



Wisconsin Department of Transportation

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**Division of Transportation Systems
Development**

Bureau of Project Development
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NOTICE TO ALL CONTRACTORS:

**Proposal #44: 7610-00-77, WISC 2026161
Spring Valley – Menomonie
Red Cedar River Bridge B-17-0005
STH 29
Dunn County**

Letting of January 13, 2026

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

Special Provisions:

Added Special Provisions	
Article No.	Description
1 – 21	Correct project special provisions added.

Deleted Special Provisions	
Article No.	Description
1 - 44	Special Provisions for ID 9180-35-71 inadvertently included in the proposal

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

END OF ADDENDUM

Special Provisions

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SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project ID 7610-00-77, Spring Valley – Menomonie, Red Cedar River Bridge B-17-0005, STH 29, Dunn County, Wisconsin as the plans show and execute the work as specified in the State of Wisconsin, Department of Transportation, Standard Specifications for Highway and Structure Construction, 2025 Edition, as published by the department, and these special provisions.

If all or a portion of the plans and special provisions are developed in the SI metric system and the schedule of prices is developed in the US standard measure system, the department will pay for the work as bid in the US standard system.

100-005 (20250701)

2. Scope of Work.

The work under this contract shall consist of replacing both bridge joints on B-17-0005, repainting pavement marking and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

3. Prosecution and Progress.

Begin work within 10 calendar days after the engineer issues a written notice to do so.

Provide the time frame for construction of the project within the 2026 construction season to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Assure that the time frame is consistent with the contract completion time. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the beginning of the approved time frame.

To revise the time frame, submit a written request to the engineer at least two weeks before the beginning of the intended time frame. The engineer will approve or deny that request based on the conditions cited in the request and its effect on the department's scheduled resources.

Migratory Birds

Swallow or other migratory bird nests have been observed on or under the existing structure(s). All active nests (when eggs or young are present) of migratory birds are protected under the federal Migratory Bird Treaty Act. The nesting season for swallows and other birds is from April 15 to August 31.

See below for information on affected structure(s). As a last resort, apply for a depredation permit from the US Fish and Wildlife Service for work that may disturb or destroy active nests. The need for a permit may be avoided by removing the existing bridge structure prior to nest occupation by birds or clearing nests from all structures before the nests become active in early spring.

Either prevent active nests from becoming established or prevent birds from nesting by installing and/or maintaining one suitable deterrent device on the following structure(s) prior to nesting activity under the bid item Installing and Maintaining Bird Deterrent System:

- B-17-0005

Working days will not be assessed for placement of deterrent systems.

Protection of Endangered Bats (Tree Clearing)

Federally protected bats have the potential to inhabit the project limits because they roost in trees, bridges and culverts. Roosts may not have been observed on this project, but conditions to support the species exist. The species and all active roosts are protected by the federal Endangered Species Act. If an individual bat or active roost is encountered during construction operations, stop work, and notify the engineer and the WisDOT Regional Environmental Coordinator (REC).

Ensure all operators, employees, and subcontractors working in areas of known or presumed bat habitat are aware of environmental commitments and avoidance and minimization measures (AMMs) to protect both bats and their habitat.

Direct temporary lighting, if used, away from wooded areas during the bat active season April 15 to October 31, both dates inclusive.

Contractor means and methods to remove trees will not be allowed. If it is determined that trees with a 3-inch or greater diameter at breast height (dbh) need to be removed beyond contractor means and methods, notify the engineer to coordinate with the WisDOT REC to determine if consultation with United States Fish and Wildlife Service (USFWS) is required. The contractor must be aware that the WisDOT REC and/or USFWS may not permit modifications.

Red Cedar State Trail

Access to parking lots for the Red Cedar State Trail and Riverside Park Rd, located on the left side of STH 29 at Station 673+50 and on the right side of STH 29 at Station 674+25, shall remain open throughout construction. Access to the parking lot for the Menomonie Depot Visitor Center & Red Cedar Trailhead, located on the right side of STH 29 at Station 673+50, shall be open during National Trails Day, June 6, 2026. The access to, and on, parking lots shall not be impeded by construction materials, equipment, or activities during National Trails Day. The Red Cedar State Trail shall remain open throughout construction and traffic control devices shall be placed as to not obstruct the trail users.

