



Wisconsin Department of Transportation

January 5, 2026

Division of Transportation Systems Development

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

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Facsimile (FAX): (608) 266-8459

NOTICE TO ALL CONTRACTORS:

Proposal #26: 1520-01-60, WISC 2026170
Wisconsin Rapids – Plover
26th Street North to CTH B
STH 54
Portage County

Letting of January 13, 2026

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

Special Provisions:

Added Special Provisions	
Article No.	Description
23	Digital Speed Reduction System (DSRS), Item 643.0370.S
24	Temporary Audible Message Devices, Item 644.1900.S

Schedule of Items:

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Quantity Added	Proposal Total After Addendum
601.0600	Concrete Curb Pedestrian	LF	0	355	355
643.0370.S	Digital Speed Reduction System (DSRS)	DAY	0	362	362
644.1900.S	Temporary Audible Message Devices	DAY	0	115	115

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
14	Construction Details (Limits added for detailed work)
104	Traffic Control (Temporary Audible Message Devices added)
105	Traffic Control (Temporary Audible Message Devices added)
106	Traffic Control (Temporary Audible Message Devices added)
107	Traffic Control (Temporary Audible Message Devices added)
144	Misc Quantities (Bid item 601.0600 Concrete Curb Pedestrian added)
150	Misc Quantities (Bid item 644.1900.S and 643.0370.S added)
157	Plan Sheet (Removal of Continuous Diamond Grinding Concrete Pavement note)

Added Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was added)
216A	SDD (15D12-16G) Traffic Control, Lane Closure, Digital Speed Reduction System

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

1520-01-600

January 5, 2026

Special Provisions

23. Digital Speed Reduction System (DSRS), Item 643.0370.S.

This special provision describes furnishing, installing, repositioning, operating, maintaining, monitoring, testing and removing a Digital Speed Reduction System (DSRS) per plan or as the engineer directs.

B Materials

B.1 Digital Speed Limit Trailer (DSLTL)

Furnish items from the department's approved products list.

B.2 Automated System Manager (ASM)

Furnish an ASM from the department's approved products list to remotely change the speed limit on the DSRS devices.

C Construction

C.1 General

Trailer-mount the speed limit sign so that the bottom is a minimum 7 feet above the roadway.

Provide training to the department as needed on the use and operation of the field hardware and the website for the DSRS.

Ensure the DSRS operates continuously when deployed on the project.

Provide a local specialist to respond to emergency situations within 2 hours of being notified. Equip the local specialist with sufficient resources to correct deficiencies in the DSRS.

The Contractor will be responsible for coordinating with the engineer when the work zone speed limits are to be changed.

Place DSLTL at the following locations or per plan:

- 1,500 feet upstream of start of lane closure taper
- At existing post-mounted speed limit sign after the end of the acceleration lane of each entrance ramp. If there is not an existing sign, place 1,500 feet beyond the end of the acceleration lane of each entrance ramp
- Minimum of every 1 mile

Place DSLTLs on the right side of the roadway unless located in advance warning area, infeasible or as directed by the engineer.

Place DSLTL in a location that does not interfere with the function of existing signs or roadside devices.

R2-1 sign shall be 48" x 60" and follow standard spec 643 for sign requirements.

C.2 Programming

C.2.1 General

Program the DSRS to ensure the following operations are performed:

1. Provide a password protected login to the ASM, website and all other databases.
2. Provide real-time data from the ASM to a website and refresh every 60 seconds. The website should have a full-color mapping feature. Data on the website should be available to the department staff at all times for the duration of the work zone activity and should include:

- Dates and times of speed limit changes
 - Device locations
3. Archive all data in a spreadsheet format with date and time stamps.
 4. Configure the website to quantify system failures which includes DSLT malfunction, loss of power, low battery, etc.
 5. Ensure the devices autonomously restart in case of any power failure.
 6. Provide the department access to manually override the DSRS for a user-specified duration. Document all override messages.
 7. The digital display portion automatically adjusts the brightness under varying light conditions to maintain legibility.
 8. Speed limit values shown on the digital display legend continuously displays without animation. Brief blanking may be experienced, up to 10 seconds, only during digital display legend user input utilizing the hard-wired hand control.
 9. The digital display changes between the original posted speed limit and the approved temporary speed limit on the digital speed limit trailer when directed by the engineer.
 10. The beacon on the DSLT shall flash when the speed limit has been reduced per the temporary speed declaration.

C.2.2 System Operation Strategy

When active work is taking place, the nearest upstream DSLT of the work area and any DSLT in the active work area shall display the work zone speed limit and the beacons on the DSRT shall flash. All other DSLT shall display the posted speed limit.

If there is more than one work area and the distance between the work areas is greater than 3 miles, the DSLT between the work areas shall display the posted speed limit. If the distance between multiple work areas is less than 3 miles, the DSLT between the work areas shall display the work zone speed limit.

C.3 Reports

Provide an electronic copy of a weekly summary report and end of project summary report via email to the engineer and Bureau of Traffic Operations (DOTBTOWorkzone@dot.wi.gov). Include timestamped information on the date, time, messages, and speed limit for when the DSRS was changed.

D Measurement

The department will measure DSRS by the day acceptably completed, measured as each complete system per roadway.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
643.0370.S	Digital Speed Reduction System	DAY

Payment is full compensation for furnishing, installing, repositioning, operating, maintaining, monitoring, testing and removing the DSRS consisting of DSLT and ASM.

The department will deduct one day for each calendar day the DSRS is required but out of service for more than 2 hours.

The engineer will have the sole discretion to assess the deductions for an improperly working DSRS.

stp-643-037 (20250108)

24. Temporary Audible Message Devices, Item 644.1900.S.

A Description

This special provision describes providing, maintaining, and removing temporary audible message devices. These devices are used on temporary pedestrian facilities to guide individuals with sight disabilities.

