



Wisconsin Department of Transportation

April 8, 2015

**Division of Transportation Systems
Development**

Bureau of Project Development
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NOTICE TO ALL CONTRACTORS:

Proposal #33: 8919-03-72
Chippewa Falls – Cadott Road
Lake Wissota Bridge B-09-0280
CTH X
Chippewa County

Letting of April 14, 2015

This is Addendum No. 1, which provides for the following:

Special Provisions

Revised Special Provisions	
Article No.	Description
11	Railroad Insurance and Coordination
29	Settlement Monitoring, Item SPV.0105.01

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. 1

8919-03-72

April 8, 2015

Special Provisions

11. Railroad Insurance and Coordination.

Remove entire article language and replace with the following:

A Description

Comply with standard spec 107.17 for all work affecting Wisconsin Central Ltd 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 Wisconsin Central Ltd and Its Parents.

Notify evidence of the required coverage, and duration to Jackie Macewicz, Manager Public Works, 1625 Depot St., Stevens Point, WI, 54481; TELEPHONE (715) 345-2503; FAX (715) 345-2534; email jackie.macewicz@cn.ca. Include the following information on the insurance document:

Project Id 8919-03-72
Route Name CTH X, Chippewa County
Crossing ID Parallels CTH X near 917 721L
Railroad Subdivision Minneapolis Sub
Railroad Milepost 346.27

A.2 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

A.3 Names and addresses of Railroad Representatives for Consultation and Coordination

Contact Jackie Macewicz, Manager Public Works, 1625 Depot St., Stevens Point, WI, 54481; TELEPHONE (715) 345-2503; FAX (715) 345-2534; email jackie.macewicz@cn.ca for consultation on railroad requirements during construction.

Contact Mary Ellen Carmody, Audit Officer, Administration Service Center, 700 Pershing Street, Pontiac, MI 48340; TELEPHONE (248) 452-4705; FAX (248) 452-4972; email maryellen.carmody@cn.ca for flagging arrangements. Advise Ms. Carmody that the flagging services are to be billed at the rate for a public highway project.
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.

A.4 Temporary Grade Crossing

If a temporary grade crossing is desired, submit a written request to the railroad representative named in A.3 several weeks 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.5 Train Operation

Approximately four (4) through freight trains operate daily through the construction site. Through freight trains operate at up to 40 mph. There are four (4) switching movements per day.

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. The following conditions may also warrant flagging:

1. Cranes swinging or handling materials or equipment within 25 feet of the centerline of any track.
2. Construction operations that are in proximity of power lines or railroad signal and communication lines, underground cables, fuel oil facilities or pipe lines and which might result in fire or damage to such facilities, danger to railroad operations or danger to the public in the transaction of business on railroad premises.
3. Excavation, tunneling, blasting, pile driving, placing, or removing cofferdams or sheeting, or similar activities might cause the railroad's tracks or buildings to be undermined, heaved out of normal level, shifted out of alignment, or otherwise impaired.
4. Bridge painting activities including rigging of falsework, scaffolding or similar activities within 25 feet of the centerline of any track.
5. Deck removal activities within 25 feet of the centerline of any track.
6. Pouring of bridge decks in spans over an operated track.
7. 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 (3) of standard spec 107.17.1 with the following:

Comply with the railroad's rules and regulations regarding operations 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 10 business days before starting work near a track. Provide the specific time planned to start the operations.

Extended Duration Work or Longer Work Day (to be used when requiring a flagger for longer periods of time, 4-weeks or more, or working longer than an 8-hour work day, or as defined in section B.1.)

Work that requires railroad flaggers to occupy the work zone for longer duration or longer than the normal work day will require 40 day written notice to the railroad.

C.2 Rates – Canadian National (WCL, SSMBrCo, DM&IR, DWP)

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

\$1,000 daily rate (including wages, labor surcharges, meals, lodging, vehicle and mileage expenses) for a minimum eight-hour flagging day at the job site;

\$1,200 daily rate (including wages, labor surcharges, meals, lodging, vehicle and mileage expenses) for a minimum eight-hour flagging day at the job site on Saturdays, Sundays or holidays;

\$150 per hour overtime rate for all time worked before or after the eight hour flagging day.

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

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

Railroad Fiber Optic Lines

Wisconsin Central Ltd Fiber Optic Lines

Call "Diggers Hotline" and additionally contact Christine Grzesiak at 715-345-2506 five working days before any work is performed. The railroad will determine if fiber optic or other type of cable is buried in the general work location. If present, contact the owner of the fiber optic or cable line to determine its exact location.

29. Settlement Monitoring, Item SPV.0105.01.

Remove entire article language and replace with the following:

A Description

A.1 General

This special provision describes installing settlement plates, surveying top of rail and collecting data for the purpose of monitoring ground movement during filling, excavation, subgrade preparation and pile driving operations.

