



Wisconsin Department of Transportation

March 25, 2025

Division of Transportation Systems Development

Bureau of Project Development
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NOTICE TO ALL CONTRACTORS:

Proposal #20: 1020-00-80, WISC 2025121
Hudson - Baldwin
St. Croix River B-55-0061, B-55-0126
IH 94
St. Croix County

Letting of April 8, 2025

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
5	Traffic

Added Special Provisions	
Article No.	Description
47	Wall Modular Block Gravity R-55-29, Item SPV.0165.02

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Proposal Quantity Change (-)	Proposal Total After Addendum
511.1200	Temporary Shoring 02. R-55-29	SF	3800	60	3860
SPV.0165.01	Wall Modular Block Mechanically Stabilized Earth R-55-29	SF	4285	-835	3450

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Quantity Added	Proposal Total After Addendum
502.4105	Adhesive Anchors 5/8-Inch	Each	0	7146	7146
SPV.0165.02	Wall Modular Block Gravity R-55-29	SF	0	835	835

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
191	Structure B-55-61; General Notes & Quantities – Revised note
207	Structure B-55-126; General Notes and Quantities – Revised note & Revised Quantity table
214	Structure B-55-126; Modular Expansion Joint – Added dimensions
217	Structure B-55-126; Combination Rail Type “C2”
218	Structure B-55-126: Combination Rail Type “C2” Details
220	General Plan R-55-29 (Added additional Temporary Shoring, modified elevations)
221	General Notes, Details,, & Quantities (Added additional Temporary Shoring Quantity, modified MSE wall quantity and added gravity wall quantity. Additional details added for gravity wall)

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
PROJECT ID 1020-00-80
March 25, 2025

Special Provisions

5. Traffic.

Replace entire article language with the following:

General

Conduct work operations in a manner that causes the least disruption to traffic movements on IH 94 and interchange ramps. Do not directly cross, unload materials from, stop in or otherwise interfere with traffic in any lane or ramp that is open to traffic with construction equipment or vehicles.

- Do not park or store any equipment, vehicles, or construction materials within the clear zone of roadways.
- No vehicle or piece of equipment will be permitted to directly cross live traffic lanes.
- Equip all vehicles and machines used to transport materials or supplies to the work site which are operated on the traveled roadway, with hazard identification beam (flashing yellow signal) 8 inch minimum diameter. The beam shall be visible from 360 degrees and shall be in operation when the vehicle is within the roadway or shoulder area.
- Have available at all times, sufficient experienced personnel to promptly install, remove, and reinstall the required traffic control devices to route traffic according to the plans, these special provisions, and as directed by the engineer.
- Do not use existing median crossovers for storage of equipment or materials.
- Do not use any maintenance crossovers or any other median crossovers unless a median lane closure is in place for entry and exit. Violators will be restricted from working on the project for the remainder of the contract time and any material they are hauling will not be paid.
- Interstate access control shall remain intact during construction.
- Construction vehicles shall move with traffic and shall be able to accelerate with traffic prior to merging with it.
- Do not disturb, remove, or obliterate any traffic control signs, advisory signs, shoulder delineators, or beam guard, in place along the traveled roadways without the approval of the engineer.
- Reinstall or replace any signs damaged during construction operations at contractor expense.
- Completely cover all conflicting signs.
- Prior to opening lane closures to traffic, place temporary or permanent pavement marking, including all lane lines and edge lines removed during previous construction stages.
- Do not perform work in the median concurrently with work in the outside lane or outside shoulder with traffic running between work areas.
- The traffic control contractor must review the project once every day as per the standard spec 643.3.1(5).
- Provide the engineer with an access and hauling plan prior to the preconstruction conference or each stage. Include the proposed locations of points of entry and traffic control to be used. Obtain approval from the engineer for all arrangements for handling traffic during construction.
- Construction traffic shall not travel counter-directional to adjacent IH 94 through traffic.

2026 Freeway Lane Requirements																								
Limits:	Westbound IH 94 - St. Croix River to Carmichael Road (Exit 2)																							
	AM												PM											
From Hour to hour	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
Sunday	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1
Monday	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1
Tuesday	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1
Wednesday	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1
Thursday	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1
Friday	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1
Saturday	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1
Legend	Auxillary Lanes do not count as a through freeway lane																							
1	Provide at least one through freeway lane open																							
2	Provide at least two through freeway lane open																							
3	Provide at least three through freeway lanes open																							

- 3L means 3 travel lanes open
- 2L means 2 travel lanes open
- Auxiliary lanes do not count as a travel lane.

Any closures outside of the allowable lane closure times will incur a Lane Rental Fee Assessment.

Ramp Closures

EB and WB IH 94 off-ramp to STH 35:

Pre-Stage (2025 construction): IH 94 EB off-ramp to STH 35 NB – Daily night closure allowed 11:00 PM – 5:00 AM; Monday PM – Thursday AM. IH 94 WB off-ramp to STH 35 NB – Closure not allowed.

Stage 1: Closure not allowed.

Stage 2: Closure not allowed.

Stage 3: Closure not allowed.

Stage 4: Closure not allowed.

Stage 5: Closure not allowed.

EB and WB IH 94 off-ramp to MN 95:

Pre-Stage (2025 construction): Closure not allowed.

Stage 1: Closure not allowed.

Stage 2: Closure not allowed.

Stage 3: Closure not allowed.

Stage 4: Closure not allowed.

Stage 5: Closure not allowed.

SB STH 35 on-ramp to WB IH 94:

Pre-Stage (2025 construction): STH 35 SB on-ramp to IH 94 WB – Daily night closure allowed 11:00 PM – 5:00 AM; Monday PM – Thursday AM. Detour required. STH 35 SB on-ramp to IH-94 EB – Closure not allowed.

Stage 1: Closure not allowed.

Stage 2: Closure not allowed.

Stage 3: Closure not allowed.

Stage 4: Closure not allowed.

Stage 5: STH 35 SB on-ramp to IH 94 WB – Daily night closure allowed 11:00 PM – 5:00 AM; Monday PM – Thursday AM. Detour required. STH 35 SB on-ramp to IH-94 EB – Closure not allowed.

SB STH 35 on-ramp to EB IH 94:

Pre-Stage (2025 construction): Closure not allowed.

Stage 1: Closure not allowed.

Stage 2: Closure not allowed.

Stage 3: Closure not allowed.

Stage 4: Closure not allowed.

Stage 5: Closure not allowed.

Detours

During Pre-Stage (2025 construction) and Stage 5 (2026 construction) traffic using the STH 35 SB on-ramp to IH 94 WB ramp will be detoured east along IH 94 EB, through the Carmicheal Road interchange, and then back west along IH 94 WB.

During Pre-Stage (2025 construction) traffic using the STH 35 NB exit ramp from IH 94 EB will be detoured east along IH 94 EB, through the Carmichael Road interchange, and then back west along IH 94 WB to the STH 35 NB off-ramp.

Stages 1, 2, 3, and 4 will not include any detour routes. Install the required traffic control and detour signs as shown on the plans prior to the closure. Remove the traffic control devices once the work has been completed. Do not reveal advance warning signs and detour signs until the detour is in effect.

Pedestrian Traffic

Place temporary pedestrian and bicycle closure barricades on Sidewalk/Trail as described in the plans. Install signage as described in the plans on both the WI and MN side of the sidewalk/trail.

Traffic Staging

Maintain traffic as shown on the plans and briefly described below. Installation of traffic control items for each stage and incidental work shall be completed between 11 PM and 5 AM. The contractor will be charged a lane rental fee if the subsequent stage is not installed and functioning by the 5 AM deadline.

Pre-Stage (2025 Construction):

- IH 94 WB: Overnight lane and shoulder closures. Only one IH 94 WB lane may be closed during the closure period.
- IH 94 EB: Overnight lane and shoulder closures. Only one IH 94 EB lane may be closed during the closure period.
 - Anticipated Work: Remove and replace the existing HMA pavement areas shown in the plan.

Stage 1:

- IH 94 WB traffic will be reduced from three lanes to two. The IH 94 WB traffic will begin splitting east of the 11th St overpass.
- The outside IH 94 WB lane will remain on the WB side of the median, maintaining one lane of traffic across the bridge, and merging back together with the inside WB lane near the MN 95 underpass. The outside IH 94 WB lane will allow for through traffic, along with access to the ramps at STH 35 and MN 95.
- The inside IH 94 WB lane will crossover the existing median west of the 11th St overpass, continue westward on the EB side of the median across the bridge, cross back over the median, and merge back together with the outside WB lane near the MN 95 underpass. The inside IH 94 WB lane will not have access to the ramps at STH 35 or MN 95.

- Three lanes of IH 94 EB will be maintained at all times. A fourth lane of IH 94 EB will be maintained between the MN 95 on-ramp and STH 35 off-ramp. The IH 94 EB lanes will be shifted to accommodate the opposing single IH 94 WB lane. Ramp access to MN 95 and STH 35 will be maintained.
- Pedestrian sidewalk/trail closed.
 - Anticipated Work: Approach slab replacement, bridge rehabilitation, and begin work on modular block retaining wall.