National Trails Day

National Trails Day is June 6, 2026. The Red Cedar State Trail crossing at STH 29 as well as all parks and parking areas within the project limits on the west side of the bridge shall be open and free of any traffic control devices from 7:00 PM on June 5th through 6:00 AM on June 8th.

4. Traffic.

With the exception of National Trails Day weekend, STH 29 shall remain open throughout the construction project but shall be reduced to a single lane utilizing temporary traffic signals. During National Trails Day weekend, STH 29 shall be open to two lanes of traffic and the Trail crossing, adjacent parking areas and Riverside Park shall be fully open to users.

Construct the project using the construction staging and traffic control shown in the plans and standard detail drawings.

Traffic on STH 29 from station 674+00 to station 680+00 will be shifted using the existing STH 29 roadway and shoulders during the completion of work on structure B-17-0005.

River Road and Riverside Drive will be closed to STH 29 during construction. A detour will be posted for River Road traffic utilizing 2nd St W and Wilson Ave.

The Red Cedar State Trail parking lot on the south side of STH 29 will be closed while temporary signals are in place. The parking lot on the north side of STH 29 shall remain open throughout construction. The contractor shall not use either parking lot or the parking lot in Riverside Park to park or stage any equipment or materials. Access to Riverside Park shall remain open throughout construction.

Access for pedestrians across the bridge and local traffic will be maintained and all driveways will remain open during construction unless shown otherwise on the plans. Maintain vehicular access for all emergency vehicles.

Construction of STH 29 shall conform to the following staging. Submit all traffic control change requests in writing to the engineer at least 3 days prior to a traffic control stage change.

Stage 1:

Traffic will be shifted to the south side of STH 29 utilizing the east side in single lane traffic controlled by temporary traffic signals.

Repair bridge joint on the north side of B-17-0005 on both the east and west approaches.

Stage 2:

Traffic will be shifted to the north side of STH 29 utilizing the east side in single lane traffic controlled by temporary traffic signals.

Repair bridge joint on the south side of B-17-0005 on both the east and west approaches.

Stage 3:

Vehicle traffic will remain in the same location. Pedestrian access will be moved from the sidewalk to a temporary pedestrian walkway.

Repair bridge joint on the south side of B-17-0005 on both the east and west sidewalk.

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.

5. Holiday and Special Event Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying STH 29 traffic, and entirely clear the traveled way and shoulders of such portions of the highway of equipment, barricades, signs, lights, and any other material that might impede the free flow of traffic during the following holiday and special event periods:

- From noon Friday, May 22, 2026, to 6:00 AM Tuesday, May 26, 2026, for Memorial Day;
- From 7:00 PM Friday, June 5, 2026, to 6:00 AM Monday, June 8, 2026, for National Trails Day;
- From noon Friday, July 3, 2026, to 6:00 AM Tuesday, July 6, 2026, for Independence Day;
- From noon Friday, September 4, 2026, to 6:00 AM Tuesday, September 8, 2026, for Labor Day.

stp-107-005 (20210113)

6. Utilities.

This contract comes under the provision of Administrative Rule Trans 220.

The utility work plan includes additional detailed information regarding the location of known discontinued, relocated, or removed utility facilities. These can be requested from the department during the bid preparation process, or from the project engineer after the contract has been awarded and executed.

The following utilities are present within the project area, but no conflicts are anticipated.

- **AT&T WI** (Communication Line)
- **City of Menomonie** (Sewer)
- **City of Menomonie** (Water)

- **Spectrum** (Communication Line)
- **Xcel Energy** (Electricity)
- **Xcel Energy** (Gas/Petroleum)

stp-107-065 (20240703)

7. **Construction Over or Adjacent to Navigable Waters.**

The Red Cedar River is classified as a state navigable waterway under standard spec 107.19.

stp-107-060 (20171130)

8. **Environmental Protection, Aquatic Exotic Species Control.**

Exotic invasive organisms such as VHS, zebra mussels, purple loosestrife, and Eurasian water milfoil are becoming more prolific in Wisconsin and pose adverse effects to waters of the state. Wisconsin State Statutes 30.07, "Transportation of Aquatic Plants and Animals; Placement of Objects in Navigable Waters", details the state law that requires the removal of aquatic plants and zebra mussels each time equipment is put into state waters.

