



Wisconsin Department of Transportation

Division of Transportation Systems Development

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

March 27, 2023

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NOTICE TO ALL CONTRACTORS:

Proposal #08: 1595-09-73, WISC 202390
Bradley-Rhineland
North Rifle Road – STH 47
USH 8
Oneida County

Letting of April 11, 2023

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
3	Prosecution and Progress

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

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Proposal Quantity Change (-)	Proposal Total After Addendum
460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EA	3	-1	2
460.2005	Incentive Density PWL HMA Pavement	DOL	6,700	12,009	18,709
460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	8,200	-720	7,480
460.2010	Incentive Air Voids HMA Pavements	DOL	8,200	33,468	41,668
460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EA	3	-1	2

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Quantity Added	Proposal Total After Addendum
460.2000	Incentive Density HMA Pavement	DOL	0	7,840	7,840
465.0110	Asphaltic Surface Patching	TON	0	40	40

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
43	Delete current PWL table, add revised and new bid items

Added Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was added)
44	Add new PWL 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

1595-09-73

March 27, 2023

Special Provisions

3. Prosecution and Progress.

Replace entire section titled Traffic with the following:

Traffic

Do not allow exposed milled surfaces to remain open to traffic for more than 96 hours.

The Contractor will be required under this contract to provide a complete closure and detour of USH 8 per the signing plan, allowing for the replacement of the existing railroad crossing at STA 814+18. Under this contract, Contractor is required to reopen USH 8 to traffic on a paved surface within 12 hours of the completed installation of the railroad crossing panels. Contractor will be responsible for coordinating railroad crossing replacement work by others.

22. 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/cnslt-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 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 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/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 March 27, 2023, are the revised Schedule of Items Page

Plan Sheets

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

Revised: 45

Added: 45A

END OF ADDENDUM

305-BASE AGGREGATE

CATEGORY	STATION	TO	STATION	LOCATION	WB-LT	EB-RT	WB-LT	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDER STA	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4- INCH TON	624.0100 WATER MGAL	REMARKS
0010	739+00	-	751+00	WB-LT	13	-	-	-	-	-	-	-
0010	PROJECT	-	PROJECT	EB-RT, WB-LT	-	-	4834	-	250	-	74	-
				TOTAL 0010	13	-	4,834	-	250	-	74	-

450-HMA

CATEGORY	STATION	LOCATION	TON	TACK COAT GAL	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 5 MT 58-34 S	465.0605	460.6223	460.6245	465.0125	REMARKS	
0010	848+94	SOUTH RIVER RD.	14	43	456	175	-	-	-	-	INTERSECTION, TURN LANES	
0010	848+94	NORTH RIVER RD	17	52	474	186	-	-	-	-	INTERSECTION, TURN LANES	
0010	819+30	AIRPORT RD	9	26	420	154	-	-	-	-	INTERSECTION, TURN LANES	
0010	810+46	LAKE SHORE LN	13	41	449	172	-	-	-	-	INTERSECTION, TURN LANES	
0010	810+46	RED ARROW DR	9	28	423	156	-	-	-	-	INTERSECTION, TURN LANES	
0010	768+00	S FOX RANCH RD	10	31	430	161	-	-	-	-	INTERSECTION, TURN LANES	
0010	751+49	GOLF COURSE RD	10	29	426	158	-	-	-	-	INTERSECTION, TURN LANES	
0010	PROJECT	USH 8 EB	1,475	6,118	11,062	3,688	-	-	-	-	DRIVING LANES	
0010	PROJECT	USH 8 WB	1,418	5,880	10,632	3,544	-	-	-	-	DRIVING LANES	
0010	PROJECT	USH 8 EB SHOULDERS	432	1,432	2,589	1,726	-	-	-	-	EB SHOULDERS	
0010	PROJECT	USH 8 WB SHOULDERS	419	1,390	2,513	1,675	-	-	-	-	WB SHOULDERS	
0010	785+26	CULVERT	-	-	-	-	250	-	-	-	C43008003062	
0010	836+90	CULVERT	-	-	-	-	85	-	-	-	C43008003076	
		TOTAL 0010	3,826	15,070	29,874	11,794	-	-	-	-	335	-

