



Wisconsin Department of Transportation

February 8, 2018

Division of Transportation Systems Development

Bureau of Project Development
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NOTICE TO ALL CONTRACTORS:

Proposal #26: 1196-00-70, WISC 2018 099
Minong – Solon Springs
Bus 53 (Minong) to CTH T (Nb)
USH 53
Washburn & Douglas County

Letting of February 13, 2018

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
19	Asphaltic Surface, Item 465.0105

Added Special Provisions	
Article No.	Description
25	HMA Pavement 5 SMA 58-34 V, Item 460.8645; HMA Pavement Test Strip, Item 460.0100.S

Deleted Special Provisions	
Article No.	Description
18	HMA Pavement 4 SMA 58-34 H, Item 460.8444; HMA Pavement Test Strip, Item 460.0100.S

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
204.0105	Removing Pavement Butt Joints	SY	150	1,227	1,377

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
460.8645	HMA Pavement 5 SMA 58-34 V	Ton	0	6,594	6,594

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
460.8444	HMA Pavement 4 SMA 58-34 H	Ton	6,594	-6,594	0

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
6,7	Finished Typical Sections (changing labels to reflect asphalt mix changes)
21,22	Misc. Quantities (changes to reflect changes in applicable quantities and bid items)

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

1196-00-70

February 8, 2018

Special Provisions

18. DELETED.

19. Asphaltic Surface, Item 465.0105.

Replace entire article language with the following:

Replace standard spec 465.2(1) Materials with the following:

(1) Under the Asphaltic Surface, Asphaltic Surface Detours, and Asphaltic Surface Patching bid items; submit a mix design. Furnish asphaltic mixture meeting the requirements specified for type 4 MT 58-34 S mix under 460.2; except the engineer will not require the contractor to conform to the quality management program specified under 460.2.8.

Add the following to standard spec 465.3.1:

Follow 460.3.2 Thickness; except the engineer will allow nominal size No. 4 (12.5mm) minimum layer thickness of 2 inches.

25. HMA Pavement 5 SMA 58-34 V, Item 460.8645; HMA Pavement Test Strip, Item 460.0100.S.

A Description

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

Replace standard spec 460.1 with the following to describe SMA:

(1) Only the term SMA will be used in the following to describe SMA and other gap-graded mixtures, but is intended for use with any gap-graded mixture. This special provision describes SMA mixture design, providing and maintaining a quality management program for SMA mixtures, and constructing SMA pavement.

B Materials

Replace standard spec 460.2.1 with the following to remove conditional SMA statements and warm mix additive along with clarify mineral filler definition and use:

- (1) Furnish a homogeneous mixture of coarse aggregate, fine aggregate, mineral filler, stabilizer, recycled material if used, and asphaltic material.
- (2) Mineral filler (AASHTO M17) shall consist of finely divided mineral matter such as crushed fines, lime or fly ash. At the time of use, it should be sufficiently dry to flow freely and essentially free from agglomerations. Filler shall be free from organic impurities and have a plastic index not greater than 4 when AASHTO T89/90 is performed.

Replace standard spec table 460-1 with the following to specify gradation master range and additional sieves for SMA.

TABLE 460-1 AGGREGATE GRADATION MASTER RANGE AND VMA REQUIREMENTS

Sieve	% PASSING DESIGNATED SIEVES	
	NOMINAL SIZE	
	SMA No. 4 (12.5 mm)	SMA No. 5 (9.5 mm)
50.0-mm		
37.5-mm		
25.0-mm		
19.0-mm	100	
12.5-mm	90 - 97	100
9.5-mm	58 - 80	90 - 100
4.75-mm	25 - 35	35 - 45
2.36-mm	15 - 25	18 - 28
0.60-mm	18 max	18 max
75- μ m	8.0 - 11.0	8.0-12.0
% MINIMUM VMA	16.0	17.0

Replace standard spec 460.2.4.3 with the following to remove specific approval schedule and allow for more than a single additive system to be used:

- (1) Add an organic fiber, an inorganic fiber, additional polymer-plastic, additional polymer-elastomer, or approved alternate stabilizer to all SMA mixtures. If proposing an alternate, submit the proposed additive system, asphaltic binder, and stabilizer additive, along with samples of the other mixture materials to the department during the mix design approval.

Replace standard spec 460.2.5 with the following to describe Recycled Asphaltic Material use in SMA:

- (1) The contractor may use recycled asphaltic materials from FRAP, RAP, and RAS in SMA mixtures. Stockpile recycled materials separately from virgin materials and list each as individual JMF components.
- (2) Control recycled materials used in SMA by evaluating the percent binder replacement, the ratio of recovered binder to the total binder. The maximum allowable percent binder replacement shall not exceed 15.0 percent.