Stage 2:

- IH 94 WB traffic will be reduced from three lanes to two. The IH 94 WB traffic will begin splitting east of the 11th St overpass.
- The outside IH 94 WB lane will remain on the WB side of the median, maintaining one lane of traffic across the bridge, and merging back together with the inside WB lane near the MN 95 underpass. The outside IH 94 WB lane will allow for through traffic, along with access to the ramps at STH 35 and MN 95.
- The inside IH 94 WB lane will crossover the existing median west of the 11th St overpass, continue westward on the EB side of the median across the bridge, cross back over the median, and merge back together with the outside WB lane near the MN 95 underpass. The inside IH 94 WB lane will not have access to the ramps at STH 35 or MN 95.
- Three lanes of IH 94 EB will be maintained at all times. A fourth lane of IH 94 EB will be maintained between the MN 95 on-ramp and STH 35 off-ramp. The IH 94 EB lanes will be shifted to accommodate the single opposing IH 94 WB lane. Ramp access to MN 95 and STH 35 will be maintained.
- Pedestrian sidewalk/trail closed.
 - Anticipated Work: Approach slab replacement, bridge rehabilitation, beam guard replacement, minor grading, restoration, remove and replace existing HMA shoulders, and continued work on modular block retaining wall.

Stage 3:

- IH 94 WB traffic will be reduced from three lanes to two.
- IH 94 WB lanes will allow for through traffic, along with access to the ramps at STH 35 and MN 95. The IH 94 WB lanes will be shifted to accommodate for the two opposing IH 94 EB lanes.
- The three lanes of IH 94 EB will be maintained at all times. A fourth lane of IH 94 EB will be maintained between the MN 95 on-ramp and STH 35 off-ramp. IH 94 EB traffic will begin splitting just east of the MN 95 underpass. The inside and middle IH 94 EB lanes will crossover the median, continue eastward on the WB side of the roadway across the bridge, cross back over the median west of the 11th St. overpass and merge back together with the outside EB lane on the Wisconsin side of the project. The IH 94 EB inside and middle lanes will not have access to the ramps at MN 95 and STH 35. The IH 94 EB outside lane will remain on the EB side of the median allowing for through traffic, along with access to the ramps at STH 35 and MN 95.
- Pedestrian sidewalk/trail closed.
 - Anticipated Work: Approach slab replacement, bridge rehabilitation, remove and replace pedestrian railing, beam guard, minor grading, restoration, and continued work on modular block retaining wall.

Stage 4:

- IH 94 WB traffic will be reduced from three lanes to two.

- IH 94 WB lanes will allow for through traffic, along with access to the ramps at STH 35 and MN 95. The IH 94 WB lanes will be shifted to accommodate for the two opposing IH 94 EB lanes.
- The three lanes of IH 94 EB will be maintained at all times. A fourth lane of IH 94 EB will be maintained between the MN 95 on-ramp and STH 35 off-ramp. IH 94 EB traffic will begin splitting just east of the MN 95 underpass. The inside and middle IH 94 EB lanes will crossover the median, continue eastward on the WB side of the roadway across the bridge, cross back over the median west of the 11th St. overpass and merge back together with the outside EB lane on the Wisconsin side of the project. The IH 94 EB inside and middle lanes will not have access to the ramps at MN 95 and STH 35. The IH 94 EB outside lane will remain on the EB side of the median allowing for through traffic, along with access to the ramps at STH 35 and MN 95.
- Pedestrian sidewalk/trail closed.
 - Anticipated Work: Approach slab replacement, bridge rehabilitation, and finish work on modular block retaining wall.

Stage 5:

- IH 94 EB and WB traffic will be fully open to three lanes in each direction.
- STH 35 SB on-ramp to IH 94 WB night closure allowed 11:00 PM – 5:00 AM; Monday PM – Thursday AM for curb replacement, temp widening removal, and final shouldering. Detour required.

Wisconsin Lane Closure System Advance Notification

Provide the following advance notification to the engineer for incorporation into the Wisconsin Lane Closure System (LCS).

TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION

Closure type with height, weight, or width restrictions (available width, all lanes in one direction < 16 feet)	MINIMUM NOTIFICATION
Lane and shoulder closures	7 calendar days
Full roadway closures	7 calendar days
Ramp closures	7 calendar days
Detours	7 calendar days
Closure type without height, weight, or width restrictions (available width, all lanes in one direction ≥ 16 feet)	MINIMUM NOTIFICATION
Shoulder Closures	3 calendar days
Lane closures	3 business days
Ramp closures	3 business days
Modifying all closure types	3 business days

Discuss LCS completion dates and provide changes in the schedule to the engineer at weekly project meetings in order to manage closures nearing their completion date.

Temporary Regulatory Speed Limit Reduction

Establish a statutory 60 mph speed limit zone for Interstate 94 during the construction project

During engineer-approved regulatory speed limit reductions, install temporary speed limit signs on the inside and outside shoulders of divided roadways to enhance visibility. On two lane two way roadways, install temporary speed limit signs on shoulders. When construction activities impede the location of a post-mounted regulatory speed limit sign, relocate the sign for maximum visibility to motorists. If work last less than 7 days, mount the regulatory speed limit sign on a portable sign support.

Post temporary regulatory speed limit signs in work zone only during continuous worker activity. During periods of no work activity or when the traffic controls are removed from the roadway, cover or remove the temporary speed limit signs and reestablish 70 mph.

47. Wall Modular Block Gravity R-55-29, Item SPV.0165.02

A Description

This special provision describes designing, furnishing materials and erecting a permanent earth retention system in accordance to the lines, dimension, elevations and details as shown on the plans and provided in the contract. The design life of the wall and all wall components shall be 75 years minimum.

B Materials

B.1 Proprietary Wall Systems

The supplied wall system must be from the department's approved list of Modular Block Gravity Wall systems. Proprietary wall systems must conform to the requirements of this specification and be pre-approved for use by the department's Bureau of Structures. The department maintains a list of pre-approved proprietary wall systems. The name of the pre-approved proprietary wall system selected shall be furnished to the engineer within 25 days after the award of contract. The location of the plant manufacturing the facing units shall be furnished to the engineer at least 14 days prior to the project delivery.

To be eligible for use on this project, a system must have been pre-approved by the Bureau of Structures and added to that list prior to the bid closing date. To receive pre-approval, the retaining wall system must comply with all pertinent requirements of this provision and be prepared in accordance to the requirements of Chapter 14 of the department's LRFD Bridge Manual. Information and assistance with the pre-approval process can be obtained by contacting the Bureau of Structures, Structures Maintenance Section at the following email address: DOTDLStructuresFabrication@dot.wi.gov.

B.2 Design Requirements

It is the responsibility of the Contractor to submit a design and supporting documentation as required by this special provision, for review and acceptance by the department, to show the proposed wall design is in compliance with the design specifications. The submittal shall include the following items for review: detailed plans and shop drawings, complete design calculations, explanatory notes, supporting materials, and specifications. The detailed plans and shop drawings shall include all details, dimensions, quantities and cross-sections necessary to construct the walls. Submit shop drawings to the engineer conforming to 105.2 with electronic submittal to the fabrication library under 105.2.2. Certify that shop drawings conform to quality control standards by submitting department form [DT2329](#) with each set of shop drawings. Department review does not relieve the contractor from responsibility for errors or omissions on shop drawings. Submit no later than 60 days from the date of notification to proceed with the project and a minimum of 30 days prior to the date proposed to begin wall construction.

The plans and shop drawings shall be prepared on reproducible sheets 11 inch x 17 inch, including borders. Each sheet shall have a title block in the lower right corner. The title block shall include the WisDOT project identification number and structure number. Design calculations and notes shall be on 8 ½ inch x 11 inch sheets, and shall contain the project identification number, name or designation of the wall, date of preparation, initials of designer and checker, and page number at the top of the page. All plans, shop drawings, and calculations shall be signed, sealed and dated by a professional engineer licensed in the State of Wisconsin.

The design of the wall shall be in compliance with the current American Association of State Highway and Transportation Officials LRFD (AASHTO LRFD) Bridge Design Specifications with latest interim specifications for Mechanically Stabilized Earth Walls, WisDOT's current Standard Specifications for Highway and Structure Construction (standard spec), Chapter 14 of the WisDOT LRFD Bridge Manual and standard engineering design procedures as determined by the Department. Loads, load combinations, load and resistance factors shall be as specified in AASHTO LRFD Section 11. The associated resistance factors shall be defined in accordance with Table 11.5.7-1 in AASHTO LRFD.

Design and construct the walls in accordance to the lines, grades, heights and dimensions shown on the plans, as herein specified, and as directed by the engineer.

Walls shall be designed for a minimum live load surcharge of 100 psf in accordance with Chapter 14 of the WisDOT LRFD Bridge Manual or as shown on the plans.

A maximum value of the angle of internal friction of the wall backfill material used for design shall be assumed to be 30 degrees without a certified report of tests. If a certified report of tests yields an angle of internal friction greater than 30 degrees, the larger test value may be used for design, up to a maximum value of 36 degrees.

An external stability check at critical wall stations showing Capacity Demand Ratio (CDR) for sliding, eccentricity, and bearing checks is provided by the department and are provided on the wall plans.

The design of the wall by the Contractor shall consider the internal and compound stability of the wall mass in accordance with AASHTO LRFD 11.10.6. Internal stability shall also be considered at each block level. Calculations for factored stresses and resistances shall be based upon assumed conditions at the end of the design life. The width of the modular block (front face to back face) shall be included in the design computations and shown on the wall shop drawings. Blocks must have a minimum width of 8 inches. Block widths may vary among courses, but shall consist of only a single block. Compound stability shall be computed for the applicable strength limits. Sample analyses and hand calculations shall be submitted to verify the output of any software program used. The design calculations and notes shall clearly indicate the Capacity to Demand Ratios (CDR) for all internal and external stabilities as defined in AASHTO LRFD.