Addendum No. 01
ID 1595-09-73
Revised Sheet 45
March 27, 2023

Addendum No. 01
ID 1595-09-73
Added Sheet 45A
March 27, 2023

PWL MIXTURE USE TABLE

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	THICKNESS	TONS	QUALITY MANAGEMENT MIXTURE ACCEPTANCE	PROGRAM TO BE USED: DENSITY ACCEPTANCE
12 FOOT DRIVING LANE	732+00 - 738+62	LOWER LAYER	VARIOUS BASE	460.6223 3MT 58-285	2.25"	5,316	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12 FOOT DRIVING LANE	732+00 - 738+62	MIDDLE LAYER	2.25" ASPHALT	460.6223 3MT 58-285	2.25"	5,316	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2010 460.2005
12 FOOT DRIVING LANE	732+00 - 738+62	UPPER LAYER	4.5" ASPHALT	460.6245 5MT 58-345	1.5"	3,544	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2010 460.2005
3'-8" SHOULDER	732+00 - 738+62	LOWER LAYER	BASE AGGREGATE	460.6223 3MT 58-285	2.25"	112	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
3'-8" SHOULDER	732+00 - 738+62	MIDDLE LAYER	2.25" ASPHALT	460.6223 3MT 58-285	2.25"	111	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
3'-8" SHOULDER	732+00 - 738+62	UPPER LAYER	4.5" ASPHALT	460.6245 5MT 58-345	1.5"	149	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
DRIVING LANE	738+62 - 883+37	LOWER LAYER	VARIOUS BASE	460.6223 3MT 58-285	2.25"	5,531	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	738+62 - 883+38	MIDDLE LAYER	2.25" ASPHALT	460.6223 3MT 58-285	2.25"	5,531	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
DRIVING LANE	738+62 - 883+39	UPPER LAYER	4.5" ASPHALT	460.6245 5MT 58-345	1.5"	3,688	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2010 460.2005
MEDIAN SHOULDER	738+62 - 823+00	LOWER LAYER	BASE AGGREGATE	460.6223 3MT 58-285	2.25"	1,289	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	738+62 - 823+00	MIDDLE LAYER	2.25" ASPHALT	460.6223 3MT 58-285	2.25"	1,289	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
MEDIAN SHOULDER	738+62 - 823+00	UPPER LAYER	4.5" ASPHALT	460.6245 5MT 58-345	1.5"	860	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
8' OUTSIDE SHOULDER	738+62 - 883+37	LOWER LAYER	BASE AGGREGATE	460.6223 3MT 58-285	2.25"	4,879	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
8' OUTSIDE SHOULDER	738+62 - 883+38	UPPER LAYER	2.25" ASPHALT	460.6245 5MT 58-345	1.5"	3,252	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
SIDERoadS		LOWER LAYER	MILLED EXISTING HMA BASE	460.6223 3MT 58-285	2.50"	500	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
SIDERoadS		UPPER LAYER	2.5" ASPHALT	460.6245 5MT 58-345	1.50"	301	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE

*LOWER LAYER WILL REQUIRE HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS ONLY.

*MIDDLE LAYER WILL REQUIRE HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP.

*UPPER LAYER WILL REQUIRE BOTH HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS AND DENSITY.



Proposal Schedule of Items

Proposal ID: 20230411008 Project(s): 1595-09-73

Federal ID(s): WISC 2023290

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0032	460.0110.S HMA Percent Within Limits (PWL) Test Strip Density	2.000 EACH	_____.	_____.
0034	460.2005 Incentive Density PWL HMA Pavement	18,709.000 DOL	1.00000	18,709.00
0036	460.2007 Incentive Density HMA Pavement Longitudinal Joints	7,480.000 DOL	1.00000	7,480.00
0038	460.2010 Incentive Air Voids HMA Pavement	41,668.000 DOL	1.00000	41,668.00
0040	460.6223 HMA Pavement 3 MT 58-28 S	29,874.000 TON	_____.	_____.
0042	460.6245 HMA Pavement 5 MT 58-34 S	11,794.000 TON	_____.	_____.
0044	465.0125 Asphaltic Surface Temporary	335.000 TON	_____.	_____.
0046	522.0136 Culvert Pipe Reinforced Concrete Class III 36-Inch	225.000 LF	_____.	_____.
0048	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	2.000 EACH	_____.	_____.
0050	522.2319 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch	55.000 LF	_____.	_____.
0052	522.2619 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	1.000 EACH	_____.	_____.
0054	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	6,640.000 LF	_____.	_____.
0056	611.0430 Reconstructing Inlets	5.000 EACH	_____.	_____.
0058	611.0642 Inlet Covers Type MS	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20230411008 Project(s): 1595-09-73
 Federal ID(s): WISC 2023290

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0154	650.5500 Construction Staking Curb Gutter and Curb & Gutter	6,640.000 LF	_____.	_____.
0156	650.6000 Construction Staking Pipe Culverts	2.000 EACH	_____.	_____.
0158	650.8000 Construction Staking Resurfacing Reference	14,943.000 LF	_____.	_____.
0160	650.9911 Construction Staking Supplemental Control (project) 01.1595-09-73	1.000 EACH	_____.	_____.
0162	690.0150 Sawing Asphalt	520.000 LF	_____.	_____.
0164	690.0250 Sawing Concrete	108.000 LF	_____.	_____.
0166	740.0440 Incentive IRI Ride	11,480.000 DOL	1.00000	11,480.00
0168	ASP.1T0A On-the-Job Training Apprentice at \$5.00/HR	2,400.000 HRS	5.00000	12,000.00
0170	ASP.1T0G On-the-Job Training Graduate at \$5.00/HR	1,980.000 HRS	5.00000	9,900.00
0172	460.2000 Incentive Density HMA Pavement	7,840.000 DOL	1.00000	7,840.00
0174	465.0110 Asphaltic Surface Patching	40.000 TON	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.