



Wisconsin Department of Transportation

Division of Transportation Systems Development

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

December 8, 2023

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

NOTICE TO ALL CONTRACTORS:

Proposal #02: 1067-02-73, WISC 2024104
Madison – Lake Mills
Newville Road Br; Rock Lake Road Br
IH 94
Jefferson County

Letting of December 12, 2023

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

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Proposal Quantity Change (-)	Proposal Total After Addendum
511.1200	Temporary Shoring (structure) 01. B-28-0184	SF	454	-224	230
511.1200	Temporary Shoring (structure) 02. B-28-0185	SF	554	-324	230

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
47	Miscellaneous Quantities (revised Removing Masonry unit to CY)
164	General Plan (removed temporary shoring at bridge piers)
166	Notes and Quantities (revised Temporary Shoring bid item quantity)
185	28" Prestressed Girder Details (removed beveled anchor plate & sheet reference)
201	General Plan (removed temporary shoring at bridge piers)
203	Notes and Quantities (revised Temporary Shoring bid item quantity)
222	28" Prestressed Girder Details (removed beveled anchor plate & sheet reference)

Schedule of Items

Attached, dated December 8, 2023, are the revised Schedule of Items Page 3.

Plan Sheets

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

Revised: 47, 164, 166, 185, 201, 203, 222

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

END OF ADDENDUM

GRUBBING

CATEGORY	STAGE	STATION	LOCATION	201.0205 GRUBBING (STA)	
0010	1	1071+00 - 1073+00	IH 94 WB RT	2	
		1074+00 - 1076+00	IH 94 WB RT	2	
		1127+00 - 1137+00	IH 94 WB RT	10	
		1137+00 - 1138+00	IH 94 WB RT	1	
		48+00 - 49+00	NEWVILLE RD. LT	3	
		50+00 - 52+00	NEWVILLE RD. RT & LT	2	
		54+00 - 55+00	ROCK LAKE RD. RT	1	
		STAGE SUBTOTALS			21
		2	1071+00 - 1073+00	IH 94 WB LT	2
			1137+00 - 1039+00	IH 94 WB LT	2
STAGE SUBTOTALS			4		
PROJECT TOTALS			25		

REMOVING FENCE

CATEGORY	STAGE	STATION	LOCATION	204.0170 (LF)
0010	2	1069+41 - 1070+20	LT	95
		1070+20 - 1084+25	LT	114
		1134+75 - 1135+25	LT	57
		1136+35 - 1136+66	LT	42
STAGE SUBTOTALS			241	
PROJECT TOTALS			241	

REMOVING MASONRY

CATEGORY	STAGE	STATION	LOCATION	204.0185 (CY)	REMARKS	
0010	1	1132+85 - 1136+45	IH 94 WB. RT	70.7	CONCRETE FLUME MEDIAN	
		48+58 - 48+88	NEWVILLE RD. LT	8.3	CONCRETE FLUME	
		48+82 - 49+41	NEWVILLE RD. LT	0.7	SLOPE PAVING EB BRIDGE	
		48+61 - 49+20	NEWVILLE RD. LT	0.7	SLOPE PAVING EB BRIDGE	
		51+30	NEWVILLE RD. LT & RT	4.3	CONCRETE FLUME	
		52+30 - 53+20	ROCK LAKE RD. RT	7.0	CONCRETE FLUME	
		53+44 - 54+00	ROCK LAKE RD. LT	17.8	CONCRETE FLUME	
		54+44 - 55+00	ROCK LAKE RD. RT	7.1	CONCRETE FLUME	
		STAGE SUBTOTALS			116.7	
		2	1071+02 - 1071+14	IH 94 WB. LT	0.6	C&G/CONCRETE FLUME
1136+75 - 1136+84	IH 94 WB. LT		0.6	C&G/CONCRETE FLUME		
STAGE SUBTOTALS			1.2			
PROJECT TOTALS			117.9			

REMOVING SMALL PIPE CULVERTS

CATEGORY	STAGE	STATION	LOCATION	203.0100 DESCRIPTION (EACH)
0010	1	1070+08WB	IH 94. MEDIAN	18' X 6' CPRC
		51+30NV	NEWVILLE RD. CL	30' X 48' CPRC
		53+21RL	ROCK LAKE RD. CL	24' X 60' CPRC
		53+26RL	ROCK LAKE RD. CL	24' X 60' CPRC
		53+26RL - 54+73RL	ROCK LAKE RD. RT	42' X 154' CPRC
STAGE SUBTOTALS			5	
PROJECT TOTALS			5	

REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	STAGE	STATION	LOCATION	204.0120 (SY)	REMARKS
0010	1A	1057+25 - 1070+23	IH 94 WB. LT	577	REMOVE RUMBLE STRIPS (2')
		1070+99 - 1088+25	IH 94 WB. LT	767	REMOVE RUMBLE STRIPS (2')
		1128+25 - 1154+37	IH 94 WB. LT	563	REMOVE RUMBLE STRIPS (2')
		1156+71 - 1154+25	IH 94 WB. LT	779	REMOVE RUMBLE STRIPS (2')
STAGE SUBTOTALS			2,706		
2	1072+00 - 1072+97	IH 94 WB. LT	177	SHOULDERS (6')	
	1137+85 - 1140+80	IH 94 WB. LT	327	SHOULDERS (6')	
STAGE SUBTOTALS			504		
PROJECT TOTALS			3,210		

