Wisconsin Department of Transportation

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

05/17/2018

NOTICE TO ALL CONTRACTORS:

Proposal #20: **8050-04-70, WISC 2018 324**
Siren – Spooner
STH 35 to Viola Lake Road
STH 70
Burnett County

8050-04-80, WISC 2018 325
Siren – Spooner
STH 35 to Viola Lake Road
STH 70
Burnett County

Letting of June 12, 2018

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
3	Prosecution and Progress
4	Holiday Work Restrictions

Added Special Provisions	
Article No.	Description
20	QMP HMA Pavement Nuclear Density

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
637.2230	Signs Reflective Type F	SF	110.03	8.25	118.28

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
12,14,16	Sign plan Details (reflecting change in size of sign plate from 30”x30” to 36”x36”)
25	Misc Quantities (reflects changes in sign quantity)

Deleted Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was deleted)
26	Misc Quantity sheet (Remove duplicate sheet)

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

8050-04-70/80

May 17, 2018

Special Provisions

3. Prosecution and Progress.

Replace paragraph three with the following:

Provide the time frame for construction of the project within the 2018 or 2019 construction seasons to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. If the time frame for construction occurs in the 2019 construction season, show project completion on or before June 28, 2019. Assure that the time frame is consistent with the contract completion time. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the beginning of the approved time frame.

If the contractor does not complete all work within 69 calendar days or prior to 12:01 AM June 29, 2018, whichever comes first, the department will assess liquidated damages conforming to standard spec 108.11.

4. Holiday Work Restrictions.

Add the following to the end of the of time periods for work restrictions:

- From noon Friday, May 24th to 6:00 AM Tuesday, May 28th, 2019

20. QMP HMA Pavement Nuclear Density.

A Description

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

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

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

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

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

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

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

http://www.atwoodsystems.com/

B Materials

B.1 Personnel

(1) Perform HMA pavement density (QC, QV) testing using a HTCP certified nuclear technician I, or a nuclear assistant certified technician (ACT-NUC) working under a certified technician.

(2) If an ACT is performing sampling or testing, a certified technician must coordinate and take responsibility for the work an ACT performs. Have a certified technician ensure that all sampling and testing is performed correctly, analyze test results, and post resulting data. No more than one ACT can work under a single certified technician.

B.2 Testing

(1) Conform to ASTM D2950 and CMM 8.15 for density testing and gauge monitoring methods. Perform nuclear gauge measurements using gamma radiation in the backscatter position. Perform each test for 4 minutes of nuclear gauge count time.

B.3 Equipment

B.3.1 General

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

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

(2) Have the gauge calibrated by the manufacturer or an approved calibration service within 12 months of its use on the project. Retain a copy of the manufacturer's calibration certificate with the gauge.

(3) Before each construction season, and following any calibration of the gauge, the contractor must perform calibration verification for each gauge using the reference blocks located in the department's central office materials laboratory. To obtain information or schedule a time to perform calibration verification, contact the department's Radiation Safety Officer at:

Materials Management Section
3502 Kinsman Blvd.
Madison, Wisconsin 53704
Telephone: (608) 243-5998

B.3.2 Comparison of Nuclear Gauges

B.3.2.1 Comparison of QC and QV Nuclear Gauges

(1) Select a representative section of the compacted pavement before or on the first day of paving for the comparison process. The section does not have to be the same mix design.

(2) Compare the 2 or more gauges used for density measurement (QC, QV). The QC and QV gauge operators will perform the comparison on 5 test sites jointly located. Record each density measurement of each test site for the QC, QV and back up gauges.

(3) Calculate the average of the difference in density of the 5 test sites between the QC and QV gauges. Locate an additional 5 test sites if the average difference exceeds 1.0 lb/ft^3. Measure and record the density on the 5 additional test sites for each gauge.

(4) Calculate the average of the difference in density of the 10 test sites between the QC and QV gauges. Replace one or both gauges if the average difference of the 10 tests exceeds 1.0 lb/ft^3 and repeat comparison process from B.3.2.1 (2).

(5) Furnish one of the QC gauges passing the allowable comparison tolerances to perform density testing on the project.

B.3.2.2 Comparison Monitoring

(1) After performing the gauge comparison specified in B.3.2.1, establish a project reference site approved by the department. Clearly mark a flat surface of concrete or asphalt or other material that will not be disturbed

during the duration of the project. Perform comparison monitoring of the QC, QV, and all back-up gauges at the project reference site.

