



Wisconsin Department of Transportation

April 30, 2018

Division of Transportation Systems Development

Bureau of Project Development
 4802 Sheboygan Avenue, Rm 601
 P O Box 7916
 Madison, WI 53707-7916

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

NOTICE TO ALL CONTRACTORS:

**Proposal #40: 7730-20-60
 Cream - Mondovi
 CTH U to STH 37
 STH 88
 Buffalo County**

Letting of May 8, 2018

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

Special Provisions:

Added Special Provisions	
Article No.	Description
18	HMA Pavement Longitudinal Joint Density

Deleted Special Provisions	
Article No.	Description
12	Reheating HMA Pavement Longitudinal Joints, Item 460.4110.S

Schedule of Items:

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	0	21,820	21,820

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	53,675	-53,675	0

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
11	Miscellaneous Quantities – Revised quantity 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

7730-02-60

April 30, 2018

Special Provisions

12. DELETED.

18. HMA Pavement Longitudinal Joint Density.

A Description

This special provision incorporates longitudinal joint density requirements into the contract and describes the data collection, acceptance, and procedure used for determination of pay adjustments for HMA pavement longitudinal joint density. Pay adjustments will be made on a linear foot basis, as applicable per pavement layer. Applicable longitudinal joints are defined as those between any two or more traffic lanes. This excludes ramp lanes, merging zones, medians/center turn lanes and any joint with one side defined as a shoulder. No joint exists when paved in echelon.

Pay is determined according to standard spec 460, the QMP HMA Pavement Nuclear Density or HMA Pavement Percent Within Limits QMP special provisions, and as modified within.

B Materials

Revise standard spec 460.3.3.1(1) table 460-3 by adding footnotes [6] & [7]:

TABLE 460-3 MINIMUM REQUIRED DENSITY^{[1][6][7]}

LOCATION	LAYER	PERCENT OF TARGET MAXIMUM DENSITY		
		MIXTURE TYPE		
		LT and MT	HT	SMA ^[5]
TRAFFIC LANES ^[2]	LOWER	93.0 ^[3]	93.0 ^[4]	—
	UPPER	93.0	93.0	—
SIDE ROADS, CROSSOVERS, TURN LANES, & RAMPS	LOWER	93.0 ^[3]	93.0 ^[4]	—
	UPPER	93.0	93.0	—
SHOULDERS & APPURTENANCES	LOWER	91.0	91.0	—
	UPPER	92.0	92.0	—

^[1] The table values are for average lot density. If any individual density test result falls more than 3.0 percent below the minimum required target maximum density, the engineer may investigate the acceptability of that material.

^[2] Includes parking lanes, bike lanes as determined by the engineer

^[3] Minimum reduced by 2.0 percent for a lower layer constructed directly on crushed aggregate or recycled base courses.

^[4] Minimum reduced by 1.0 percent for a lower layer constructed directly on crushed aggregate or recycled base courses.

^[5] The minimum required densities for SMA mixtures are determined according to [CMM 8-15](#).

^[6] Minimum reduced by 1.5 percent at longitudinal joint with lateral confinement (i.e., confined)

^[7] Minimum reduced by 3.0 percent at longitudinal joint having no lateral confinement (i.e., unconfined)

C Construction

Add the following to standard spec 460.3.3.2:

- (5) Establish companion density locations at each applicable joint. Each companion location shares longitudinal stationing with a QC or QV density location within each subplot, and is located transversely with the center of the gauge 6-inches from the edge of the paving area. Subplot and lot numbering remains the same as mainline densities, however, in addition to conventional naming, joint identification must clearly indicate “M” for inside/median side of lane or “S” for outside shoulder side of lane, as well as “U” for an unconfined joint or “C” for a confined joint (e.g., XXXXX-MC or XXXXX-SU).
- (6) Each joint will be measured, reported, and accepted under methods and procedures consistent with the program employed for mainline density, i.e., QMP or PWL.
- (7) For single nuclear density test results greater than 3.0% below specified minimums, the department will perform the following per [standard spec 460.3.3.1](#) as modified here within:
 - a) Testing at 50-foot increments both ahead and behind the unacceptable site
 - b) Continued 50-foot incremental testing until test values indicate higher than or equal to -3.0 percent from target joint density.
 - c) Materials within the incremental testing indicating lower than -3.0 percent from target joint density are defined as unacceptable, and will be handled with remedial action as defined in the payment section of this document.
 - d) The remaining subplot average (exclusive of unacceptable material) will be determined by the first forward and backward 50-foot incremental tests that reach the criteria of higher than or equal to -3.0 percent from target joint density.