Replace standard spec 460.2.7 with the following to detail SMA mix design requirements:

- (3) For each SMA mixture type used under the contract, develop and submit an asphaltic mixture design according to CMM 8-66 and conforming to the requirements of table 460-1 and table 460-2. The values listed are design limits; production values may exceed those limits. The department will review mixture designs and report the results of that review to the designer according to CMM 8-66.

TABLE 460-2 MIXTURE REQUIREMENTS

Mixture type	SMA
ESALs x 10 ⁶ (20 yr design life)	_____

LA Wear (AASHTO T96) 500 revolutions(max % loss)	35
Soundness (AASHTO T104) (sodium sulfate, max % loss)	12
Freeze/Thaw (AASHTO T103) (specified counties, max % loss)	18
Fractured Faces (ASTM 5821) (one face/2 face, % by count)	100/90
Flat & Elongated (ASTM D4791) (max %, by weight)	20 (3:1 ratio)
Fine Aggregate Angularity (AASHTO T304, method A, min)	45
Sand Equivalency (AASHTO T176, min)	50
Gyratory Compaction	
Gyrations for N _{ini}	7
Gyrations for N _{des}	65
Gyrations for N _{max}	100
Air Voids, %V _a ^[1] (%G _{mm} N _{des})	4.5 (95.5)
% G _{mm} N _{ini}	—
% G _{mm} N _{max}	< 98.0
Dust to Binder Ratio (% passing 0.075mm/P _{be})	1.2 - 2.0
Voids filled with Binder (VFB or VFA, %)	70 - 80
Tensile Strength Ratio ^[2] (TSR) (AASHTO T283)	0.80
Draindown at Production Temperature (%)	≤0.30
Effective Asphalt Content, P _{be} min	5.5%

^[1] Use AASHTO T 331 (Vacuum Sealing) to determine mixture bulk specific gravity.

^[2] TSR shall be run at 7.0 ± 1.0% V_a and compacted to 95 +/-5 mm for a 150 mm diameter specimen.

Replace standard spec 460.2.8.2.1.5 with the following to update JMF and warning limits for SMA:

- (1) Conform to the following control limits for the JMF and warning limits based on a running average of the last 4 data points:

ITEM	JMF LIMITS	WARNING LIMITS
Percent passing given sieve:		
37.5-mm	+/- 6.0	+/- 4.5
25.0-mm	+/- 6.0	+/- 4.5
19.0-mm	+/- 5.5	+/- 4.0
12.5-mm	+/- 5.5	+/- 4.0
9.5-mm	+/- 5.5	+/- 4.0

2.36-mm	+/- 5.0	+/- 4.0
75-µm	+/- 2.0	+/- 1.5
Asphaltic content in percent	- 0.3	- 0.2
Air voids in percent	+ 1.3/-1.0	+ 1.0/-0.7
Air voids in percent (SMA)	+/- 1.3	+/- 1.0
VMA in percent ^[1]	- 0.5	- 0.2

^[1] VMA limits based on minimum requirement for mix design nominal maximum aggregate size in table 460-1.

(2) Warning bands are defined as the area between the JMF limits and the warning limits.

Add the following to standard spec 460.2.8.2.1.7 to further define conforming material and pay reduction based on individual test results:

(9) In order to be considered a conforming material during production, the four point running average for air voids must show consistent production results. In order to achieve this, the four point running average must not contain more than one QC test that is beyond the JMF limits of the target air void (i.e., material produced at or below 3.1% Va or at or above 5.9% Va).

Replace standard spec 460.2.8.3.1.6 (1) with the following to define acceptable verification parameters for SMA:

(1) The engineer will provide test results to the contractor within 2 mixture-production days after obtaining the sample. The quality of the product is acceptably verified if it meets the following limits:

- Va is within a range of 3.2 to 5.8 percent
- VMA is within minus 0.5 of the minimum requirement for the mix design nominal maximum aggregate size.

Add the following to standard spec 460.2.8.3.1.8 to further identify material to be removed and replaced:

(3) Remove and replace SMA where excessive bleeding problems, fat spots, or segregation occur. These are unacceptable and shall be corrected or removed, per engineer review, at no additional expense to the department. If such areas are identified prior to or during inspection of the completed pavement, the root cause and amount of material affected must be determined. If there is not consensus between the contractor and engineer as to material qualifying for removal, the department's Bureau of Technical Services shall be consulted. The engineer will thoroughly document the areas of affected pavement immediately (within 24 hours of identification). This documentation must include, but is not limited to: pictures of the material in question, station locations, lane(s) affected, length and width of the affected area, and any other pertinent information. The engineer will provide documentation to BTS as soon as available.