At construction sites that involve navigable water or wetlands, use the follow cleaning procedures to minimize the chance of exotic invasive species infestation. Use these procedures for all equipment that comes in contact with waters of the state and/or infested water or potentially infested water in other states.

Ensure that all equipment that has been in contact with waters of the state, or with infested or potentially infested waters, has been decontaminated for aquatic plant materials and zebra mussels before being used in other waters of the state. Before using equipment on this project, thoroughly disinfect all equipment that has come into contact with potentially infested waters. Guidelines from the Wisconsin Department of Natural Resources for disinfection are available at:

<http://dnr.wi.gov/topic/invasives/disinfection.html>

Use the following inspection and removal procedures:

1. Before leaving the contaminated site, wash machinery and ensure that the machinery is free of all soil and other substances that could possibly contain exotic invasive species;
2. Drain all water from boats, trailers, bilges, live wells, coolers, bait buckets, engine compartments, and any other area where water may be trapped;
3. Inspect boat hulls, propellers, trailers and other surfaces. Scrape off any attached mussels, remove any aquatic plant materials (fragments, stems, leaves, seeds, or roots), and dispose of removed mussels and plant materials in a garbage can before leaving the area or invested waters; and
4. Disinfect your boat, equipment and gear by either:
 - 4.1. Washing with ~212 F water (steam clean), or
 - 4.2. Drying thoroughly for five days after cleaning with soap and water and/or high pressure water, or
 - 4.3. Disinfecting with either 200 ppm (0.5 oz per gallon or 1 Tablespoon per gallon) Chlorine for 10-minute contact time or 1:100 solution (38 grams per gallon) of Virkon Aquatic for 20- to 30-minute contact time. Note: Virkon is not registered to kill zebra mussel veligers nor invertebrates like spiny water flea. Therefore, this disinfect should be used in conjunction with a hot water (>104° F) application.

Complete the inspection and removal procedure before equipment is brought to the project site and before the equipment leaves the project site.

stp-107-055 (20130615)

9. **Notice to Contractor, Asbestos Containing Materials on Structure.**

Brandon Flaada, License Number All-186443, inspected Structure B-17-0005 for asbestos on June 20, 2022. Regulated Asbestos Containing Material (RACM) was found on this structure in the following locations and quantities: The light gray caulk located on bridge sidewall joints has RACM. There is approximately 550 LF of this caulk on the structure.

A copy of the inspection report is available from Nicole Passuello, 715-833-5572, Nicole.passuello@dot.wi.gov. Locations of asbestos containing material are noted on the plan set. Do not disturb any asbestos containing material. Should asbestos containing material be disturbed, stop work immediately, notify the engineer, and the engineer will notify the department's Bureau of Technical Services at (608) 266-1476 for an emergency response as specified in standard spec 107.24. Keep material wet until it is abated.

stp-107-120 (20220628)

10. Concrete Masonry Deck Repair, Item 509.2100.S.

A Description

This special provision describes providing concrete masonry on the sawed deck preparation areas of the concrete bridge deck and in full depth deck, curb, and joint repair areas. Conform to standard spec 502 and standard spec 509.

B Materials

B.1 Neat Cement

Furnish a neat cement bonding grout. Mix the neat cement in a water-cement ratio approximately equal to 5 gallons of water per 94 pounds of cement.

B.2 Concrete

Furnish grade C or E concrete conforming to standard spec 501 for deck preparation, full-depth deck repair, curb repair and joint repair areas except as follows:

1. The contractor may increase slump of grade E concrete to 3 inches.
2. The contractor may use ready-mixed concrete.

Provide QMP for class II ancillary concrete as specified in standard spec 716.

C Construction

C.1 Neat Cement

Immediately before placing the concrete deck patching, coat the prepared surfaces with a neat cement mixture. Ensure the prepared concrete surfaces are moist without any standing water before coating with the neat cement mixture. Brush the neat cement mixture over the prepared concrete surfaces to ensure that all parts receive an even coating, and do not allow excess neat cement to collect in pockets. Apply the neat cement at a rate that ensures the cement does not dry out before being covered with the new concrete.

