# Wisconsin Department of Transportation

**Division of Transportation Systems Development**
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*March 5, 2020*

## NOTICE TO ALL CONTRACTORS:

**Proposal #22:**

| | |
|---|---|
| **1176-02-69, WISC 2020 079** | **1176-02-79, WISC 2020 080** |
| **Tomahawk - Minocqua** | **Minocqua - Tomahawk** |
| **Wisconsin River Bridge B-35-0063** | **CTH S to USH 8, SB** |
| **USH 51** | **USH 51** |
| **Lincoln County** | **Lincoln County** |

## Letting of March 10, 2020

This is Addendum No. 0**3**, which provides for the following:

### Special Provisions:

| **Added** Special Provisions | |
|---|---|
| Article No. | Description |
| 30 | Expansion Device, B-35-63 |

### Schedule of Items:

| **Revised** Bid Item Quantities | | | | | |
|---|---|---|---|---|---|
| Bid Item | Item Description | Unit | Old Quantity | Revised Quantity | Proposal Total |
| 205.0100 | Excavation Common | CY | 3662 | 1500 | 5162 |
| 305.0110 | Base Aggregate Dense ¾-Inch | Ton | 2800 | 3000 | 5800 |
| 603.8000 | Concrete Barrier Temporary Precast Delivered | LF | 425 | 850 | 1275 |
| 603.8125 | Concrete Barrier Temporary Precast Installed | LF | 425 | 850 | 1275 |
| 614.0905 | Crash Cushions Temporary | Each | 1 | 2 | 3 |

| **Added** Bid Item Quantities | | | | | |
|---|---|---|---|---|---|
| Bid Item | Item Description | Unit | Old Quantity | Revised Quantity | Proposal Total |
| 211.0500 | Prepare Foundation for Base Aggregate | STA | - | 232 | 232 |

**Plan Sheets:**

| **Revised** Plan Sheets | |
|---|---|
| Plan Sheet | Plan Sheet Title (brief description of changes to sheet) |
| 2 | General Notes, sheet 2<br>edited by deleting note #2 and note #3. Note #2 states "*Wherever asphaltic concrete pavement abuts or overlaps onto Portland cement concrete, the existing pavement shall receive a tack coat of RS-1 or RS-2 emulsified asphalt*." Note #3 states "*Whenever the thickness of asphaltic resurfacing over existing Portland cement concrete pavement is less than 1 ½ inches, the existing pavement shall receive a tack coat of RS-1 or RS-2 emulsified asphalt*." All other notes and text on the General Notes sheet are to remain unedited (remain as is). |
| 46 | Miscellaneous Quantities, sheet 46<br>edited the quantity for pay item 205.0100 Excavation Common in the *Earthwork* quantity table. |
| 47 | Miscellaneous Quantities, sheet 47<br>In the *Base Aggregate* MQ table: edited the quantity for pay item 305.0110 Base Aggregate Dense ¾-Inch. |
| 51 | Miscellaneous Quantities, sheet 51<br>In the *Concrete Barrier Temporary Precast* quantity table, edited quantities for the following pay items: 603.8000 Concrete barrier Temporary Precast Delivered; 603.8125 Concrete barrier Temporary Precast installed; and 614.0905 Crash Cushions Temporary. |
| 57A | Miscellaneous Quantities, sheet 57A (from Addendum 1)<br>Added the pay item 211.0500 Prepare Foundation For Base Aggregate to the *Removing Pavement* MQ table |
| 131 | Structure Plan B-35-63<br>Revised unit of measurement for pay item 509.1500 Concrete Surface Repair (unit was SY, unit revised to SF)(the previous quantity remains unaltered) |
| 134 | Structure Plan B-35-63<br>Revisions concerning the expansion device |

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. 03**

**1176-02-69/79**

**March 5, 2020**

**Special Provisions**

## 30. Expansion Device, B-35-63.

### A Description

This special provision describes furnishing and installing an expansion device as the plans show conforming to standard spec 502 as modified in this special provision.

### B Materials

The minimum thickness of the polychloroprene strip seal shall be 1/4 inch for non-reinforced elastomeric glands and 1/8 inch for reinforced glands. Furnish the strip seal gland in lengths suitable for a continuous one-piece installation at each individual expansion joint location. Provide preformed polychloroprene strip seals that conform to the requirements ASTM D3542, and have the following physical properties:

| Property Requirements | Value | Test Method |
|---|---|---|
| Tensile Strength, min. | 2000 psi | ASTM D412 |
| Elongation @ Break, min | 250% | ASTM D412 |
| Hardness, Type A, Durometer | 55 ± 5 pts. | ASTM D2240 |
| Compression Set, 70 hours @212˚F, max. | 35% | D395 Method B Modified |
| Ozone Resistance, after 70 hrs. at 100˚F under 20% Strain with 100 pphm ozone | No Cracks | ASTM D1149 Method A |
| Mass Change in Oil 3 after 70 hr. 212˚F Mass Change, max. | 45% | ASTM D471 |

Install the elastomeric strip seal gland with tools recommended by the manufacturer, and with a lubricant adhesive conforming to the requirements of ASTM D4070.

The manufacturer and model number shall be one of the following approved strip seal expansion device products:

| | Model Number<br>Strip Seal Gland Size[1] | | |
|---|---|---|---|
| **Manufacturer** | **4-Inch** | **5-Inch** | **6-Inch** |
| D.S. Brown | SSA2-A2R-400 | SSA2-A2R-XTRA | SSA2-A2R-XTRA |
| R.J. Watson | RJA-RJ400 | RJA-RJ500 | RJA-RJ600 |
| Watson Bowman Acme | A-SE400 | A-SE500 | A-SE800 |
| Commercial Fabricators | A-AS400 | ----- | ----- |

[1] Expansion device strip seal gland size requirement of 4", 5", and 6" shall be as the plans show.

Furnish manufacturer's certification for production of polychloroprene represented showing test results for the cured material supplied, and certifying that it meets all specified requirements.

The steel extrusion or retainer shall conform to ASTM designation A 709 grade 36 steel. After fabrication, steel shall be galvanized conforming to the requirements ASTM A123.

