



Wisconsin Department of Transportation

June 1, 2021

Division of Transportation Systems Development

Bureau of Project Development
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Madison, WI 53705

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NOTICE TO ALL CONTRACTORS:

Proposal #21: 9535-05-70, WISC 2021370
Stratford – Goodrich
Black Creek Bridge to Taylor Co Line
STH 97
Marathon County

Letting of June 8, 2021

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

Special Provisions:

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

Deleted Special Provisions	
Article No.	Description
13	HMA Percent Within Limits (PWL) Test Strip Volumetrics, Item 460.0105.S; HMA Percent Within Limits (PWL) Test Strip Density Item 460.0110.S
14/15	HMA Pavement Percent Within Limits (PWL) QMP and Appendix A
16	HMA Pavement Longitudinal Joint Density

Schedule of Items:

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
460.2000	Incentive Density HMA Pavement	DOL	0	7,680	7,680

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EA	1	-1	0
460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EA	1	-1	0

460.2005	Incentive Density PWL HMA Pavement	DOL	10,430	-10,430	0
460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	13,960	-13,960	0
460.2010	Incentive Air Voids HMA Pavement	DOL	11,950	-11,950	0

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
14	Miscellaneous Quantity Sheet with PWL Table Removed

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

9535-05-70

June 1, 2021

Special Provisions

13. DELETED

14. DELETED

15. DELETED

16. DELETED

19. 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.

<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) 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

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 sublot test results are no more than 3.0 percent below the minimum target density, calculate the daily lot density by averaging all individual test results for the day.
- (2) If a sublot test result is more than 3.0 percent below the target density, the engineer may require the unacceptable material to be removed and replaced with acceptable material or allow the nonconforming material to remain in place with a 50 percent pay reduction. Determine the limits of the unacceptable material according to B.4.3.

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

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

B.4.2.4 Documentation

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

B.4.3 Corrective Action

- (1) Notify the engineer immediately when an individual test is more than 3.0 percent below the specified minimum in standard spec 460.3.3.1. Investigate and determine the cause of the unacceptable test result.
- (2) The engineer may require unacceptable material specified in B.4.3(1) to be removed and replaced with acceptable material or allow the nonconforming material to remain in place with a 50 percent pay reduction. Determine limits of the unacceptable area by measuring density of the layer at 50-foot increments both ahead and behind the point of unacceptable density and at the same offset as the original test site. Continue testing at 50-foot increments until a point of acceptable density is found as specified in standard spec 460.5.2.2(1). Removal and replacement of material may be required if extended testing is in a previously accepted 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 (20181119)

Schedule of Items

Attached, dated June 1, 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: 14