Wall facing units shall be designed in accordance with AASHTO LRFD 11.10.2.3.

The minimum embedment of the wall shall be 1 foot 6 inches below finished grade, or as given on the plans. All walls shall be provided with a concrete or base aggregate leveling pad. Minimum wall embedment does not include the leveling pad depth. Step the leveling pad to follow the general slope of the ground line. Frost depth shall not be considered in designing the wall for depth of leveling pad.

Wall facing units shall be installed on a concrete leveling pad or base aggregate leveling pad. The bottom row of blocks shall be horizontal and 100% of the block surface shall bear on the leveling pad.

Concrete leveling pads shall be as wide as the proposed blocks plus six inches, with six inches of the leveling pad extending beyond the front face of the blocks. The minimum thickness of the leveling pad shall be 6-inches.

Base aggregate leveling pads shall be as wide as the blocks plus 12 inches, and the modular blocks shall be centered on the leveling pad. The minimum thickness of the leveling pad shall be 12-inches after compaction. The leveling pad shall be made from base aggregate dense 1 1/4-inch in conformance with standard spec 305.

B.3 Wall System Components

Materials furnished for wall system components under this contract shall conform to the requirements of this specification. All documentation related to material and components of the wall systems specified in this subsection shall be submitted to the engineer.

B.3.1 Wall Facing

Wall facing units shall consist of precast modular concrete blocks. Furnish concrete produced by a dry-cast or wet-cast process. Concrete for all blocks shall not contain less than 565 pounds of cementitious materials per cubic yard. The contractor may use cement conforming to standard spec. 501.2.1 or may substitute for portland cement at the time of batching conforming to standard spec. 501.2.6 for fly, 501.2.7 for slag, or 501.2.8 for other pozzolans. In either case the maximum total supplementary cementitious content is limited to 30% of the total cementitious content by weight.

Dry-cast concrete blocks shall be manufactured in accordance with ASTM C1372 and this specification.

All units shall incorporate a mechanism or devices that develop a mechanical connection between vertical block layers. Units that are broken, have cracks wider than 0.02" and longer than 25% of the nominal height of the unit, chips larger than 1", have excessive efflorescence, or are otherwise deemed unacceptable by the engineer, shall not be used within the wall. A single block front face style shall be used throughout each wall. The color and surface texture of the block shall be as given on the plan.

The top course of facing units shall be as noted on the plans, either;

- Solid precast concrete unit designed to be compatible with the remainder of the wall. The finishing course shall be bonded to the underlying facing units with a durable, high strength, flexible adhesive compound compatible with the block material.
- A formed cast-in-place concrete cap. A cap of this type shall have texture, color, and appearance, as noted on the plans. The vertical dimension of the cap shall not be less than 3 1/2 inches. Expansion joints shall be placed in the cap at a maximum spacing of 20 feet unless noted otherwise on the plan. Use Grade A, A-FA, A-S, A-T, A-IS, A-IP or A-IT concrete conforming to standard spec 501 as modified in standard spec 716. Provide QMP for cast in place cap and coping concrete as specified in standard spec 716, Class II Concrete.

Block dimensions may vary no more than $\pm 1/8$ inch from the standard values published by the manufacturer. Blocks must have a minimum width (front face to back face) of 8 inches. The minimum front face thickness of blocks shall be 4 inches measured perpendicular from the front face to inside voids greater than 4 square inches. The minimum allowed thickness of any other portions of the block is 1 3/4 inches. The front face of the blocks shall conform to plan requirements for color, texture, or patterns.

If pins are used to align modular block facing units, they shall consist of a non-degrading polymer, or hot dipping galvanized steel and be made for the express use with the modular block units supplied, to develop mechanical interlock between facing unit block layers. Connecting pins shall be capable of holding the wall in the proper position during backfilling. Furnish documentation that establishes and substantiates the design life of such devices.

For concrete leveling pad, use Grade A, A-FA, A-S, A-T, A-IS, A-IP, or A-IT concrete conforming to standard spec 501 as modified in standard spec 716. Provide QMP for leveling pad concrete as specified in standard spec 716, Class III Concrete.

For base aggregate leveling pad conform to item 305.0120 Base Aggregate Dense 1 1/4-Inch.

B.3.2 Material Testing

Provide independent quality verification testing of project materials according to the following requirements:

Test	Method	Requirement	
		Dry-cast	Wet-cast
Compressive Strength (psi)	ASTM C140	5000 min.	4000 min.
Air Content (%)	AASHTO T152	N/A	6.0 +/-1.5
Water Absorption (%)	ASTM C140	6 max. ^[3]	N/A
Freeze-Thaw Loss (%) 40 cycles, 5 of 5 samples	ASTM C1262 ^[1]	1.0 max. ^{[2][3]} 1.5 max. ^{[2][3]}	N/A

50 cycles, 4 of 5 samples			
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- [1] Test shall be run using a 3% saline solution and blocks greater than 45 days old.
- [2] Test results that meet either of the listed requirements for Freeze-Thaw Loss are acceptable.
- [3] The independent testing laboratory shall control and conduct all sampling and testing. Prior to sampling, the manufacturer's representative shall identify materials by lot. Five blocks per lot shall be randomly selected for testing. Solid blocks used as a finishing or top course shall not be selected. The selected blocks shall remain under the control of the person who conducted the sampling until shipped or delivered to the testing laboratory. All pallets of blocks within a lot shall be strapped or wrapped to secure the contents and tagged or marked for identification. The engineer will reject any pallet of blocks delivered to the project without intact security measures. At no expense to the department, the contractor shall remove all rejected blocks from the project. If a random sample of five blocks of any lot tested by the department fails to meet any of the above testing requirements, the entire lot will be considered non-conforming.

The contractor and fabricator shall coordinate with the independent testing agency to ensure that strength and air content samples can be taken appropriately during manufacturing. At the time of delivery of materials, furnish the engineer a certified report of test from an AASHTO-registered or ASTM-accredited independent testing laboratory for each lot.

The certified test report shall include the following:

- Project ID
- Production process used (dry-cast or wet-cast)
- Name and location of testing facility
- Name of sampling technician
- Lot number and lot size

Testing of project materials shall be completed not more than 18 months prior to delivery. Independent testing frequency shall not exceed 5000 blocks for dry-cast blocks and the lesser of 150 CY or 1 day's production for wet-cast blocks. The certified test results will represent all blocks within the lot. Each pallet of blocks delivered shall bear lot identification information. Block lots that do not meet the requirements of this specification or blocks without supporting certified test reports will be rejected and shall be removed from the project at no expense to the department.

Nonconforming materials will be subject to evaluation according to standard spec 106.5.

B.3.3 Backfill

Furnish and place backfill for the wall as shown on the plans and as hereinafter provided.

Wall Backfill, Type A, shall comply with the requirements for Coarse Aggregate Size No. 1 as given in standard spec 501.2.5.4. All backfill placed within a zone from the top of the leveling pad to the top of the final layer of wall facing units and within 1 foot behind the back face of the wall shall be Wall Backfill, Type A. This includes all material used to fill openings in the wall facing units.

A layer of Geotextile Type "DF" (Schedule B) shall be placed vertically between the backfill and the Type A backfill. The geotextile shall extend from the top of the leveling pad to 6 inches below the surface of the retained soil. The geotextile shall then wrap across the top of the Type A backfill to the back of block wall facing.

Backfill placed between retained soil and Type A backfill shall comply with the requirements for Granular Backfill Grade 1 as contained in 209.2.2 of the standard spec. The Contractor may substitute Type A Backfill for Granular Backfill Grade 1.

C Construction

C.1 Excavation and Backfill

Excavation and preparation of the foundation for the wall and the leveling pad shall be in accordance to standard spec 206. At the end of each working day, provide good temporary drainage such that the backfill shall not become contaminated with run-off soil or water if it should rain. Do not stockpile or store materials or large equipment within 10 feet of the back of the wall.

Place backfill materials in the areas as indicated on the plans and as detailed in this specification. Backfill lifts shall be no more than 8-inches in depth, after compaction. Backfilling shall closely follow erection of each course of wall facing units.

Conduct backfilling operations in such a manner as to prevent damage or misalignment of the wall facing units or other wall components. At no expense to the department, correct any such damage or misalignment as directed by the engineer. A field representative of the wall supplier shall be available during wall construction to provide technical assistance to the contractor and the engineer.

Do not operate tracked or wheeled equipment on the backfill within 3 feet from the back face of modular blocks. The engineer may order the removal of any large or heavy equipment that may cause damage or misalignment of the wall facing units.

C.2 Compaction

Compact wall backfill Type A with at least three passes of lightweight manually operated compaction equipment acceptable to the engineer.

Ensure adequate moisture is present in the backfill during placement and compaction to prevent segregation and to help achieve compaction.

Compaction of backfill within 3 feet of the back face of the wall should be accomplished using lightweight compaction devices. Use of heavy compaction equipment or vehicles should be avoided within 3 feet of the modular blocks.