REMOVING DELINEATORS AND MARKERS

CATEGORY	STAGE	STATION	STATION	LOCATION	204.0180 (EACH)
0010	2	1069+00WB	1070+20WB	SHOULDER	2
		1071+00WB	1088+70WB	SHOULDER	3
		1139+50WB	1140+60WB	SHOULDER	1
STAGE SUBTOTALS			6		
PROJECT TOTALS			6		

REMOVING GUARDRAIL

CATEGORY	STAGE	STATION	STATION	LOCATION	204.0165 (LF)
0010	1	1069+86 - 1070+17	IH 94 WB. MEDIAN	41	
		1071+30 - 1071+50	IH 94 WB. MEDIAN	41	
		1071+22 - 1074+19	IH 94 WB. RT	297	
		1137+03 - 1140+12	IH 94 WB. RT	310	
		48+01 - 50+27	NEWVILLE RD. LT	228	
		48+19 - 49+16	NEWVILLE RD. RT	222	
		51+47 - 51+58	ROCK LAKE RD. RT	10	
		54+73 - 55+13	ROCK LAKE RD. LT	40	
		STAGE SUBTOTALS			1,247
		2	1070+69 - 1086+70	IH 94 WB. LT	1,571
1136+72 - 1140+19	IH 94 WB. LT		347		
STAGE SUBTOTALS			1,918		
PROJECT TOTALS			3,165		