C Construction

Replace standard spec 460.3.1 with the following to insert SMA as traffic volume in bid item encoding:

(1) Construct SMA pavement of the type the bid item indicates encoded as follows:

Combined Bid Item Encoding

		4 SMA 58-34 V ↗ ↖ ↖ ↖ Gradation Traffic Binder Designation			
GRADATIONS (NMAS)		TRAFFIC VOLUME		BINDER DESIGNATION LEVEL	
4	12.5 mm	SMA		H	Heavy
5	9.5 mm			V	Very Heavy
				E	Extremely Heavy

(2) Construct HMA pavement conforming to the general provisions of 450.3.

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) Rubber tired roller shall not be used for compaction of SMA pavement.

Replace standard spec 460.3.3.1 with the following to specify density requirements for SMA:

- (1) Compact SMA pavement to 93% of Gmm.
- (2) This value is for average subplot density. Individual density results more than 3.0 percent below the minimum required target density are unacceptable and must be addressed as specified by the engineer.

Add the following to standard spec 460.3.3.2 to require test strip for SMA:

- (5) Construct a test strip according to CMM 8-15 to correlate nuclear gauges to pavement cores. Construct the test strip at the beginning of work for each SMA mixture, for each layer and for each thickness. 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.

D Measurement

Add the following to standard spec 460.4:

- (2) The department will measure HMA Pavement Test Strip 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
460.8645	HMA Pavement 5 SMA 58-34 V	TON
460.0100.S	HMA Pavement Test Strip	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. Acceptable

SMA mixture placed on the project as part of the test strip will be compensated by the appropriate HMA Pavement bid item.

Payment for HMA Pavement Test Strip is full compensation for volumetric and density testing, collection and measurement of pavement cores, provision of nuclear gauges and operator(s), and all other work associated with completion of a core-to-gauge correlation, as directed by the engineer. Acceptable HMA mixture placed on the project as part of the test strip will be compensated by the appropriate HMA Pavement bid item.

Material Transfer Vehicle will be paid for separately.

Replace standard spec 460.5.2.1 with the following to modify incentive for density for SMA pavements:

- (1) The department will pay for the SMA Pavement bid items at the contract unit price subject to one or more of the following adjustments:
 1. Disincentive for density of HMA pavement as specified in 460.5.2.2.
 2. Incentive for density of HMA pavement as specified in 460.5.2.3 with the exception that any lot containing an individual density test result > 97.0% Gmm will not be eligible for incentive pay adjustment.
 3. Reduced payment for nonconforming smoothness as specified in 450.3.2.9.
 4. Reduced payment for nonconforming QMP HMA mixtures as specified in 460.2.8.2.1.7.
- (2) Payment for the HMA Pavement bid items is full compensation for providing SMA pavement including binder; for mixture design; for preparing the foundation; and for QMP and aggregate source testing.
- (3) If provided for in the plan quantities, the department will pay for a leveling layer, placed to correct irregularities in an existing paved surface before overlaying, under the pertinent paving bid item.
- (4) The department will administer pay reduction for nonconforming QMP mixture under the Nonconforming QMP HMA Mixture administrative item. The department will reduce pay based on the contract unit price for the HMA Pavement bid item.
- (5) If material is unacceptable as defined in standard spec 460.2.8.2.1.7 as modified here within, the department will pay 80% of the contract unit price for the material from the point where a test is outside the JMF limit until another individual QMP test is within the JMF limits. This pay reduction is not applicable if a pay reduction is applied for nonconforming air voids as detailed in the following paragraph.
- (6) The department will reduce pay for nonconforming QMP HMA mixtures as specified in 460.2.8.2.1.7, starting from the stop point to the point when the running average of 4 is back inside the warning limits. The engineer will determine the quantity of material subject to pay reduction based on the testing data and an inspection of the completed pavement. The department will reduce pay as follows:

ITEM	PAYMENT FOR MIXTURE ^{[1] [2] [3]}	
	PRODUCED WITHIN WARNING BANDS	PRODUCED OUTSIDE JMF LIMITS
Gradation	90%	75%
Asphalt Content	85%	75%
Air Voids	70%	50%
VMA	90%	75%

^[1] For projects or plants where the total production of each mixture design requires less than 4 QC tests refer to CMM 8-36.

^[2] Payment is in percent of the contract unit price for the HMA Pavement bid item. The department will reduce pay based on the nonconforming property with lowest percent pay.

^[3] In addition to any pay adjustment listed in the table above and in 460.5.2.1(5), the department will adjust pay for nonconforming binder under the Nonconforming QMP Asphaltic Material administrative item. The department will deduct 25 percent of the contract unit price of the HMA Pavement bid item per ton of pavement placed with nonconforming PG binder the engineer allows to remain in place.