C.2 Placing Concrete

Place concrete conforming to standard spec 509. As determined by the engineer, consolidate smaller areas by internal vibration, strike them off, and finish the areas with hand floats to produce plane surfaces that conform to the grade and elevation of the adjoining surfaces. Give all deck patching areas a final hand float finish.

C.3 Curing Concrete

Cure the concrete masonry deck patching conforming to standard spec 502.2.6(1).

D Measurement

The department will measure Concrete Masonry Deck Repair by the cubic yard, acceptably completed.

The department will measure concrete used in deck preparation areas and in full depth deck, curb, and joint repair as part of the Concrete Masonry Deck Repair bid item.

The department will not measure wasted concrete.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
509.2100.S	Concrete Masonry Deck Repair	CY

Payment is full compensation for furnishing, hauling, preparing, placing, finishing, curing, and protecting all materials.

stp-509-060 (20210708)

11. Structure Repainting General.

A General

A.1 Inspection

On all structures in this contract, notify the engineer of any missing or broken bolts or nuts, any missing or broken rivets, or of any cracks or flaws in the steel members while cleaning or painting.

A.2 Date Painted

At the completion of all painting work, stencil in black paint or contrasting color paint the date of painting the bridge. The numbers shall be 3 inches (75 mm) in height and shall show the month and year in which the painting was completed: e.g., 11-95 (November 1995). On each bridge painted, stencil the date at two locations. On truss bridges, stencil the date on the cover plates of end posts near and above the top of the railings at the oncoming traffic end. On steel girder bridges, stencil the date on the inside of the outside stringers at the abutments. The date on grade separation bridges shall be readable when going under the structure or at some equally visible surface near the ends of the bridge, as designated by the engineer.

A.3 Graffiti Removal

Remove any graffiti on concrete abutments, piers, pier caps, parapet railings, slope paving or any other location at the direction of the engineer. Use a brush sandblast to remove graffiti.

The above work will not be measured and paid for separately but will be considered incidental to other items in the contract.

B (Vacant)

C Construction

C.1 Repainting Methods

Do not perform blasting, cleaning and painting on days of high winds. Prevailing winds in excess of 15 mph (25 km/hr) shall be considered high winds.

Place the final field coat of paint on the exterior of the exterior beams as a continuous painting operation. Stop at splices, vertical stiffeners or other appropriate locations so that lap marks are not evident or noticeable.

Completely clean and remove spent abrasive and other waste materials resulting from the contractor's operation from bridge deck surfaces, gutter lines, drains, curbs, bridge seats, pier caps, slope paving, roadway below, and all structural members and assemblies.

C.2 Inspection

Add the following to standard spec 105.9:

Furnish, erect and move scaffolding and other equipment to allow the inspector to closely observe all affected surfaces. The scaffolding, with appropriate safety devices, shall meet the approval of the engineer.

stp-517-005 (20150630)

12. Preparation and Coating of Top Flanges B-17-5, Item 517.0901.S.

A Description

This special provision describes thoroughly cleaning and coating the top surface and edges of the top flanges, removing loose paint, rust, mill scale, dirt, oil, grease, or other foreign substances until the specified finish is obtained.

B (Vacant)

C Construction

For top flanges and edges that have no paint on them and according to the department's Pre-Qualified Paint Systems for Structure Overcoating Cleaning and Priming, clean the top surface and edges of the top flanges and paint them with one coat of an approved zinc rich primer. Paint for Solvent Cleaning for Overcoat-minimum Cleaning (SP-1) is not allowed.

For top flanges and edges that have paint on them and according to the department's Pre-Qualified Paint Systems for Structure Overcoating Cleaning and Priming, clean all areas of rust and loose paint on the top surface and edges of the top flanges. Wash the top surface and edges of the top flanges and paint them with one coat of an approved zinc-rich primer according to paint manufacture's recommendations. If flash rusting occurs before the application of the primer, stop painting application, remove the flash rusting and paint cleaned surface. Paint for Solvent Cleaning for Overcoat-minimum Cleaning (SP-1) is not allowed.

