



Wisconsin Department of Transportation

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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February 6, 2023

NOTICE TO ALL CONTRACTORS:

Proposal #12: 6217-00-78
Town of Columbus, Old STH 73 Rd
Crawfish River Bridge, B-11-0175
Local Street
Columbia County

Letting of February 14, 2023

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

Special Provisions:

| Revised Special Provisions | |
|----------------------------|---------------------------------------|
| Article No. | Description |
| 3 | Prosecution and Progress. |
| 14 | Notice to Contractor – Redfin Shiner. |

Plan Sheets:

| Revised Plan Sheets | |
|---------------------|--|
| Plan Sheet | Plan Sheet Title (brief description of changes to sheet) |
| 40 | Quantities (switched N. Abutment and Pier quantities) |

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

6217-00-78

February 6, 2023

Special Provisions

3. Prosecution and Progress.

Replace paragraph four with the following:

The Notice to Proceed will be issued such that work shall start no later than May 22, 2023, unless otherwise approved by the engineer.

*Delete entire section titled **Fish Spawning:***

14. Notice to Contractor – Redfin Shiner.

Replace entire article language with the following:

Wisconsin DOT and the Wisconsin DNR have agreed upon an Incidental Take Authorization for the Redfin Shiner. Minimization and mitigation measures of the authorization are shown below.

1. A fisheries consultant will be hired by WisDOT, or WDNR fisheries staff, will be utilized as part of the construction contract for this project. All references to the “fisheries professional” below pertain to the WisDOT-hired or DNR staff professional. All conservation measures shown below are incidental to bid item 203.0250.01 “Removing Structures Over Waterway Remove Debris B-11-0910”.
2. To ensure protection of the Redfin Shiner species, warm water in-stream restrictions (March 1-June 15) have been removed to allow construction of a causeway and coffer dam prior to spawning of the Redfin Shiner beginning in June.
3. The coffer dam, and causeway, if necessary, must be constructed prior to June 1, 2023. Construction of the coffer dam prior to June 1, 2023 will enable no dewatering timeframe restrictions as the coffer dam will then be isolated from the river flow. See dewatering requirements 8 through 10.
4. Erosion control measures and best management practices for decreasing sedimentation must be practiced at all times.
5. Erosion control will be implemented according to DNR stormwater protocols. Erosion control mats that are used must contain biodegradable thread.
6. Efforts will be taken to control flow rates to promote the natural migration of fish from the dewatering area to downstream areas as a preferred means of removing fish from the work area. In an attempt to maximize the number of fish moving downstream naturally as waters recede, fish will be herded towards downstream areas as conditions allow. Fish will be herded using long handled nets or similar means with a primary emphasis on avoiding the disturbance of soft sediments that would lead to increased turbidity.

7. To minimize stranding of fish, a dewatering rate of less than or equal to 10 m³/hr (cubic meters per hour) would be preferred with a maximum pumping rate of approximately 90 m³/hour (~400 gallons per minute). A higher dewatering rate will be ok; however, if the number of strandings observed is unacceptably high upon review of the fisheries consultant, then measures will be implemented to reduce strandings and mortality rates.
8. Contractors will protect pump inlets with a large drum (e.g. 55 gal) that will be perforated at the bottom and wrapped with ¼ -inch screening, or wrap the trash pump inlet with the ¼-inch screening, installing sand bags around it to a height of 1-inch above the water surface.
9. If using a drum, each drum will contain 16 four-inch diameter holes staggered between 8 and 16 inches of the bottom of the drum. An additional barrier, consisting of a ring of sandbags around the barrel stacked to a height just below (1-inch) of the water surface, would also be added. The sandbags would create a physical barrier between a majority of the water column and the intake (drum), thereby nearly exhausting any possibility for any fish or other aquatic organisms to be impacted.
10. Pumping operations will be overseen by the fisheries professional. The fisheries professional will regularly check for fish impingement on the screens during dewatering. If any fish are observed being impinged on the screen(s), fish will be immediately removed and relocated downstream by the fisheries professional. As the dewatering effort slows, some fish will remain in small pools, shallow areas and other suitable hiding spots, and a search and rescue effort will begin for the stranded fish. All efforts will be made to remove as many fish as possible; this will be accomplished by carefully turning over logs, rocks, debris, etc.
11. The individual leading the fish rescue/transport work will be an experienced fish biologist with a Regulatory Removals Broad Incidental Take Permit/Authorization issued by the WDNR.
12. All fish found onsite will be recorded (species, approximate age, possible cause of death), photographed, and reported to Stacy Rowe (stacy.rowe@wi.gov) within 60 days from the completion of the project.
13. Upon completion of the project, all areas of temporary disturbance will be restored to pre-existing (or better) conditions; this includes river substrates, banks and shorelines.
14. All individuals working on the project site (e.g., engineers, construction crew, biologists) will be briefly trained on how to identify the Redfin Shiner and instructed on the general conservation measures associated with the Incidental Take Authorization, including what to do if the Redfin Shiner is observed within the project area.