- (7) If the department discovers nonconforming mixture during a QV dispute resolution investigation, and the engineer allows that mixture to remain in place, the department will pay for the quantity of affected material as specified in 460.2.8.3.1.8 at 50 percent of the contract price.
 - (8) If the department waives density testing under 460.3.3.3, the department will not adjust pay under either 460.5.2.2 or 460.5.2.3.
 - (9) Restore the surface after cutting density samples as specified in 460.3.3.2(1) at no additional cost to the department.
- stp-460-030 (20170915)

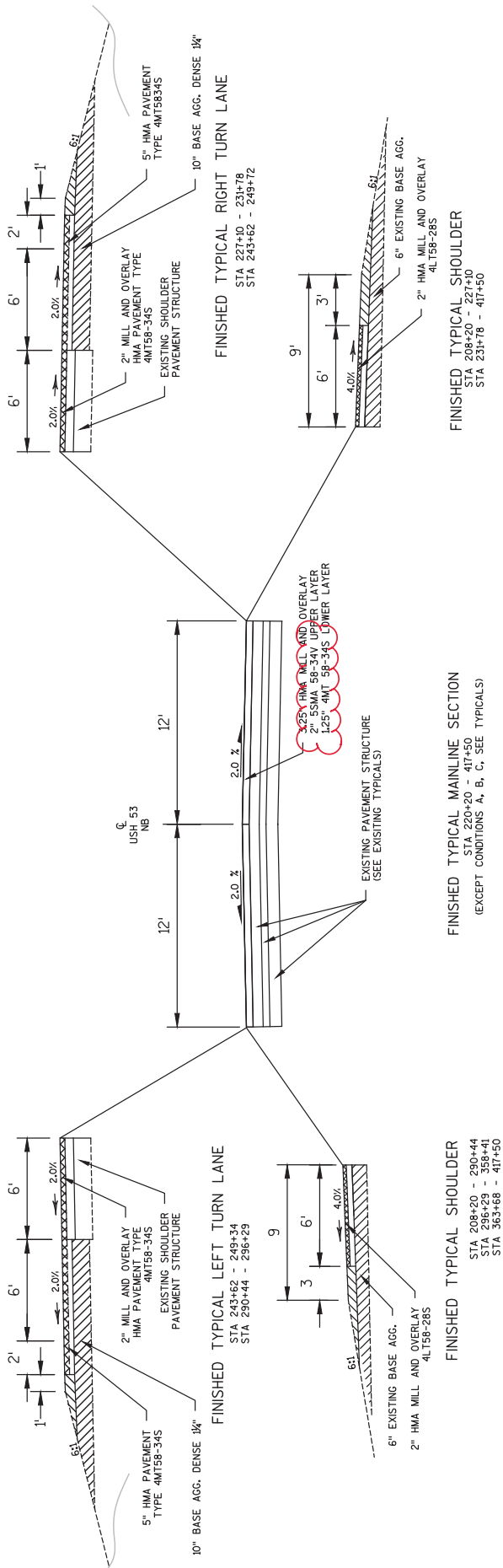
Schedule of Items

Attached, dated February 8, 2018, are the revised Schedule of Items Pages 1 – 6.

Plan Sheets

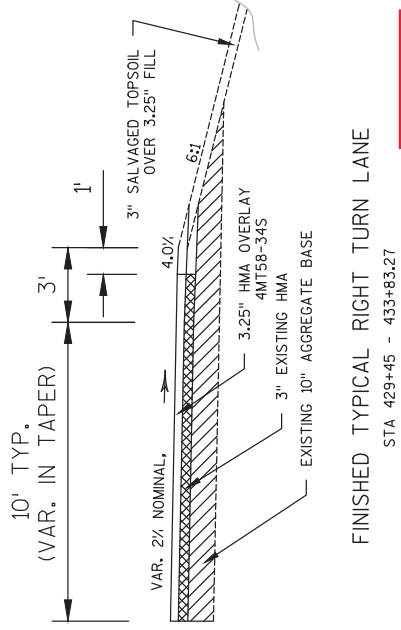
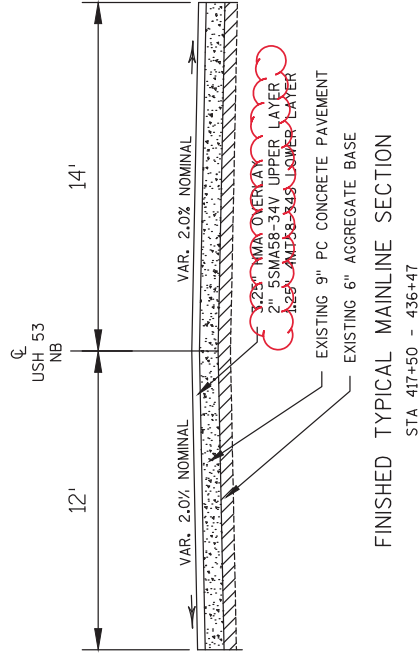
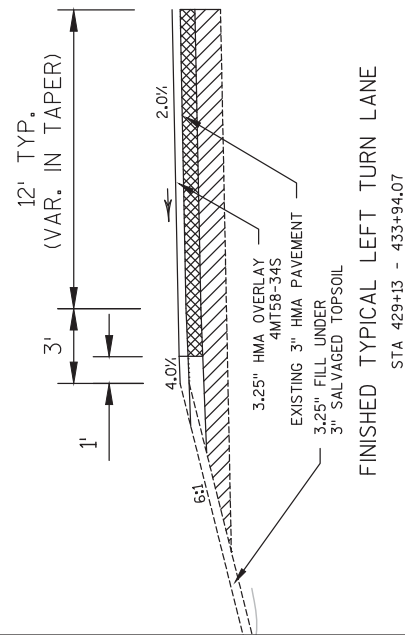
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 6, 7, 21, and 22.

