



Wisconsin Department of Transportation

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

December 17, 2018

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

NOTICE TO ALL CONTRACTORS:

Proposal #03: 1016-05-75, WISC 2019 066
Tomah – Wisconsin Dells
43rd St W to Seven Mile Creek
IH-90
Juneau County

1016-08-79, WISC 2019 067
Mauston – Wisconsin Dells
24th Avenue to CTH HH (EB Rdwy)
IH-90
Juneau County

Letting of January 15, 2019

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
13	HMA Pavement 4 SMA 58-28 V, Item 643.8624; HMA Pavement Test Strip, Item 460.0100.S

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
7	Corrected pavement type from 4 LT 58-24 S to 4 LT 58-28 S
29	Added table for 460.2007 Incentive Density HMA Pavement Longitudinal Joint, to clarify it applies to the lower layer joint only

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
1016-05-75, 1016-08-79
December 17, 2018

Special Provisions

13. HMA Pavement 4 SMA 58-28 V, Item 643.8624; HMA Pavement Test Strip, Item 460.0100.S.

Replace entire article language with the following:

A Description

Conform to standard spec 450 and 460 except 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 conforming to the requirements of Table 460-1, Table 460-2 and the JMF limits presented herein.
- (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 a cellulose fiber stabilizing additive to all SMA mixtures according to the dosage rate specified in AASHTO M 325. Feed the stabilizing additive through a separate system that proportions the required amount of stabilizer in uniform distribution. The system must have low-level and no-flow indicators and a printout of the feed rate in lbs/min. Additionally, the stabilizer supply line must include a section of transparent pipe for observing consistency of flow or feed. The stabilizing additive shall meet the cellulose fiber quality requirements listed in the table below. Prior to approval and use of fibers, the contractor shall submit a notarized certification by the producer of these materials stating they meet the following requirements:

Cellulose Fiber Quality Requirements	
Property	Requirement
Sieve Analysis	
Method A – Alpine Sieve Analysis:	
Fiber Length	6 mm (0.25 in) maximum
Passing 0.150-mm (No. 100) sieve	70 \pm 10 percent
Method B – Mesh Screen Analysis:	
Fiber Length	6 mm (0.25 in) maximum
Passing 0.850-mm (No. 20) sieve	85 \pm 10 percent
Passing 0.425-mm (No. 40) sieve	65 \pm 10 percent
Passing 0.106-mm (No. 140) sieve	30 \pm 10 percent
Other Properties	
Ash Content	18 \pm 5 percent non-volatiles
pH	7.5 \pm 1.0
Oil Absorption	5.0 \pm 1.0 (times fiber mass)
Moisture Content	Less than 5 percent (by mass)

- (2) If necessary to avoid drain down, add an additional stabilizer such as an organic fiber, an inorganic fiber, additional polymer-plastic, additional polymer-elastomer, or approved alternate stabilizer to all SMA mixtures. If proposing an additional stabilizer not listed here, 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:

- (1) For each SMA mixture type used under the contract, develop and submit an asphaltic mixture design according to CMM 8-66. In addition to the required test procedures outlined in Tables 1 and 2 of CMM 8-66, adhere to AASHTO R 46 and AASHTO M 325 when designing SMA mixtures. The specific gravity of fines or “super fines” used as a mineral filler or stabilizer will be determined according to AASHTO T 100. The values listed in Tables 460-1 and 460-2 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 106 (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 Nini	7
Gyrations for Ndes	65
Gyrations for Nmax	100
Air Voids, %Va ^[1] (%Gmm Ndes)	4.5 (95.5)
% Gmm Nini	_____
% Gmm Nmax	_____ ≤ 98.0
Dust to Binder Ratio (% passing 0.075mm/Pbe)	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, Pbe 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% Va and compacted to 95 +/-5 mm for a 150 mm diameter specimen without freeze thaw conditioning.

