



Wisconsin Department of Transportation

Division of Transportation Systems Development

Bureau of Project Development
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October 25, 2022

NOTICE TO ALL CONTRACTORS:

Proposal #33: 3834-00-72, WISC 2023034
Jefferson Street
Bridge Over Fox River B-51-0001
Local Street
Racine County

Letting of November 8, 2022

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
6	Utilities

Added Special Provisions	
Article No.	Description
34	Work By Others

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
505.0600	Bar Steel Reinforcement HS Coated Structures	LB	137,490	22,950	160,440

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
2	General Notes (updated utility contact information)
101	Structure B-51-154 Typical Section, Notes & Quantities (updated item 505.0600 quantity)

The responsibility for notifying potential subcontractors and suppliers of these changes remains with the prime contractor.

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

ADDENDUM NO. 01

3834-00-72

October 25, 2022

Special Provisions

6. Utilities.

Replace entire article language with the following.

This contract does not come under the provision of Administrative Rule Trans 220. stp-107-066 (20080501)

Additional detailed information regarding the location of vacated, relocated, and/or removed utility facilities is available in the work plan provided by each utility company or on the permits issued to them. The documents can be requested from the City of Burlington.

All of the following utilities are on the same WE Energies – Electric poles. It is anticipated that We Energies will have the new poles, and their facilities transferred prior to construction. However, the remaining utility relocation work may occur during construction.

AT&T has an overhead communication facility that runs the length of the project on the north side of the structure. AT&T will relocate their facilities to the new We Energies – Electric poles. AT&T plans to begin relocation work in March 2023 and anticipates that it will take 60 working days.

Charter/TWC has overhead communication facilities that run the length of the project on the north side of the structure. Charter/TWC will relocate their facilities to the new We Energies – Electric poles. Charter plans to begin their relocation work two weeks after new poles have been released to Charter and anticipates that it will take 60 working days.

City of Burlington has an existing underground watermain that runs north of the existing structure. The City of Burlington is discontinuing the watermain on the north side of the bridge and installing a new watermain south of the bridge, outside of the proposed wingwalls. This work is anticipated to be completed prior to construction.

Midwest Fiber Networks (MWFN) has overhead communication facilities that run the length of the project on the north side of the structure. MWFN will relocate their facilities to the new We Energies – Electric poles. MWFN plans to begin their relocation work two weeks after new poles have been released to MWFN and anticipates that it will take 14 working days.

WE Energies has overhead electric facilities running along the north side of the bridge and crossing Jefferson Street on the east end at the intersection with Spring Street. The overhead facilities crossing Jefferson Street cannot be relocated or de-energized. Special construction equipment may be needed, and movements will be restricted throughout the duration of the project. The overhead line running along the north side of the bridge will be temporarily relocated and the following work will be completed prior to construction.

The pole line to the northwest of the bridge, Station Left, will be moved away from the bridge to provide clearance for the new streetlights that will be mounted on the bridge and construction crane clearance.

The poles at Stations 8+35, 10+17, and 12+02, Left will be removed. New poles will be placed at approximately Stations 8+25, 32' Left, 10+13, 34' Left and 11+77, 78' Left. For crane placement, these relocations will provide a 15' lateral clearance from the end of the proposed sheet piling at Station 12+06, 52' Left and 51' above ground level to the closest 24 KV electric conductor. Lateral clearance to the neutral conductor will be 20' at 37' above ground level.

Work is anticipated to start no later than November 1, 2022 and will require 30 working days for installation prior to construction and 30 working days for removal prior to construction.

Windstream has an overhead communication facility that runs the length of the project on the north side of the structure. Windstream will relocate their facilities to the new We Energies – Electric poles. Windstream plans to begin their relocation work two weeks after new poles have been released to Windstream and anticipates that it will take 20 working days.

The following utility owners have facilities within the project area; however, no adjustments are anticipated:

WE Energies – Gas

34. Work By Others.

Burlington Area School District (BASD) has an overhead communication facility that runs the length of the project on the north side of the structure. BASD will relocate their facilities to the new We Energies – Electric poles. BASD plans to begin relocation work in February 2023 and anticipates that it will take 14 working days.