C.3 Wall Components

Erect wall facing units and other associated elements according to the wall manufacturer's construction guide and to the lines, elevations, batter, and tolerances as shown on the plans. Center the initial layer of facing units on the leveling pad; then level them and properly align them. Fill formed voids or openings in the facing units with wall backfill, Type A. Remove all debris on the top of each layer of facing units, before placing the next layer of facing units.

Install all pins, rods, clips, or other devices used to develop mechanical interlock between facing unit layers in accordance with the manufacturer's directions.

C.4 Geotechnical Information

Geotechnical data to be used in the design of the wall is given on the wall plan.

D Measurement

The department will measure Wall Modular Block Gravity by the square foot acceptably completed. The department will compute the measured quantity from the theoretical pay limits the contract plans show. The department will make no allowance for wall area constructed above or below the theoretical pay limits. All work beyond the theoretical pay limits is incidental to the cost of work. The department will make no allowance for as-built quantities.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0165.02	Wall Modular Block Gravity B-55-29	SF

Payment is full compensation for supplying a design and shop drawings; preparing the site, including all necessary excavation and disposal of materials; supplying all necessary wall components to produce a functional wall system including cap, copings, leveling pad, and leveling pad steps; constructing the retaining system and providing temporary drainage; providing backfill, backfilling, compacting, developing/completing/documenting the quality management program, and performing compaction testing.

The department will pay separately for railings, and other items above the wall cap or coping.SPV.0165.02 (20180523)

Schedule of Items

Attached, dated April 1, 2025, are the revised Schedule of Items Pages 4 and 11.

Plan Sheets

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

Revised: 191, 207, 217, 218, 214, 220, and 221.

END OF ADDENDUM

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.
BEVEL EXPOSED EDGES OF CONCRETE 1/4" UNLESS OTHERWISE NOTED.
DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT UNLESS SHOWN OR NOTED OTHERWISE.
AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST, AND SWEEP.
NO EXPANSION JOINT PROTRUSIONS PERMITTED ABOVE ROADWAY SURFACE. ON PARAPET ROADWAY FACE ON ABOVE SIDEWALK SURFACE (FOR RAISED SIDEWALKS).
THE EXPANSION JOINT SEALS SHALL BE PLACED, BONDED, AND SEALED AS RECOMMENDED BY THE MANUFACTURER. FORM WORK SHALL BE PLACED BETWEEN THE SUPPORT BOXES TO PREVENT CONCRETE INTRUSION INTO THE SUPPORT BOX. A TECHNICAL EVALUATION PRIOR TO SETTING THE JOINT ASSEMBLY INTO POSITION, THE PROJECT ENGINEER SHALL DETERMINE THE PROPER JOINT OPENING.

EXPANSION JOINT EXTRUSIONS SHALL BE FABRICATED TO CONFORM TO ROADWAY CROWN AND GRADE FABRICATION. MEANS OF KEEPING GALVANIZED EXTRUSIONS FROM CORROSION SHALL BE SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

ALL MATERIAL IN THE EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS, PARAPET PLATES, SIDEWALK PLATES, AND HARDWARE SHALL BE PAID AT THE UNIT PRICE FOR STP "EXPANSION DEVICE MODULAR", LF.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

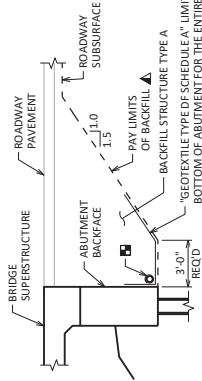
SANDBLAST PLATES, SUPPORTS AND EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. 16 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED. SLIP-RESISTANT SURFACE IS APPLIED TO SIDEWALK COVER PLATES BY THE MANUFACTURER AND THEN HOT DIPPED GALVANIZED TO THEIR RECOMMENDATIONS TO MAINTAIN THE INTEGRITY OF THIS SURFACE.

ALL MATERIAL IN EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE SHALL BE PAID AT THE UNIT PRICE BID FOR "EXPANSION DEVICE", LF.
BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

ALL EXISTING STRUCTURAL STEEL 12- FEET FROM ABUTMENTS AND 6- FEET EITHER SIDE OF HINGES SHALL BE PAINTED. THE COLOR OF EPOXY SHALL BE 20059.

UTILIZE EXISTING BAR STEEL REINFORCING WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

AFTER CLEANING THE EXISTING PARAPETS, APPLY PIGMENTED SURFACE SEALER TO THE TOP AND INSIDE FACES. BOTH SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER.
EXISTING BEARINGS TO BE CLEANED AND PAINTED AT ABUTMENTS.



TYPICAL SECTION THRU ABUTMENT

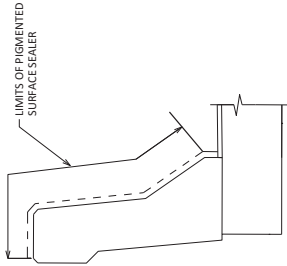
- ▲ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.
- ▣ PIPE UNDERDRAIN WRAPPED (6-INCH), SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0270	REMOVING STRUCTURE OVER WATERWAY DEBRIS CAPTURE (B-55-61)	EACH	1
203.0335	DEBRIS CONTAINMENT OVER WATERWAY (B-55-61)	EACH	1
204.0375	REMOVING CONCRETE SLOPE PAVING	SF	25
206.1001	EXCAVATION FOR STRUCTURES BRIDGES (B-55-61)	EACH	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	410
502.0100	CONCRETE MASONRY BRIDGES	CY	165
502.3101	EXPANSION DEVICE	LF	125
502.3111.S	EXPANSION DEVICE MODULAR	LF	188
502.3210	PIGMENTED SURFACE SEALER	SF	2,405
502.4205	ADHESIVE ANCHORS NO. 5 BARS	EACH	233
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	18,680
509.0301	PREPARATION DECK TYPE 1	SF	115
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	130
509.1000	JOINT REPAIR	SF	181
509.1500	CONCRETE SURFACE REPAIR	SF	360
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	7
509.5100.S	POLYMER OVERLAY	SF	15,835
509.9015.S	REMOVING POLYMER OVERLAY (B-55-61)	SF	15,835
509.9050.S	CLEANING PARAPETS	LF	47.50
511.1200	TEMPORARY SHORING (B-55-61)	SF	815
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SF	18
517.0901.S	PREPARATION AND COATING OF TOP FLANGES B-55-61	EACH	1
517.3001.S	STRUCTURE OVERCOATING CLEANING AND PRIMING B-55-61	EACH	1
517.4001.S	CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-55-61	EACH	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY	EACH	1
604.0400	SLOPE PAVING CONCRETE	SF	105
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2
618.7010	INLET PROTECTION TYPE B	EACH	10
652.0210	CONDUIT RIGID NONMETALLIC SCHEDULE 40 1/2-INCH	LF	26
652.0220	CONDUIT RIGID NONMETALLIC SCHEDULE 40 1 1/2-INCH	LF	26
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	26
690.0250	SAWING CONCRETE	LF	125
SPV.0060	CLEANING AND PAINTING ABUTMENT BEARINGS B-55-61	EACH	12
	NON-BID ITEMS		
	FILLER	SIZE	3/4", 3/2"

**

*



PIGMENTED SURFACE SEALER DETAIL

* CONCRETE SURFACE REPAIR UNDISTRIBUTED FOR ABUTMENTS, WINGS, PARAPETS, AND PIER 8 CAP, OR AS DIRECTED BY THE ENGINEER

1

** PREPARATION DECK TYPE 1, PREPARATION DECK TYPE 2, AND PIGMENTED SURFACE SEALER SHALL BE DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

Addendum No. 02
ID 1020-00-80
Revised Sheet 191
April 1, 2025

03/28/2025
EMK



03/27/2025

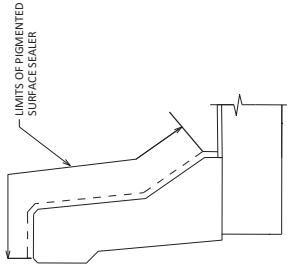
NO.	DATE	REVISION NOTE	BY
A	3/26/2025	REVISED NOTE	AYRES
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE		B-55-61	MN 9400
DESIGNED BY		DIS	LCYD
CHECKED BY		DIS	LCYD
GENERAL NOTES & QUANTITIES		191	
SHEET		3 OF 16	

