



# Wisconsin Department of Transportation

## Division of Transportation Systems Development

Bureau of Project Development  
4822 Madison Yards Way, 4<sup>th</sup> Floor South  
Madison, WI 53705

February 6, 2024

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

### NOTICE TO ALL CONTRACTORS:

**Proposal #14: 2967-17-71, WISC 2024226**  
**C Milwaukee N 76<sup>th</sup> St**  
**Bridge over UPC RR B-40-380/1**  
**STH 181**  
**Milwaukee County**

### Letting of February 13, 2024

This is Addendum No. 02, which provides for the following:

#### Special Provisions:

Revised Special Provisions	
Article No.	Description
7	Utilities
8	Railroad Insurance and Coordination – Union Pacific Railroad Company

Added Special Provisions	
Article No.	Description
42	Cleaning and Painting Bearings B-40-380, Item SPV.0060.003; Cleaning and Painting Bearings B-40-381, Item SPV.0060.004

#### Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Proposal Quantity Change (-)	Proposal Total After Addendum
SPV.0060.001	Bearing Maintenance B-40-380	Each	10	-8	2

<b>Added Bid Item Quantities</b>					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Quantity Added	Proposal Total After Addendum
SPV.0060.003	Cleaning And Painting Bearings B-40-380	EACH	0	18	18
SPV.0060.004	Cleaning And Painting Bearings B-40-381	EACH	0	20	20

<b>Deleted Bid Item Quantities</b>					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Proposal Quantity Change (-)	Proposal Total After Addendum
SPV.0060.001	Bearing Maintenace B-40-381	EACH	10	-10	0

**Plan Sheets:**

<b>Revised Plan Sheets</b>	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
212	Revised bid item quantity table on sheet.
240	Revised bid item quantity table on sheet.

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. 02**

**2967-17-71**

**February 6, 2024**

**Special Provisions**

**7. Utilities**

*Replace entire article language with the following:*

This contract comes under the provision of Administrative Rule Trans 220.

stp-107-065 (20080501)

Some of the utility work described below is dependent on prior work being performed by the contractor at a specific site. In such situations, provide the engineer and the affected utility a good faith notice of when the utility is to start work at the site. Provide this notice 14 to 16 calendar days in advance of when the prior work will be completed and the site will be available to the utility owner. Follow-up with a confirmation notice to the engineer and the utility owner not less than three working days before the site will be ready for the utility owner to begin its work.

**AT&T Local Network – Communications** has aerial facilities in the project area. Existing AT&T Local (TCG) cable is on existing WE Energies - Electric (WE-E) and American Transmission Company poles. Proposed relocation will involve boring from proposed WE-E pole #120 (see WE WR# 4805230 sheet 3) at Station 192+60, 138'L to existing AT&T/D MH at Station 180+67. TCG will lease existing AT&T/D conduit to maintain existing route north across the UPRR tracks.

TCG will need approximately 2 weeks from completion of WE-E work to get contractor on site.

Work is anticipated to begin on May 13, 2024 and is anticipated to take 20 working days.

Teleport will transfer and or remove their cable from conflicts. If cable is unable to be removed by TCG contractor, written permission from Dale DeFever to be acquired prior to removal.

**AT&T Wisconsin – Communications** has a manhole frame and grate at Station 187+67, 9'Rt that will need to be adjusted during construction. This work will take approximately 1 working day to complete.

**ATC Management – Electrical Transmission** has 138kV electrical transmission facilities in the project area. No conflicts are anticipated.

**City of Milwaukee – Conduit (CUC)** has conduit attached to structure. Remove the existing conduit and reinstall as shown in the plans and in the bid items for this project.

**City of Milwaukee – Sewer** has facilities in the project area. No conflicts are anticipated.

**City of Milwaukee – Street Lighting** has facilities along STH 181, attached to and embedded in the bridges over the UPRR.

City of Milwaukee street lighting forces will remove permanent in conflict, install temporary lighting, maintain temporary lighting, and remove temporary street lighting facilities afterwards.

Before Roadway Construction:

Street lighting forces will install temporary overhead facilities along both sides of the roadway north and south of the bridge. Street lighting forces will also remove the light poles that are in the center traffic island that have been determined by the City of Milwaukee to be in conflict with the bridge work. The street light forces will discontinue the underground conduit cables in the center traffic island and bridges. This work will begin 10 to 15 working days before the start of construction and take 7 to 10 working days to complete.

List of proposed locations for temporary wood poles.