Where plans call for the cleaning of other painted structural steel including hanger assemblies, bearings, field splices, and connections, clean areas of loose paint and rust according to the department's Pre-Qualified Paint Systems for Structure Overcoating Cleaning and Priming, or and according to paint manufacture's cleaning recommendations. Sound paint need not be removed with the exception of an area 12 inch on either side of hanger assembly centerlines. Clean this area to base metal according to the paint manufacture's cleaning recommendations and paint them one coat of an approved zinc-rich primer according to paint manufacture's recommendations. Paint for Solvent Cleaning for Overcoat-minimum Cleaning (SP-1) is not allowed.

For areas of exposed steel members that are to be imbedded in new concrete and according to the department's Pre-Qualified Paint Systems for Structure Overcoating Cleaning and Priming, thoroughly clean the surface area of exposed steel members that are to be imbedded in the new concrete and solvent wash and paint one coat of an approved zinc rich primer according to paint manufacture's recommendations to these areas. Paint for Solvent Cleaning for Overcoat-minimum Cleaning (SP-1) is not allowed.

According to the approved project specific hazardous material containment plan, furnish and erect tarpaulins or other materials to collect all of the spent paint containing material resulting from blasting or hand and power tool cleaning and coating. Minimize dust during all clean-up activities. Collect and store waste material at the end of each work day or more often if needed. Store waste materials in the hazardous waste containers provided. Lock and secure all waste containers at the end of each work day. Cover containers at all times except when adding or removing waste material. Store the containers in an accessible and secured area, not located in a storm water runoff course, flood plain or exposed to standing water. Transportation and disposal of such waste material will be the responsibility of the department.

Damage to existing painted surfaces as a result of construction operations, shall be restored to the approval of the engineer at the contractor's expense.

D Measurement

The department will measure Preparation and Coating of Top Flanges (Structure #) as a single unit for each structure, 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
517.0901.S	Preparation and Coating of Top Flanges B-17-5	EACH

Payment is full compensation for preparing and cleaning the designated surfaces; and for furnishing and applying the coating.

stp-517-010 (20210708)

13. Structure Overcoating Cleaning and Priming B-17-5, Item 517.3001.S.

A Description

This special provision describes cleaning and painting with two or three coats of paint the metal surfaces.

A.1 Areas to be Cleaned and Painted

Structure B-17-5

1. Two Coat Area: 0 SF with SP 1 cleaning.
2. Three Coat Area:
 - 0 SF with SP 2 cleaning.
 - 990 SF with SP 3 cleaning.
 - 0 SF with SP 11 cleaning.
 - 0 SF with SP 15 cleaning.
 - 0 SF total three-coat area.

B Materials

Furnish an epoxy coating system from the department's APL for Paint- structure maintenance.

C Construction

C.1 Surface Preparation

Before overcoating or power tool cleaning, solvent clean all surfaces to be coated according to SSPC-SP1. A SSPC-SP 3 power Tool Cleaning according to Steel Structures Painting Council Specification 3 will be required on all metal surfaces to be painted with a three-coat system. Prime the same day, or re-clean before application, all metal surfaces receiving a No. 3 cleaning.

Remove all abrasive or paint residue from steel surfaces with a High Efficiency Particulate Abatement (HEPA-VAC) vacuum cleaner equipped with a brush-type cleaning tool, or by double blowing. If the double blowing method is used, vacuum the exposed top surfaces of all structural steel, including flanges, longitudinal stiffeners, splices, plates, and hangers, after the double blowing operations are completed. The air line used for blowing the steel clean shall have an inline water trap and the air shall be free of oil and water as it leaves the air line.

Take care to protect freshly coated surfaces from subsequent cleaning operations. Thoroughly wire brush damaged primed surfaces with a non-rusting tool. Clean and re-prime the brushed surfaces within the time recommended by the manufacturer.

C.2 Painting

Paint by applying two or three coats of an approved coating system as specified herein to the surfaces as described in A.1 from the department's approved products list.

C.3 Coating Application

Apply paint in a neat, workmanlike manner. The resultant paint film shall be smooth and uniform without skips or areas of excessive paint. Apply coating according to the manufacturer's recommendations.

Before applying the prime coat, coat with primer all edges, rivet and bolt heads, nuts and washers by using either a brush, roller, or spray application.

Dry Film Thickness per coat shall be a minimum of 3-mil. The dry film thickness shall be determined by use of a magnetic film thickness gage. The gage shall be calibrated for dry film thickness measurement according to SSPC-PA 2.

