



Wisconsin Department of Transportation

December 2, 2024

Division of Transportation Systems Development

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

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NOTICE TO ALL CONTRACTORS:

Proposal #31: Project ID 1050-00-62
Chippewa Falls – Abbotsford
Koser Ave to CTH D (EB&WB)
STH 29
Clark County

Letting of December 10, 2024

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

Special Provisions:

Added Special Provisions	
Article No.	Description
40	Appendix A

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Proposal Quantity Change (-)	Proposal Total After Addendum
460.2000	Incentive Density HMA Pavement	DOL	24,540	41,070	65,610
460.2005	Incentive Density PWL HMA Pavement	DOL	108,190	- 66,920	41,270
460.2010	Incentive Air Voids HMA Pavement	DOL	24,540	30,700	55,240
614.0230	Steel Thrie Beam	LF	275	75	200
614.2500	MGS Thrie Beam Transition	LF	1,024	79.2	1,103.2
690.0150	Sawing Asphalt	LF	1,448	660	2,148

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Quantity Added	Proposal Total After Addendum
204.0100	Removing Concrete Pavement	SY	0	1,419	1,419

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
105	Miscellaneous Quantities – revised table
107	Miscellaneous Quantities – revised table
108	Miscellaneous Quantities – revised table
109	Miscellaneous Quantities – revised table
112	Miscellaneous Quantities – revised 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. 01

ID 1050-00-62

December 2, 2024

Special Provisions

ADD:

40. Appendix A.

Test Methods & Sampling for HMA PWL QMP Projects

The following procedures are included with the HMA Pavement Percent Within Limits (PWL) Quality Management Program (QMP) special provision:

WisDOT Procedure for Nuclear Gauge/Core Correlation – Test Strip

WisDOT Test Method for HMA PWL QMP Density Measurements for Main Production

Sampling for WisDOT HMA PWL QMP

Calculation of PWL Mainline Tonnage Example

WisDOT Procedure for Nuclear Gauge/Core Correlation – Test Strip

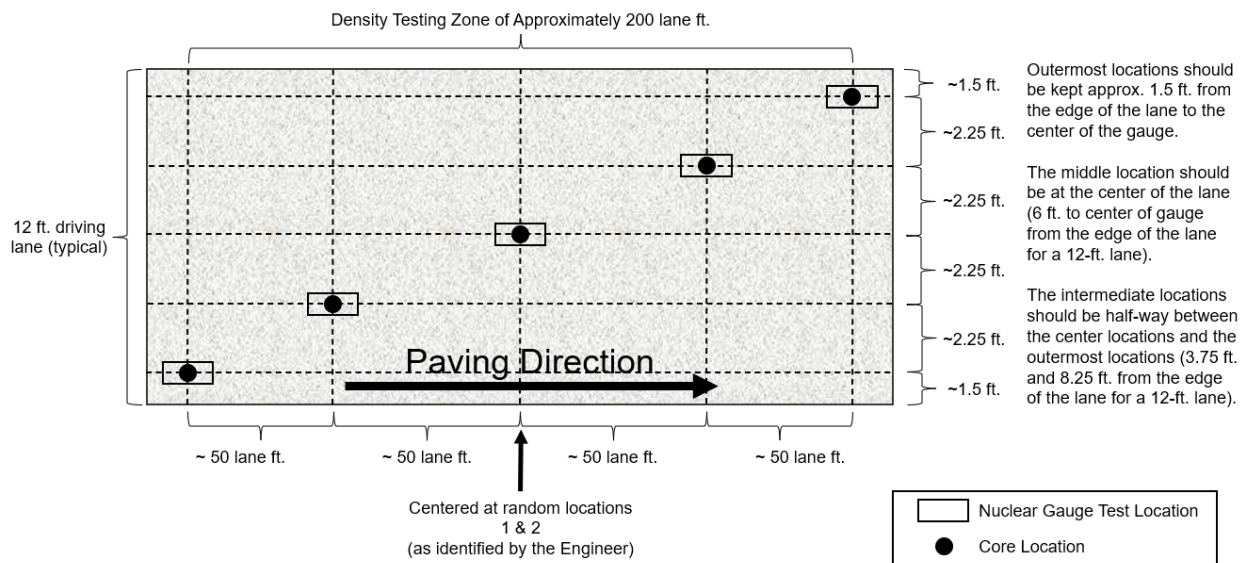


Figure 1: Nuclear/Core Correlation Location Layout

The engineer will identify two zones in which gauge/core correlation is to be performed. These two zones will be randomly selected within each *half* of the test strip length. (Note: Density zones shall not overlap and must have a minimum of 100 feet between the two zones; therefore, random numbers may be shifted (evenly) in order to meet these criteria.) Each zone shall consist of five locations across the mat as identified in Figure 1. The following shall be determined at each of the five locations within both zones:

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

*If the two readings exceed 1.0 pcf of one another, a third reading is conducted in the same orientation as the first reading. In this event, all three readings are averaged, the individual test reading of the three which falls farthest

from the average value is discarded, and the average of the remaining two values is used to represent the location for the gauge.

The zones are supposed to be undisclosed to the contractor/roller operators. The engineer will not lay out density/core test sites until rolling is completed and the cold/finish roller is beyond the entirety of the zone. Sites are staggered across the 12-foot travel lane, and do not include shoulders. The outermost locations shall be 1.5-feet from the center of the gauge to the edge of the lane. [NOTE: This staggered layout is only applicable to the test strip. All mainline density locations after test strip shall have a longitudinal and transverse random number to determine the location as detailed in the *WisDOT Test Method for HMA PWL QMP Density Measurements for Main Production* section of this document.]

The nuclear site is the same for QC and QV readings for the test strip, i.e., the QC and QV teams are to take nuclear density gauge readings in the same footprint. Each of the QC and QV teams are to take a minimum of two one-minute readings per nuclear site, with the gauge rotated 180 degrees between readings, as seen here:



Figure 2: Nuclear Gauge Orientation for (a) 1st One-Minute Reading and (b) 2nd One-Minute Reading

Take photos of each of the 10 core/gauge locations of the test strip. Include gauge readings (pcf) and a labelled core within the gauge footprint. If a third reading is needed, record and document all three readings. Only raw readings in pcf shall be written on the pavement during the test strip, with a corresponding gauge ID/SN (generalized as QC-1 through QV-2 in the following Figure) in the following format:



Figure 3: Layout of Raw Gauge Readings as Recorded on the Pavement

Take each core from the center of the gauge footprint and correlate each gauge with the laboratory-measured bulk specific gravities of the pavement cores. One core in good condition must be obtained from each of the 10 locations. If a core is damaged at the time of extracting from the pavement, a replacement core should be taken immediately adjacent to the damaged core, i.e., from the same footprint. If a core is damaged during transport, it shall be recorded as damaged and excluded from the correlation. Coring after traffic is on the pavement shall be avoided. The contractor shall be responsible for coring of the pavement. Coring and filling of core holes must be approved by the engineer. The QV team is responsible for the labeling and safe transport of the cores from the field to the QC laboratory. Conduct core density testing with a witness by department personnel. Dry the cores following testing. The department will take possession of cores following initial testing and is responsible for any verification testing.

Each core 100 or 150 mm (4 or 6 inches) in diameter will be taken at locations as identified in Figure 1. Each random core will be full thickness of the layer being placed. Thoroughly dry cores obtained from the mat according to WTM R79 prior to using specimens for in-place density determination according to WTM T166.