Manufacturer's certifications for adhesive and steel shall attest that the materials meet the specification requirements.

stp-502-020 (20171130)

**Schedule of Items**
Attached, dated March 5, 2020, are the revised Schedule of Items Pages 1, 4, and 8.

**Plan Sheets**
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 2, 46, 47, 51, 57A, 131, and 134.

END OF ADDENDUM

## GENERAL NOTES

CURVE DATA IS BASED ON THE ARC DEFINITION.

WHEN THE QUANTITY OF THE ITEMS OF BASE AGGREGATE, SUBBASE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYERS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

PURSUANT TO CHAPTER 59 OF THE WISCONSIN STATUTES, THE CONTRACTOR SHALL CAREFULLY MAKE A SEARCH FOR EVIDENCE OF A LANDMARK IN ALL AREAS WHERE SUCH A LANDMARK MAY EXIST.

WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS.
REMOVAL OF ANY SURVEY MARKER IS TO BE WITH THE APPROVAL OF THE ENGINEER.

## UTILITIES

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**DNR**

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Addendum No. 03
ID 1176-02-79
Revised Sheet 2
March 5, 2020

## RUNOFF COEFFICIENT TABLE

| | HYDROLOGIC SOIL GROUP | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | | | B | | | C | | | D | | |
| | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | |
| LAND USE: | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER |
| ROW CROPS | .08<br>.22 | .16<br>.30 | .22<br>.38 | .12<br>.26 | .20<br>.34 | .27<br>.44 | .15<br>.30 | .24<br>.37 | .33<br>.50 | .19<br>.34 | .28<br>.41 | .38<br>.56 |
| MEDIAN STRIP-<br>TURF | .19<br>.24 | .20<br>.26 | .24<br>.30 | .19<br>.25 | .22<br>.28 | .26<br>.33 | .20<br>.26 | .23<br>.30 | .30<br>.37 | .20<br>.27 | .25<br>.32 | .30<br>.40 |
| SIDE SLOPE:<br>TURF | | | .25<br>.32 | | | .27<br>.34 | | | .28<br>.36 | | | .30<br>.38 |
| PAVEMENT: | | | | | | | | | | | | |
| ASPHALT | .70 - .95 | | | | | | | | | | | |
| CONCRETE | .80 - .95 | | | | | | | | | | | |
| BRICK | .70 - .80 | | | | | | | | | | | |
| DRIVES, WALKS | .75 - .85 | | | | | | | | | | | |
| ROOFS | .75 - .95 | | | | | | | | | | | |
| GRAVEL ROADS, SHOULDERS | .40 - .60 | | | | | | | | | | | |

TOTAL PROJECT AREA = 0.743 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.743 ACRES

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

## REMOVING PAVEMENT

| STATION | | STATION | LOCATION | (*) 204.0100.01 REMOVING PAVEMENT JOINT REPAIRS (SY) |
|---|---|---|---|---|
| STA 1341+00 (SB) | - | STA 1343+00 (SB) | JOINT REPAIR, RUBBLIZED CONCRETE PAVEMENT | 60 |
| | | | | 60 |

(*): ADDITIONAL QUANTITIES OF THIS ITEM SHOWN ELSEWHERE IN CONTRACT

## REMOVING ASPHALTIC SURFACE MILLING

| STATION | | STATION | LOCATION | 204.0120 REMOVING ASPHALTIC SURFACE MILLING (SY) |
|---|---|---|---|---|
| 1308+80 (SB) | - | 1751+90 (SB) | USH 51 SB | 11707 |
| 1308+80 (SB) | - | 1751+90 (SB) | 8' SHLDR, USH 51 SB | 3863 |
| 1308+80 (SB) | - | 1751+90 (SB) | 3' SHLDR, USH 51 SB | 14488 |
| 128+82 SNR | - | 146+62 SNR | EXIT RAMP, USH 51 SB TO CTH S | 4549 |
| 116+14 NBR | - | 139+86 NBR | ENTRANCE RAMP, CTH S TO USH 51 NB | 6059 |
| 300+00 DC | - | 323+62 DC | ENTRANCE RAMP, STH 86 TO USH 51 SB | 6036 |
| 400+00 DD | - | 415+78 DD | EXIT RAMP, USH 51 SB TO STH 86 | 3982 |
| 200+00 DB | - | 215+61 DB | EXIT RAMP, USH 51 NB TO STH 86 | 3989 |
| 99+73 DA | - | 123+67 DA | ENTRANCE RAMP, STH 86 TO USH 51 NB | 6121 |
| 300+00 AC | - | 314+08 AC | ENTRANCE RAMP, CTH A TO USH 51 SB | 3598 |
| 416+40 AD | - | 420+54 AD | EXIT RAMP, USH 51 SB TO CTH A | 1061 |
| 13+86 | - | 23+86 | CTH S WB & EB | 5923 |
| 94+43 | | 104+30 | STH 86 | 2707 |
| | | | | 21465 |

## REMOVING CONCRETE SURFACE PARTIAL DEPTH

| STATION | | STATION | OFFSETS | LOCATION | COMMENTS | 204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH (SF) |
|---|---|---|---|---|---|---|
| 94+61 (STH 86) | - | 96+20 (STH 86) | 12' RT - 31' RT | STH 86, SOUTH SHOULDER | 2" DEEP, ENTRANCE RAMP TO USH 51 SB | 1600 |
| 94+88 (STH 86) | - | 96+34 (STH 86) | 12' LT - 27' LT | STH 86, NORTH SHOULDER | 2" DEEP, EXIT RAMP FROM USH 51 SB | 1140 |
| | | | | | TOTAL: | 2740 |

## EARTHWORK

| STATION | | STATION | LOCATION | 205.0100 EXCAVATION COMMON (CY) | 209.1100 GRANULAR BACKFILL GRADE 1 (CY) |
|---|---|---|---|---|---|
| 1377+45 (SB) | - | 1378+50 (SB) | CULVERT PIPE TRANSITION | 1023 | - |
| 1600+55 (SB) | - | 1601+65 (SB) | CULVERT PIPE TRANSITION | 1190 | - |
| 1640+50 (SB) | - | 1648+55 (SB) | CULVERT PIPE TRANSITION | 702 | - |
| 1672+60 (SB) | - | 1673+65 (SB) | CULVERT PIPE TRANSITION | 690 | - |
| TEMPORARY WIDENING | | | REMOVALS | 1500 | - |
| UNDISTRIBUTED | | | | 58 | 300 |
| | | | TOTALS: | 5162 | 300 |

