



Wisconsin Department of Transportation

Division of Transportation Systems Development

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

November 2, 2018

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

NOTICE TO ALL CONTRACTORS:

Proposal #37: 8090-00-70, WISC 2018 458
Menomonie - Ridgeland
STH 170 to STH 64
STH 25
Dunn County

8090-00-71, WISC 2018 459
Menomonie - Ridgeland
STH 170 to STH 64
STH 25
Dunn County

8100-01-71, WISC 2018 460
Menomonie - Ridgeland
Hay River Bridge B-17-0225
STH 25
Dunn County

Letting of November 13, 2018

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
3	Prosecution and Progress

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

Deleted Special Provisions	
Article No.	Description
23	Asphaltic Surface, Item 465.0105

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
460.2000	Incentive Density HMA Pavement	DOL	2,580	6,810	9,390
460.2005	Incentive Density PWL HMA Pavement	DOL	25,225	-3,705	21,520
460.2010	Incentive Air Voids HMA Pavement	DOL	25,225	8,715	33,940
460.6223	HMA Pavement 3 MT 58-28 S	TON	13,760	7,325	21,085
460.6644	HMA Pavement 4 MT 58-34 V	TON	12,250	600	12,850
649.0105	Temporary Marking Line Paint 4-Inch	LF	22,015	22,015	44,030
SPV.0060.01	HMA Pavement PWL Test Strip Volumetrics	EA	2	1	3

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
465.0105	Asphaltic Surface	TON	3,030	-3,030	0
460.6445	HMA Pavement 5 MT 58-34 S	TON	1,340	-1,340	0

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
Project 8090-00-70	
2	General Notes: Struck out the 8 th paragraph in the General Notes referring to removed item Asphaltic Surface
4	Typical Sections: Revised milling depth in shoulders, revised paved shoulder lower layer mix type and depth, added note regarding milling or wedging at centerline, added note regarding shaping shoulders to match lower pavement layer
5	Typical Sections: Revised milling depth in shoulders, revised paved shoulder lower layer mix type and depth, added note regarding milling or wedging at centerline, added note regarding shaping shoulders to match lower pavement layer
6	Construction Details: Revised paved driveway details to use HMA 4MT rather than deleted item Asphaltic Surface
7	Construction Details: Revised lower layer in butt joint details to HMA 3MT rather than deleted item Asphaltic Surface
8	Construction Details: Revised HMA depth along guardrail to 5.25"
32	Miscellaneous Quantities: Struck table for removed item Asphaltic Surface, revised HMA 3 MT table to account for increased shoulder depth, added driveway flare quantity to HMA 5MT table
34	Miscellaneous Quantities: Revised 649.0105 item quantity and added notes regarding temporary and same day marking placement
37	Miscellaneous Quantities: Revised PWL table
38	Miscellaneous Quantities: Struck table for removed item Asphaltic Surface, added table for HMA 3MT
Project 8100-01-71	
2	General Notes: Revised paragraph 12 in the General Notes to update the pavement types and depths
3	Typical Sections: Revised HMA pavement depths for upper and lower layers and changed upper layer to HMA Pavement 4MT
14	Miscellaneous Quantities: Updated the HMA 3MT table quantities and changed to HMA 5MT table to HMA 4MT and updated quantities

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
8090-00-70, 8090-00-71, & 8100-01-71
November 5, 2018

Special Provisions

3. Prosecution and Progress

Replace paragraphs two thru five with the following:

Mill the mainline and shoulders to the depths specified in the plans. Base aggregate may be encountered within the mainline and shoulder milling depths. Do not mill more existing pavement than can be replaced with the lower layer of pavement on the same day. If unable to match the milling or paving limits in both directions the same day, install and remove a temporary wedge or taper mill the existing pavement in the opposing lane to match the lower layer at the centerline at no additional cost to the Department. An uneven joint at the centerline will not be permitted to remain at the end of the work day. Shape the shoulders to match the lower pavement layer by the end of the work day.

Place the mainline and shoulder pavement lower layers within the completed milling limits on the same day that milling is started. Traffic will not be permitted to operate on milled surfaces after the end of the work day. Mainline and shoulder pavement lower layers are subject to PWL QMP.

Pave the mainline and shoulder surface layers over the entire roadway width by the end of each day or place a temporary wedge at the centerline at no additional cost to the Department. An uneven joint at the centerline will not be permitted to remain at the end of the work day. Mainline and shoulder upper/surface layers are subject to PWL QMP.

23. DELETED

**35. 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://wisconsin.gov/Pages/doing-business/eng-consultants/cnslt-rsrcs/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/ft³. 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/ft³ 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/ft³ 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/ft³ 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 subplot densities using the individual test results in each subplot.
- (2) If all subplot 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 subplot average is more than one percent below the target density, do not include the individual test results from that subplot when computing the lot average density and remove that subplot's tonnage from the daily quantity for incentive. The tonnage from any such subplot 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 subplot 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 subplot 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 subplot. Testing in a previously accepted subplot 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 subplot 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 subplot and lot densities.
- (6) If 2 consecutive subplot 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 subplot 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 subplot using the same testing requirements and frequencies as the QC tester.
- (3) If the verification subplot average is not more than one percent below the specified minimum target density, use the QC tests for acceptance.
- (4) If the verification subplot average is more than one percent below the specified target density, compare the QC and QV subplot averages. If the QV subplot average is within 1.0 lb/ft³ of the QC subplot average, use the QC tests for acceptance.
- (5) If the first QV/QC subplot average comparison shows a difference of more than 1.0 lb/ft³ each tester will perform an additional set of tests within that subplot. Combine the additional tests with the original set of tests to compute a new subplot average for each tester. If the new QV and QC subplot averages compare to within 1.0 lb/ft³, use the original QC tests for acceptance.
- (6) If the QV and QC subplot averages differ by more than 1.0 lb/ft³ 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 subplot density test results or retesting of the subplot in dispute within 48 hours of paving. Traffic control costs will be split between the department and the contractor.

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

B.7 Acceptance

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

C (Vacant)

D (Vacant)

E Payment

E.1 QMP Testing

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

E.2 Disincentive for HMA Pavement Density

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

E.3 Incentive for HMA Pavement Density

- (1) The department will administer density incentives as specified in standard spec 460.5.2.3.
stp-460-020 (20161130)

Schedule of Items

Attached, dated November 5, 2018, are the revised Schedule of Items Pages 1 – 8.

Plan Sheets

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

Revised: 2, 4, 5, 6, 7, 8, 32, 34, 37, and 38 in Project 8090-00-70 and 2, 3, 14, and 16 in Project 8100-01-71.

END OF ADDENDUM

GENERAL NOTES

NO TREES OR SHRUBS SHALL BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE BEEN DESIGNATED FOR REMOVAL BY THE ENGINEER. DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOIL, FERTILIZED, SEEDED AND EROSION MAT AS DIRECTED BY THE ENGINEER. ALL PRIVATE DRIVEWAYS AND COMMERCIAL ENTRANCES SHALL BE RESTORED TO BE DETERMINED BY THE ENGINEER. PAVING LIMITS ARE TO BE DETERMINED BY THE ENGINEER.

LOCATION OF UNDERGROUND UTILITIES AS SHOWN ON THE PLAN ARE APPROXIMATE, THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

ALL RADI ARE MEASURED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED ON THE PLAN.

CURVE DATA IS BASED ON THE ARC DEFINITION.

ASPHALTIC SURFACE PATCHING ITEM IS TO BE USED FOR LEVELING WEDDING, PAVED SHOULDER LOWER LAYERS, PAVED DRIVEWAYS, AND SPOT REPAIR. ASPHALTIC SURFACE PATCHING ITEM IS TO BE USED FOR RAMPING AT BUTT JOINT SAW CUTS, MISCELLANEOUS REPAIRS OF POTHOLES AND POPOUTS THAT OCCUR DURING CONSTRUCTION.

PLACE THE LOWER MAINLINE PAVEMENT LAYER ON THE SAME DAY THAT THE EXISTING PAVEMENT IS MILLED.

PRIOR TO THE PLACEMENT OF MCS GUARDRAIL, THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED UNLESS SHOWN OTHERWISE.

THE EROSION CONTROL FEATURES AS SHOWN ON THE PLAN DETAILS ARE AT SUGGESTED LOCATIONS, THEIR EXACT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

WETLANDS MAY EXIST IN LOCATIONS THAT ARE NOT SHOWN IN THE PLANS. DO NOT STAGE IN OR DISTURB WETLANDS AREAS.