Note: If the 50-foot testing extends into a previously accepted subplot, remedial action is required up to and inclusive of such material; however, the results of remedial action must not be used to recalculate the previously accepted subplot density. When this occurs, the tonnage of any unacceptable material will be deducted from the subplot in which it is located, and the previously accepted subplot density will be used to calculate pay for the remainder of the subplot.

- (10) Joint density measurements will be kept separate from all other density measurements, and entered as an individual data set into Atwood Systems.

D (Vacant)

E Payment

Add the following as 460.5.2.4 Pay Adjustment for HMA Pavement Longitudinal Joint Density:

- (1) The department will administer longitudinal joint density adjustments under the Disincentive HMA Pavement Longitudinal Joint Density administrative item and item 460.2007 Incentive Density HMA Pavement Longitudinal Joints administrative items. The department will adjust pay based on density relative to the specified targets in Section B of this special provision, and linear foot of the HMA Pavement bid item for that subplot as follows:

PAY ADJUSTMENT FOR HMA PAVEMENT LONGITUDINAL JOINT DENSITY	
PERCENT SUBPLOT DENSITY ABOVE/BELOW SPECIFIED MINIMUM	PAY ADJUSTMENT PER LINEAR FOOT
More than +1.0 confined, +2.0 unconfined	\$0.40
From 0.0 to +1.0 confined, 0.0 to +2.0 unconfined	\$0
From -0.1 to -1.0	\$(0.20)
From -1.1 to -2.0	\$(0.40)
From -2.0 to -3.0	\$(0.80)
More than -3.0	<i>REMEDIAL ACTION^[1]</i>

[1] Remedial action must be approved by the engineer and agreed upon at the time of the pre-pave meeting, and may include partial subplots as determined and defined in 460.3.3.2(9) of this document

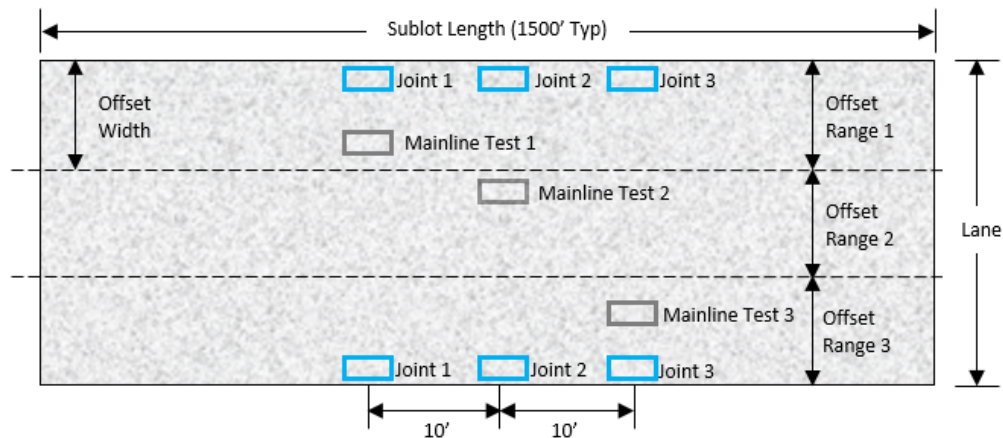
- (2) The department will not assess joint density disincentives for pavement placed in cold weather because of a department-caused delay as specified in [450.5.2\(3\)](#).
 - (3) The department will not pay incentive on the longitudinal joint density if the traffic lane is in disincentive or the material does not meet the air void requirements as specified in [460.5.2.3\(1\)](#). A disincentive may be applied for each mainline lane and all joint densities if both qualify for a pay reduction.
-