## PREPARE FOUNDATION FOR ASPHALTIC PAVING
## PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

| STATION | | STATION | COMMENTS | 211.0100 PREPARE FOUNDATION FOR ASPHALTIC PAVING (1176-02-79) (LS) | 211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS (STA) |
|---|---|---|---|---|---|
| PROJECT LIMITS | | | PROJECT LIMITS | 1 | - |
| 1308+80 (SB) LT | - | 1415+18 (SB) LT | USH 51 SB | - | 106 |
| 1308+80 (SB) RT | - | 1415+18 (SB) RT | USH 51 SB | - | 106 |
| 1416+88 (SB) LT | - | 1526+66 (SB) LT | USH 51 SB | - | 110 |
| 1416+88 (SB) RT | - | 1526+66 (SB) RT | USH 51 SB | - | 110 |
| 1534+54 (SB) LT | - | 1751+90 (SB) LT | USH 51 SB | - | 217 |
| 1534+54 (SB) RT | - | 1751+90 (SB) RT | USH 51 SB | - | 217 |
| | | | TOTALS: | 1 | 866 |

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ID 1176-02-79
Revised Sheet 46
March 5, 2020

## BASE AGGREGATE DENSE

| STATION | | STATION | LOCATION | COMMENTS | 305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON) | (*) 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON) | 624.0100 WATER (MGAL) |
|---|---|---|---|---|---|---|---|
| 1308+80 (SB) LT | – | 1751+90 (SB) LT | USH 51, WEST SHOULDER | LT (WEST) SHOULDER | 658 | – | – |
| 1308+80 (SB) RT | – | 1751+90 (SB) RT | USH 51, MEDIAN SHOULDER | RT (EAST) SHOULDER | 1152 | – | – |
| 1341+00 (SB) LT | – | 1343+00 (SB) LT | USH 51, WEST SHOULDER | ABOVE JOINT REPAIR, 2.25" THICK, 3'x3' AREA | – | 2 | – |
| 1377+45 (SB) | – | 1673+65 (SB) | USH 51, CULVERT REPLACEMENTS | BELOW PAVEMENT | – | 1773 | – |
| 1308+80 (SB) | – | 1751+90 (SB) | USH 51, JOINT REPAIR | RUBBLIZED CONCRETE BASE | – | 81 | – |
| 1308+80 (SB) | – | 1751+90 (SB) | EXIT/ENTRANCE RAMPS | SHOULDERS (LT/RT) | 802 | – | – |
| 13+86 (CTH S) | – | 23+86 (CTH S) | CTH S (EB/WB) | C&G SPOT REPAIRS, UNDISTRIBUTED | 30 | – | – |
| 94+88 (86) | – | 104+18 (86) | STH 86 | SHOULDERS (EXCLUDES BRIDGE) | 85 | – | – |
| 1308+80 (SB) | – | 1761+75 (SB) | PROJECT LIMITS | UNDISTRIBUTED | 73 | 194 | – |
| TEMPORARY WIDENING | | | | MEDIAN SHOULDER | 3000 | | |
| PROJECT LIMITS | | | | PROJECT LIMITS | | | 200 |
| | | | | TOTALS: | 5800 | 2050 | 200 |

(*): ADDITIONAL QUANTITIES OF THIS ITEM SHOWN ELSEWHERE IN CONTRACT

## REMOVING ASPHALTIC SURFACE BUTT JOINTS

| STATION | | STATION | LOCATION | COMMENTS | 204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS (SY) |
|---|---|---|---|---|---|
| 1308+80 (SB) | – | 1308+90 (SB) | USH 51 SB | MAINLINE | 44 |
| 1751+78 (SB) | – | 1751+90 (SB) | USH 51 SB | MAINLINE | 44 |
| 1415+08 (SB) | – | 1415+18 (SB) | USH 51 SB | BRIDGE APPROACH | 44 |
| 1416+88 (SB) | – | 1416+98 (SB) | USH 51 SB | BRIDGE APPROACH | 44 |
| 1526+56 (SB) | – | 1526+66 (SB) | USH 51 SB | BRIDGE APPROACH | 44 |
| 1534+54 (SB) | – | 1534+64 (SB) | USH 51 SB | BRIDGE APPROACH | 44 |
| 13+90 (SW) | – | 14+00 (SW) | CTH S (WESTBOUND) | EAST END | 22 |
| 13+86 (SE) | – | 13+96 (SE) | CTH S (EASTBOUND) | EAST END | 22 |
| 23+67 (SW) | – | 23+77 (SW) | CTH S (WESTBOUND) | WEST END | 22 |
| 23+76 (SE) | – | 23+86 (SE) | CTH S (EASTBOUND) | WEST END | 22 |
| 94+43 (86) | – | 94+53 (86) | STH 86 | WEST END | 33 |
| 97+79 (86) | – | 97+89 (86) | STH 86 | BRIDGE, WEST END | 44 |
| 100+91 (86) | – | 101+01 (86) | STH 86 | BRIDGE, EAST END | 44 |
| 104+20 (86) | – | 104+30 (86) | STH 86 | EAST END | 33 |
| 139+76 (NBR) | – | 139+86 (NBR) | CTH S | ENTRANCE RAMP TO 51 NB | 26 |
| 200+00 (DB) | – | 200+10 (DB) | STH 86 | EXIT RAMP FROM 51 NB | 26 |
| 123+57 (DA) | – | 123+67 (DA) | STH 86 | ENTRANCE RAMP TO 51 NB | 26 |
| 313+98 (CTHA) | – | 314+08 (CTHA) | CTH A | NEAR GORE, ENTRANCE RAMP | 26 |
| 416+10 (CTHA) | – | 416+20 (CTHA) | CTH A | NEAR GORE, EXIT RAMP | 26 |
| | | | | TOTAL: | 639 |