GENERAL NOTES

- DRAWINGS SHALL NOT BE SCALED.
- BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
- THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.
- BEVEL EXPOSED EDGES OF CONCRETE 1/2" UNLESS OTHERWISE NOTED.
- DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.
- ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT UNLESS SHOWN OR NOTED OTHERWISE.
- AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST, AND SWEEP.
- NO EXPANSION JOINT PROTRUSIONS PERMITTED ABOVE ROADWAY SURFACE. ON PARAPET ROADWAY FACE ON ABOVE SIDEWALK SURFACE (FOR WALKED SIDEWALK).
- THE EXPANSION JOINT SEALS SHALL BE PLACED, BONDED, AND SEALED AS RECOMMENDED BY THE MANUFACTURER. FORM WORK SHALL BE PLACED BETWEEN THE SUPPORT BOXES TO PREVENT CONCRETE INTRUSION INTO THE SUPPORT BOX. A TECHNICAL EVALUATION, PRIOR TO SETTING THE JOINT ASSEMBLY INTO POSITION, THE PROJECT ENGINEER SHALL DETERMINE THE PROPER JOINT OPENING.
- EXPANSION JOINT EXTRUSIONS SHALL BE FABRICATED TO CONFORM TO ROADWAY CROWN AND GRADE. FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS AND GLAND PLATES, SUPPORTS AND HARDWARE PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.
- ALL MATERIAL IN THE EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS, PARAPET "EXPANSION DEVICE MODULAR", LF.
- FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.
- SANDBLAST PLATES, SUPPORTS AND EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED. SLIP-RESISTANT SURFACE IS APPLIED TO SIDEWALK COVER PLATES BY THE MANUFACTURER AND THEN HOT DIPPED GALVANIZED TO THEIR RECOMMENDATIONS TO MAINTAIN THE INTEGRITY OF THIS SURFACE.
- ALL MATERIAL IN EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE SHALL BE PAID AT THE UNIT PRICE BID FOR "EXPANSION DEVICE", LF.
- BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".
- ALL EXISTING STRUCTURAL STEEL 25- FEET FROM WEST ABUTMENT AND 12- FEET FROM THE EAST ABUTMENT, AND ALL EXISTING STRUCTURAL STEEL 25- FEET EAST OF THE END AND 12- FEET WEST OF THE HINGE SHALL BE PAINTED. THE COLOR OF EPOXY SHALL BE 20059.
- UTILIZE EXISTING BAR STEEL REINFORCING WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.
- AFTER CLEANING THE EXISTING PARAPETS, APPLY PIGMENTED SURFACE SEALER TO THE TOP AND INSIDE FACES. BOTH SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER.
- EXISTING BEARINGS TO BE CLEANED AND PAINTED AT ABUTMENTS.
- CLEAN AND PAINT KNEE BRACES AT OVERHEAD SIGN STRUCTURES.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0270	REMOVING STRUCTURE OVER WATERWAY DEBRIS CAPTURE (B-55-126)	EACH	1
203.0335	DEBRIS CONTAINMENT OVER WATERWAY (B-55-126)	EACH	1
502.0100	CONCRETE MASONRY BRIDGES	CY	79
502.3111.5	EXPANSION DEVICE MODULAR	LF	240
502.3219	PIGMENTED SURFACE SEALER	SF	3,590
502.4105	ADHESIVE ANCHORS 5/8" INCH	EACH	7,146
502.4205	ADHESIVE ANCHORS NO. 5 BARS	EACH	142
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	13,680
509.0301	PREPARATION DECKS TYPE 1	SF	405
509.0310.5	SAWING PAVEMENT DECK PREPARATION AREAS	LF	241
509.1000	JOINT REPAIR	SF	160
509.1500	CONCRETE SURFACE REPAIR	SF	200
509.2100.5	CONCRETE MASONRY DECK REPAIR	CY	23
509.5100.5	POLYMER OVERLAY	SF	18,000
509.5015.5	REMOVING POLYMER OVERLAY (B-55-126)	SF	18,000
509.5050.5	CLEANING PARAPETS	LF	71.25
513.7011	RAILING STEEL TYPE C2	LF	2,382
517.0901.5	PREPARATION AND COATING OF TOP FLANGES B-55-126	EACH	1
517.3001.5	STRUCTURE OVERCOATING AND PRIMING B-55-126	EACH	1
517.4001.5	CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-55-126	EACH	1
517.6001.5	PORTABLE DECONTAMINATION FACILITY	EACH	1
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2
628.7010	INLET PROTECTION TYPE B	EACH	10
652.0220	CONDUIT RIGID NONMETALLIC SCHEDULE 40 1 1/2- INCH	LF	54
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2- INCH	LF	54
690.0250	SAWING CONCRETE	LF	160
SPV.0060	CLEANING AND PAINTING ABUTMENT BEARINGS B-55-126	EACH	14
	NON-BID ITEMS	SIZE	3/4", 3/2"
	FILLER		



PIGMENTED SURFACE SEALER DETAIL

- * CONCRETE SURFACE REPAIR UNDISTRIBUTED FOR ABUTMENTS, WINGS, PARAPETS, AND PIER 7 CAP, OR AS DIRECTED BY THE ENGINEER.
- ** PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, AND FULL-DEPTH CONCRETE REPAIRS SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

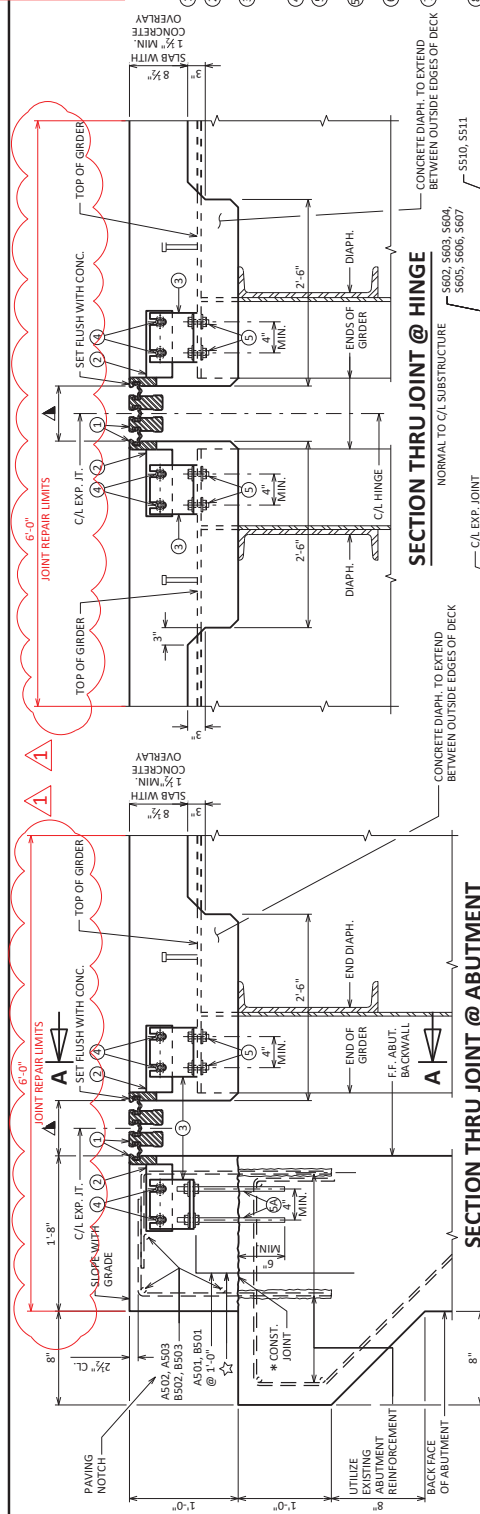
04/01/2025



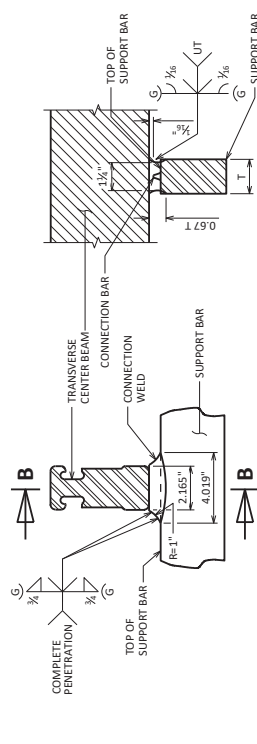
Addendum No. 02
ID 1020-00-80
Revised Sheet 207
April 1, 2025

NO.	DATE	REVISION	BY	AYRES
1	3/31/2025	ADHESIVE ANCHORS		AYRES
2	3/26/2025	REVISED NOTE		AYRES
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION				
STRUCTURE B-55-126 MN 82800				
GENERAL NOTES & QUANTITIES				
SHEET 3 OF 15				
207				

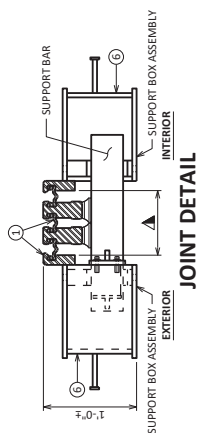
Addendum No. 02
ID 1020-00-80
Revised Sheet 214
April 1, 2025



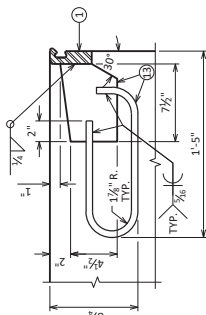
SECTION THRU JOINT @ ABUTMENT



MODULAR EXPANSION JOINT CONNECTION DETAIL AND WELD SPECIFICATION

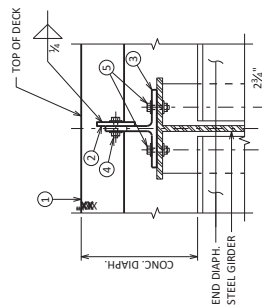


JOINT DETAIL



ANCHORAGE DETAIL

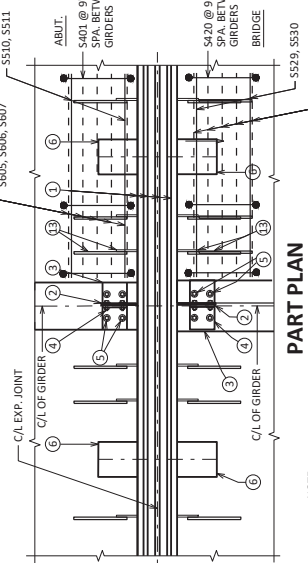
PLACE ADJACENT TO SUPPORT BOXES IN
PAVING BLOCK @ ABUT. & IN DECK @ CONC. DIAPH.