Appendix

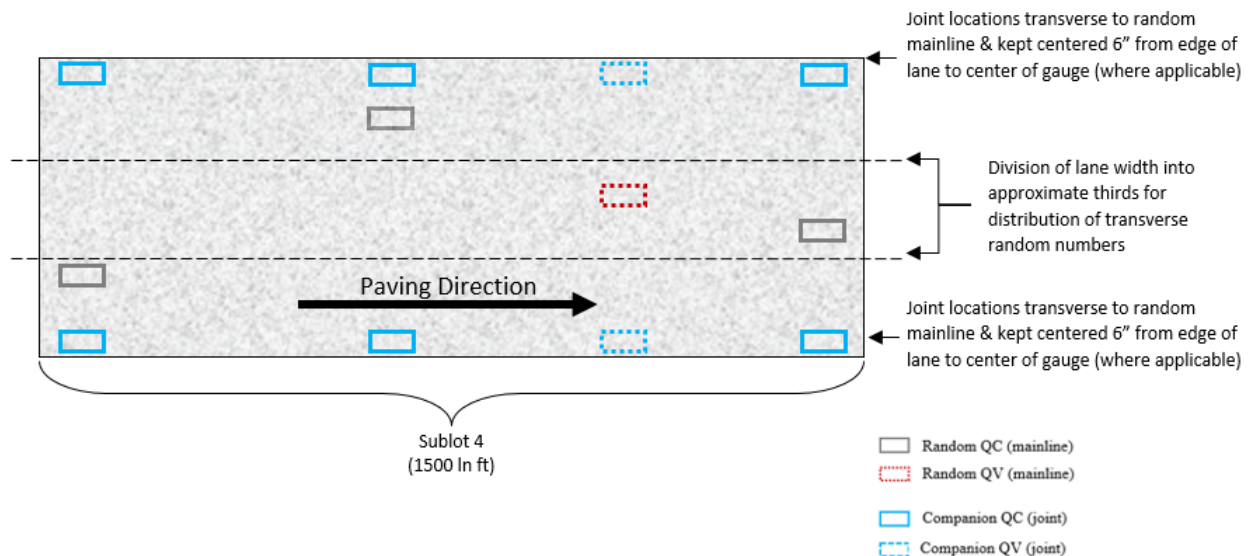
WisDOT Longitudinal Joint – Nuclear Gauge Density Layout

Each QC and QV density location must have a companion density location at any applicable joint. This companion location must share longitudinal stationing with each QC or QV density location, and be located transversely with the center of the gauge 6-inches from the edge of the paving area.

For QMP HMA Pavement Nuclear Density projects, this appears as follows:



For HMA Pavement Percent Within Limits QMP projects, this appears as follows:



Further Explanation of PAY ADJUSTMENT FOR HMA PAVEMENT LONGITUDINAL JOINT DENSITY Table

	Confined				Pay Adjust
	Lower Layer (On Base)		Upper Layer		
	LT/MT	HT	LT/MT	HT	
Mainline Target (SS 460-3)	91.0	92.0	93.0	93.0	-
Confined Target (mainline - 1.5)	89.5	90.5	91.5	91.5	-
More than +1.0	≥ 90.5	≥ 91.5	≥ 92.5	≥ 92.5	\$0.40
From 0.0 to +1.0	90.4 - 89.5	91.4 - 90.5	92.4 - 91.5	92.4 - 91.5	\$0
From -0.1 to -1.0	89.4 - 88.5	90.4 - 89.5	91.4 - 90.5	91.4 - 90.5	(\$0.20)
From -1.1 to -2.0	88.4 - 87.5	89.4 - 88.5	90.4 - 89.5	90.4 - 89.5	(\$0.40)
From -2.0 to -3.0	87.4 - 86.5	88.4 - 87.5	89.4 - 88.5	89.4 - 88.5	(\$0.80)
More than -3.0	< 86.5	< 87.5	< 88.5	< 88.5	REMEDIAL ACTION ⁽¹⁾