During surface preparation and coating application, the ambient and steel temperature shall be between 39 and 100 degrees F. The steel temperature shall be at least 5 degrees F above the dew point temperature, and the relative humidity shall not exceed 85%.

D Measurement

The department will measure Structure Overcoating Cleaning and Priming (Structure #) as a single unit for each structure, 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
517.3001.S	Structure Overcoating Cleaning and Priming B-17-5	EACH

Payment is full compensation for preparing and cleaning the designated surfaces; and for furnishing and applying the paint.

stp-517-036 (20210708)

14. Containment and Collection of Waste Materials B-17-5, Item 517.4001.S.

A Description

This special provision describes furnishing and erecting tarpaulins to contain, collect and store the spent material from surface preparation of steel surfaces, collecting such spent material, and labeling and storing the spent material in waste containers.

B Materials

Provide 5-gallon lidded plastic containers for containing the spent material.

C Construction

Erect tarpaulins or other materials to collect all of the spent material from power tool cleaning. Consider and treat all spent material as hazardous waste.

Collect and store all waste material collected by this operation at the bridge site for disposal. Collect and store all waste materials at the end of each workday or more often if needed. Store materials in 5-gallon lidded plastic containers.

Label each container with the date the first waste was placed in the container and the words "Hazardous Waste – EPA Waste Code D008." Lock and secure all containers at the end of each workday. Keep the containers covered at all times except to add or remove waste material. Store the containers in an accessible and secured area, not located in a storm water runoff course, flood plain or exposed to standing water.

Collect the spent debris by vacuuming, shoveling, sweeping, or by channeling it directly to disposal containers. The enclosure shall be thoroughly cleaned at the end of each work day.

D Measurement

The department will measure Containment and Collection of Waste Materials (Structure) as a single unit for each structure, 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
517.4001.S	Containment and Collection of Waste Materials B-17-5	EACH

Payment is full compensation for designing, erecting, operating, maintaining and disassembling the containment devices; collecting, labeling and storing spent materials in appropriate containers.

stp-517-037 (20230113)

15. Portable Decontamination Facility, Item 517.6001.S.

A Description

This special provision describes furnishing and maintaining weekly, or more often if needed, a single unit portable decontamination facility.

B Materials

Supply and operate all equipment according to OSHA.

Supply adequate heating equipment with the necessary fuel to maintain a minimum temperature of 68° F in the facility.

The portable decontamination facility shall consist of a separate "Dirty Room", "Shower Room" and "Clean Room". The facility shall be constructed so as to permit use by either sex. The facility shall have adequate ventilation.

The "Dirty Room" shall have appropriately marked containers for disposable garments, clothing that requires laundering, worker shoes, and any other related equipment. Each container shall be lined with poly bags for transporting clothing, or for disposal. Benches shall be provided for personnel.

The "Shower Room" shall include self-contained individual showering stalls that are stable and well secured to the facility. Provide showers with a continuous supply of potable hot and cold water. The wastewater must be retained for filtration, treatment, and/or for proper disposal.

The "Clean Room" shall be equipped with secure storage facilities for street clothes and separate storage facilities for protective clothing. The lockers shall be sized to store clothing, valuables and other personal belongings for each worker. Benches shall be provided for personnel.

Supply a separate hand wash facility, either attached to the decontamination facility or outside the containment.

C Construction

Properly contain, store, and dispose of the wastewater.

D Measurement

The department will measure Portable Decontamination Facility by each individual unit, 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
517.6001.S	Portable Decontamination Facility	EACH

Payment is full compensation for furnishing and maintaining a portable decontamination facility.

stp-517-060 (20230113)

16. City of Menomonie – Electrical Conduit.

The City of Menomonie has electrical conduit on B-17-005 for street lighting. This includes the conduit below the existing deck in the southwest corner of the structure. This existing conduit will remain during construction.

17. Temporary Traffic Signals for Bridges.

Supplement subsection 661.2.3 of the standard specifications as follows:

Furnish and install vehicle detection equipment, including connections and accessories inside the contractor-supplied control cabinet, for traffic-actuated operation of the temporary traffic signal. Do not install the detectors in or on the pavement structure. The controller shall be a "volume-density" type controller, capable of programming the following values:

1. Minimum green time.
2. Maximum passage during green phase.
3. Minimum passage during green phase.
4. Start of reduction of passage from maximum to minimum during green phase.
5. Time to reduce passage from maximum to minimum during green phase.
6. Maximum green time.