Addendum No. 01
ID 1067-02-73
Revised Sheet 47
December 8, 2023

Addendum No. 01
 ID 1067-02-73
 Revised Sheet 164
 December 8, 2023

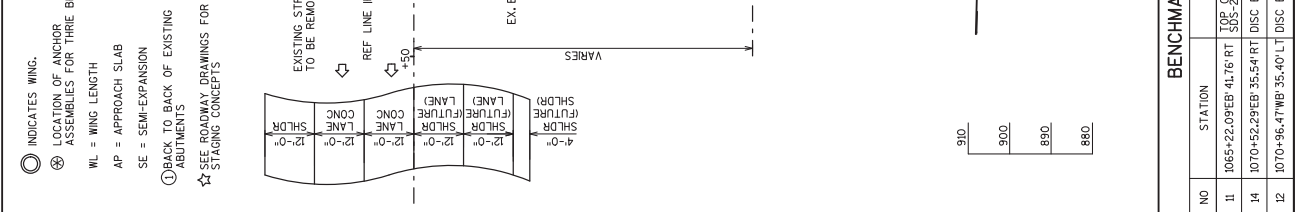
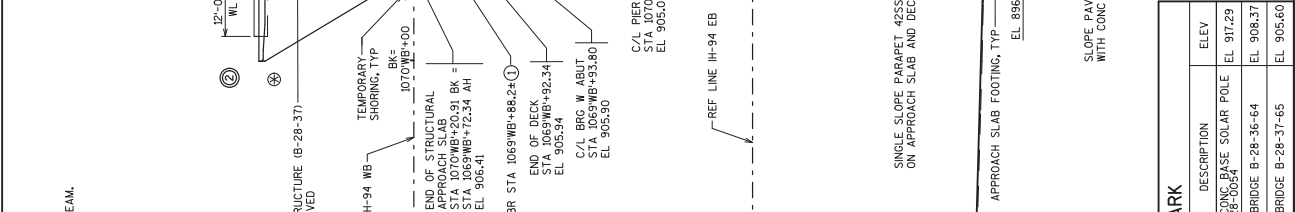
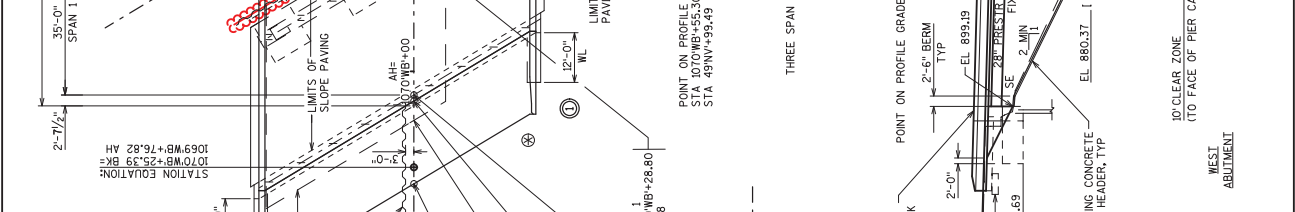
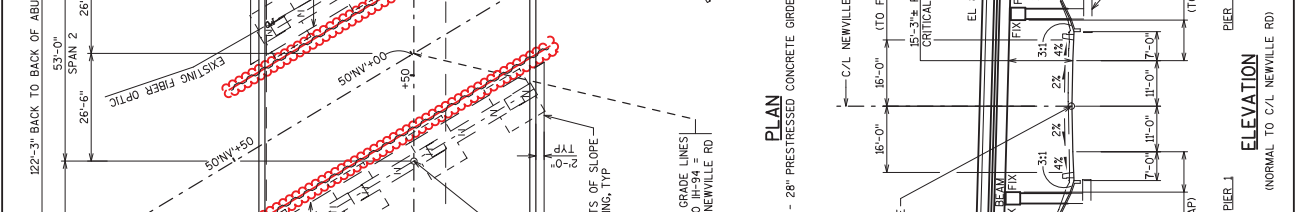
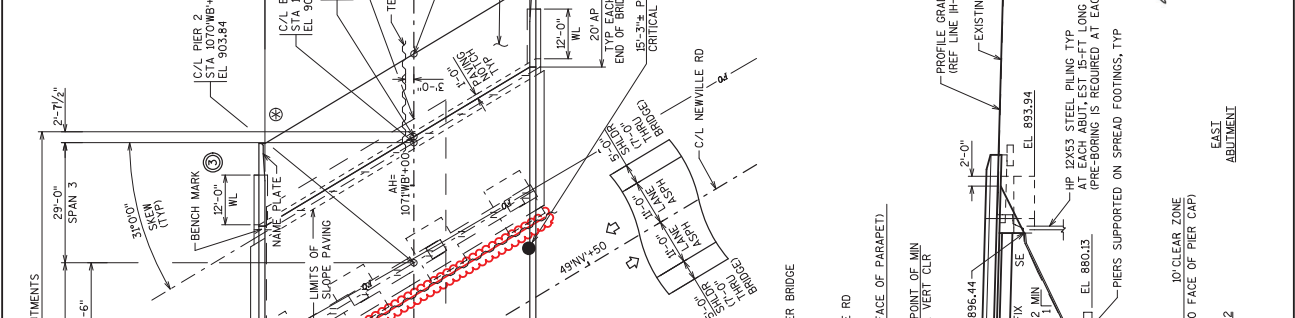
STATE PROJECT NUMBER 1067-02-73	
DESIGN DATA	
LEVEL LOAD: DESIGN LOADING: HL-93 INVENTORY RATING FACTOR: RF = 1.20 OPERATING RATING FACTOR: RF = 1.56 WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 230 KIPS STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 PSF INVENTORY AND OPERATING RATINGS DO NOT INCLUDE FUTURE WEARING SURFACE.	
MATERIAL PROPERTIES: CONCRETE MASONRY - SUPERSTRUCTURE $f_c = 4,000$ psi HIGH STRENGTH BAR STEEL REINFORCEMENT (A) $f_y = 5,500$ psi AASHTO GRADE 60 $f_y = 60,000$ psi 28" PRESTRESSED GIRDER $f_c = 7,000$ psi CONCRETE MASONRY STRANDS, 0.5" DIA ULTIMATE $f_y = 270,000$ psi TENSILE STRENGTH $f_y = 36,000$ psi STEEL DIAPHRAGMS $f_y = 50,000$ psi	
FOUNDATION DATA ABUTMENTS TO BE SUPPORTED ON HP 12X63 STEEL PILING WITH A REQUIRED DRIVING RESISTANCE OF 220 TONS* PER PILE. *BASED ON A 10% EXCESSIVE PILE DYNAMIC EQUATION, ESTIMATED 35 FEET LONG AT EACH ABUTMENT. *THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION SHALL BE DETERMINED USING THE AISC 360-16 EQUATION MULTPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES FORMULA TO DETERMINE DRIVEN PILE CAPACITY. PRE-BORING IS REQUIRED AT EACH ABUTMENT LOCATION. PRE-BORING SHALL BE PERFORMED TO APPROXIMATE ELEVATION OF 886 AT WEST ABUTMENT AND 884 AT THE EAST ABUTMENT. IT IS RECOMMENDED THAT THE CONTRACTOR REVIEW THE SOILS REPORT FOR THE PROJECT AND THE INFORMATION ON GEOTECHNICAL CONCERN. THIS SITE BEING AVOIDING TO SUBSTRUCTURE EXCAVATION AND STRUCTURE EXCAVATION. WHEN PILING IS FIRMLY SEATED ON ROCK IN PREPARED HOLES, PILE DRIVING TO RECLUSE IS NOT REQUIRED OR RECOMMENDED, TO AVOID DRIVING OVERSTRESS AND DAMAGE. PIERS TO BE SUPPORTED ON SPREAD FOOTINGS. PIERS WITH SLOPED FOOTINGS TO BE SUPPORTED ON SOUND ROCK WITH A REQUIRED FACTORED BEARING RESISTANCE OF 7,800 PSF. A GEOTECHNICAL ENGINEER, WITH THREE DAYS NOTICE, WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER FOOTING.	
TRAFFIC DATA NEWVILLE RD IH-94 ADT (2023) = 43,300 ADT (2041) = 250 ADT (2044) = 5,200 ADT (2048) = 14,445 DHV (2041) = 16 DHV (2044) = 58/42 DD = 10.7 % T = 5.0 % DESIGN SPEED = 75 MPH ESALS = 24,000,000	
NO. DATE	REVISION
1 10/20/23	TEMP SHORING REMOVAL AT PIERS C-B