Cut cores by the next day after completion of the test strip, except if the next day is not a working day, then cut within 48 hours of placement. Cores are cut under department/project staff observation. Relabel each core immediately after extruding or ensure that labels applied to pavement prior to cutting remain legible. The layer interface should also be marked immediately following extrusion. Cores should be cut at this interface, using a wet saw, to allow for density measurement of only the most recently placed layer. Cores should be protected from excessive temperatures such as direct sunlight. Also, there should be department custody (both in transport and storage) for the cores until they are tested whether that be immediately after the test strip or the subsequent day if agreed upon between department and contractor. Use of concrete cylinder molds works well to transport cores. Cores should be placed upside down (flat surface to bottom of cylinder mold) in the molds, one core per mold, cylinder molds stored upright, and ideally transported in a cooler. Avoid any stacking of pavement cores.

Fill all core holes with non-shrink rapid-hardening grout, mortar, or concrete, or with HMA. When using grout, mortar, or concrete, remove all water from the core holes prior to filling. Mix the mortar or concrete in a separate container prior to placement in the hole. If HMA is used, fill all core holes with hot-mix matching the same day's production mix type at same day compaction temperature +/- 20 F. Dry the core holes and coat with tack before filling, filled with a top layer no thicker than 2.25 inches, lower layers not to exceed 4 inches, and compacted with a Marshall hammer or similar tamping device using approximately 50 blows per layer. The finished surface shall be flush with the pavement surface. Any deviation in the surface of the filled core holes greater than ¼ inch at the time of final inspection will require removal of the fill material to the depth of the layer thickness and replacement.

WisDOT Test Method for HMA PWL QMP Density Measurements for Main Production

For nuclear density testing of the pavement beyond the test strip, QC tests shall be completed at three locations per subplot, with a subplot defined as 1,500 lane feet. The three locations shall represent the outside, middle, and inside of the paving lane (i.e., the lane width will be divided into thirds as shown by the dashed longitudinal lines in Figure 3 and random numbers shall be used to identify the specific transverse location within each third determined by WTM D3665). Longitudinal locations within each subplot shall be determined with 3 independent random numbers determined by WTM D3665. The PWL Density measurements do not include the shoulder and other appurtenances. Such areas are tested by the department and are not eligible for density incentive but are subject to disincentive according to 460.5.2.2(5) of the HMA PWL QMP article. Measure each location with two one-minute gauge readings oriented 180 degrees from one another, in the same footprint as detailed in Figure 2 above. Each location requires a minimum of two readings per gauge. The density gauge orientation for the first test shall be with the source rod towards the direction of paving. QV nuclear testing will consist of one randomly selected location per subplot. The QV is also comprised of two one-minute readings oriented 180 degrees from one another. For both QC and QV test locations, if the two readings exceed 1.0 pcf of one another, a third reading shall be conducted in the same orientation as the first reading. In this event, all three readings are averaged, the individual test reading of the three which falls farthest from the average value is discarded, and the average of the remaining two values is used to represent the location for the gauge. The subplot density testing layout is depicted in Figure 4, with QC test locations shown as solid black boxes and QV test locations shown as dashed red boxes.

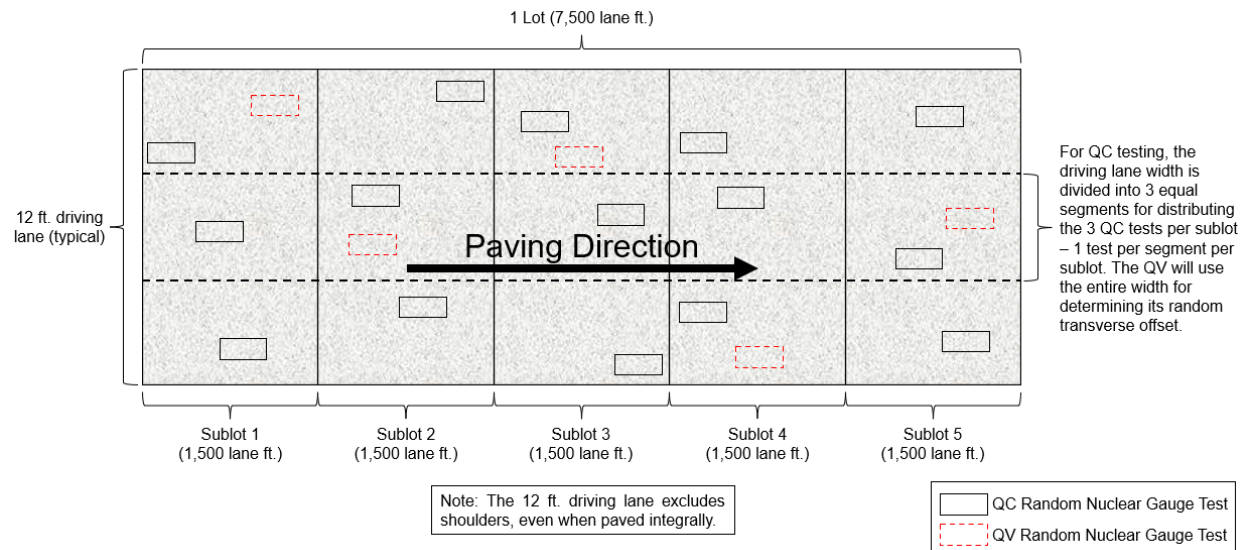


Figure 4: Example Layout of Mainline HMA Nuclear Density Tests

Raw nuclear density data must be shared by both parties at the end of each shift. Paving may be delayed if the raw data is not shared in a timely manner. QC and QV nuclear density gauge readings will be statistically analyzed according to Section 460.3.3.3 of the HMA PWL QMP article. (Note: For density data, if F- and t-tests compare, QC data will be used for the subsequent calculations of PWL value and pay determination. However, if an F- or t-test does not compare, the QV data will be used in subsequent calculations.)

Investigative cores will be allowed on the approaching side of traffic outside of the footprint locations. Results shall be shared with the department.

The QV density technician is expected to be onsite within 1 hour of the start of paving operations and should remain on-site until all paving is completed. Perform footprint testing as soon as both the QC and QV nuclear density technician are onsite and a minimum of once per day to ensure the gauges are not drifting apart during a project. Footprint testing compares the density readings of two gauges at the same testing location and can be done at any randomly selected location on the project. Both teams are encouraged to conduct footprint testing as often as they feel necessary. Footprint testing does not need to be performed at the same time. At project start-up, the QV should footprint the first 10 QC locations. Individual density tests less than 0.5% above the lower limit should be communicated to the other party and be footprint tested. Each gauge conducts 2 to 3 1-minute tests according to WTM T355 and the final results from each gauge are compared for the location. If the difference between the QC and QV gauges exceeds 1.0 pcf (0.7 percent) for an average of 10 locations, investigate the cause, check gauge moisture and density standards and perform additional footprint testing. If the cause of the difference between gauge readings cannot be identified, the regional HMA Coordinator will consult the RSO, the regional PWL representative and the BTS HMA unit to determine necessary actions. If it is agreed that there is a gauge comparison issue, perform one of the following two options:

New Gauge Combination

All 4 gauges used on the test strip must footprint 10 locations on the pavement. Pavement placed on a previous day may be used.

The results of the footprint testing will be analyzed to see if a better combination of acceptable gauges is available.

If a better combination is found, those gauges should be used moving forward.

