

October 2025 Solicitation Questions and Responses

Solicitation	Project	Question	Response
NE-03	4065-20-00, 4065-20-01	Are there specific roadway assessments that will be included, such as, storm sewer/drainage, turning movements at intersections, etc?	Work could include inlet repairs (to be determined via field review), but no large-scale storm sewer replacement or intersection redesigns are anticipated
NE-03	4065-20-00, 4065-20-01	Are traffic signal replacements intended? Particularly relative to railroad crossings.	Traffic signal replacements at intersections are not anticipated. Scope of improvements at the railroad crossings will be determined during design.
NE-03	4065-20-00, 4065-20-01	Does the Department also intend to replace the curb ramps with this project?	No. There is a separate stand-alone curb ramp project that will upgrade curb ramps along WIS 114.
NE-03	4065-20-00, 4065-20-01	Does the Department intend for select panel repair and replacement or may final scoping possibly lead to pavement replacement?	Current scope of PSRS30 involves concrete repair/replacement, full pavement replacement is not anticipated.
NW-02	1580-00-01	Who will be completing the real estate acquisitions?	WisDOT will be completing real estate acquisitions.
NW-02	1580-00-01	Will the consultant complete the Right-of-Way Plat or Transportation Project Plat?	Yes, the consultant will be completing the Right-of-Way Plat and TPP.
SW-01,SW-03,SW-04		If our team intends to interview for multiple segments as a prime, how much time will be allotted for the interview.	The interview times are based on the number of segments. Each interested segment will add 10 minutes to the interview length. Prime firms interested in 1 segment would have a 35-minute interview with 5-minute Q/A. Prime firms interested in 2 segments would have a 45-minute interview with 5-minute Q/A. Prime firms interested in 3 segments would have a 55-minute interview with 5-minute Q/A. Prime firms interested in 4 segments would have a 65-minute interview with 5-minute Q/A.
SW-01,SW-03,SW-04		What level of real estate activity be required for the segment design teams? Or will all real estate efforts be completed by the department and corridor team?	It is not anticipated that real estate acquisition or appraisals will be completed by the design teams.
SW-01,SW-02,SW-03,SW-04		Update to DBE Goals.	The DBE Goals for the first contracts of these solicitations have been withdrawn. These solicitations may result in multiple contracts. The current federal DBE program has been suspended by the U.S. Department of Transportation pursuant to interim final rule (2025-19460 (90 FR 47969)). Following reestablishment of the federal DBE program requirement, WisDOT will issue federal DBE program requirements pursuant to the rule as required for contracts related to this solicitation.
SW-06	1202-00-35	What is the updated project schedule?	The anticipated contract start date is 1/2/2026; the anticipated contract completion date is 5/1/2028. The schedule is: Environmental Document: 10/1/26 Design Study Report:12/31/26 DT 1078 Utility Submittal: 2/1/27 PS&E: 11/1/27
SW-07	1650-02-35	For this project, is the existing guardrail to remain in place or be replaced?	The guardrail will be replaced.
SW-08	3140-00-04	What is the structural scope for SW-08 that requires the need for a Structural Engineer?	Replacing joints for Structure B-53-146.
SW-08	3140-00-04	The schedule shows the TPP in July 2026, only 8 months from anticipated project start. Is this accurate?	The TPP is a critical component for the delivery of the project. A TPP of July 2026 (or earlier) is necessary to the acquire the real estate on time.

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SW-08	3140-00-04	The schedule shows final structure plans, but there is no structure work listed in the description. Can the anticipated structure work be provided?	Replacing joints and approach slabs for Structure B-53-146.