



# Wisconsin Department of Transportation

April 29, 2021

## Division of Transportation Systems Development

Bureau of Project Development  
4822 Madison Yards Way, 4<sup>th</sup> Floor South  
Madison, WI 53705

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

### NOTICE TO ALL CONTRACTORS:

**Proposal #31: 1014-00-77, WISC 2021353**  
**Wisconsin Dells – Portage**  
**Ishnala Road to Schepps Road,**  
**EB Only**  
**IH 90/94**  
**Sauk County**

### Letting of May 11, 2021

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

#### Special Provisions:

Added Special Provisions	
Article No.	Description
22	HMA Pavement 4 SMA 58-28 V, Item 460.8624; HMA Pavement Test Strip Volumetrics, Item 460.0115.S; HMA Pavement Test Strip Density; Item 460.0120.S
23	QMP HMA Pavement Nuclear Density

Deleted Special Provisions	
Article No.	Description
10	HMA Pavement 4 SMA 58-28 V, Item 460.8624; HMA Pavement Test Strip Volumetric, Item 460.0105.S; HMA Pavement Test Strip Density, Item 460.0110.S.

#### Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
460.2005	Incentive Density PWL HMA Pavement	DOL	13100	-752	12348
460.2010	Incentive Air Voids PWL HMA Pavement	DOL	18910	-3810	15100
643.0300	Traffic Control Drums	DAY	3154	1511	4665
643.0420	Traffic Control Barricades Type III	DAY	176	76	252
643.0705	Traffic Control Warning Lights Type A	DAY	352	152	504
643.0715	Traffic Control Warning Lights Type C	DAY	616	266	882
643.0800	Traffic Control Arrow Boards	DAY	88	38	126

643.0900	Traffic Control Signs	DAY	980	228	1208
643.1051	Traffic Control Signs PCMS With Cellular Communications	DAY	94	38	132
643.1205.S	Basic Traffic Queue Warning System	DAY	44	19	63
643.5000	Traffic Control Interim Lane Closure	EACH	44	19	63

<b>Added Bid Item Quantities</b>					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
460.0115.S	HMA Pavement Test Strip Volumetric	EACH	0	1	1
460.0120.S	HMA Pavement Test Strip Density	EACH	0	1	1
460.2000	QMP HMA Pavement Nuclear Density	DOL	0	22,720	22,720
740.0440	Incentive IRI Ride	DOL	0	24,000	24,000

<b>Deleed Bid Item Quantities</b>					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1	-1	0
460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1	-1	0

**Plan Sheets:**

<b>Revised Plan Sheets</b>	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
53	Added HMA test strip items and revised quantities for PWL table
55	Revised quantities for several items in the Traffic Control Table

The responsibility for notifying potential subcontractors and suppliers of these changes remains with the prime contractor.

Sincerely,

*Mike Coleman*

Proposal Development Specialist  
Proposal Management Section

**ADDENDUM NO. 01**

**1014-00-77**

**April 29, 2021**

**Special Provisions**

**10. DELETED**

**22. HMA Pavement 4 SMA 58-28 V, Item 460.8624  
HMA Pavement Test Strip Volumetrics, Item 460.0115.S  
HMA Pavement Test Strip Density, Item 460.0120.S.**

**A Description**

Conform to standard spec 450 and 460 except as modified in this special provision.

**B (Vacant)**

**C Construction**

*Add the following to standard spec 450.3.1.3 to require transfer vehicle for SMA:*

- (2) Use a Material Transfer Vehicle when constructing SMA pavement.

*Add the following to standard spec 450.3.1.5 to prohibit rubber-tire roller on SMA:*

- (3) Do not use a rubber-tired roller for compaction of SMA pavement.