SECTION A-A



SECTION THRU JOINT @ HINGE



PART PLAN

NOTE: MODULAR EXPANSION DEVICE DESIGN AND DETAILS ARE SPECIFIC TO THE MANUFACTURERS LISTED. MANUFACTURERS SELECTED FROM THOSE LISTED IN THE SPECIAL PROVISIONS.

GENERAL NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS. DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE GLAND.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST & SWEEP.

NO EXPANSION JOINT PROTRUSIONS PERMITTED ABOVE ROADWAY SURFACE, ON "PAVEMENT" ROADWAY FACE OR ABOVE SIDEWALK SURFACE (FOR SEALED SIDEWALK).

EXPANSION JOINT EXTRUSIONS SHALL BE FABRICATED TO CONFORM TO ROADWAY CROWN & GRADE. FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN & SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST BARS, PLATES, WT-SECTION, ANCHORAGE LOOP, & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THIS ASSEMBLY SHALL BE HOT DIPPED GALVANIZED. SLIP-RESISTANT SURFACE IS APPLIED TO SIDEWALK COVER PLATES BY THE MANUFACTURER AND THEN HOT DIPPED GALVANIZED TO THEIR RECOMMENDATIONS TO MAINTAIN THE INTEGRITY OF THIS SURFACE.

ALL MATERIAL IN THE EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS, PARAPET PLATES, SIDEWALK PLATES, AND HARDWARE SHALL BE PAID AT THE UNIT PRICE BID FOR "EXPANSION DEVICE MODULAR B-55-126".

BAR STEEL REINF. IN DECK AND CONC. DIAPHRAGM SHALL BE RESPAVED AS NECESSARY TO ALLOW PLACEMENT OF JOINT ASSEMBLY. TOP TRANSVERSE BARS, ADJACENT TO MOD. JT., TO BE CUT AND PLACED BETWEEN JT. SUPPORT SYSTEM.

TEMP. TABLE

TEMPERATURE TABLE FOR SETTING JOINT OPENINGS TO BE DETERMINED BY JOINT MANUFACTURER WITH THE FOLLOWING DESIGN DATA:

1.	1/2" IN. OF MOVEMENT PER 10' F
2.	MEDIA OF JOINT
3.	TEMP. RANGE IN TABLE FROM (-5°F) TO (+95°F).

A TABLE OF JOINT OPENINGS BASED ON ABOVE DATA SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

 3/26/2025	NO.	DATE	REVISION	JOINT REPAIR LIMITS	AYRES
	BY				

STATE OF WISCONSIN	
DEPARTMENT OF TRANSPORTATION	
STRUCTURES DESIGN SECTION	

STRUCTURE	B-55-126	MN 82800
TRANS BY	DIS	AEB
MODULAR EXPANSION JOINT		SHEET 10 OF 15 214

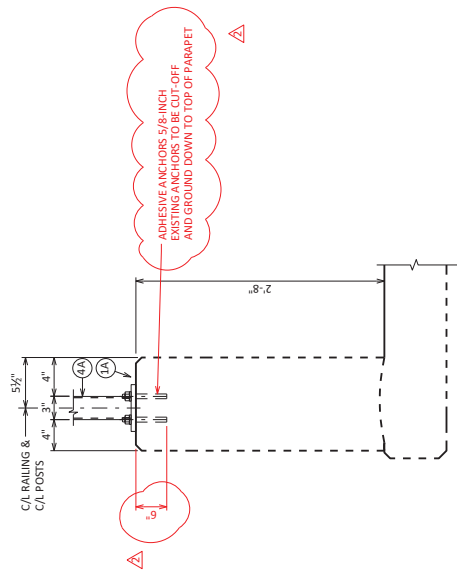
03/27/2025

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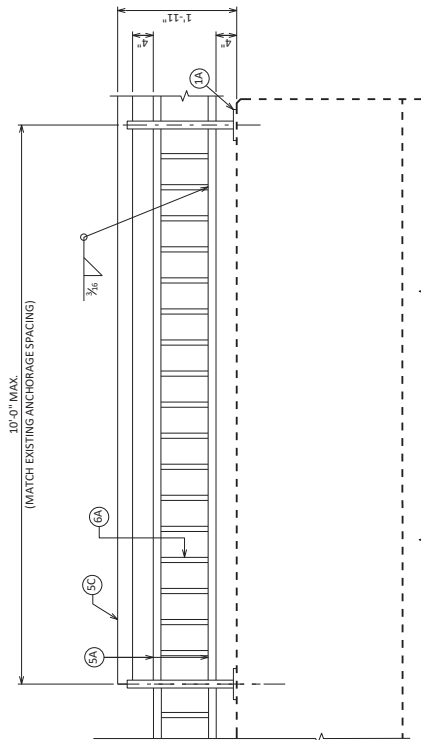
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SCALE = 2.00

STATE PROJECT NUMBER
1020-00-80
MN S.P. 8281-06



SECTION THRU PARAPET



ELEVATION OF RAILING

Addendum No. 02
ID 1020-00-80
Revised Sheet 217
April 1, 2025

8

NO.	3/31/2025	ADHESIVE ANCHORS	AYRES
DATE	REVISION	BY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE		B-55-126	MN 82800
DESIGNED BY		DRS	CKD
CHECKED BY		DRS	CKD
COMBINATION		RAILINGS TYPE C2	
SHEET 13 OF 15		217	



[Signature]
04/01/2025
EMK

03/31/2025

8

SCALE = 2.00

STATE PROJECT NUMBER
1020-00-80
MN S.P. 8281-06

LEGEND

1. PLATE $\frac{3}{8}$ " X $1\frac{1}{2}$ " X 12" WITH 1" X 1 $\frac{1}{2}$ " DIA. X 1 $\frac{1}{2}$ " SLOTTED HOLES.
2. STRUCTURAL TUBING 3" X 3" X $\frac{3}{8}$ " PLATE VERTICAL, WELD TO NO. 1 & 5.
3. STRUCTURAL TUBING 3" X 3" X $\frac{3}{8}$ " PLATE HORIZONTAL, WELD TO NO. 1 & NO. 4.
4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.
5. STRUCTURAL TUBING 2 $\frac{1}{2}$ " DIA (STANDARD SIZE) (2.875" O.D.), WELD TO NO. 1 & NO. 4.
6. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.
7. BAR 1" X 1" PICKETS, WELD TO NO. 5. PLACE VERTICAL.
8. BAR 1" X 1 $\frac{1}{2}$ " PICKETS, WELD TO NO. 11. PLACE VERTICAL.
9. RECTANGULAR SLEEVE FABRICATED FROM $\frac{3}{8}$ " PLATES, PROVIDE "SLIDING FIT". (2.375" O.D.)
10. RECTANGULAR SLEEVE FABRICATED FROM $\frac{3}{8}$ " PLATES, (1'-4" @ FIELD ERECTION ITS.)
11. CIRCULAR SLEEVE FABRICATED FROM STRUCTURAL TUBING 2" DIA. (STANDARD SIZE) (2.375" O.D.) (1'-4" @ FIELD ERECTION ITS.)
12. BAR 3 $\frac{1}{2}$ " X 1" X 2'-0"
13. STRUCTURAL TUBING 2" DIA. (STANDARD SIZE) (2.375" O.D.) X 2'-0"
14. 1/2" DIA. STAINLESS STEEL BOLT WITH NUT AND LOCKWASHER.

RAILING NOTES

RID TIES SHALL BE "RAILING STEEL TYPE C2", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE PLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND LEDGES. SLOTTED HOLES, VERTICAL, ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

ALL PLATES, BASES, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 50. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

CALK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL JOINTS AND RECESSES IN CONCRETE PARAPET ARE TO BE VERTICAL.

ALL MATERIAL (EXCEPT NO. 12) SHALL BE GALVANIZED AFTER FABRICATION. AFTER GALVANIZING, STEEL SHALL BE CLEANED BY BRUSHING OR STEAM CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED AMS STD. COLOR NO. 17038: BLACK.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

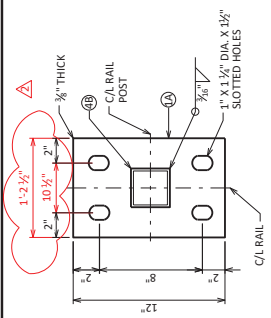
Addendum No. 02
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April 1, 2025



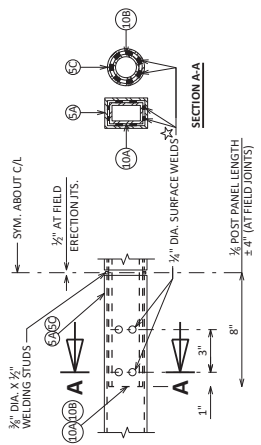
04/01/2025
BWK

03/31/2025

3/31/2025	ANCHOR PLATE	AYRES
NO.	DATE	REVISION
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION		
STRUCTURE	B-55-126	MN 82800
DESIGNED BY	AYRES	AEB
CHECKED BY	DIRS	ECB
COMBINATION RAIL TYPE "C2"		218
DETAILS		

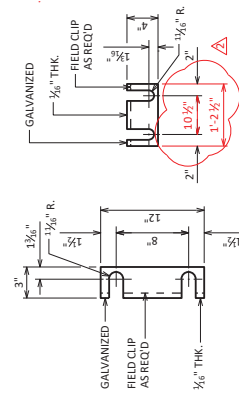


TYPICAL RAIL POST BASE PLATE



FIELD ERECTION JOINT DETAIL

☆ MIN. 3/8" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

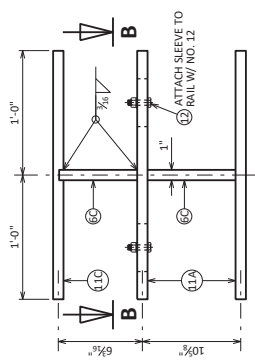


RAIL POST SHIM DETAIL

(2 SETS PER POST)

SHOP RAIL
SPICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



SLEEVE DETAIL

(AT MODULAR EXP. ITS.)