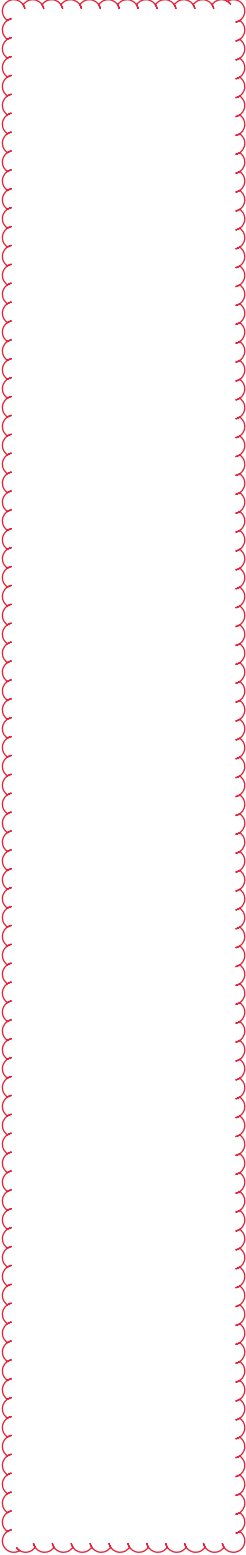
END OF ADDENDUM

Addendum No. 01
ID 9535-05-70
Revised Sheet 14
June 1, 2021

Division	From/To Station	Location	205.0100 Common Excavation (1)		Salvaged/Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (6)		Mass Ordinate +/- (7)	Waste	208.0100 Borrow
			Cut (2)	Factor 1.25				Factor 1.25	Factor 1.25			
Division 1	32+72 - 39+00	Beam Guard	127	0	0	127	186	186	-106	0	106	
Division 1 Subtotal			127	0	0	127	186	186	-106	0	106	
Division 2	69+00 - 74+31	CTH A Widening	358	0	0	358	136	171	187	187	0	
Division 2 Subtotal			358	0	0	358	136	171	187	187	0	
Division 3	217+78 - 232+63	CTH F Widening	590	0	0	590	1,154	1,442	-852	-852	852	
Division 3 Subtotal			590	0	0	590	1,154	1,442	-852	-852	852	
Division 4	36+86 - 37+92	TRANSITION CUT	300	36	36	264	205	256	8	8	95	
Division 4	99+91 - 100+87	TRANSITION CUT	250	36	36	214	155	194	20	20	95	
Division 4 Subtotal			550	72	72	478	360	450	28	28	190	
Grand Total		Total Common Exc	1,625	36	36	1,553	1,836	2,296	-743	-743	377	
			1,625								958	

Notes:
 (1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
 (2) Salvaged/Unusable Pavement Material is included in Cut
 (4) Salvaged/Unusable Pavement Material
 (5) Available Material = Cut - Salvaged/Unusable Pavement Material
 (6) Expanded Fill Factor = 1.25
 (7) The Mass Ordinate +/- Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

CATEGORY	STATION	TO	STATION	LOCATION	GAL	TON	TON	REMARKS
0010	38+20	-	377+65	ML	7840	11740	-	5TH/87
0010			30+50	SIDEROAD	15	25	-	W/LE RD
0010			43+73	SIDEROAD	5	5	-	HIGH ST
0010			68+97	SIDEROAD	25	40	-	CTHA
0010			99+26	SIDEROAD	5	10	-	SCHWEIZER RD
0010			125+50	SIDEROAD	5	10	-	GREENER RD
0010			151+50	SIDEROAD	10	15	-	WINDFALL HILL RD
0010			171+00	SIDEROAD	25	40	-	RANGELINE RD
0010			181+00	SIDEROAD	5	10	-	CTH F EAST
0010			220+50	SIDEROAD	10	15	-	CTH F WEST
0010			229+50	SIDEROAD	25	40	-	IRON BRIDGE RD
0010	36+86	-	37+92	ML	-	80	-	TRANSITION CUT
0010	99+91	-	100+87	ML	-	80	-	TRANSITION CUT
TOTAL 0010					8,070	11,950	160	





Proposal Schedule of Items

Proposal ID: 20210608021 Project(s): 9535-05-70

Federal ID(s): WISC 2021370

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	203.0100 Removing Small Pipe Culverts	2.000 EACH	_____.	_____.
0004	204.0115 Removing Asphaltic Surface Butt Joints	243.000 SY	_____.	_____.
0006	204.0120 Removing Asphaltic Surface Milling	96,150.000 SY	_____.	_____.
0008	204.0165 Removing Guardrail	475.000 LF	_____.	_____.
0010	204.9060.S Removing (item description) 01. Endwalls	4.000 EACH	_____.	_____.
0012	205.0100 Excavation Common	1,625.000 CY	_____.	_____.
0014	208.0100 Borrow	958.000 CY	_____.	_____.
0016	208.1500.S Temporary Lane Shift During Culvert Work	2.000 EACH	_____.	_____.
0018	213.0100 Finishing Roadway (project) 01. 9530- 05-70	1.000 EACH	_____.	_____.
0020	305.0110 Base Aggregate Dense 3/4-Inch	1,330.000 TON	_____.	_____.
0022	305.0120 Base Aggregate Dense 1 1/4-Inch	2,320.000 TON	_____.	_____.
0024	305.0500 Shaping Shoulders	700.000 STA	_____.	_____.
0026	455.0605 Tack Coat	8,070.000 GAL	_____.	_____.
0038	460.5224 HMA Pavement 4 LT 58-28 S	11,950.000 TON	_____.	_____.
0040	465.0105 Asphaltic Surface	160.000 TON	_____.	_____.
0042	465.0425 Asphaltic Shoulder Rumble Strips 2-Lane Rural	3,385.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20210608021 Project(s): 9535-05-70