Station 186+06.0'; 86.8' LT

Station 187+45.3'; 52.5' LT

Station 187+41.3'; 52.5' RT

Station 189+00'; 52.5' LT

Station 188+96.2'; 52.5' RT

Station 190+40.3'; 52.5' LT

Station 190+40.3'; 52.5' RT

Station 195+46.7'; 50.4' LT

Station 195+47.3'; 50.4' RT

Station 197+01.7'; 50.1' LT

Station 197+05.2'; 50.1' RT

Station 198+64.6'; 50.1' LT

Station 198+66.7'; 50.1' RT

Station 200+20.6'; 50.1' LT

Station 200+23.8'; 50.1' RT

#### Work During Construction:

Install conduit, cabling, junction boxes, and light pole anchorage, breakaway transformer bases, light poles, luminaire arms for street lighting on both of the bridges as shown in the plans and in the bid items for this project.

In the work zone north and south of the bridges provide and install conduit, cable, pull boxes, concrete light bases, breakaway transformer bases, light poles, and luminaire arms for street lighting as shown in the plans and in the bid items for this project.

The City of Milwaukee street lighting will provide the light pole luminaires to the contractor to install.

#### Work After Construction:

After the completion of both bridges and the roadway construction, street lighting forces will then make termination/connection to energize the new contractor installed street lighting circuitry, and then will remove the remaining temporary overhead facilities. This work is anticipated to take 10 to 15 working days to complete.

Note that the new circuitry installed by contractor needs a successful burn in period of 30 days before street lighting will accept the new facilities.

#### Street Lighting Contacts:

Street Lighting Project Manager:

Denis Kozelek - (414) 286-3252 office; v [dkozel@milwaukee.gov](mailto:dkozel@milwaukee.gov)

Contact to get the Inventory Transaction Report (ITR) slip for picking up city furnished materials.

Street Lighting Field Supervisors:

Neal Karweik – (414) 286-5943 office or (414) 708-4245 cell; [nkarwe@milwaukee.gov](mailto:nkarwe@milwaukee.gov)

Steven Rhoda – (414) 286-5942 office or (414) 708-4251 cell; [srhoda@milwaukee.gov](mailto:srhoda@milwaukee.gov)

**City of Milwaukee – Water (Milwaukee Water Works)** has water valves in the project area. Adjust Water Boxes to match new finished pavement elevations at the following locations:

Station 191+17.5, 43' RT (Air vent; 2 valve boxes)

Station 191+80, 46.5' LT (Hydrant gate valve; 1 valve box)

Station 193+75, 46.6' RT (Hydrant gate valve; 1 valve box)

Station 193+77.7, 43' RT (16" gate valve; 1 valve box)

Station 194+49.6, 43' LT (Air vent; 2 valve boxes)

Perform this work in accordance with the requirements of Adjust Water Boxes.

**Level 3 – Communication** has buried fiber optic cables along the west side of STH 181. No conflicts are anticipated.

**PaeTec Communications LLC – Communications** has facilities in the project area. No conflicts are anticipated.

**Spectrum – Communications** has facilities in the City CUC conduits. They will be relocating from the pole on the east side of N 76<sup>th</sup> Street near Station 190+50 locating underground to a point near the east right-of-way, then boring under the railroad to a point near the right-of-way on the north side of the railroad. From this point they will bury facilities north of the railroad right-of-way to a point 62' right of N 76<sup>th</sup> Street near Station 193+12.6, then to a point 62' right near Station 203+31, then to a point 56' right near Station 202+44, then along N 76<sup>th</sup> Street to a tie in point near Dean Road.

Work will begin upon notification from WE Energies, anticipated to be 4/26/2024. Charter solo placement will take 30 working days. Joint work will begin within 10 days of receiving notice from We Energies that they have finished, and it is safe for our crews to begin. It will take 10 days to pull and hang fiber. Once installed it will take 30 days for notification to customers for the controlled outage and 3 additional days to splice. 5 working days will be needed to remove discontinued fiber from CUC system.

**Sprint – Communications** has facilities running underground in the railroad corridor along the northeast railroad right-of-way. No conflicts are anticipated.

**Verizon Business – Communications** has facilities in the project area. No conflicts are anticipated.

**WE Energies – Electricity** has various facilities to relocate.

Conduit attached to northbound STH 181 bridge (permanent removal/relocation prior to deck demolition and reconstruction).

A new concrete encased duct package (located approximately at Station 193+70) will be installed from the existing manhole at Station 193+82, 2' Left to a new manhole located at Station 193+69, 174' Right (contingent on easement from property owner). A new concrete encased duct package will be installed south from the new manhole at Station 193+69 for approximately 46' then turn south southwest for approximately 30', then turn south for approximately 40' where it will be met by a new concrete encased duct package from

existing pad mounted switch located at Station 190+51, 73' Right. At this point the concrete encased duct package will transition to a direct bury duct package that will be directional bored south under the CNW railroad tracks to a new manhole located at Station 190+95, 145' Right. From this manhole there will be a new concrete encased duct package that proceeds west to the new pole located at Station 190+87, 118' Right. There will also be a new duct package from the new manhole at Station 190+95, 145' Right that that will be installed approximately five feet west of and parallel the east right-of-way line of N. 76th St. for approximately 400' where it will turn west for approximately 77' to the existing manhole located at Station 186+96, 6' Left. When the new cables have been installed in the proposed duct packages/manholes and energized the existing cables and transite duct package attached to the northbound bridge of N. 76th St. will be removed.