## CONCRETE PAVEMENT REPLACEMENT SHES

| STATION | (LANE) | STATION | (LANE) | WIDTH (LF) | LENGTH (LF) | 416.1725 CONCRETE PAVEMENT REPLACEMENT SHES (SY) | 416.0610 DRILLED TIE BARS (EA) | 416.0620 DRILLED DOWEL BARS (EA) | (*) 690.0250 SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|
| 1754+48 (SB) | (PL) | 1754+69 (SB) | (PL) | 15 | 21 | 35.0 | 7 | 12 | 51 |
| 1755+96 (SB) | (PL) | 1756+17 (SB) | (PL) | 15 | 21 | 35.0 | 7 | 12 | 51 |
| 1755+96 (SB) | (DL) | 1756+17 (SB) | (DL) | 15 | 21 | 35.0 | – | 12 | 30 |
| 1758+95 (SB) | (PL) | 1759+30 (SB) | (PL) | 15 | 20 | 33.3 | 7 | 12 | 50 |
| 1758+95 (SB) | (DL) | 1759+30 (SB) | (DL) | 15 | 20 | 33.3 | – | 12 | 30 |
| 1761+19 (SB) | (PL) | 1761+39 (SB) | (PL) | 15 | 20 | 33.3 | 7 | 12 | 50 |
| 1761+19 (SB) | (DL) | 1761+39 (SB) | (DL) | 15 | 20 | 33.3 | – | 12 | 30 |
| | | | | | TOTALS: | 238.3 | 28 | 84 | 292 (*) |

(*): ADDITIONAL QUANTITIES OF THIS ITEM SHOWN ELSEWHERE IN CONTRACT

DL = DRIVING LANE (27' LT – 12' LT)

PL = PASSING LANE (12' LT – 3' RT)

STATION EQUATION: 1757+88.54 (BK) = 1757+91.22 (AH)

NOTE: STATION STAMP MARKS ON PAVEMENT (RT SHLDR) DO NOT MATCH CURRENT PROJECT ALIGNMENT

Addendum No. 03
ID 1176-02-79
Revised Sheet 47
March 5, 2020

REMOVING CURB & GUTTER
CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
ADJUSTING INLET COVERS

| STATION | | STATION | LOCATION | COMMENTS | 204.0150 REMOVING CURB & GUTTER (LF) | 601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D (LF) | 611.8115 ADJUSTING INLET COVERS (EACH) |
|---|---|---|---|---|---|---|---|
| 22+30 (SE), 2' RT | | | CTH S, EB | SPOT REPAIR AT EXISTING INLET | 8 | 8 | 1 |
| 19+50 (SE), 2' RT | | | CTH S, EB | SPOT REPAIR AT EXISTING INLET | 8 | 8 | 1 |
| 19+45 (SW), 22' RT | | | CTH S, WB | SPOT REPAIR AT EXISTING INLET | 8 | 8 | 1 |
| 17+50 (SE), 12' RT | | | CTH S, EB | SPOT REPAIR AT EXISTING INLET | 8 | 8 | 1 |
| 16+50 (SE), 12' RT | | | CTH S, WB | SPOT REPAIR AT EXISTING INLET | 8 | 8 | 1 |
| 16+45 (SW), 22' RT | | | CTH S, WB | SPOT REPAIR AT EXISTING INLET | 8 | 8 | 1 |
| 323+06 LT (DC) | - | 323+55 LT (DC) | ENTRANCE RAMP, STH 86 TO USH 51 SB | REPLACE C&G AT SAME LIMITS AND GRADE | 65 | 65 | - |
| 323+04 RT (DC) | - | 323+38 RT (DC) | ENTRANCE RAMP, STH 86 TO USH 51 SB | REPLACE C&G AT SAME LIMITS AND GRADE | 40 | 40 | - |
| 400+27 LT (DD) | - | 400+79 LT (DD) | EXIT RAMP, USH 51 SB TO STH 86 | REPLACE C&G AT SAME LIMITS AND GRADE | 75 | 75 | - |
| 400+26 RT (DD) | - | 400+70 RT (DD) | EXIT RAMP, USH 51 SB TO STH 86 | REPLACE C&G AT SAME LIMITS AND GRADE | 45 | 45 | - |
| 215+15 LT (DB) | - | 215+52 LT (DB) | EXIT RAMP, USH 51 NB TO STH 86 | REPLACE C&G AT SAME LIMITS AND GRADE | 35 | 35 | - |
| 215+02 RT (DB) | - | 215+56 RT (DB) | EXIT RAMP, USH 51 NB TO STH 86 | REPLACE C&G AT SAME LIMITS AND GRADE | 70 | 70 | - |
| 99+94 LT (DA) | - | 100+26 LT (DA) | ENTRANCE RAMP, STH 86 TO USH 51 NB | REPLACE C&G AT SAME LIMITS AND GRADE | 40 | 40 | - |
| 99+67 RT (DA) | - | 100+37 RT (DA) | ENTRANCE RAMP, STH 86 TO USH 51 NB | REPLACE C&G AT SAME LIMITS AND GRADE | 92 | 92 | - |
| PROJECT LIMITS | | | UNDISTRIBUTED | UNDISTRIBUTED | 20 | 20 | - |
| | | | | TOTAL: | 530 | 530 | 6 |

CONCRETE BARRIER TEMPORARY PRECAST DELIVERED
CONCRETE BARRIER TEMPORARY PRECAST INSTALLED
CRASH CUSHIONS TEMPORARY

| STATION | | STATION | LOCATION | 603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED (LF) | 603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED (LF) | 614.0905 CRASH CUSHIONS TEMPORARY (EACH) | BACK WIDTH (FT) | OBJECT MARKING PATTERN | CRASH TEST LEVEL | TRAFFIC DIRECTION | TRAFFIC LOCATION | CRASH CUSHION SHIELDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1297+25 (NB) | - | 1302+00 (NB) | SOUTH OF TRAFFIC CROSSOVER 1 STAGE 1 1ST INSTALLATION | 400 | 400 | 1 | 2 | OM-3R (W05-58R) | TL-3 | UNIDIRECTIONAL | L | BLUNT END TEMPORARY BARRIER |
| 1297+25 (NB) | - | 1302+00 (NB) | SOUTH OF TRAFFIC CROSSOVER 1 STAGE 1 2ND INSTALLATON | 400 | 400 | 1 | 2 | OM-3R (W05-58R) | TL-3 | UNIDIRECTIONAL | L | BLUNT END TEMPORARY BARRIER |
| 1297+25 (NB) | - | 1302+00 (NB) | SOUTH OF TRAFFIC CROSSOVER 1 STAGE 3 | 400 | 400 | 1 | 2 | OM-3R (W05-58R) | TL-3 | UNIDIRECTIONAL | L | BLUNT END TEMPORARY BARRIER |
| UNDISTRIBUTED | | | UNDISTRIBUTED | 75 | 75 | - | | | | | | |
| | | | TOTALS: | 1275 | 1275 | 3 | | | | | | |