WHEN THE QUANTITY OF BASE AGGREGATE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN IN THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE PROPOSED SHOULDER WIDTHS SHOWN IN THE TYPICAL SECTIONS ARE MINIMUM WIDTH, PERPETUATE EXISTING SHOULDERS THAT ARE WIDER THAN WHAT IS SHOWN IN THE TYPICAL SECTION.

THE LATEST APPROVED DOT & WEDGE JOINT SHOULD NOT BE USED ON THE UPPER LAYER WITHIN THE FINAL PAVEMENT STRUCTURE. THE CONTRACTOR SHOULD MILL OUT ANY WEDGE USED FOR TRAFFIC STAGING PRIOR TO PLACING THE ADJACENT LANE.

REMOVE ALL EXISTING CULVERT MARKER POSTS. "MARKERS CULVERT END" REQUIRED AT ALL CROSS CULVERT LOCATIONS.

STANDARD ABBREVIATIONS

A.A.D.T. ANNUAL AVERAGE DAILY TRAFFIC
 B.G.D. BRIDGE GATE DENSE
 C/L CENTERLINE
 C/R CORRUGATED METAL CULVERT PIPE
 C/P CORRUGATED METAL CULVERT PIPE
 D.D. DAILY HOURLY TRAFFIC
 D.H.V. DAILY HOURLY TRAFFIC VOLUME
 EAT ENERGY ABSORBING TERMINAL
 E.B. EASTBOUND
 E.W. WESTBOUND
 ESALS EQUIVALENT SINGLE AXLE LOADS
 F.O. FIBER OPTIC
 INV INVERT
 L.F. LINEAR FEET
 L.F. OR L.F. LEFT
 L.T. LEFT
 MAX. MAXIMUM
 MIN. MINIMUM
 NB. NORTHBOUND
 NPZ NO PASSING ZONE
 OH OVERHEAD
 P.E. PRIVATE ENTRANCE
 R/LD OR RL REFERRED
 R/W RIGHT OF WAY
 S.D. SOUTHBOUND
 S.D. STATION
 S.F. SQUARE FOOT
 STH STATE HIGHWAY
 T.T. TRUCK TRAFFIC
 T.L.E. TEMPORARY LIMITED EASEMENT
 TYP. TYPICAL
 VAR. VARIES
 WB WESTBOUND

WISDOT REGIONAL CONTACT

TYLER RONGSTAD
 WISDOT NORTHWEST REGION
 718 WEST CLAREMONT AVENUE
 EAU CLAIRE, WI 54701
 (715) 461-0372

TM WASON
 WISDOT NORTHWEST REGION
 EAU CLAIRE OFFICE
 718 WEST CLAREMONT AVENUE
 EAU CLAIRE, WI 54701
 (715) 832-5366

DMR LIAISON

CHRIS WILLGER
 DMR WEST CENTRAL REGION HO
 3618 N. HASTINGS WAY - STE. 100
 EAU CLAIRE, WI 54702
 (715) 839-8609

DESIGN CONTACT
 LEMING, ANDRE & ASSOCIATES, INC.
 3618 N. HASTINGS WAY - STE. 100
 EAU CLAIRE, WI 54703
 (715) 832-8400
 mlgund@ygrdc-engineers.com

UTILITIES

COMMUNICATIONS:
 KYLE SCHLAMP
 CENTURYLINK
 20 S WILSON AVE
 EAU CLAIRE, WI 54701
 (715) 234-5572
 Kyle.schlamp@centurylink.com

SHANE YODER
 CENTURYLINK
 201 MCCANN DR
 ALTOONA, WI 54701
 (715) 837-8940 EXT. 5113
 Shane.yoder@charter.net

DENNIS W. RUSSETT
 MOSAIC TELECOM
 401 S 1ST STREET
 ALTOONA, WI 54702
 (715) 488-5378
 dtdenn@mosaictelecom.com

ELECTRICITY:
 ROB MALY
 DARYLAND POWER COOPERATIVE
 2200 EXETER AVE S
 LA CROSSE, WI 54602
 (608) 787-1248
 Rob.Maly@dairylandpower.com

MIKE ANDRASCHKO
 DUNN ENERGY COOPERATIVE
 N5725 600TH ST.
 WISCONSIN
 (608) 232-6240
 mandr@dunnenergy.com

BRUCE ZEMKE
 XCEL ENERGY
 414 NICOLLET MALL
 MINNEAPOLIS, MN 55401
 (612) 330-1789
 bruce.zemke@xcelenergy.com

GAS/PETROLEUM:
 STEVEN KEILEN, RONALD MINNICK
 VIKING GAS TRANSMISSION COMPANY
 2077 70TH AVE
 CEDAR RAPIDS, IA 52402
 (715) 234-2165
 Steven.Keilen@viking.com,
 Ronald.Minnick@viking.com

LENS KLAPP
 WE ENERGIES
 804 W. SOUTH STREET
 RICE LAKE, WI 54688
 (715) 234-6046
 lens.klapp@we-energies.com

MUNICIPAL WATER/SEWER:
 CHRIS COBBELL
 VILLAGE OF WHEELER MUNICIPAL
 WATER & SEWER
 105 W. TOWER RD
 WHEELER, WI 54772
 (715) 532-2448
 vcobb@wheeler-wi.com
 office@wheeler-wi.com

BAILROAD:
 JACKIE MACIEWICZ
 WISCONSIN CENTRAL LTD (CN)
 1000 WEST STEVENS POINT
 STEVENS POINT, WI 54481
 (715) 345-2503
 Jackie.maciewicz@cn.ca