(2) Conduct an initial 10 density tests with each gauge on the project reference site and calculate the average value for each gauge to establish the gauge's reference value. Use the gauge's reference value as a control to monitor the calibration of the gauge for the duration of the project.

(3) Check each gauge on the project reference site a minimum of one test per day if paving on the project. Calculate the difference between the gauge's daily test result and its reference value. Investigate if a daily test result is not within 1.5 lb/ft^3 of its reference value. Conduct 5 additional tests at the reference site once the cause of deviation is corrected. Calculate and record the average of the 5 additional tests. Remove the gauge from the project if the 5-test average is not within 1.5 lb/ft^3 of its reference value established in B.3.2.2(2).

(4) Maintain the reference site test data for each gauge at an agreed location.

B.4 Quality Control Testing and Documentation

B.4.1 Lot and Sublot Requirements

B.4.1.1 Mainline Traffic Lanes, Shoulders, and Appurtenances

(1) A lot consists of the tonnage placed each day for each layer and target density specified in standard spec 460.3.3.1. A lot may include partial sublots.

(2) Divide the roadway into sublots. A sublot is 1500 lane feet for each layer and target density.

(3) A sublot may include HMA placed on more than one day of paving. Test sublots at the pre-determined random locations regardless of when the HMA is placed. No additional testing is required for partial sublots at the beginning or end of a day's paving.

(4) If a resulting partial quantity at the end of the project is less than 750 lane feet, include that partial quantity with the last full sublot of the lane. If a resulting partial quantity at the end of the project is 750 lane feet or more, create a separate sublot for that partial quantity.

(5) Randomly select test locations for each sublot as specified in CMM 8.15 before paving and provide a copy to the engineer. Locate and mark QC density test sites when performing the tests. Perform density tests before opening the roadway to traffic.

(6) Use Table 1 to determine the number of tests required at each station, depending on the width of the lane being tested. When more than one test is required at a station, offset the tests 10 feet longitudinally from one another to form a diagonal testing row across the lane.

Table 1

Lane Width	No. of Tests	Transverse Location
5 ft or less	1	Random
Greater than 5 ft to 9 ft	2	Random within 2 equal widths
Greater than 9 ft	3	Random within 3 equal widths

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

(1) A lot represents a combination of the total daily tonnage for each layer and target density.

(2) Each side road, crossover, turn lane, ramp, and roundabout must contain at least one sublot for each layer.

(3) If a side road, crossover, turn lane, or ramp is 1500 feet or longer, determine sublots and random test locations as specified in B.4.1.1.

(4) If a side road, crossover, turn lane, or ramp is less than 1500 feet long, determine sublots using a maximum of 750 tons per sublot and perform the number of random tests as specified in Table 2.

Table 2

Side Roads, Turn Lanes, Crossovers, Ramps, Roundabouts: Sublot/Layer tonnage	Minimum Number of Tests Required
25 to 100 tons	1
101 to 250 tons	3
251 to 500 tons	5
501 to 750 tons	7

B.4.2 Pavement Density Determination

B.4.2.1 Mainline Traffic Lanes and Appurtenances

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

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

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

B.4.2.2 Mainline Shoulders

B.4.2.2.1 Width Greater Than 5 Feet

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

B.4.2.2.2 Width of 5 Feet or Less

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

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

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

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

B.4.2.4 Documentation

(1) Document QC density test data as specified in CMM 8.15. Provide the engineer with the data for each lot within 24 hours of completing the QC testing for the lot.

B.4.3 Corrective Action

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

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

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

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

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

(6) If 2 consecutive sublot averages within the same paving pass and same target density are more than one percent below the specified target density, notify the engineer and take necessary corrective action. Document the locations of such sublots and the corrective action that was taken.