Addendum No. 03
ID 1176-02-79
Revised Sheet 51
March 5, 2020




FILE NAME : N:\PW\C30\1176020\SHEETSPLAN\030201-MQ.DWG
LAYOUT NAME - 06
PLOT DATE : 3/4/2020 3:13 PM PLOT BY : HOLQUIST, ADAM D PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

| REMOVING PAVEMENT<br>BASE AGGREGATE DENSE 1.25-INCH<br>SHAPING SHOULDERS | | | (*)<br>204.0100.02<br>REMOVING<br>PAVEMENT<br>MAINLINE | [1]<br>THICKNESS AT<br>CENTERLINE | THICKNESS AT<br>15 FEET OFF<br>CENTERLINE | 305.0125<br>BASE<br>AGGREGATE<br>DENSE<br>1 1/4 - INCH | (*)<br>305.0120<br>BASE<br>AGGREGATE<br>DENSE<br>1 1/4 - INCH | 211.0500<br>PREPARE<br>FOUNDATION<br>FOR<br>BASE<br>AGGREGATE | 305.0500<br>SHAPING<br>SHOULDERS | |
|---|---|---|---|---|---|---|---|---|---|---|
| STATION | | STATION | (SY) | (INCH) | (INCH) | (CY) | (TON) | (STA) | (STA) | REMARKS |
| 1341+00 | - | 1343+00 | - | - | - | - | 29 | - | 2 | USH 51 SB WEST SIDE JOINT REPAIR |
| 1516+50 | - | 1526+66 | 3387 | 12.6 | 9 | 931 | 83 | 11 | - | - |
| 1526+66 | - | 1534+54 | - | - | - | - | - | - | # | BRIDGE GAP |
| 1534+54 | - | 1540+50 | 1987 | 12.6 | 9 | 546 | 49 | 6 | - | - |
| 1540+50 | - | 1541+50 | 333 | 12.6 | 9 | 92 | 8 | 1 | - | - |
| 1541+50 | - | 1571+54 | 10013 | 12.6 | 9 | 2754 | 245 | 31 | - | - |
| 1571+54 | - | 1577+54 | 2000 | 12.6 | 9 | 550 | 0 | 6 | # | - |
| 1577+54 | - | 1582+70 | 1720 | 12.6 | 9 | 473 | 42 | 6 | - | - |
| 1582+70 | - | 1586+30 | 1200 | 12.6 | 9 | 330 | 29 | 4 | - | - |
| 1586+30 | - | 1590+17.17 | 1291 | 12.6 | 9 | 355 | 32 | 4 | - | - |
| 1589+54.10 | - | 1604+58 | 5013 | 12.6 | 9 | 1379 | 123 | 16 | - | - |
| 1604+58 | - | 1605+68 | - | - | - | - | - | - | # | NO EXISTING CONCRETE PAVEMENT |
| 1605+68 | - | 1674+43.96 | 22920 | 12.6 | 9 | 6303 | 562 | 69 | - | - |
| 1675+39.8 | - | 1678+52 | 1041 | 12.6 | 9 | 286 | 25 | 4 | - | - |
| 1678+52 | - | 1684+52 | 2000 | 9.1 - 12.6 | 5.5 - 9 | 550 | 0 | 6 | # | - |
| 1684+52 | - | 1713+04.87 | 9510 | 12.6 | 9 | 2615 | 233 | 29 | - | - |
| 1713+54.79 | - | 1751+90 | 12784 | 12.6 | 9 | 3516 | 313 | 39 | - | - |
| 1751+90 | - | 1757+88.54 | - | - | - | - | - | - | # | - |
| 1757+91.22 | - | 1761+75 | - | - | - | - | - | - | # | - |
| 1516+50 | - | 1761+75 | - | - | - | - | - | - | 432 | - |
| | | TOTALS: | 75198<br>(*) | [1] | | 20679 | 1774<br>(*) | 232 | 434 | |