Addendum No. 01
 ID 8090-00-70
 Revised Sheet 2
 November 5, 2018

WISCONSIN CENTRAL LTD (CN) IS NOT PART OF DIGGERS HOTLINE
 CONTACT CN BEFORE YOU DIG: (734) 783-4533

DIGGERS HOTLINE
 Dial 811 or (800)242-8511
 www.DiggersHotline.com

PROJECT NO: 8090-00-70

HWY: STH 25

COUNTY: DUNN

GENERAL NOTES

SHEET 2

E

FILE NAME : F:\DRAWINGS\2014-114\0002\80900000\0\SHEETSP\AN\020101_CN.DWG

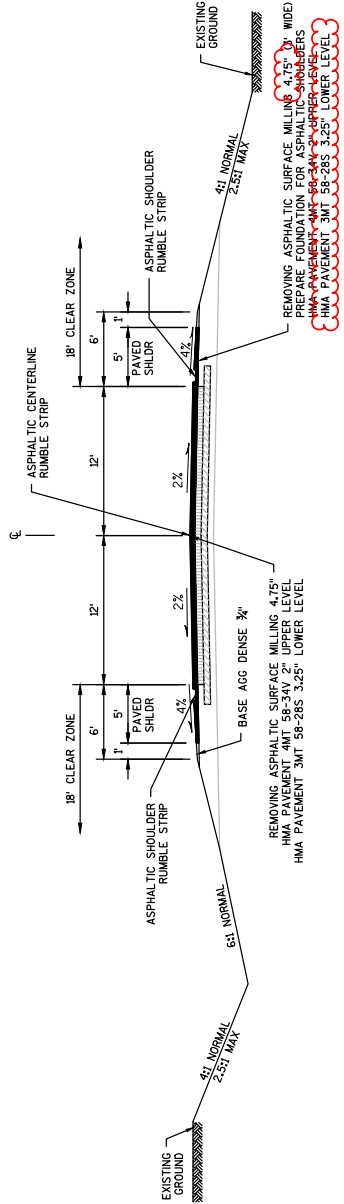
PLOT DATE : 11/1/2018 1:46 PM

PLOT BY : MATT GUNDRY

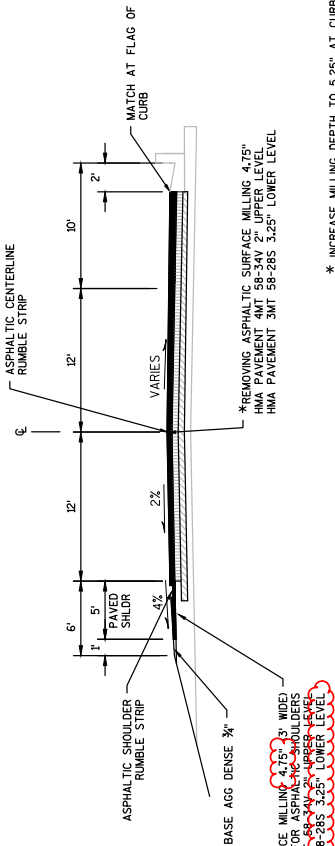
PLOT SCALE : 1 IN:10 FT

WISDOT/CADD SHEET 42

Addendum No. 01
 ID 8090-00-70
 Revised Sheet 4
 November 5, 2018



FINISHED TYPICAL SECTION
 STA 1+50 TO STA 8+00
 STA 23+50 TO STA 268+85
 STA 273+10 TO STA 296+16



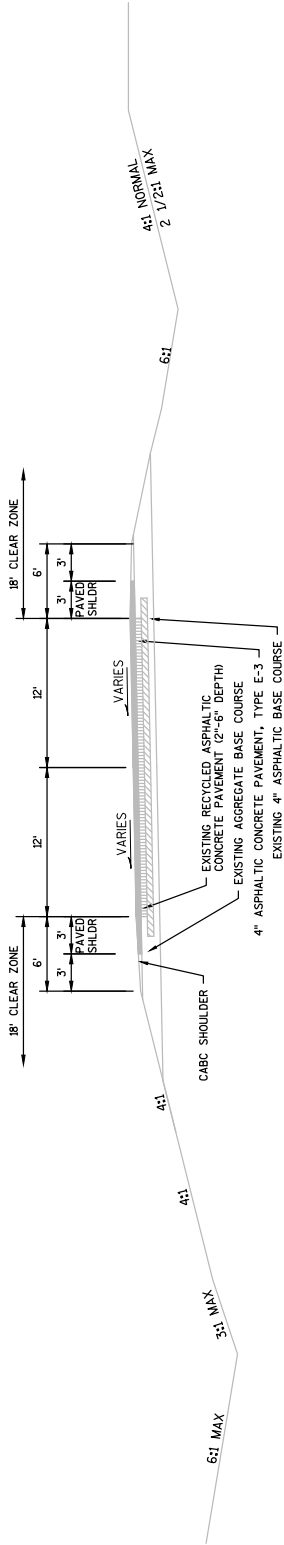
FINISHED TYPICAL SECTION
 STA 268+85 TO STA 273+10

NOTES:
 BASE COURSE MIGHT BE ENCOUNTERED WHEN MILLING MAINLINE AND SHOULDER PAVEMENTS
 MILLING OR TEMPORARY WEDGING REQUIRED TO MAINTAIN CONSTANT PAVEMENT THICKNESS AT THE END OF EACH WORK DAY IS INCIDENTAL TO THE ITEM REMOVING ASPHALTIC SURFACE MILLING.
 THE ITEM SHARPING SHOULDERS IS PROVIDED TO PREPARE FOUNDATION FOR ASPHALTIC SHOULDER HMA PAVEMENT LOWER LEVEL, ELIMINATING THE VERTICAL JOINT AT THE EDGE OF THE MILLING LIMITS, AND ENSURING PROPER DRAINAGE AT THE END OF EACH WORK DAY.

REMOVING ASPHALTIC SURFACE MILLING 4.75' (3' WIDE) SHOULDER HMA PAVEMENT 4MT 58-54V 3.25\"/>

*REMOVING ASPHALTIC SURFACE MILLING 4.75\"/>

* INCREASE MILLING DEPTH TO 5.25\"/>



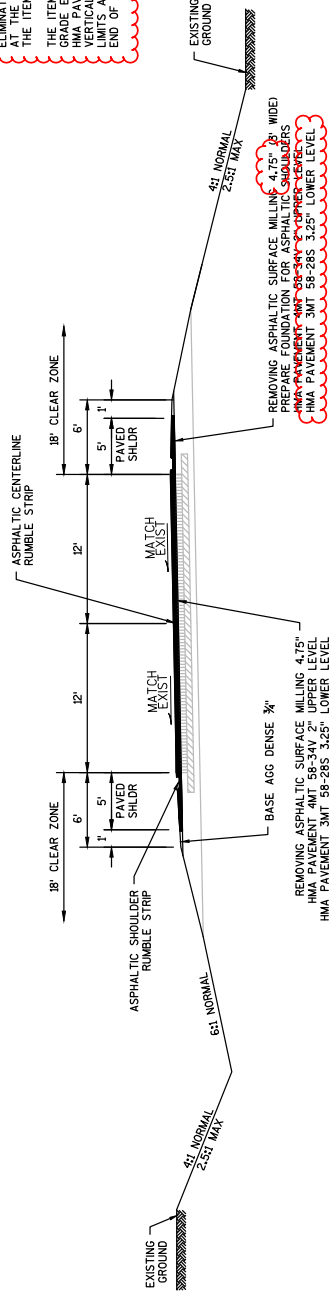
EXISTING SUPERELEVATED TYPICAL SECTION STH 25

- STA 93+74.00 TO STA 102+36.46
- STA 106+53.29 TO STA 122+59.74
- STA 127+93.08 TO STA 136+70.81
- STA 232+44.20 TO STA 172+37.41
- STA 263+63.21 TO STA 282+85.00

NOTES:

BASE COURSE MIGHT BE ENCOUNTERED WHEN MILLING MAINLINE AND SHOULDER PAVEMENTS. MILLING OR TEMPORARY WEDGING REQUIRED TO ELIMINATE VERTICAL OFFSET JOINT AT CENTERLINE AT THE END OF EACH WORK DAY IS INCIDENTAL TO THE ITEM REMOVING ASPHALTIC SURFACE MILLING.

THE ITEM SHAPING SHOULDERS IS PROVIDED TO GRADE EXISTING SHOULDER MATERIAL TO MATCH HMA PAVEMENT LOWER LEVEL. ELIMINATING THE VERTICAL OFFSET JOINT AT THE END OF EACH WORK DAY. THE MILLING LIMITS ARE TO BE MAINTAINED TO ENSURE PROPER DRAINAGE AT THE END OF EACH WORK DAY.

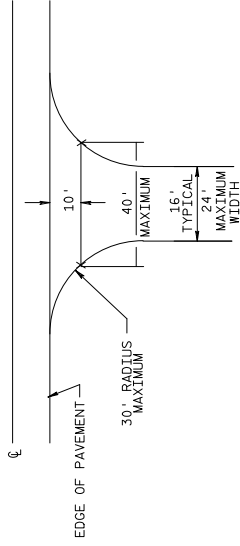


FINISHED SUPERELEVATED TYPICAL SECTION STH 25

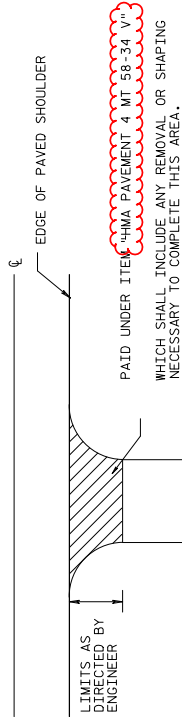
- STA 93+74.00 TO STA 102+36.46
- STA 106+53.29 TO STA 122+59.74
- STA 127+93.08 TO STA 136+70.81
- STA 232+44.20 TO STA 172+37.41
- STA 263+63.21 TO STA 282+85.00

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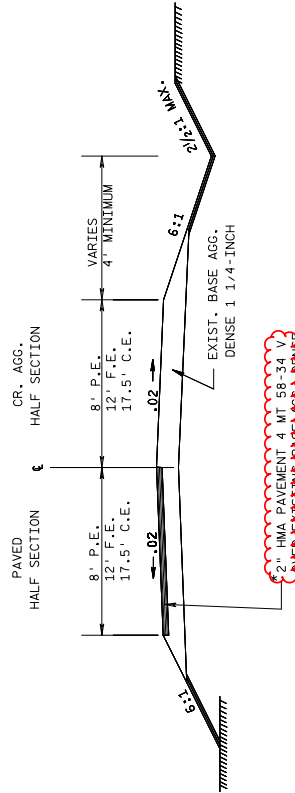
RURAL DRIVEWAY DETAIL - ASPHALT



TYPICAL DRIVEWAY DETAIL (NON-COMMERCIAL RURAL)



ANY ADDITIONAL BASE AGG. DENSE REQ'D. SHALL BE PAID UNDER ITEM - "BASE AGGREGATE DENSE 3/4-INCH"