Overhead primary conductor crossing over STH 181 south of the bridge (permanent relocation prior to deck demolition and reconstruction).

Install a new corner pole at Station 192+51, 123' Left (this pole will need multiple guys and anchoring to the northeast). Install new overhead conductors south to a new Trident self-supporting corner pole located at Station 190+57, 101' Left. Install new overhead conductors to a new switch pole located at Station 190+57, 63' Left. Install new overhead conductors to a new line angle pole at Station 190+57, 58' Right (this pole will need multiple guys and anchoring south southeast). Install new overhead conductors to a new primary riser pole at Station 190+87, 118' Right with new overhead conductors to American Transmission Company structure 20730 located at Station 191+13, 163' Right if American Transmission Company grants permission to We Energies to reframe how our facilities are attached to this structure. Once those new facilities are installed the existing We Energies facilities located between the new pole at Station 192+53, 125' Right and American Transmission Company structure 20730 located at Station 191+13, 163' Right will be removed. In addition to this one circuit of overhead three phase primary that crosses the railroad tracks between ATC structure 20730 at Station 191+13, 163' Right and We Energies pole 92-02830 at Station 192+39, 168' Right will be removed because this circuit will be added to the new duct package under the CNW railroad tracks.

Work will begin January 29 and is anticipated to take 60 working days; anticipated completion 4/26/2024.

**WE Energies – Gas/Petroleum** has facilities in the project area. No conflicts are anticipated.

**Windstream KDL Inc – Communications** has facilities in the project area. No conflicts are anticipated.

**Windstream NTI Inc – Communications** has facilities at the intersection of W Tower Ave and STH 181. They also have facilities running along the UP RR under STH 181. No conflicts are anticipated.

## **8. Railroad Insurance and Coordination - Union Pacific Railroad Company.**

*Replace entire article language with the following:*

### **A. Description**

Comply with standard spec 107.17 for all work affecting Union Pacific Railroad Company property and any existing tracks.

#### **A.1 Railroad Insurance Requirements**

In addition to standard spec 107.26, provide railroad protective liability insurance coverage as specified in standard spec 107.17.3. Insurance is filed in the name of Union Pacific Railroad Company.

Notify evidence of the required coverage, and duration to David C. LaPlante, Director -Real Estate-Special and Public Projects, 1400 Douglas St. STOP 1690, Omaha, NE 68179; Telephone: (402) 544-8563; E-mail: [dclaplante@up.com](mailto:dclaplante@up.com).

Also send a copy to the following: Jason Kazmierski, SE Region Railroad Coordinator, 141 N. Barstow Street, Waukesha, WI 53188; Telephone (262)548-6700; E-mail [jason.kazmierski@dot.wi.gov](mailto:jason.kazmierski@dot.wi.gov)

Include the following information on the insurance document:

- Project ID: 2967-17-71
- Project Location: Milwaukee, Wisconsin
- Route Name: STH 181 / North 76th Street
- Crossing ID: 178899T
- Railroad Subdivision: Granville Ind Ld
- Railroad Milepost: 95.946
- Work Performed on or within 50' of RR ROW: Work Performed on or within 50' of RR ROW: B-40-380/381 bridge rehabilitation including replacing the existing deck. Abutment backwalls and tops of wings at abutments will be reconstructed. Paint existing steel. Concrete surface repair on the existing abutments and piers. Crushed aggregate slope paving will be placed at abutments. Traffic control.

## **A.2 Train Operation**

Approximately 1 through freight trains operate weekly at up to 10 mph. No switching movements.

## **A.3 Names and Addresses of Railroad Representatives for Consultation and Coordination**

### **Construction Contact**

Chris T. Keckeisen, Manager Special Projects - Industry & Public Projects Engineering Department; 1400 Douglas, MS 0910, Omaha, NE, 68179; Telephone (402) 5445131; E-mail [ctkecke@up.com](mailto:ctkecke@up.com) for consultation on railroad requirements during construction.

Amend standard spec 108.4 to include the railroad in the distribution of the initial bar chart, and monthly schedule updates. The bar chart shall specifically show work involving coordination with the railroad.

### **Flagging Contact**

See Construction Contact. If more than 30 days of flagging is required contact UP 30 days prior to needing a flagger on site. Reference the Wisconsin Milepost and Subdivision located in A.1.