*Add the following to standard spec 460.3.3.2 to require and define approval criteria for SMA test strips:*

- (5) Construct a test strip according to CMM 8-15.13 to correlate nuclear gauges to pavement cores, confirm SMA in-place density using cores and determine mixture air voids. Submit the test strip start time and date to the department in writing at least 5 calendar days in advance of construction of the test strip. The department will assess the contractor \$2,000 for each instance according to Section E of this special provision if paving does not begin within 2 hours of the submitted start time, delaying the test strip. Alterations to the start time and date must be submitted to the department in writing a minimum of 24 hours prior to the start time. The contractor will not be liable for changes in start time related to adverse weather days as defined by standard spec 101.3 or equipment breakdown verified by the department.

Construct the test strip at the beginning of work for each SMA mixture, for each layer and for each thickness. All SMA test strip material produced shall meet the requirements in Tables 460-1 and 460-2 and conform to the JMF limits presented herein except as follows:

ITEM	JMF Limits
Asphaltic content in percent <sup>[1]</sup>	- 0.5
VMA in percent <sup>[2]</sup>	- 1.0
Air Voids in percent	According to the SMA Test Strip Approval Criteria

<sup>[1]</sup> Asphalt content more than -0.5% below the JMF will be referee tested by BTS using automated extraction according to WisDOT Modified ASTM D8159.

<sup>[2]</sup> VMA limits based on minimum requirement for mix design nominal maximum aggregate size in table 460-1 as modified herein.

The test strip shall remain in place and become part of the completed pavement when acceptably produced, acceptably compacted, and meets finish and smoothness requirements. CMM 8-15 describes the SMA density and volumetric testing tolerances required for the test strip.

- (6) The test strip is to be treated as a single/separate lot and will have densities and pay adjustments calculated accordingly. The department will test one of the two split samples for volumetrics to determine test strip approval. If the QV air void sample is outside of the limits for 100% pay (i.e.  $3.2 \leq Va \leq 5.8$ ), dispute resolution according to CMM 8-36 will determine material conformance and payment for the test strip. If QV and QC test results exceed testing tolerances (0.015 for Gmm or Gmb), both retained split samples will be tested by BTS. In this case, additional investigation shall be conducted to identify the source of the difference between QV and QC data and BTS referee test data will be used to determine material conformance and pay.

Pay adjustments made as part of dispute resolution on test strip material will be limited to the test strip and will not extend to material placed during main production nor will pay adjustments made on main production extend into the test strip. The department will notify the contractor within 24 hours of the start of test strip construction regarding approval to proceed with paving beyond the test strip. The department will evaluate mixture air voids, test strip density, and nuclear gauge to core correlation in determining test strip approval and material conformance according to the following:

**SMA Test Strip Approval Criteria**

Approval / Material Conformance <sup>[1]</sup>	QV Air Voids	Average Density of All Cores <sup>[2]</sup>	Outcome of Test Strip for Contractor
Approved / Material Conforming	$3.2 \leq Va \leq 5.8$	$\geq 93.0 \%$	Proceed with production
Test Strip Approved / Material Nonconforming	$2.8 \leq Va \leq 3.2$ or $5.8 < Va \leq 6.2$	$\geq 91.0 \%$	Propose solution and proceed with production. Payment for material will be based on BTS referee tests.
Test Strip Not Approved / Material Nonconforming	$2.5 \leq Va < 2.8$ or $6.2 < Va \leq 6.5$	$< 91.0 \%$	Stop production, submit cause and solution, make additional 500-ton test strip. Payment for material will be based on BTS referee tests.
Test Strip and Material are Unacceptable <sup>[3]</sup>	$Va < 2.5$ or $Va > 6.5$	$< 90.0 \%$	Stop production, submit cause and solution, make additional 500-ton test strip, and complete new core to nuclear density gauge correlation

<sup>[1]</sup> The overall result of each test strip will coincide with the more restrictive result from air voids or density.

<sup>[2]</sup> Individual nuclear density test results more than 3.0% below the minimum density requirement must be addressed according to CMM 8-15.11.

<sup>[3]</sup> Unacceptable material will be removed and replaced at no additional cost to the department. Alternatively, the engineer may allow the material to remain in place with a 50 percent payment factor. Material allowed to remain in place requires another test strip prior to additional paving.