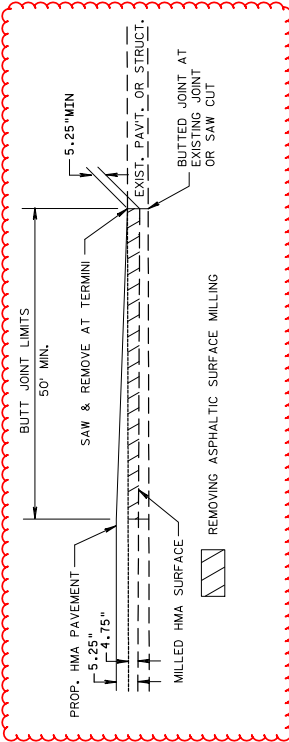
* OR MATCH EXIST. ASPH. DEPTH

TYPICAL SECTION FOR PRIVATE ENTRANCES

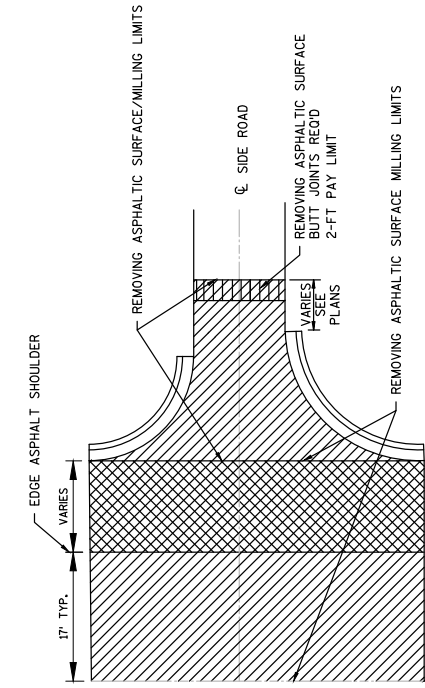
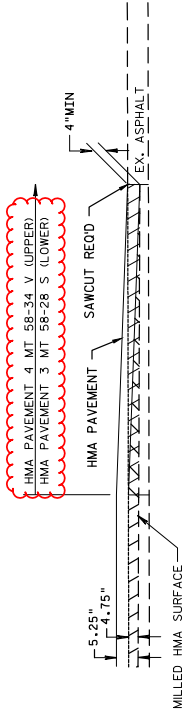
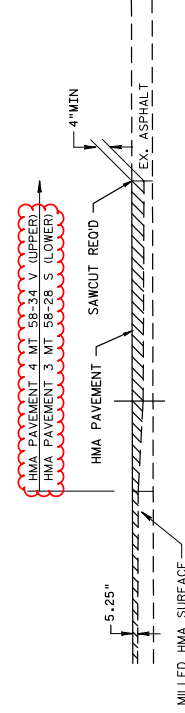
NOTE: DRIVEWAY PROFILES NOT EXPECTED TO EXCEED 10%. PLACE LOW POINT OF DRIVEWAY PROFILE OVER DITCH FLOW LINE.

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BUTT JOINT DETAIL AT STRUCTURE & PROJECT LIMITS

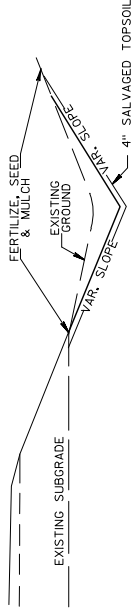


SIDE ROAD DETAIL - NO CURB & GUTTER

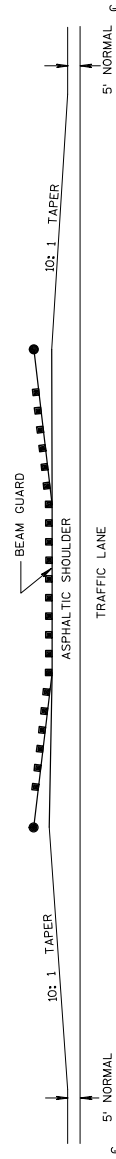
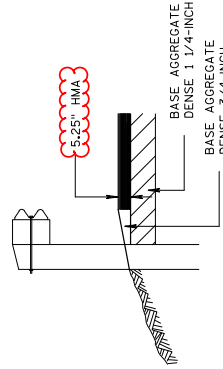
- NOTES:
- OVERLAY PAVEMENT SHALL MEET EXISTING ELEVATION AT SAWCUT.
 - WHEN EX. ASPHALT THICKNESS IS LESS THAN 5.25", MILL/REMOVE EX. PAVEMENT FULL DEPTH.

SIDEROAD DETAIL - CURB & GUTTER TO REMAIN

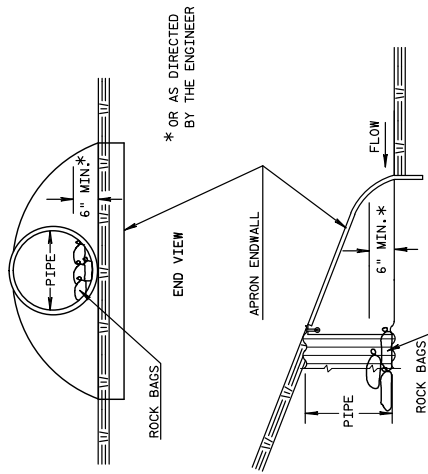
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DITCH CLEANING DETAIL



DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD



SIDE VIEW

CULVERT PIPE CHECK

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*ALL ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

HMA PAVEMENT 3 MT 58-28 S			460.6223
STATION TO	STATION	LOCATION	TON
1+50 TO	8+00	MAINLINE	360
23+50 TO	296+46	MAINLINE	16220
	4+52	BIRCH ST LT	43
	44+55	1040TH AVE INTERSECTION RT	50
	44+55	1040TH AVE INTERSECTION LT	28
	72+25	CTH N INTERSECTION RT	155
	72+25	CTH N INTERSECTION LT	162
	143+93	113TH AVE INTERSECTION RT	41
	166+11	1130TH AVE INTERSECTION RT	46
	166+11	1130TH AVE INTERSECTION LT	53
	219+25	CTH FF INTERSECTION RT	51
	219+25	CTH FF INTERSECTION LT	137
	267+90 TO	214+35	CE RT - COUNTY SHOP
	292+15	BEANGUARD WIDENINGS	58
			51
			55
ITEM TOTAL			11670

ASPHALTIC SURFACE			465.0105
STATION TO	STATION	LOCATION	TON
1+50 TO	8+00	SHOULDER LOWER LAYER	24
23+50 TO	296+50	SHOULDER LOWER LAYER	1005
	4+52	BIRCH ST LT	46
	44+55	1040TH AVE INTERSECTION RT	50
	44+55	1040TH AVE INTERSECTION LT	30
	72+25	CTH N INTERSECTION RT	155
	72+25	CTH N INTERSECTION LT	162
	143+93	113TH AVE INTERSECTION RT	40
	166+11	1130TH AVE INTERSECTION RT	45
	166+11	1130TH AVE INTERSECTION LT	53
	219+25	CTH FF INTERSECTION RT	51
	219+25	CTH FF INTERSECTION LT	137
	267+90 TO	214+35	CE RT - COUNTY SHOP
	292+15	BEANGUARD WIDENINGS	58
			51
			55
ITEM TOTAL			1665

ASPHALTIC SURFACE PATCHING			465.0110
STATION TO	STATION	LOCATION	TON
1+50 TO	296+46	UNDISTRIBUTED	300
ITEM TOTAL			300

HMA PAVEMENT 4 MT 58-34 V			460.6644
STATION TO	STATION	LOCATION	TON
1+50 TO	8+00	MAINLINE	240
23+50 TO	296+50	MAINLINE	10010
	4+52	BIRCH ST LT	27
	44+55	1040TH AVE INTERSECTION RT	30
	44+55	1040TH AVE INTERSECTION LT	17
	72+25	CTH N INTERSECTION RT	95
	72+25	CTH N INTERSECTION LT	100
	143+93	113TH AVE INTERSECTION RT	25
	166+11	1130TH AVE INTERSECTION RT	30
	166+11	1130TH AVE INTERSECTION LT	32
	219+25	CTH FF INTERSECTION RT	31
	219+25	CTH FF INTERSECTION LT	84
	267+90 TO	214+35	CE RT - COUNTY SHOP
	292+15	BEANGUARD WIDENINGS	32
			34
			32
			10865
ITEM TOTAL			10865

ASPHALTIC INTERSECTION RUMBLE STRIPS			465.0460
STATION TO	STATION	LOCATION	SY
288+75 TO	294+75	MAINLINE	80
ITEM TOTAL			80

ASPHALTIC CENTER LINE RUMBLE STRIP 2-LANE RURAL			465.0475
STATION TO	STATION	LOCATION	LF
1+50 TO	15+80	MAINLINE	1030
19+10 TO	298+00	MAINLINE	25690
ITEM TOTAL			26720