Schedule of Items

Attached, dated October 25, 2022, are the revised Schedule of Items Page 2.

Plan Sheets

The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 2 and 101.

END OF ADDENDUM

GENERAL NOTES

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL CALL TO VERIFY THE LOCATION OF ALL UTILITIES FOR THE PROJECT. CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS-HOTLINE.
2. CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER OR THEORETICAL FLANGE POINT OF INTEGRAL CURB AND GUTTER. CURB AND GUTTER RADI ARE MEASURED TO THE FLANGE OF CURB AND GUTTER OR THEORETICAL FLANGE POINT OF INTEGRAL CURB AND GUTTER.
3. FOR INLET AND CATCH-BASIN STRUCTURES LOCATED IN THE CURB OR IN FRONT OF BARRIER, STATION, OFFSET, AND ELEVATIONS ARE GIVEN TO THE FLOW LINE. MH STATION, OFFSET, AND ELEVATIONS ARE GIVEN TO THE CENTER OF STRUCTURE. SEE CONSTRUCTION DETAILS.
4. CONTACT THE PROJECT ENGINEER, THE COUNTY SUPERVISOR, AND SEWRAPC AT LEAST TWO WEEKS BEFORE WORKING NEAR ANY SECTION CORNER MONUMENT.
5. VERIFY EXISTING PAVEMENT ELEVATIONS AT ALL THE LMS TO EXISTING PAVEMENT PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IF A DISCREPANCY IS FOUND BETWEEN PROPOSED PLAN ELEVATIONS AND EXISTING PAVEMENT ELEVATIONS.
6. CONSTRUCT PAVEMENT CONSISTENT WITH THE PLAN TYPICAL SECTIONS. LOCATE LONGITUDINAL JOINTS IN ASPHALT PAVEMENT OUTSIDE OF DRIVING, TURNING, BIKE, OR PARKING LANE UNLESS DIRECTED OTHERWISE BY THE ENGINEER. PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE, OR PARKING LANE. THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS. LOCATE HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE OR PARKING LANE.
7. SAWCUT EXISTING ASPHALT AND CONCRETE PAVEMENT AT THE MATCHLINE AS INDICATED ON THE PLAN OR AS DIRECTED BY THE ENGINEER.
8. TIE CONCRETE PAVEMENT LONGITUDINALLY UNLESS OTHERWISE IDENTIFIED IN THE PLAN OR DIRECTED BY THE ENGINEER.
9. CONSTRUCT INSIDE EDGE OF SIDEWALK 1/2 INCH HIGHER THAN TOP OF CURB WHEN THEY ARE ADJACENT TO EACH OTHER.
10. RESHAPE, RESTORE AND FINISH ALL PREVIOUSLY GRASSED AREAS DISTURBED BY OPERATIONS OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS AT NO EXPENSE TO THE DEPARTMENT.
11. PLACE TOPSOIL 1 INCH BELOW THE TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS IN SOD AREAS.
12. DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED (SALVAGED), FERTILIZED, AND SODDED AS DIRECTED BY THE ENGINEER.
13. WHEN DEFINING THE PAVEMENT STRUCTURE, THE BOTTOM OF THE BASE AGGREGATE DENSE IS CONSIDERED THE SUBGRADE LINE.
14. BACKFILL ALL OPENINGS AND HOLES LOCATED WITHIN THE ROADWAY RESULTING FROM REMOVALS OR ABANDONMENTS WITH GRANULAR BACKFILL UNLESS THE PLANS PROVIDE FOR ALTERNATE BACKFILL.
15. DO NOT REMOVE ANY TREES OR SHRUBS WITHOUT APPROVAL OF THE ENGINEER.
16. ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.
17. EXISTING DRIVEWAYS AND FIELD ENTRANCES SHALL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD AND AT THE LOCATION DETERMINED BY THE ENGINEER.
18. THE EXACT LOCATION OF PRIVATE ENTRANCES IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
19. TOPSOIL SHALL BE REPLACED WITH 6-INCH TYPICAL DEPTH.