B.5 Department Testing

B.5.1 Verification Testing

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

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

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

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

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

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

B.5.2 Independent Assurance Testing

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

B.6 Dispute Resolution

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

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

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

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

B.7 Acceptance

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

C (Vacant)

D (Vacant)

E Payment

E.1 QMP Testing

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

E.2 Disincentive for HMA Pavement Density

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

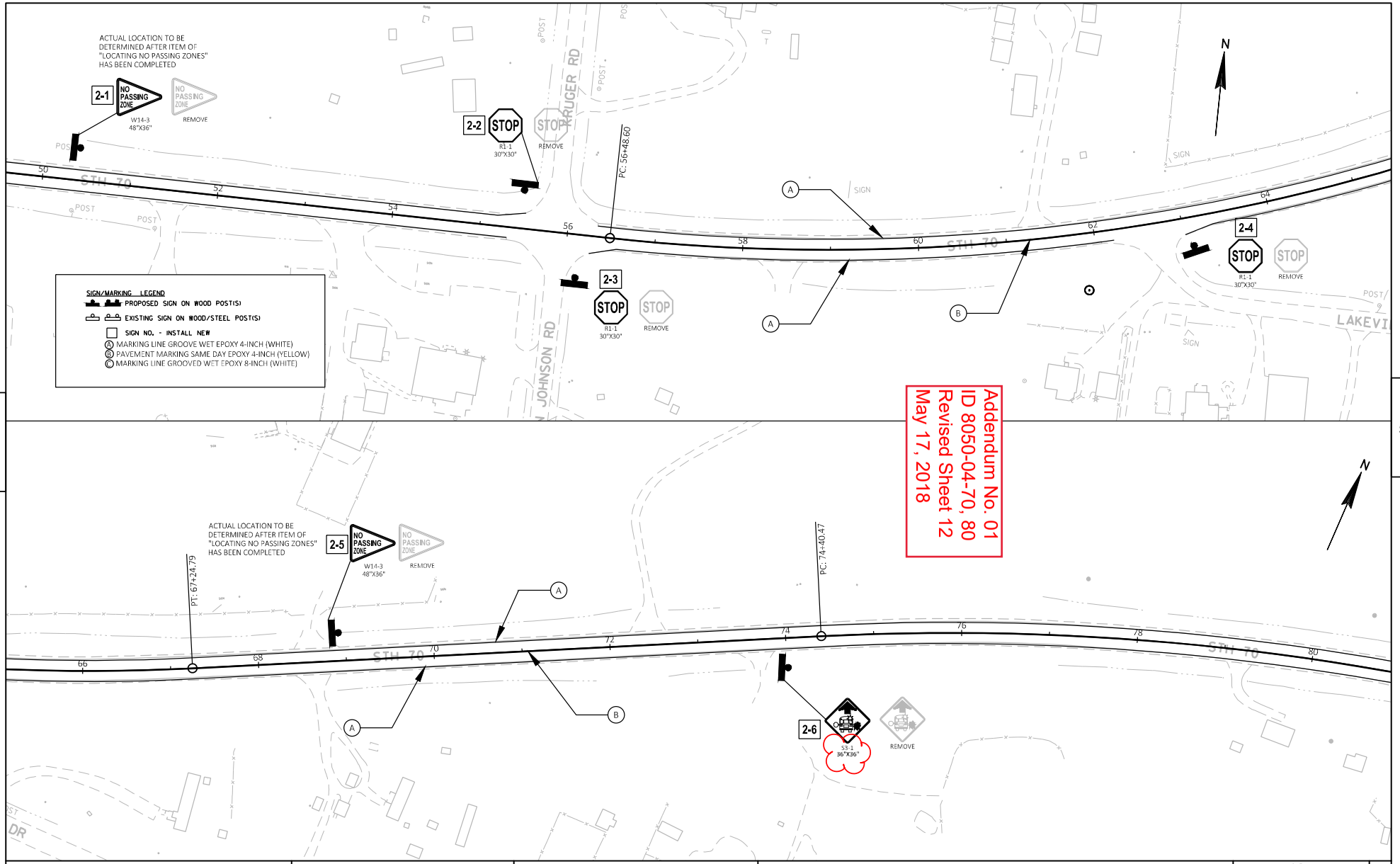
E.3 Incentive for HMA Pavement Density

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

Schedule of Items
Attached, dated May 17, 2018, are the revised Schedule of Items Page 3.