CULVERT PIPE AND APRON ENDWALLS			
STATION	LOCATION	DESCRIPTION	QUANTITY
26+10	LT & RT	CULVERT CLEANING	2
46+15	LT	CULVERT PIPE LINERS	2
59+15	STH 25	CULVERT PIPE LINERS	1
80+25	STH 25	CULVERT PIPE LINERS	62
93+35	STH 25	CULVERT PIPE LINERS	1
109+05	STH 25	CULVERT PIPE LINERS	1
155+00	STH 25	CULVERT PIPE LINERS	1
186+75	STH 25	CULVERT PIPE LINERS	1
202+75	STH 25	CULVERT PIPE LINERS	1
218+50	STH 25	CULVERT PIPE LINERS	1
238+00	RT	CULVERT PIPE LINERS	1
ITEM TOTAL			72

*ALL ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

FIELD OFFICE TYPE B		642.5001
STATION	LOCATION	EACH
I+50 TO 296+16	WHITE EDGE LINES	57003
I+50 TO 296+16	WHITE DASHES INTS	207
ITEM TOTAL		5800

TRAFFIC CONTROL		643.5000
STATION	LOCATION	EACH
I+50 TO 296+16	WHITE LN CHAN	925
I+50 TO 296+16	WHITE ISLAND GORE	40
ITEM TOTAL		965

TRAFFIC CONTROL SIGNS		643.0900
STATION	LOCATION	DAYS
I+50 TO 296+16	PROJECT	1050
ITEM TOTAL		1050

TRAFFIC CONTROL DRUMS		643.0300
STATION	LOCATION	DAYS
I+50 TO 296+16	BEAMGUARD REMOVALS	1000
ITEM TOTAL		1000

TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0715
STATION	LOCATION	DAYS
I+50 TO 296+16	BEAMGUARD REMOVALS	1000
ITEM TOTAL		1000

MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH		646.1040
STATION	LOCATION	LF
I+50 TO 296+16	WHITE EDGE LINES	57003
I+50 TO 296+16	WHITE DASHES INTS	207
ITEM TOTAL		5800

MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH		646.3040
STATION	LOCATION	LF
I+50 TO 296+16	WHITE LN CHAN	925
I+50 TO 296+16	WHITE ISLAND GORE	40
ITEM TOTAL		965

* MARKING LINE SAME DAY EPOXY 4-INCH		646.4520
STATION	LOCATION	LF
I+50 TO 296+16	YELLOW SOLID CL	15290
I+50 TO 296+16	YELLOW DASHES CL	6725
ITEM TOTAL		22015

* APPLIED SAME DAY AFTER ASPHALTIC CENTER LINE RUMBLE STRIP 2-LANE RURAL

MARKING RAILROAD CROSSING EPOXY		646.5320
STATION	LOCATION	EACH
I+00	SB LANE	1
ITEM TOTAL		1

MARKING STOP LINE EPOXY 18-INCH		646.6320
STATION	LOCATION	LF
298+60	INT STH 64	14
ITEM TOTAL		14

** TEMPORARY MARKING LINE PAINT 4-INCH		649.0105
STATION	LOCATION	LF
I+50 TO 296+16	YELLOW SOLID CL	30580
I+50 TO 296+16	YELLOW SKIPS CL	13450
ITEM TOTAL		44030

** APPLIED SAME DAY AFTER HMA LOWER AND UPPER LAYERS PLACED.

LOCATING NO-PASSING ZONES		648.0100
STATION	LOCATION	MI
I+50 TO 296+16	MAINLINE	5.58
ITEM TOTAL		5.58

CONSTRUCTION STAKING RESURFACING REFERENCE		CALL
STATION	LOCATION	LENGTH
I+50 TO 296+16	MAINLINE	650.0
I+50 TO 296+16	MAINLINE	27286.0
ITEM TOTAL		27936.0

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 8090-00-70		CALL
STRUCTURE	LOCATION	L.S.
I+50 TO 296+16	PROJECT	1.0
ITEM TOTAL		1

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*ALL ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

SPECIAL OL DITCH CLEANING		SPV.0090.01
STATION	LOCATION	LF
185+76	LT	50
238+80	LT & RT	100
262+95	LT & RT	100
ITEM TOTAL		250

SPECIAL OL HMA PAVEMENT PML TEST STRIP VOLUMETRICS		SPV.0060.01
STATION	LOCATION	EACH
1+50 TO 269+16	PROJECT	2
ITEM TOTAL		2

SPECIAL 02. HMA PAVEMENT PML TEST STRIP DENSITY		SPV.0060.02
STATION	LOCATION	EACH
1+50 TO 269+16	PROJECT	2
ITEM TOTAL		2

Location	Station	Mixture Use	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for:	
							Mixture Acceptance	Density Acceptance
12 foot driving lane	1+50 to 8+00 23+50 to 296+16	Lower Layer	Milled existing / existing base ogg.	3 MT 58-28 S	13314	3.25"	460.2000 - Incentive Density PML HMA Pavement	460.2005 - Incentive Density PML HMA Pavement
12 foot driving lane	1+50 to 8+00 23+50 to 296+16	Upper Layer	3 MT 58-28 S	4 MT 58-34 V	8200	2.00"	460.2000 - Incentive Density PML HMA Pavement	460.2005 - Incentive Density PML HMA Pavement
5 foot shoulder	1+50 to 8+00 23+50 to 296+16	Lower Layer & Misc. Side Roads	Milled existing / existing base ogg.	3 MT 58-28 S	6576	3.25"	460.2000 - Incentive Density PML HMA Pavement	460.2000 - Incentive Density PML HMA Pavement
5 foot shoulder	1+50 to 8+00 23+50 to 296+16	Upper Layer & Misc. Side Roads	3 MT 58-28 S	4 MT 58-34 V	4050	2.00"	460.2000 - Incentive Density PML HMA Pavement	460.2005 - Incentive Density PML HMA Pavement

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Revised Sheet 37
November 5, 2018

*ALL ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED
 ** ALL ITEMS ON THIS SHEET, AND ONLY THIS SHEET, ARE UNDER PROJECT 8090-00-71

TACK COAT		455.0605
STATION	TO STATION	LOCATION
1+50	TO 8+00	SHOULDERS
23+50	TO 296+16	SHOULDERS
ITEM TOTAL		30 225 1245

HMA PAVEMENT 4 MT 58-34 V		460.6644
STATION	TO STATION	LOCATION
1+50	TO 8+00	SHOULDERS UPPER LAYER
23+50	TO 296+16	SHOULDERS UPPER LAYER
ITEM TOTAL		32 1333 1565

ASPHALTIC SURFACE		465.0005
STATION	TO STATION	LOCATION
1+50	TO 8+00	SHOULDERS LOWER LAYER
23+50	TO 296+16	SHOULDERS LOWER LAYER
ITEM TOTAL		32 1333 1565

ASPHALTIC SHOULDER RUMBLE STRIP 2-LANE RURAL		465.0425
STATION	TO STATION	LOCATION
7+25	TO 16+80	SHOULDERS
19+10	TO 296+00	SHOULDERS
ITEM TOTAL		1440 40370 41810

MOBILIZATION		619.1000
STATION	TO STATION	LOCATION
1+50	TO 296+16	PROJECT
ITEM TOTAL		EACH 0.02 0.02

HMA PAVEMENT 3 MT 58-28 S		460.6223
STATION	TO STATION	LOCATION
1+50	TO 8+00	SHOULDERS LOWER LAYER
23+50	TO 296+16	SHOULDERS LOWER LAYER
ITEM TOTAL		54 2166 2220

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 Revised Sheet 38
 November 5, 2018

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GENERAL NOTES

NO TREES OR SHRUBS SHALL BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE BEEN DESIGNATED FOR REMOVAL BY THE ENGINEER. DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOIL, FERTILIZED, SEEDED AND EROSION MAT AS DIRECTED BY THE ENGINEER. ALL PRIVATE DRIVEWAYS AND COMMERCIAL ENTRANCES SHALL BE RESTORED IN KIND. LIMITS TO BE DETERMINED BY THE ENGINEER. PAVING LIMITS ARE TO BE DETERMINED BY THE ENGINEER.

LOCATION OF UNDERGROUND UTILITIES AS SHOWN ON THE PLAN ARE APPROXIMATE, THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

ALL RADI ARE MEASURED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED ON THE PLAN. CURVE DATA IS BASED ON THE ARC DEFINITION.

PRIOR TO THE PLACEMENT OF MCS GUARDRAIL, THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED UNLESS SHOWN OTHERWISE.

THE EROSION CONTROL FEATURES AS SHOWN ON THE PLAN DETAILS ARE AT SUGGESTED LOCATIONS, THEIR EXACT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

WETLANDS MAY EXIST IN LOCATIONS THAT ARE NOT SHOWN IN THE PLANS. DO NOT STAGE IN OR DISTURB WETLANDS AREAS.

