



Wisconsin Department of Transportation

March 5, 2025

**Division of Transportation Systems
Development**

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

Telephone: (608) 266-1631

Facsimile (FAX): (608) 266-8459

NOTICE TO ALL CONTRACTORS:

Proposal #48: 2652-05-70, WISC 2025315
C Milwaukee, Water St
Milwaukee River Bridge B40-548
Local Street
Milwaukee County

Letting of March 11, 2025

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
3	Prosecution and Progress
35	Heel Block Refurbishment, Item SPV.0060.560

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

2652-05-70

March 51, 2025

Special Provisions

3. Prosecution and Progress.

Insert the following prior to the last paragraph:

As part of the project mobilization the contractor shall provide safe access to all structure components within the project limits for inspection by the department, City of Milwaukee, and/or their designees for the duration of the project. Furnish the information and assistance needed to make a complete inspection of all structure components as requested.

35. Heel Block Refurbishment, Item SPV.0060.560.

Section A Description - Replace bullet point 1 in paragraph 2 with the following:

- Two Jarret Shock Absorber Heal Block Assemblies per leaf (four total) including, but not limited to, 18-3/8" diameter Shock Blocks, 8" diameter Shock Shaft, Acme Threads, Set Screws, Base Plates, and Base Pads.

Section A Description - Replace bullet point 1 in paragraph 3 with the following:

- Two 1/4" Cover Plates for the top of each heel block assembly including new Hex Head Cap Screws (8 each assembly) per leaf (four total).

Replace Section C.3 Refurbish Heel Blocks with the following:

After heel blocks have been disassembled remove any debris, rust, sealant or sediment from all components and surfaces using appropriate techniques including, but not limited to, emery cloth, wire brush, hand tools, or appropriate cleaning solvents. Once the heel blocks are clean visually inspect all components for any damage, deterioration, or other flaws that may contribute to improper operation. Submit a report of the findings to the engineer.

After cleaning ensure that the components function correctly including rotational movement of 8" diameter shock shaft within the shock block to allow field adjustments. Once tested coat, paint, and reassemble heel block units.

Install refurbished heel block at the original location. Adjust final elevation to ensure correct alignment of the bridge at the center break and full contact of the heel block with the bascule girder when the bridge is in the closed position and full dead load is applied. New hardware is to be provided for all connections for the heel block and adjacent steel impacted by the removal. Provide high strength bolts matching the original classification.

Painting of the heel block components is included with this work. Provide paint listed on the department approved product list matching the proposed structural steel color.

Painting of adjacent structural steel members on the bridge superstructure and substructure is included in "Structure Repainting Recycled Abrasive B-40-548."

END OF ADDENDUM