Wisconsin Department of Transportation

Division of Transportation Systems Development
Bureau of Project Development
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January 30, 2025

NOTICE TO ALL CONTRACTORS:

Proposal #05: 5515-00-71, WISC 2025304
Ontario – Wellington (CTH P)
Vernon County Line to CTH Z
CTH P
Monroe County

Letting of February 11, 2025

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

Special Provisions:

Added Special Provisions	
Article No.	Description
18	Base Repair for Stabilized Base Reclamation, Item SPV.0035.02
19	Stabilized Base Reclamation, Item SPV.0180.02; Asphalt Stabilizing Agent, Item SPV.0195.02

Deleted Special Provisions	
Article No.	Description
16	Base Repair for Pulverized Asphalt Base Layer, Item SPV.0035.01
17	Pulverized Asphalt Base Layer, Item SPV.0180.01; Emulsified Asphalt Stabilizing Agent, Item SPV.0195.01

Schedule of Items:

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Proposal Quantity Change (-)	Proposal Total After Addendum
SPV.0035.02	Base Repair for Stabilized Base Reclamation	CY	0	290	290
SPV.0180.02	Stabilized Base Reclamation	SY	0	85,638	85,368
SPV.0195.02	Asphalt Stabilizing Agent	TON	0	575	575

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Proposal Quantity Change (-)	Proposal Total After Addendum
SPV.0035.01	Base Repair for Pulverized Asphalt Base Layer	CY	290	-290	0
SPV.0180.01	Pulverized Asphalt Base Layer	SY	85,638	-85,638	0
SPV.0195.01	Emulsified Asphalt Stabilizing Agent	TON	575	-575	0

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
5	Typical Section (Revised call outs of the revised bid items)
6	Construction Details (Revised call outs of the revised bid items)
7	Construction Details (Revised call outs of the revised bid items)
22	Miscellaneous Quantities (Revised bid items in Asphaltic items 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

5515-00-71

January 30, 2025

Special Provisions

16. DELETED

17. DELETED

18. Base Repair for Stabilized Base Reclamation, Item SPV.0035.01.

A Description

This special provision describes base repair for stabilized base reclamation in accordance with standard spec 211, and as hereinafter provided.

B (Vacant)

C Construction

C.1 General

Add the following to standard spec 211.3.5:

Prior to and during the placement of Stabilized Base Reclamation Layer the contractor shall also be responsible for the work covered under this item.

Perform work under this bid item in accordance with standard spec 205.

Any repair areas shall be constructed in the following manner: Excavate the identified yielding areas and relief trenches to a maximum depth of 30-inches (18-inches select crushed material, 12-inches base aggregate dense) and repair with Select Crushed Material according to standard spec 312 to the top of the subgrade and with Base Aggregate Dense 1 ¼-inch according to standard spec 305 for the remainder.

Document all areas and provide this information to the engineer.

C.2 Prior to Base Stabilization

After any contract required surface mill, the engineer and contractor shall visually inspect the milled surface for yielding areas.

Identify and repair any yielding areas prior to the Stabilized Base Reclamation Layer, as described in C.1.

Install relief trenches as directed by the engineer to drain the subgrade.

C.3 After Base Stabilization

If areas are found after paving operations begins, the engineer shall be notified of locations. Repair areas as described in C.1. Install relief trenches as directed by the engineer to drain the subgrade.

Stabilize areas repaired after the initial stabilized base reclamation layer is completed per SPV.0180.01 Stabilized Base Reclamation and SPV.0195.01 Asphalt Stabilizing Agent.

D Measurement

The department will measure Base Repair for Stabilized Base Reclamation by the cubic yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.01	Base Repair for Stabilized Base Reclamation	CY

Payment is full compensation for removing and excavating areas of base to a maximum of 30-inches including area for installing a relief trench (weep) to drain subgrade; require saw cuts; providing, placing, and

compacting select crushed material and dense graded base course; relaying and compacting milled asphaltic pavement; restabilizing areas repaired after initial stabilization; restoration items and efforts around relief trenches (weeps).