ACCEPTED: SEH STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION CHIEF STRUCTURES DESIGN ENGINEER DATE: 07/28/23	
SHORT ELLIOTT HENDRICKSON INC.	
COUNTY: JEFFERSON TOWN: WAVERLY LAKE MILLS	
STRUCTURE: B-28-184 IH-94 WB OVER NEWVILLE ROAD	
DESIGN SPECIFIC BRIDGE DESIGN SPECIFICATIONS	DESIGNED BY: NCK (C.D., M.H.D.)
PLANS	BY: DLF
EXC'D.	NCK
SHEET 1 OF 37	
GENERAL PLAN	

BENCHMARK			
NO.	STATION	DESCRIPTION	ELEV.
11	1065+22.09	EPB 4176 RT TOP CONCRETE SOLAR POLE	EL. 917.29
14	1070+52.29	EPB 3554 RT DISC BRIDGE B-28-36-64	EL. 908.37
12	1070+96.47	WB 35.40' LT DISC BRIDGE B-28-37-65	EL. 905.60

LIST OF DRAWINGS

- GENERAL PLAN
- CROSS SECTION AND PROFILES
- NOTES AND QUANTITIES
- CONCRETE REINFORCEMENT DETAILS
- SUBSURFACE EXPLORATION
- 6-7 WEST ABUTMENT
- 8 WEST ABUTMENT WING 1
- 9 WEST ABUTMENT WING 2
- 10 EAST ABUTMENT
- 11 EAST ABUTMENT WING 3
- 12 EAST ABUTMENT WING 4
- 13 WEST ABUTMENT WING 1
- 14 WEST ABUTMENT WING 2
- 15 WEST ABUTMENT WING 3
- 16 WEST ABUTMENT WING 4
- 17 PIER 1 & 2 STAGE 1 CAP ELEVATIONS
- 18 PIER 1 & 2 STAGE 2 CAP ELEVATIONS
- 19 PIER 1 & 2 DETAILS
- 20-21 PIER 1 & 2 DETAILS
- 22 28" PRESTRESSED GIRDER DETAILS
- 23 STEEL DIAPHRAGM
- 24-25 SUPERSTRUCTURE DETAILS
- 26-29 SUPERSTRUCTURE REINFORCEMENT TABLE
- 30 SUPERSTRUCTURE DECK ELEVATION TABLE
- 31 SUPERSTRUCTURE DECK ELEVATION TABLE
- 32-33 STRUCTURAL APPROACH SLABS
- 34 STRUCTURAL APPROACH SLABS
- 35 STRUCTURAL APPROACH SLABS
- 36 SLOPE PAVING (CONCRETE CAST-IN-PLACE)
- 37 BRIDGE TRAFFIC STAGING CONCEPT



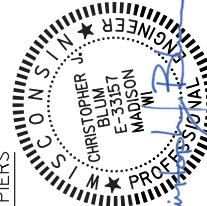
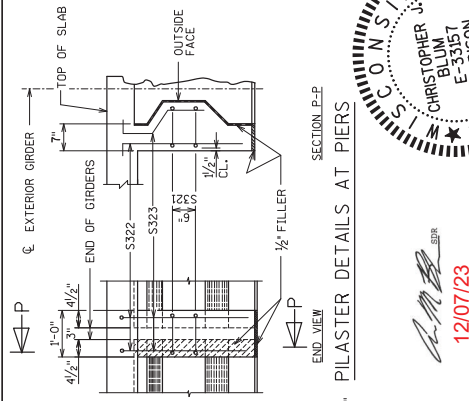
BENCHMARK			
NO.	STATION	DESCRIPTION	ELEV.
11	1065+22.09	EPB 4176 RT TOP CONCRETE SOLAR POLE	EL. 917.29
14	1070+52.29	EPB 3554 RT DISC BRIDGE B-28-36-64	EL. 908.37
12	1070+96.47	WB 35.40' LT DISC BRIDGE B-28-37-65	EL. 905.60

Addendum No. 01
ID 1067-02-73
Revised Sheet 185
December 8, 2023

STATE PROJECT NUMBER
1067-02-73

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY EXCEPT THE OUTSIDE 2" OF GIRDER TO BE FINISHED. A CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 2" OF THE TOP FLANGE.
DO NOT APPLY CONCRETE SEALER OR EPOXY TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.
THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. SEE SECT. 503.3.3 OF STANDARD SPECIFICATIONS FOR GUIDANCE.
STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BLUMINOUS JOINT SEALANT. FOR GIRDERS EXPOSED, STRAND ENDS SHALL BE COATED WITH NON-BLUMINOUS JOINT SEALANT. ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS SHALL BE COATED WITH EPOXY CONFORMING TO AASHTO M 309. THE SEALANT SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.
AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) REINFORCEMENT MAY BE USED FOR THE GIRDER REINFORCEMENT. SHOW UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.
PRESTRESSING STRANDS SHALL BE (0.5") DIA. 7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.
BEND EACH END OF #4 STIRRUPS 4/2" AND #5 STIRRUPS 6". FOR DIAPHRAGM INSERTS & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