A.2 Submittals

Submit the following specific information for information only, at least 30 days prior to installation:

- Drawing that indicates the locations of control points and benchmarks associated with surveys for monitoring settlement.
- Description of methods for installing and protecting all markers.
- Schedule of marker installation related to significant activities or milestones in the overall project.
- Plans for markers to be installed at contractor's option.
- Survey elevations of top of rail

A.3 Quality Assurance

A.3.1 General

Notify the engineer at least 24 hours prior to all plate installation operations so that the engineer may monitor the installation work.

A.3.2 Control Points

Survey for monitoring settlement shall be referenced to the same control points and benchmarks established for setting out the work. Control points shall be tied to benchmarks and other monuments outside of the zone of ground movements that might result from underground excavations.

B Materials

Furnish 3/4-inch steel threaded rod (5-foot sections) mounted on 24-inch x 24-inch base plate.

C Construction

C.1 On-site Geotechnical Engineer

An on-site geotechnical engineer is required to monitor, collect, review, interpret data regarding settlement during all filling, excavation, subgrade preparation and pile driving operations.

C.4 Pre-Construction and Post-Construction Condition Surveys (PCCS's)

Conduct a PCCS of the surrounding area within 200 feet of potentially vibration producing activities which includes, but is not limited to the existing railroad track, the existing railroad bridge, the existing road, the existing highway bridge, and the ground surface. PCCS's shall include visually inspecting and recording all ground surface and structure conditions. Photographs and videotape shall be used to assist in documentation.

The PCCS shall include a topographic survey of the project limits, including the ground surface below the water to be impacted by the project. The survey shall provide elevations to a minimum of accuracy of 1/10 tenth of a foot above surface water levels and 1 foot below water surface levels.

Submit a written report to the engineer for each PCCS, detailing the visual and photographic investigation of the structures and topography. This report shall include copies of the photographs, videotape and topographic surveys and discuss any discrepancies and findings.

At a minimum, PCCS's shall be conducted prior to the start of construction activities and upon completion of construction activities.

C.5 Control Plan

A settlement control plan is to be created by the contractor and presented to the engineer a minimum of 30 days prior to any construction. The control plan shall discuss the following items:

1. Summary of the PCCS with established vibration limits. A description of the proposed equipment
2. A description and understanding of the soil profile impacted by the construction upon the completion of driving pile for each abutment and pier.
3. A settlement monitoring procedure including:
 - a. Methods to taking settlement readings
 - b. Proposed times for taking settlement readings.
 - c. Locations of each settlement plate to be monitored.
 - d. Anticipated settlement time frame.
 - e. Monitoring duration for baseline and daily settlement monitoring.
 - f. Mitigation plan to reduce potentially excessive settlement to acceptable limits.
4. A description of when and how reports will be generated.
5. Obtain the engineer's acceptance seven calendar days before any filling operations.

C.6 Settlement Monitoring

Elevations of the existing rail and of the existing and proposed embankment must be monitored for settlement throughout the construction process at intervals to be determined by the railroad based on contractor's construction activities. Some activities may require multiple daily monitoring. The embankment must be monitored by a grid spacing of 50 foot intervals (grid node) for all areas within 100 feet of activities described in the Wisconsin Administrative Code Department of Safety and Professional Services SPS 307.43. Survey targets are also required to monitor the settlement of structures. A minimum of 4 high contrast survey targets are to be installed on the railroad structure, and a minimum of 1 high contrast survey target is to be installed on each pier or abutment of each bridge. The x, y and z coordinates of each grid node and survey target is to be recorded. During demolition and pile driving operations the grid nodes and survey targets are to be monitored on a daily basis. A report describing the location of the grid nodes and survey targets is to be created and submitted to the engineer during the following times:

1. Prior to any work being performed (baseline readings).
2. At the end of each day for demolition and pile driving operations.
3. Upon the completion of driving pile for each abutment.
4. Upon the completion of the bridge demolition.
5. Upon the completion of backfilling the embankment.

A maximum value for ground accelerations are limited to 0.07 g for granular fill and 0.1 g for breaker run, for the CTH X roadway embankment slope only. Any damage to other existing structures is the responsibility of the contractor.

Each rail shall be surveyed at each abutment, plus 50 feet beginning to end of project.

Note: If construction and monitoring are planned over winter months, the settlement plates shall be set below frost penetration depths.

D Measurement

The department will measure Settlement Monitoring as a lump sum unit of work, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.01	Settlement Monitoring	LS

Payment is full compensation for providing submittals, furnishing all materials; for installing all settlement plates; for monitoring all existing and proposed elements for movement; for furnishing all survey required to monitor and all other incidentals necessary to complete the required work.

END OF ADDENDUM