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
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) Produce SMA mixture with the four-point running average for air voids, within the JMF Limits of 3.2 to 5.8 percent. The four-point running average for air voids must show consistent production results. If one QC air voids test falls outside of the JMF limits, notify the department and consider corrective action. If two or more individual QC air voids tests within the four-point running average exceed the JMF limits, the material is nonconforming and subject to pay adjustment as specified in 460.5.2.1(5) as modified herein.

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.
 - Asphalt content is within minus 0.3 percent of the JMF.

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 93.0% of Gmm for mainline pavement. Compact shoulders and appurtenances to 92.0% of Gmm. Mainline offsets will only be applied to nuclear density gauge readings for shoulder or appurtenances constructed with SMA.
- (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 according to CMM 8-15.11.

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

- (5) Construct a test strip according to CMM 8-15.13 to correlate nuclear gauges to pavement cores, confirm SMA in-place density using cores and determine mixture air voids. 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 ^[1]	- 0.5
VMA in percent ^[2]	- 1.0
Air Voids in percent	According to the SMA Test Strip Approval Criteria Below

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

^[2] 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 in accordance with 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 ^[1]	QV Air Voids	Average Density of All Cores ^[2]	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	$2.8 \leq Va < 3.2$ 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 ^[3]	$Va < 2.5$ 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

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

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

^[3] 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.

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
460.8624	HMA Pavement 4 SMA 58-28 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.

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 contract 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 and mixture for SMA pavements:

- (1) The department will pay for the SMA Pavement bid items at the contract unit price (including test strip material) 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 nonconforming 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 individual point(s) where a test is outside the JMF limit until another individual QV or QC 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:

PAYMENT FOR MIXTURE^{[1] [2] [3]}

ITEM	PRODUCED WITHIN WARNING BANDS	PRODUCED OUTSIDE JMF LIMITS
Gradation	90%	75%
Asphalt Content ^[4]	—	—
Air Voids	70%	50%
VMA	90%	75%

^[1] For contracts 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 including nonconforming material as defined by 460.5.2.1(5) as modified herein. If the quantity of material

subject to pay adjustment based on the running average of 4 is also subject to pay adjustment resulting from dispute resolution in accordance with 460.2.8.3.1.7, the department will apply the single pay adjustment resulting in the 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.

^[4] The department will not adjust pay based on a running average of 4 asphalt binder tests; however, corrective action will be applied to nonconforming material according to 460.2.8.2.1.7.

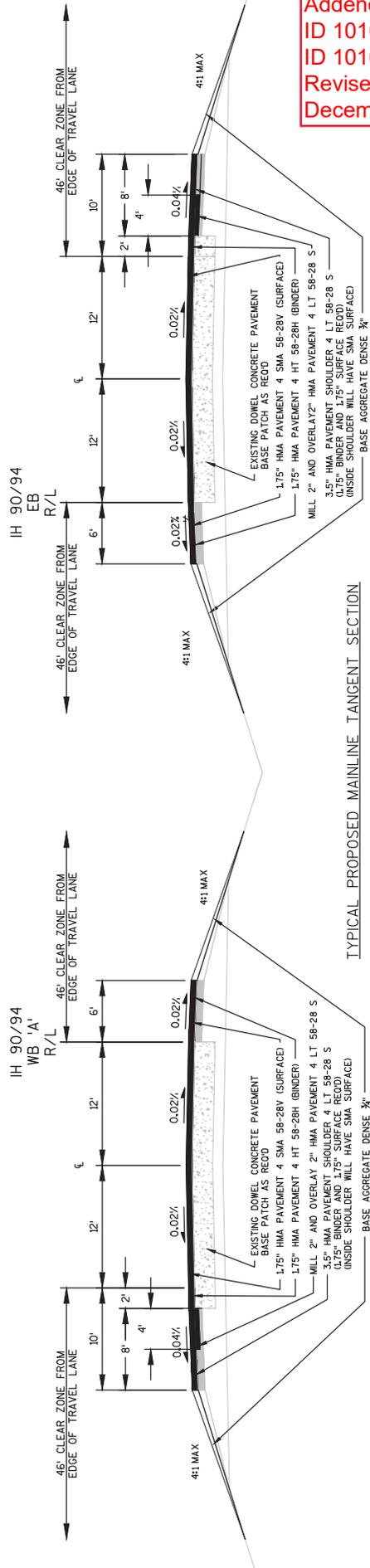
- (7) If the department discovers nonconforming mixture during a QV dispute resolution investigation, and the engineer allows that mixture to remain in place, the department will pay for the quantity of affected material as specified in 460.2.8.3.1.8 at 50 percent of the contract price.
- (8) If the 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 (20181119)

Plan Sheets

The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 7 and 29.