- (7) An acceptable core to nuclear density gauge correlation must be completed by both the contractor and department according to CMM 8-15 as part of the test strip.
- (8) A maximum of two test strips will be allowed to remain in place per layer per contract. If the contractor changes the mix design for a given mix type during a contract, no additional compensation will be paid by the department for the required additional test strip and the department will assess the contractor \$2,000 for each additional test strip according to Section E of this special provision.

## D Measurement

*Add the following to standard spec 460.4:*

- (2) The department will measure HMA Pavement Test Strip Volumetrics and HMA Pavement Test Strip Density as each unit of work, acceptably completed, as described in CMM 8-15. Material quantities will be determined according to standard spec 450.4.

## E Payment

*Replace standard spec 460.5.1 with the following:*

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

ITEM NUMBER	DESCRIPTION	UNIT
460.8624	HMA Pavement 4 SMA 58-28 V	TON
460.0115.S	HMA Pavement Test Strip Volumetrics	EACH
460.0120.S	HMA Pavement Test Strip Density	EACH

Payment for SMA is full compensation for providing SMA mixture designs; for preparing foundation; for volumetric and density testing and aggregate source testing; for asphalt binder from recycled sources, for asphalt binder modification or processes, and addition of fibers, fines, or filler.

Payment for HMA Pavement Test Strip Volumetrics is full compensation for volumetric sampling, splitting, and testing; for proper labeling, handling, and retention of split samples.

Payment for HMA Pavement Test Strip Density is full compensation for collecting and measuring of pavement cores, acceptably filling core holes, providing of nuclear gauges and operator(s), and all other work associated with completion of a core-to-gauge correlation, as directed by the engineer.

The department will pay separately for a material transfer vehicle.

Acceptable HMA mixture placed on the project as part of a volumetric or density test strip will be compensated by the appropriate HMA Pavement bid item with any applicable pay adjustments. If a test strip is delayed as defined in standard spec 460.3.3.2(5) as modified herein, the department will assess the contractor \$2,000 for each instance, under the HMA Delayed Test Strip administrative item. If an additional test strip is required because the initial test strip is not approved by the department, or the mix design is changed by the contractor, the department will assess the contractor \$2,000 for each additional test strip (i.e. \$2,000 for each individual volumetrics or density test strip) under the HMA Additional Test Strip administrative item.

stp-460-030 (20191121)

## **23. 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 except 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.

<https://wisconsin.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) Nuclear gauge owners and personnel using nuclear gauges shall comply with WisDOT requirements according to 460.3.3 and CMM 8-15.

## **B.2 Testing**

- (1) Conform to ASTM D2950 and CMM 8.15 for density testing and gauge monitoring methods. Conform to CMM 8-15.10.4 for test duration and gauge placement.

## **B.3 Equipment**

### **B.3.1 General**

- (1) Furnish nuclear gauges according to CMM 8-15.2.
- (2) Furnish nuclear gauges from the department's approved product list at <https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnsit-rsrcs/tools/appr-prod/default.aspx>

### **B.3.2 Comparison of Nuclear Gauges**

#### **B.3.2.1 Comparison of QC and QV Nuclear Gauges**

- (1) Compare QC and QV nuclear gauges according to CMM 8-15.7.

#### **B.3.2.2 Comparison Monitoring**

- (1) Conduct reference site monitoring for both QC and QV gauges according to CMM 8-15.

## **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) Divide the pavement into lots and sublots for nuclear density testing according to CMM 8-15.10.2.
- (2) Determine required number of tests according to CMM 8-15.10.2.1.
- (3) Determine random testing locations according to CMM 8-15.10.3.

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

- (1) Divide the pavement into lots and sublots for nuclear density testing according to CMM 8-15.10.2.
- (2) Determine required number of tests according to CMM 8-15.10.2.2.
- (3) Determine random testing locations according to CMM 8-15.10.3.