ORDER OF SECTION 2 DETAIL SHEETS:

- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- CURB RAMP DETAILS
- EROSION CONTROL
- PERMANENT SIGNING & PAVEMENT MARKING
- LIGHTING
- DETOUR PLAN
- ALIGNMENT

STANDARD ABBREVIATIONS

AP	ACCESS POINT	INTERS	INTERSECTION
AC	ACRE	INV	INVERT
AGG	AGGREGATE	JT	JOINT
ASH	ASPH	LF	LINEAR FOOT
BM	BASELINE	MH	MANHOLE
CB	BENCH MARK	MP	MARKER POST
CL	CATCH BASIN	MB	MESSAGE BOARD
CMC	CENTER LINE	NOM	NOMINAL
CONC	CONCRETE	PAV	PAVEMENT
CABC	CRUSHED AGGREGATE BASE COURSE	PERV	PERVIOUS
CY	CUBIC YARD	PIPE	PIPE UNDERDRAIN
CULV	CULVERT	PORT	PORTLAND CEMENT
CP	CULVERT PIPE	REF	REFERENCE
DIA	DIAMETER	ENTR	ENTRANCE
DIVY	DRIVEWAY	PL	PROPERTY LINE
EB	ELEVATION	RT	RIGHT
ELEV	ELEVATION	RYW	RIGHT OF WAY
ENT	ENTRANCE	SHLD	SHOULDER
EXC	EXCAVATION	SHDR	SHOULDER
FP	FENCE POST	SS	SOUTHBOUND
FERT	FERTILIZE	STW	STORM SEWER
FC	FLUSHED GRADE	TEL	TELEPHONE
FO	FLOW LINE	TER	TERACE
FO	FOOT	TV	TELEVISION
FT	FOOT	UG	UNDERGROUND
HYD	HYDRANT	VOL	VOLUME
INL	INLET	WB	WESTBOUND

DNR LIASION

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Addendum No. 01
 ID 3834-00-72
 Revised Sheet 2
 October 25, 2022



GENERAL NOTES

COUNTY: RACINE

HWY: JEFFERSON STREET

PROJECT No: 3834-00-72



Proposal Schedule of Items

Proposal ID: 20221108033 Project(s): 3834-00-72

Federal ID(s): WISC 2023034

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0034	455.0605 Tack Coat	91.000 GAL	_____.	_____.
0036	465.0105 Asphaltic Surface	225.000 TON	_____.	_____.
0038	465.0120 Asphaltic Surface Driveways and Field Entrances	2.000 TON	_____.	_____.
0040	465.0315 Asphaltic Flumes	9.000 SY	_____.	_____.
0042	502.0100 Concrete Masonry Bridges	1,228.000 CY	_____.	_____.
0044	502.3200 Protective Surface Treatment	1,010.000 SY	_____.	_____.
0046	502.3210 Pigmented Surface Sealer	55.000 SY	_____.	_____.
0048	502.9000.S Underwater Substructure Inspection (structure) 01. B-51-154	2.000 EACH	_____.	_____.
0050	505.0400 Bar Steel Reinforcement HS Structures	14,810.000 LB	_____.	_____.
0052	505.0600 Bar Steel Reinforcement HS Coated Structures	160,440.000 LB	_____.	_____.
0054	505.0800.S Bar Steel Reinforcement HS Stainless Structures	450.000 LB	_____.	_____.
0056	511.1200 Temporary Shoring (structure) 01. B-51-154	600.000 SF	_____.	_____.
0058	513.7016 Railing Steel Type C3	412.000 LF	_____.	_____.
0060	513.8016 Railing Steel Pedestrian Type C3 01. B-51-154	29.000 LF	_____.	_____.
0062	516.0500 Rubberized Membrane Waterproofing	24.000 SY	_____.	_____.