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH".

PLANS, ELEVATIONS, AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 PSF.

GEOMETRY TABLE

WALL STATION	TOP OF WALL EL.	FINISHED GRADE EL.
0+00.00	707.00	705.65
0+10.00	707.00	705.13
1+00.00	706.00	703.78
1+50.00	704.90	701.85
2+00.00	703.95	700.61
2+50.00	701.00	697.51
3+00.00	698.50	696.66
3+50.00	698.50	694.69
4+00.00	698.50	694.53
4+50.00	698.50	694.80
5+00.00	705.10	696.40
5+50.00	707.00	698.50
6+00.00	707.00	700.90
6+50.00	707.00	703.16
7+00.00	707.00	705.74
7+42.41	707.00	707.86

WALL GEOMETRY

W = 25.00'
N = 33.751334
E = 51081.9690
D = 172°00' RT
D = 106.104'
R = 77.22'
L = 16.33'

WALL GEOMETRY

W = 25.00'
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LIST OF DRAWINGS:

- GENERAL PLAN
- GENERAL NOTES, DETAILS, & QUANTITIES
- SUBSTRUCTURE EXPLORATION

03/31/2025

NO.	DATE	REVISION	BY
1	3/31/2025	TEMPORARY SHORING	AYRES

ORIGINAL PLANS PREPARED BY
AYRES 3433 Oakwood Hills Parkway
Oakwood Hills, CO 80467
www.AyresAssociates.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ CHIEF STRUCTURES DESIGN ENGINEER _____ DATE _____

STRUCTURE R-55-29

COUNTY ST. CROIX CITY HUDSON

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY BS LKCD AEB BY DIS LKCD AEB

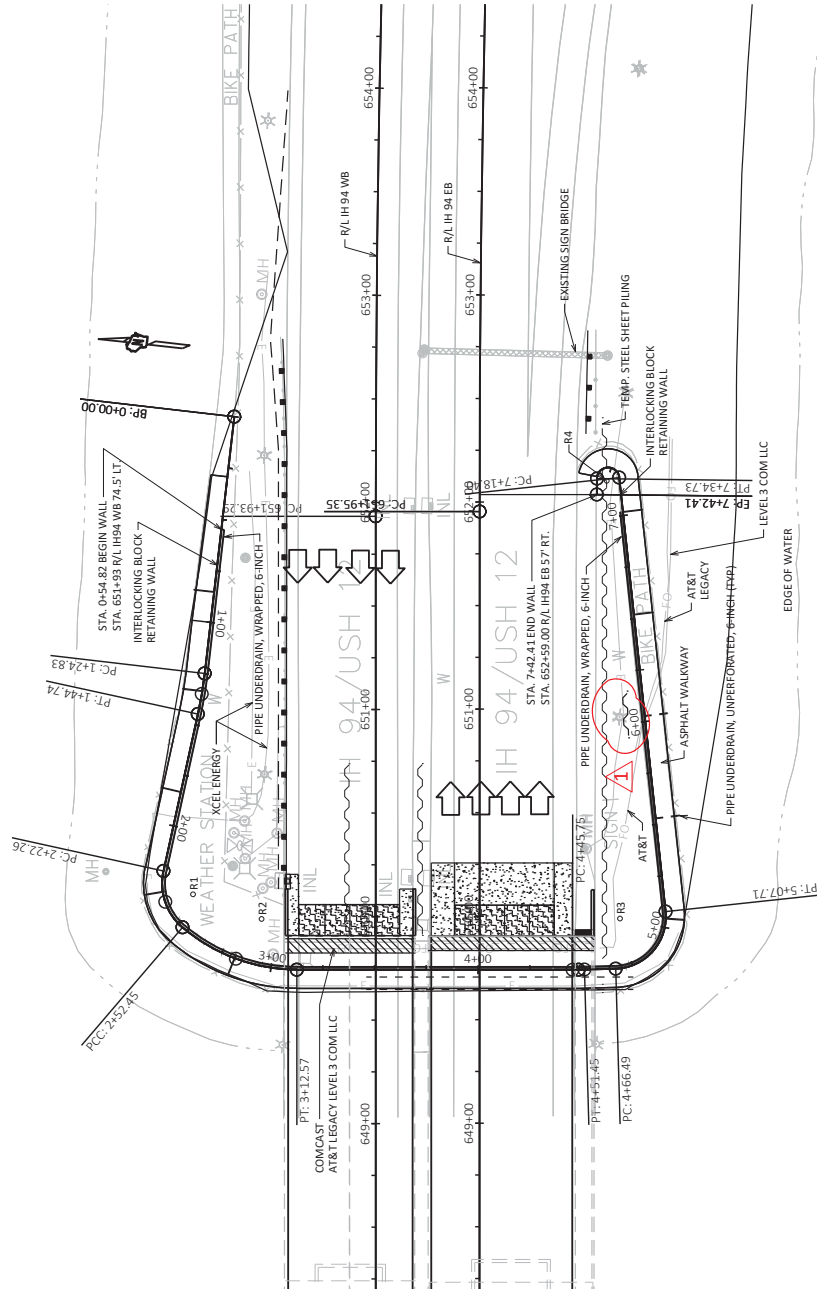
SHEET 1 OF 3

GENERAL PLAN

220

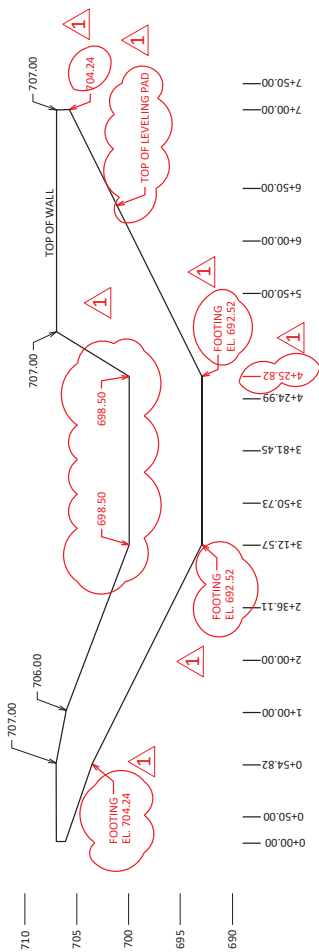


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April 1, 2025



PLAN

INTERLOCKING BLOCK RETAINING WALL



INTERLOCKING BLOCK RETAINING WALL ELEVATION

STA 10+50 TO STA 16+75

STRUCTURE DESIGN CONTACTS:
AARON BONK (608) 261-0261
ARLEN BEAUDETTE (715) 894-3161

DATE:

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL WALL STATIONING AND OFFSETS ARE GIVEN TO THE FRONT FACE OF WALL R-55-29.

COORDINATE THE CONSTRUCTION OF RETAINING WALL R-55-29 WITH THE JOINT REPAIRS AT THE EAST ABUTMENT OF BRIDGE B-55-61 AND B-55-126.

THE DESIGN OF THE WALL IN FRONT OF THE ABUTMENT SHALL INCLUDE THE HORIZONTAL EARTH LOADS AND 100 PSF LIVE LOAD SURCHARGE ACTING ON THE BACK OF THE ABUTMENT BEHIND THE BEAM SEAT.

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS NECESSARY TO AVOID DAMAGE.

AT THE BACK FACE OF WALL ALL VOLUME WHICH CANNOT BE PLACED BEFORE WALL CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH" IS BASED ON A WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

BASE AGGREGATE 1 1/4" FOR PAVEMENT REPLACEMENT AREAS AS NEEDED.