19. Stabilized Base Reclamation, Item SPV.0180.01; Asphalt Stabilizing Agent, SPV.0195.01.

A Description

This special provision describes the stabilizing of reclaimed pavement and base, at depths and limits shown on the plans, including a blending of an asphaltic stabilizing agent to produce a stabilized base course layer as specified in the contract.

B Materials

B.1 Stabilizing Agent

Furnish a stabilizing agent that is an engineered emulsion equivalent to Virtus SE2 Structurally Engineered Emulsion meeting the requirements in standard spec 455.2.4.3 and AASHTO M208 (CCS-1) for Cationic emulsions as approved by the engineer.

Stabilizing agent shall be added at the following rates to produce a stabilized base:

1. 5.5% (by weight) of stabilizing agent to produce a stabilized crushed aggregate base course (CABC) by reclaiming the existing CABC.

The stabilizing agent application rate will be within 0.50 percent of the specified application rate when adjusted for field conditions.

B.2 Reclaimed Material

Pulverized and processed existing base course and asphalt pavement material shall meet the following gradation based on visual inspection:

Sieve Size	Percent Passing
2”	100

B.3 Quality Control / Quality Verification

B.3.1 Personnel

Provide HTCP Nuclear Density Technician I or ACT certified technician for the performance of field density and field moisture content testing.

Provide HTCP Aggregate Technician I or ACT certified technician for material sampling and sieve analysis. A Transportation Materials Sampling (TMS) certified technician is allowed for materials sampling.

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 are performed correctly, analyze test results, and post resulting data. No more than one ACT can work under a single certified technician.

B.3.2 Equipment

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 applicable AASHTO and/or ASTM specifications and maintain a calibration record at the laboratory.

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

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. Conform to AASHTO T310 and CMM 8.15 for density testing and gauge monitoring methods.

B.3.3 Quality Control (QC) Testing

Roadway production lots will be defined as 4000 lane feet. Each roadway production lot will consist of two 2000 lane feet sublots. The contractor will notify the department before sampling.

Conduct and report density testing at a minimum frequency of three individual random tests per sublot.
Conduct and report daily moisture content of the finished stabilized layer representing each day's placement. Moisture content shall be based on the average of three random tests, from each day's placement. The moisture content shall be determined from a sample retrieved over the full depth of the stabilized layer by weighting and drying to a constant weight using an oven at 230°±9°F. Engineer-directed tests are in addition to the above three tests representing the day's placement.
Test results shall be provided to the engineer by the end of the business day.

B.3.4 Quality Verification (QV) Testing
The department will conduct QV testing to validate the quality of the product.
The department will conduct random QV tests at the minimum frequency of 10% of the required QC tests and will be at locations independent of the contractor's QC work.
The department will use the same methods specified for QC testing.
The department will assess QV results by comparing them 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, a re-evaluation of the entire process must be completed before production can resume.

