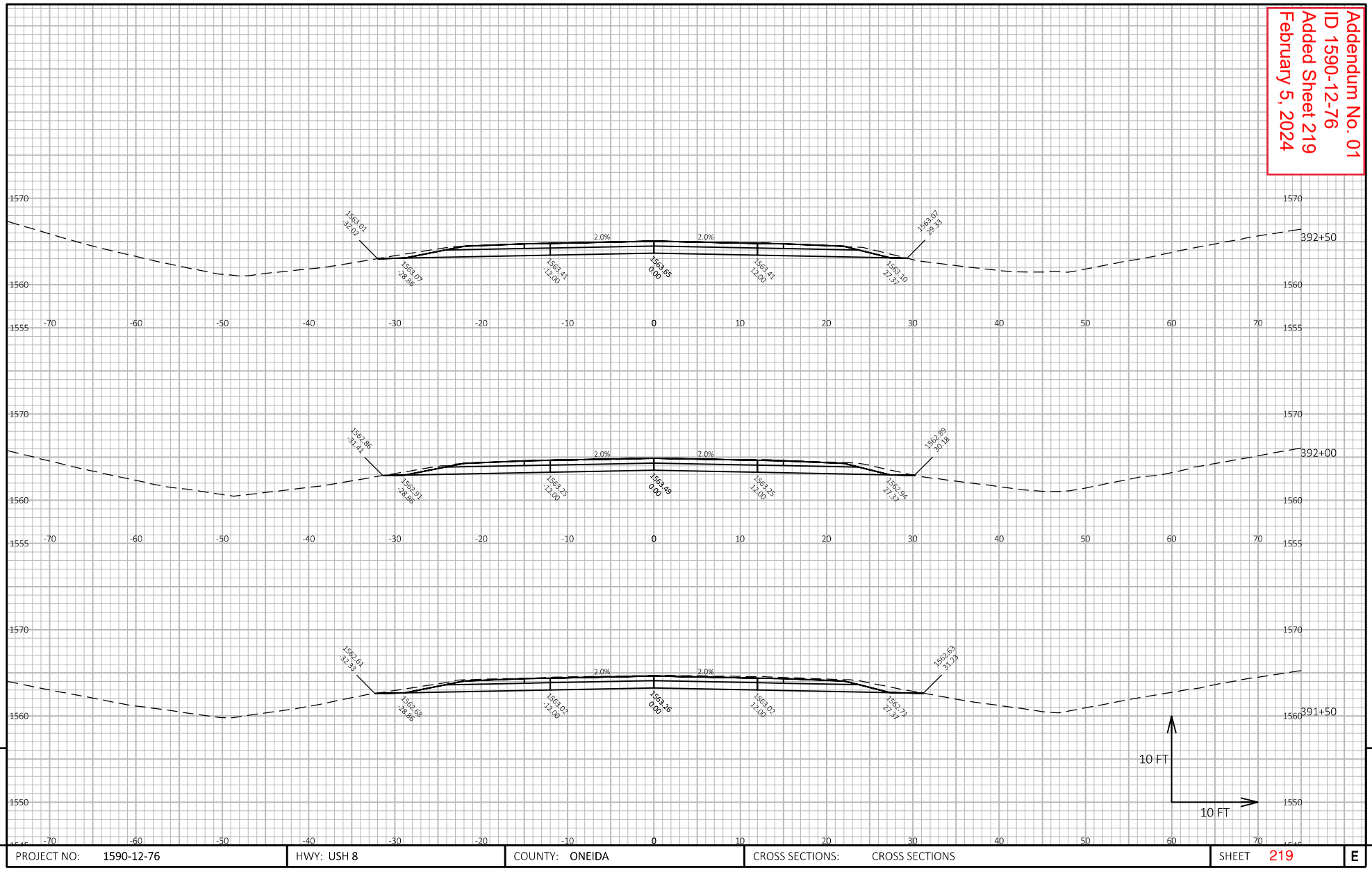
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 218	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901112-xs
PLOT DATE : 1/26/2024 11:37 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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



9

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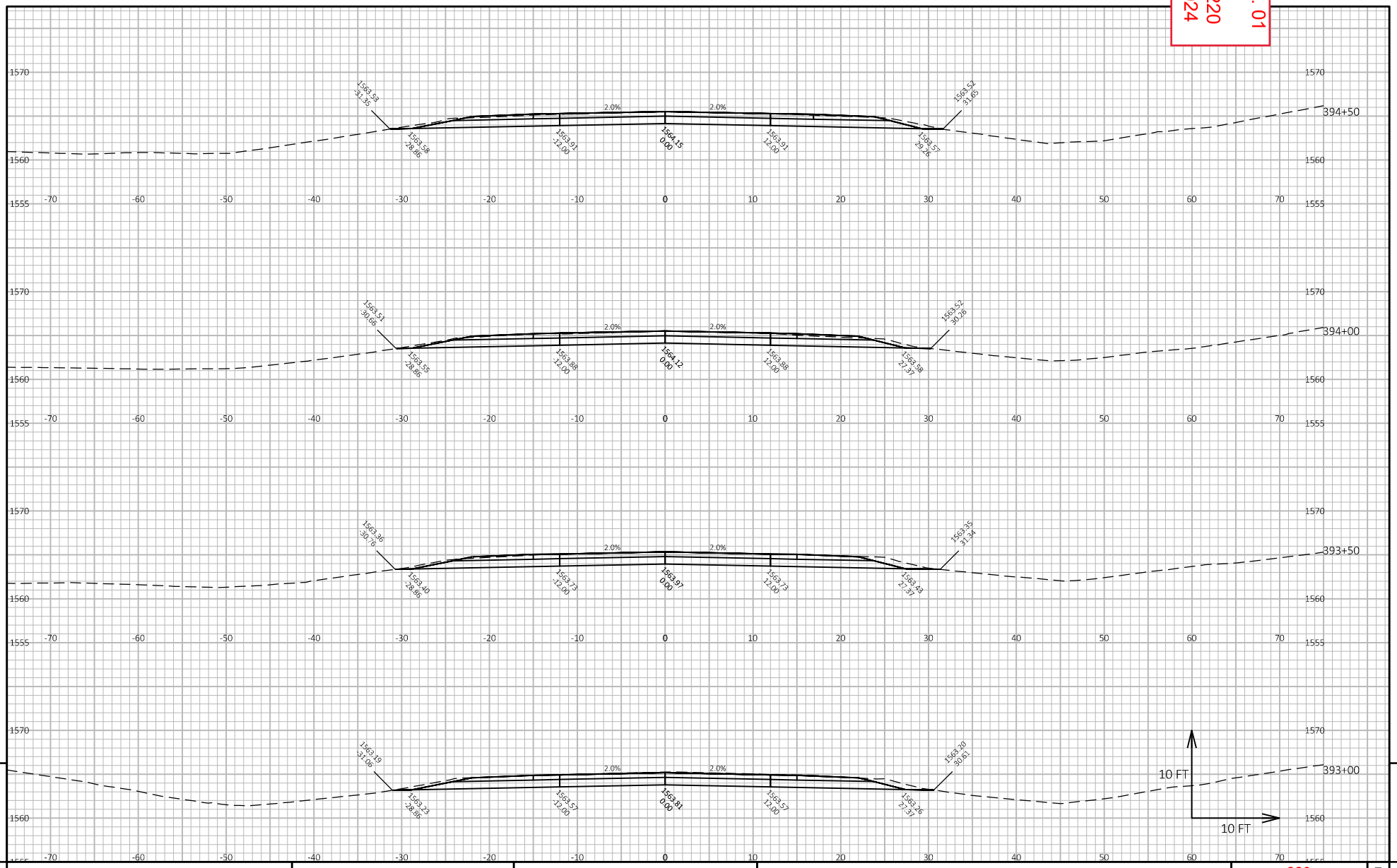
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 219	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901113-xs
PLOT DATE : 1/26/2024 11:37 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