	Unconfined				Pay Adjust
	Lower Layer (On Base)		Upper Layer		
	LT/MT	HT	LT/MT	HT	
Mainline Target (SS 460-3)	91.0	92.0	93.0	93.0	-
Unconfined Target (Mainline -3.0)	88.0	89.0	90.0	90.0	-
More than +2.0	≥ 90.0	≥ 91.0	≥ 92.0	≥ 92.0	\$0.40
From 0.0 to +2.0	89.9 - 88.0	90.9 - 89.0	91.9 - 90.0	91.9 - 90.0	\$0
From -0.1 to -1.0	87.9 - 87.0	88.9 - 88.0	89.9 - 89.0	89.9 - 89.0	(\$0.20)
From -1.1 to -2.0	86.9 - 86.0	87.9 - 87.0	88.9 - 88.0	88.9 - 88.0	(\$0.40)
From -2.0 to -3.0	85.9 - 85.0	86.9 - 86.0	87.9 - 87.0	87.9 - 87.0	(\$0.80)
More than -3.0	< 85.0	< 86.0	< 87.0	< 87.0	REMEDIAL ACTION ⁽¹⁾

Schedule of Items

Attached, dated April 26, 2018 are the revised Schedule of Items Pages 1 – 4.

Plan Sheets

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

Revised: Page 11

END OF ADDENDUM

CLEARING AND GRUBBING 204.0105

PROJECT ID	STATION - STATION	LOCATION	CLEARING (STA)	GRUBBING (STA)
7730-02-60	1395+50 - 1397+50	RT	2	2
	1574+00 - 1574+00	RT	0.5	0.5
	1573+00 - 1573+50	RT	0.5	0.5
	TOTAL		3	3

REMOVING GUARDRAIL 204.0165

PROJECT ID	STATION - STATION	LOCATION	(LF)
7730-02-60	1331+94 - 1333+68	RT	174
	1397+35 - 1398+64	RT	129
	1569+90 - 1570+88	RT	98
	1572+84 - 1573+83	RT	99
TOTAL		697	

FINISHING ROADWAY 213.0100

PROJECT ID	STATION - STATION	LOCATION	(EACH)
7730-02-60	1027+00 - 1576+00	PROJECT	1
	TOTAL		1

REMOVING ASPHALTIC SURFACE MILLING 204.0120

PROJECT ID	STATION - STATION	LOCATION	(SY)
7730-02-60	1027+00 - 1329+50	121 MAINLINE	80,667
	1328+40 - 1335+00	MAINLINE	1,760
	1335+00 - 1336+25	MAINLINE	389
	1336+25 - 1337+00	MAINLINE	2,892
	1346+50 - 1370+85	MAINLINE	6,483
	1372+85 - 1576+11	MAINLINE	54,203
	1053+25 RT	PELL RD	75
	1084+92 RT	LAEHN RIDGE RD	135
	125+10 LT	HOPPE RD	65
	1266+80 LT	CTH NN	196
	1288+40 RT	SAND RD	588
1423+70 RT	5TH I21	295	
1423+70 RT	CROSS RD	89	
1489+10 RT	LOESEL RD	101	
1513+50 RT	LIEBERMAN RD	112	
1556+00 RT	PARKER RD	48	
1563+25 RT	CTH ZZ	359	
1563+25 RT	SAND RD	210	
1563+70 LT	SAND RD	165	
TOTAL		148,666	

SHAPING SHOULDERS 305.0500

PROJECT ID	STATION - STATION	LOCATION	(STA)
7730-02-60	1027+00 - 1336+25	LT & RT	619
	1346+50 - 1570+85	LT & RT	449
	1572+85 - 1576+00	LT & RT	6
	TOTAL		1,074

REMOVING CONCRETE SIDEWALK 204.0185

PROJECT ID	STATION	LOCATION	(SY)
7730-02-60	1335+65	RT	9
	TOTAL		9

PREPARE FOUNDATION FOR ASPHALTIC PAVING ZIL0100

PROJECT ID	STATION - STATION	LOCATION	(LS)
7730-02-60	1027+00 - 1576+00	PROJECT	1
	TOTAL		1

INCENTIVE DENSITY HMA PAVEMENT LONGITUDINAL JOINTS 480.2007-466-4185-5

FOR INFORMATION ONLY

PROJECT ID	STATION - STATION	LOCATION	LF
7730-02-60	1027+00 - 1336+25	MAINLINE	30,325
	1337+75 - 1570+85	MAINLINE	233,110
	1572+85 - 1576+00	MAINLINE	315
	TOTAL		263,750