C Construction

C.1 General
Perform stabilization when the atmospheric temperature is at least 50° F and rising. Do not perform stabilization during foggy or rainy conditions or when freezing temperatures are forecast within 48 hours after stabilization.
Base course stabilization equipment shall conform to pulverizing equipment per Standard Specification 325 and be fitted with an integrated additive injection system capable of introducing bituminous stabilizing agent into the cutting drum during the mixing process.
The bituminous stabilizing agent metering device shall be capable of automatically adjusting the flow of the bituminous stabilizing agent to compensate for any variation in the amount of reclaimed material introduced into the mixing chamber.
The injection rate of bituminous stabilizing agent shall be calculated on a volumetric basis tied to a foot per minute gauge using a calibrated meter that is capable of accurately measuring the amount of bituminous stabilizing agent to within ± 2.0% of the specified rate. Display automatic readings for the flow rate, reclaimed material, and asphalt stabilizing agent in units of weight and time.
Provide means of automatically cleaning nozzles and continual observation and measurement by the operator.
Immediately after pulverizing, relay the material with a paver, grader, or both. Use equipment with automatic grade and slope control systems for adjusting the slope through super-elevated curves, transitions, and tangent sections and an averaging device to achieve a smooth profile. If the automatic control systems break down, the contractor may use manual controls for the remainder of that day only.
The processed material shall be uniformly compacted in one layer to a minimum of 95% of control strip target density.
Initial compaction with the breakdown padfoot roller shall not be behind the reclaimer by more than 500 feet (150 m). The padfoot vibratory roller shall be 12.5 tons or heavier, applying high amplitude and low frequency, shall perform initial compaction at a sufficient number of passes until it "walks out" of the material. Walking out for the padfoot roller is defined as the pad foot interior drum not compacting the base materials. After completion of padfoot rolling, any remaining pad foot marks shall be removed, and the material spread using a motor grader cutting no deeper than necessary to remove the padfoot marks. Desired slope and shape shall be achieved. For intermediate and final compaction, a vibratory steel wheel roller being 8 tons or heavier and/or pneumatic roller being 25 tons or heavier, shall compact the bladed material.
The combination of number of passes and order of rollers shall be used to meet compaction requirements. Finish rolling shall not be performed in vibratory mode.
The reclaimer, roller, and motor grader shall adjust production rates to match the capacity of other equipment involved in the placement of the stabilized base. All stabilized material shall have final grading and compaction shall commence while the stabilized material is still workable and completed when operations are halted at days end.

Grade shoulders adjacent to pulverized areas by the end of each workday to drain the pavement. Repair surface damage caused by construction or public travel immediately before paving.

C.2 Control Strip

On the first day of production, construct a control strip to identify the target wet density for the stabilized base layer using a nuclear moisture-density gauge in backscatter measurement. Nuclear gauge test duration in backscatter measurement shall be for a total of one-minute test per location in the direction of paving. The control strip construction and density testing will occur under the direct observation and/or assistance of the department QV personnel.

Unless the engineer approves otherwise, construct control strips to a minimum dimension of 500 feet long and one full lane width. Begin the control strip at a location of at least 200 feet beyond the start of the project. Construct control strips using equipment and methods representative of the operations to be used for constructing the stabilized base layer.

After compacting the control strip as described in section C with a pad foot roller walking out, depression bladed out, and on the 2nd pass of the steel drum roller in vibratory mode and/or pneumatic roller, mark and take density measurements at 3 random locations, at least 1 ½ feet from the edge of the stabilized base layer. Subsequent density measurements will be taken at the same 3 locations.

After each subsequent pass of compaction equipment over the entirety of the control strip, take density measurements at the 3 marked locations. Continue compacting and testing until the increase in density measurements is less than 2.0 lb/ft^3, or the density measurements begin to decrease.

Upon completion of control strip compaction, take 10 randomly located density measurements within the limits of the control strip, at least 1 ½ feet from the edge of the base. The final measurements recorded at the 3 locations under article paragraph (4) of this section may be included as 3 of the 10 measurements. Average the 10 measurements to obtain the control strip target density.

After the construction of the control strip, the stabilization process shall be permitted to continue until the project's first asphalt binder tanker truck is empty. Any further stabilization process shall be halted until the completion of the test rolling of the control strip.

Completed control strips may remain in place to be incorporated into the final roadway cross-section.

C.3 Maintaining the Work

After compaction is complete, the contractor will determine when the stabilized base layer is suitable to be opened to traffic.

After opening to traffic, and prior to placement of the final surfacing (for single layer) or leveling/lower layer of HMA, the surface of the stabilized base shall be maintained in a condition suitable for the safe movement of traffic.

The recycled base and shoulders shall be protected and maintained from standing water, deleterious substances, and/or other damage.

Any damage to the stabilized base, excluding department-directed test sections, shall be repaired by the contractor prior to placement of the upper layer at no additional cost to the department.