### **Cable Locate Contact**

In addition to contacting Diggers Hotline, contact the UP Call Before You Dig line at (800) 336-9193 at least five working days before the locate is needed. Normal business hours are 6:30 AM to 6:30 PM, Central Time, Monday through Friday, except holidays and are subject to change. Calls will be routed at all times in case of an emergency. Reference the Wisconsin Milepost and Subdivision located in A.1.

UP will only locate railroad owned cable buried in the railroad right-of-way. The railroad does not locate any other utilities.

## **A.4 Work by Railroad**

The railroad will perform the work described in this section, except for work described in other special provisions and will be accomplished without cost to the contractor. None.

Amend standard spec 108.4 to include the railroad in the distribution of the initial bar chart, and monthly schedule updates. The bar chart shall specifically show work involving coordination with the railroad.

## **A.5 Temporary Grade Crossing**

If a temporary grade crossing is desired, submit a written request to the railroad representative named in A.3 at least 40 days prior to the time needed. Approval is subject to the discretion of the railroad. The department has made no arrangements for a temporary grade crossing.

## **A.6 Temporary Clearances During Construction**

*Replace standard spec 107.17.1(3) items 4.1 and 4.2 with the following:*

- 4.1 Provide 15 feet 0 inches plus 1.5 inches per degree of track curvature, measured horizontally from the track center line.

4.2 Provide 21 feet 6 inch measured vertically above the top of the highest rail.

### **A.7 Contractor Right of Entry**

The contractor will be required to obtain a Right of Entry from Union Pacific Railroad Company prior to working on railroad right of way. Contact the person in A.1 Railroad Insurance Requirements at least 45 days prior to start of work. The Right of Entry will be issued at no cost to the contractor. If the contractor pays for the Right of Entry, it will not be reimbursed by the project. The Project ID will serve as the ROE permit number unless otherwise stated. Reference A.1 Railroad Insurance Requirements for railroad protective liability insurance requirements. If railroad requests higher limits contact the WisDOT Region Railroad Coordinator listed in A.1.

### **B Railroad Flagging**

Arrange with the railroad for the flagging of trains and safety of railroad operations if clearances specified in subsection 107.17.1 are not maintained during construction operations. At any other time in railroad representative's judgment, the contractor's work or operations constitute an intrusion into the track zone and create an extraordinary hazard to railroad traffic, and at any other time when flagging protection is necessary for safety to comply with the operating rules of the railroad.

Projects with concurrent activity may require more than one flagger.

Projects with heavy contractor activity within 25 feet of the centerline of any track or unusual or heavy impact on railroad facilities will normally require a full-time flagger.

The department and railroad will monitor operations for compliance with the above flagging requirements. Violations may result in removal from railroad property until arrangements to adhere to the flagging requirements are satisfied. If the railroad imposes additional flagging requirements beyond the above flagging requirements due to the previous violations, the contractor shall bear all costs of the additional flagging requirements.

### **C Flagging by Railroad– Railroad Does Not Pay Flagging Costs**

#### **C.1 General**

*Replace paragraph (1,3 and 4) of standard spec 107.17.1 with the following:*

- (1) Coordinate with the railroad for all work performed within 25 feet of the track centerline including equipment or extensions of equipment that can fall within 25 feet of the track centerline or adjacent facilities or when working on railroad right-of-way. Include the following on all submittals and other written communications with the railroad:
  - WisDOT crossing number.
  - Railroad milepost.
  - Railroad subdivision.
- (3) Perform all work within 25 feet of the track centerline including equipment or extensions of equipment that can fall within 25 feet of the track centerline or adjacent facilities or when working on railroad right-of-way in a way that does not interfere with the safe and uninterrupted operation of railroad traffic. Maintain clearances during construction as follows:
  1. Do not operate equipment closer than 25 feet horizontally from a track centerline or 22 feet vertically above the top of a rail, except under the protection of railroad flaggers.
  2. Do not store materials or equipment closer than 25 feet horizontally from a track centerline.
  3. Provide an obstruction-free work zone adjacent to a track extending 12 feet or more horizontally on both sides of the track centerline. Keep this work zone free of construction debris.
  4. Unless the railroad's chief engineering officer approves otherwise in writing, maintain minimum clearances from falsework, forms, shoring, and other temporary fixed objects as follows:
    - 4.1 Provide 12 feet, plus 1.5 inches per degree of track curvature, measured horizontally from the track centerline.
    - 4.2 Provide 21 feet, plus compensation for super-elevated track, measured vertically above the top of the highest rail.
- (4) Comply with the railroad's rules and regulations when work is within 25 feet of the track centerline including equipment or extensions of equipment that can fall within 25 feet of the track centerline or adjacent



facilities or when working on railroad right-of-way. If the railroad's chief engineering officer requires, arrange with the railroad to obtain the services of qualified railroad employees to protect railroad traffic through the work area. Bear the cost of these services and make payment directly to the railroad. Notify the appropriate railroad representative as listed in section A.3 above, in writing, at least 40 business days before starting work near a track. Provide the specific time planned to start the operations.