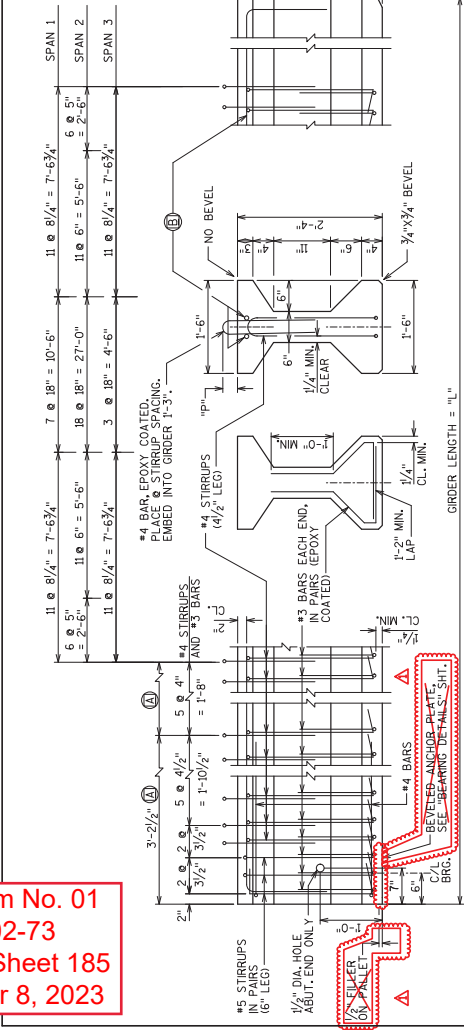


12/07/23

2-#6 ALL BEAMS BEND DOWN 16 BAR DIA. AT ENDS

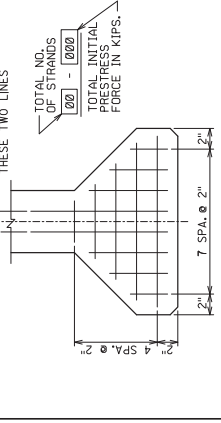
DETAIL TYP. AT EACH END

SIDE VIEW & TYPICAL SECTION IN SPAN

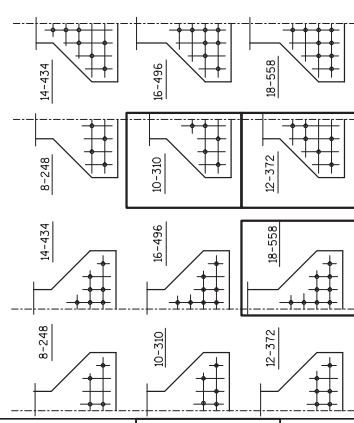


ALL PATTERNS ARE SYM. ABOUT C/GIRDER

FOR DRAPED PATTERN, ONLY DRAPED STRANDS ON THESE TWO LINES



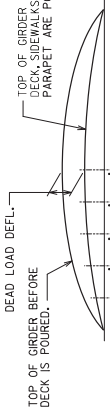
TYP. STRAND PATTERN



SPAN 1 & 3
UNDRAPED PATTERN
0.5% STRANDS

SPAN 2
DRAPED PATTERN
0.5% STRANDS

DEAD LOAD DEFLECTION DIAGRAM



DEAD LOAD DEF. BEFORE DECK IS POURED.

TOP OF GIRDER AFTER DECK, SIDEWALKS AND PARAPET ARE POURED.

* THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AND SPAN MULTPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN CAMBER (IN.)*
1 3/8"
2 1/2"
3 3/4"

THESE VALUES ARE NOT TO BE USED IN DETERMINING "T", USE ACTUAL GIRDER SHOTS. THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

DECK HAUNCH DETAIL

IF 1/4" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE HAUNCH SHALL BE CAST TO THE CENTER OF GRADE LINE. THE PLAN DECK THICKNESS SHALL BE INDICATED BY THE STRUCTURES SECTION. IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN 1/2" OR ** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE "T", ELEV. OF TOP OF GRS. AT C OF SUBSTRUCTURE UNITS TO BE LOCATED AT EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

- TOP OF DECK ELEV. AT FINAL GRADE
- + TOP OF GIRDER ELEVATION
- + DEAD LOAD DEFLECTION
- DECK THICKNESS
- = HAUNCH HEIGHT "T"

NOTE: AN AVERAGE HAUNCH (T) OF 2 1/2" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".

DECK THICKNESS

TIE BAR

EXT. GR.

INT. GR.

(1/4" MIN.)

THICKNESS

TIE BAR

EXT. GR.

INT. GR.

(1/4" MIN.)

THICKNESS

TIE BAR

EXT. GR.

INT. GR.

(1/4" MIN.)

THICKNESS

TIE BAR

EXT. GR.

INT. GR.

(1/4" MIN.)

THICKNESS

TIE BAR

EXT. GR.

INT. GR.

(1/4" MIN.)

THICKNESS

TIE BAR

EXT. GR.

INT. GR.

(1/4" MIN.)

THICKNESS

TIE BAR

EXT. GR.

INT. GR.

(1/4" MIN.)

THICKNESS

TIE BAR

EXT. GR.

INT. GR.

(1/4" MIN.)

THICKNESS

TIE BAR

EXT. GR.