Plan Sheets

The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 40.

END OF ADDENDUM

STATE PROJECT NUMBER
 6217-00-78

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
 BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" 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. SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION M 153, TYPE 1, II OR III OR A.A.S.H.T.O. DESIGNATION M 213.
 THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE TO THE EXTENT SHOWN ON THE GENERAL PLAN SHEET AND IN THE ABUTMENT DETAILS.
 ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.
 THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE TO THE TOP OF THE FINISHING SURFACE OF THE EXISTING STRUCTURE, B-11-175 TO BE REMOVED, IS A SINGLE SPAN STEEL OVERHEAD TRUSS BRIDGE ON CONCRETE ABUTMENTS, 154 FT. LONG WITH A 23.9 FT. CLEAR ROADWAY WIDTH.
 PROTECTIVE SURFACE TREATMENT IS TO BE APPLIED AS SHOWN IN DETAIL ON SHEET 3; THE TOP AND EXTERIOR EXPOSED FACE OF WINGS, AND BEVEL EXPOSED EDGES OF CONCRETE ¾ UNLESS NOTED OTHERWISE.
 EXCAVATION BELOW THE ABUTMENT AND ABUTMENT BEDDING MATERIALS REQUIRES ENGINEER APPROVAL. GEOTEXTILE SHALL BE SET AT THE BOTTOM OF EXCAVATION AND EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT.
 THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE GENERAL PLAN SHEET. BACKFILL SHALL BE PLACED DIRECTLY BEHIND ABUTMENTS AND ABUTMENT WINGS FOR 3'-FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.
 EXISTING SUBSTRUCTURE LOCATIONS ARE BASED ON SURVEY AND CONSTRUCTION RECORDS. EXISTING SUBSTRUCTURES AS SHOWN ON PLAN REMOVE EXISTING SUBSTRUCTURES AS NEEDED TO BUILD NEW SUBSTRUCTURES. COST OF SUBSTRUCTURE REMOVAL IS INCLUDED WITH "REMOVING STRUCTURE" BID ITEM.
 CONCRETE POURED UNDERWATER WILL BE ALLOWED AND SHALL BE DONE IN ACCORDANCE WITH SECTION 502.3.5.3 OF THE STANDARD SPECIFICATIONS.
 THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH HEIGHT SHOWN ON THE GENERAL PLAN SHEET, WHICH IS THE MAXIMUM HAUNCH QUANTITY FOR WHICH THE CONTRACTOR WILL BE PAID.

TOTAL ESTIMATED QUANTITIES.

| BID ITEM NUMBER | BID ITEMS | UNIT | S. ABUT. | PIER | N. ABUT. | SUPER. | TOTAL |
|-----------------|---|-------|----------|-------|----------|--------|-----------|
| 203.0250 | REMOVING STRUCTURE OVER WATERWAY REMOVE DEBRIS B-11-910 | EACH | ----- | ----- | ----- | ----- | 1 |
| 206.1001 | EXCAVATION FOR STRUCTURES BRIDGES B-11-175 | EACH | ----- | ----- | ----- | ----- | 1 |
| 206.5001 | COFFERDAMS B-11-175 | EACH | ----- | ----- | ----- | ----- | 1 |
| 210.1500 | BACKFILL STRUCTURE TYPE A | TON | 295 | 295 | 295 | 590 | 590 |
| 502.0100 | CONCRETE MASONRY BRIDGES | CY | 70.1 | 56.0 | 36.0 | 182.1 | 378 |
| 502.0100.S | PROTECTIVE SURFACE TREATMENT | SY | 35 | 35 | 35 | 105 | 175 |
| 502.0187 | PRESTRESSED GIRDER TYPE 18-INCHES | LF | ----- | ----- | ----- | ----- | 755 |
| 502.0187 | PRESTRESSED GIRDER TYPE 18-INCHES | LF | 3,340 | 3,280 | 3,230 | 9,850 | 9,850 |
| 502.0600 | BAR STEEL REINFORCEMENT IS COATED STRUCTURES | LB | 4,350 | 4,340 | 4,340 | 13,030 | 50,860 |
| 502.2605 | BEARING PADS ELASTOMERIC NON-LAMINATED | EACH | ----- | ----- | ----- | ----- | 12 |
| 508.4000 | RAILING TUBULAR TYPE M | LF | 46.2 | 46.2 | 46.2 | 138.6 | 477.8 |
| 518.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | 12 | 12 | 12 | 36 | 24 |
| 550.0500 | PILE POINTS | EACH | 9 | 9 | 9 | 27 | 27 |
| 550.1100 | PILING STEEL HP 10-INCH X 42 LB | LF | 315 | 315 | 315 | 945 | 630 |
| 550.1120 | PILING STEEL HP 12-INCH X 53 LB | LF | ----- | ----- | ----- | ----- | 315 |
| 606.0300 | RIPRAP HEAVY | CY | 195 | 245 | 245 | 440 | 440 |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | 105 | 105 | 105 | 315 | 210 |
| 645.0111 | GEOTEXTILE TYPE DF SCHEDULE A | SY | 55 | 55 | 55 | 165 | 110 |
| 645.0120 | GEOTEXTILE TYPE HR | SY | 340 | 340 | 340 | 1,020 | 765 |
| SPV-0195.01 | SELECT CRUSHED MATERIAL FOR TRAVEL CORRIDOR | TON | 7 | 8 | 8 | 23 | 15 |
| | NON-BID ITEMS | SIZE | ----- | ----- | ----- | ----- | 1/2" & ¾" |
| | FILLER | ----- | ----- | ----- | ----- | ----- | ----- |