WHEN THE QUANTITY OF BASE AGGREGATE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

2-INCH HMA PAVEMENT SHALL CONSIST OF ONE 4-INCH LOWER LAYER OF 3MFS6-20S AND 1 3-INCH UPPER LAYER OF 4MFS6-54A.

STANDARD ABBREVIATIONS

- A.A.D.T. ANNUAL AVERAGE DAILY TRAFFIC
- C/L CENTERLINE
- CPR CORRUGATED PIPE REINFORCED CONCRETE
- CMCP CORRUGATED METAL CULVERT PIPE
- D.D. DUBIC DIRECTIONAL SPLIT (TRAFFIC VOLUME)
- D.H.V. DAILY HOURLY TRAFFIC
- EAT ENERGY ABSORBING TERMINAL
- EASTBOUND EASTBOUND
- EB EQUIVALENT
- ESALS EQUIVALENT SINGLE AXLE LOADS
- FO FIBER OPTIC
- INVERT INVERT
- LF LINEAR FEET
- L.F. LEFT
- L.T. LEFT
- MAX. MAXIMUM
- MIN. MINIMUM
- NO PASSING ZONE NO PASSING ZONE
- OH OVERHEAD
- PRIVATE ENTRANCE PRIVATE ENTRANCE
- RECORD RECORDED
- R/L OR RL RIGHT OF WAY
- R/W RIGHT OF WAY
- SOUTHBOUND SOUTHBOUND
- S.D. STATION
- STA. STATION
- SQUARE FOOT SQUARE FOOT
- STATE HIGHWAY STATE HIGHWAY
- TEMP. TEMPORARY
- TRUCK TRAFFIC TRUCK TRAFFIC
- TEMPORARY LIMITED EASEMENT TEMPORARY LIMITED EASEMENT
- TYP. TYPICAL
- V.V. VARIES
- WB WESTBOUND

WISDOT REGIONAL CONTACT

TYLER RONGSTAD
WISDOT NORTHWEST REGION
718 WEST CLAREMONT AVENUE
EAU CLAIRE, WI 54701
(715) 461-0372

DNR LIAISON

CHRIS WILLGER
DNR WEST CENTRAL REGION HQ
EAU CLAIRE, WI 54702
(715) 839-8609

DESIGN CONTACT

FLEWING, ANDRE & ASSOCIATES, INC.
1111 W. HASTINGS WAY - STE. 100
EAU CLAIRE, WI 54703
(715) 832-8400
mjbundary@rac-engineers.com

UTILITIES

COMMUNICATIONS

KYLE SCHLAMP
CENTURYLINK - COMMUNICATION LINE
RICE AVE. #54868
(715) 234-5573
kyle.schlapp@centurylink.com

ELECTRICITY TRANSMISSION

BRUCE ZEMKE
XCEL ENERGY - ELECTRICITY TRANSMISSION
1000 W. WASHINGTON AVE. S. 1111
MINNEAPOLIS, MN 55401
(612) 330-7815
bruce.m.zemke@xcelenergy.com

Addendum No. 01
ID 8100-01-71
Revised Sheet 2
November 5, 2018

PROJECT NO: 8100-01-71

HWY: STH 25

COUNTY: DUNN

GENERAL NOTES

SHEET

2

E

FILE NAME : F:\DRAWINGS\2014-114\0005\81000101\ASHEET\PLAN\020101_ON.DWG

PLOT DATE : 11/1/2018 3:42 PM

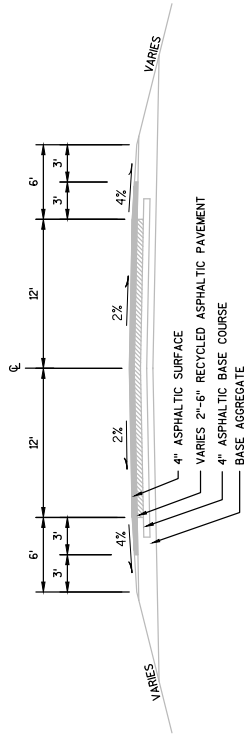
PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADD SHEET 42

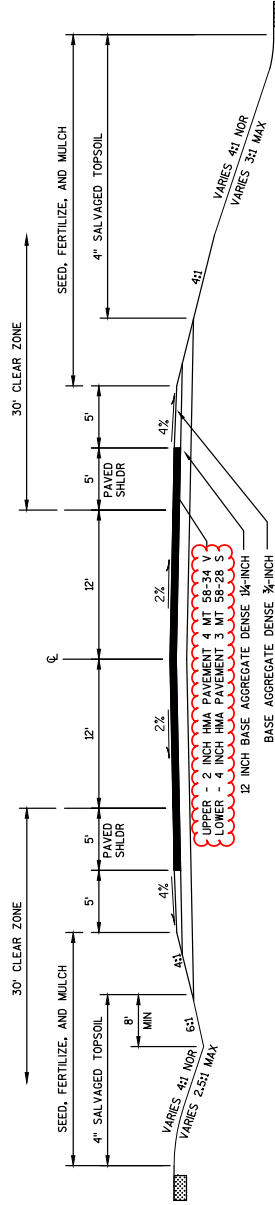
DIGGERS HOTLINE

 Dial 811 or (800)242-8511
 www.DiggersHotline.com



EXISTING TYPICAL SECTION

STA 8+00 TO STA 16+09
STA 18+33 TO STA 23+50



FINISHED TYPICAL SECTION

STA 8+00 TO STA 16+24
STA 18+68 TO STA 23+50

Addendum No. 01
ID 8100-01-71
Revised Sheet 3
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ASPHALTIC SURFACE DETOURS		465.015
LOCATION	TON	
DETOUR ROUTE	500	
ITEM TOTAL	500	

ASPHALT FLUMES		465.035
STATION	LOCATION	SY
15+95	MAINLINE	22
18+97	MAINLINE	18
ITEM TOTAL		40

MAINTENANCE AND REPAIR OF HALL ROADS (PROJECT) 8100-01-71		618.010
STATION	LOCATION	EACH
8+00 TO 23+50	PROJECT	1
ITEM TOTAL		1

MOBILIZATION		619.000
STATION	LOCATION	EACH
8+00 TO 23+50	ROADWAY	0.20
17+47	B-P-0225	0.47
ITEM TOTAL		0.67

CONCRETE PAVEMENT APPROACH SLAB		415.040
STATION	LOCATION	SY
15+91 TO 16+06	MAINLINE	63
18+87 TO 19+02	MAINLINE	63
ITEM TOTAL		126

CONCRETE SURFACE DRAINS		416.100
STATION	LOCATION	CY
16+00	APPROACH SLAB LT	15
16+00	APPROACH SLAB RT	15
18+90	APPROACH SLAB LT	15
18+90	APPROACH SLAB RT	15
ITEM TOTAL		60

HMA COLD WEATHER PAVING		450.400
STATION	LOCATION	TON
8+00 TO 16+68	MAINLINE	110
18+68 TO 23+50	MAINLINE	680
ITEM TOTAL		1790

TACK COAT		455.060
STATION	LOCATION	GAL
37+50 TO 48+43	MAINLINE	240
50+86 TO 55+00	MAINLINE	150
ITEM TOTAL		390

HMA PAVEMENT 3 MT 58-28 S		460.623
STATION	LOCATION	TON
8+00 TO 16+68	MAINLINE	740
18+68 TO 23+50	MAINLINE	195
ITEM TOTAL		935

HMA PAVEMENT 4 MT 58-34 V		460.664
STATION	LOCATION	TON
8+00 TO 16+68	MAINLINE	370
18+68 TO 23+50	MAINLINE	230
ITEM TOTAL		600

CLEARING AND GRUBBING		201.005
STATION	LOCATION	201.005
8+00 TO 16+00	LT & RT	8
18+33 TO 23+50	RT	6
ITEM TOTAL		14

REMOVING ASPHALTIC SURFACE		204.010
STATION	LOCATION	SY
8+00 TO 16+09	MAINLINE	2100
18+90 TO 23+50	MAINLINE	1200
ITEM TOTAL		4450

FINISHING ROADWAY (PROJECT) 8100-01-71		215.000
STATION	LOCATION	EACH
8+00 TO 23+50	MAINLINE	1
ITEM TOTAL		1

BASE AGGREGATE DENSE 3/4-INCH		305.010
STATION	LOCATION	TON
8+00 TO 16+24	MAINLINE	400
18+68 TO 23+50	MAINLINE	250
ITEM TOTAL		650

BASE AGGREGATE DENSE 1 1/4-INCH		305.020
STATION	LOCATION	TON
8+00 TO 16+24	MAINLINE	3050
18+68 TO 23+50	MAINLINE	1825
14+50	FE LT	30
19+25	FE LT	20
18+73	FE RT	25
ITEM TOTAL		4950

DIVISION	FROM/TO STATION	LOCATION	EXCAVATION COMMON (ITEM 205.010)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (LB)		SELECT BORROW (ITEM #208.100)
							FACTOR	WASTE	
DIVISION 1	8+00 - 16+27	Mainline	431	0	431	8967	1.25	11209	10728
DIVISION 2	18+64 - 2350	Mainline	354	0	354	2209		2161	2397
STH 25 Subtotal			785	0	785	11176		13170	13175
GRAND TOTAL			785	0	785	11176		13170	13175

- Excavation Common is the sum of the Cut and EBS Excavation columns. Item number 205.010
- Salvaged/Unusable Pavement Material is not included in Cut.
- Salvaged/Unusable Pavement Material
- Available Material = Cut
- Expanded Fill Factor = 1.25
- The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material with Minus indicates a shortage of material within the Division.