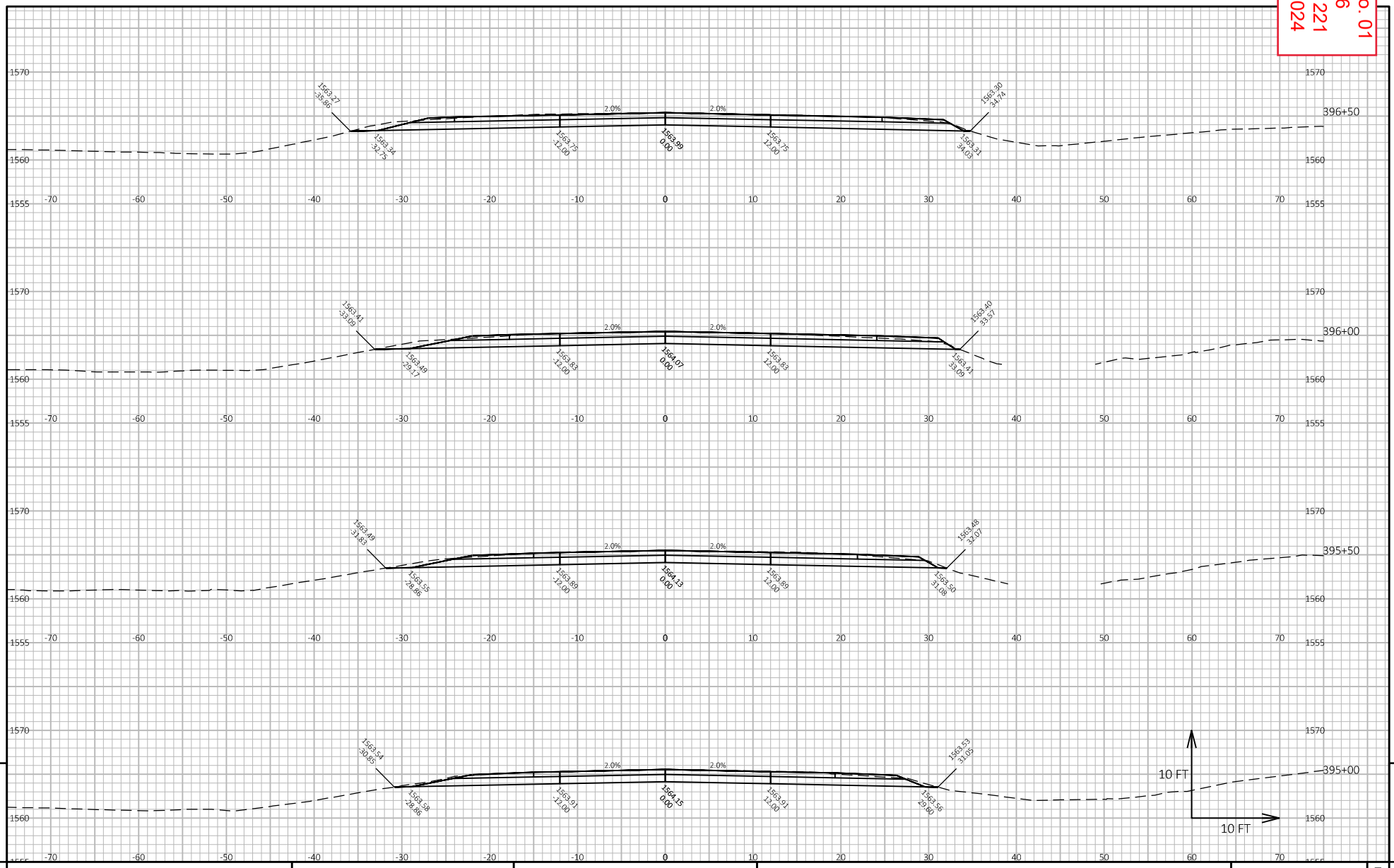
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 220	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901114-xs
PLOT DATE : 1/26/2024 11:37 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



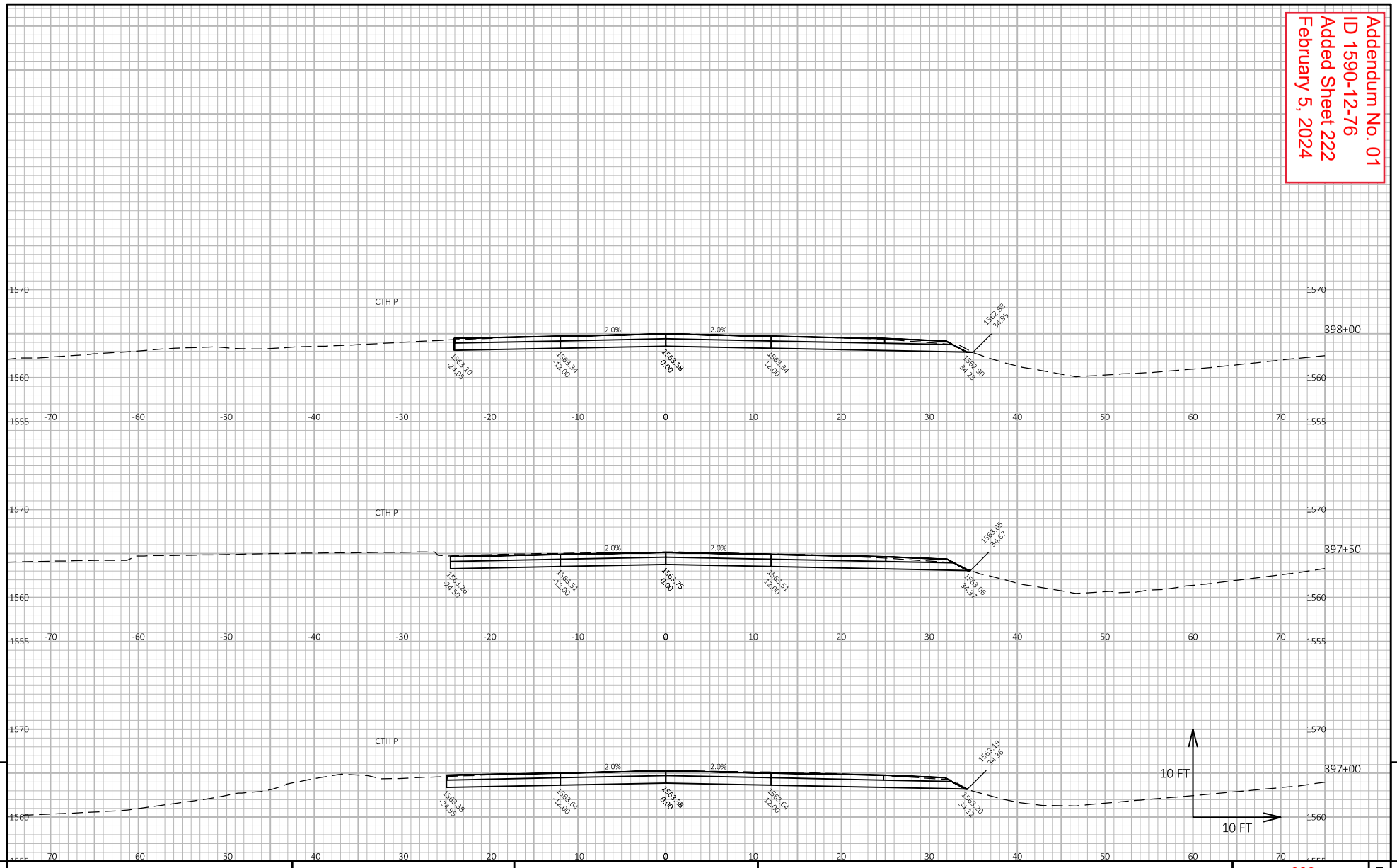
9 9

PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 221	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901115-x6
PLOT DATE : 1/26/2024 11:37 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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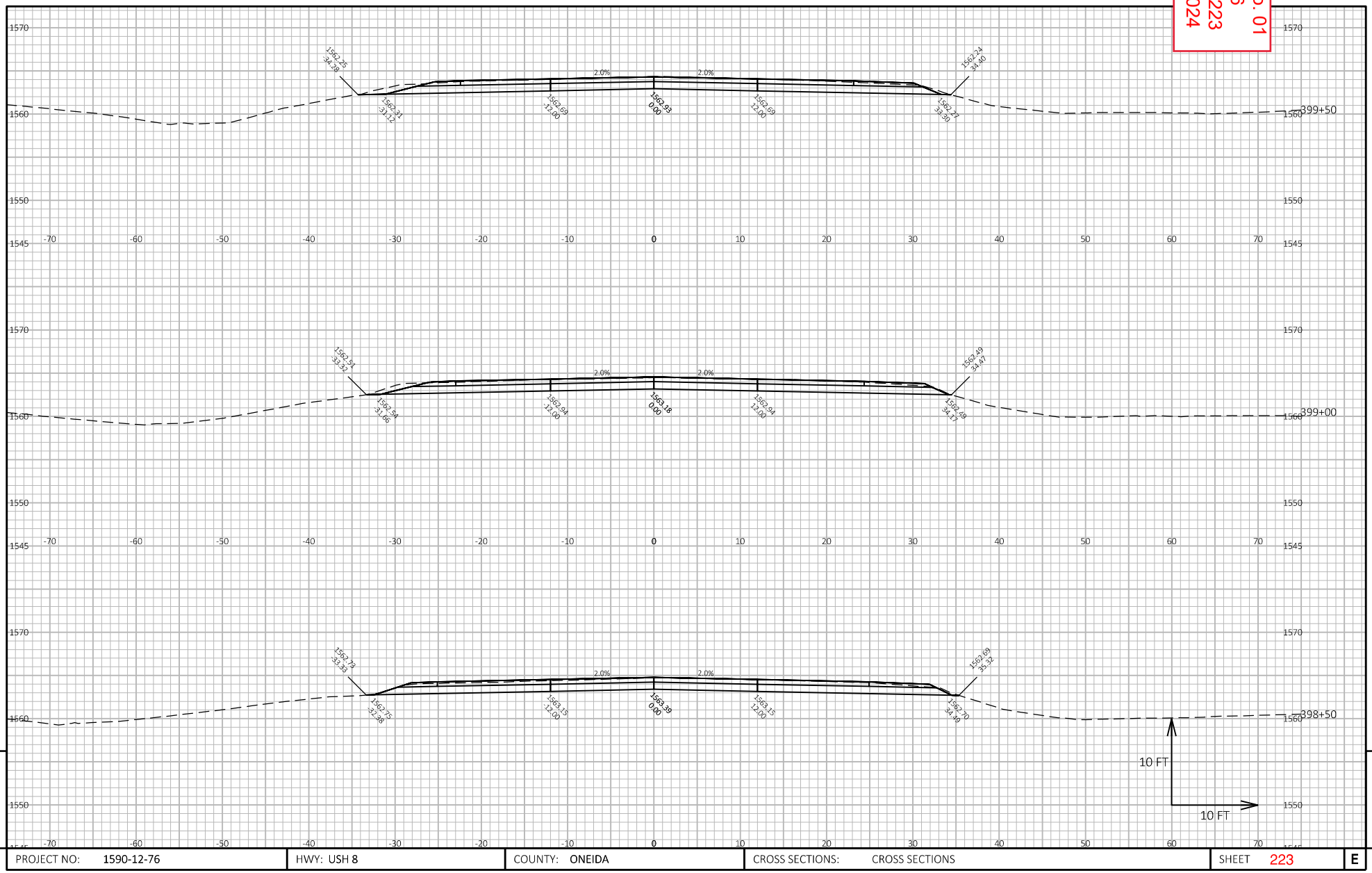
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 222	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901116-xs
PLOT DATE : 1/26/2024 11:37 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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



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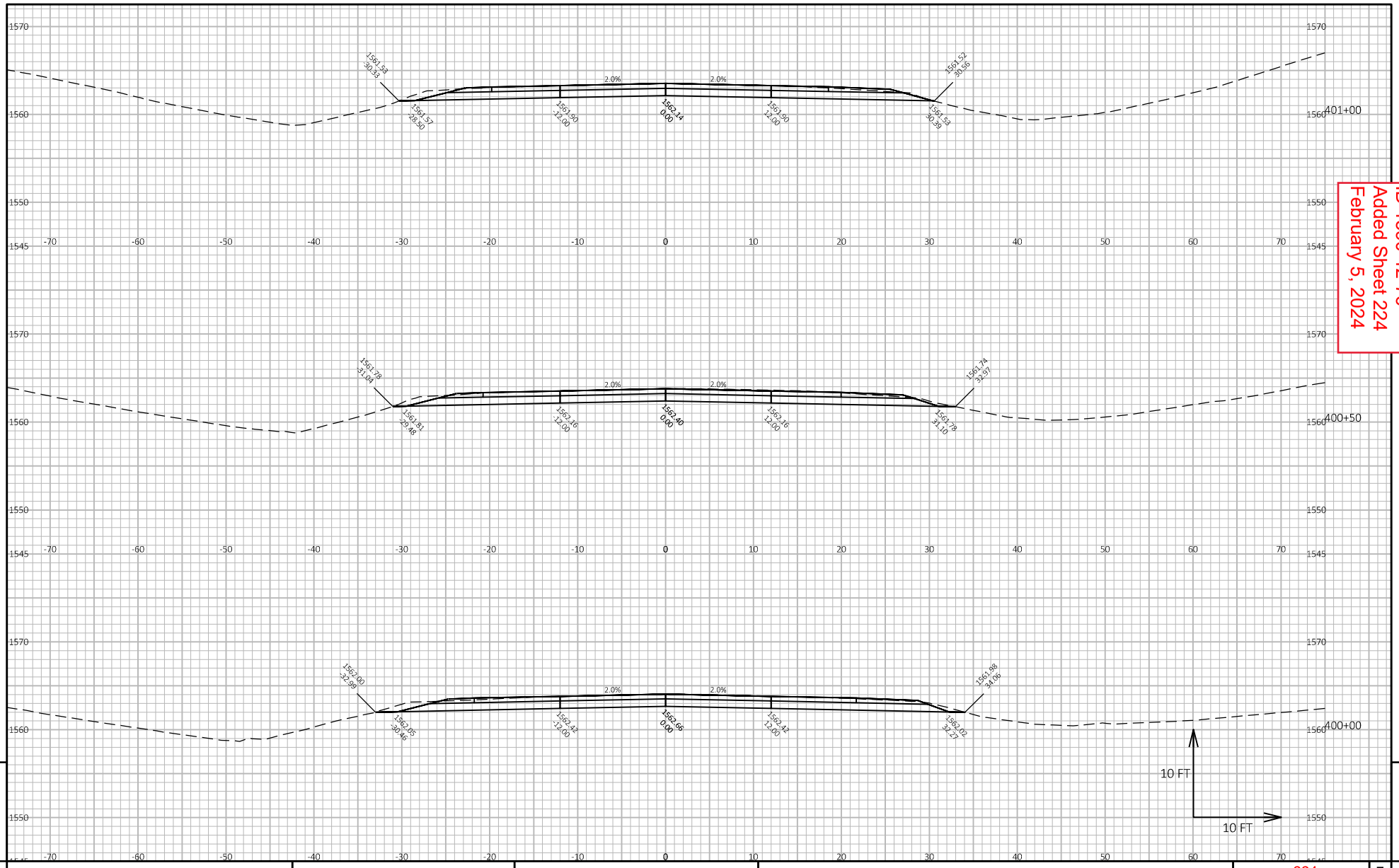
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 223	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901117-xs

PLOT DATE : 1/26/2024 11:37 AM PLOT BY : WILKE, CASSANDRA PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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

9

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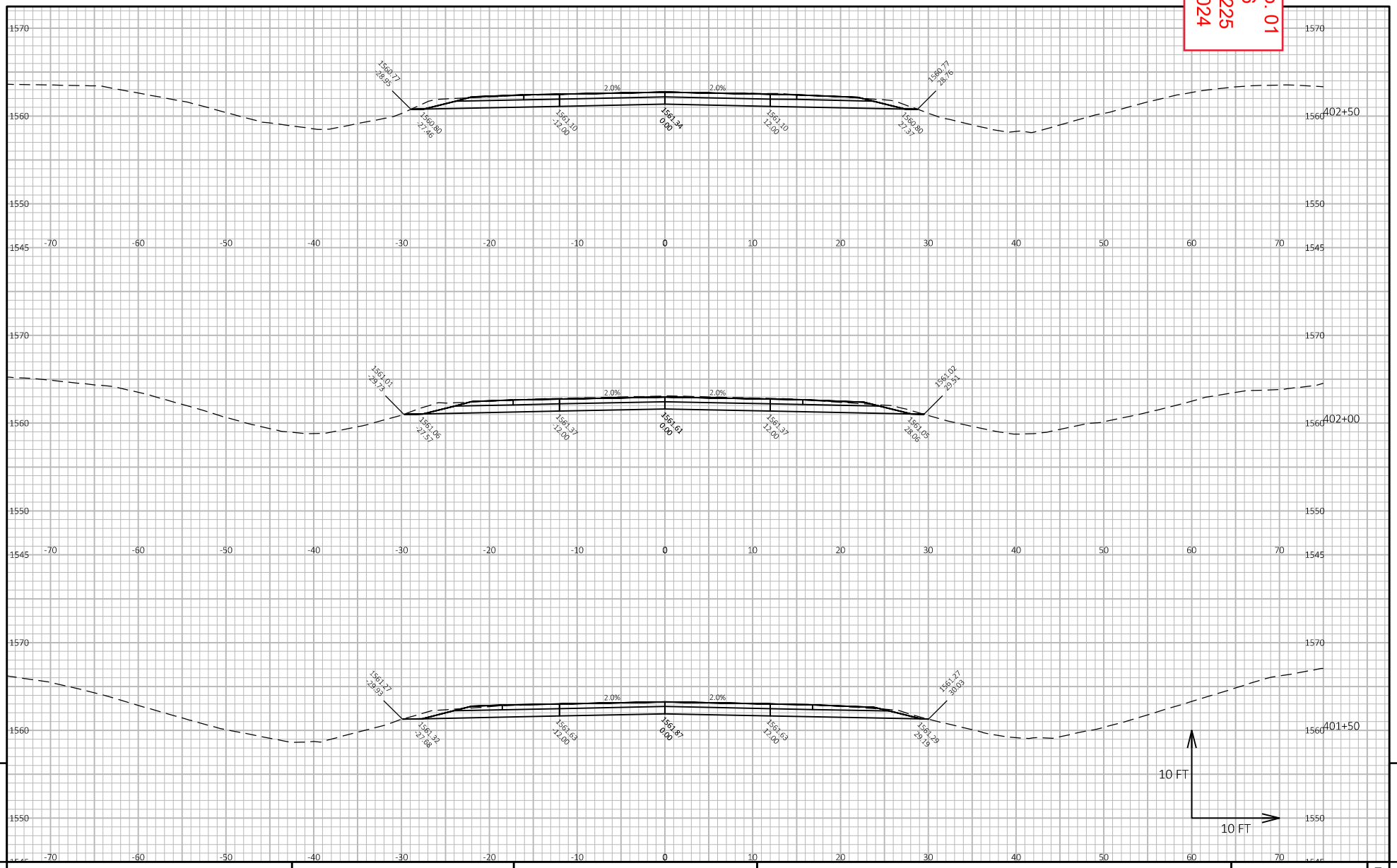
PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 224	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901118-xs
PLOT DATE : 1/26/2024 11:38 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Addendum No. 01
ID 1590-12-76
Added Sheet 225
February 5, 2024



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PROJECT NO: 1590-12-76	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSS SECTIONS	SHEET 225	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSOTHER\1590-12-76_SECTIONS.DWG
LAYOUT NAME - 0901119-xs
PLOT DATE : 1/26/2024 11:38 AM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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 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 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 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 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:	_____.____

Wisconsin Department of Transportation

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

Telephone: (608) 266-1631
Facsimile (FAX): (608) 266-8459

February 7, 2024

NOTICE TO ALL CONTRACTORS:

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

Letting of February 13, 2024

This is Addendum No. 02, which provides for the following:

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
27	Miscellaneous Quantities (Revised earthwork summary)
98-106	Computer Earthwork Data (Revised earthwork summary to compute unusable/pavement material correctly)

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

END OF ADDENDUM

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 SY	REMARKS
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+27	-	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	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
STAGE 1								
0010	395+68	-	402+80	LT	USH 8	59	978	CTH P
STAGE 3								
0010	327+00	-	331+54	RT	USH 8	35	504	RIVER BEND RD S
0010	328+28	-	332+13	LT	USH 8	36	477	RIVER BEND RD N
0010	355+99	-	360+00	RT	USH 8	35	540	PELICAN RANCH RD S
0010	356+63	-	360+00	LT	USH 8	37	445	PELICAN RANCH RD N
					TOTAL 0010	202	2,944	

REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 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	

EARTHWORK SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	CUT (1)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (2)	205.0100 EXCAVATION COMMON (3)	UNEXPANDED FILL	EXPANDED FILL (4)	MASS ORDINATE +/- (5)
							CY		FACTOR 1.18	
0010	242+00	-	306+36	USH 8	33863	8798	33863	40	47	25018
0010	307+35	-	329+00	USH 8	10765	2926	10765	18	21	7818
0010	329+00	-	402+80	USH 8	19833	10040	19833	0	0	9793
				TOTAL 0010			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 ORDINATE + OR - QTY CALCULATED FOR THE STAGE. PLUX QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

Addendum No. 02
ID 1590-12-76
Revised Sheet 27
February 7, 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
									1	1.18	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
242+00.00	24,200	0	149	0	0	0	0	0	0	0	0
242+50.00	24,250	50	152	38	0	279	35	0	279	0	244
243+00.00	24,300	50	154	38	0	284	69	0	563	0	459
243+50.00	24,350	50	156	38	0	287	69	0	850	0	677
244+00.00	24,400	50	148	38	0	281	69	0	1,131	0	889
244+50.00	24,450	50	144	38	0	271	69	0	1,402	0	1,091
245+00.00	24,500	50	140	38	0	264	69	0	1,666	0	1,286
245+50.00	24,550	50	139	38	0	258	69	0	1,924	0	1,475
246+00.00	24,600	50	137	38	0	256	69	0	2,180	0	1,662
246+50.00	24,650	50	139	38	0	256	69	0	2,436	0	1,849
247+00.00	24,700	50	138	38	0	256	69	0	2,692	0	2,036
247+50.00	24,750	50	138	38	0	255	69	0	2,947	0	2,222
248+00.00	24,800	50	142	38	0	259	69	0	3,206	0	2,412
248+50.00	24,850	50	141	38	0	262	69	0	3,468	0	2,605
249+00.00	24,900	50	141	38	0	261	69	0	3,729	0	2,797
249+50.00	24,950	50	143	38	0	262	69	0	3,991	0	2,990
250+00.00	25,000	50	139	38	0	261	69	0	4,252	0	3,182
250+50.00	25,050	50	138	38	0	257	69	0	4,509	0	3,370
251+00.00	25,100	50	139	38	0	257	69	0	4,766	0	3,558
251+50.00	25,150	50	141	38	0	259	69	0	5,025	0	3,748
252+00.00	25,200	50	141	38	0	261	69	0	5,286	0	3,940
252+50.00	25,250	50	143	38	0	263	69	0	5,549	0	4,134
253+00.00	25,300	50	142	38	0	264	69	0	5,813	0	4,329
253+50.00	25,350	50	143	38	0	264	69	0	6,077	0	4,524
254+00.00	25,400	50	141	38	0	262	69	0	6,339	0	4,717
254+50.00	25,450	50	143	38	0	263	69	0	6,602	0	4,911
255+00.00	25,500	50	136	38	0	259	69	0	6,861	0	5,101
255+50.00	25,550	50	142	38	0	258	69	0	7,119	0	5,290
256+00.00	25,600	50	139	38	0	260	69	0	7,379	0	5,481
256+50.00	25,650	50	140	38	0	258	69	0	7,637	0	5,670
257+00.00	25,700	50	142	38	0	261	69	0	7,898	0	5,862
257+50.00	25,750	50	143	38	0	264	69	0	8,162	0	6,057
258+00.00	25,800	50	142	38	0	264	69	0	8,426	0	6,252
258+50.00	25,850	50	139	38	0	260	69	0	8,686	0	6,443
259+00.00	25,900	50	141	38	0	260	69	0	8,946	0	6,634
259+50.00	25,950	50	140	38	0	261	69	0	9,207	0	6,826
260+00.00	26,000	50	142	38	0	262	69	0	9,469	0	7,019
260+50.00	26,050	50	142	38	0	264	69	0	9,733	0	7,214
261+00.00	26,100	50	141	38	0	262	69	0	9,995	0	7,407
261+50.00	26,150	50	140	38	0	260	69	0	10,255	0	7,598

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. 02
ID 1590-12-76
Revised Sheet 98
February 7, 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
									1	1.18	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
262+00.00	26,200	50	141	38	0	260	69	0	10,515	0	7,789
262+50.00	26,250	50	139	38	0	259	69	0	10,774	0	7,979
263+00.00	26,300	50	139	38	0	257	69	0	11,031	0	8,167
263+50.00	26,350	50	140	38	0	258	69	0	11,289	0	8,356
264+00.00	26,400	50	139	38	0	258	69	0	11,547	0	8,545
264+50.00	26,450	50	139	38	0	257	69	0	11,804	0	8,733
265+00.00	26,500	50	141	38	0	259	69	0	12,063	0	8,923
265+50.00	26,550	50	141	38	0	262	69	0	12,325	0	9,116
266+00.00	26,600	50	140	38	0	261	69	0	12,586	0	9,308
266+50.00	26,650	50	141	38	0	260	69	0	12,846	0	9,499
267+00.00	26,700	50	142	38	0	262	69	0	13,108	0	9,692
267+50.00	26,750	50	144	38	0	265	69	0	13,373	0	9,888
268+00.00	26,800	50	142	38	0	265	69	0	13,638	0	10,084
268+50.00	26,850	50	143	38	0	264	69	0	13,902	0	10,279
269+00.00	26,900	50	144	38	0	266	69	0	14,168	0	10,476
269+50.00	26,950	50	142	38	0	265	69	0	14,433	0	10,672
270+00.00	27,000	50	142	38	0	263	69	0	14,696	0	10,866
270+50.00	27,050	50	142	38	0	262	69	0	14,958	0	11,059
271+00.00	27,100	50	142	38	0	262	69	0	15,220	0	11,252
271+50.00	27,150	50	139	38	0	260	69	0	15,480	0	11,443
272+00.00	27,200	50	142	38	0	261	69	0	15,741	0	11,635
272+50.00	27,250	50	143	38	0	264	69	0	16,005	0	11,830
273+00.00	27,300	50	146	38	0	268	69	0	16,273	0	12,029
273+50.00	27,350	50	149	38	0	273	69	0	16,546	0	12,233
274+00.00	27,400	50	147	38	0	273	69	0	16,819	0	12,437
274+50.00	27,450	50	145	38	0	271	69	0	17,090	0	12,639
275+00.00	27,500	50	145	38	0	269	69	0	17,359	0	12,839
275+50.00	27,550	50	144	38	0	268	69	0	17,627	0	13,038
276+00.00	27,600	50	145	38	0	267	69	0	17,894	0	13,236
276+50.00	27,650	50	145	38	0	268	69	0	18,162	0	13,435
277+00.00	27,700	50	144	38	0	268	69	0	18,430	0	13,634
277+50.00	27,750	50	144	38	0	267	69	0	18,697	0	13,832
278+00.00	27,800	50	146	38	0	268	69	0	18,965	0	14,031
278+50.00	27,850	50	145	38	0	269	69	0	19,234	0	14,231
279+00.00	27,900	50	146	38	0	269	69	0	19,503	0	14,431
279+50.00	27,950	50	149	38	0	273	69	0	19,776	0	14,635
280+00.00	28,000	50	137	38	0	265	69	0	20,041	0	14,831
280+50.00	28,050	50	140	38	0	257	69	0	20,298	0	15,019
281+00.00	28,100	50	143	38	0	262	69	0	20,560	0	15,212
281+50.00	28,150	50	142	38	0	264	69	0	20,824	0	15,407

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. 02
ID 1590-12-76
Revised Sheet 99
February 7, 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
									1	1.18	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
282+00.00	28,200	50	144	38	0	265	69	0	21,089	0	15,603
282+50.00	28,250	50	149	38	0	272	69	0	21,361	0	15,806
283+00.00	28,300	50	154	38	0	281	69	0	21,642	0	16,018
283+50.00	28,350	50	157	38	0	288	69	0	21,930	0	16,237
284+00.00	28,400	50	151	38	0	285	69	0	22,215	0	16,453
284+50.00	28,450	50	148	38	0	277	69	0	22,492	0	16,661
285+00.00	28,500	50	149	38	0	275	69	0	22,767	0	16,867
285+50.00	28,550	50	146	38	0	274	69	0	23,041	0	17,072
286+00.00	28,600	50	146	38	0	271	69	0	23,312	0	17,274
286+50.00	28,650	50	147	38	0	272	69	0	23,584	0	17,477
287+00.00	28,700	50	147	38	0	272	69	0	23,856	0	17,680
287+50.00	28,750	50	146	38	0	271	69	0	24,127	0	17,882
288+00.00	28,800	50	146	38	0	271	69	0	24,398	0	18,084
288+50.00	28,850	50	148	38	0	272	69	0	24,670	0	18,287
289+00.00	28,900	50	147	38	0	273	69	0	24,943	0	18,491
289+50.00	28,950	50	144	38	0	269	69	0	25,212	0	18,691
290+00.00	29,000	50	144	38	0	266	69	0	25,478	0	18,888
290+50.00	29,050	50	143	38	0	265	69	0	25,743	0	19,084
291+00.00	29,100	50	143	38	0	265	69	0	26,008	0	19,280
291+50.00	29,150	50	142	38	0	264	69	0	26,272	0	19,475
292+00.00	29,200	50	144	38	0	265	69	0	26,537	0	19,671
292+50.00	29,250	50	145	38	0	268	69	0	26,805	0	19,870
293+00.00	29,300	50	144	38	0	268	69	0	27,073	0	20,069
293+50.00	29,350	50	133	38	0	257	69	0	27,330	0	20,257
294+00.00	29,400	50	142	38	0	255	69	0	27,585	0	20,443
294+50.00	29,450	50	140	38	0	262	69	0	27,847	0	20,636
295+00.00	29,500	50	143	38	0	262	69	0	28,109	0	20,829
295+50.00	29,550	50	142	38	0	264	69	0	28,373	0	21,024
296+00.00	29,600	50	141	38	0	262	69	0	28,635	0	21,217
296+50.00	29,650	50	142	38	0	262	69	0	28,897	0	21,410
297+00.00	29,700	50	142	38	0	263	69	0	29,160	0	21,604
297+50.00	29,750	50	141	38	0	262	69	0	29,422	0	21,797
298+00.00	29,800	50	143	38	0	263	69	0	29,685	0	21,991
298+50.00	29,850	50	144	38	0	266	69	0	29,951	0	22,188
299+00.00	29,900	50	146	38	0	268	69	0	30,219	0	22,387
299+50.00	29,950	50	144	38	0	268	69	0	30,487	0	22,586
300+00.00	30,000	50	144	38	0	267	69	0	30,754	0	22,784
300+50.00	30,050	50	144	38	0	267	69	0	31,021	0	22,982
301+00.00	30,100	50	142	38	0	265	69	0	31,286	0	23,178
301+50.00	30,150	50	140	38	0	261	69	0	31,547	0	23,370

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. 02
ID 1590-12-76
Revised Sheet 100
February 7, 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
									1	1.18	
				NOTE 2		NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
302+00.00	30,200	50	144	38	0	263	69	0	31,810	0	23,564
302+50.00	30,250	50	144	38	0	266	69	0	32,076	0	23,761
303+00.00	30,300	50	146	38	0	268	69	0	32,344	0	23,960
303+50.00	30,350	50	152	38	21	276	69	20	32,620	24	24,143
304+00.00	30,400	50	135	38	0	265	69	20	32,885	47	24,316
304+50.00	30,450	50	132	38	0	246	69	0	33,131	47	24,493
305+00.00	30,500	50	131	38	0	243	69	0	33,374	47	24,667
305+50.00	30,550	50	132	38	0	244	69	0	33,618	47	24,842
306+00.00	30,600	50	132	38	0	245	69	0	33,863	47	25,018

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. 02
ID 1590-12-76
Revised Sheet 101
February 7, 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
									1	1.18	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
307+60.00	30,760	0	124	0	0	0	0	0	0	0	0
308+00.00	30,800	40	126	38	0	185	28	0	185	0	157
308+50.00	30,850	50	130	38	0	237	69	0	422	0	325
309+00.00	30,900	50	131	38	0	242	69	0	664	0	498
309+50.00	30,950	50	133	38	0	245	69	0	909	0	674
310+00.00	31,000	50	163	38	6	274	69	6	1,183	7	872
310+50.00	31,050	50	150	38	3	290	69	9	1,473	18	1,082
311+00.00	31,100	50	147	38	0	275	69	3	1,748	21	1,285
311+50.00	31,150	50	145	38	0	270	69	0	2,018	21	1,486
312+00.00	31,200	50	142	38	0	266	69	0	2,284	21	1,683
312+50.00	31,250	50	143	38	0	264	69	0	2,548	21	1,878
313+00.00	31,300	50	145	38	0	267	69	0	2,815	21	2,076
313+50.00	31,350	50	141	38	0	265	69	0	3,080	21	2,272
314+00.00	31,400	50	140	38	0	260	69	0	3,340	21	2,463
314+50.00	31,450	50	140	38	0	259	69	0	3,599	21	2,653
315+00.00	31,500	50	140	38	0	259	69	0	3,858	21	2,843
315+50.00	31,550	50	136	38	0	255	69	0	4,113	21	3,029
316+00.00	31,600	50	137	38	0	253	69	0	4,366	21	3,213
316+50.00	31,650	50	143	38	0	259	69	0	4,625	21	3,403
317+00.00	31,700	50	143	38	0	265	69	0	4,890	21	3,599
317+50.00	31,750	50	137	38	0	260	69	0	5,150	21	3,790
318+00.00	31,800	50	136	38	0	254	69	0	5,404	21	3,975
318+50.00	31,850	50	134	38	0	251	69	0	5,655	21	4,157
319+00.00	31,900	50	133	38	0	247	69	0	5,902	21	4,335
319+50.00	31,950	50	133	38	0	246	69	0	6,148	21	4,512
320+00.00	32,000	50	130	38	0	244	69	0	6,392	21	4,687
320+50.00	32,050	50	130	38	0	241	69	0	6,633	21	4,859
321+00.00	32,100	50	130	38	0	241	69	0	6,874	21	5,031
321+50.00	32,150	50	132	38	0	243	69	0	7,117	21	5,205
322+00.00	32,200	50	131	38	0	244	69	0	7,361	21	5,380
322+50.00	32,250	50	128	38	0	240	69	0	7,601	21	5,551
323+00.00	32,300	50	129	38	0	238	69	0	7,839	21	5,720
323+50.00	32,350	50	129	38	0	239	69	0	8,078	21	5,890
324+00.00	32,400	50	130	38	0	239	69	0	8,317	21	6,060
324+50.00	32,450	50	130	38	0	240	69	0	8,557	21	6,231
325+00.00	32,500	50	131	38	0	242	69	0	8,799	21	6,404
325+50.00	32,550	50	132	38	0	244	69	0	9,043	21	6,579
326+00.00	32,600	50	133	38	0	245	69	0	9,288	21	6,755
326+50.00	32,650	50	132	38	0	245	69	0	9,533	21	6,931
327+00.00	32,700	50	130	38	0	242	69	0	9,775	21	7,104
327+50.00	32,750	50	132	38	0	242	69	0	10,017	21	7,277
328+00.00	32,800	50	132	38	0	244	69	0	10,261	21	7,452
328+50.00	32,850	50	137	38	0	250	69	0	10,511	21	7,633
329+00.00	32,900	50	137	38	0	254	69	0	10,765	21	7,818

NOTES:	
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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. 02
ID 1590-12-76
Revised Sheet 102
February 7, 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
									1	1.18	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
329+50.00	32,950	0	58	0	0	0	0	0	0	0	0
330+00.00	33,000	50	60	38	0	110	35	0	110	0	75
330+50.00	33,050	50	75	38	0	125	69	0	235	0	131
331+00.00	33,100	50	66	38	0	130	69	0	365	0	192
331+50.00	33,150	50	63	38	0	120	69	0	485	0	243
332+00.00	33,200	50	57	38	0	112	69	0	597	0	286
332+50.00	33,250	50	58	38	0	107	69	0	704	0	324
333+00.00	33,300	50	61	38	0	110	69	0	814	0	365
333+50.00	33,350	50	66	38	0	117	69	0	931	0	413
334+00.00	33,400	50	66	38	0	121	69	0	1,052	0	465
334+50.00	33,450	50	70	38	0	125	69	0	1,177	0	521
335+00.00	33,500	50	69	38	0	129	69	0	1,306	0	581
335+50.00	33,550	50	68	38	0	127	69	0	1,433	0	639
336+00.00	33,600	50	66	38	0	123	69	0	1,556	0	693
336+50.00	33,650	50	64	38	0	120	69	0	1,676	0	744
337+00.00	33,700	50	63	38	0	118	69	0	1,794	0	793
337+50.00	33,750	50	61	38	0	114	69	0	1,908	0	838
338+00.00	33,800	50	62	38	0	114	69	0	2,022	0	883
338+50.00	33,850	50	66	38	0	118	69	0	2,140	0	932
339+00.00	33,900	50	70	38	0	126	69	0	2,266	0	989
339+50.00	33,950	50	73	38	0	132	69	0	2,398	0	1,052
340+00.00	34,000	50	71	38	0	133	69	0	2,531	0	1,116
340+50.00	34,050	50	62	38	0	123	69	0	2,654	0	1,170
341+00.00	34,100	50	63	38	0	115	69	0	2,769	0	1,216
341+50.00	34,150	50	61	38	0	115	69	0	2,884	0	1,262
342+00.00	34,200	50	60	38	0	112	69	0	2,996	0	1,305
342+50.00	34,250	50	63	38	0	113	69	0	3,109	0	1,349
343+00.00	34,300	50	62	38	0	116	69	0	3,225	0	1,396
343+50.00	34,350	50	65	38	0	117	69	0	3,342	0	1,444
344+00.00	34,400	50	61	38	0	117	69	0	3,459	0	1,492
344+50.00	34,450	50	59	38	0	111	69	0	3,570	0	1,534
345+00.00	34,500	50	61	38	0	111	69	0	3,681	0	1,576
345+50.00	34,550	50	63	38	0	115	69	0	3,796	0	1,622
346+00.00	34,600	50	61	38	0	114	69	0	3,910	0	1,667
346+50.00	34,650	50	61	38	0	112	69	0	4,022	0	1,710
347+00.00	34,700	50	61	38	0	112	69	0	4,134	0	1,753
347+50.00	34,750	50	62	38	0	113	69	0	4,247	0	1,797
348+00.00	34,800	50	63	38	0	116	69	0	4,363	0	1,844
348+50.00	34,850	50	60	38	0	114	69	0	4,477	0	1,889
349+00.00	34,900	50	62	38	0	113	69	0	4,590	0	1,933

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)

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February 7, 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
									1	1.18	
				NOTE 1			NOTE 2		NOTE 1		NOTE 8
349+50.00	34,950	50	61	38	0	114	69	0	4,704	0	1,978
350+00.00	35,000	50	62	38	0	114	69	0	4,818	0	2,023
350+50.00	35,050	50	62	38	0	115	69	0	4,933	0	2,069
351+00.00	35,100	50	61	38	0	114	69	0	5,047	0	2,114
351+50.00	35,150	50	62	38	0	114	69	0	5,161	0	2,159
352+00.00	35,200	50	60	38	0	114	69	0	5,275	0	2,204
352+50.00	35,250	50	62	38	0	113	69	0	5,388	0	2,248
353+00.00	35,300	50	62	38	0	114	69	0	5,502	0	2,293
353+50.00	35,350	50	63	38	0	115	69	0	5,617	0	2,339
354+00.00	35,400	50	63	38	0	116	69	0	5,733	0	2,386
354+50.00	35,450	50	65	38	0	119	69	0	5,852	0	2,436
355+00.00	35,500	50	66	38	0	121	69	0	5,973	0	2,488
355+50.00	35,550	50	66	38	0	122	69	0	6,095	0	2,541
356+00.00	35,600	50	61	38	0	117	69	0	6,212	0	2,589
356+50.00	35,650	50	63	38	0	114	69	0	6,326	0	2,634
357+00.00	35,700	50	78	38	0	130	69	0	6,456	0	2,695
357+50.00	35,750	50	73	38	0	139	69	0	6,595	0	2,765
358+00.00	35,800	50	62	38	0	125	69	0	6,720	0	2,821
358+50.00	35,850	50	64	38	0	116	69	0	6,836	0	2,868
359+00.00	35,900	50	83	38	0	136	69	0	6,972	0	2,935
359+50.00	35,950	50	76	38	0	148	69	0	7,120	0	3,014
360+00.00	36,000	50	68	38	0	134	69	0	7,254	0	3,079
360+50.00	36,050	50	71	38	0	129	69	0	7,383	0	3,139
361+00.00	36,100	50	70	38	0	131	69	0	7,514	0	3,201
361+50.00	36,150	50	73	38	0	132	69	0	7,646	0	3,264
362+00.00	36,200	50	75	38	0	136	69	0	7,782	0	3,331
362+50.00	36,250	50	77	38	0	141	69	0	7,923	0	3,403
363+00.00	36,300	50	77	38	0	142	69	0	8,065	0	3,476
363+50.00	36,350	50	78	38	0	144	69	0	8,209	0	3,551
364+00.00	36,400	50	80	38	0	146	69	0	8,355	0	3,628
364+50.00	36,450	50	78	38	0	146	69	0	8,501	0	3,705
365+00.00	36,500	50	79	38	0	146	69	0	8,647	0	3,782
365+50.00	36,550	50	84	38	0	151	69	0	8,798	0	3,864
366+00.00	36,600	50	84	38	0	156	69	0	8,954	0	3,951
366+50.00	36,650	50	85	38	0	157	69	0	9,111	0	4,039
367+00.00	36,700	50	83	38	0	156	69	0	9,267	0	4,126
367+50.00	36,750	50	83	38	0	154	69	0	9,421	0	4,211
368+00.00	36,800	50	79	38	0	151	69	0	9,572	0	4,293
368+50.00	36,850	50	78	38	0	146	69	0	9,718	0	4,370
369+00.00	36,900	50	73	38	0	140	69	0	9,858	0	4,441

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)

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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
									1	1.18	
				NOTE 1			NOTE 2	NOTE 3	NOTE 1		NOTE 8
369+50.00	36,950	50	76	38	0	138	69	0	9,996	0	4,510
370+00.00	37,000	50	83	38	0	147	69	0	10,143	0	4,588
370+50.00	37,050	50	87	38	0	158	69	0	10,301	0	4,677
371+00.00	37,100	50	90	38	0	164	69	0	10,465	0	4,772
371+50.00	37,150	50	97	38	0	173	69	0	10,638	0	4,876
372+00.00	37,200	50	98	38	0	181	69	0	10,819	0	4,988
372+50.00	37,250	50	99	38	0	183	69	0	11,002	0	5,102
373+00.00	37,300	50	99	38	0	184	69	0	11,186	0	5,217
373+50.00	37,350	50	97	38	0	182	69	0	11,368	0	5,330
374+00.00	37,400	50	96	38	0	179	69	0	11,547	0	5,440
374+50.00	37,450	50	99	38	0	181	69	0	11,728	0	5,552
375+00.00	37,500	50	99	38	0	183	69	0	11,911	0	5,666
375+50.00	37,550	50	95	38	0	179	69	0	12,090	0	5,776
376+00.00	37,600	50	92	38	0	172	69	0	12,262	0	5,879
376+50.00	37,650	50	87	38	0	166	69	0	12,428	0	5,976
377+00.00	37,700	50	87	38	0	162	69	0	12,590	0	6,069
377+50.00	37,750	50	84	38	0	159	69	0	12,749	0	6,159
378+00.00	37,800	50	88	38	0	159	69	0	12,908	0	6,249
378+50.00	37,850	50	87	38	0	161	69	0	13,069	0	6,341
379+00.00	37,900	50	81	38	0	155	69	0	13,224	0	6,427
379+50.00	37,950	50	79	38	0	148	69	0	13,372	0	6,506
380+00.00	38,000	50	78	38	0	145	69	0	13,517	0	6,582
380+50.00	38,050	50	80	38	0	146	69	0	13,663	0	6,659
381+00.00	38,100	50	81	38	0	149	69	0	13,812	0	6,739
381+50.00	38,150	50	77	38	0	147	69	0	13,959	0	6,817
382+00.00	38,200	50	71	38	0	137	69	0	14,096	0	6,885
382+50.00	38,250	50	66	38	0	127	69	0	14,223	0	6,943
383+00.00	38,300	50	57	38	0	114	69	0	14,337	0	6,988
383+50.00	38,350	50	56	38	0	104	69	0	14,441	0	7,023
384+00.00	38,400	50	62	38	0	109	69	0	14,550	0	7,063
384+50.00	38,450	50	66	38	0	118	69	0	14,668	0	7,112
385+00.00	38,500	50	63	38	0	119	69	0	14,787	0	7,162
385+50.00	38,550	50	68	38	0	121	69	0	14,908	0	7,214
386+00.00	38,600	50	70	38	0	128	69	0	15,036	0	7,273
386+50.00	38,650	50	73	38	0	132	69	0	15,168	0	7,336
387+00.00	38,700	50	73	38	0	136	69	0	15,304	0	7,403
387+50.00	38,750	50	77	38	0	139	69	0	15,443	0	7,473
388+00.00	38,800	50	81	38	0	146	69	0	15,589	0	7,550
388+50.00	38,850	50	84	38	0	153	69	0	15,742	0	7,634
389+00.00	38,900	50	89	38	0	160	69	0	15,902	0	7,725

NOTES:	
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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)

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February 7, 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
									1	1.18	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
389+50.00	38,950	50	91	38	0	167	69	0	16,069	0	7,823
390+00.00	39,000	50	93	38	0	171	69	0	16,240	0	7,925
390+50.00	39,050	50	93	38	0	172	69	0	16,412	0	8,028
391+00.00	39,100	50	84	38	0	164	69	0	16,576	0	8,123
391+50.00	39,150	50	79	38	0	151	69	0	16,727	0	8,205
392+00.00	39,200	50	73	38	0	141	69	0	16,868	0	8,277
392+50.00	39,250	50	72	38	0	135	69	0	17,003	0	8,343
393+00.00	39,300	50	74	38	0	136	69	0	17,139	0	8,410
393+50.00	39,350	50	72	38	0	135	69	0	17,274	0	8,476
394+00.00	39,400	50	67	38	0	129	69	0	17,403	0	8,536
394+50.00	39,450	50	70	38	0	127	69	0	17,530	0	8,594
395+00.00	39,500	50	73	38	0	132	69	0	17,662	0	8,657
395+50.00	39,550	50	76	38	0	138	69	0	17,800	0	8,726
396+00.00	39,600	50	76	38	0	141	69	0	17,941	0	8,798
396+50.00	39,650	50	88	38	0	153	69	0	18,094	0	8,882
397+00.00	39,700	50	80	38	0	156	69	0	18,250	0	8,969
397+50.00	39,750	50	80	38	0	148	69	0	18,398	0	9,048
398+00.00	39,800	50	76	38	0	145	69	0	18,543	0	9,124
398+50.00	39,850	50	81	38	0	145	69	0	18,688	0	9,200
399+00.00	39,900	50	82	38	0	151	69	0	18,839	0	9,282
399+50.00	39,950	50	82	38	0	152	69	0	18,991	0	9,365
400+00.00	40,000	50	81	38	0	152	69	0	19,143	0	9,448
400+50.00	40,050	50	79	38	0	148	69	0	19,291	0	9,527
401+00.00	40,100	50	73	38	0	141	69	0	19,432	0	9,599
401+50.00	40,150	50	71	38	0	134	69	0	19,566	0	9,664
402+00.00	40,200	50	74	38	0	134	69	0	19,700	0	9,729
402+50.00	40,250	50	70	38	0	133	69	0	19,833	0	9,793

NOTES:	
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8 - MASS ORDINATE	CUT - UNUSABLE PAVEMENT MATERIAL - (FILL* FILL FACTOR)

Addendum No. 02
ID 1590-12-76
Revised Sheet 106
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