EARTHWORK SUMMARY

205.0100		208.0100	
EXCAVATION COMMON ID.		BORROW	
PROJECT ID	CATEGORY	(2) CUT FROM EW DATA	(3) EBS CY
7730-02-60	0010	61	61
		170	170
		170	170
	TOTAL	340	340

PROJECT ID	STATION - STATION	LOCATION	(8) REDUCED FILL MASS	(8) BORROW
7730-02-60	1027+00 - 1336+25	MAINLINE	-289	
	1337+75 - 1570+85	MAINLINE	1,727	
	1572+85 - 1576+00	MAINLINE	-1,567	
	TOTAL		2,148	-1,808

- (1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS, ITEM NUMBER 205.0100.
- (2) COMMON FROM COMPUTER EARTHWORK DATA, INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL.
- (3) EBS IS TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.
- (4) SALVAGED/UNUSABLE PAVEMENT MATERIAL.
- (5) AVAILABLE MATERIAL = CALCULATED EBS MATERIAL.
- (6) REDUCED FILL MASS IS (EBS IN FILLS OUTSIDE THE 1:1 SLOPE, EBS IN FILL REDUCTION FACTOR = 0.8)
- (7) EXPANDED FILL FROM COMPUTER EARTHWORK DATA, EXPANDED FILL FACTOR = 1.3
- (8) MASS ORDNATE = (CUT - UNUSABLE PAVEMENT MATERIAL) - EXPANDED FILL MASS ORDNATE IS + OR - QUANTITY FOR THE DIVISION, PLUS IS EXCESS, MINUS IS SHORTAGE

Addendum No. 01
ID 7730-02-60
Revised Sheet 11
April 30, 2018

TACK COAT 455.0605

PROJECT ID	STATION - STATION	LOCATION	(GAL)
7730-02-60	1027+00 - 1329+50	MAINLINE	2,017
	1328+40 - 1335+00	MAINLINE	44
	1335+00 - 1336+25	MAINLINE	10
	1337+75 - 1346+50	MAINLINE	68
	1346+50 - 1370+85	MAINLINE	162
	1372+85 - 1576+11	MAINLINE	1,355
	1053+25 RT	PELL RD	2
	1084+92 RT	LAEHN RIDGE RD	3
	125+10 LT	HOPPE RD	5
	1266+80 LT	CTH NN	15
	1288+40 RT	SAND RD	7
	1423+70 RT	5TH I21	2
	1440+16 RT	CROSS RD	2
	1498+10 RT	LOESEL RD	1
	1513+50 RT	LIEBERMAN RD	3
	1556+00 RT	PARKER RD	1
1563+25 RT	CTH ZZ	9	
1563+70 LT	SAND RD	5	
TOTAL		3717	

PROJECT NO: 7730-02-60

HWY: STH 88

COUNTY: BUFFALO

MISCELLANEOUS QUANTITIES

SHEET 11

E



Proposal Schedule of Items

Proposal ID: 20180508040 Project(s): 7730-02-60

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	201.0105 Clearing	3.000 STA	_____	_____
0004	201.0205 Grubbing	3.000 STA	_____	_____
0006	204.0120 Removing Asphaltic Surface Milling	148,666.000 SY	_____	_____
0008	204.0155 Removing Concrete Sidewalk	9.000 SY	_____	_____
0010	204.0165 Removing Guardrail	697.000 LF	_____	_____
0012	205.0100 Excavation Common	340.000 CY	_____	_____
0014	208.0100 Borrow	1,808.000 CY	_____	_____
0016	211.0100 Prepare Foundation for Asphaltic Paving (project) 01. 7730-02-60	LS	LUMP SUM	_____
0018	213.0100 Finishing Roadway (project) 01. 7730-02-60	1.000 EACH	_____	_____
0020	305.0110 Base Aggregate Dense 3/4-Inch	15,121.000 TON	_____	_____
0022	305.0500 Shaping Shoulders	1,074.000 STA	_____	_____
0024	440.4410 Incentive IRI Ride	20,800.000 DOL	1.00000	20,800.00
0026	455.0605 Tack Coat	3,717.000 GAL	_____	_____
0028	460.2005 Incentive Density PWL HMA Pavement	22,620.000 DOL	1.00000	22,620.00
0030	460.2010 Incentive Air Voids HMA Pavement	22,620.000 DOL	1.00000	22,620.00
0034	460.6444 HMA Pavement 4 MT 58-34 H	30,790.000 TON	_____	_____