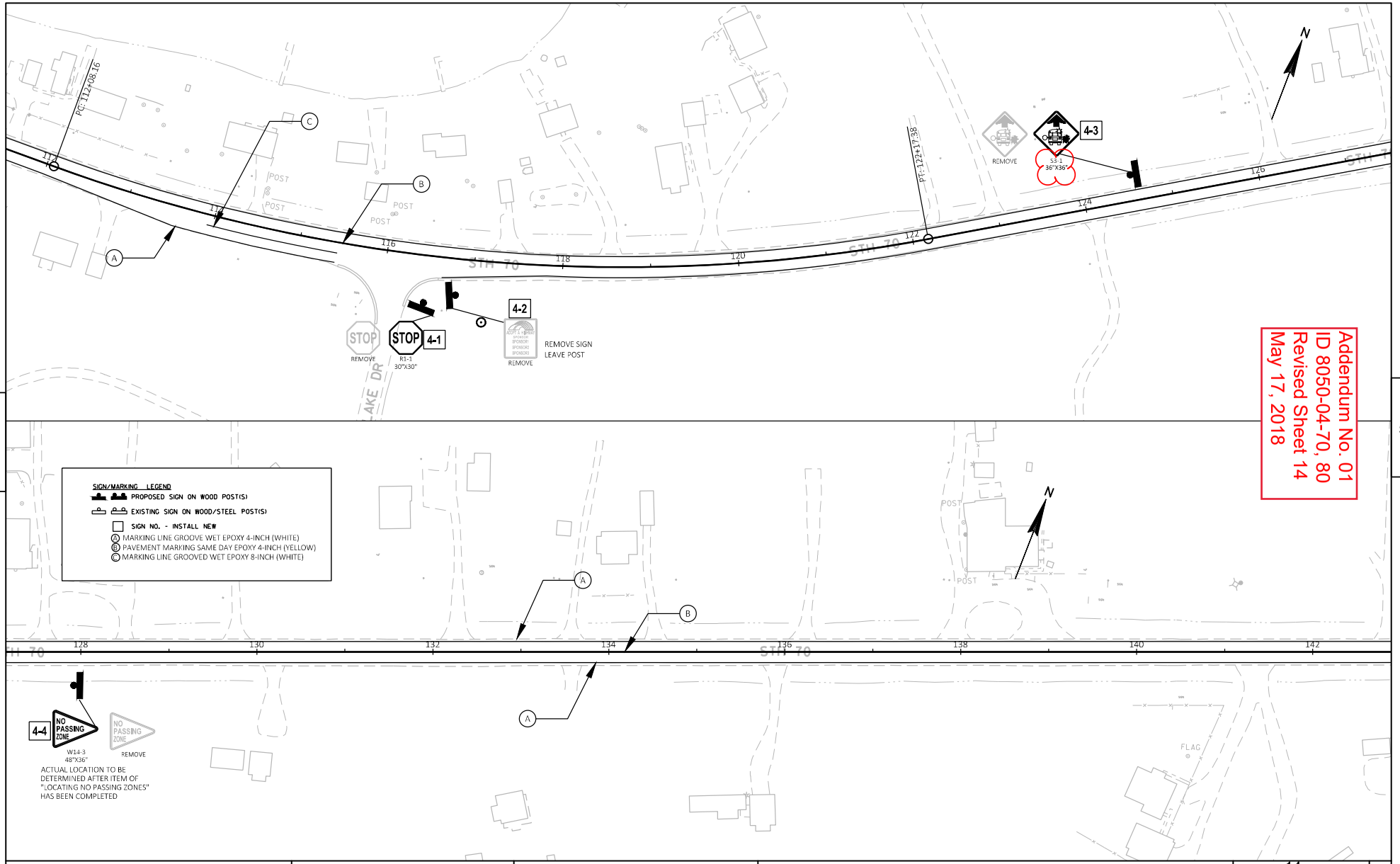
Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 12, 14, 16, and 25.

END OF ADDENDUM



PROJECT NO: 8050-04-70,80	HWY: STH 70	COUNTY: BURNETT	PERMANENT SIGNING & MARKING	SHEET 12 ____ E

FILE NAME : N:\PDS\C3D\80500401\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023202_PS
PLOT DATE : 2/9/2018 7:31 AM
PLOT BY : VAN NATTA, MATTHEW G
PLOT NAME : _____
PLOT SCALE : ##########

