



Wisconsin Department of Transportation

January 25, 2024

**Division of Transportation Systems
Development**

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

Telephone: (608) 266-1631
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NOTICE TO ALL CONTRACTORS:

**Proposal #14: 2967-17-71
C Milwaukee N 76th St
Bridge over UPC RR B-40-380/1
STH 181
Milwaukee County**

Letting of February 13, 2024

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

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
240	Revised note regarding bearing repairs.

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

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	S. ABUT.	PIER 1	PIER 2	N. ABUT.	SUPER.	TOTAL
203-0220	REMOVING STRUCTURE 3-40-381	EACH	-----	-----	-----	-----	-----	1
203-0211.5	ABATEMENT OF ASPHALT CONTAINING MATERIAL B-40-381	EACH	-----	-----	-----	-----	-----	1
203-0330	DEBRIS CONTAINMENT B-40-381	EACH	-----	-----	-----	-----	-----	1
206-1001	EXCAVATION FOR STRUCTURES BRIDGES B-40-381	EACH	-----	-----	-----	-----	-----	1
210-1500	BACKFILL STRUCTURE TYPE A	TON	-----	-----	-----	-----	-----	130
502-0000	CONCRETE MASONRY BRIDGES	CY	65	58.5	58.5	65	336.4	475
502-3301	EXPANSION DEVICE	LF	-----	-----	-----	-----	-----	52
502-3200	PIGMENTED SURFACE SEALER	SY	-----	-----	-----	-----	-----	800
502-4205	ADHESIVE ANCHORS NC. 6 BARS	EACH	34	-----	-----	-----	-----	150
505-0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	110	-----	-----	-----	-----	220
505-0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	2,980	2,980	2,980	2,980	64,240	5,360
509-1500	CONCRETE SURFACE REPAIR B1	SF	-----	-----	-----	-----	-----	100
511-1200	REBERZATED RUBBER WATERTIGHTENING	SF	-----	-----	-----	-----	-----	12
517-0600	PREPARATION AND COATING OF TOP FLANGES B-40-381	EACH	2	-----	-----	-----	-----	1
517-3001.5	STRUCTURE OVERCOATING CLEANING AND PRIMING B-40-381	EACH	-----	-----	-----	-----	-----	1
517-4001.5	CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-40-381	EACH	-----	-----	-----	-----	-----	1
517-6001.5	PORTABLE DECONTAMINATION FACILITY	EACH	-----	-----	-----	-----	-----	1
531-8500	ANCHOR ASSEMBLIES FOLIES ON STRUCTURES	EACH	-----	-----	-----	-----	-----	1
604-0400	SLOPE PAVING CRUSHED AGGREGATE	SY	220	-----	-----	-----	-----	440
612-0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	-----	-----	-----	-----	-----	95
614-0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2	-----	-----	-----	-----	4
645-0111	GEOTEXTILE FABRIC LF SCHEDULE A	SY	-----	-----	-----	-----	-----	70
652-0225	CONDUIT RIGID METALLIC 2-INCH	LF	12	-----	-----	-----	-----	24
653-0222	JUNCTION BOXES 18x12x6-INCH	EACH	-----	-----	-----	-----	-----	340
SPV-0690.002	BEARING MAINTENANCE B-40-381	EACH	5	-----	-----	-----	-----	10
SPV-0165.002	TEMPORARY SHORING RAILROAD B-40-381	SF	-----	250	250	-----	-----	182
	NON-BID ITEMS	SIZE	-----	-----	-----	-----	-----	500
	FILLER		-----	-----	-----	-----	-----	1/2" & 3/4"
	BRIDGE SEAT PROTECTION		-----	-----	-----	-----	-----	