END OF ADDENDUM

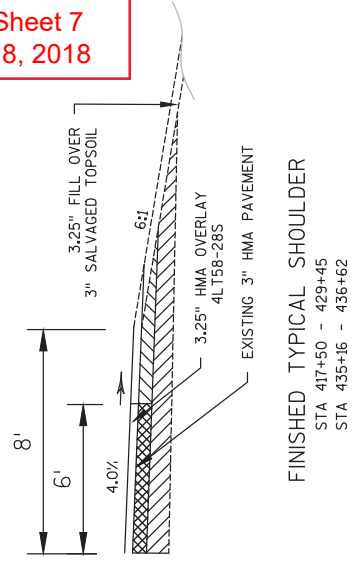
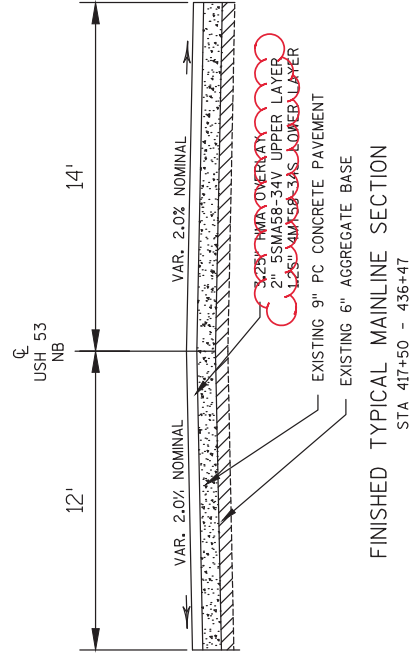
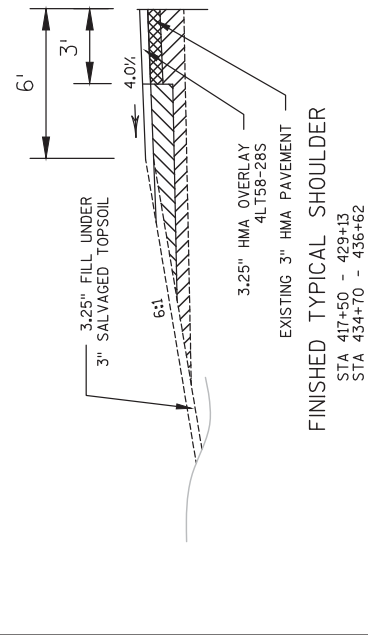


Addendum No. 01
 ID 1196-00-70
 Revised Sheet 6
 February 8, 2018

PROJECT NO: 1196-00-70	COUNTY: WASHBURN - DOUGLAS	TYPICAL SECTIONS	SHEET 6	E
HWY: USH 53 NB	PLOT BY: VAN NATTA, MATTHEW (PLOT NAME)		PLOT SCALE: 1:0.161393	
FILE NAME: N:\VPOS\C3D\11960000\SHEETS\PLANNING\1196-00-70-06.dwg		PLOT DATE: 1/26/2018 7:52 AM		WSDOT/CADD SHEET 42



Addendum No. 01
ID 1196-00-70
Revised Sheet 7
February 8, 2018



REMOVING PAVEMENT BUTT JOINTS

CAT.	STATION TO	STATION FROM	LOC	SY	REMARKS
0010	208+20	- 208+70	RT<	200	SOUTH TERMINAL
0010	311+90	- 321+00	RT<	400	TOTAGATIC RIVER
0010	434+62	- 436+62	RT<	777	NORTH TERMINAL
TOTAL 0010				1377	