Addendum No. 01
ID 8100-01-71
Revised Sheet 14
November 5, 2018

*ALL ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

FIELD OFFICE TYPE B		642-5001
STATION TO	STATION	LOCATION
8+00 TO 23+50	23+50	PROJECT
ITEM TOTAL		0.67
		0.67

SAWING ASPHALT		690-0150
STATION TO	STATION	LOCATION
8+00 TO 23+50	23+50	PROJECT LIMITS
ITEM TOTAL		30
		30
		60

TRAFFIC CONTROL ITEMS										
LOCATION	643.5000	643.0420	643.0705	643.0900	643.0920	643.0920	643.0920	643.0920	643.0920	643.0920
LOCATION	TRAFFIC CONTROL SHEETS	TRAFFIC CONTROL SHEETS	TRAFFIC CONTROL SHEETS	TRAFFIC CONTROL SHEETS	TRAFFIC CONTROL SHEETS	TRAFFIC CONTROL SHEETS	TRAFFIC CONTROL SHEETS	TRAFFIC CONTROL SHEETS	TRAFFIC CONTROL SHEETS	TRAFFIC CONTROL SHEETS
STH 125	1	1	1	1	1	1	1	1	1	1
DETOUR ROUTE	1	1	1	1	1	1	1	1	1	1
ITEM TOTAL	200	200	2550	3000	3000	3000	3000	3000	3000	3000

CONSTRUCTION STAKING										
STATION TO	STATION	650.4500	650.5000	650.5000	650.5000	650.5000	650.5000	650.5000	650.5000	650.5000
STATION TO	STATION	CONSTRUCTION STAKING SUBGRADE	CONSTRUCTION STAKING BASE	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) B-95-238	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 8000-01-1	CONSTRUCTION STAKING SLOPE STAKES	CONSTRUCTION STAKING SLOPE STAKES	CONSTRUCTION STAKING SLOPE STAKES	CONSTRUCTION STAKING SLOPE STAKES	CONSTRUCTION STAKING SLOPE STAKES
8+00 TO 18+68	18+68 TO 23+50	1	1	1	1	1	1	1	1	1
ITEM TOTAL		1305	1305	1305	1305	1305	1305	1305	1305	1305

Quality Management Program to be used for:									
Location	Station	Mixture Use	Underlying Surface	Bid Item	Tons	Thickness	Mixture Acceptance	Density Acceptance	Category
12 Foot driving lane	8+00 to 18+68	Lower Layer	Base Aggregate Dense 1-1/4-inch	3 MT 58-28 S	844	4.00"	460.2000 - Incentive PWL HMA Pavement	460.2000 - Incentive Density HMA Pavement	460.2000 - Incentive Density HMA Pavement
12 Foot driving lane	18+68 to 23+50	Upper Layer	3 MT 58-28 S	4 MT 58-34 V	424	2.00"	460.2000 - Incentive PWL HMA Pavement	460.2000 - Incentive Density HMA Pavement	460.2000 - Incentive Density HMA Pavement
5 Foot shoulder	8+00 to 18+68	Lower Layer	Base Aggregate Dense 1-1/4-inch	3 MT 58-28 S	351	4.00"	460.2000 - Incentive PWL HMA Pavement	460.2000 - Incentive Density HMA Pavement	460.2000 - Incentive Density HMA Pavement
5 Foot shoulder	18+68 to 23+50	Upper Layer	3 MT 58-28 S	4 MT 58-34 V	176	2.00"	460.2000 - Incentive PWL HMA Pavement	460.2000 - Incentive Density HMA Pavement	460.2000 - Incentive Density HMA Pavement

Addendum No. 01
ID 8100-01-71
Revised Sheet 16
November 5, 2018



Proposal Schedule of Items

Proposal ID: 20181113037 Project(s): 8090-00-70, 8090-00-71, 8100-01-71

Federal ID(s): WISC 2018458, WISC 2018459, WISC 2018460

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	25.000 STA	_____.	_____.
0004	201.0205 Grubbing	25.000 STA	_____.	_____.
0006	203.0600.S Removing Old Structure Over Waterway With Minimal Debris (station) 01. 17+21	LS	LUMP SUM	_____.
0008	204.0110 Removing Asphaltic Surface	4,450.000 SY	_____.	_____.
0010	204.0115 Removing Asphaltic Surface Butt Joints	460.000 SY	_____.	_____.
0012	204.0120 Removing Asphaltic Surface Milling	98,625.000 SY	_____.	_____.
0014	204.0180 Removing Delineators and Markers	13.000 EACH	_____.	_____.
0016	205.0100 Excavation Common	795.000 CY	_____.	_____.
0018	206.1000 Excavation for Structures Bridges (structure) 01. B-17-0225	LS	LUMP SUM	_____.
0020	208.1100 Select Borrow	13,175.000 CY	_____.	_____.
0022	210.1100 Backfill Structure Type A	224.000 CY	_____.	_____.
0024	211.0100 Prepare Foundation for Asphaltic Paving (project) 01. 8090-00-70	LS	LUMP SUM	_____.
0026	211.0400 Prepare Foundation for Asphaltic Shoulders	560.000 STA	_____.	_____.
0028	213.0100 Finishing Roadway (project) 01. 8090- 00-70	1.000 EACH	_____.	_____.
0030	213.0100 Finishing Roadway (project) 01. 8100- 01-71	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20181113037 Project(s): 8090-00-70, 8090-00-71, 8100-01-71

Federal ID(s): WISC 2018458, WISC 2018459, WISC 2018460

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	305.0110 Base Aggregate Dense 3/4-Inch	2,250.000 TON	_____.	_____.
0034	305.0120 Base Aggregate Dense 1 1/4-Inch	5,244.000 TON	_____.	_____.
0036	305.0500 Shaping Shoulders	560.000 STA	_____.	_____.
0038	415.0410 Concrete Pavement Approach Slab	126.000 SY	_____.	_____.
0040	416.1010 Concrete Surface Drains	6.000 CY	_____.	_____.
0042	440.4410 Incentive IRI Ride	22,161.000 DOL	1.00000	22,161.00
0044	450.4000 HMA Cold Weather Paving	1,790.000 TON	_____.	_____.
0046	455.0605 Tack Coat	11,525.000 GAL	_____.	_____.
0048	460.2000 Incentive Density HMA Pavement	9,390.000 DOL	1.00000	9,390.00
0050	460.2005 Incentive Density PWL HMA Pavement	21,520.000 DOL	1.00000	21,520.00
0052	460.2010 Incentive Air Voids HMA Pavement	33,940.000 DOL	1.00000	33,940.00
0054	460.4110.S Reheating HMA Pavement Longitudinal Joints	55,850.000 LF	_____.	_____.
0056	460.6223 HMA Pavement 3 MT 58-28 S	21,085.000 TON	_____.	_____.
0060	460.6644 HMA Pavement 4 MT 58-34 V	12,850.000 TON	_____.	_____.
0064	465.0110 Asphaltic Surface Patching	300.000 TON	_____.	_____.
0066	465.0115 Asphaltic Surface Detours	500.000 TON	_____.	_____.