### **B.4.2 Pavement Density Determination**

#### **B.4.2.1 Mainline Traffic Lanes and Appurtenances**

- (1) Calculate the average sublot densities using the individual test results in each sublot.
- (2) If all sublot averages are no more than one percent below the target density, calculate the daily lot density by averaging the results of each random QC test taken on that day's material.
- (3) If any sublot average is more than one percent below the target density, do not include the individual test results from that sublot when computing the lot average density and remove that sublot's tonnage from the daily quantity for incentive. The tonnage from any such sublot is subject to disincentive pay as specified in standard spec 460.5.2.2.

#### **B.4.2.2 Mainline Shoulders**

##### **B.4.2.2.1 Width Greater Than 5 Feet**

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

##### **B.4.2.2.2 Width of 5 Feet or Less**

- (1) If all 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 two 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/ft<sup>3</sup> 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/ft<sup>3</sup> 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/ft<sup>3</sup>, use the original QC tests for acceptance.

- (6) If the QV and QC subplot averages differ by more than 1.0 lb/ft<sup>3</sup> 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 (20181119)

### **Schedule of Items**

Attached, dated April 28, 2021, are the revised Schedule of Items Pages 1 – 5.

### **Plan Sheets**

The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:  
Revised: 53, 55

END OF ADDENDUM



HMA PAVEMENT TEST STRIPS

460.0105 S	460.0110 S	460.0115 S	460.0120 S
HMA PAVEMENT PWL TEST STRIP VOLUMETRICS	HMA PAVEMENT TEST STRIP DENSITY	HMA PAVEMENT VOLUMETRICS	HMA PAVEMENT TEST STRIP DENSITY
EACH	EACH	EACH	EACH
1	1	1	1
TOTAL 0010			

Addendum No. 01  
ID 1014-00-77  
Revised Sheet 53  
April 29, 2021

PWL MIXTURE USE TABLE

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR THIS PROJECT:

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY/MANAGEMENT PROGRAM TO BE USED	
							MIXTURE	ACCEPTANCE
DRIVING LANES	303+15 EB - 355+32 EB, 357+53 EB - 741+46 EB	LOWER LIFT	EXISTING CONCRETE PAVEMENT	4 HT 58-28 S	12348.00	1.75	PWL INCENTIVE AIR VOID HMA PAVEMENT - 460.2010	DENSITY ACCEPTANCE INCENTIVE DENSITY PWL HMA PAVEMENT - 460.2005
INSIDE SHOULDER	303+15 EB - 355+32 EB, 357+53 EB - 741+46 EB, 340+05 A - 344+70 A, 349+80 B - 353+88 B, 356+37 C - 363+53 C	LOWER LIFT	EXISTING HMA PAVEMENT	4 HT 58-28 S	1989.00	1.75	PWL INCENTIVE AIR VOID HMA PAVEMENT - 460.2010	ACCEPTANCE TESTING
OUTSIDE SHOULDER	303+15 EB - 355+32 EB, 357+53 EB - 741+46 EB, 340+05 A - 344+70 A	LOWER LIFT	EXISTING HMA PAVEMENT	4 LT 58-28 S	3810.00	1.75	QMP AS PER SS 460	QMP HMA PAVEMENT NUCLEAR DENSITY - 460.2000
TAPERS/AUX LANES	334+54 EB - 340+05 EB, 353+88 EB, 355+32 EB, 357+53 EB - 381+14 EB	LOWER LIFT	EXISTING CONCRETE PAVEMENT	4 HT 58-28 S	441.00	1.75	PWL INCENTIVE AIR VOID HMA PAVEMENT - 460.2010	ACCEPTANCE TESTING
RAMPS	340+05 A - 344+70 A, 349+80 B - 353+88 B, 356+37 C - 363+53 C	LOWER LIFT	EXISTING CONCRETE PAVEMENT	4 HT 58-28 S	306.00	1.75	PWL INCENTIVE AIR VOID HMA PAVEMENT - 460.2010	ACCEPTANCE TESTING
CROSSOVERS	337+47 EB - 338+25 EB, 385+66 EB - 386+16 EB, 466+00 EB - 466+63 EB, 522+36 EB - 523+00 EB, 616+65 EB - 617+35 EB, 671+05 EB - 671+70 EB	LOWER LIFT	EXISTING HMA PAVEMENT	4 HT 58-28 S	16.00	1.75	PWL INCENTIVE AIR VOID HMA PAVEMENT - 460.2010	ACCEPTANCE TESTING
DRIVING LANES	303+15 EB - 355+32 EB, 357+53 EB - 741+46 EB	UPPER LIFT	EXISTING CONCRETE PAVEMENT	4 SMA 58-28 V	12348.00	1.75	QMP AS PER SS 460	QMP HMA PAVEMENT NUCLEAR DENSITY - 460.2000
INSIDE SHOULDER	303+15 EB - 355+32 EB, 357+53 EB - 741+46 EB, 340+05 A - 344+70 A, 349+80 B - 353+88 B, 356+37 C - 363+53 C	UPPER LIFT	EXISTING HMA PAVEMENT	4 SMA 58-28 V	1989.00	1.75	QMP AS PER SS 460	QMP HMA PAVEMENT NUCLEAR DENSITY - 460.2000
OUTSIDE SHOULDER	303+15 EB - 355+32 EB, 357+53 EB - 741+46 EB, 340+05 A - 344+70 A	UPPER LIFT	EXISTING HMA PAVEMENT	4 LT 58-28 S	3810.00	1.75	QMP AS PER SS 460	QMP HMA PAVEMENT NUCLEAR DENSITY - 460.2000
TAPERS/AUX LANES	334+54 EB - 340+05 EB, 353+88 EB, 355+32 EB, 357+53 EB - 381+14 EB	UPPER LIFT	EXISTING CONCRETE PAVEMENT	4 SMA 58-28 V	441.00	1.75	QMP AS PER SS 460	QMP HMA PAVEMENT NUCLEAR DENSITY - 460.2000
RAMPS	340+05 A - 344+70 A, 349+80 B - 353+88 B, 356+37 C - 363+53 C	UPPER LIFT	EXISTING CONCRETE PAVEMENT	4 SMA 58-28 V	306.00	1.75	QMP AS PER SS 460	QMP HMA PAVEMENT NUCLEAR DENSITY - 460.2000
CROSSOVERS	337+47 EB - 338+25 EB, 385+66 EB - 386+16 EB, 466+00 EB - 466+63 EB, 522+36 EB - 523+00 EB, 616+65 EB - 617+35 EB, 671+05 EB - 671+70 EB	UPPER LIFT	EXISTING HMA PAVEMENT	4 SMA 58-28 V	16.00	1.75	QMP AS PER SS 460	QMP HMA PAVEMENT NUCLEAR DENSITY - 460.2000

Addendum No. 01  
 ID 1014-00-77  
 Revised Sheet 55  
 April 29, 2021

3

EROSION CONTROL SUMMARY

STATION	TO	STATION	LOCATION	SALVAGED TOPSOIL SY	SILT FENCE LF	SILT FENCE MAINTENANCE LF	MOBILIZATIONS EROSION CONTROL EACH	MOBILIZATIONS EROSION CONTROL EACH	EROSION MAT CLASS TYPEB SY	TEMPORARY DITCH CHECKS LF	FERTILIZER TYPEB CWT	SEEDING MIXTURE NO. 20 LB	SEEDING TEMPORARY LB	SEEDING LB	SEED WATER MGAL	REMARKS
428+50 EB	-	433+00 EB	OUTSIDE	3,100	700	700	-	-	3,100	20	2	80	-	-	20	
628+50 EB	-	641+00 EB	OUTSIDE	8,700	1,400	1,400	-	-	8,700	40	5	230	-	-	40	
646+50 EB	-	651+00 EB	OUTSIDE	2,800	600	600	-	-	2,800	20	2	80	-	-	20	
350+68 B	-	353+37 B	OUTSIDE	100	-	-	-	-	100	-	0	3	-	-	1	
357+27 C	-	362+34 C	OUTSIDE	200	-	-	-	-	200	-	0	10	-	-	2	RESTORATION BEHIND NEW CURB AND GUTTER
			UNDISTRIBUTED	1,000	-	-	-	-	1,000	-	1	50	100	20		RESTORATION BEHIND NEW CURB AND GUTTER
			ENTIRE PROJECT	-	-	-	3	3	-	80	10	453	100	-	-	
			TOTAL 0010	15,900	2,700	2,700	3	3	15,900	80	10	453	100	-	103	