NO.	DATE	REVISION	BY
1	12/07/23	ANCHOR PLATE REMOVAL	CJB

STATE OF WISCONSIN	DEPARTMENT OF TRANSPORTATION
STRUCTURE B-28-184	DRAWN BY
28" PRESTRESSED GIRDER DETAILS	PLANS DLF
	CHKD. NCK
	SHEET 22 OF 37
	185

SPAN GIRDER LENGTH (FEET)	GIRDER DEAD LOAD DEF. (IN.)	CONC. STROTH. (P.S.I.)	IST 1/2" OF GIRDER	MID 1/2" OF GIRDER	END 1/2" OF GIRDER	DIA. OF STRAND (IN.)	TOTAL NO. OF STRANDS	DRAPED PATTERN (P.S.I.)	UNDRAPED PATTERN (P.S.I.)	TEMP. DIFF. (°C)		
										"B" MIN.	"B" MAX.	
1 ALL 35.375	0	1/8	1/8	1/8	1/8	0	6,500	6	6	0.5	12	5,500
2 ALL 52.750	1/4	3/4	3/4	3/4	3/4	1/4	7,000	6	6	0.5	18	6,000
3 ALL 29.375	0	0	1/8	1/8	1/8	0	6,500	6	6	0.5	10	5,500

MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.
1 3/8"
2 1/2"
3 3/4"

TOTAL ESTIMATED QUANTITIES - B-28-185

STAGE 2

STAGE 1

BID. ITEM NUMBER	BID. ITEMS	UNIT	STAGE 1				STAGE 2				TOTALS		
			WEST STRUCTURAL APPROACH SLAB	EAST STRUCTURAL APPROACH SLAB	PIER 1	PIER 2	WEST STRUCTURAL APPROACH SLAB	EAST STRUCTURAL APPROACH SLAB	PIER 1	PIER 2		STAGE 2 TOTALS	
203.0220	REMOVING STRUCTURE B-28-39	EA	-	-	-	-	0.5	-	-	-	-	0.5	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-28-185	EA	-	-	-	-	-	-	-	-	-	-	0.5
210.1500	BACKFILL STRUCTURE TYPE A	TON	101	101	-	-	202	130	-	-	-	260	462
305.0120	BASE AGGREGATE DENSE J. 1/4-INCH	TON	104	104	-	-	208	132	-	-	-	264	472
502.0100	CONCRETE MASONRY BRIDGES	CY	42	38	61	60	456	53	49	68	67	555	1011
502.3200	PROTECTIVE SURFACE TREATMENT	SF	63	-	-	-	490	80	-	-	-	630	1406
502.3210	PIGMENTED SURFACE SEALER	SY	11	-	-	-	75	11	-	-	-	97	194
503.0128	PRESTRESSED ORDER TYPE 128-INCH	LF	-	-	-	-	594	-	-	-	-	743	1337
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	2980	2960	1860	1860	11210	3470	3540	1860	1830	12560	23,770
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	8440	860	9680	9470	35,300	9550	990	10,400	10,190	83,520	156,520
505.0800.S.	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	505	-	-	-	1010	645	-	-	-	1290	2300
505.0906	BAR COUPLERS No. 6	EA	-	18	-	-	36	-	-	-	-	36	36
505.0907	BAR COUPLERS No. 7	EA	-	-	4	-	8	-	-	-	-	8	8
505.0908	BAR COUPLERS No. 8	EA	12	-	12	-	24	-	-	-	-	24	24
505.0909	BAR COUPLERS No. 9	EA	-	-	12	-	24	-	-	-	-	24	24
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EA	4	4	8	8	24	5	5	10	10	30	54
506.4000	STEEL DIAPHRAGMS B-28-185	EA	-	-	-	-	9	-	-	-	-	15	24
516.0200	TEMPORARY SHORING B-28-185	SF	10	10	10	10	97,200	37,200	37,200	37,200	37,200	154,200	554,200
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	-	-	-	-	20	13	-	-	-	26	46
550.0020	PRE-BORING ROCK OR CONSOLIDATED MATERIALS	LF	-	-	200	200	400	-	-	200	-	400	800
550.1120	PILING STEEL HP 12-INCH X 53 LB	LF	210	210	450	450	1320	280	210	450	450	1390	2710
604.0400	SLOPE PAVING CONCRETE	SY	214	158	-	-	372	178	-	-	-	419	791
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	78	78	-	-	156	85	-	-	-	170	326
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EA	1	-	-	-	2	1	-	1	-	2	4
645.0311	GEOTEXTILE TYPE OF SCHEDULE A	SY	34	34	-	-	68	43	-	-	-	86	154
	NON-BID ITEMS	SIZE	-	-	-	-	-	-	-	-	-	-	-
	FILLER	NAME/PLATE	-	-	-	-	-	-	-	-	-	-	-
	NAME/PLATE	EACH	-	-	-	-	-	-	-	-	-	-	-
			-	-	-	-	-	-	-	-	-	-	1/2 & 3/4

Addendum No. 01
 ID 1067-02-73
 Revised Sheet 203
 December 8, 2023

[Signature] SDR

12/07/23



1/30/2023

THE QUANTITY FOR BACKFILL STRUCTURE TYPE A-BID ITEM 210.1500 IS CALCULATED BASED ON THE BACKFILL STRUCTURE LIMITS DETAILS SHOWN ON THIS SHEET 4.

BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO "EXCAVATION FOR STRUCTURES". LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE PRESTRESSED ORDER DETAILS SHEET.