B Materials

Furnish temporary audible message devices from the approved products lists.

C Construction

Provide and maintain temporary audible message device. Maintain and repair devices within two hours of being notified by the project engineer of an issue.

Contractors record messages as approved by the engineer.

Mount temporary audible message devices on drums, temporary sign supports, or other locations approved by the engineer. Locate motion detection areas that will be effective in activating the device to operate properly. Avoid locating motion detection areas that will cause activation by trees, traffic, or other known regular activity.

Move and adjust devices after disruptions by the work or the public.

Maintain devices in a working condition and replace batteries as needed. Replace any devices that are not working properly within 2 hours of being notified of an issue.

Use tamper-proof hardware for mounting.

D Measurement

The department will measure temporary audible message devices by the day, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
644.1900.S	Temporary Audible Message Device	DAY

Payment is full compensation for providing, maintaining, and removing temporary audible message device.

The department will not pay for devices that are inoperable.

stp-644-190 (20250108)

Schedule of Items

Attached, dated January 5, 2026, are the revised Schedule of Items Page 8.

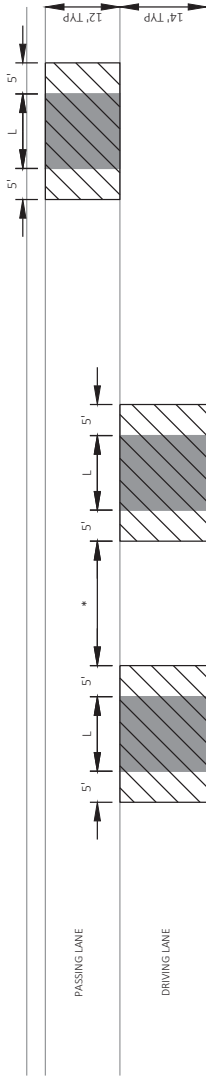
Plan Sheets

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

Revised: 14, 104 – 107, 144, 150, and 157

Added: 216A.

END OF ADDENDUM



NOTES:

- * CONNECT DIAMOND GRINDING OPERATIONS AT LOCATIONS WHERE CONSECUTIVE JOINTS ARE BEING REPAIRED AND THE DISTANCE IS LESS THAN OR EQUAL TO 10 FEET.



CONCRETE PAVEMENT REPAIR OR REPLACEMENT AREA (SY)



CONTINUOUS DIAMOND GRINDING CONCRETE PAVEMENT (SY)

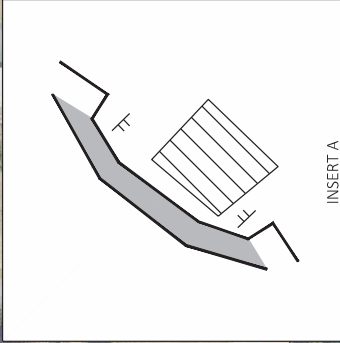
L = LENGTH OF REPAIR OR REPLACEMENT SHOWN ELSEWHERE IN PLANS

Addendum No. 01
ID 15201-60
Revised Sheet 14
January 5, 2026

DIAMOND GRINDING LIMITS DETAIL
BEGIN PROJECT - 64TH STREET
GRANT AVENUE - END PROJECT

PROJECT NO: 1520-01-60	HWY: STH 54	COUNTY: PORTAGE & WOOD	CONSTRUCTION DETAILS	SHEET 14	E
FILE NAME: P:\PROJECTS_CURRENT\PORTAGE\WBDO015TH 54 - RAPIDS TO Plover\ACAD\PROJECTS\PLAN\021001_CD\021001_CD.DWG		PLOT DATE: 12/18/2025 9:50 AM		PLOT SCALE: 1 IN=10 FT	
LAYOUT NAME: 06		PLOT BY: JARED HALBUR		PLOT NAME:	
WBS007/CAD05 SHEET 42					

Addendum No. 01
ID 15201-60
Revised Sheet 104
January 5, 2026



- LEGEND:**
- TEMPORARY PEDESTRIAN SURFACE MATTING
 - TEMPORARY PEDESTRIAN CURB RAMP
 - TEMPORARY DETECTABLE WARNING FIELD
 - WORK AREA
 - TEMPORARY SIGN SUPPORT
 - TEMPORARY MARKING CROSSWALK
REMOVABLE TAPE 6-INCH (WHITE)
 - TEMPORARY PEDESTRIAN BARRICADE
 - DIRECTION OF TRAFFIC
 - TRAFFIC CONTROL DRUM
 - TEMPORARY AUDIBLE MESSAGE DEVICES

PEDESTRIAN TRAFFIC CONTROL NOTES:
CONDUCT CURB RAMP CONSTRUCTION AND PEDESTRIAN TRAFFIC CONTROL ACTIVITIES DURING STAGE 2 OF MAINLINE CONSTRUCTION WHEN OUTSIDE LANE IS UNDER LANE CLOSURE. LAYOUTS ARE DRAWN FOR USUAL REPRESENTATION. UTILIZE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE INFORMATION.