Federal ID(s): WISC 2021370

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0044	520.1024 Apron Endwalls for Culvert Pipe 24-Inch	2.000 EACH	_____.	_____.
0046	520.1030 Apron Endwalls for Culvert Pipe 30-Inch	2.000 EACH	_____.	_____.
0048	520.3424 Culvert Pipe Class III-A Non-metal 24-Inch	60.000 LF	_____.	_____.
0050	520.3430 Culvert Pipe Class III-A Non-metal 30-Inch	52.000 LF	_____.	_____.
0052	520.8000 Concrete Collars for Pipe	10.000 EACH	_____.	_____.
0054	522.0124 Culvert Pipe Reinforced Concrete Class III 24-Inch	6.000 LF	_____.	_____.
0056	522.0130 Culvert Pipe Reinforced Concrete Class III 30-Inch	12.000 LF	_____.	_____.
0058	522.0136 Culvert Pipe Reinforced Concrete Class III 36-Inch	6.000 LF	_____.	_____.
0060	522.0142 Culvert Pipe Reinforced Concrete Class III 42-Inch	12.000 LF	_____.	_____.
0062	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	2.000 EACH	_____.	_____.
0064	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	2.000 EACH	_____.	_____.
0066	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	2.000 EACH	_____.	_____.
0068	522.1042 Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	4.000 EACH	_____.	_____.
0070	614.2330 MGS Guardrail 3 K	375.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20210608021 Project(s): 9535-05-70

Federal ID(s): WISC 2021370

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0072	614.2610 MGS Guardrail Terminal EAT	2.000 EACH	_____.	_____.
0074	618.0100 Maintenance And Repair of Haul Roads (project) 01. 9530-05-70	1.000 EACH	_____.	_____.
0076	619.1000 Mobilization	1.000 EACH	_____.	_____.
0078	624.0100 Water	20.000 MGAL	_____.	_____.
0080	625.0500 Salvaged Topsoil	9,580.000 SY	_____.	_____.
0082	627.0200 Mulching	8,165.000 SY	_____.	_____.
0084	628.1504 Silt Fence	3,435.000 LF	_____.	_____.
0086	628.1520 Silt Fence Maintenance	3,435.000 LF	_____.	_____.
0088	628.1905 Mobilizations Erosion Control	2.000 EACH	_____.	_____.
0090	628.1910 Mobilizations Emergency Erosion Control	2.000 EACH	_____.	_____.
0092	628.2004 Erosion Mat Class I Type B	525.000 SY	_____.	_____.
0094	628.2027 Erosion Mat Class II Type C	900.000 SY	_____.	_____.
0096	628.7555 Culvert Pipe Checks	36.000 EACH	_____.	_____.
0098	629.0210 Fertilizer Type B	7.000 CWT	_____.	_____.
0100	630.0120 Seeding Mixture No. 20	265.000 LB	_____.	_____.
0102	630.0500 Seed Water	224.000 MGAL	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20210608021 Project(s): 9535-05-70

Federal ID(s): WISC 2021370

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	633.5200 Markers Culvert End	16.000 EACH	_____.	_____.
0106	638.2102 Moving Signs Type II	12.000 EACH	_____.	_____.
0108	638.4000 Moving Small Sign Supports	12.000 EACH	_____.	_____.
0110	642.5001 Field Office Type B	1.000 EACH	_____.	_____.
0112	643.0300 Traffic Control Drums	16,650.000 DAY	_____.	_____.
0114	643.0900 Traffic Control Signs	1,200.000 DAY	_____.	_____.
0116	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0118	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	68,800.000 LF	_____.	_____.
0120	646.4520 Marking Line Same Day Epoxy 4-Inch	47,300.000 LF	_____.	_____.
0122	648.0100 Locating No-Passing Zones	6.610 MI	_____.	_____.
0124	650.4500 Construction Staking Subgrade	2,808.000 LF	_____.	_____.
0126	650.5000 Construction Staking Base	2,808.000 LF	_____.	_____.
0128	650.6000 Construction Staking Pipe Culverts	2.000 EACH	_____.	_____.
0130	650.8000 Construction Staking Resurfacing Reference	34,925.000 LF	_____.	_____.
0132	650.9910 Construction Staking Supplemental Control (project) 01. 9530-05-70	LS	LUMP SUM	_____.
0134	650.9920 Construction Staking Slope Stakes	2,808.000 LF	_____.	_____.



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Proposal ID: 20210608021 Project(s): 9535-05-70

Federal ID(s): WISC 2021370

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0136	690.0150 Sawing Asphalt	96.000 LF		
0138	740.0440 Incentive IRI Ride	24,400.000 DOL	1.00000	24,400.00
0140	ASP.1T0A On-the-Job Training Apprentice at \$5.00/HR	1,200.000 HRS	5.00000	6,000.00
0142	ASP.1T0G On-the-Job Training Graduate at \$5.00/HR	600.000 HRS	5.00000	3,000.00
0144	460.2000 Incentive Density HMA Pavement	7,650.000 DOL	1.00000	7,650.00
Section: 0001			Total:	
			Total Bid:	