Supplement subsection 661.3.3 of the standard specifications as follows:

The contractor shall review signals after programming to assure there are no conflicting movements. Once the temporary signal has been activated, the contractor shall review the timings during the peak hours and notify the department of any recommended timing changes to optimize the traffic signal, if needed.

18. Installing and Maintaining Bird Deterrent System Station 677+50, Item 999.2000.S;

A Description

This special provision describes inspecting, installing and/or maintaining approved deterrents that prevent migratory bird nesting on bridges and culverts. Swallows or other migratory birds' nests have been observed on or under the existing culvert or bridge at the station identified. All active nests (when eggs or young are present) of migratory birds are protected under the federal Migratory Bird Treaty Act. One deterrent system shall be installed and/or maintained for each applicable structure. Deterrent methods selected shall be appropriate for structure type, size and/or site-specific constraints.

B Materials

B.1 Hardware and Lumber

Lumber, hardware, and fastening devices shall be durable enough to last through the length of the nesting season. Fastening devices and deterrence system must be approved by the engineer prior to installation on culverts and bridges that will remain in service after removal of deterrent systems. The method of fastening should not compromise the culvert or bridge concrete surfaces or steel protection systems. The attachment locations must be restored and repaired as needed by use of engineer approved fillers, sealers and paint systems.

B.2 Netting Materials

Exclusion netting is material either wrapped around or draped and fastened to bridge decks/abutments and culvert corners to prevent bird entry.

Furnish exclusionary netting to deter nesting in bridge decks and abutments and corners of box culverts, consisting of either:

- a. 1/2" x 1/2" or 3/4" x 3/4" knotless, flame resistant, U.V. stabilized polyethylene or polypropylene netting with minimum 40-pound breaking strength per strand, or engineer approved equal.
- b. Galvanized wire mesh (hardware cloth) with a wire diameter of .040 inches (19-gauge) and opening width of 1/2-inch.

At a minimum, use either 1" x 2" (nominal) lumber or 3/4" x 2" pressure treated plywood strips and of equal length as the netting.

B.3 Plastic Strip Curtain

Plastic strip curtains are strips of plastic attached to vertical surfaces in areas suitable for nesting.

Furnish 3-foot wide lengths of 6 mil minimum plastic sheeting with the lower 2 feet cut into vertical strips 2 inches wide.

At a minimum, use either 1" x 2" (nominal) lumber or 3/4" x 2" pressure treated plywood strips and staples to attach plastic strips to wood to fabricate the strip curtain.

Furnish concrete screws to attach strip curtain to structure.

B.4 Corner Slope Materials

Corner slopes are pieces of curved plastic placed in corners suitable for nesting. They are particularly effective in preventing nesting in top corners of box culverts.

Furnish U.V. stabilized pre-fabricated PVC or polycarbonate corner slopes from commercial bird-deterrent manufacturers or an approved equal.

C Construction

C.1 General

If active nests are observed after construction starts, or if a trapped bird or an active nest is found, stop work that may affect birds or their nests, and notify the engineer to consult with the Wisconsin Department of Natural Resources transportation liaison at Leah Nicol, at 715-934-9014, or the department regional environmental coordinator Andrew Gorniak, at 715-340-6581.

Efforts should be made to release trapped birds, unharmed.

C.2 Nest Removal

Remove unoccupied nests prior to the beginning of the nesting season as designated in Prosecution and Progress. Nest removal involves the removal and disposal of unoccupied or partially constructed nests without eggs or nestlings. Removing all evidence of nesting (e.g. cleaning droppings from structures) eliminates a visual cue for a potential breeding location, especially for first-time breeders. Nest removal is not a type of deterrent and does not prevent nest establishment but can delay the process. As such, it should only be used in conjunction with other methods. It cannot be used on its own to ensure compliance. Nest removal is not required if deterrents are installed before the start of the avoidance window unless nests interfere with successful installation of the deterrent.