REMOVING CURB & GUTTER

CAT.	STATION TO	STATION FROM	LOC	LF	REMARKS
0010	433+83	- 435+16	RT	160	RED LK DRIVE
TOTAL 0010				160	

REMOVING ASPHALTIC SURFACE BUTT JOINTS

CAT.	STATION TO	STATION FROM	SY	REMARKS
0010	232+50	RT	62	LAKESIDE SOUTH
0010	249+75	RT	67	LAKESIDE MIDDLE
0010	434+75	RT	80	RED LK DRIVE
TOTAL 00				209

REMOVING GUARDRAIL

CAT.	STATION TO	STATION FROM	LOC	LF	REMARKS
0010	312+92	- 315+00	LT&RT	332	BRIDGE APPROACH NB
TOTAL 0010				332	

REMOVING ASPHALTIC SURFACE MILLING

CAT.	STATION TO	STATION FROM	SY	REMARKS
0010	208+20	- 417+50	RT<	83720
TOTAL 0010				83720

SHAPING SHOULDERS

CAT.	STATION TO	STATION FROM	LOC	STA	REMARKS
0010	208+20	- 436+62	RT<	229	PROJECT
TOTAL 00				229	

GRADING, SHAPING AND FINISHING INTERSECTION SUMMARY

205.9015. S.01	205.0100	208.1100	625.0500	627.0200	629.0210	630.0200	QUANTITIES FOR INFORMATION ONLY			
GRADE, SHAPE AND FINISH INTERSECTION	COMMON EXCAVATION	BORROW	TOPSOIL	MULCH	SEED MI X NO. 10	FERTILIZER TYPE B	SEED TEMPORARY	LB	REMARKS	
LS	CY	CY	SY	SY	LB	CWT	LB			
0010 - 233+60	RT	1	125	2005	2352	34	34	34	LAKESIDE SOUTH	
0010 - 260+00	LT	1	123	235	588	10	10	10	LAKESIDE MID LT	
0010 - 260+00	RT	0	132	393	1208	19	19	19	LAKESIDE MID RT	
0010 - 296+50	LT	1	92	818	818	13	13	13	LAKESIDE NORTH	
0010 - 364+50	LT	1	70	86	869	14	14	14	SCHOOL TURN	
0010 - 436+50	LT&RT	1	5	70	587	10	10	10	RED LAKE DRIVE	
TOTAL 0010				547	3172	6422	100	5	100	

BASE AGGREGATE DENSE

CAT.	STATION TO	STATION FROM	LOC	TON	MGAL	REMARKS
0010	208+20	- 436+62	LT&RT	1005	45	FINISH SHOULDER
0010	227+10	- 233+53	RT	265		TRN LN BASE
0010	243+62	- 250+90	LT&RT	502		TRN LN BASE
0010	290+44	- 296+50	LT	315		TRN LN BASE
0010	358+41	- 361+00	LT	150		TRN LN BASE
TOTAL 0010				1005	1232	45

Addendum No. 01
 ID 1196-00-70
 Revised Sheet 21
 February 8, 2018

Addendum No. 01
ID 1196-00-70
Revised Sheet 22
February 8, 2018

HMA PAVEMENT SUMMARY						
CAT.	STATION TO	STATION	LOC	455.0605	460.0100 S	465.0110
				TACK	PAVEMENT	ASPHALTIC
				COAT	TEST STRIP	SURFACE
				GALLON EACH	PATCHING	SURFACE
				TON	TON	TON
0010	208+20	-	436+62	4110	1	
0010	232+50	+/-				19
0010	296+50	+/-				11
0010	305+00	+/-				15
0010	322+00	+/-				14
0010	336+00	+/-				13
0010	344+00	+/-				16
0010	365+00	+/-				105
0010	434+50	+/-				44
0010	LEVELING AND WEDGING					500
0010	PREP OF FOUNDATION					50
TOTAL 0010						737