If a better combination cannot be found, a new gauge correlation must be performed. (see below)

Re-correlation of Gauges

Follow all test strip procedures regarding correlating gauges except the following:

The 10 locations can be QC or QV random locations.

The locations used may have been paved on a previous day.

Retesting with gauges must be done immediately prior to coring.

New gauge offsets will be used for that day's paving and subsequent paving days. New gauge offsets will not be used to recalculate density results from prior days.

Density Dispute Resolution Procedure

Density results may be disputed by the contractor on a lot-by-lot basis if one of the following criteria is met:

The lot average for either QC or QV is below the lower specification limit.

The lot average for QC is different from the lot average for QV by more than 0.5%.

The lot is in disincentive.

In lieu of using density gauges for acceptance of the lot, the lot will be cored in the QV locations. The results of the cores from the entire lot will be entered in the spreadsheet and used for payment. If the pay factor increases, the contractor will only receive the additional difference in payment for the disputed lot. If the pay factor does not increase, the department will assess the contractor \$2,000 for the costs of additional testing.

Notify the engineer in writing before dispute resolution coring. Immediately prior to coring, QC and QV will test the locations with nuclear density gauges.

Under the direct observation of the engineer, cut 100 or 150 mm (4 or 6 inch) diameter cores. Cut cores by the next day after completion of the lot, except if the next day is not a working day, then cut within 48 hours of placement. Prepare cores and determine density according to WTM T166. Dry cores after testing. Fill core holes according to Appendix A and obtain engineer approval before opening to traffic. The department will maintain custody of cores throughout the entire sampling and testing process. The department will label cores, transport cores to testing facilities, witness testing, store dried cores, and provide subsequent verification testing. If a core is damaged at the time of coring, immediately take a replacement core 1 ft ahead of the existing testing location in the direction of traffic at the same offset as the damaged core. If a core is damaged during transport, record it as damaged and notify the engineer immediately.

Sampling for WisDOT HMA PWL QMP Production

Sampling of HMA mix for QC, QV, Retained, and Extra split samples shall conform to WTM R97 and WTM R47.

Sampling Hot Mix Asphalt

At the beginning of the contract, determine the anticipated tonnage to be produced. The frequency of sampling is 1 per 750 tons (sublot) for QC and Retained Samples and 1 per 3,750 tons (lot or 5 sublots) for QV as defined by the HMA PWL QMP article. A test sample is obtained randomly from each sublot. Each random sample shall be collected at the plant according to WTM R97. Submit the random numbers for all mix sampling to the department before production begins.

Example 1

Expected production for a contract is 12,400 tons. The number of required samples is determined based on this expected production (per HMA PWL QMP SPV) and is determined by the random sample calculation.

Sample 1 – from 50 to 750 tons
 Sample 2 – from 751 to 1500 tons
 Sample 3 – from 1501 to 2250 tons
 Sample 4 – from 2251 to 3000 tons
 Sample X –
 Sample 16 – from 11,251 to 12,000 tons
 Sample 17 – from 12,001 to 12,400 tons

The approximate location of each sample within the prescribed sublots is determined by selecting random numbers using WTM D3665. The random numbers selected are used in determining when a sample is to be taken and will be multiplied by the subplot tonnage. This number will then be added to the final tonnage of the previous subplot to yield the approximate cumulative tonnage of when each sample is to be taken.

To allow for plant start-up variability, the procedure calls for the first random sample to be taken at 50 tons or greater per production day (not intended to be taken in the first two truckloads). Random samples calculated for 0-50 ton shall be taken in the next truck (51-75 ton).

This procedure is to be used for any number of samples per contract.

If the production is less than the final randomly generated sample tonnage, then the random sample is to be collected from the remaining portion of that subplot of production. If the randomly generated sample is calculated to be within the first 0-50 tons of the subsequent day of production, it shall be taken in the next truck. Add a random sample for any fraction of 750 tons at the end of the contract. Lot size will consist of 3750 tons with sublots of 750 tons. Partial lots with less than three subplot tests will be included into the previous lot, by the engineer.

It is intended that the plant operator is not advised ahead of time when samples are to be taken.

If belt samples are used during troubleshooting, the blended aggregate will be obtained when the mixture production tonnage reaches approximately the sample tonnage. For plants with storage silos, this could be up to 60 minutes in advance of the mixture sample that's taken when the required tonnage is shipped from the plant.

Collect QC, QV, Retained, and Extra split samples for all test strip and production mixture testing using a four-part splitting procedure according to WTM R47.

Calculation of PWL Mainline Tonnage Example

A mill and overlay project in being constructed with a 12-foot travel lane and an integrally paved 3-foot shoulder. The layer thickness is 2 inches for the full width of paving. Calculate the tonnage in each subplot eligible for density incentive or disincentive.

Solution:

$$\frac{1500 \text{ ft} \times 12 \text{ ft}}{9 \text{ sf/sy}} \times \frac{2 \text{ in} \times 112 \text{ lb/sy/in}}{2000 \text{ lb/ton}} = 224 \text{ tons}$$

Schedule of Items

Attached, dated December 2, 2024, are the revised Schedule of Items Pages 1 – 12.

Plan Sheets

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

Revised: 105, 107, 108, 109, 111, 112.

END OF ADDENDUM

CONCRETE PAVEMENT									
204.0100		415.0110		415.0410					
REMOVING CONCRETE PAVEMENT		CONCRETE PAVEMENT 11-INCH		CONCRETE PAVEMENT 11-INCH					
CATEGORY	STATION	TO	STATION	LOCATION	SY	SY	SY	SY	SY
0010	1385+98 WB	-	1386+13 WB	LT	58	14	44		
0010	1385+98 WB	-	1386+13 WB	RT	10	10			
0010	1385+98 EB	-	1386+13 EB	LT	10	10			
0010	1385+98 EB	-	1386+13 EB	RT	58	14	44		
0010	1387+49 WB	-	1387+64 WB	LT	58	14	44		
0010	1387+49 WB	-	1387+64 WB	RT	10	10			
0010	1387+49 EB	-	1387+64 EB	LT	10	10			
0010	1387+49 EB	-	1387+64 EB	RT	58	14	44		
0010	1523+26 WB	-	1523+41 WB	LT	58	14	44		
0010	1523+26 WB	-	1523+41 WB	RT	10	10			
0010	1523+27 EB	-	1523+42 EB	LT	10	10			
0010	1523+27 EB	-	1523+42 EB	RT	58	14	44		
0010	1524+83 WB	-	1524+99 WB	LT	58	14	44		
0010	1524+83 WB	-	1524+99 WB	RT	10	10			
0010	1524+84 EB	-	1524+99 EB	LT	10	10			
0010	1524+84 EB	-	1524+99 EB	RT	58	14	44		
0010	1745+03 WB	-	1745+18 WB	LT	62	13	49		
0010	1745+03 WB	-	1745+22 WB	RT	13	13			
0010	1745+13 EB	-	1745+28 EB	LT	10	10			
0010	1745+13 EB	-	1745+28 EB	RT	66	17	49		
0010	1746+21 WB	-	1746+41 WB	LT	66	17	49		
0010	1746+27 WB	-	1746+41 WB	RT	10	10			
0010	1746+31 EB	-	1746+50 EB	LT	13	13			
0010	1746+35 EB	-	1746+50 EB	RT	62	13	49		
0010	1935+31 WB	-	1935+46 WB	LT	58	14	44		
0010	1935+31 WB	-	1935+46 WB	RT	10	10			
0010	1935+12 EB	-	1935+27 EB	LT	8	8			
0010	1935+12 EB	-	1935+27 EB	RT	48	4	44		
0010	1938+70 WB	-	1938+85 WB	LT	58	14	44		
0010	1938+70 WB	-	1938+85 WB	RT	10	10			
0010	1938+51 EB	-	1938+65 EB	LT	8	8			
0010	1938+51 EB	-	1938+65 EB	RT	48	4	44		
0010	2126+94 WB	-	2127+09 WB	LT	55	10	45		
0010	2126+95 WB	-	2127+10 WB	RT	11	11			
0010	2126+96 EB	-	2127+12 EB	LT	10	10			
SUB-TOTAL 0010					1,170	401	769		
ASPHALTIC RUMBLE STRIPS									
CATEGORY	STATION	TO	STATION	LOCATION	LF				
0010	1362+36 EB	-	2161+33 EB	LT	74,100				
0010	1362+36 EB	-	2161+33 EB	RT	71,750				
0010	1362+61 WB	-	2161+28 WB	LT	72,500				
0010	1362+61 WB	-	2161+28 WB	RT	74,300				
0010	1505+27 WB	-	1511+27 WB	LT	600				
0010	1537+32 MD	-	1543+32 EB	RT	600				
0010	2035+71 WB	-	2041+71 TB	LT	600				
0010	2069+72 TD	-	2075+72 EB	RT	600				
TOTAL 0010					295,050				