Proposal Schedule of Items

Proposal ID: 20180508040 Project(s): 7730-02-60

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0036	465.0110 Asphaltic Surface Patching	125.000 TON	_____.	_____.
0038	465.0120 Asphaltic Surface Driveways and Field Entrances	251.000 TON	_____.	_____.
0040	602.0410 Concrete Sidewalk 5-Inch	78.000 SF	_____.	_____.
0042	602.0505 Curb Ramp Detectable Warning Field Yellow	10.000 SF	_____.	_____.
0044	614.0230 Steel Thrie Beam	83.000 LF	_____.	_____.
0046	614.0305 Steel Plate Beam Guard Class A	214.000 LF	_____.	_____.
0048	614.0370 Steel Plate Beam Guard Energy Absorbing Terminal	4.000 EACH	_____.	_____.
0050	614.2300 MGS Guardrail 3	413.000 LF	_____.	_____.
0052	614.2610 MGS Guardrail Terminal EAT	4.000 EACH	_____.	_____.
0054	618.0100 Maintenance And Repair of Haul Roads (project) 01. 7730-02-60	1.000 EACH	_____.	_____.
0056	619.1000 Mobilization	1.000 EACH	_____.	_____.
0058	624.0100 Water	30.000 MGAL	_____.	_____.
0060	625.0500 Salvaged Topsoil	3,785.000 SY	_____.	_____.
0062	628.1504 Silt Fence	2,000.000 LF	_____.	_____.
0064	628.1905 Mobilizations Erosion Control	2.000 EACH	_____.	_____.
0066	628.1910 Mobilizations Emergency Erosion Control	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20180508040 Project(s): 7730-02-60

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0068	628.2004 Erosion Mat Class I Type B	3,785.000 SY	_____.	_____.
0070	629.0210 Fertilizer Type B	2.450 CWT	_____.	_____.
0072	630.0130 Seeding Mixture No. 30	50.000 LB	_____.	_____.
0074	630.0300 Seeding Borrow Pit	5.000 LB	_____.	_____.
0076	642.5001 Field Office Type B	1.000 EACH	_____.	_____.
0078	643.0300 Traffic Control Drums	1,080.000 DAY	_____.	_____.
0080	643.0310.S Temporary Portable Rumble Strips	1.000 LS	_____.	_____.
0082	643.0900 Traffic Control Signs	2,196.000 DAY	_____.	_____.
0084	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0086	646.4520 Marking Line Same Day Epoxy 4-Inch	198,410.000 LF	_____.	_____.
0088	646.6120 Marking Stop Line Epoxy 18-Inch	36.000 LF	_____.	_____.
0090	648.0100 Locating No-Passing Zones	10.400 MI	_____.	_____.
0092	649.0105 Temporary Marking Line Paint 4-Inch	179,260.000 LF	_____.	_____.
0094	650.8000 Construction Staking Resurfacing Reference	54,900.000 LF	_____.	_____.
0096	650.9000 Construction Staking Curb Ramps	1.000 EACH	_____.	_____.
0098	650.9910 Construction Staking Supplemental Control (project) 01. 7730-02-60	LS	LUMP SUM	_____.



Proposal Schedule of Items

Proposal ID: 20180508040 Project(s): 7730-02-60

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0100	690.0150 Sawing Asphalt	1,080.000 LF	_____.	_____.
0102	690.0250 Sawing Concrete	5.000 LF	_____.	_____.
0104	SPV.0060 Special 01. HMA Percent Within Limits (PWL) Test Strip Volumetrics	1.000 EACH	_____.	_____.
0106	SPV.0060 Special 02. HMA Percent Within Limits (PWL) Test Strip Density	1.000 EACH	_____.	_____.
0108	460.2007 Incentive Density HMA Pavement Longitudinal Joints	21,820.000 DOL	1.00000	21,820.00
Section: 0001			Total:	_____.
			Total Bid:	_____.