C.4 Curing

The stabilized layer will be considered cured when the moisture content reaches 3.0 percent. This will be on a per lot basis. If the moisture content of the lot of stabilized base layer does not reduce to 3.0 percent; the final surfacing (for single layer) or leveling/lower layer of HMA may be applied after the change in moisture content is less than 0.30 percentage points for three consecutive calendar days.

The moisture content shall be determined from a sample retrieved over the full depth of the stabilized base layer by weighting and drying to a constant weight using an oven at 230°±9°F. The department will obtain a sample(s) to verify the contractor's final moisture content values.

C.5 Surfacing

Paving of final surfacing (for single layer) or leveling/lower layer of HMA on the stabilized base layer shall not be conducted until a minimum of 3 calendar days after compaction on the lot and when the lot of stabilized base layer is considered cured.

The surface shall be prepared, and tack coat applied meeting the requirements of standard specification 455.3.2. Surfacing materials, equipment, and construction methods shall be according to the applicable sections of the standard specifications or contract special provisions.

The final surfacing (for single layer) or leveling/lower layer shall be placed on the stabilized base layer within 10 calendar days once a lot of the stabilized base layer is considered cured. Prior to placement of the final surfacing (for single layer) or leveling/lower layer of HMA, the engineer and contractor shall visually inspect the stabilized base layer for distresses including, but not limited to raveled areas, rutted areas, and areas of excess or deficient stabilizing agent, or deficient surface tolerance areas. Raveled areas, rutted areas, and areas of excess or deficient stabilizing agent shall be re-processed or repaired. Reprocessing shall consist of milling, blending of additional stabilizing agent, placement with a paver, and compaction with determined rolling patterns as determined by the control strip.
Test the recycled pavement base layer surface at regular intervals, and engineer selected locations, using a 10-foot straightedge or other engineer-specified devices.
The engineer may direct the repair of surface deviations greater than ½ inch between two surface contact points. High points shall be corrected by trimming, milling, or grinding. Depressions may be corrected by having a tack coat applied and be filled with HMA immediately prior to placement of the surface treatment.

D Measurement
The department will measure Stabilized Base Reclamation by the square yard, acceptably completed, measured using the centerline length and the width from outside to outside of completed base, but limited to the width the plans show or the engineer directs.
The department will measure Asphalt Stabilizing Agent per standard spec 455.4, including volume corrections per standard specification 455.4.2.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.01	Stabilized Base Reclamation	SY
SPV.0195.01	Asphalt Stabilizing Agent	TON

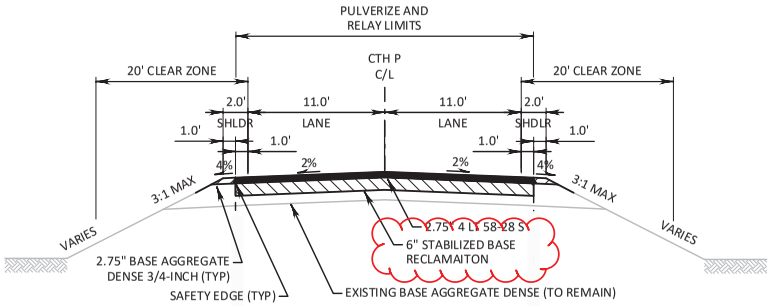
Payment is full compensation for pulverizing, injecting and mixing asphalt stabilizing agent, relaying, adding water, shaping, and compacting; and for furnishing all materials including asphalt stabilizing agent.
The department will pay separately for the repair of yielding areas under the bid items Base Repair for Stabilized Base Reclamation Layer.

Schedule of Items
Attached, dated January 30, 2025, are the revised Schedule of Items Pages 1 – 3.