## **C.2 Rates - Union Pacific**

The following rates, reimbursement provisions, and excluded conditions will be used to determine the contractor's cost of flagging:

- \$1,150 daily rate for an eight-hour day (including wages, labor surcharges, lodging, vehicle and mileage expenses),
- \$1,500 "Rest Time" or nightly rate for weekday overnight work for an eight-hour day (including wages, labor surcharges, lodging, vehicle and mileage expenses)
- \$1,260 daily rate for an eight-hour day on Saturdays, Sundays, or holidays (including wages, labor surcharges, lodging, vehicle and mileage expenses)
- \$1,500 "Rest Time" or nightly rate for weekend overnight work for an eight-hour day (including wages, labor surcharges, lodging, vehicle and mileage expenses)
- \$175 per hour overtime rate for all time worked before or after the regular assigned eight hours on any day, or for a minimum three hour call on Saturdays, Sundays, or Holidays.

The railroad will require pre-payment. The flagger is required to set flags each day in advance of the contractor commencing work that will require flagging. The flagger must also remove the flags each day after the completion of work that required flagging. Any time worked before or after the minimum eight-hour flagging day to set or remove flags will be billed at the overtime rate. The contractor is responsible for knowing the requirements of the railroad for arranging and terminating flagging services and for the associated costs of those services.

## **C.3 Reimbursement Provisions**

The actual cost for flagging will be billed by the railroad. After the completion of the work requiring flagging protection as provided in section B above, the department will reimburse 50% of the cost of such services up to the rates provided above based on paid railroad invoices, except for the excluded conditions enumerated below. In the event actual flagging rates exceed the rates stated above, the department will reimburse 100% of the portion of the rate that is greater than the rates stated above.

## **C.4 Excluded Conditions**

The department will not reimburse any of the cost for additional flagging attributable to the following:

1. Additional flagging requirements imposed by the railroad beyond the flagging requirements provided in subsection B above due to violations by the contractor.
2. Temporary construction crossings arranged for by the contractor.

The contractor shall bear all costs of the additional flagging requirements for the excluded conditions.

## **C.5 Payment for Flagging**

The department will pay for the department's portion of flagging reimbursement as specified in section C of this provision under the following item:

ITEM NUMBER	DESCRIPTION	UNIT
801.0117	Railroad Flagging Reimbursement	DOL

The reimbursement payment, as shown on the Schedule of Items, is solely for department accounting purposes. Actual flagging costs will vary based on the contractor's means and methods.

Railroads may issue progressive invoices. Notify the railroad when the work is completed and request a final invoice from the railroad. Promptly pay railroad-flagging invoices, less any charges that may be in dispute. The department will withhold flagging reimbursement until any disputed charges are resolved and the final invoice is paid. No reimbursement for flagging will be made by the department if a violation of subsection B is documented.

## **D Rail Security Awareness and Contractor Orientation**

Prior to entry on railroad right-of-way, the contractor shall arrange for on-line security awareness and contractor orientation training and testing and be registered through "e-RAILSAFE" for all contractor and subcontractor employees working on railroad right-of-way. See [e-railsafe.com](http://e-railsafe.com) "Information". The security awareness and contractor orientation training are shown under the railroad's name.

The security awareness and contractor orientation certification is valid for 2 year(s) and must be renewed for projects that will carry over beyond the 2 year period. Contractor and subcontractor employees shall wear the identification badge issued by e-RAILSAFE when on railroad right-of-way. Costs associated with training and registration are incidental to other items in the contract.

stp-107-034 (20240105)

## **42. Cleaning and Painting Bearings B-40-380, Item SPV.0060.003; Cleaning and Painting Bearings B-40-381, Item SPV.0060.004.**

### **A Description**

This special provision describes cleaning and painting the existing steel bearings on structures conforming to standard spec 517 and as directed by the engineer.

### **B Materials**

Furnish a complete coating system from the department's Painting Epoxy System Structure approved product list. Use the same coating system for all repairs due to handling, shipping, and erecting; and for all other uncoated areas.

The color of epoxy shall be Grey, Fed Color #26293 and the urethane coating material shall match the color number shown on the plans conforming to AMS Standard 595A.

Supply the engineer with the product data sheets before any coating is applied. The product data sheets shall indicate the mixing and thinning directions, the minimum drying time for shop or field applied coats, and the recommended procedures for coating galvanized bolts, nuts, and washers.

### **C Construction**

#### **C.1 Surface Preparation**

Clean areas of loose paint and rust by wire brushing, grinding, or other mechanical means. Sound paint does not need to be removed. After clean up and storage of waste material, blast cleaning is allowed for only those areas where paint has been removed. Shield adjacent painted areas during blast cleaning operations. The blasting sand does not have to be collected.