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED. DIMENSIONS ARE BASED ON ORIGINAL STRUCTURE PLANS. BAR STEEL SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS SHOWN OR NOTED OTHERWISE. THE FIRST DIGIT OF A THREE DIGIT BAR NO. AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR NO. DENOTES THE BAR SIZE. ALL CONCRETE REMOVAL SHALL BE UNLESS OTHERWISE NOTED ON DRAWINGS. EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH BACKFILL STRUCTURE TYPE A. VARIATIONS TO THE NEW GRADE LINE OVER 1/4" MUST BE SUBMITTED BY THE FIELD ENGINEER TO THE STRUCTURES DESIGN SECTION FOR REVIEW. WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS, NAME PLATE TO SHOW THE ORIGINAL AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE. THE EXISTING STRUCTURE SHALL BE THE UPPER LIMIT FOR EXCAVATION FOR STRUCTURES. JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.P.T.O. DESIGNATION M 213, TYPE 1, 11 OR 111 OR BEVEL EXPOSED EDGES OF CONCRETE 3/4" UNLESS NOTED OTHERWISE. ALL EXISTING STRUCTURAL STEEL SHALL BE PAINTED. THE COLOR OF THE FINISH EPOXY TOP COAT SHALL BE LIGHT GRAY (ANSI COLOR NO. 26293). PROTECTIVE SURFACE TREATMENT AND PIGMENTED SURFACE SEALER ARE TO BE APPLIED AS SHOWN IN THE DETAILS ON SHEET 3. APPLY BRIDGE SEAT PROTECTION, AS PER SECTION 502.3.12 OF THE STANDARD SPECIFICATIONS TO THE TOP SURFACES OF THE ABUTMENT AND STRIP SEAL EXPANSION JOINT ASSEMBLIES, INCLUDING ANCHOR STUDS AND STEEL PLATES AT NORTH ABUTMENT TO BE SAND BLASTED AND PAINTED. BEARING AT NORTH ABUTMENT TO BE SAND BLASTED AND BENT-ANCHOR ROD-REPLACED AND BEARING RE-INSTALLED. BEARING-ANCHOR ROD-REPLACEMENT TO BE RE-SET-PAID-FOR-BE-UNDER-THE-CONCRETE SURFACE REPAIR REQUIRED ON ABUTMENTS AND PERS AS DIRECTED BY THE ENGINEER IN THE FIELD. EXISTING BEARINGS TO BE CLEANED AND PAINTED AT SOUTH ABUTMENT AND PERS.

UPRR GENERAL NOTES FOR OVERHEAD STRUCTURES

USE THE UNION PACIFIC RAILROAD PUBLIC PROJECTS MANUAL AS A GUIDE FOR ASSISTING IN ADMINISTERING, COORDINATING, PLANNING, AND IMPLEMENTING YOUR PROJECT. TO CONSTRUCTION, OBTAIN RAILROAD REVIEW AND APPROVAL OF ALL RELEVANT CONSTRUCTION DETAILS. NO CONSTRUCTION SHALL BE PERMITTED WITHOUT RAILROAD MONITORING, ERECTION, DEMOLITION, AND ALSO WORK. ALL DESIGNS MUST ADHERE TO THE MOST RESTRICTIVE PROVISIONS OF THE CURRENT UPRR AND ARENA STANDARDS AND GUIDELINES IN EFFECT AT THE TIME THE WORK IS EXECUTED. ALLOW A MINIMUM OF 4 WEEKS FOR REVIEW AND APPROVAL OF ALL SUBMITTALS FOR SUBMITTALS NOT IN CONFORMANCE WITH UPRR STANDARDS. ALL CONSTRUCTION ACTIVITIES AND PHASING PROJECTS SHALL BE DESIGNED SUCH THAT ALL CONSTRUCTION ACTIVITIES AND PHASING WILL NOT COMPROMISE SAFETY NOR IMPACT RAILROAD OPERATIONS. VERIFY THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE BEFORE STARTING CONSTRUCTION. CONSTRUCTION ACTIVITIES ARE NOT ALLOWED WITHIN THE TEMPORARY CONSTRUCTION CLEARANCE ENVELOPE PER THE CURRENT UPRR GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECTS AND GUIDELINES FOR TEMPORARY SHORING. THE MINIMUM PERMANENT VERTICAL CLEARANCE SHALL BE 23'-4" MEASURED FROM TOP OF TRACK TO BOTTOM OF OVERHEAD STRUCTURE. THIS VERTICAL CLEARANCE SHALL BE A MINIMUM OF 19 FEET TO THE FIELD SIDE OF THE OUTERMOST EXISTING OR FUTURE TRACKS. MEASURED PERPENDICULAR FROM THE CENTERLINE OF SAID TRACKS. IN CURVED TRACKS, 9 FEET SHALL BE INCREASED EITHER 6 INCHES TOTAL OR 1/8 INCHES FOR EVERY DEGREE OF CURVE; WHICHEVER IS GREATER. TRACKS, INCLUDING THE SPACE BETWEEN THEM, SHALL EXTEND TO COVER ALL EXISTING AND FUTURE ALL PERMANENT CLEARANCES SHALL BE VERIFIED THROUGHOUT CONSTRUCTION. A COMPLIANCE REPORT SHALL BE SUBMITTED TO THE RAILROAD BEFORE PROJECT CLOSING. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD. THE PERMANENT VERTICAL AND HORIZONTAL DESIGN CLEARANCES, WHICH ARE SPECIFIED IN THE BID DOCUMENTS APPROVED BY THE RAILROAD, MUST BE MAINTAINED IN RELATION TO THE TOP-OF-RAIL AND CENTERLINE OF EXISTING AND FUTURE TRACKS, RESPECTIVELY. ANY REDUCTION OF THESE CLEARANCES IS NOT PERMITTED. APPROPRIATE MEASURES FOR THE LOCATION AND PROTECTION OF UPRR FACILITIES SHALL BE SPECIFIED IN THE BID DOCUMENTS. UPRR FACILITIES SHALL BE IDENTIFIED AND PROTECTED PRIOR TO START OF CONSTRUCTION. UPRR CALL BEFORE YOU DIG.UP.COM/CBUD. ABANDONMENT OF UTILITIES MUST FOLLOW THE UPRR GUIDELINES FOR ABANDONMENT OF SUBSURFACE UTILITY STRUCTURES.