TRAFFIC CONTROL SUMMARY

STATION	TO	STATION	LOCATION	SERVICE DAYS	QTY	DAY	TRAFFIC CONTROL DRIVING	TRAFFIC CONTROL BARRICADES TYPE III	TRAFFIC CONTROL WARNING LIGHTS TYPE A	TRAFFIC CONTROL WARNING LIGHTS TYPE C	TRAFFIC CONTROL TYPE C	TRAFFIC CONTROL ARROW BOARD	TRAFFIC CONTROL SIGNS	TRAFFIC CONTROL SIGNS WITH CELLULAR COMMUNICATIONS	BASIC TRAFFIC QUEUE WARNING SYSTEM	TRAFFIC CONTROL INTERIM LANE CLOSURE	TRAFFIC CONTROL EACH	REMARKS
303+15 EB	-	741+17 EB	LEFT LANE CLOSURE	9.00	59.00	531	4.00	36	72	14.00	126	2.00	108	2.00	1.00	9	1.00	STAGE 1A
303+15 WB	-	741+17 WB	LEFT LANE CLOSURE	9.00	59.00	531	4.00	36	72	14.00	126	2.00	108	2.00	1.00	9	1.00	STAGE 1A
303+15 EB	-	741+17 EB	RIGHT LANE CLOSURE	9.00	59.00	531	4.00	36	72	14.00	126	2.00	108	2.00	1.00	9	1.00	STAGE 1B
303+15 WB	-	741+17 WB	RIGHT LANE CLOSURE	9.00	59.00	531	4.00	36	72	14.00	126	2.00	108	2.00	1.00	9	1.00	STAGE 1B
303+15 WB	-	741+17 WB	LEFT LANE CLOSURE	5.00	98.00	490	4.00	20	40	14.00	70	2.00	60	2.00	1.00	5	1.00	STAGE 2A
303+15 EB	-	741+17 EB	LEFT LANE CLOSURE	5.00	98.00	490	4.00	20	40	14.00	70	2.00	60	2.00	1.00	5	1.00	STAGE 2A
303+15 EB	-	741+17 EB	RIGHT LANE CLOSURE	7.00	73.00	511	4.00	28	56	14.00	98	2.00	84	2.00	1.00	7	1.00	STAGE 2B
303+15 WB	-	741+17 WB	RIGHT LANE CLOSURE	7.00	73.00	511	4.00	28	56	14.00	98	2.00	84	2.00	1.00	7	1.00	STAGE 2B
303+15 WB	-	741+17 WB	RAMP DETOURS	5.00	98.00	490	4.00	20	40	14.00	70	2.00	60	2.00	1.00	5	1.00	STAGE 2C
303+15 EB	-	741+17 EB	RAMP DETOURS	5.00	98.00	490	4.00	20	40	14.00	70	2.00	60	2.00	1.00	5	1.00	STAGE 2C
303+15 EB	-	741+17 EB	RIGHT LANE CLOSURE	9.00	59.00	531	4.00	36	72	14.00	126	2.00	108	2.00	1.00	9	1.00	STAGE 2D
303+15 WB	-	741+17 WB	RIGHT LANE CLOSURE	9.00	59.00	531	4.00	36	72	14.00	126	2.00	108	2.00	1.00	9	1.00	STAGE 2D
303+15 EB	-	353+88 B	B RAMP	5.00	9.00	45	-	-	-	-	-	-	-	-	-	-	-	CURB
356+37 C	-	363+53 C	C RAMP	5.00	5.00	25	-	-	-	-	-	-	-	-	-	-	-	CURB
			TOTAL 0010		4,665	252	504	882	1,208	126	132	63	63	63	63	63	63	1

PROJECT NO: 1014-00-77

HWY: IH 90/84

COUNTY: SAUK

MISCELLANEOUS QUANTITIES

SHEET: 55

FILE NAME: N:\PROJ\1030200\_m4.ppk

PLOT DATE: June 14, 1911

PLOT BY: A.R.H.