END OF ADDENDUM

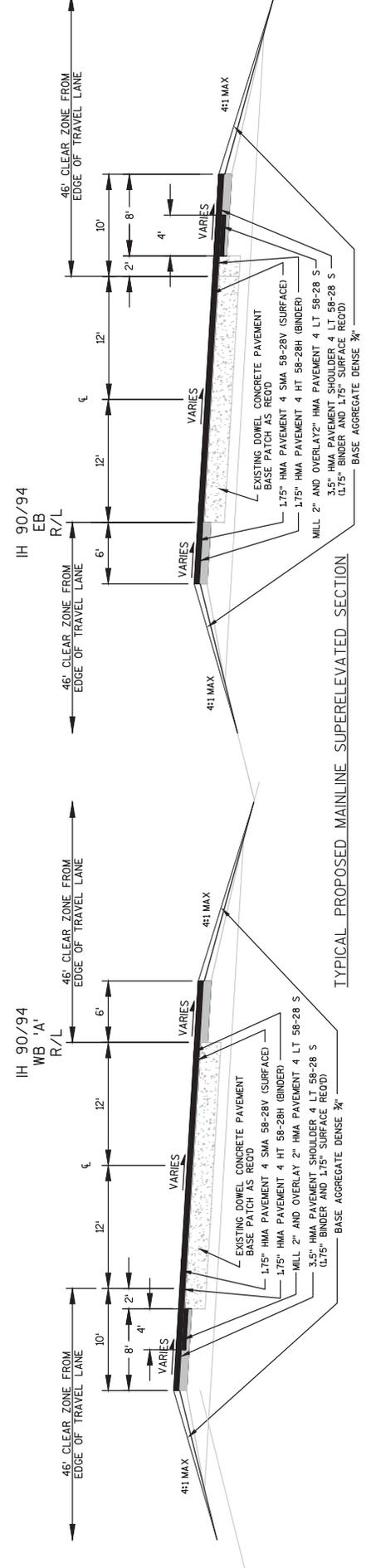


Addendum No. 01
 ID 1016-05-75
 ID 1016-08-79
 Revised Sheet 7
 December 17, 2018

TYPICAL PROPOSED MAINLINE TANGENT SECTION

- EASTBOUND
- STA. 697+60 - STA. 760+65
 - STA. 761+35 - STA. 938+00
 - STA. 939+50 - STA. 947+00
 - STA. 1036+10 - STA. 1036+20
 - STA. 1077+10 - STA. 1077+00
 - STA. 1380+48 - STA. 1390+35
 - STA. 1391+05 - STA. 1492+00

- WESTBOUND
- STA. 107+64 A - STA. 116+10 A
 - STA. 116+64 S - STA. 117+00 A



TYPICAL PROPOSED MAINLINE SUPERELEVATED SECTION

NOT TO SCALE
 SHEET 7

TYPICAL SECTIONS

COUNTY: JUNEAU

HWY: IH-90

PROJECT NO: 1016-05-75 1016-08-79

PLOT NAME :