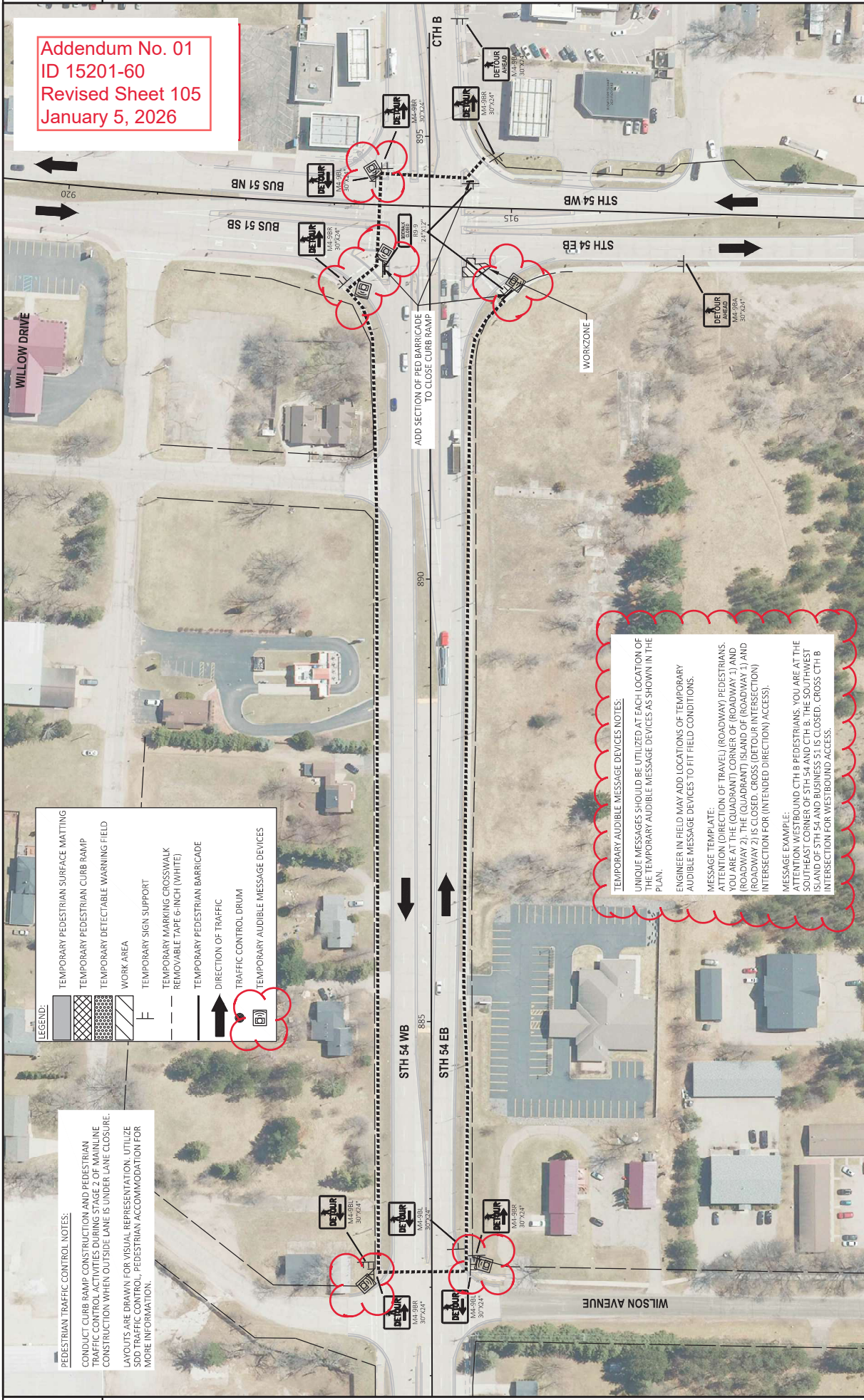
TEMPORARY AUDIBLE MESSAGE DEVICES NOTES:
UNIQUE MESSAGES SHOULD BE UTILIZED AT EACH LOCATION OF THE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE PLAN.
ENGINEER IN FIELD MAY ADD LOCATIONS OF TEMPORARY AUDIBLE MESSAGE DEVICES TO FIT FIELD CONDITIONS.
MESSAGE TEMPLATE:
ATTENTION (DIRECTION OF TRAVEL) (ROADWAY) PEDESTRIANS, YOU ARE AT THE (QUADRANT) CORNER OF (ROADWAY 1) AND (ROADWAY 2). THE (QUADRANT) ISLAND OF (ROADWAY 1) AND (ROADWAY 2) IS CLOSED. CROSS (DETOUR INTERSECTION) INTERSECTION FOR (INTENDED DIRECTION) ACCESS.
MESSAGE EXAMPLE:
ATTENTION WESTBOUND CTH B PEDESTRIANS, YOU ARE AT THE NORTHEAST CORNER OF STH 54 AND CTH B. THE NORTHWEST ISLAND OF STH 54 AND BUSINESS 51 IS CLOSED. CROSS CTH B INTERSECTION FOR WESTBOUND ACCESS.

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ID 15201-60
Revised Sheet 105
January 5, 2026