Addendum No. 01
ID 1050-00-62
Revised Sheet 105
December 2, 2024

465.0510
ASPHALTIC RUMBLE STRIPS,
SHOULDER DIVIDED
ROADWAY

204.0100
REMOVING CONCRETE
PAVEMENT

415.0110
CONCRETE PAVEMENT
11-INCH

415.0410
CONCRETE PAVEMENT
APPROACH SLAB

471
948

NOTE: EXISTING CONCRETE PAVEMENT APPROACH SLABS BEING REMOVED
ARE REINFORCED.

1,419

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465.0510
ASPHALTIC RUMBLE STRIPS,
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SHOULDER DIVIDED
ROADWAY

465.0510
ASPHALTIC RUMBLE STRIPS,
SHOULDER DIVIDED
ROADWAY

465.0510

CONCRETE PAVEMENT

204.0100
REMOVING CONCRETE PAVEMENT

204.0100
REMOVING CONCRETE PAVEMENT

CONCRETE PAVEMENT

NOTE: EXISTING CONCRETE PAVEMENT APPROACH SLABS BEING REMOVED ARE REINFORCED.

465.0510
ASPHALTIC RUMBLE STRIPS,
SHOULDER DIVIDED
ROADWAY

Addendum No. 01
ID 1050-00-62
Revised Sheet 105
December 2, 2024

HMA ACCEPTANCE TABLE									
LOCATION	STA TO STA	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE	
24 FOOT DRIVING LANE	1362+36 - 1385+98 EB; 1387+63 - 1523+98 EB; 1524+99 - 1745+12 EB; 1746+51 - 1935+12 EB; 1938+66 - 2120+00 EB; 2120+00 - 2126+96 EB; 2129+22 - 2161+58 EB	LOWER LAYER	EXISTING CONCRETE SURFACE	4 MT 58-34 V	20,610	1.75"	PW1 INCENTIVE AIR Voids HMA PAVEMENT 460.2010	INCENTIVE DENSITY PW1 HMA PAVEMENT 460.2005	
	1362+36 - 1385+98 EB; 1387+63 - 1523+98 EB; 1524+99 - 1745+12 EB; 1746+51 - 1935+12 EB; 1938+66 - 2120+00 EB; 2120+00 - 2126+96 EB; 2129+22 - 2161+58 EB	UPPER LAYER	4 MT 58-34 V	4 SMA 58-34 V	23,757	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000	
SHOULDER, 3' MEDIAN	1362+36 - 1385+98 EB; 1387+63 - 1523+98 EB; 1524+99 - 1745+12 EB; 1746+51 - 1935+12 EB; 1938+66 - 2120+00 EB; 2120+00 - 2126+96 EB; 2129+22 - 2161+58 EB	LOWER LAYER	EXISTING MILLED SURFACE	4 MT 58-34 S	2643	1.75	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000	
	1362+36 - 1385+98 EB; 1387+63 - 1523+98 EB; 1524+99 - 1745+12 EB; 1746+51 - 1935+12 EB; 1938+66 - 2120+00 EB; 2120+00 - 2126+96 EB; 2129+22 - 2161+58 EB	SECOND LAYER	4 MT 58-34 S	4 MT 58-34 V	2703	1.75	PW1 INCENTIVE AIR Voids HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE	
SHOULDER, 3' MEDIAN	1362+36 - 1385+98 EB; 1387+63 - 1523+98 EB; 1524+99 - 1745+12 EB; 1746+51 - 1935+12 EB; 1938+66 - 2120+00 EB; 2120+00 - 2126+96 EB; 2129+22 - 2161+58 EB	UPPER LAYER	4 MT 58-34 V	4 SMA 58-34 V	3091	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000	
	1362+36 - 1385+98 EB; 1387+63 - 1523+98 EB; 1524+99 - 1745+12 EB; 1746+51 - 1935+12 EB; 1938+66 - 2120+00 EB; 2120+00 - 2126+96 EB; 2129+22 - 2161+58 EB	LOWER LAYER	EXISTING CONCRETE SURFACE	4 MT 58-34 V	1716	1.75	PW1 INCENTIVE AIR Voids HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE	
SHOULDER, 7' DRIVING LANE	1362+36 - 1385+98 EB; 1387+63 - 1523+98 EB; 1524+99 - 1745+12 EB; 1746+51 - 1935+12 EB; 1938+66 - 2120+00 EB; 2120+00 - 2126+96 EB; 2129+22 - 2161+58 EB	UPPER LAYER	4 MT 58-34 V	4 SMA 58-34 V	1963	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000	
	1362+36 - 1385+98 EB; 1387+63 - 1523+98 EB; 1524+99 - 1745+12 EB; 1746+51 - 1935+12 EB; 1938+66 - 2120+00 EB; 2120+00 - 2126+96 EB; 2129+22 - 2161+58 EB	LOWER LAYER	EXISTING MILLED SURFACE	4 MT 58-34 S	5251	1.75	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000	
SHOULDER, 6' OUTSIDE	1362+36 - 1385+98 EB; 1387+63 - 1523+98 EB; 1524+99 - 1745+12 EB; 1746+51 - 1935+12 EB; 1938+66 - 2120+00 EB; 2120+00 - 2126+96 EB; 2129+22 - 2161+58 EB	SECOND LAYER	4 MT 58-34 S	4 MT 58-34 S	5251	1.75"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000	
	1362+36 - 1385+98 EB; 1387+63 - 1523+98 EB; 1524+99 - 1745+12 EB; 1746+51 - 1935+12 EB; 1938+66 - 2120+00 EB; 2120+00 - 2126+96 EB; 2129+22 - 2161+58 EB	UPPER LAYER	4 MT 58-34 S	4 MT 58-34 S	5889	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000	
24 FOOT DRIVING LANE	1362+36 - 1380+90 WB; 1380+90 - 1385+98 WB; 1385+98 - 1400+70 WB; 1400+70 - 1523+26 WB; 1524+98 - 1745+02 WB; 1746+41 - 1935+31 WB; 1938+84 - 2120+00 WB; 2120+00 - 2126+94 WB; 2129+20 - 2161+54 WB	LOWER LAYER	EXISTING CONCRETE SURFACE	4 MT 58-34 V	20,653	1.75"	PW1 INCENTIVE AIR Voids HMA PAVEMENT 460.2010	INCENTIVE DENSITY PW1 HMA PAVEMENT 460.2005	
	1362+36 - 1380+90 WB; 1380+90 - 1385+98 WB; 1385+98 - 1400+70 WB; 1400+70 - 1523+26 WB; 1524+98 - 1745+02 WB; 1746+41 - 1935+31 WB; 1938+84 - 2120+00 WB; 2120+00 - 2126+94 WB; 2129+20 - 2161+54 WB	UPPER LAYER	4 MT 58-34 V	4 SMA 58-34 V	23,366	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000	
SHOULDER, 3' MEDIAN	1362+36 - 1380+90 WB; 1380+90 - 1385+98 WB; 1385+98 - 1400+70 WB; 1400+70 - 1523+26 WB; 1524+98 - 1745+02 WB; 1746+41 - 1935+31 WB; 1938+84 - 2120+00 WB; 2120+00 - 2126+94 WB; 2129+20 - 2161+54 WB	LOWER LAYER	EXISTING MILLED SURFACE	4 MT 58-34 S	2714	1.75	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000	
	1362+36 - 1380+90 WB; 1380+90 - 1385+98 WB; 1385+98 - 1400+70 WB; 1400+70 - 1523+26 WB; 1524+98 - 1745+02 WB; 1746+41 - 1935+31 WB; 1938+84 - 2120+00 WB; 2120+00 - 2126+94 WB; 2129+20 - 2161+54 WB	SECOND LAYER	4 MT 58-34 S	4 MT 58-34 V	2774	1.75	PW1 INCENTIVE AIR Voids HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE	