PLOT SCALE: 1:1

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Proposal Schedule of Items

Proposal ID: 20210511031 Project(s): 1014-00-77

Federal ID(s): WISC 2021353

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	5.000 STA	_____.	_____.
0004	201.0205 Grubbing	28.000 STA	_____.	_____.
0006	204.0105 Removing Pavement Butt Joints	1,395.000 SY	_____.	_____.
0008	204.0115 Removing Asphaltic Surface Butt Joints	1,261.000 SY	_____.	_____.
0010	204.0150 Removing Curb & Gutter	866.000 LF	_____.	_____.
0012	208.0100 Borrow	8,200.000 CY	_____.	_____.
0014	213.0100 Finishing Roadway (project) 01. 1014-00-77	1.000 EACH	_____.	_____.
0016	305.0110 Base Aggregate Dense 3/4-Inch	3,400.000 TON	_____.	_____.
0018	390.0403 Base Patching Concrete Shes	4,500.000 SY	_____.	_____.
0020	416.0610 Drilled Tie Bars	600.000 EACH	_____.	_____.
0022	416.0620 Drilled Dowel Bars	5,600.000 EACH	_____.	_____.
0024	455.0605 Tack Coat	22,000.000 GAL	_____.	_____.
0030	460.2005 Incentive Density PWL HMA Pavement	12,348.000 DOL	1.00000	12,348.00
0032	460.2007 Incentive Density HMA Pavement Longitudinal Joints	90,888.000 DOL	1.00000	90,888.00
0034	460.2010 Incentive Air Voids HMA Pavement	15,100.000 DOL	1.00000	15,100.00
0036	460.5224 HMA Pavement 4 LT 58-28 S	7,700.000 TON	_____.	_____.



## Proposal Schedule of Items

Proposal ID: 20210511031 Project(s): 1014-00-77

Federal ID(s): WISC 2021353

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0038	460.7224 HMA Pavement 4 HT 58-28 S	15,100.000 TON	_____.	_____.
0040	460.8624 HMA Pavement 4 SMA 58-28 V	15,100.000 TON	_____.	_____.
0042	465.0315 Asphaltic Flumes	12.000 SY	_____.	_____.
0044	465.0400 Asphaltic Shoulder Rumble Strips	87,220.000 LF	_____.	_____.
0046	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	2.000 EACH	_____.	_____.
0048	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	1.000 EACH	_____.	_____.
0050	606.0200 Riprap Medium	6.000 CY	_____.	_____.
0052	608.0324 Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	17.000 LF	_____.	_____.
0054	608.0330 Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	4.000 LF	_____.	_____.
0056	614.0400 Adjusting Steel Plate Beam Guard	7,117.000 LF	_____.	_____.
0058	614.2500 MGS Thrie Beam Transition	438.000 LF	_____.	_____.
0060	614.2610 MGS Guardrail Terminal EAT	11.000 EACH	_____.	_____.
0062	619.1000 Mobilization	1.000 EACH	_____.	_____.
0064	624.0100 Water	100.000 MGAL	_____.	_____.
0066	625.0500 Salvaged Topsoil	15,900.000 SY	_____.	_____.
0068	628.1504 Silt Fence	2,700.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20210511031 Project(s): 1014-00-77