NOTES: (*) ADDITIONAL QUANTITIES OF THIS ITEM SHOWN ELSEWARE IN CONTRACT

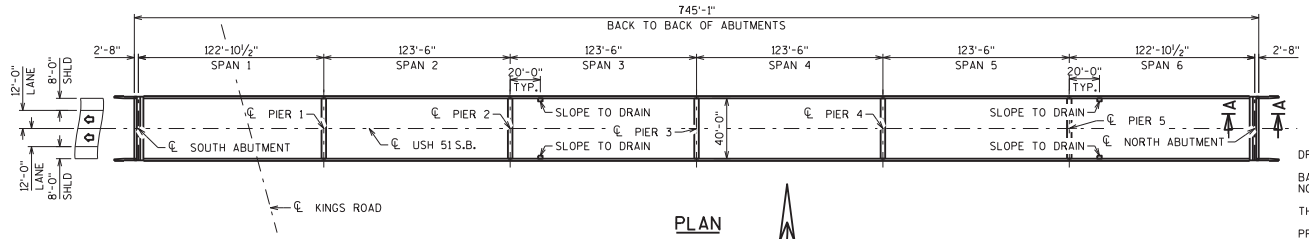
# NO SHAPING SHOULDERS NEEDED

[1] SHOWING THICKNESS FOR CROWN CORRECTION

Addendum No. 03
ID 1176-02-79
Revised Sheet 57A
March 5, 2020

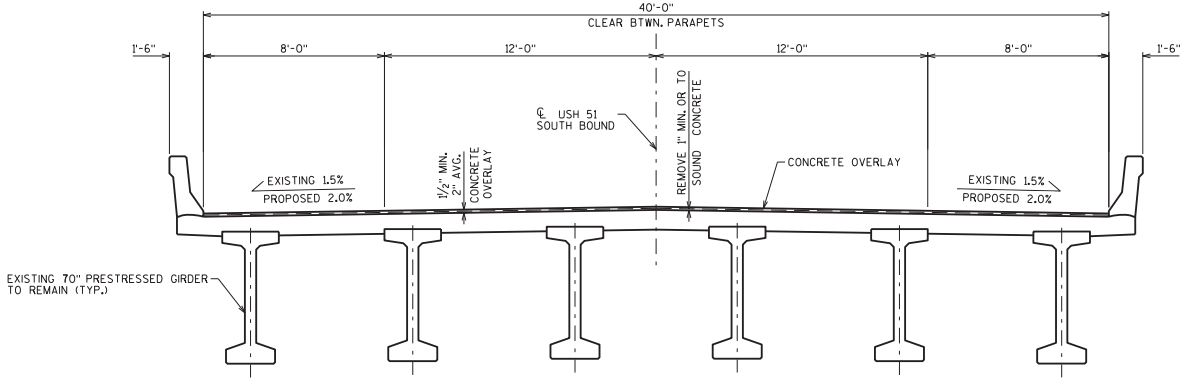
STATE PROJECT NUMBER

1176-02-69




PLAN

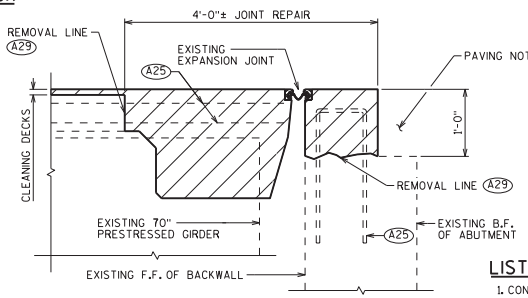
WISCONSIN RIVER




CROSS SECTION THRU DECK

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | TOTALS |
|---|---|---|---|
| 502.3101 | EXPANSION DEVICE B-35-63 | LF | 86 |
| 502.3200 | PROTECTIVE SURFACE TREATMENT | SY | 3,312 |
| 502.3210 | PIGMENTED SURFACE SEALER | SY | 623 |
| 505.0600 | BAR STEEL REINFORCEMENT HS COATED STRUCTURES | LB | 3,020 |
| 509.0301 | PREPARATION DECKS TYPE 1 | SY | 225 |
| 509.0302 | PREPARATION DECKS TYPE 2 | SY | 165 |
| 509.0500 | CLEANING DECKS | SY | 3,275 |
| 509.1000 | JOINT REPAIR | SY | 38 |
| 509.1500 | CONCRETE SURFACE REPAIR | SF | 25 |
| 509.2000 | FULL-DEPTH DECK REPAIR | SY | 2 |
| 509.2500 | CONCRETE MASONRY OVERLAY DECKS | CY | 221 |
| SPV.0060 | CLEANING AND PAINTING BEARINGS | EACH | 12 |




SECTION A-A - SHOWING DECK REMOVAL

(TYPICAL BOTH JOINTS)

## DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HS-20
INVENTORY RATING HS = 20
OPERATING RATING: HS = 36
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 210(KIPS)

MATERIAL PROPERTIES:
CONCRETE MASONRY:
CONCRETE MASONRY OVERLAY DECKS ——— f'c = 4,000 P.S.I.
CONCRETE MASONRY SUPERSTRUCTURE ——— f'c = 4,000 P.S.I.

BAR STEEL REINFORCEMENT:
GRADE 60 ——— fy = 60,000 P.S.I.

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP SURFACE OF THE NEW CONCRETE OVERLAY AND TO THE VERTICAL AND HORIZONTAL SURFACES OF THE PAVING NOTCHES AT ABUTMENT DIAPHRAGMS.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE PARAPETS, INCLUDING PARAPETS ON WINGS.

CONTACT THE BUREAU OF STRCTURES BEFORE PLACEMENT OF OVERLAY IF THE AVERAGE THICKNESS OF THE NEW OVERLAY WILL EXCEED THE AVERAGE OVERLAY SHOWN ON THE PLANS BY MORE THAN ½"

"PREPARATION DECKS TYPE 1", "PREPARATION DECKS TYPE 2", AND "FULL-DEPTH DECK REPAIR" AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENINGEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS."

ANY EXCAVATION NECESSARY TO COMPLETE THE OVERLAY OR JOINT REPAIR AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

THE EXISTING OVERLAY SHALL BE REMOVED FROM THE BRIDGE DECK UNDER BID ITEM "CLEANING DECKS".

A MINIMUM OF 1-INCH OF CONCRETE SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "CLEANING DECKS".

ALL LINES OF REMOVAL SHALL BE DEFINED BY A MIN. 1" DEEP SAW CUT.

MAINTAIN DRAINAGE TO DECK DRAINS. SLOPE CONCRETE OVERLAY TO DRAIN.

BEARINGS AT ABUTMENTS TO BE CLEANED AND PAINTED.

QUANTITY FOR "CONCRETE SURFACE REPAIR" IS FOR ABUTMENTS, RAILS & WINGS. EXACT REPAIR LOCATIONS TO BE DETERMINED BY ENGINEER.

(A25) SALVAGE EXIST. REINF. & EXTEND FULL LENGTH INTO NEW WORK.