Addendum No. 01
ID 1050-00-62
Revised Sheet 107
December 2, 2024

HMA ACCEPTANCE TABLE

LOCATION	STA TO STA	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
SHOULDERS, 3' MEDIAN	1362+36 - 1380+90 WB; 1380+90 - 1395+98 WB; 1395+98 - 1400+70 WB; 1400+70 - 1424+26 WB; 1424+26 - 1452+02 WB; 1452+02 WB; 1746+41 - 1935+31 WB; 1935+31 WB; 1938+84 - 2120+00 WB; 2120+00 - 2126+94 WB; 2129+20 - 2161+54 WB	UPPER LAYER	4 MT 58-34 V	4 SMA 58-34 V	3164	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS, 2' DRIVING LANE	1362+36 - 1380+90 WB; 1380+90 - 1385+98 WB; 1385+98 - 1400+70 WB; 1400+70 - 1523+26 WB; 1523+26 - 1745+02 WB; 1745+02 WB; 1746+41 - 1935+31 WB; 1935+31 WB; 1938+84 - 2120+00 WB; 2120+00 - 2126+94 WB; 2129+20 - 2161+54 WB	LOWER LAYER	EXISTING CONCRETE SURFACE	4 MT 58-34 V	1713	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
SHOULDERS, 7' DRIVING LANE	1362+36 - 1380+90 WB; 1380+90 - 1385+98 WB; 1385+98 - 1400+70 WB; 1400+70 - 1523+26 WB; 1523+26 - 1745+02 WB; 1745+02 WB; 1746+41 - 1935+31 WB; 1935+31 WB; 1938+84 - 2120+00 WB; 2120+00 - 2126+94 WB; 2129+20 - 2161+54 WB	UPPER LAYER	4 MT 58-34 V	4 SMA 58-34 V	1960	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS, 6' OUTSIDE	1362+36 - 1380+90 WB; 1380+90 - 1385+98 WB; 1385+98 - 1400+70 WB; 1400+70 - 1523+26 WB; 1523+26 - 1745+02 WB; 1745+02 WB; 1746+41 - 1935+31 WB; 1935+31 WB; 1938+84 - 2120+00 WB; 2120+00 - 2126+94 WB; 2129+20 - 2161+54 WB	LOWER LAYER	EXISTING MILLED SURFACE	4 MT 58-34 S	5348	1.75	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS, 6' OUTSIDE	1362+36 - 1380+90 WB; 1380+90 - 1385+98 WB; 1385+98 - 1400+70 WB; 1400+70 - 1523+26 WB; 1523+26 - 1745+02 WB; 1745+02 WB; 1746+41 - 1935+31 WB; 1935+31 WB; 1938+84 - 2120+00 WB; 2120+00 - 2126+94 WB; 2129+20 - 2161+54 WB	SECOND LAYER	4 MT 58-34 S	4 MT 58-34 S	5348	1.75	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS, 6' OUTSIDE	1362+36 - 1380+90 WB; 1380+90 - 1385+98 WB; 1385+98 - 1400+70 WB; 1400+70 - 1523+26 WB; 1523+26 - 1745+02 WB; 1745+02 WB; 1746+41 - 1935+31 WB; 1935+31 WB; 1938+84 - 2120+00 WB; 2120+00 - 2126+94 WB; 2129+20 - 2161+54 WB	UPPER LAYER	4 MT 58-34 S	4 MT 58-34 S	5904	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
RAMP	RAMP MA, MB, MC, MD	UPPER LAYER	EXISTING MILLED SURFACE	4 MT 58-34 V	655	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
SHOULDERS	RAMP MA, MB, MC, MD	UPPER LAYER	EXISTING MILLED SURFACE	4 MT 58-34 V	259	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
RAMP	RAMP MA, MB, MC, MD	LOWER LAYER	EXISTING CONCRETE SURFACE	4 MT 58-34 V	554	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
RAMP	RAMP MA, MB, MC, MD	UPPER LAYER	4 MT 58-34 V	4 SMA 58-34 V	635	2.0"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
RAMP SHOULDERS	RAMP MA, MB, MC, MD	LOWER LAYER	EXISTING ASPHALT SURFACE	4 MT 58-34 V	333	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
RAMP SHOULDERS	RAMP MA, MB, MC, MD	UPPER LAYER	4 MT 58-34 V	4 SMA 58-34 V	362	2.0"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
STH 73/CTH M	MAINLINE	UPPER LAYER	EXISTING MILLED SURFACE	4 MT 58-34 V	746	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
RAMP	RAMP TA, TB, TC, TD	UPPER LAYER	EXISTING MILLED SURFACE	4 MT 58-34 V	729	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
SHOULDERS	RAMP TA, TB, TC, TD	UPPER LAYER	EXISTING MILLED SURFACE	4 MT 58-34 V	298	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
RAMP	RAMP TA, TB, TC, TD	LOWER LAYER	EXISTING CONCRETE SURFACE	4 MT 58-34 V	508	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
RAMP	RAMP TA, TB, TC, TD	UPPER LAYER	4 MT 58-34 V	4 SMA 58-34 V	642	2.0"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
RAMP SHOULDERS	RAMP TA, TB, TC, TD	LOWER LAYER	EXISTING ASPHALT SURFACE	4 MT 58-34 V	333	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
RAMP SHOULDERS	RAMP TA, TB, TC, TD	UPPER LAYER	4 MT 58-34 V	4 SMA 58-34 V	380	2.0"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
STH 73/CTH T	MAINLINE	UPPER LAYER	EXISTING MILLED SURFACE	4 MT 58-34 V	650	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
SIDE ROADS, CROSSEDRAWS, DRIVEWAYS, TURN LANES	SIDE ROADS, CROSSEDRAWS, TURN LANES	LOWER & UPPER LAYER	EXISTING MILLED SURFACE	4 MT 58-34 S	4844	1.75" & 2.0"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000

GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	614.0220		614.0230		614.2300		614.2350		614.2500		614.2610		614.2620		614.2630	
					STEEL THRIE BEAM BULLNOSE TERMINAL	EACH	STEEL THRIE BEAM	LF	MGS GUARDRAIL 3	LF	MGS GUARDRAIL SHORT RADIUS	LF	MGS THRIE BEAM TRANSITION	LF	MGS GUARDRAIL TERMINAL EAT	EACH	MGS GUARDRAIL TERMINAL TYPE 2	EACH	MGS GUARDRAIL SHORT RADIUS TERMINAL	EACH
0010	1383+63.98 WB	-	1385+96.49 WB	LT					187.5				39.4				1			
0010	1382+79.01 EB	-	1385+96.49 EB	LT					225.0				39.4		1					
0010	1383+29.91 EB	-	1385+96.49 EB	RT					175.0				39.4		1					
0010	1387+63.50 WB	-	139069.74 WB	LT					212.5				39.4		1					
0010	1387+63.50 WB	-	1390+20.02 WB	RT					162.5				39.4		1					
0010	1456+08.74 EB	-	1459+00.00 EB	RT					250.0						1					
0010	1520+14.97 EB	-	1523+32.45 EB	LT					225.0				39.4		1					
0010	1520+77.44 EB	-	1523+32.42 EB	RT					175.0				39.4		1					
0010	1524+92.91 WB	-	1527+47.90 WB	LT					162.5				39.4		1					
0010	1524+92.96 WB	-	1527+97.95 WB	RT					212.5				39.4		1					
0010	1742+10.46 EB	-	1745+15.45 EB	LT					212.5				39.4		1					
0010	1742+65.89 EB	-	1745+20.88 EB	RT					162.5				39.4		1					
0010	1743+63.93 WB	-	1744+97.08 WB	LT					100.0				39.4				1			
0010	1746+32.03 WB	-	1748+97.02 WB	LT					162.5				39.4		1					
0010	1746+37.76 WB	-	1749+42.74 WB	RT					212.5				39.4		1					
0010	1746+47.71 EB	-	1747+80.85 EB	RT					100.0				39.4				1			
0010	1849+36.94 EB	-	1851+90.02 EB	RT					200.0						1					
0010	1872+36.66 EB	-	1874+89.95 EB	RT					225.0						1					
0010	1931+78.73 EB	-	1935+21.04 EB	LT					250.0				39.4		1					
0010	1931+78.65 EB	-	1935+20.85 EB	RT					250.0				39.4		1					
0010	1938+84.14 WB	-	1941+39.13 WB	LT					162.5				39.4		1					
0010	1938+84.18 WB	-	1941+89.17 WB	RT					212.5				39.4		1					
0010	2054+58.51 WB	-	2057+11.59 WB	LT					200.0						1					
0010	2054+34.81 EB	-	2056+34.48 EB	LT	2															
0010	2053+53.56 EB	-	2056+06.47 EB	RT				200.0							1					
0010	2119+00.61 EB	-	2119+89.00 EB	LT	1															
0010	2123+96.57 EB	-	2126+98.58 EB	RT				212.5							1					
0010	2129+13.41 WB	-	2131+70.74 WB	LT				162.5					39.4		1					
0010	2149+99.76 EB	-	2161+60.93 EB	RT				562.5					39.4		1					
0010	97+69.09 T	-	99+28.11 T	RT				131.0			33.0		39.4						1	
0010	98+28.04 T	-	102+31.96 T	RT				62.5					39.4							
0010	101+30.98 T	-	102+89.44 T	LT				131.0			33.0								1	
0010	101+30.98 T	-		LT				5.962			66		1,103.2						2	
TOTAL 0010					3		200								24		10			

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

Addendum No. 01
ID 1050-00-62
Revised Sheet 112
December 2, 2024

PROJECT NO: 1050-00-62

HWY: STH 29

COUNTY: CLARK

MISCELLANEOUS QUANTITIES

SHEET 112

E

FILE NAME: X:\320600\30159.01\TECHNICAL\10500033\SHEETS\PLAN\03201_MOLDWG

LAYOUT NAME: -080231.dwg

PLOT DATE: 11/26/2024 2:29 PM

PLOT BY: JASON KLEST

PLOT SCALE: 1"=1'

WISDOT-CAD05 SHEET 12



Proposal Schedule of Items

Page 1 of 12

Proposal ID: 20241210031 Project(s): 1050-00-62

Federal ID(s): WISC 2025122

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	203.0260 Removing Structure Over Waterway Minimal Debris (structure) 01. C-10-0005	1.000 EACH	_____.	_____.
0004	203.0260 Removing Structure Over Waterway Minimal Debris (structure) 02. B-10-153	1.000 EACH	_____.	_____.
0006	204.0105 Removing Concrete Pavement Butt Joints	7,632.000 SY	_____.	_____.
0008	204.0115 Removing Asphaltic Surface Butt Joints	5,367.000 SY	_____.	_____.
0010	204.0120 Removing Asphaltic Surface Milling	187,215.000 SY	_____.	_____.
0012	204.0150 Removing Curb & Gutter	1,622.000 LF	_____.	_____.
0014	204.0165 Removing Guardrail	8,589.000 LF	_____.	_____.
0016	204.0190 Removing Surface Drains	10.000 EACH	_____.	_____.
0018	204.9060.S Removing (item description) 01. Steel Endwall and Pipe Stub	1.000 EACH	_____.	_____.
0020	206.2001 Excavation for Structures Culverts (structure) 01. C-10-0005	1.000 EACH	_____.	_____.
0022	206.2001 Excavation for Structures Culverts (structure) 02. B-10-153	1.000 EACH	_____.	_____.
0024	206.5001 Cofferdams (structure) 01. C-10-0005	1.000 EACH	_____.	_____.
0026	206.5001 Cofferdams (structure) 02. B-10-153	1.000 EACH	_____.	_____.
0028	210.2500 Backfill Structure Type B	732.000 TON	_____.	_____.



Proposal Schedule of Items

Page 2 of 12

Proposal ID: 20241210031 Project(s): 1050-00-62

Federal ID(s): WISC 2025122

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	211.0101 Prepare Foundation for Asphaltic Paving (project) 01. 1050-00-62	1.000 EACH	_____.	_____.
0032	213.0100 Finishing Roadway (project) 01. 1050-00-62	1.000 EACH	_____.	_____.
0034	305.0110 Base Aggregate Dense 3/4-Inch	36,778.000 TON	_____.	_____.
0036	305.0120 Base Aggregate Dense 1 1/4-Inch	750.000 TON	_____.	_____.
0038	305.0500 Shaping Shoulders	3,300.000 STA	_____.	_____.
0040	311.0110 Breaker Run	64.000 TON	_____.	_____.
0042	415.0110 Concrete Pavement 11-Inch	471.000 SY	_____.	_____.
0044	415.0410 Concrete Pavement Approach Slab	948.000 SY	_____.	_____.
0046	416.0610 Drilled Tie Bars	5,031.000 EACH	_____.	_____.
0048	416.0620 Drilled Dowel Bars	17,574.000 EACH	_____.	_____.
0050	450.4000 HMA Cold Weather Paving	7,500.000 TON	_____.	_____.
0052	455.0605 Tack Coat	78,633.000 GAL	_____.	_____.
0054	460.0105.S HMA Percent Within Limits (PWL) Test Strip Volumetrics 01.	1.000 EACH	_____.	_____.
0056	460.0110.S HMA Percent Within Limits (PWL) Test Strip Density 01.	1.000 EACH	_____.	_____.
0058	460.0115.S HMA Pavement Test Strip Volumetrics 01.	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Page 3 of 12