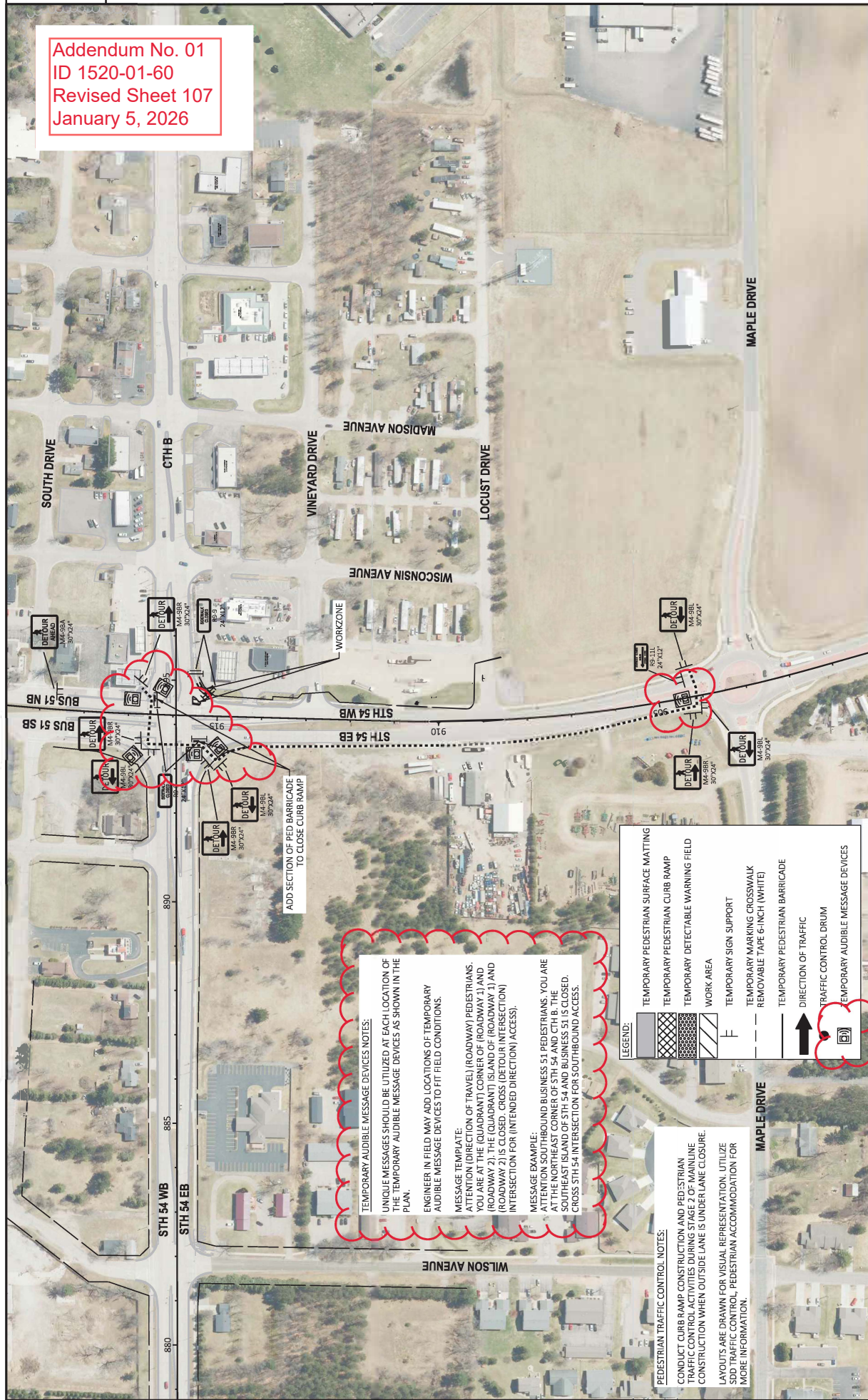
PEDESTRIAN TRAFFIC CONTROL NOTES:
CONDUCT CURB RAMP CONSTRUCTION AND PEDESTRIAN TRAFFIC CONTROL ACTIVITIES DURING STAGE 2 OF MAINLINE CONSTRUCTION WHEN OUTSIDE LANE IS UNDER LANE CLOSURE.
LAYOUTS ARE DRAWN FOR USUAL REPRESENTATION. UTILIZE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE INFORMATION.

- LEGEND:
- TEMPORARY PEDESTRIAN SURFACE MATTING
 - TEMPORARY PEDESTRIAN CURB RAMP
 - TEMPORARY DETECTABLE WARNING FIELD
 - WORK AREA
 - TEMPORARY SIGN SUPPORT
 - TEMPORARY MARKING CROSSWALK
 - REMOVABLE TAPE 6-INCH (WHITE)
 - TEMPORARY PEDESTRIAN BARRICADE
 - DIRECTION OF TRAFFIC
 - TRAFFIC CONTROL DRUM
 - TEMPORARY AUDIBLE MESSAGE DEVICES

TEMPORARY AUDIBLE MESSAGE DEVICES NOTES:
UNIQUE MESSAGES SHOULD BE UTILIZED AT EACH LOCATION OF THE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE PLAN.
ENGINEER IN FIELD MAY ADD LOCATIONS OF TEMPORARY AUDIBLE MESSAGE DEVICES TO FIT FIELD CONDITIONS.
MESSAGE TEMPLATE:
ATTENTION (DIRECTION OF TRAVEL) (ROADWAY) PEDESTRIANS, YOU ARE AT THE (QUADRANT) CORNER OF (ROADWAY 1) AND (ROADWAY 2). THE (QUADRANT) ISLAND OF (ROADWAY 1) AND (ROADWAY 2) IS CLOSED. CROSS (DETOUR INTERSECTION) INTERSECTION FOR (INTENDED DIRECTION) ACCESS.
MESSAGE EXAMPLE:
ATTENTION WESTBOUND CTH B PEDESTRIANS, YOU ARE AT THE SOUTHEAST CORNER OF STH 54 AND CTH B. THE SOUTHWEST ISLAND OF STH 54 AND BUSINESS 51 IS CLOSED. CROSS CTH B INTERSECTION FOR WESTBOUND ACCESS.