BEVEL EXPOSED EDGES OF CONCRETE 3/4" UNLESS OTHERWISE NOTED.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING NON-ASPHALTIC JOINT SEALER 1" DEEP & HOLD 1/4" BELOW SURFACE OF CONCRETE.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

APPLY A PROTECTIVE SURFACE TREATMENT TO TOP OF BRIDGE DECK, TOP OF APPROACH SLABS AND TOP OF APPROACH SLAB NOTCH. APPLY PIGMENTED SURFACE SEALER TO TOP AND INSIDE FACES OF PARAPET INCLUDING PARAPET LOCATED ON THE STRUCTURAL APPROACH SLAB, PER THE STANDARD SPECIFICATIONS AND THE SUPERSTRUCTURE DETAILS SHEET.

PRE-BORING REQUIRED AT BOTH PIERS. OBTAIN 10-FOOT MINIMUM PILE LENGTH BELOW SUBSTRUCTURE. IT IS RECOMMENDED THAT THE CONTRACTOR REVIEW THE SOILS REPORT FOR ADDITIONAL INFORMATION ON GEOTECHNICAL RELATED CONCERNS AT THIS SITE PERTAINING TO SUBSTRUCTURE SUPPORT AND STRUCTURE EXCAVATION. REPORT IS AVAILABLE AT THE MISSOIT 5th REGION OFFICE.

DRAWINGS SHALL NOT BE SCALED.

FOR EXISTING STRUCTURE DESCRIPTION SEE "PROFILE GRADE LINE" ON SHEET 2.

REFER TO ROADWAY DRAWINGS FOR EXISTING UTILITY LOCATIONS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NAVD 88 (2007) DATUM.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M53 TYPE 1.2, OR 3 OR AASHTO DESIGNATION M21.

THE SLOPE OF THE FILL IN THE FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON THE GENERAL PLAN SHEET AND IN THE ABUTMENTS DETAILS.

THE EXISTING GROUNDLINE SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

EXCAVATION BELOW THE ABUTMENTS AND ABUTMENTS BEDDING MATERIALS REQUIRES ENGINEER APPROVAL. GEOTEXTILE SHALL BE SET AT THE BOTTOM OF EXCAVATION AND EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT. AT THE BACKFACE OF ABUTMENTS, ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

QUANTITIES NOTES

- PROTECT ITEMS TO REMAIN. COORDINATE ITEM COST WITH STAGE 2 CONSTRUCTION.
- A FACTOR OF 2.0 WAS USED TO CONVERT CU YDS TO TONS.
- INCLUDES RODENT SHIELD FOR PIPE UNDERDRAIN.
- ITEM ON A SQUARE FOOT OF EXPOSED SHEET PILE SURFACE BETWEEN THE UPPER AND LOWER GRADES. ITEM INCLUDES REMOVAL OF SHEETS DURING STAGE 2 CONSTRUCTION.
- INCLUDES COVERAGE OF THE PAVING LEDGE AREA.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

FOR EXISTING STRUCTURE DESCRIPTION SEE "PROFILE GRADE LINE" ON SHEET 2.

REFER TO ROADWAY DRAWINGS FOR EXISTING UTILITY LOCATIONS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

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1	1/30/23	REVISED TEMP. SHOWING QUANTITY	C.B.
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-28-185			
DRAWN BY		PLANS CKD. NCK	
CHECKED BY		SHEET 3 OF 37	
NOTES AND QUANTITIES			203

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY EXCEPT THE OUTSIDE 2" OF GIRDER. CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 2" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER OR EPOXY TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. SEE SECT. 503.3.3 OF STANDARD SPECIFICATIONS FOR GUIDANCE.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BLUMINOUS JOINT SEALER. FOR GIRDER ENDS EXPOSED, STRAND ENDS SHALL BE NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIMENTED EPOXY CONFORMING TO AASHTO M 309. COATING SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

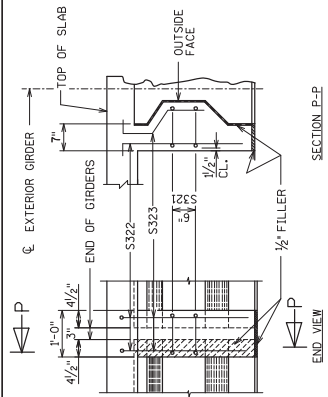
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

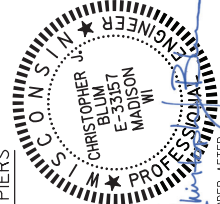
AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) REINFORCEMENT SHALL BE PERMITTED UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE (0.5") DIA. 1-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

BEND EACH END OF #4 STIRRUPS 4/2" AND #5 STIRRUPS 6". FOR DIAPHRAGM INSERTS & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.



SECTION P-P
PIPLASTER DETAILS AT PIERS



12/07/23

12/16/23

END VIEW
SECTION P-P

DEAD LOAD DEFLECTION BEFORE DECK IS POURED.

TOP OF GIRDER AFTER DECK, SIDEWALKS AND PARAPET ARE POURED.