UPRR GENERAL CONSTRUCTION REQUIREMENTS

ALL WORK WITHIN 25 FEET OF TRACK, OVER TRACK, OR WITH POTENTIAL TO FOUL TRACK REQUIRES UPRR FLAGMAN TO BE ON SITE. ALL EQUIPMENT, CONSTRUCTION MATERIALS, AND PERSONNEL SHALL REMAIN OUTSIDE THE MINIMUM CONSTRUCTION CLEARANCE ENVELOPE, EXCEPT WHEN WITHIN PRE-DETERMINED TRACK CURVES. CENTERLINE CLEARANCE WITHIN 25 FEET OF THE TRACK APPROACH AND PASSAGE OF A TRAIN. EQUIPMENT SHALL NOT BE SUPPORTED BY THE TRACK BALLAST, SUB-BALLAST, TIES, OR RAILS AT ANY TIME. STORAGE AND STAGING AREAS ARE PROHIBITED WITHIN UPRR RIGHT-OF-WAY, EXCEPT WITHIN PERMITTED ZONES SUCH AS EASEMENTS. ALL CONSTRUCTION SHALL BE APPROVED BY UPRR'S LOCAL OPERATING UNIT AND UPRR MANAGER OF PUBLIC PROJECTS PRIOR TO START OF CONSTRUCTION. TRACK CROSSINGS AND USE OF UPRR ACCESS ROADS/HAIL ROADS MUST BE COORDINATED WITH UPRR'S LOCAL MANAGER OF TRACK MAINTENANCE (AND YARD MASTER, IF WITHIN YARD LIMITS). TEMPORARY DRAINAGE STRUCTURES AND/OR BMPs SHALL NOT DIRECT STORMWATER TOWARD UPRR TRACK OR ACCESS ROADS. UNATTENDED EXCAVATIONS WITHIN UPRR RIGHT-OF-WAY SHALL BE PROPERLY SECURED BY UPRR FLAGMAN. ALL CONSTRUCTION SHALL BE IDENTIFIED AND MARKED PRIOR TO START OF CONSTRUCTION. UPRR CALL BEFORE YOU DIG.UP.COM/CBUD.

PROFILE GRADE LINE

CL C&NW RAILROAD
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Addendum No. 01
ID 2967-17-71
Revised Sheet 240
January 25, 2024

01/23/24

01/22/2024

ORIGINAL PLANS PREPARED BY
3433 Oakwood Hills Parkway
Eau Claire, WI 54601
www.ayres.com

QUANTITIES AND NOTES
SHEET 3A OF 27
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NO.	DATE	NOTE REVISION	BY
1	1/22/24	REVISION	AYRES

STRUCTURE B-40-381

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

AYRES
STRUCTURE B-40-381
SHEET 3A OF 27
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