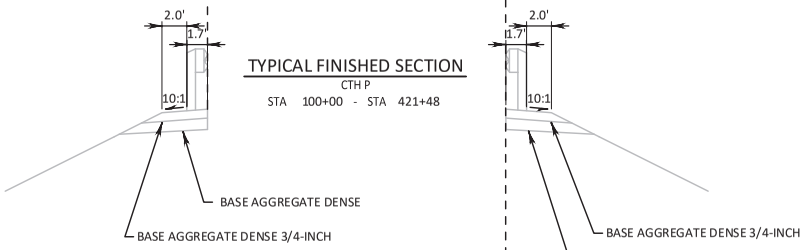
Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 5 – 7, and 22

END OF ADDENDUM

2



GUARD RAIL LOCATIONS
LEFT
STA 129+43 - STA 130+32
STA 130+49 - STA 132+02

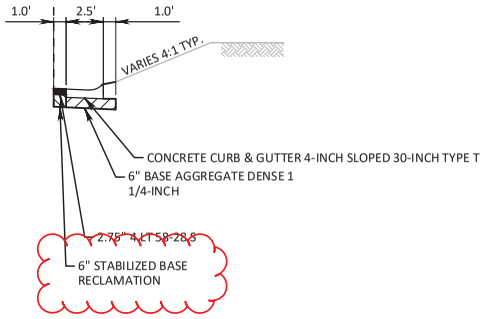


TYPICAL FINISHED SECTION
CTH P
STA 100+00 - STA 421+48

GUARD RAIL LOCATIONS
RIGHT
STA 128+53 - STA 130+19
STA 130+36 - STA 131+27

NOTE:

GUARDRAIL WORK TO BE COMPLETED BY
THE COUNTY BEFORE THE PROJECT.



CURB LOCATIONS
RIGHT
STA 391+15 - STA 393+44

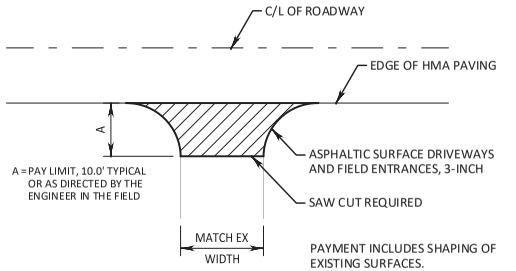
Addendum No. 01
ID 5515-00-71
Revised Sheet 5
January 30, 2025

PROJECT NO: 5515-00-71	HWY: CTH P	COUNTY: MONROE	TYPICAL SECTIONS	SHEET 5	E

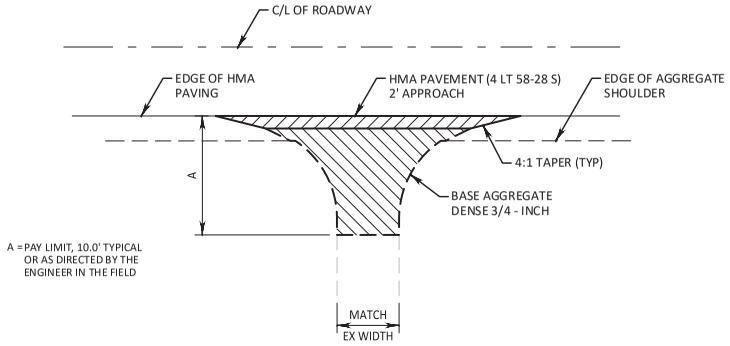
FILE NAME : X:\KO\M\MONRO\172103\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\55150001\SHEETS\SEC 02 TYP SEC & DETAILS\020300-TS (TYPICAL SECTIONS).DWG PLOT DATE : 1/29/2025 12:42 PM PLOT BY : SEH LAYOUT NAME : 02 PLOT SCALE : 1.0 IN = 10.0 FT
WISDOT/CADDS SHEET 42