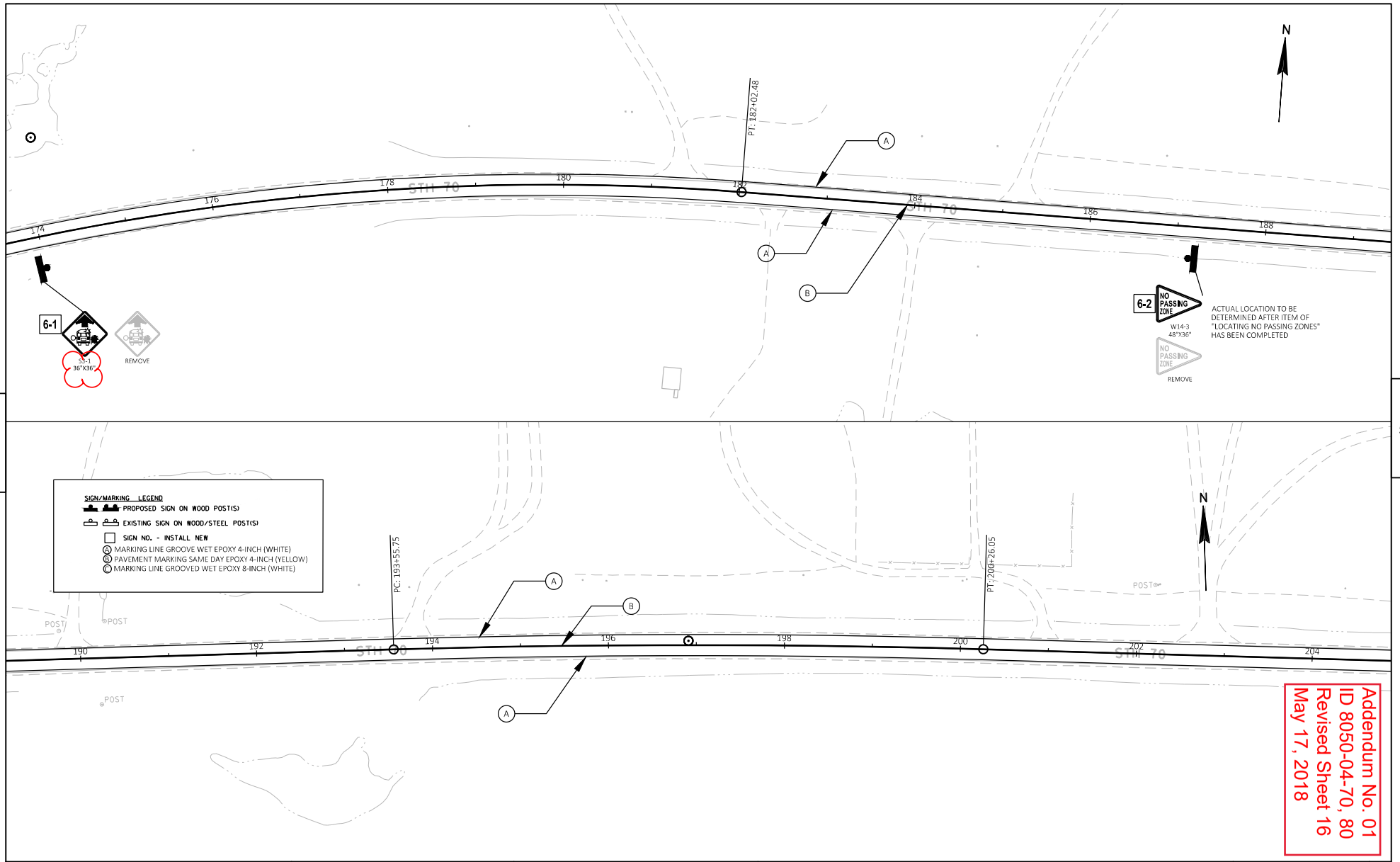


Addendum No. 01
ID 8050-04-70, 80
Revised Sheet 14
May 17, 2018

PROJECT NO: 8050-04-70,80	HWY: STH 70	COUNTY: BURNETT	PERMANENT SIGNING & MARKING	SHEET 14	E

FILE NAME : N:\PDS\C3D\80500401\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023204_PS
PLOT DATE : 2/9/2018 7:31 AM
PLOT BY : VAN NATTA, MATTHEW G
PLOT NAME : _____
PLOT SCALE : ##########

WISDOT/CADDS SHEET 42



Addendum No. 01
ID 8050-04-70, 80
Revised Sheet 16
May 17, 2018

PROJECT NO: 8050-04-70,80	HWY: STH 70	COUNTY: BURNETT	PERMANENT SIGNING & MARKING	SHEET 16 ____ E

FILE NAME : N:\PDS\C3D\80500401\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023206_PS
PLOT DATE : 2/9/2018 7:31 AM
PLOT BY : VAN NATTA, MATTHEW G
PLOT NAME : _____
PLOT SCALE : ##########