(A29) ROUGHEN SURFACE OF CONCRETE ¼" DEEP MINIMUM FOR ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

LLS 3/5/20

Addendum No. 03
ID 1176-02-69
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March 5, 2020

## LIST OF DRAWINGS

1. CONCRETE OVERLAY
2. JOINT REPAIR DETAILS 1
3. JOINT REPAIR DETAILS 2
4. EXPANSION DEVICE
5. COVER PLATE


STRUCTURE DESIGN CONTACTS:
JOEL MAAS (608) 267-0273
LAURA SHADEWALD (608) 267-9592


| NO. | DATE | REVISION | BY |
|---|---|---|---|
| 1 | 3/5/2020 | BID ITEM UNIT CHANGE | JLR |

BUREAU OF STRUCTURES

ACCEPTED _____ _____
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-35-63

USH 51 SOUTH BOUND OVER WISCONSIN RIVER

| COUNTY | CITY |
|---|---|
| LINCOLN | TOMAHAWK |

DESIGN SPEC. REHABILITATION

| DESIGNED BY | DESIGNED CK'D. | DRAWN BY | PLANS CK'D. |
|---|---|---|---|
| JDM | JLR | JDM | JLR |

CONCRETE OVERLAY

SHEET 1 OF 5

131

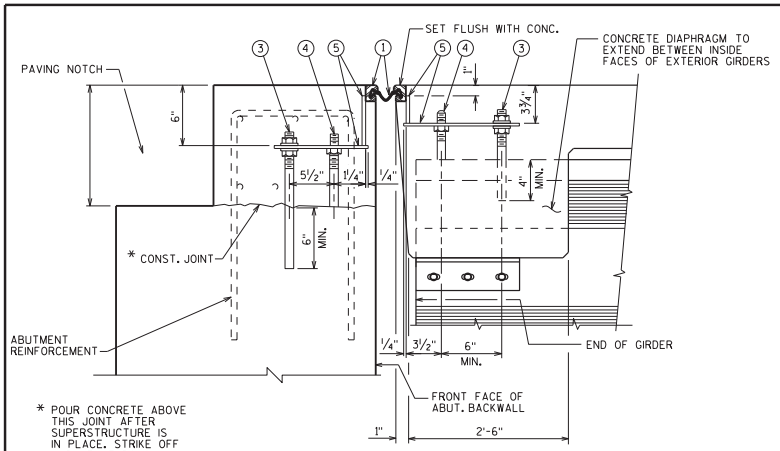
I.D. 1176-02-09A

DATE: MARCH 2019

SCALE = 40.00

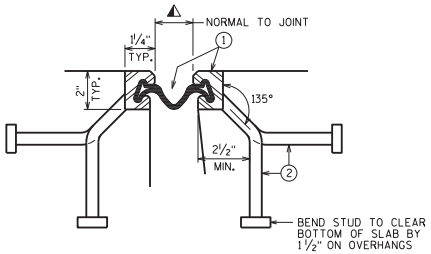
8

8



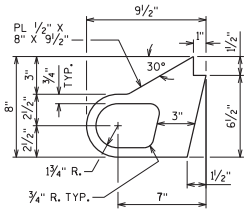

## SECTION THRU JOINT AT ABUTMENT

NORMAL TO ℄ SUBSTRUCTURE




## SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS, MEDIANS AND SIDEWALKS

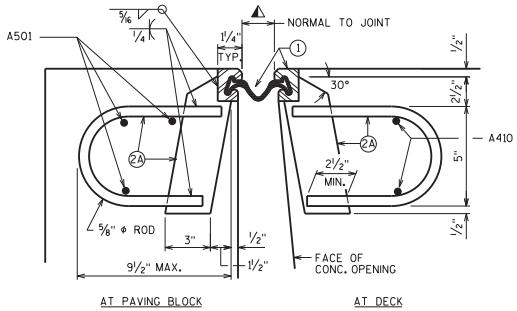



## ALTERNATE STRIP SEAL ANCHOR

## ⚠ TEMPERATURE TABLE

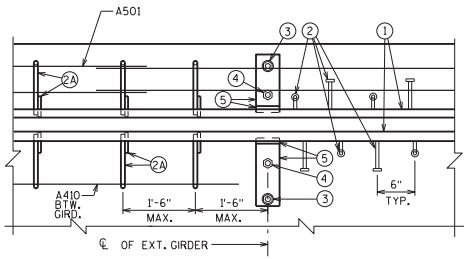
| SHADED UNDERSIDE DECK TEMP. (°F) | SOUTH ABUTMENT JOINT OPENING (NORMAL TO JT.) | NORTH ABUTMENT JOINT OPENING (NORMAL TO JT.) |
|---|---|---|
| 85° | 1⅞" | 2" |
| 75° | 2⅛" | 2¼" |
| 65° | 2⅜" | 2⅜" |
| 55° | 2⅝" | 2⅝" |
| 45° | 3¼" | 2¾" |
| 35° | 3⅝" | 2⅞" |
| 25° | 4" | 3⅛" |
| 15° | 4⅜" | 3¼" |
| 5° | 4¾" | 3½" ⚠ |

A SMALL JOINT OPENING DUE TO A HIGH TEMPERATURE AT TIME OF CONSTRUCTION MAY REQUIRE NEOPRENE STRIP SEAL INSTALLATION INTO STEEL EXTRUSIONS PRIOR TO SETTING THE EXPANSION JOINT.




## SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS.




## PART PLAN

## NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS AND EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. "6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

ANCHOR SYSTEM NO. 8 AND NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C AND D.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-35-63".

## LEGEND

1. NEOPRENE STRIP SEAL ( 5 - INCH) AND STEEL EXTRUSIONS.
2. STUDS ⅝"ϕ X 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
2A. ½" THICK ANCHOR PLATE WITH ⅝"ϕ ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.
3. ¾" ϕ THREADED ROD WITH 2 NUTS AND PLATE WASHERS. GROUT THREADED ROD INTO FIELD DRILLED HOLES ON ℄ OF GIRDER. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. ¾"ϕ THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.
5. FABRICATE SUPPORT FROM 3" X ½" BAR AS SHOWN OR EQUIVALENT, ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½" ϕ HOLE FOR NO. 3 AND 1" ϕ HOLE FOR NO. 4.
6. GALVANIZED PLATE ⅜" X 10" X 2'-2" LONG WITH HOLES FOR NO. 7.
7. ¾"ϕ X 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.
8. ¾"ϕ X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
9. ¾"ϕ X 2¼" GALVANIZED THREADED COUPLING.
11. 1" X 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

Addendum No. 03
ID 1176-02-69
Revised Sheet 134
March 5, 2020

STATE PROJECT NUMBER
1176-02-69

3/5/20

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| ⚠ | 3/5/2020 | TEMPERATURE TABLE | JLR |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-35-63