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ID 1520-01-60
Revised Sheet 107
January 5, 2026



TEMPORARY AUDIBLE MESSAGE DEVICES NOTES:
UNIQUE MESSAGES SHOULD BE UTILIZED AT EACH LOCATION OF THE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE PLAN.
ENGINEER IN FIELD MAY ADD LOCATIONS OF TEMPORARY AUDIBLE MESSAGE DEVICES TO FIT FIELD CONDITIONS.
MESSAGE TEMPLATE:
ATTENTION (DIRECTION OF TRAVEL) (ROADWAY) PEDESTRIANS, YOU ARE AT THE (QUADRANT) CORNER OF (ROADWAY 1) AND (ROADWAY 2). THE (QUADRANT) ISLAND OF (ROADWAY 1) AND (ROADWAY 2) IS CLOSED. CROSS (DETOUR INTERSECTION) INTERSECTION FOR (INTENDED DIRECTION) ACCESS.
MESSAGE EXAMPLE:
ATTENTION SOUTHWEST BUSINESS 51 PEDESTRIANS, YOU ARE AT THE NORTHEAST CORNER OF STH 54 AND CTH B. THE SOUTHWEST ISLAND OF STH 54 AND BUSINESS 51 IS CLOSED. CROSS STH 54 INTERSECTION FOR SOUTHWEST ACCESS.

- LEGEND:**
- TEMPORARY PEDESTRIAN SURFACE MATTING
 - TEMPORARY PEDESTRIAN CURB RAMP
 - TEMPORARY DETECTABLE WARNING FIELD
 - WORK AREA
 - TEMPORARY SIGN SUPPORT
 - TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
 - TEMPORARY PEDESTRIAN BARRICADE
 - DIRECTION OF TRAFFIC
 - TRAFFIC CONTROL DRUM
 - TEMPORARY AUDIBLE MESSAGE DEVICES

PEDESTRIAN TRAFFIC CONTROL NOTES:
CONDUCT CURB RAMP CONSTRUCTION AND PEDESTRIAN TRAFFIC CONTROL ACTIVITIES DURING STAGE 2 OF MAINLINE CONSTRUCTION WHEN OUTSIDE LANE IS UNDER LANE CLOSURE.
LAYOUTS ARE DRAWN FOR VISUAL REPRESENTATION. UTILIZE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE INFORMATION.

CONCRETE SIDEWALK ITEMS										CONCRETE SIDEWALK ITEMS									
STATION - CATEGORY CODE 0010	STATION	LOCATION	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	STATION - CATEGORY CODE 0010	STATION	LOCATION	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF				
207+82 - 208+14	207+82 - 208+14	RT	--	74	68	10	--	881+13 - 881+48	881+13 - 881+48	RT	--	76	85	--	15				
208+84 - 209+16	208+84 - 209+16	RT	--	50	90	--	18	882+07 - 882+41	882+07 - 882+41	RT	--	272	88	--	16				
209+16 - 209+31	209+16 - 209+31	RT	--	50	58	10	--	881+18 - 881+57	881+18 - 881+57	LT	--	107	231	--	35				
209+15 - 209+20	209+15 - 209+20	LT	12	--	29	--	--	882+29 - 882+72	882+29 - 882+72	LT	--	80	213	--	33				
209+09 - 209+34	209+09 - 209+34	LT	--	100	58	10	--	890+68 - 891+06	890+68 - 891+06	LT	--	112	69	10	--				
230+73 - 231+06	230+73 - 231+06	RT	--	53	91	--	18	891+64 - 892+21	891+64 - 892+21	LT	--	203	67	10	--				
231+91 - 232+28	231+91 - 232+28	RT	--	75	95	--	19	893+45 - 893+63	893+45 - 893+63	LT	--	49	131	10	--				
231+60 - 231+97	231+60 - 231+97	LT	--	200	113	10	--	893+76 - 893+96	893+76 - 893+96	LT	59	--	182	30	--				
232+90 - 233+31	232+90 - 233+31	LT	--	74	107	--	21	894+22 - 894+29	894+22 - 894+29	LT	12	--	29	--	--				
245+26 - 245+46	245+26 - 245+46	RT	--	--	87	--	17	894+79 - 894+84	894+79 - 894+84	LT	12	--	32	20	--				
246+12 - 246+45	246+12 - 246+45	RT	--	50	97	--	19	894+78 - 894+88	894+78 - 894+88	LT	22	--	72	30	--				
246+45 - 246+60	246+45 - 246+60	RT	--	50	53	10	--	894+99 - 895+18	894+99 - 895+18	LT	--	--	139	10	--				
246+45 - 246+50	246+45 - 246+50	LT	10	--	23	--	--	894+12 - 894+18	894+12 - 894+18	RT	12	--	30	20	--				
246+47 - 246+72	246+47 - 246+72	LT	--	99	57	10	--	894+44 - 894+59	894+44 - 894+59	RT	22	--	65	30	--				
248+54 - 248+87	248+54 - 248+87	LT	--	49	96	--	19	894+63 - 894+89	894+63 - 894+89	RT	--	72	145	10	--				
249+64 - 249+98	249+64 - 249+98	LT	--	49	100	--	19	893+45 - 893+62	893+45 - 893+62	RT	70	--	260	30	--				
259+44 - 258+69	259+44 - 258+69	RT	--	25	89	--	17	893+48 - 893+54	893+48 - 893+54	RT	23	--	58	20	--				
259+28 - 259+54	259+28 - 259+54	RT	--	25	95	--	18	893+93 - 893+97	893+93 - 893+97	RT	--	--	18	--	--				
264+31 - 264+58	264+31 - 264+58	RT	--	25	94	--	18	912+26 - 912+49	912+26 - 912+49	RT	--	--	104	18	--				
265+21 - 265+46	265+21 - 265+46	RT	--	25	88	--	15	913+13 - 913+42	913+13 - 913+42	RT	--	38	91	--	17				
268+58 - 268+77	268+58 - 268+77	LT	--	95	164	10	--	TOTALS	TOTALS		355	3,940	6,465	540	496				
269+05 - 269+11	269+05 - 269+11	LT	28	52	68	20	--	CONCRETE SAFETY ISLANDS											
269+70 - 269+88	269+70 - 269+88	LT	--	73	84	10	--	STATION - STATION	STATION	LOCATION	602.2400	COMMENTS							
287+74 - 288+02	287+74 - 288+02	RT	--	25	99	--	20	288+45	288+45	RT	105								
288+38 - 288+46	288+38 - 288+46	RT	21	53	52	20	--	855+83	855+83	LT	145								
288+48 - 288+59	288+48 - 288+59	LT	--	28	60	10	--	TOTAL	TOTAL		250								
815+58	815+58	LT	--	20	--	20	--	WATER											
824+42 - 824+75	824+42 - 824+75	LT	--	50	218	--	33	STATION - STATION	STATION	LOCATION	624.0100	COMMENTS							
825+40 - 825+73	825+40 - 825+73	LT	--	48	218	--	34	208+47.50 - 894+17.00	208+47.50 - 894+17.00	PROJECT	140								
830+45 - 830+60	830+45 - 830+60	RT	--	--	66	10	--	TOTAL	TOTAL		140								
831+11 - 831+41	831+11 - 831+41	RT	--	75	66	10	--	MISC. SHEET 20											
831+41 - 831+54	831+41 - 831+54	RT	8	42	81	--	--	PROJECT NAME:											
831+66 - 831+71	831+66 - 831+71	LT	--	20	--	--	--	PLOT BY: gwp											
831+59 - 831+79	831+59 - 831+79	LT	--	144	86	10	--	PLOT DATE:											
839+30 - 839+60	839+30 - 839+60	LT	--	49	204	--	28	PLOT SCALE: 1:1											
840+10 - 840+44	840+10 - 840+44	LT	--	99	201	--	29	PROJECT NO: 1520-01-60											
841+82 - 842+02	841+82 - 842+02	RT	--	25	66	10	--	COUNTY: PORTAGE & WOOD											
842+52 - 842+83	842+52 - 842+83	RT	8	76	67	10	--	HWY: STH 54											
842+83 - 842+98	842+83 - 842+98	RT	--	50	81	10	--	FILE NAME: 030201_jm1.pxl											
843+00 - 843+20	843+00 - 843+20	LT	--	19	--	--	--	PROJECT NO: 1520-01-60											
854+55 - 854+71	854+55 - 854+71	RT	--	142	87	10	--	COUNTY: PORTAGE & WOOD											
854+60 - 854+65	854+60 - 854+65	LT	--	53	82	10	--	HWY: STH 54											
854+77 - 854+90	854+77 - 854+90	LT	--	20	--	--	--	PROJECT NO: 1520-01-60											
854+90 - 855+29	854+90 - 855+29	LT	8	85	83	10	--	COUNTY: PORTAGE & WOOD											
856+00 - 856+13	856+00 - 856+13	LT	20	43	100	20	--	HWY: STH 54											
864+69 - 864+95	864+69 - 864+95	RT	--	52	66	10	--	PROJECT NO: 1520-01-60											
864+45 - 865+75	864+45 - 865+75	RT	--	75	66	10	--	COUNTY: PORTAGE & WOOD											
865+75 - 865+91	865+75 - 865+91	RT	--	51	83	10	--	HWY: STH 54											
865+76 - 865+81	865+76 - 865+81	LT	8	18	--	--	--	PROJECT NO: 1520-01-60											
865+91 - 866+16	865+91 - 866+16	LT	--	190	87	10	--	COUNTY: PORTAGE & WOOD											