Proposal ID: 20241210031 Project(s): 1050-00-62

Federal ID(s): WISC 2025122

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0060	460.0120.S HMA Pavement Test Strip Density 01.	1.000 EACH	_____.	_____.
0062	460.2000 Incentive Density HMA Pavement	65,610.000 DOL	1.00000	65,610.00
0064	460.2005 Incentive Density PWL HMA Pavement	41,270.000 DOL	1.00000	41,270.00
0066	460.2007 Incentive Density HMA Pavement Longitudinal Joints	63,780.000 DOL	1.00000	63,780.00
0068	460.2010 Incentive Air Voids HMA Pavement	55,240.000 DOL	1.00000	55,240.00
0070	460.6244 HMA Pavement 4 MT 58-34 S	43,192.000 TON	_____.	_____.
0072	460.6644 HMA Pavement 4 MT 58-34 V	55,234.000 TON	_____.	_____.
0074	460.8644 HMA Pavement 4 SMA 58-34 V	59,320.000 TON	_____.	_____.
0076	460.9000.S Material Transfer Vehicle 01.	1.000 EACH	_____.	_____.
0078	465.0105 Asphaltic Surface	75.000 TON	_____.	_____.
0080	465.0110 Asphaltic Surface Patching	750.000 TON	_____.	_____.
0082	465.0305 Asphaltic Surface Safety Islands	30.000 TON	_____.	_____.
0084	465.0510 Asphaltic Rumble Strips, Shoulder Divided Roadway	295,050.000 LF	_____.	_____.
0086	502.3101 Expansion Device	154.000 LF	_____.	_____.
0088	502.3200 Protective Surface Treatment	61.000 SY	_____.	_____.



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0090	502.3210 Pigmented Surface Sealer	14.000 SY	_____.	_____.
0092	502.4205 Adhesive Anchors No. 5 Bar	144.000 EACH	_____.	_____.
0094	504.0100 Concrete Masonry Culverts	84.000 CY	_____.	_____.
0096	505.0600 Bar Steel Reinforcement HS Coated Structures	11,100.000 LB	_____.	_____.
0098	505.0904 Bar Couplers No. 4	16.000 EACH	_____.	_____.
0100	505.0905 Bar Couplers No. 5	30.000 EACH	_____.	_____.
0102	505.0906 Bar Couplers No. 6	34.000 EACH	_____.	_____.
0104	509.1000 Joint Repair	65.000 SY	_____.	_____.
0106	509.2100.S Concrete Masonry Deck Repair 01.	79.000 CY	_____.	_____.
0108	511.1200 Temporary Shoring (structure) 01. B-10-153	1,200.000 SF	_____.	_____.
0110	516.0500 Rubberized Membrane Waterproofing	31.000 SY	_____.	_____.
0112	520.8000 Concrete Collars for Pipe	12.000 EACH	_____.	_____.
0114	520.8700 Cleaning Culvert Pipes	14.000 EACH	_____.	_____.
0116	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	1.000 EACH	_____.	_____.
0118	524.0118 Culvert Pipe Salvaged 18-Inch	16.000 LF	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0120	524.0124 Culvert Pipe Salvaged 24-Inch	24.000 LF	_____.	_____.
0122	524.0136 Culvert Pipe Salvaged 36-Inch	40.000 LF	_____.	_____.
0124	524.0142 Culvert Pipe Salvaged 42-Inch	24.000 LF	_____.	_____.
0126	524.0148 Culvert Pipe Salvaged 48-Inch	96.000 LF	_____.	_____.
0128	524.0618 Apron Endwalls for Culvert Pipe Salvaged 18-Inch	1.000 EACH	_____.	_____.
0130	524.0624 Apron Endwalls for Culvert Pipe Salvaged 24-Inch	1.000 EACH	_____.	_____.
0132	524.0636 Apron Endwalls for Culvert Pipe Salvaged 36-Inch	2.000 EACH	_____.	_____.
0134	524.0642 Apron Endwalls for Culvert Pipe Salvaged 42-Inch	2.000 EACH	_____.	_____.
0136	524.0648 Apron Endwalls for Culvert Pipe Salvaged 48-Inch	4.000 EACH	_____.	_____.
0138	601.0411 Concrete Curb & Gutter 30-Inch Type D	181.000 LF	_____.	_____.
0140	601.0413 Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type G	116.000 LF	_____.	_____.
0142	601.0415 Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	1,015.000 LF	_____.	_____.
0144	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	209.000 LF	_____.	_____.
0146	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	60.000 LF	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0148	601.0588 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	616.000 LF	_____.	_____.
0150	602.3010 Concrete Surface Drains	22.000 CY	_____.	_____.
0152	603.8000 Concrete Barrier Temporary Precast Delivered	12,500.000 LF	_____.	_____.
0154	603.8125 Concrete Barrier Temporary Precast Installed	17,300.000 LF	_____.	_____.
0156	603.8500 Anchoring Concrete Barrier Temporary Precast	800.000 LF	_____.	_____.
0158	606.0200 Riprap Medium	66.000 CY	_____.	_____.
0160	606.0300 Riprap Heavy	375.000 CY	_____.	_____.
0162	611.0430 Reconstructing Inlets	3.000 EACH	_____.	_____.
0164	611.0624 Inlet Covers Type H	1.000 EACH	_____.	_____.
0166	611.8115 Adjusting Inlet Covers	6.000 EACH	_____.	_____.
0168	614.0010 Barrier System Grading Shaping Finishing	30.000 EACH	_____.	_____.
0170	614.0220 Steel Thrie Beam Bullnose Terminal	3.000 EACH	_____.	_____.
0172	614.0230 Steel Thrie Beam	200.000 LF	_____.	_____.
0174	614.0905 Crash Cushions Temporary	9.000 EACH	_____.	_____.
0176	614.2300 MGS Guardrail 3	5,962.000 LF	_____.	_____.



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0178	614.2350 MGS Guardrail Short Radius	66.000 LF	_____.	_____.
0180	614.2500 MGS Thrie Beam Transition	1,103.200 LF	_____.	_____.
0182	614.2610 MGS Guardrail Terminal EAT	24.000 EACH	_____.	_____.
0184	614.2620 MGS Guardrail Terminal Type 2	10.000 EACH	_____.	_____.
0186	614.2630 MGS Guardrail Short Radius Terminal	2.000 EACH	_____.	_____.
0188	618.0100 Maintenance and Repair of Haul Roads (project) 01.1050-00-62	1.000 EACH	_____.	_____.
0190	619.1000 Mobilization	1.000 EACH	_____.	_____.
0192	620.0300 Concrete Median Sloped Nose	60.000 SF	_____.	_____.
0194	624.0100 Water	367.000 MGAL	_____.	_____.
0196	628.1504 Silt Fence	13,165.000 LF	_____.	_____.
0198	628.1520 Silt Fence Maintenance	13,165.000 LF	_____.	_____.
0200	628.1905 Mobilizations Erosion Control	14.000 EACH	_____.	_____.
0202	628.1910 Mobilizations Emergency Erosion Control	7.000 EACH	_____.	_____.
0204	628.2008 Erosion Mat Urban Class I Type B	4,340.000 SY	_____.	_____.
0206	628.7005 Inlet Protection Type A	20.000 EACH	_____.	_____.
0208	628.7504 Temporary Ditch Checks	175.000 LF	_____.	_____.