DEAD LOAD DEFLECTION DIAGRAM

TOP VIEW OF GIRDER ENDS

#4 BAR AT TOP OF GIRDER

#4 BAR AT BOTTOM OF GIRDER

3'-0" OF GIRDER

1'-0" OF GIRDER

1'-6" OF GIRDER

1'-6" OF GIRDER

3/4" X 3/4" BEVEL

NO BEVEL

1/2" MIN. CLEAR

1/2" MIN. CLEAR

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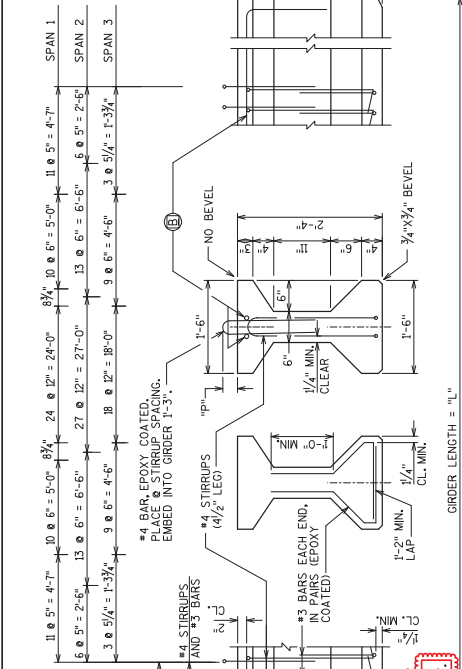
1/2" MIN. CLEAR

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1/2" MIN. CLEAR



SIDE VIEW & TYPICAL SECTION IN SPAN

DETAIL TYP. AT EACH END

2"-#6 ALL BEAMS BEND DOWN 16 BAR DIA. AT ENDS

GIRDER LENGTH = "L"

NO BEVEL

1/2" MIN. CLEAR

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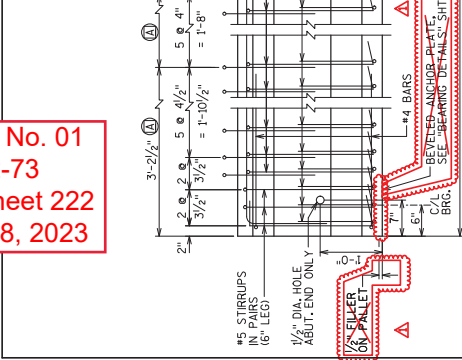
1/2" MIN. CLEAR

1/2" MIN. CLEAR

1/2" MIN. CLEAR

1/2" MIN. CLEAR

1/2" MIN. CLEAR



TYP. STRAND PATTERN

SPAN 1 & 2

SPAN 3

0.5% STRANDS

0.5% STRANDS

0.5% STRANDS

0.5% STRANDS

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Addendum No. 01
ID 1067-02-73
Revised Sheet 222
December 8, 2023

* THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AND WINDSASS MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

THESE VALUES ARE NOT TO BE USED IN DETERMINING "I", USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

DEAD LOAD DEFLECTION BEFORE DECK IS POURED.

TOP OF GIRDER AFTER DECK, SIDEWALKS AND PARAPET ARE POURED.

DEAD LOAD DEFLECTION DIAGRAM

TOP OF GIRDER AT FINAL GRADE

DEAD LOAD DEFLECTION

DECK THICKNESS

= HAUNCH HEIGHT "H"

NOTE: AN AVERAGE HAUNCH (H) OF 2 1/4" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".

DECK HAUNCH DETAIL

IF 1/4" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE ONLY ACCEPTABLE ALTERNATE IS TO RAISE THE PLAN DECK THICKNESS TO BE MORE THAN 1/2" OR, IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN 1/2" OR.

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE "I", ELEV. OF TOP OF GRS. AT C OF SUBSTRUCTURE UNITS

POINTS OF EACH SPAN SHALL BE TAKEN, THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE

TOP OF GIRDER ELEVATION

DECK THICKNESS

= HAUNCH HEIGHT "H"



Proposal Schedule of Items

Proposal ID: 20231212002 Project(s): 1067-02-73

Federal ID(s): WISC 2024104

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	503.0128 Prestressed Girder Type I 28-Inch	2,395.000 LF	_____.	_____.
0066	504.0900 Concrete Masonry Endwalls	13.000 CY	_____.	_____.
0068	505.0400 Bar Steel Reinforcement HS Structures	45,700.000 LB	_____.	_____.
0070	505.0600 Bar Steel Reinforcement HS Coated Structures	295,350.000 LB	_____.	_____.
0072	505.0800.S Bar Steel Reinforcement HS Stainless Structures	4,600.000 LB	_____.	_____.
0074	505.0906 Bar Couplers No. 6	80.000 EACH	_____.	_____.
0076	505.0907 Bar Couplers No. 7	8.000 EACH	_____.	_____.
0078	505.0908 Bar Couplers No. 8	48.000 EACH	_____.	_____.
0080	505.0909 Bar Couplers No. 9	48.000 EACH	_____.	_____.
0082	506.2605 Bearing Pads Elastomeric Non-Laminated	108.000 EACH	_____.	_____.
0084	506.4000 Steel Diaphragms (structure) 01. B-28-184	24.000 EACH	_____.	_____.
0086	506.4000 Steel Diaphragms (structure) 02. B-28-185	24.000 EACH	_____.	_____.
0088	511.1200 Temporary Shoring (structure) 01. B-28-184	230.000 SF	_____.	_____.
0090	511.1200 Temporary Shoring (structure) 02. B-28-185	230.000 SF	_____.	_____.