Proposal Schedule of Items

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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	465.0315 Asphaltic Flumes	40.000 SY	_____.	_____.
0070	465.0425 Asphaltic Shoulder Rumble Strips 2-Lane Rural	41,810.000 LF	_____.	_____.
0072	465.0450 Asphaltic Intersection Rumble Strips	80.000 SY	_____.	_____.
0074	465.0475 Asphalt Centerline Rumble Strips 2-Lane Rural	26,720.000 LF	_____.	_____.
0076	502.0100 Concrete Masonry Bridges	891.000 CY	_____.	_____.
0078	502.3200 Protective Surface Treatment	1,406.000 SY	_____.	_____.
0080	502.3210 Pigmented Surface Sealer	234.000 SY	_____.	_____.
0082	503.0128 Prestressed Girder Type I 28-Inch	1,912.000 LF	_____.	_____.
0084	505.0400 Bar Steel Reinforcement HS Structures	6,160.000 LB	_____.	_____.
0086	505.0600 Bar Steel Reinforcement HS Coated Structures	118,890.000 LB	_____.	_____.
0088	505.0800.S Bar Steel Reinforcement HS Stainless Structures	1,600.000 LB	_____.	_____.
0090	506.2605 Bearing Pads Elastomeric Non-Laminated	64.000 EACH	_____.	_____.
0092	506.4000 Steel Diaphragms (structure) 01. B-17-0225	28.000 EACH	_____.	_____.
0094	516.0500 Rubberized Membrane Waterproofing	24.000 SY	_____.	_____.
0096	520.8700 Cleaning Culvert Pipes	9.000 EACH	_____.	_____.



Proposal Schedule of Items

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SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0098	520.9700.S Culvert Pipe Liners (size) 01. 36-Inch	62.000 LF	_____.	_____.
0100	520.9750.S Cleaning Culvert Pipes for Liner Verification	1.000 EACH	_____.	_____.
0102	521.1024 Apron Endwalls for Culvert Pipe Steel 24-Inch	2.000 EACH	_____.	_____.
0104	521.1030 Apron Endwalls for Culvert Pipe Steel 30-Inch	1.000 EACH	_____.	_____.
0106	521.1036 Apron Endwalls for Culvert Pipe Steel 36-Inch	2.000 EACH	_____.	_____.
0108	550.2124 Piling CIP Concrete 12 3/4 X 0.25-Inch	4,920.000 LF	_____.	_____.
0110	606.0300 Riprap Heavy	410.000 CY	_____.	_____.
0112	612.0406 Pipe Underdrain Wrapped 6-Inch	190.000 LF	_____.	_____.
0114	614.0010 Barrier System Grading Shaping Finishing	6.000 EACH	_____.	_____.
0116	614.0150 Anchor Assemblies for Steel Plate Beam Guard	4.000 EACH	_____.	_____.
0118	614.0920 Salvaged Rail	1,755.000 LF	_____.	_____.
0120	614.2300 MGS Guardrail 3	1,863.000 LF	_____.	_____.
0122	614.2500 MGS Thrie Beam Transition	158.000 LF	_____.	_____.
0124	614.2610 MGS Guardrail Terminal EAT	16.000 EACH	_____.	_____.
0126	618.0100 Maintenance And Repair of Haul Roads (project) 01. 8090-00-70	1.000 EACH	_____.	_____.



Proposal Schedule of Items

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SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0128	618.0100 Maintenance And Repair of Haul Roads (project) 01. 8100-01-71	1.000 EACH	_____.	_____.
0130	619.1000 Mobilization	1.000 EACH	_____.	_____.
0132	624.0100 Water	175.000 MGAL	_____.	_____.
0134	625.0500 Salvaged Topsoil	9,000.000 SY	_____.	_____.
0136	627.0200 Mulching	10,500.000 SY	_____.	_____.
0138	628.1504 Silt Fence	4,300.000 LF	_____.	_____.
0140	628.1520 Silt Fence Maintenance	4,300.000 LF	_____.	_____.
0142	628.1905 Mobilizations Erosion Control	5.000 EACH	_____.	_____.
0144	628.1910 Mobilizations Emergency Erosion Control	6.000 EACH	_____.	_____.
0146	628.2004 Erosion Mat Class I Type B	11,680.000 SY	_____.	_____.
0148	628.6005 Turbidity Barriers	400.000 SY	_____.	_____.
0150	628.7504 Temporary Ditch Checks	510.000 LF	_____.	_____.
0152	628.7555 Culvert Pipe Checks	9.000 EACH	_____.	_____.
0154	629.0210 Fertilizer Type B	6.000 CWT	_____.	_____.
0156	630.0120 Seeding Mixture No. 20	290.000 LB	_____.	_____.
0158	630.0200 Seeding Temporary	290.000 LB	_____.	_____.



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SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0160	633.5200 Markers Culvert End	16.000 EACH	_____.	_____.
0162	634.0614 Posts Wood 4x6-Inch X 14-FT	54.000 EACH	_____.	_____.
0164	634.0616 Posts Wood 4x6-Inch X 16-FT	50.000 EACH	_____.	_____.
0166	637.2210 Signs Type II Reflective H	570.360 SF	_____.	_____.
0168	637.2230 Signs Type II Reflective F	156.000 SF	_____.	_____.
0170	638.2602 Removing Signs Type II	91.000 EACH	_____.	_____.
0172	638.3000 Removing Small Sign Supports	78.000 EACH	_____.	_____.
0174	642.5001 Field Office Type B	1.000 EACH	_____.	_____.
0176	643.0300 Traffic Control Drums	1,400.000 DAY	_____.	_____.
0178	643.0310.S Temporary Portable Rumble Strips	1.000 LS	_____.	_____.
0180	643.0420 Traffic Control Barricades Type III	1,800.000 DAY	_____.	_____.
0182	643.0705 Traffic Control Warning Lights Type A	2,550.000 DAY	_____.	_____.
0184	643.0715 Traffic Control Warning Lights Type C	1,000.000 DAY	_____.	_____.
0186	643.0900 Traffic Control Signs	11,950.000 DAY	_____.	_____.
0188	643.0920 Traffic Control Covering Signs Type II	5.000 EACH	_____.	_____.
0190	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0192	645.0111 Geotextile Type DF Schedule A	82.000 SY	_____.	_____.



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SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0194	645.0120 Geotextile Type HR	653.000 SY	_____.	_____.
0196	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	58,110.000 LF	_____.	_____.
0198	646.3040 Marking Line Grooved Wet Ref Epoxy 8-Inch	965.000 LF	_____.	_____.
0200	646.4520 Marking Line Same Day Epoxy 4-Inch	22,015.000 LF	_____.	_____.
0202	646.5320 Marking Railroad Crossings Epoxy	1.000 EACH	_____.	_____.
0204	646.6120 Marking Stop Line Epoxy 18-Inch	14.000 LF	_____.	_____.
0206	648.0100 Locating No-Passing Zones	5.580 MI	_____.	_____.
0208	649.0105 Temporary Marking Line Paint 4-Inch	44,030.000 LF	_____.	_____.
0210	650.4500 Construction Staking Subgrade	1,305.000 LF	_____.	_____.
0212	650.5000 Construction Staking Base	1,305.000 LF	_____.	_____.
0214	650.6500 Construction Staking Structure Layout (structure) 01. B-17-0225	LS	LUMP SUM	_____.
0216	650.8000 Construction Staking Resurfacing Reference	27,916.000 LF	_____.	_____.
0218	650.9910 Construction Staking Supplemental Control (project) 01. 8090-00-70	LS	LUMP SUM	_____.
0220	650.9910 Construction Staking Supplemental Control (project) 01. 8100-01-71	LS	LUMP SUM	_____.
0222	650.9920 Construction Staking Slope Stakes	1,305.000 LF	_____.	_____.



Proposal Schedule of Items

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SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0224	690.0150 Sawing Asphalt	60.000 LF	_____.	_____.
0226	715.0415 Incentive Strength Concrete Pavement	500.000 DOL	1.00000	500.00
0228	715.0502 Incentive Strength Concrete Structures	5,346.000 DOL	1.00000	5,346.00
0230	ASP.1T0A On-the-Job Training Apprentice at \$5.00/HR	4,400.000 HRS	5.00000	22,000.00
0232	ASP.1T0G On-the-Job Training Graduate at \$5.00/HR	1,620.000 HRS	5.00000	8,100.00
0234	SPV.0060 Special 01. HMA Pavement PWL Test Strip Volumetrics	3.000 EACH	_____.	_____.
0236	SPV.0060 Special 02. HMA Pavement PWL Test Strip Density	2.000 EACH	_____.	_____.
0238	SPV.0090 Special 01. Ditch Cleaning	250.000 LF	_____.	_____.
0240	SPV.0105 Special 01. Material Transfer Vehicle	LS	LUMP SUM	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.