Furnish containment methods as required to contain and collect waste material resulting from the preparation of painted steel surfaces for painting. All clean up activities should minimize dust. Store waste materials in hazardous waste containers provided by the department. The department is responsible for the transport and disposal of the contained materials by the statewide hazardous waste contractor.

#### **C.2 Coating Application**

Apply paint in a neat, workmanlike manner, and conforming to the manufacturer's instructions and recommendations. Paint application shall be brushed on.

### **D Measurement**

The department will measure Cleaning and Painting Bearings as each individual bearing acceptably completed.

**E Payment**

The department will pay for the measured quantity at the contract unit price under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.003	Cleaning and Painting Bearings B-40-380	Each
SPV.0060.004	Cleaning and Painting Bearings B-40-381	Each

Payment for Cleaning and Painting Bearings is full compensation for preparing and cleaning the designated bearings; furnishing and applying the paint; cleaning up; and containing and collecting all waste materials. (20210426)

**Schedule of Items**

Attached, dated February 6, 2024, are the revised Schedule of Items Pages 9 – 11.

**Plan Sheets**

The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:  
Revised: 212 and 240

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 3-40-380	EACH	----	----	----	----	----	1
203-0211.5	ABATEMENT OF ASBESTOS CONTAINING MATERIAL B-40-380	EACH	----	----	----	----	----	1
203-0330	DEBRIS CONTAINMENT B-40-380	EACH	----	----	----	----	----	1
206-1101	EXCAVATION FOR STRUCTURES BRIDGES B-40-380	EACH	----	----	----	----	----	1
210-1500	BACKFILL STRUCTURE TYPE A	TON	65	----	----	65	----	130
502-0300	CONCRETE MASONRY BRIDGES	CY	3.5	58.5	58.5	18.0	336.4	475
502-3301	EXPANSION DEVICE	LF	----	----	----	----	80	800
502-3200	PROTECTIVE SURFACE TREATMENT	SY	----	----	----	----	150	150
502-3210	PROMOTED SURFACE SEALER	EACH	34	----	----	150	----	184
502-4205	ADHESIVE ANCHORS NC. 5 BARS	EACH	----	110	110	----	----	220
505-0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	----	2,980	2,980	2,850	64,240	5,360
509-1500	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1,090	----	----	----	----	68,180
511-1200	CONCRETE SURFACE REPAIR	SF	----	375	375	10	----	100
519-0200	REBERTEZED MEMBRANE 40-80	SY	2	----	----	----	----	12
517-301.5	PREPARED WELD COATING OF TOP FLANGES B-40-380	EACH	----	----	----	----	----	1
517-301.5	STRUCTURE OVERCOATING PAINTING AND PRUFING B-40-380	EACH	----	----	----	----	----	1
517-401.5	CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-40-380	EACH	----	----	----	----	----	1
517-601.5	PORTABLE DECONTAMINATION FACILITY	EACH	----	----	----	----	----	1
601-8500	ANCHOR ASSEMBLIES POLES ON STRUCTURES	SY	220	----	----	220	1	440
612-0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	----	95	95	----	----	95
614-0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2	----	----	70	----	4
645-0111	GEOTEXTILE FABRIC LF SCHEDULE A	SY	----	----	70	----	----	70
652-0125	CONDUIT RIGID METALLIC 2-INCH	LF	12	----	----	12	----	24
652-0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	----	----	----	340	----	340
SPV-0560-001	JUNCTION BOXES 18x12x6-INCH	EACH	5	5	5	5	1	20
SPV-0560-003	BEARING MAINTENANCE B-40-380	EACH	5	5	5	5	1	20
SPV-0560-003	CLEANING AND PAINTING BEARINGS	EACH	5	5	5	5	1	20
SPV-0590-001	FENCE CHAIN LINK POLYMER COATED 8-FT	LF	----	250	250	182	----	500
SPV-0165-001	TEMPORARY SHORING RAILROAD B-40-380	SF	----	250	250	182	----	500
	NON-BID ITEMS	SIZE	----	----	----	----	----	1/2" & 3/4"
	FILLER		----	----	----	----	----	
	BRIDGE SEAT PROTECTION		----	----	----	----	----	

**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 ITEMS, INCLUDING BUT NOT LIMITED TO SHORING, TRACK & GROUND MONITORING, ERECTION, DEMOLITION, AND WALKWORK. 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 FEET CLEARANCE FROM ALL OVERHEAD STRUCTURES. LONGER BEARINGS SHALL BE EXPECTED IN ACCORDANCE WITH THESE NOTES. LONGER BEARINGS SHALL BE EXPECTED.

PROJECTS SHALL BE DESIGNED SUCH THAT ALL CONSTRUCTION ACTIVITIES AND PHASING WILL NOT COMPROMISE SAFETY NOR IMPACT RAILROAD OPERATIONS.