2

Addendum No. 01
ID 5515-00-71
Revised Sheet 6
January 30, 2025

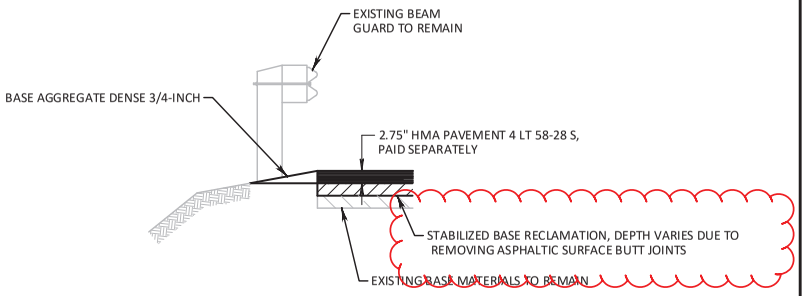


ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTERANCES
(PE,CE, OR FE)



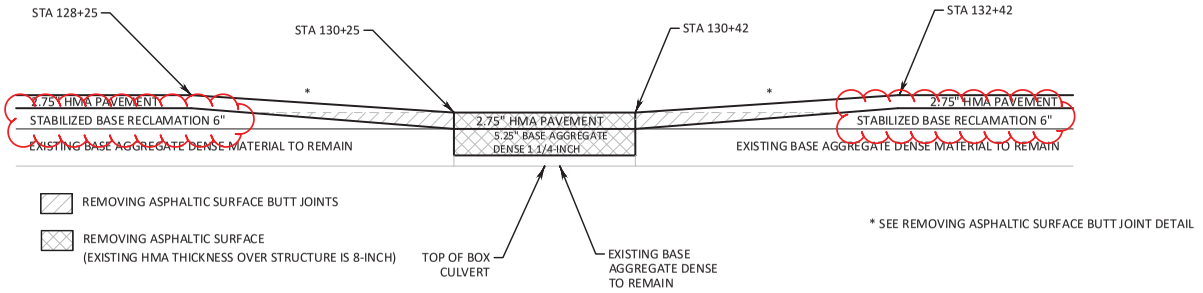
NOTE, 2' HMA APPROACH NOT SHOWN ON PLAN SHEETS

RURAL DRIVEWAY OR FIELD ENTRANCE
AGGREGATE (PE, CE OR FE)

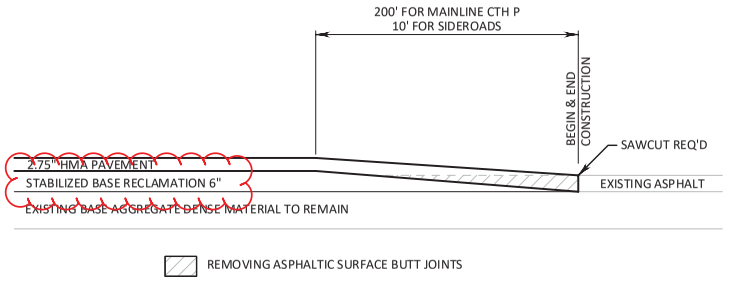


PAVING AT GUARDRAIL

PROJECT NO: 5515-00-71	HWY: CTH P	COUNTY: MONROE	CONSTRUCTION DETAILS	SHEET 6	E



PAVING DETAIL AT STRUCTURE (STA 130+25 - STA 130+42)



MAINLINE
STA 100+00 - STA 102+00
STA 128+25 - STA 130+25
STA 130+42 - STA 132+42
STA 415+26 - STA 417+26

SIDEROADS
ORBIT ROAD
ORCHARD ROAD
ORCHID ROAD

REMOVING ASPHALTIC SURFACE BUTT JOINTS

Addendum No. 01
ID 5515-00-71
Revised Sheet 7
January 30, 2025

PROJECT NO: 5515-00-71	HWY: CTH P	COUNTY: MONROE	CONSTRUCTION DETAILS	SHEET 7	E

BASES AND SUBBASES

STATION - STATION	LOCATION	*305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	REMARKS
100+00 - 421+48	LT&RT	1534	-	-
130+25 - 130+42	LT&RT	-	11	ROADWAY OVER STRUCTURE
391+15 - 393+44	RT	-	30	CURB AND GUTTER
SUBTOTAL		1534	41	
ORIENT RD	LT	4	-	AGG SIDEROAD
ORTON RD	RT	11	-	AGG SIDEROAD
OREGON AV	RT&LT	19	-	AGG SIDEROAD
NORHARDT AVE	LT	9	-	AGG SIDEROAD
NORFOLK RD	RT	7	-	AGG SIDEROAD
SUBTOTAL		50	0	
PROJECT TOTALS		**1584**	**41**	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLANS

PWL MIXTURE USE TABLE

LOCATION	STATION - STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
22-FOOT DRIVING LANE	100+00 - 421+48	UPPER LAYER	PULVERIZE AND RELAY	4 LT 58-28 S	12100	2.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT460.2005
1-FOOT PAVED SHOULDERS	100+00 - 421+48	UPPER LAYER	PULVERIZE AND RELAY	4 LT 58-28 S	1100	2.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2011	NONE
INTERSECTIONS	100+00 - 421+48	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 LT 58-28 S	13	0-2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELGIBLE FOR INCENTIVE
INTERSECTIONS	100+00 - 421+48	UPPER LAYER	4 LT 58-28 S	4 LT 58-28 S	56	2.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELGIBLE FOR INCENTIVE

HMA PERCENT WITHIN LIMITS (PWL)

LOCATION	460.0105.S TEST STRIP VOLUMETRICS EACH	460.0110.S TEST STRIP DENSITY EACH
PROJECT	1	1
	1	**1**

ASPHALTIC ITEMS SUMMARY

STATION	LOCATION	SPV.0195.01 ASPHALT STABILIZING AGENT TON	SPV.0180.01 STABILIZED BASE RECLAMATION SY	SPV.0035.01 BASE REPAIR FOR STABILIZED BASE RECLAMATION CY	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	460.9000.S MATERIAL TRANSFER VEHICLE EACH	REMARKS
100+00 - 421+48	ML	575	85,638	290	-	13,201	1	-
SUBTOTAL		575	85,638	290	0	13,201	1	
ORBIT RD	LT	-	-	-	13	21	-	-
ORCHARD RD	RT	-	-	-	14	22	-	-
ORCHID RD	RT	-	-	-	16	26	-	-
INTERSECTIONS		0	0	0	43	69	-	
PROJECT TOTAL		**575**	**85,638**	**290**	**43**	**13,270**	**1**	

CURB AND GUTTER

STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	601.0583 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE T LF	REMARKS
391+15 - 393+44	RT	229	229	-
PROJECT TOTAL		229	229	

WATER

STATION	LOCATION	624.0100 MGAL	REMARKS
100+00 - 421+48	LT&RT	15	SHOULDER
100+00 - 421+48	ML	238	PULVERIZE AND RELAY
SUBTOTAL		253	
PROJECT TOTAL		**253**	