MAINLINE HMA SUMMARY						
CAT.	STA	LOCATION	REMARKS	460.5224	460.6244	460.8645
				4 LT 58-28 S	4 MT 58-34 S	5 SMA HT 58-34 V
				TON	TON	TON
0010	208+20 - 243+60	NB USH 53	MAINLINE ONLY	0	770	1027
0010	243+60 - 315+00	NB USH 53	MAINLINE ONLY	0	1553	2071
0010	317+65 - 358+40	NB USH 53	MAINLINE ONLY	0	886	1182
0010	358+40 - 417+50	NB USH 53	MAINLINE ONLY	0	1285	1714
0010	417+50 - 436+62	NB USH 53	MAINLINE ONLY	0	451	601
0010	208+20 - 227+20	NB USH 53	SHOULDERS ONLY	276	0	0
0010	227+50 - 233+55	LAKESIDE 1 RT TN LN	RIGHT TURN LANE	0	153	0
0010	233+55 - 243+60	NB USH 53	SHOULDERS ONLY	146	0	0
0010	243+60 - 250+87	LAKESIDE 2 RT/LT TN LN	LEFT/RIGHT TURN LANE	0	329	0
0010	250+87 - 290+40	NB USH 53	SHOULDERS ONLY	573	0	0
0010	290+40 - 296+30	LAKESIDE 3 LT TN LN	LEFT TURN LANE	0	119	0
0010	296+30 - 315+00	NB USH 53	SHOULDERS ONLY (S OF BR)	278	0	0
0010	317+65 - 319+50	NB USH 53	SHOULDERS ONLY (N OF BR)	34	0	0
0010	319+50 - 358+40	NB USH 53	SHOULDERS ONLY	564	0	0
0010	358+40 - 365+75	NORTHWDS SCH LT TN LN	LEFT TURN LANE	0	139	0
0010	365+75 - 370+70	NB USH 53	SHOULDERS ONLY (CTY LINE)	72	0	0
0010	370+70 - 417+50	NB USH 53	SHOULDERS ONLY (CTY LINE)	679	0	0
0010	417+50 - 428+87	NB USH 53	CONC PAVT SEC SHOULDER ONLY	201	0	0
0010	428+87 - 436+62	RED LK/CTH T TN LN	LEFT/RIGHT TURN LANE	0	311	0
TOTAL				2822	5997	6594



Proposal Schedule of Items

Proposal ID: 20180213026 Project(s): 1196-00-70

Federal ID(s): WISC 2018099

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	204.0105 Removing Pavement Butt Joints	1,377.000 SY	_____	_____
0004	204.0115 Removing Asphaltic Surface Butt Joints	209.000 SY	_____	_____
0006	204.0120 Removing Asphaltic Surface Milling	83,720.000 SY	_____	_____
0008	204.0150 Removing Curb & Gutter	160.000 LF	_____	_____
0010	204.0165 Removing Guardrail	332.000 LF	_____	_____
0012	205.9015.S Grading Shaping and Finishing Intersection (location) 01. School Turn	LS	LUMP SUM	_____
0014	205.9015.S Grading Shaping and Finishing Intersection (location) 02. Lakeside North	LS	LUMP SUM	_____
0016	205.9015.S Grading Shaping and Finishing Intersection (location) 03. Lakeside Middle	LS	LUMP SUM	_____
0018	205.9015.S Grading Shaping and Finishing Intersection (location) 04. Lakeside South	LS	LUMP SUM	_____
0020	205.9015.S Grading Shaping and Finishing Intersection (location) 05. Red Lake Dr.	LS	LUMP SUM	_____
0022	211.0100 Prepare Foundation for Asphaltic Paving (project) 01. 1196-00-70	LS	LUMP SUM	_____
0024	213.0100 Finishing Roadway (project) 01. 1196-00-70	1.000 EACH	_____	_____
0026	305.0110 Base Aggregate Dense 3/4-Inch	1,005.000 TON	_____	_____
0028	305.0120 Base Aggregate Dense 1 1/4-Inch	1,232.000 TON	_____	_____



Proposal Schedule of Items

Proposal ID: 20180213026 Project(s): 1196-00-70

Federal ID(s): WISC 2018099

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0030	305.0500 Shaping Shoulders	229.000 STA	_____	_____
0032	440.4410 Incentive IRI Ride	18,236.000 DOL	1.00000	18,236.00
0034	455.0605 Tack Coat	4,110.000 GAL	_____	_____
0036	460.0100.S HMA Pavement Test Strip	1.000 EACH	_____	_____
0038	460.2000 Incentive Density HMA Pavement	1,018.000 DOL	1.00000	1,018.00
0040	460.4110.S Reheating HMA Pavement Longitudinal Joints	26,487.000 LF	_____	_____
0042	460.5224 HMA Pavement 4 LT 58-28 S	2,822.000 TON	_____	_____
0044	460.6244 HMA Pavement 4 MT 58-34 S	5,997.000 TON	_____	_____
0048	465.0105 Asphaltic Surface	737.000 TON	_____	_____
0050	465.0110 Asphaltic Surface Patching	50.000 TON	_____	_____
0052	465.0400 Asphaltic Shoulder Rumble Strips	40,620.000 LF	_____	_____
0054	520.1018 Apron Endwalls for Culvert Pipe 18-Inch	2.000 EACH	_____	_____
0056	520.8700 Cleaning Culvert Pipes	3.000 EACH	_____	_____
0058	521.1618 Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 10 to 1	4.000 EACH	_____	_____
0060	521.3118 Culvert Pipe Corrugated Steel 18-Inch	52.000 LF	_____	_____
0062	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	160.000 LF	_____	_____