Addendum No. 01
ID 15201-60
Revised Sheet 144
January 5, 2026

MISC. SHEET 20

PROJECT NO: 1520-01-60
COUNTY: PORTAGE & WOOD
HWY: STH 54
FILE NAME: 030201_jm1.pxl
PLOT DATE:
PLOT BY: gwp
PLOT SCALE: 1:1
PLOT NAME:
SHEET: 144
E

Addendum No. 01
ID 15201-60
Revised Sheet 144
January 5, 2026

MISC. SHEET 20

SHEET: 144

PLOT NAME:

PLOT BY: gwp

PLOT DATE:

PLOT SCALE: 1:1

PROJECT NO: 1520-01-60

COUNTY: PORTAGE & WOOD

HWY: STH 54

PROJECT NO: 1520-01-60

COUNTY: PORTAGE & WOOD

HWY: STH 54

PROJECT NO: 1520-01-60

COUNTY: PORTAGE & WOOD

HWY: STH 54

TRAFFIC CONTROL ITEMS

DIGITAL SPEED REDUCTION SYSTEM (DSRS)

LOCATION		OFFSET	DAY	643.0300 DRUMS	643.0420 BARRICADES	643.0500 FLEXIBLE TUBULAR MARKER POSTS	643.0600 FLEXIBLE TUBULAR MARKER BASES	643.0705 WARNING LIGHTS TYPE A	643.0715 WARNING LIGHTS TYPE C	643.0810 CONNECTED ARROW BOARD	643.0900 SIGNS FIXED MESSAGE	643.1000 SIGNS FIXED MESSAGE	643.1050 PCMS SIGNS	643.1220 CONNECTED WORK ZONE START AND END LOCATION MARKERS	643.0370.S DIGITAL SPEED REDUCTION SYSTEM (DSRS)		REMARKS
CATEGORY	LOCATION	STAGE	DAYS	DURATION	LIMIT	TRAILERS	SYSTEM	(DSRS)									
0010	STH 54 EB	1	53	9	53	9	53	65 MPH ZONE									
0010	STH 54 WB	1	53	9	53	9	53	65 MPH ZONE									
0010	STH 54 EB	2	128	9	128	9	128	65 MPH ZONE									
0010	STH 54 WB	2	128	9	128	9	128	65 MPH ZONE									
TOTALS																	
PROJECT	CL/LT/RT	105,000	13,110	10	10	10	10	13,110	6,720	120	15,900	44	350	120			
TOTALS		105,000	13,110	10	10	10	10	13,110	6,720	120	15,900	44	350	120			