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.

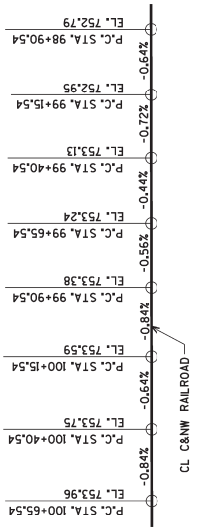
THE MINIMUM PERMANENT VERTICAL CLEARANCE SHALL BE 23'-4" MEASURED FROM TOP OF HIGHEST RAIL TO THE LOWEST OBSTRUCTION UNDER THE STRUCTURE. THE EXTENT OF THIS VERTICAL CLEARANCE SHALL BE A MINIMUM OF 9 FEET TO THE FIELD SIDE OF THE OUTERMOST EXISTING OR FUTURE TRACKS MEASURED PERPENDICULAR FROM THE CENTERLINE OF TRACKS. THE MINIMUM VERTICAL CLEARANCE SHALL BE GREATER THAN 6 INCHES TOTAL OR 15 INCHES FOR EVERY DEGREE OF CURVE, WHICHEVER IS GREATER. THE PERMANENT VERTICAL CLEARANCE SHALL EXTEND TO COVER ALL EXISTING AND FUTURE TRACKS, INCLUDING THE SPACE IN BETWEEN.

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 UPRR MANUAL, SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION IN RELATION TO THE TOP OF THE TRACKS 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 ADDRESSED IN THE PLANS AND CONTRACT DOCUMENTS. FOR SPECIFIC RAILROAD BEARINGS AND ADDITIONAL INFORMATION REFER TO WWW.UPRR.COM/CBUD. ABANDONMENT OF UTILITIES MUST FOLLOW THE UPRR GUIDELINES FOR ABANDONMENT OF SUBSURFACE UTILITY STRUCTURES.

AT THE NORTH ABUTMENT GROSS 5 BEARING REPAIR, THE BENT ANCHOR ROD MAY BE CUT FLUSH AND REPLACED OFFSET FROM THE EXISTING ANCHOR BOLT, OFFSET A MINIMUM OF 3-INCHES FROM THE EXISTING ANCHOR BOLT, MAINTAIN AN EDGE DISTANCE OF 1.5-INCHES FROM CENTER OF BOLT TO EDGE OF ANCHOR PLATE.



Addendum No. 02  
ID 2967-17-71  
Revised Sheet 212  
February 6, 2024

01/31/24

01/30/2024

**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 BACKFILLED WITH BACKFILL STRUCTURE TYPE A. UNLESS NOTED OTHERWISE, ALL EXCAVATION 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. THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502-3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS, NAME PLATE TO SHOW THE ORIGINAL AND UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN 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.I.O. DESIGNATION M 213, TYPE 1, 11 OR 111 OR A.A.S.P.I.O. DESIGNATION M 213, TYPE 1, 11 OR 111 OR NOTED OTHERWISE.

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 AMS COLOR NO. 262931. PROTECTIVE SURFACE TREATMENT AND PIGMENTED SURFACE SEALER ARE TO BE APPLIED AS SHOWN IN THE DETAILS ON SHEET 3.

STANDARD BRIDGE SEAT PROTECTION, AS PER SECTION 502-3.12 OF THE STANDARD SPECIFICATIONS, TO THE TOP SURFACES OF THE ABUTMENT AND PIER SEAT PROTECTION SHALL BE APPLIED AS SHOWN IN THE DETAILS ON SHEET 3.

STEEL PLATES AT NORTH ABUTMENT TO BE SAND BLASTED AND PAINTED. BEARING AT NORTH ABUTMENT ORDER 5 TO BE REMOVED. BENT ANCHOR ROD REPLACED AND BEARING RE-INSTALLED. BEARING BENT ANCHOR ROD TO BE RE-SET. PAID FOR UNDER THE BID ITEM "BEARING MAINTENANCE".

CONCRETE SURFACE REPAIR REQUIRED ON ABUTMENTS AND PIERS AS DIRECTED BY THE ENGINEER IN THE FIELD.

EXISTING BEARINGS TO BE CLEANED AND PAINTED AT SOUTH ABUTMENT AND PIERS.

**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.

ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND WITHIN 50 FEET OF THE TRACK CENTERLINE DURING THE 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, UNLESS 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 BMP'S 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 EXCAVATIONS SHALL BE PROPERLY IDENTIFIED BY UPRR FLAGMAN FOR ANY CONSTRUCTION THAT INCLUDES HEAVY EQUIPMENT OR EXCAVATION. ALL UTILITIES WITHIN UPRR RIGHT-OF-WAY MUST BE IDENTIFIED AND MARKED PRIOR TO START OF CONSTRUCTION. UPRR CALL BEFORE YOU DIG: UP.COM/CBUD.