PERMANENT SIGNING ITEMS

CAT.	NO.	STATION	LOC	634.0414 POSTS WOOD 4X4-INCH 14-FOOT EACH	634.0614 POSTS WOOD 4X6-INCH 14-FOOT EACH	634.0616 POSTS WOOD 4X6-INCH 16-FOOT EACH	CODE	SIZE	MESSAGE	637.2210 SIGNS TYPE II REFLECTIVE TYPE H SF	637.2230 SIGNS TYPE II REFLECTIVE TYPE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 SMALL SIGN SUPPORTS EACH	REMARKS
0010	1-1	24+00	LT			1	M1-6	24"x24"	STH 35	4.00		1	1	
0010	1-2	24+00	LT				M2-1	24"x15"	JCT	2.19		1		STH 35 ASSEMBLY
0010	1-3	26+00	LT			1	W6-1	36"X36"	DIVIDED HIGHWAY		9.00	1	1	
0010	1-4	28+10	RT			1	W14-3	48"X36"	NO PASSING ZONE		12.00	1	1	
0010	1-5	24+00	RT			1	W6-3	36"X36"	TWO-WAY TRAFFIC		9.00	1	1	
0010	1-6	37+90	RT		1		R1-1	30"x30"	STOP	5.18		1	1	
0010	2-1	50+25	LT	1			W14-3	48"X36"	NO PASSING ZONE		5.56	1	1	
0010	2-2	55+30	LT	1			R1-1	30"x30"	STOP	5.18		1	1	
0010	2-3	56+15	RT	1			R1-1	30"x30"	STOP	5.18		1	1	
0010	2-4	63+00	RT		1		R1-1	30"x30"	STOP	5.18		1	1	
0010	2-5	69+00	LT	1			W14-3	48"X36"	NO PASSING ZONE		5.56	1	1	
0010	2-6	74+00	RT		1		S3-1	36"x36"	SCHOOL BUS STOP		9.00	1	1	
0010	3-1	83+90	LT	1			R1-1	30"x30"	STOP	5.18		1	1	
0010	3-2	84+10	RT		1		R1-1	30"x30"	STOP	5.18		1	1	
0010	3-3	88+30	LT	1			R1-1	30"x30"	STOP	5.18		1	1	
0010	3-4	89+65	RT	1			R1-1	30"x30"	STOP	5.18		1	1	
0010	3-5	89+90	RT		1		R7-1L	18"x24"	NO PARKING LEFT	3.00		1	1	
0010	3-6	89+90	LT	1			R7-1R	18"x24"	NO PARKING RIGHT	3.00		1	1	
0010	3-7	91+50	RT	1			R1-1	30"x30"	STOP	5.18		1	1	
0010	3-8	92+20	RT	1			R7-1D	18"x24"	NO PARKING BOTH	3.00		1	1	
0010	3-9	92+20	LT	1			R7-1D	18"x24"	NO PARKING BOTH	3.00		1	1	
0010	3-10	93+85	RT	1			W14-3	48"X36"	NO PASSING ZONE		5.56	1	1	
0010	3-11	95+10	LT	1			R7-1D	18"x24"	NO PARKING BOTH	3.00		1	1	
0010	3-12	95+10	RT	1			R7-1D	18"x24"	NO PARKING BOTH	3.00		1	1	
0010	3-13	96+80	LT	1			R1-1	30"x30"	STOP	5.18		1	1	
0010	3-14	97+60	LT	1			R7-1D	18"x24"	NO PARKING BOTH	3.00		1	1	
0010	3-15	99+27	RT	1			R9-55	18"x24"	NO FISHING	3.00		1	1	
0010	3-16	99+47	LT				W5-52R	12"x36"	HAZARD LEFT		3.00	1		
0010	3-17	99+47	RT				W5-52L	12"x36"	HAZARD RIGHT		3.00	1		
0010	3-18	100+25	LT				W5-52L	12"x36"	HAZARD RIGHT		3.00	1		
0010	3-19	100+27	RT				W5-52R	12"x36"	HAZARD LEFT		3.00	1		
0010	3-20	100+13	LT		1		W14-3	48"X36"	NO PASSING ZONE		5.56	1	1	
0010	3-21	100+13	LT			1	R7-1D	18"x24"	NO PARKING BOTH	3.00		1	1	
0010	3-22	100+10	RT	1			R7-1D	18"x24"	NO PARKING BOTH	3.00		1	1	
0010	3-23	102+72	LT	1			R1-1	30"x30"	STOP		5.18	1	1	
0010	3-24	103+85	LT	1			R1-1	30"x30"	STOP		5.18	1	1	
0010	3-25	104+85	RT	1			R7-1D	18"x24"	NO PARKING BOTH	3.00		1	1	
0010	3-26	104+85	LT	1			R7-1D	18"x24"	NO PARKING BOTH	3.00		1	1	
0010	3-27	107+85	RT	1			R7-1D	18"x24"	NO PARKING BOTH	3.00		1	1	
0010	3-28	107+85	LT	1			R7-1D	18"x24"	NO PARKING BOTH	3.00		1	1	
0010	3-29	110+10	RT	1			R7-1R	18"x24"	NO PARKING RIGHT	3.00		1	1	
0010	3-30	110+10	LT	1			R7-1L	18"x24"	NO PARKING LEFT	3.00		1	1	
0010	4-1	116+50	RT	1			R1-1	30"x30"	STOP	5.18		1	1	
0010	4-2	116+85	RT		0		I55-56	30"x36"	ADOPT-A-HIGHWAY	0.00		1		
0010	4-3	124+55	LT	1			S3-1	36"x36"	SCHOOL BUS STOP		9.00	1	1	
0010	4-4	127+95	RT		1		W14-3	48"X36"	NO PASSING ZONE		5.56	1	1	
0010	5-1	161+60	LT		1		W14-3	48"X36"	NO PASSING ZONE		5.56	1	1	
0010	5-2	163+60	RT	1			R1-1	30"x30"	STOP	5.18		1	1	
0010	5-3	170+50	LT	1			R1-1	30"x30"	STOP	5.18		1	1	
0010	6-1	174+00	RT	1			S3-1	36"x36"	SCHOOL BUS STOP		9.00	1	1	
0010	6-2	187+15	RT		1		W14-3	48"X36"	NO PASSING ZONE		5.56	1	1	
0010	8-1	248+95	LT	1			R1-1	30"x30"	STOP	5.18		1	1	
0010	8-2	249+70	RT	1			R1-1	30"x30"	STOP	5.18		1	1	
0010	8-3	250+00	RT	0			I55-56	30"x36"	ADOPT-A-HIGHWAY	0.00		1		
		TOTAL		33	9	5				131.89	118.28	54	47	