TEMPORARY PAVEMENT MARKING ITEMS

TEMPORARY PEDESTRIAN TRAFFIC CONTROL ITEMS

LOCATION		OFFSET	DAY	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH	643.3850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING	644.1601 TEMPORARY PEDESTRIAN CURB RAMP	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD	644.1810 TEMPORARY PEDESTRIAN BARRICADE	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES
CATEGORY	LOCATION	STAGE	DAYS	DURATION	LIMIT	TRAILERS	SYSTEM	(DSRS)				
2,860	210	495	4,200	115								
2,860	210	495	4,200	115								

PAVEMENT MARKING

LOCATION		OFFSET	CATEGORY CODE 0010																COMMENTS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF

PROJECT NO: 1520-01-60

HWY: STH 54

COUNTY: PORTAGE & WOOD

MISCELLANEOUS QUANTITIES

FILE NAME: 03201_LTM1.ppt

PLOT BY: gwp

PLOT DATE:

PLOT NAME:

PLOT SCALE: 1:1

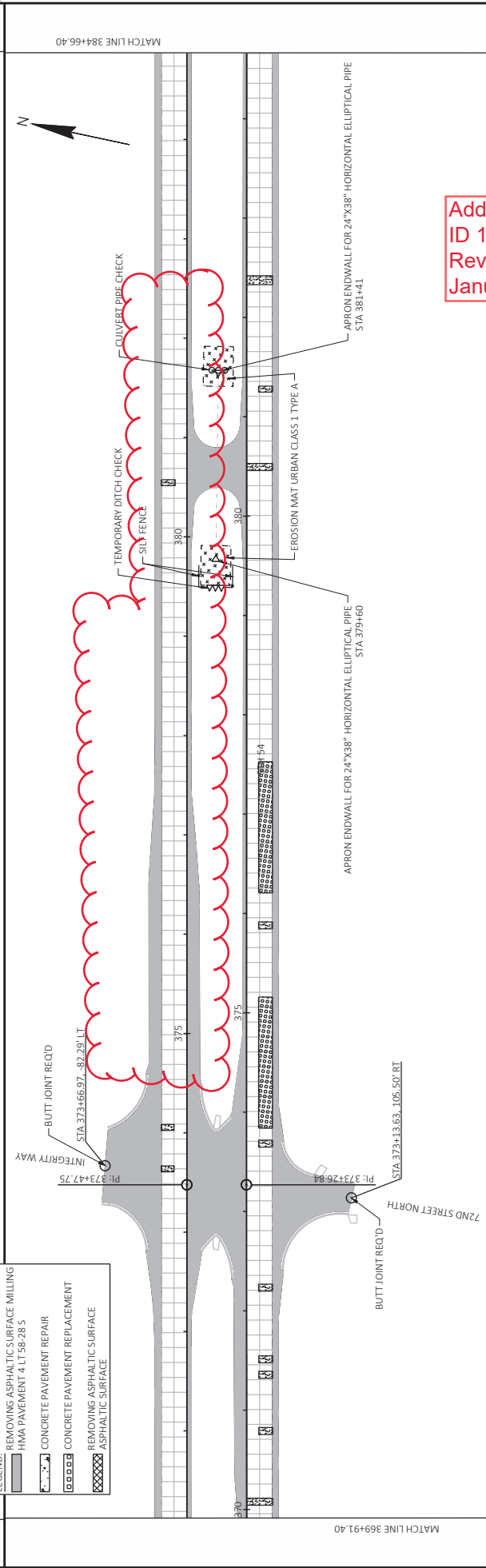
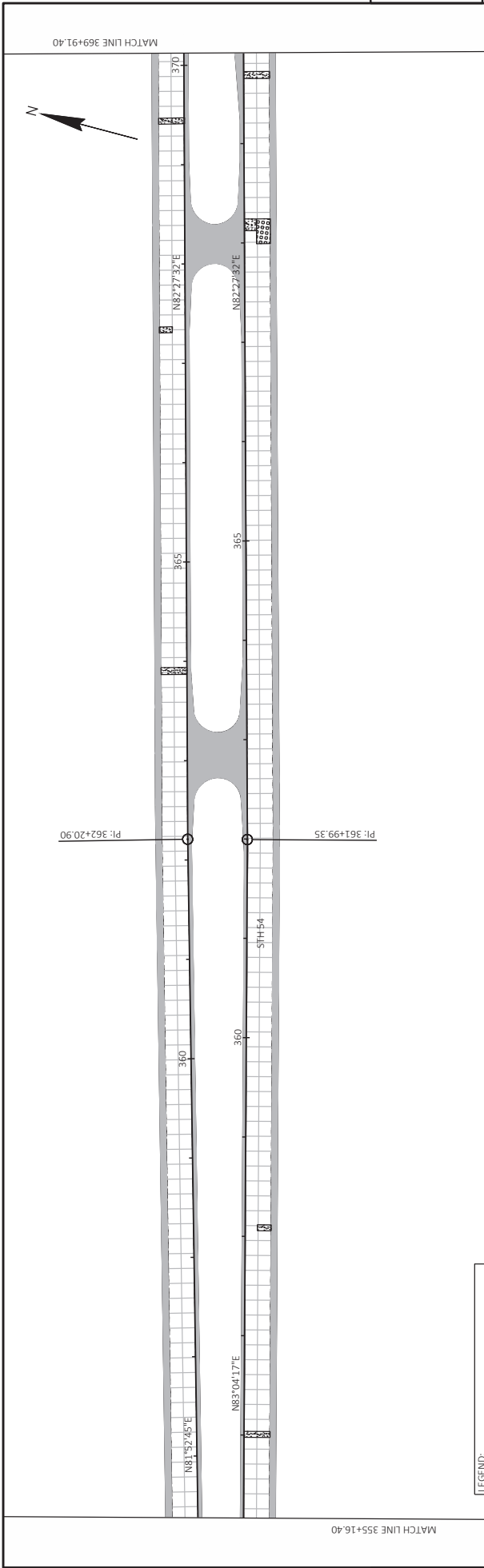
SHEET