Addendum No. 01
ID 5515-00-71
Revised Sheet 22
January 30, 2025

Proposal Schedule of Items

Proposal ID: 20250211005 **Project(s):** 5515-00-71

Federal ID(s): WISC 2025304

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	204.0110 Removing Asphaltic Surface	334.000 SY	_____.____	_____.____
0004	204.0115 Removing Asphaltic Surface Butt Joints	1,166.000 SY	_____.____	_____.____
0006	204.0120 Removing Asphaltic Surface Milling	313.000 SY	_____.____	_____.____
0008	204.0150 Removing Curb & Gutter	229.000 LF	_____.____	_____.____
0010	211.0400 Prepare Foundation for Asphaltic Shoulders	322.000 STA	_____.____	_____.____
0012	211.0500 Prepare Foundation for Base Aggregate	322.000 STA	_____.____	_____.____
0014	213.0100 Finishing Roadway (project) 01. 5515-00-71	1.000 EACH	_____.____	_____.____
0016	305.0110 Base Aggregate Dense 3/4-Inch	1,662.000 TON	_____.____	_____.____
0018	305.0120 Base Aggregate Dense 1 1/4-Inch	41.000 TON	_____.____	_____.____
0020	455.0605 Tack Coat	43.000 GAL	_____.____	_____.____
0022	460.0105.S HMA Percent Within Limits (PWL) Test Strip Volumetrics	1.000 EACH	_____.____	_____.____
0024	460.0110.S HMA Percent Within Limits (PWL) Test Strip Density	1.000 EACH	_____.____	_____.____
0026	460.2005 Incentive Density PWL HMA Pavement	12,100.000 DOL	1.00000	12,100.00
0028	460.2007 Incentive Density HMA Pavement Longitudinal Joints	32,150.000 DOL	1.00000	32,150.00
0030	460.2010 Incentive Air Voids HMA Pavement	13,290.000 DOL	1.00000	13,290.00

Proposal ID: 20250211005 **Project(s):** 5515-00-71

Federal ID(s): WISC 2025304

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0032	460.5224 HMA Pavement 4 LT 58-28 S	13,270.000 TON	_____.____	_____.____
0034	460.9000.S Material Transfer Vehicle	1.000 EACH	_____.____	_____.____
0036	465.0120 Asphaltic Surface Driveways and Field Entrances	46.000 TON	_____.____	_____.____
0038	601.0583 Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type T	229.000 LF	_____.____	_____.____
0040	618.0100 Maintenance and Repair of Haul Roads (project) 01. 5515-00-71	1.000 EACH	_____.____	_____.____
0042	619.1000 Mobilization	1.000 EACH	_____.____	_____.____
0044	624.0100 Water	253.000 MGAL	_____.____	_____.____
0046	625.0500 Salvaged Topsoil	60.000 SY	_____.____	_____.____
0048	629.0205 Fertilizer Type A	0.200 CWT	_____.____	_____.____
0050	630.0140 Seeding Mixture No. 40	1.100 LB	_____.____	_____.____
0052	630.0200 Seeding Temporary	1.800 LB	_____.____	_____.____
0054	630.0500 Seed Water	1.400 MGAL	_____.____	_____.____
0056	642.5201 Field Office Type C	1.000 EACH	_____.____	_____.____
0058	643.0900 Traffic Control Signs	1,632.000 DAY	_____.____	_____.____
0060	643.1050 Traffic Control Signs PCMS	14.000 DAY	_____.____	_____.____

Proposal ID: 20250211005 **Project(s):** 5515-00-71

Federal ID(s): WISC 2025304

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0062	643.5000 Traffic Control	1.000 EACH	_____._____	_____._____
0064	650.5500 Construction Staking Curb Gutter and Curb & Gutter	229.000 LF	_____._____	_____._____
0066	650.8000 Construction Staking Resurfacing Reference	32,148.000 LF	_____._____	_____._____
0068	650.9911 Construction Staking Supplemental Control (project) 01. 5515-00-71	1.000 EACH	_____._____	_____._____
0070	690.0150 Sawing Asphalt	334.000 LF	_____._____	_____._____
0072	740.0440 Incentive IRI Ride	24,050.000 DOL	1.00000	24,050.00
0074	ASP.1T0A On-the-Job Training Apprentice at $5.00/HR	2,000.000 HRS	5.00000	10,000.00
0076	ASP.1T0G On-the-Job Training Graduate at $5.00/HR	1,320.000 HRS	5.00000	6,600.00
0084	SPV.0035 Special 02. Base Repair for Stabilized Base Reclamation	290.000 CY	_____._____	_____._____
0086	SPV.0180 Special 02. Stabilized Base Reclamation	85,638.000 SY	_____._____	_____._____
0088	SPV.0195 Special 02. Asphalt Stabilizing Agent	575.000 TON	_____._____	_____._____
	Section: 0001		**Total:**	_____._____

Total Bid: _____._____