Federal ID(s): WISC 2021353

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0070	628.1520 Silt Fence Maintenance	2,700.000 LF	_____.	_____.
0072	628.1905 Mobilizations Erosion Control	3.000 EACH	_____.	_____.
0074	628.1910 Mobilizations Emergency Erosion Control	3.000 EACH	_____.	_____.
0076	628.2004 Erosion Mat Class I Type B	15,900.000 SY	_____.	_____.
0078	628.7504 Temporary Ditch Checks	80.000 LF	_____.	_____.
0080	629.0210 Fertilizer Type B	10.000 CWT	_____.	_____.
0082	630.0120 Seeding Mixture No. 20	453.000 LB	_____.	_____.
0084	630.0200 Seeding Temporary	100.000 LB	_____.	_____.
0086	630.0500 Seed Water	103.000 MGAL	_____.	_____.
0088	633.5200 Markers Culvert End	3.000 EACH	_____.	_____.
0090	642.5201 Field Office Type C	1.000 EACH	_____.	_____.
0092	643.0300 Traffic Control Drums	4,665.000 DAY	_____.	_____.
0094	643.0420 Traffic Control Barricades Type III	252.000 DAY	_____.	_____.
0096	643.0705 Traffic Control Warning Lights Type A	504.000 DAY	_____.	_____.
0098	643.0715 Traffic Control Warning Lights Type C	882.000 DAY	_____.	_____.
0100	643.0800 Traffic Control Arrow Boards	126.000 DAY	_____.	_____.
0102	643.0900 Traffic Control Signs	1,208.000 DAY	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20210511031 Project(s): 1014-00-77

Federal ID(s): WISC 2021353

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0104	643.1051 Traffic Control Signs PCMS with Cellular Communications	132.000 DAY	_____.	_____.
0106	643.1205.S Basic Traffic Queue Warning System	63.000 DAY	_____.	_____.
0108	643.4100.S Traffic Control Interim Lane Closure	63.000 EACH	_____.	_____.
0110	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0112	645.0120 Geotextile Type HR	12.000 SY	_____.	_____.
0114	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	100,742.000 LF	_____.	_____.
0116	646.3555 Marking Line Grooved Contrast Permanent Tape 8-Inch	1,688.000 LF	_____.	_____.
0118	646.9400 Marking Removal Plowable Raised Pavement Markers	410.000 EACH	_____.	_____.
0120	649.0105 Temporary Marking Line Paint 4-Inch	209,049.000 LF	_____.	_____.
0122	650.5500 Construction Staking Curb Gutter and Curb & Gutter	1,036.000 LF	_____.	_____.
0124	650.6000 Construction Staking Pipe Culverts	4.000 EACH	_____.	_____.
0126	650.8000 Construction Staking Resurfacing Reference	43,610.000 LF	_____.	_____.
0128	650.9910 Construction Staking Supplemental Control (project) 01. 1014-00-77	LS	LUMP SUM	_____.
0130	650.9920 Construction Staking Slope Stakes	2,350.000 LF	_____.	_____.
0132	690.0250 Sawing Concrete	13,066.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20210511031 Project(s): 1014-00-77

Federal ID(s): WISC 2021353

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0134	ASP.1T0A On-the-Job Training Apprentice at \$5.00/HR	2,100.000 HRS	5.00000	10,500.00
0136	ASP.1T0G On-the-Job Training Graduate at \$5.00/HR	2,400.000 HRS	5.00000	12,000.00
0138	SPV.0060 Special 01. Verify Landmark Reference Monuments	4.000 EACH	_____.	_____.
0140	SPV.0090 Special 01. Concrete Curb and Gutter 30-Inch Type A, 9-Inch	866.000 LF	_____.	_____.
0142	SPV.0090 Special 02. Concrete Joint and Crack Cleaning	4,000.000 LF	_____.	_____.
0144	SPV.0105 Special 01. Material Transfer Vehicle	LS	LUMP SUM	_____.
0146	460.0115.S HMA Pavement Test Strips Volumetrics	1.000 EACH	_____.	_____.
0148	460.0120.S HMA Pavement Test Strips Density	1.000 EACH	_____.	_____.
0150	460.2000 Incentive Density HMA Pavement	22,720.000 DOL	1.00000	22,720.00
0152	740.0440 Incentive IRI Ride	24,000.000 DOL	1.00000	24,000.00
<b>Section: 0001</b>			<b>Total:</b>	_____.
			<b>Total Bid:</b>	_____.