EXCAVATION TO CONSTRUCT THE WALL MUST NOT AFFECT THE EXISTING DRIVEN PILES OR ABUTMENTS

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0220	REMOVING STRUCTURE R-55-21	EA	1
204.0110	REMOVING ASPHALTIC SURFACE	SY	715
204.0175	REMOVING CONCRETE SLOPE PAVING	SY	125
206.3001	EXCAVATION FOR STRUCTURES RETAINING WALLS R-55-29	EACH	1
305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	120
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	20
305.0502.5	SHAPING ROADWAY	STA	8
455.0105	TACK COAT	GAL	96
465.0105	ASPHALTIC SURFACE	TON	123
511.1200	TEMPORARY SHORING R-55-29	SF	3860
604.0400	SLOPE PAVING CONCRETE	SY	125
612.0006	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	180
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	700
625.0100	TOPSOIL	SY	520
628.1504	SILT FENCE	LF	775
628.1520	EROSION MAT URBAN CLASS 1 TYPE B	SY	150
628.7570	ROCK BAGS	EA	260
629.0205	FERTILIZER TYPE A	CWT	0.4
630.0200	SEEDING MIXTURE NO. 20	LB	22
630.0500	SEED WATER	MGA	13
645.0111	GEOTEXTILE FABRIC TYPE OF SCHEDULE A	SY	1090
650.5000	CONSTRUCTION STAKING BASE	LF	700
650.6501	CONSTRUCTION STAKING STRUCTURE LAYOUT R-55-29	EACH	1
690.0150	SAVING ASPHALT	LF	20
SPV.0166.01	REMOVING AND RESETTING RAILING R-55-29	EA	1
SPV.0166.02	WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH R-55-29	SF	3450
	WALL MODULAR BLOCK GRAVITY R-55-29	SF	835

SOIL PARAMETERS

SOIL DESCRIPTION	FRICTION ANGLE (DEGREES)	COHESION (PSF)	UNIT WEIGHT (PCF)
GRANULAR BACKFILL (REINFORCING ZONE OR BACKFILL)	34	0	125
RETAINED SOIL	31	0	120
BORING #1			
FINE TO MEDIUM GRAINED SAND	31	0	120
EL. 684.9 TO EL. 699.2			
BORING #2			
FINE TO MEDIUM GRAINED SAND	31	0	120
EL. 689.8 TO EL. 711.3			
BORING #3			
FINE TO MEDIUM GRAINED SAND	31	0	120
EL. 687.2 TO EL. 708.7			
BORING #4			
FINE TO MEDIUM GRAINED SAND	31	0	120
EL. 684.2 TO 708.7			
BORING #5			
SAND WITH SILT 687.7 TO 694.2	32	0	120
EL. 693.1 TO EL. 712.6			
BORING #6			
SILTY SAND WITH GRAVEL EL. 693.2 TO EL. 697.7	34	0	125
SAND TO MEDIUM GRAINED SAND	32	0	120
EL. 697.7 TO EL. 699.2			

NOTES

THE LENGTHS PROVIDED IN THE TABLE ARE THE MINIMUM REQUIRED REINFORCEMENT LENGTHS BASED UPON THE MINIMUM DESCRIBED IN THE TABLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE OVERALL STABILITY AT THE DESIGNATED LOCATIONS. THESE DESIGNATED LOCATIONS REPRESENT TYPICAL AND CRITICAL WALL LOCATIONS, BUT SHALL NOT BE CONSIDERED ALL INCLUSIVE. THE CONTRACTOR DESIGN LENGTHS SHALL MEET OR EXCEED THE MINIMUM VALUES REPRESENTED IN THE TABLE AT THESE DESIGNATED LOCATIONS.

IN THE TABLE ATTACHED TO THIS DRAWING, THE MINIMUM REQUIRED REINFORCEMENT LENGTHS ARE BASED ON OVERALL STABILITY REQUIRED BY THE WALL DESIGNER. COMPOUND STABILITY IS THE CONTRACTOR'S RESPONSIBILITY.

STRATUM LOCATIONS & SOIL DESCRIPTIONS AT EACH BORING LOCATION

RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

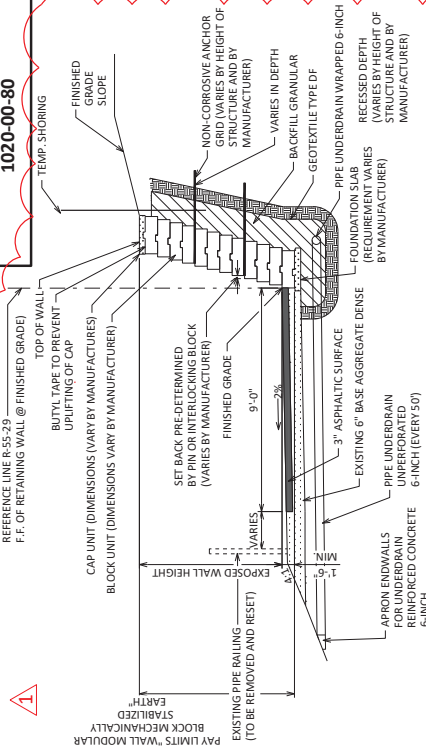
THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE UNDERDRAIN. THE SHIELD SHALL BE INSTALLED WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



03/31/2025

Addendum No. 02
ID 1020-00-80
Revised Sheet 221
April 1, 2025

STATE PROJECT NUMBER
1020-00-80



TYPICAL DETAIL FOR INTERLOCKING BLOCK RETAINING WALL

(MSE WALL WITH WET CAST BLOCK FACING)

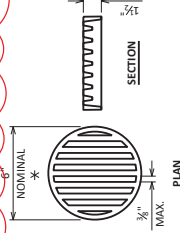
STA 0+54.82 TO STA 3+00.00

&

STA 4+66.49 TO STA 7+50.00

WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	5.0	7.5	11.5	6.0
WALL HEIGHT (FEET)	3.5	6.0	10.0	4.5
EXPOSED WALL HEIGHT (FEET)	8.0	8.0	8.0	N/A
MINIMUM LENGTH OF REINFORCEMENT (FEET)	1.6	1.07	0.8	N/A
LENGTH OF REINFORCEMENT TO HEIGHT RATIO	B-5, 6	B-1, 2	B-1 TO 6	B-1, 6
BORING LOCATION USED	SEE TYPICAL SECTIONS			
APPROXIMATE WALL STATION	CAPACITY TO DEMAND RATIO (CDR)			
SLIDING (CDR > 1.0)	1.71	1.76	1.22	1.5
ECCENTRICITY (CDR > 1.0)	7.40	3.38	1.35	1.5
OVERALL STABILITY (CDR > 1.0)	1.02	1.01	N/A	1.02
BEARING RESISTANCE (CDR > 1.0)	3.29	2.37	1.09	2.0
FACTORED BEARING RESISTANCE (PSF)	4,000	4,000	4,000	4,000



TYPICAL SECTION

(GRAVITY WALL WITH WET CAST BLOCK FACING)

STA 3+00.00 TO STA 4+66.49

PACING BLOCKS TO BE SAME PATTERN AND DIMENSION FOR GRAVITY AND MECHANICALLY STABILIZED EARTH RETAINING WALL

NO.	DATE	REVISION	BY
1	3/31/2025	REVISE WALL TYPE	AYRES

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	STRUCTURE R-55-29
GENERAL NOTES, DETAILS, & QUANTITIES	221



Proposal Schedule of Items

Page 4 of 11

Proposal ID: 20250408020 Project(s): 1020-00-80

Federal ID(s): WISC 2025121

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0088	511.1200 Temporary Shoring (structure) 02. R-55-29	3,860.000 SF	_____.	_____.
0090	513.7011 Railing Steel Type C2	2,382.000 LF	_____.	_____.
0092	516.0500 Rubberized Membrane Waterproofing	18.000 SY	_____.	_____.
0094	517.0901.S Preparation and Coating of Top Flanges (structure) 01. B-55-61	1.000 EACH	_____.	_____.
0096	517.0901.S Preparation and Coating of Top Flanges (structure) 02. B-55-126	1.000 EACH	_____.	_____.
0098	517.3001.S Structure Overcoating Cleaning and Priming (structure) 01. B-55-61	1.000 EACH	_____.	_____.
0100	517.3001.S Structure Overcoating Cleaning and Priming (structure) 02. B-55-126	1.000 EACH	_____.	_____.
0102	517.4001.S Containment and Collection of Waste Materials (structure) 01. B-55-61	1.000 EACH	_____.	_____.
0104	517.4001.S Containment and Collection of Waste Materials (structure) 02. B-55-126	1.000 EACH	_____.	_____.
0106	517.6001.S Portable Decontamination Facility	2.000 EACH	_____.	_____.
0108	601.0454 Concrete Curb & Gutter Integral 30-Inch Type J	7.000 LF	_____.	_____.
0110	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	176.000 LF	_____.	_____.
0112	603.8000 Concrete Barrier Temporary Precast Delivered	20,911.000 LF	_____.	_____.



Proposal Schedule of Items

Page 11 of 11

Proposal ID: 20250408020 Project(s): 1020-00-80

Federal ID(s): WISC 2025121

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0288	SPV.0090 Special 01. Glare Screens Temporary	12,700.000 LF	_____.	_____.
0290	SPV.0090 Special 02. Remove, Store, and Reinstall DOT Owned Concrete Barrier Precast	1,789.000 LF	_____.	_____.
0292	SPV.0090 Special 03. Fill and Restore Existing Concrete Rumble Strips	7,556.000 LF	_____.	_____.
0294	SPV.0090 Special 04. Marking Line Grooved Wet Reflective Contrast Tape 10-Inch	2,031.000 LF	_____.	_____.
0296	SPV.0090 Special 05. Marking Replace Line Contrast Permanent Tape 4-Inch	1,180.000 LF	_____.	_____.
0298	SPV.0165 Special 01. Wall Modular Block Mechanically Stabilized Earth R-55-29	3,450.000 SF	_____.	_____.
0300	502.4105 Adhesive Anchors 5/8-inch	7,146.000 EACH	_____.	_____.
0302	SPV.0165 Special 02. Wall Modular Block Gravity R-55-29	835.000 SF	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.