DESIGN DATA

LIVE LOADS:
 INVENTORY RATING: HL-93
 TRUCK RATING FACTOR: 1.14
 OPERATING RATING FACTOR: 1.52
 WISCONSIN STANDARD PERMIT VEHICLE (MIS-SPV) = 250 KIPS
 STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20'-7.5'-FT.

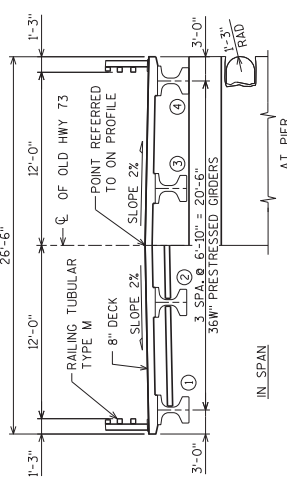
MATERIAL PROPERTIES:
 CONCRETE MASONRY (SUPERSTRUCTURE) $f'_c = 4,000$ P.S.I.
 ALL OTHER $f'_c = 3,500$ P.S.I.
 HIGH STRENGTH BAR STEEL REINFORCEMENT (GRADE 60) $f_y = 60,000$ P.S.I.

36" PRESTRESSED GIRDER
 CONCRETE MASONRY
 STRANDS - 0.16" DIA. WITH ULTIMATE TENSILE STRENGTH OF $f_{pu} = 8,000$ P.S.I.,
 $f_{pu} = 270,000$ P.S.I.

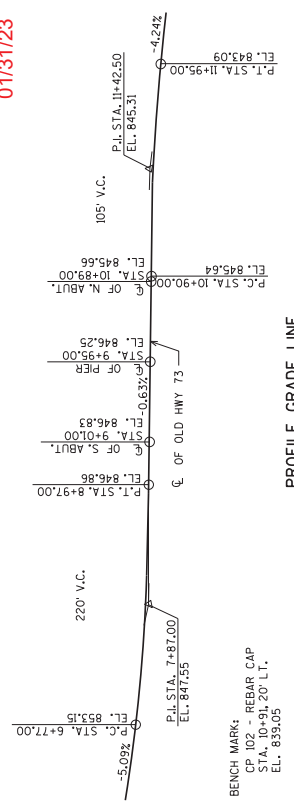
HYDRAULIC DATA:
 100-YEAR FREQUENCY
 $Q_{100} = 5,670$ C.F.S. { BRIDGE = 3,951 C.F.S.,
 $VEL = 2.6$ F.P.S. { OVERFLOW = 3,719 C.F.S.,
 $HW_{100} = EL. 839.44$
 $HW_{500} = EL. 839.44$
 WATERWAY AREA = 1,263 SQ. FT.,
 DRAINAGE AREA = 153 SQ. MI.,
 SCOUR CRITICAL CODE = 5
 DATUM = NAVD88 (2012)

FOUNDATION DATA:
 ABUTMENTS TO BE SUPPORTED ON HP 10 X 42 STEEL PILING (WITH PILE POINTS) DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ± PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED LENGTH 35'-0".
 PIER TO BE SUPPORTED ON HP 12 X 53 STEEL PILING (WITH PILE POINTS) DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS ± PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED LENGTH 35'-0".
 † THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC DATA:
 A.A.D.T. = 190 (2023)
 A.A.D.T. = 210 (2043)
 R.D.S. = 35 M.P.H.



TYPICAL SECTION THRU BRIDGE



PROFILE GRADE LINE

OLD HWY 73



01/13/23

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

QUANTITIES, TYPICAL SECTION & NOTES

STRUCTURE B-11-175
 DEPARTMENT OF TRANSPORTATION
 STATE OF WISCONSIN
 REVISION
 CONCRETE QUANTITIES
 DATE: 01/27/2023

DATE: 01/27/2023

BY: JLB
 DRAWN BY: ZSS
 SHEET 2 OF 26