DATE	REVISION	BY
1/30/24	QUANTITY REVISION	AYRES
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
STRUCTURE B-40-380		
DESIGNED BY	PLANNED BY	APPROVED BY
JLB	JLB	AEB
QUANTITIES AND NOTES		
SHEET 3A OF 27		
212		

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









Proposal Schedule of Items

Proposal ID: 20240213014 Project(s): 2967-17-71

Federal ID(s): WISC 2024226

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0240	674.0300 Remove Cable	1,397.000 LF	_____.	_____.
0242	674.0400 Reinstall Cable	1,397.000 LF	_____.	_____.
0244	678.0300 Fiber Optic Splice	36.000 EACH	_____.	_____.
0246	678.0501 Communication System Testing	1.000 EACH	_____.	_____.
0248	690.0150 Sawing Asphalt	282.000 LF	_____.	_____.
0250	690.0250 Sawing Concrete	20.000 LF	_____.	_____.
0252	715.0502 Incentive Strength Concrete Structures	5,700.000 DOL	1.00000	5,700.00
0254	801.0117 Railroad Flagging Reimbursement	43,700.000 DOL	1.00000	43,700.00
0256	999.2000.S Installing and Maintaining Bird Deterrent System (station) 001. 192+85	1.000 EACH	_____.	_____.
0258	ASP.1T0A On-the-Job Training Apprentice at \$5.00/HR	1,000.000 HRS	5.00000	5,000.00
0260	ASP.1T0G On-the-Job Training Graduate at \$5.00/HR	2,500.000 HRS	5.00000	12,500.00
0262	SPV.0060 Special 001. Bearing Maintenance B-40-380	2.000 EACH	_____.	_____.
0266	SPV.0060 Special 200. Adjusting Water Boxes	4.000 EACH	_____.	_____.
0268	SPV.0060 Special 302. Pull Boxes 13-inch x 24-inch x 24-inch	13.000 EACH	_____.	_____.
0270	SPV.0060 Special 321. Poles Type 30-AL-BD	10.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20240213014 Project(s): 2967-17-71

Federal ID(s): WISC 2024226

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0272	SPV.0060 Special 343. Water Tight Splices and Connections	8.000 EACH	_____.	_____.
0274	SPV.0060 Special 345. Luminaire Arms Single Member 6-ft. (Special)	18.000 EACH	_____.	_____.
0276	SPV.0060 Special 371. Installing City Furnished Luminaire Utility LED	18.000 EACH	_____.	_____.
0278	SPV.0060 Special 400. Adjusting CUC Manhole Cover	1.000 EACH	_____.	_____.
0280	SPV.0060 Special 401. Underdeck Utility Structure B-40-380, City of MKE Communications Conduit	1.000 EACH	_____.	_____.
0282	SPV.0060 Special 411. 4' Diameter "Doghouse" Manhole Type CUC, Installed over Conduit	1.000 EACH	_____.	_____.
0284	SPV.0060 Special 425. Installing Conduit Into Existing Manhole	1.000 EACH	_____.	_____.
0286	SPV.0060 Special 426. Sawing Concrete-Encased Duct Package	1.000 EACH	_____.	_____.
0288	SPV.0090 Special 001. Concrete Curb & Gutter 4-Inch Sloped 18-Inch Type TBT	16.000 LF	_____.	_____.
0290	SPV.0090 Special 002. Concrete Curb & Gutter 4-Inch Sloped 18-Inch Type TBTT	73.000 LF	_____.	_____.
0292	SPV.0090 Special 003. Fence Chain Link Polymer Coated 8-ft	364.000 LF	_____.	_____.
0294	SPV.0090 Special 321. Electrical Cable in Duct Type 4#8/1#8 XLP	645.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20240213014 Project(s): 2967-17-71

Federal ID(s): WISC 2024226

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0296	SPV.0090 Special 322. Electrical Cable in Duct Type 4#6/1#8 XLP	570.000 LF	_____.	_____.
0298	SPV.0090 Special 404. 3-Duct Conduit, Cement Encased, 4-inch Rigid Nonmetallic Conduit DB-60	105.000 LF	_____.	_____.
0300	SPV.0165 Special 001. Temporary Shoring Railroad B-40-380	500.000 SF	_____.	_____.
0302	SPV.0165 Special 002. Temporary Shoring Railroad B-40-381	500.000 SF	_____.	_____.
0304	SPV.0060 Special 003. Cleaning and Painting Bearings B-40-380	18.000 EACH	_____.	_____.
0306	SPV.0060 Special 004. Cleaning and Painting Bearings B-40-381	20.000 EACH	_____.	_____.
<b>Section: 0001</b>			<b>Total:</b>	_____.
			<b>Total Bid:</b>	_____.