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0210	628.7555 Culvert Pipe Checks	8.000 EACH	_____.	_____.
0212	629.0210 Fertilizer Type B	3.000 CWT	_____.	_____.
0214	630.0120 Seeding Mixture No. 20	200.000 LB	_____.	_____.
0216	630.0500 Seed Water	98.000 MGAL	_____.	_____.
0218	633.5200 Markers Culvert End	2.000 EACH	_____.	_____.
0220	642.5401 Field Office Type D	1.000 EACH	_____.	_____.
0222	643.0300 Traffic Control Drums	64,430.000 DAY	_____.	_____.
0224	643.0420 Traffic Control Barricades Type III	15,280.000 DAY	_____.	_____.
0226	643.0705 Traffic Control Warning Lights Type A	30,560.000 DAY	_____.	_____.
0228	643.0715 Traffic Control Warning Lights Type C	8,230.000 DAY	_____.	_____.
0230	643.0800 Traffic Control Arrow Boards	1,560.000 DAY	_____.	_____.
0232	643.0900 Traffic Control Signs	37,536.000 DAY	_____.	_____.
0234	643.0910 Traffic Control Covering Signs Type I	2.000 EACH	_____.	_____.
0236	643.0920 Traffic Control Covering Signs Type II	10.000 EACH	_____.	_____.
0238	643.1050 Traffic Control Signs PCMS	294.000 DAY	_____.	_____.
0240	643.3170 Temporary Marking Line Epoxy 6-Inch	760,400.000 LF	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0242	643.3180 Temporary Marking Line Removable Tape 6-Inch	12,680.000 LF	_____.	_____.
0244	643.3850 Temporary Marking Stop Line Removable Tape 18-Inch	60.000 LF	_____.	_____.
0246	643.3960 Temporary Marking Removable Mask Out Tape 6-Inch	1,950.000 LF	_____.	_____.
0248	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0250	645.0105 Geotextile Type C	129.000 SY	_____.	_____.
0252	645.0120 Geotextile Type HR	683.000 SY	_____.	_____.
0254	645.0130 Geotextile Type R	194.000 SY	_____.	_____.
0256	646.2020 Marking Line Epoxy 6-Inch	32,410.000 LF	_____.	_____.
0258	646.2025 Marking Line Grooved Black Epoxy 6-Inch	39,955.000 LF	_____.	_____.
0260	646.2040 Marking Line Grooved Wet Ref Epoxy 6-Inch	316,120.000 LF	_____.	_____.
0262	646.2050 Marking Line Grooved Permanent Tape 6-Inch	39,955.000 LF	_____.	_____.
0264	646.4020 Marking Line Epoxy 10-Inch	1,053.000 LF	_____.	_____.
0266	646.4040 Marking Line Grooved Wet Ref Epoxy 10-Inch	9,170.000 LF	_____.	_____.
0268	646.6120 Marking Stop Line Epoxy 18-Inch	165.000 LF	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0270	646.6466 Cold Weather Marking Epoxy 6-Inch	31,000.000 LF	_____.	_____.
0272	646.7220 Marking Chevron Epoxy 24-Inch	760.000 LF	_____.	_____.
0274	646.8120 Marking Curb Epoxy	388.000 LF	_____.	_____.
0276	646.8220 Marking Island Nose Epoxy	5.000 EACH	_____.	_____.
0278	646.9000 Marking Removal Line 4-Inch	2,450.000 LF	_____.	_____.
0280	646.9400 Marking Removal Plowable Raised Pavement Markers	1,578.000 EACH	_____.	_____.
0282	650.5500 Construction Staking Curb Gutter and Curb & Gutter	1,872.000 LF	_____.	_____.
0284	650.6501 Construction Staking Structure Layout (structure) 01. B-10-0019	1.000 EACH	_____.	_____.
0286	650.6501 Construction Staking Structure Layout (structure) 01. B-10-0170	1.000 EACH	_____.	_____.
0288	650.6501 Construction Staking Structure Layout (structure) 01. B-10-153	1.000 EACH	_____.	_____.
0290	650.6501 Construction Staking Structure Layout (structure) 01. C-10-0005	1.000 EACH	_____.	_____.
0292	650.8000 Construction Staking Resurfacing Reference	157,750.000 LF	_____.	_____.
0294	650.9911 Construction Staking Supplemental Control (project) 01. 1050-00-62	1.000 EACH	_____.	_____.
0296	661.0101 Temporary Traffic Signals for Bridges (structure) 01. B-10-0177	1.000 EACH	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0298	690.0150 Sawing Asphalt	2,148.000 LF	_____.	_____.
0300	690.0250 Sawing Concrete	42,390.000 LF	_____.	_____.
0302	715.0502 Incentive Strength Concrete Structures	978.000 DOL	1.00000	978.00
0304	715.0720 Incentive Compressive Strength Concrete Pavement	500.000 DOL	1.00000	500.00
0306	740.0440 Incentive IRI Ride	121,000.000 DOL		_____.
0308	999.2000.S Installing and Maintaining Bird Deterrent System (station) 01. 1808+38 EB	1.000 EACH	_____.	_____.
0310	999.2000.S Installing and Maintaining Bird Deterrent System (station) 02. 1937+00 EB	1.000 EACH	_____.	_____.
0312	999.2000.S Installing and Maintaining Bird Deterrent System (station) 03. 1937+00 WB	1.000 EACH	_____.	_____.
0314	999.2000.S Installing and Maintaining Bird Deterrent System (station) 04. 2154+40 EB	1.000 EACH	_____.	_____.
0316	ASP.1T0A On-the-Job Training Apprentice at \$5.00/HR	2,400.000 HRS	5.00000	12,000.00
0318	ASP.1T0G On-the-Job Training Graduate at \$5.00/HR	2,100.000 HRS	5.00000	10,500.00
0320	SPV.0035 Special 01. French Drains	45.000 CY	_____.	_____.
0322	SPV.0045 Special 01. Digital Speed Reduction System (DSRS)	476.000 DAY	_____.	_____.



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0324	SPV.0060 Special 01. Apron Endwalls For Culvert Pipe Salvaged 36" X 54" Horizontal Elliptical	1.000 EACH	_____.	_____.
0326	SPV.0060 Special 02. Reconstruct Inlets With Vane Drains	18.000 EACH	_____.	_____.
0328	SPV.0090 Special 01. Culvert Pipe Salvaged 36"X54" Horizontal Elliptical	16.000 LF	_____.	_____.
0330	SPV.0090 Special 02. Ditch Cleaning	1,150.000 LF	_____.	_____.
0332	SPV.0090 Special 04. Remove And Replace Concrete Barrier Wall	126.000 LF	_____.	_____.
0334	SPV.0180 Special 01. Concrete Pavement Repair Doweled	5,758.000 SY	_____.	_____.
0336	SPV.0180 Special 02. Concrete Pavement Replacement Doweled	5,880.000 SY	_____.	_____.
0338	SPV.0180 Special 03. 30-Inch Concrete Centerline Repair	991.000 SY	_____.	_____.
0340	204.0100 Removing Concrete Pavement	1,419.000 SY	_____.	_____.

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Total:

Total Bid: