Wisconsin Department of Transportation

Division of Transportation Systems Development
Bureau of Project Development
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October 3, 2024

NOTICE TO ALL CONTRACTORS:

Proposal #01: 1066-03-75, WISC 2025001
Madison – Lake Mills
CTH N to Airport Road
IH 94
Dane & Jefferson Counties

Letting of October 8, 2024

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

Special Provisions:

Added Special Provisions	
Article No.	Description
48	Incentive Density HMA Pavement

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Proposal Quantity Change (-)	Proposal Total After Addendum
460.2005	Incentive Density PWL HMA Pavement	DOL	58,680	-26,580	32,100
460.2010	Incentive Air Voids HMA Pavement	DOL	71,560	-19,770	51,790

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Quantity Added	Proposal Total After Addendum
460.2000	Density Incentive HMA Pavement	DOL	0	21,730	21,730

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
19	Construction Details (Revised detail)
45	Miscellaneous Quantities (Revised the PWL Mix Table)

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. 02

1066-03-75

October 3, 2024

Special Provisions

48. 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.

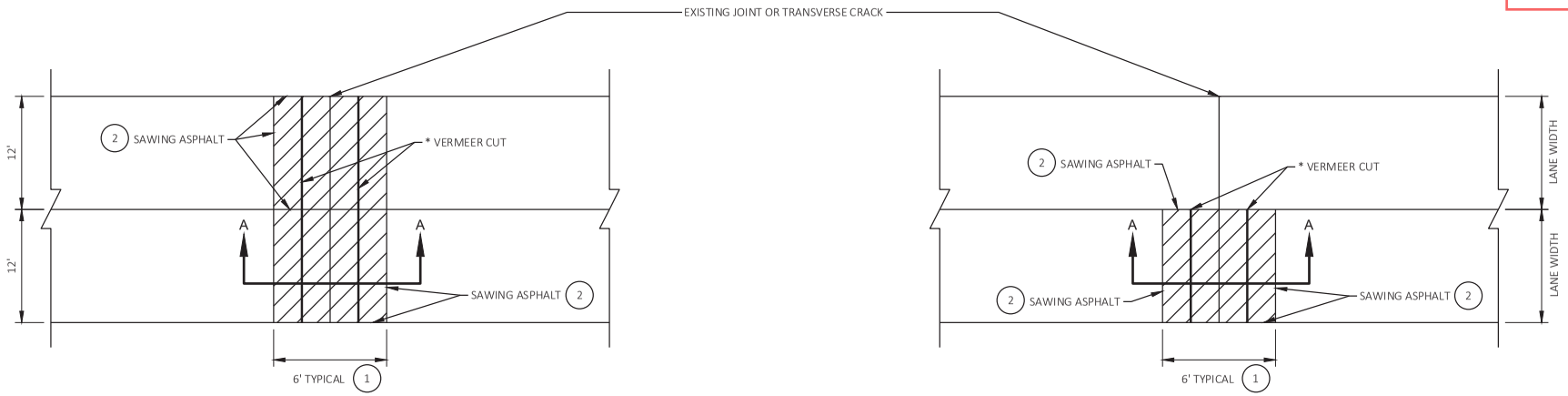
stp-460-020 (20230629)

Schedule of Items
Attached, dated October 3, 2024, are the revised Schedule of Items Pages 2 and 10.

Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 19 and 45.

END OF ADDENDUM

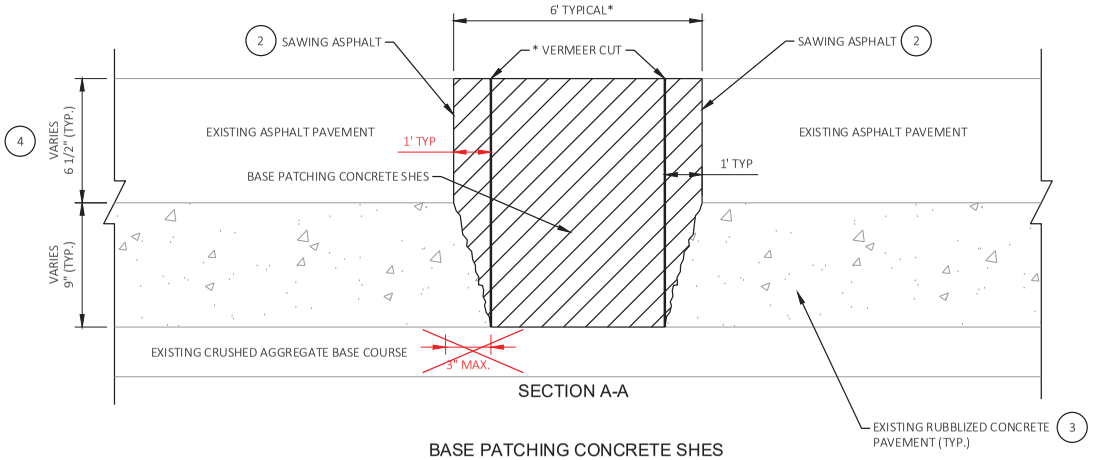
Addendum No. 02
ID 1066-03-75
Revised Sheet 19
October 3, 2024



PLAN VIEW
(DOUBLE LANE CONCRETE JOINT REPAIR)

BOUNDARY OF BASE PATCHING CONCRETE SHES

PLAN VIEW
(SINGLE LANE CONCRETE JOINT REPAIR)



BASE PATCHING CONCRETE SHES

LOCATIONS TO BE DETERMINED BY THE ENGINEER

NOTES:

1. OR AS DIRECTED BY THE ENGINEER IN THE FIELD
2. SAWING ASPHALT REQUIRED THROUGH THE EXISTING 6 1/2 - INCHES OF ASPHALT. SAWING CONCRETE IS NOT REQUIRED THROUGH RUBBLIZED CONCRETE, HOWEVER, THE ADJACENT ASPHALT PAVEMENT CAN NOT BE UNDERMINED WHEN THE CONCRETE IS REMOVED. ~~USE OF A VERMEER WHEEL AND/OR A ROCK STYLE SAW ARE NOT ALLOWED.~~ SAWING ASPHALT AND SAWING CONCRETE ARE INCIDENTAL TO THE ITEM BASE PATCHING CONCRETE SHES.
3. THE EXISTING CONCRETE PAVEMENT IS REINFORCED WITH DOWEL BARS AND WIRE MESH. ALL CUTTING, BENDING, AND ETC. OF WIRE MESH REQUIRED TO NOT INTERFERE WITH PLACEMENT OF THE BASE PATCHING CONCRETE SHES AND HMA PLACEMENT IS INCIDENTAL TO THE ITEM BASE PATCHING CONCRETE SHES.
4. THE EXISTING PAVEMENT THICKNESSES VARY BUT ARE TYPICALLY 6.5 INCHES (ASPHALT) AND 9 INCHES (CONCRETE). ~~COMPENSATION FOR BASE PATCHING CONCRETE SHES WILL NOT BE ADJUSTED IF THE ACTUAL PAVEMENT THICKNESS IS MORE OR LESS THAN THE TYPICAL PAVEMENT DEPTHS.~~
5. LONGITUDINAL FULL-DEPTH SAW CUTS MAY BE ALLOWED BY THE ENGINEER ONLY WHERE NECESSARY TO FULFILL THE "CONSTRUCTION" REQUIREMENT FOR ITEM SPV.0180.01, BASE PATCHING CONCRETE SHES TO "REMOVE THE ASPHALT AND CONCRETE PAVEMENT WITHOUT INJURY TO THE REMAINING PAVEMENT, WITHOUT UNDERMINING THE REMAINING PAVEMENT, AND WITH MINIMAL DISTURBANCE TO THE AGGREGATE BASE". AS NOTED IN THE SPECIAL PROVISIONS, PAYMENT OF SPV.0180.01 INCLUDES "SAWING ASPHALT; FOR SAWING CONCRETE; FOR REMOVING OLD PAVEMENT; FOR PREPARING THE FOUNDATION; FOR PROVIDING, CURING, AND PROTECTING CONCRETE; FOR MAKING AND TESTING CONCRETE CYLINDERS AND PROVIDING TEST DATA TO THE CONTRACTOR".

* VERMEER CUT WILL BE ALLOWED 1' INSIDE FULL DEPTH ASPHALT SAWCUT TO ASSIST WITH REMOVALS PROVIDED THE CONTRACTOR IS ABLE TO MEET THE INTENT OF THE CONSTRUCTION DETAIL (SUBJECT TO THE ENGINEER'S APPROVAL IN THE FIELD).

PROJECT NO: 1066-03-75	HWY: IH 94	COUNTY: DANE AND JEFFERSON	CONSTRUCTION DETAILS	SHEET 19	E

FILE NAME : P:\2020 PROJECTS\5020028 - WISDOT SWR IH 94\CIVIL3D\10660375\SHEETSPLAN\021001_CD.DWG
LAYOUT NAME - 12
PLOT DATE : 10/2/2024 3:07 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

CATEGORY 0010 UNLESS OTHERWISE NOTED

PWL MIXTURE USE TABLE

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: DENSITY ACCEPTANCE
12' INSIDE DRIVING LANE	482'EB'+44 - 995'EB'+00	UPPER LAYER	4 HT 58-28 S	4 SMA 58-28 H	6,880	1.75"	QMP AS PER SS 460	QMP HMA PAVEMENT NUCLEAR DENSITY; INCENTIVE PAID 460.2000
12' INSIDE DRIVING LANE	482'EB'+44 - 995'EB'+01	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 S	7,860	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12' OUTSIDE DRIVING LANE	482'EB'+44 - 995'EB'+02	UPPER LAYER	4 HT 58-28 S	4 SMA 58-28 H	6,880	1.75"	QMP AS PER SS 460	QMP HMA PAVEMENT NUCLEAR DENSITY; INCENTIVE PAID 460.2000
12' OUTSIDE DRIVING LANE	482'EB'+44 - 995'EB'+03	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 S	7,860	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12' INSIDE DRIVING LANE	460'WB'+30 - 994'WB'+31	UPPER LAYER	4 HT 58-28 S	4 SMA 58-28 H	7,160	1.75"	QMP AS PER SS 460	QMP HMA PAVEMENT NUCLEAR DENSITY; INCENTIVE PAID 460.2000
12' INSIDE DRIVING LANE	460'WB'+30 - 994'WB'+32	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 S	8,190	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12' OUTSIDE DRIVING LANE	460'WB'+30 - 994'WB'+33	UPPER LAYER	4 HT 58-28 S	4 SMA 58-28 H	7,160	1.75"	QMP AS PER SS 460	QMP HMA PAVEMENT NUCLEAR DENSITY; INCENTIVE PAID 460.2000
12' OUTSIDE DRIVING LANE	460'WB'+30 - 994'WB'+34	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 S	8,190	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
5' INSIDE SHOULDER	482'EB'+44 - 995'EB'+00	UPPER LAYER	4 HT 58-28 S	4 SMA 58-28 H	2,870	1.75"	QMP AS PER SS 460	QMP HMA PAVEMENT NUCLEAR DENSITY; INCENTIVE PAID 460.2000
5' INSIDE SHOULDER	482'EB'+44 - 995'EB'+01	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 S	3,270	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
5' INSIDE SHOULDER	460'WB'+30 - 994'WB'+31	UPPER LAYER	4 HT 58-28 S	4 SMA 58-28 H	2,990	1.75"	QMP AS PER SS 460	QMP HMA PAVEMENT NUCLEAR DENSITY; INCENTIVE PAID 460.2000
5' INSIDE SHOULDER	460'WB'+30 - 994'WB'+32	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 S	3,410	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
10' OUTSIDE SHOULDER	482'EB'+44 - 995'EB'+00	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 H	5,730	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	QMP AS PER SS 460
10' OUTSIDE SHOULDER	460'WB'+30 - 994'WB'+31	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 H	5,970	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	QMP AS PER SS 460
16' RAMP LANE (W)	713+43'W' - 718+29'W'	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 H	99	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	QMP AS PER SS 460
8' OUTSIDE RAMP SHOULDER (W)	713+43'W' - 718+29'W'	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 H	50	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
8' INSIDE RAMP SHOULDER (W)	713+43'W' - 718+29'W'	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 H	50	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
16' RAMP LANE (X)	712+79'X' - 720+18'X'	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 H	151	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	QMP AS PER SS 460
8' OUTSIDE RAMP SHOULDER (X)	712+79'X' - 720+18'X'	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 H	70	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
8' INSIDE RAMP SHOULDER (X)	712+79'X' - 720+18'X'	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 H	70	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
16' RAMP LANE (Y)	722+41'Y' - 731+30'Y'	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 H	182	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	QMP AS PER SS 460
8' OUTSIDE RAMP SHOULDER (Y)	722+41'Y' - 731+30'Y'	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 H	90	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
8' INSIDE RAMP SHOULDER (Y)	722+41'Y' - 731+30'Y'	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 H	90	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
16' RAMP LANE (Z)	721+15'Z' - 732+39'Z'	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 H	230	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	QMP AS PER SS 460
8' OUTSIDE RAMP SHOULDER (Z)	721+15'Z' - 732+39'Z'	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 H	110	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
8' INSIDE RAMP SHOULDER (Z)	721+15'Z' - 732+39'Z'	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 H	110	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE

Addendum No. 02
ID 1066-03-75
Revised Sheet 45
October 3, 2024

Proposal ID: 20241008001 **Project(s):** 1066-03-75

Federal ID(s): WISC 2025001

SECTION: 0001 Contract Items

Alt Set ID: **Alt Mbr ID:**

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0030	213.0100 Finishing Roadway (project) 01. 1066-03-75	1.000 EACH	_____.____	_____.____
0032	305.0110 Base Aggregate Dense 3/4-Inch	8,520.000 TON	_____.____	_____.____
0034	455.0605 Tack Coat	48,370.000 GAL	_____.____	_____.____
0036	460.0105.S HMA Percent Within Limits (PWL) Test Strip Volumetrics	1.000 EACH	_____.____	_____.____
0038	460.0110.S HMA Percent Within Limits (PWL) Test Strip Density	1.000 EACH	_____.____	_____.____
0040	460.0115.S HMA Pavement Test Strip Volumetrics	1.000 EACH	_____.____	_____.____
0042	460.0120.S HMA Pavement Test Strip Density	1.000 EACH	_____.____	_____.____
0044	460.2005 Incentive Density PWL HMA Pavement	32,100.000 DOL	1.00000	32,100.00
0046	460.2007 Incentive Density HMA Pavement Longitudinal Joints	20,950.000 DOL	1.00000	20,950.00
0048	460.2010 Incentive Air Voids HMA Pavement	51,790.000 DOL	1.00000	51,790.00
0050	460.7224 HMA Pavement 4 HT 58-28 S	37,740.000 TON	_____.____	_____.____
0052	460.7424 HMA Pavement 4 HT 58-28 H	12,840.000 TON	_____.____	_____.____
0054	460.8424 HMA Pavement 4 SMA 58-28 H	33,100.000 TON	_____.____	_____.____
0056	460.9000.S Material Transfer Vehicle	1.000 EACH	_____.____	_____.____
0058	465.0105 Asphaltic Surface	640.000 TON	_____.____	_____.____

Proposal ID: 20241008001 **Project(s):** 1066-03-75

Federal ID(s): WISC 2025001

SECTION: 0001 Contract Items

Alt Set ID: **Alt Mbr ID:**

Proposal Line Number	Item ID / Description	Approximate Quantity and Units	Unit Price	Bid Amount
0270	460.2000	21,730.000		
	Incentive Density HMA Pavement	DOL	1.00000	21,730.00

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

Total Bid: _____.____