PLOT BY : DML, BRIAN D

PLOT DATE : 7/25/2018 5:36 PM

FILE NAME : \\NAJ31FP2\NRPUBLIC\POS\3D\10160505\SHEET\PLAN\20301.TS;18.DWG

PLOT SCALE : 1:1 IN:10 FT

WISDOT/CADD SHEET 42

INCENTIVE DENSITY HMA PAVEMENT LONGITUDINAL JOINTS

DOL	REMARKS
460.2007	LOWER LAYER JOINT ONLY
18320	18320 1016-05-75 TOTAL
4630	4630 1016-08-79 TOTAL

ASPHALT SUMMARY

STATION TO	STATION	LOCATION	TACK COAT GAL	HMA PAVEMENT 4 LT 58-28 S 460.5224	HMA PAVEMENT 4 HT 58-28 H 460.7424	HMA PAVEMENT 4 SMA 58-28 V 460.8624	TON	ASPHALTIC SHOULDER RUMBLE STRIPS 465.0400	LF	REMARKS
697+60	-	947+00	6200	-	8710	-	-	-	-	26' DRIVING LANES AND 6' MEDIAN SHOULDER
1026+11	-	1171+00	3550	-	5070	-	-	-	-	26' DRIVING LANES AND 6' MEDIAN SHOULDER
1107+64A	-	1171+00A	1560	-	2220	-	-	-	-	26' DRIVING LANES AND 6' MEDIAN SHOULDER
697+60	-	947+00	4420	-	-	8710	-	-	-	26' DRIVING LANES AND 6' MEDIAN SHOULDER
1026+11	-	1171+00	2530	-	-	5070	-	-	-	26' DRIVING LANES AND 6' MEDIAN SHOULDER
1107+64A	-	1171+00A	1120	-	-	2220	-	-	-	26' DRIVING LANES AND 6' MEDIAN SHOULDER
697+60	-	947+00	200	1250	-	-	-	-	-	SHOULDER MILL
1026+11	-	1171+00	110	730	-	-	-	-	-	SHOULDER MILL
1107+64A	-	1171+00A	50	320	-	-	-	-	-	SHOULDER MILL
697+60	-	947+00	1550	4360	-	-	24960	-	-	8' OUTSIDE SHOULDER (UPPER & LOWER LIFT)
1026+11	-	1171+00	900	2540	-	-	14500	-	-	8' OUTSIDE SHOULDER (UPPER & LOWER LIFT)
1107+64A	-	1171+00A	400	1100	-	-	6340	-	-	8' OUTSIDE SHOULDER (UPPER & LOWER LIFT)
697+60	-	947+00	1100	1250	-	-	24960	-	-	MEDIAN SHOULDER
1026+11	-	1171+00	630	730	-	-	14500	-	-	MEDIAN SHOULDER
1107+64A	-	1171+00A	280	320	-	-	6340	-	-	MEDIAN SHOULDER
1016-05-75 TOTAL:			24600	12600	16000	16000	16000	91600		
13+99B	-	19+52B	140	140	-	-	-	-	-	EB TERMINAL AREA
21+49B	-	24+13B	160	120	-	-	-	-	-	WB TERMINAL AREA
1391+00	-	1496+00	2760	-	4100	-	-	-	-	26' DRIVING LANES AND 6' MEDIAN SHOULDER
1391+00	-	1496+00	90	580	-	-	-	-	-	SHOULDER MILL
1391+00	-	1496+00	1970	-	4100	-	4100	-	-	26' DRIVING LANES AND 6' MEDIAN SHOULDER
1391+00	-	1496+00	690	2030	-	-	11600	-	-	8' OUTSIDE SHOULDER (UPPER & LOWER LIFT)
1391+00	-	1496+00	490	630	-	-	11600	-	-	MEDIAN SHOULDER
1016-08-79 TOTAL:			6300	3500	4100	4100	4100	23200		

ASPHALT TESTING

SPECIAL (HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS) SPV .0060.01 EACH	SPECIAL (HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS) SPV .0060.02 EACH	SPECIAL (REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING) SPV.0090.01 LF	SPECIAL (MATERIAL TRANSFER VEHICLE PROJECT 1016-05-75) SPV.0105.01 LS
1	1	45800	1
1016-05-75 TOTAL: 1 1 45800 1			
1016-08-79 TOTAL: 0 0 11200 0			

Addendum No. 01
 ID 1016-05-75
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 Revised Sheet 29
 December 17, 2018