Proposal Schedule of Items

Proposal ID: 20180213026 Project(s): 1196-00-70

Federal ID(s): WISC 2018099

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0064	614.0010 Barrier System Grading Shaping Finishing	2.000 EACH	_____.	_____.
0066	614.2300 MGS Guardrail 3	320.000 LF	_____.	_____.
0068	614.2500 MGS Thrie Beam Transition	78.000 LF	_____.	_____.
0070	614.2610 MGS Guardrail Terminal EAT	2.000 EACH	_____.	_____.
0072	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1196-00-70	1.000 EACH	_____.	_____.
0074	619.1000 Mobilization	1.000 EACH	_____.	_____.
0076	624.0100 Water	45.000 MGAL	_____.	_____.
0078	625.0500 Salvaged Topsoil	200.000 SY	_____.	_____.
0080	627.0200 Mulching	200.000 SY	_____.	_____.
0082	628.1504 Silt Fence	727.000 LF	_____.	_____.
0084	628.1520 Silt Fence Maintenance	325.000 LF	_____.	_____.
0086	628.1905 Mobilizations Erosion Control	3.000 EACH	_____.	_____.
0088	628.1910 Mobilizations Emergency Erosion Control	1.000 EACH	_____.	_____.
0090	629.0210 Fertilizer Type B	0.200 CWT	_____.	_____.
0092	630.0110 Seeding Mixture No. 10	10.000 LB	_____.	_____.
0094	630.0200 Seeding Temporary	10.000 LB	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20180213026 Project(s): 1196-00-70

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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
0096	633.5200 Markers Culvert End	12.000 EACH	_____.	_____.
0098	634.0616 Posts Wood 4x6-Inch X 16-FT	56.000 EACH	_____.	_____.
0100	637.2210 Signs Type II Reflective H	364.000 SF	_____.	_____.
0102	637.2230 Signs Type II Reflective F	104.000 SF	_____.	_____.
0104	638.2602 Removing Signs Type II	69.000 EACH	_____.	_____.
0106	638.3000 Removing Small Sign Supports	68.000 EACH	_____.	_____.
0108	642.5201 Field Office Type C	1.000 EACH	_____.	_____.
0110	643.0300 Traffic Control Drums	25,344.000 DAY	_____.	_____.
0112	643.0420 Traffic Control Barricades Type III	1,270.000 DAY	_____.	_____.
0114	643.0705 Traffic Control Warning Lights Type A	2,540.000 DAY	_____.	_____.
0116	643.0715 Traffic Control Warning Lights Type C	2,720.000 DAY	_____.	_____.
0118	643.0800 Traffic Control Arrow Boards	160.000 DAY	_____.	_____.
0120	643.0900 Traffic Control Signs	3,805.000 DAY	_____.	_____.
0122	643.1050 Traffic Control Signs PCMS	35.000 DAY	_____.	_____.
0124	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0126	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	52,014.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20180213026 Project(s): 1196-00-70

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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	646.3040 Marking Line Grooved Wet Ref Epoxy 8-Inch	2,800.000 LF	_____.	_____.
0130	646.6120 Marking Stop Line Epoxy 18-Inch	128.000 LF	_____.	_____.
0132	649.0105 Temporary Marking Line Paint 4-Inch	5,711.000 LF	_____.	_____.
0134	649.0150 Temporary Marking Line Removable Tape 4-Inch	2,000.000 LF	_____.	_____.
0136	650.5000 Construction Staking Base	2,450.000 LF	_____.	_____.
0138	650.5500 Construction Staking Curb Gutter and Curb & Gutter	160.000 LF	_____.	_____.
0140	650.6000 Construction Staking Pipe Culverts	1.000 EACH	_____.	_____.
0142	650.8000 Construction Staking Resurfacing Reference	22,842.000 LF	_____.	_____.
0144	650.9910 Construction Staking Supplemental Control (project) 01. 1196-00-70	LS	LUMP SUM	_____.
0146	690.0150 Sawing Asphalt	583.000 LF	_____.	_____.
0148	690.0250 Sawing Concrete	26.000 LF	_____.	_____.
0150	ASP.1T0A On-the-Job Training Apprentice at \$5.00/HR	2,000.000 HRS	5.00000	10,000.00
0152	ASP.1T0G On-the-Job Training Graduate at \$5.00/HR	630.000 HRS	5.00000	3,150.00
0154	SPV.0090 Special 01. Concrete Curb and Gutter Cure and Seal Treatment	160.000 LF	_____.	_____.
0156	SPV.0105 Special 01. Material Transfer Vehicle	LS	LUMP SUM	_____.



Proposal Schedule of Items

Proposal ID: 20180213026 Project(s): 1196-00-70

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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
0158	SPV.0105 Special 02. Milling and Removing Temporary Joint Special	LS	LUMP SUM	_____.
0160	460.8645 HMA Pavement 5 SMA 58-34 V	6,594.000 TON	_____.	_____.
	Section: 0001		Total:	_____.
			Total Bid:	_____.