DRAWN BY JDM | PLANS CK'D. JLR

EXPANSION DEVICE

SHEET 4

134

SCALE = 1.00

Proposal ID: 20200310022 Project(s): 1176-02-69, 1176-02-79

Federal ID(s): WISC 2020079, WISC 2020080

SECTION: 0001 Structure Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID<br>Description | Approximate Quantity and Units | Unit Price | Bid Amount |
|---|---|---|---|---|
| 0002 | 203.0100<br>Removing Small Pipe Culverts | 4.000<br>EACH | _____.____ | _____.____ |
| 0006 | 204.0109.S<br>Removing Concrete Surface Partial Depth | 2,740.000<br>SF | _____.____ | _____.____ |
| 0008 | 204.0115<br>Removing Asphaltic Surface Butt Joints | 639.000<br>SY | _____.____ | _____.____ |
| 0010 | 204.0120<br>Removing Asphaltic Surface Milling | 214,655.000<br>SY | _____.____ | _____.____ |
| 0012 | 204.0150<br>Removing Curb & Gutter | 530.000<br>LF | _____.____ | _____.____ |
| 0014 | 204.0180<br>Removing Delineators and Markers | 280.000<br>EACH | _____.____ | _____.____ |
| 0016 | 204.0270<br>Abandoning Culvert Pipes | 1.000<br>EACH | _____.____ | _____.____ |
| 0018 | 204.9060.S<br>Removing (item description) 01. EXISTING TUBULAR MARKER POST AND BASE | 64.000<br>EACH | _____.____ | _____.____ |
| 0020 | 205.0100<br>Excavation Common | 5,162.000<br>CY | _____.____ | _____.____ |
| 0022 | 209.0200.S<br>Backfill Controlled Low Strength | 36.000<br>CY | _____.____ | _____.____ |
| 0024 | 209.1100<br>Backfill Granular Grade 1 | 300.000<br>CY | _____.____ | _____.____ |
| 0026 | 211.0100<br>Prepare Foundation for Asphaltic Paving (project) 01. 1176-02-79 | <br>LS | LUMP SUM | _____.____ |
| 0030 | 213.0100<br>Finishing Roadway (project) 01. 1176-02-79 | 1.000<br>EACH | _____.____ | _____.____ |
| 0032 | 305.0110<br>Base Aggregate Dense 3/4-Inch | 5,800.000<br>TON | _____.____ | _____.____ |
| 0034 | 305.0120<br>Base Aggregate Dense 1 1/4-Inch | 3,824.000<br>TON | _____.____ | _____.____ |

Proposal ID: 20200310022 Project(s): 1176-02-69, 1176-02-79

Federal ID(s): WISC 2020079, WISC 2020080

SECTION: 0001 Structure Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID<br>Description | Approximate Quantity and Units | Unit Price | Bid Amount |
|---|---|---|---|---|
| 0098 | 603.8000<br>Concrete Barrier Temporary Precast Delivered | 1,275.000<br>LF | _____.____ | _____.____ |
| 0100 | 603.8125<br>Concrete Barrier Temporary Precast Installed | 1,275.000<br>LF | _____.____ | _____.____ |
| 0102 | 611.8115<br>Adjusting Inlet Covers | 6.000<br>EACH | _____.____ | _____.____ |
| 0104 | 614.0905<br>Crash Cushions Temporary | 3.000<br>EACH | _____.____ | _____.____ |
| 0106 | 618.0100<br>Maintenance And Repair of Haul Roads (project) 01. 1176-02-79 | 1.000<br>EACH | _____.____ | _____.____ |
| 0108 | 619.1000<br>Mobilization | 1.000<br>EACH | _____.____ | _____.____ |
| 0110 | 624.0100<br>Water | 200.000<br>MGAL | _____.____ | _____.____ |
| 0112 | 625.0100<br>Topsoil | 1,508.000<br>SY | _____.____ | _____.____ |
| 0114 | 628.1504<br>Silt Fence | 1,350.000<br>LF | _____.____ | _____.____ |
| 0116 | 628.1520<br>Silt Fence Maintenance | 1,350.000<br>LF | _____.____ | _____.____ |
| 0118 | 628.1905<br>Mobilizations Erosion Control | 6.000<br>EACH | _____.____ | _____.____ |
| 0120 | 628.1910<br>Mobilizations Emergency Erosion Control | 5.000<br>EACH | _____.____ | _____.____ |
| 0122 | 628.2008<br>Erosion Mat Urban Class I Type B | 1,508.000<br>SY | _____.____ | _____.____ |
| 0124 | 628.7005<br>Inlet Protection Type A | 3.000<br>EACH | _____.____ | _____.____ |
| 0126 | 628.7015<br>Inlet Protection Type C | 6.000<br>EACH | _____.____ | _____.____ |
| 0128 | 629.0210<br>Fertilizer Type B | 11.000<br>CWT | _____.____ | _____.____ |

Proposal ID: 20200310022 Project(s): 1176-02-69, 1176-02-79

Federal ID(s): WISC 2020079, WISC 2020080

SECTION: 0001 Structure Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID<br>Description | Approximate Quantity and Units | Unit Price | Bid Amount |
|---|---|---|---|---|
| 0224 | 204.9180.S<br>Removing (item description) 02. Pavement Mainline | 75,198.000<br>SY | _____.____ | _____.____ |
| 0226 | 211.0400<br>Prepare Foundation for Asphaltic Shoulders | 866.000<br>STA | _____.____ | _____.____ |
| 0228 | 305.0500<br>Shaping Shoulders | 434.000<br>STA | _____.____ | _____.____ |
| 0230 | 305.0125<br>Base Aggregate Dense 1 1/4-Inch | 20,679.000<br>CY | _____.____ | _____.____ |
| 0232 | 646.3545<br>Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch | 230.000<br>LF | _____.____ | _____.____ |
| 0234 | 649.0250<br>Temporary Marking Line Removable Tape 8-Inch | 1,600.000<br>LF | _____.____ | _____.____ |
| 0236 | 650.5000<br>Construction Staking Base | 22,857.000<br>LF | _____.____ | _____.____ |
| 0238 | 211.0500<br>Prepare Foundation for Base Aggregate | 232.000<br>STA | _____.____ | _____.____ |
| | Section: 0001 | | Total: | _____.____ |

Total Bid: _____.____