150

E

MISC. SHEET 26

Addendum No. 01
ID 15201-60
Revised Sheet 150
January 5, 2026



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (600 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"W" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS CLOSE TO A RAMP OR OVERPASS. THE BUFFER SPACE SHOULD BE ADJUSTED TO PROVIDE THE BUFFER SPACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER INTERCHANGE.

IF THE SPEED LIMIT WILL CHANGE BASED ON THE PRESENCE OF WORKERS, USE THE TAPER LENGTH THAT MATCHES THE HIGHER OF THE TWO SPEEDS FOR A CONTINUOUS LANE CLOSURE.

EXISTING POST MOUNTED SPEED LIMIT SIGNS SHOULD BE COVERED OR REMOVED.

① POST NON-CONSTRUCTION SPEED LIMIT.

② IF THE LANE CLOSURE MOVES DOWNSTREAM, LEAVE DSLT IN PLACE.

③ PLACE DSLT AT EXISTING POST MOUNTED SPEED LIMIT SIGN AFTER THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. IF THERE IS NOT AN EXISTING SIGN, PLACE 1,500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP.

④ FOR LEFT LANE CLOSURES, DSLT REMAINS ON RIGHT SHOULDER.

⑤ 5 DRUMS SPACED @ 10' INTERVALS AS NEEDED.

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TYPE III BARRICADE WITH ATTACHED SIGN

TYPE "A" WARNING LIGHT (FLASHING)

REMOVING PAVEMENT MARKINGS

DIRECTION OF TRAFFIC

WORK AREA

CONNECTED ARROW BOARD

DIGITAL SPEED LIMIT TRAILER (DSLT)

WZ START LOCATION MARKER

WZ END LOCATION MARKER

(S)

(E)

END ROAD WORK

DSLT

DSLT

DSLT

DSLT

DSLT

DSLT

DSLT

DSLT

DSLT

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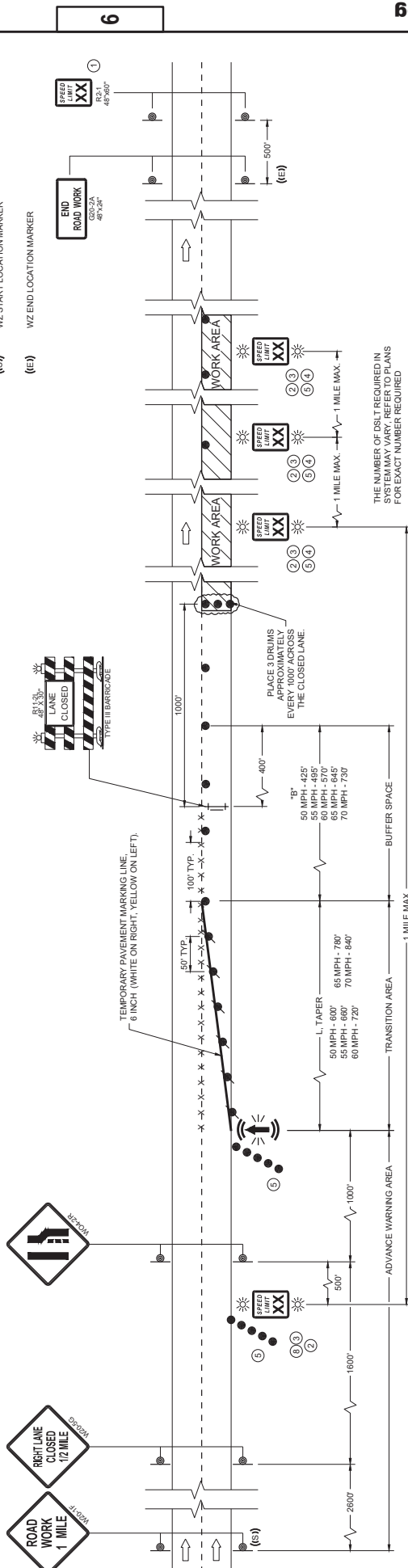
TRAFFIC CONTROL, LANE
CLOSURE, DIGITAL SPEED
REDUCTION SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE
216A
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
R. J. Andrew Heitler

Addendum No. 01
ID 15201-60
Added Sheet 216A
January 5, 2026

THE NUMBER OF DSLT REQUIRED IN
SYSTEM MAY VARY. REFER TO PLANS
FOR EXACT NUMBER REQUIRED





Proposal Schedule of Items

Page 8 of 8

Proposal ID: 20260113026 Project(s): 1520-01-60

Federal ID(s): WISC 2026170

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0208	SPV.0060 Special 01. Repair and Regrout Structures	8.000 EACH	_____.	_____.
0210	SPV.0060 Special 02. Reconstructing Sanitary Manholes	2.000 EACH	_____.	_____.
0212	SPV.0180 Special 01. Preparing Topsoil for Lawn Type Turf	1,920.000 SY	_____.	_____.
0214	601.0600 Concrete Curb Pedestrian	335.000 LF	_____.	_____.
0216	643.0370.S Digital Speed Reduction System (DSRS)	362.000 DAY	_____.	_____.
0218	644.1900.S Temporary Audible Message Devices	115.000 DAY	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.