Addendum No. 01
ID 8050-04-70, 80
Revised Sheet 25
May 17, 2018

ALL QUANTITIES FOR 8050-04-70 PROJECT UNLESS OTHERWISE NOTED

Proposal ID: 20180612020 Project(s): 8050-04-70, 8050-04-80

Federal ID(s): WISC 2018324, WISC 2018325

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0066	629.0210 Fertilizer Type B	1.000 CWT	_____.____	_____.____
0068	630.0120 Seeding Mixture No. 20	8.000 LB	_____.____	_____.____
0070	633.5200 Markers Culvert End	10.000 EACH	_____.____	_____.____
0072	634.0414 Posts Wood 4x4-Inch X 14-FT	33.000 EACH	_____.____	_____.____
0074	634.0614 Posts Wood 4x6-Inch X 14-FT	9.000 EACH	_____.____	_____.____
0076	634.0616 Posts Wood 4x6-Inch X 16-FT	5.000 EACH	_____.____	_____.____
0078	637.2210 Signs Type II Reflective H	131.890 SF	_____.____	_____.____
0080	637.2230 Signs Type II Reflective F	118.280 SF	_____.____	_____.____
0082	638.2602 Removing Signs Type II	54.000 EACH	_____.____	_____.____
0084	638.3000 Removing Small Sign Supports	47.000 EACH	_____.____	_____.____
0086	642.5201 Field Office Type C	1.000 EACH	_____.____	_____.____
0088	643.0300 Traffic Control Drums	1,840.000 DAY	_____.____	_____.____
0090	643.0310.S Temporary Portable Rumble Strips	1.000 LS	_____.____	_____.____
0092	643.0420 Traffic Control Barricades Type III	350.000 DAY	_____.____	_____.____
0094	643.0705 Traffic Control Warning Lights Type A	700.000 DAY	_____.____	_____.____
0096	643.0900 Traffic Control Signs	584.000 DAY	_____.____	_____.____
0098	643.5000 Traffic Control	1.000 EACH	_____.____	_____.____