Remove nests on the structure by scraping or pressure washing prior to established avoidance windows to deter nesting. Remove only unoccupied or partially constructed nests without eggs or nestlings. Remove newly built nests every two days before eggs are laid. Nest removal is intended to be used prior to and in conjunction with other nesting deterrents.

C.3 Exclusion Netting

C.3.1 Installation

Using concrete screws, anchor lumber to bridge or culvert along perimeter of intended netting. Fasten netting to lumber until netting is held taut. Use the minimum length of lumber and netting necessary to avoid sections of netting that are not flush to the bridge or culvert. Eliminate any loose pockets or wrinkles that could trap and entangle birds or other wildlife. Ensure the net is pulled taut in order to prevent flapping in the wind, which results in tangles or breakage at mounting points.

For culverts, attach netting at a 45-degree angle at the culvert corner so it extends at least 12" below the corner.

C.4 Plastic Curtains

C.4.1 Installation

Attach plastic curtains along the entire length of vertical surface or corner on which nest building is to be deterred. Affix plastic curtain strips to treated lumber with staples spaced a minimum of 1 foot O.C. Wrap plastic curtains around lumber prior to attaching it to the structure to reduce the likelihood of it tearing out at the staples. Screw lumber into the underside of the bridge deck or top of box culvert with concrete screws placed 24-inches O.C. minimum.

C.5 Corner Slopes

C.5.1 Installation

Attach corner slopes to the structure per the manufacturer's recommendations. Use urethane-based adhesives if manufacturer supplied hardware or adhesives are not available or no recommendations are provided. Install end caps or seal ends of corner slopes to prevent entry of birds or other animals.

C.6 Inspection and Maintenance

Inspect bird deterrent devices every two weeks both during and prior to construction when deterrents have been installed to exclude birds prior to nesting windows, and after large storm events or high winds. Ensure that netting is taut, that no gaps or holes have formed, and that the nets are functioning properly. Ensure that corner slopes are not cracked or otherwise damaged and are functioning properly. Ensure that curtains are undamaged, with no tears, holes, or creases. Repair any damaged or loose deterrent devices. Inspect, maintain, and repair nesting deterrents whether installed by the contractor or others. Repair, replace, supplement deterrents as necessary with materials meeting the requirements of this specification.

Remove any unoccupied or partially constructed nests without eggs or nestlings.

Repair deterrents to prevent birds from attempting to nest again.

Record all inspection, removal, and maintenance activities. Provide inspection, removal and maintenance records to the engineer upon request.

C.7 Removal and Structure Repair

Maintain the deterrent until the engineer determines that the deterrent is deemed no longer necessary. Upon completion of the project, remove any remaining migratory bird deterrent from the project site. If the existing bridge or culvert is to remain after construction, restore and repair as needed by use of engineer approved fillers, sealers and paint systems.

D Measurement

The department will measure Installing and Maintaining Bird Deterrent System (Station) as a single unit at each structure, acceptably completed.

The department will measure Maintaining Bird Deterrent System (Station) as a single unit at each structure, 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
999.2000.S	Installing and Maintaining Bird Deterrent System Station 677+50	EACH

Payment for Installing and Maintaining Bird Deterrent System is full compensation for providing and installing deterrents that prevent migratory bird nesting; removing and disposing of unoccupied or partially constructed nests without eggs or nestlings; maintaining, repairing, replacing, supplementing, existing deterrent materials; repairing damage to structures resulting from installation of deterrents; removal and disposal of materials.

Payment for Maintaining Bird Deterrent System is full compensation for inspecting structures for the presence of migratory birds, inspecting deterrents installed by others; maintaining, repairing, replacing, and supplementing existing deterrent materials; repairing damage to structures resulting from installation of deterrents; removal and disposal of materials.

stp-999-200 (20250108)

19. Partially Grouted Riprap, Item SPV.0035.01.

A Description

This special provision describes constructing partially grouted riprap in accordance with Section 606 of the Standard Specifications and the following.

Furnish and place stone riprap, at the locations shown in the Plans, as a protective covering on earth slopes, piers, abutments, walls, or other structures, where the soil is susceptible to erosion. Then partially fill the voids of the riprap with a Portland cement-based grout by hose or tremie. The final configuration results in an armor layer that retains approximately 50% of the void space of the original riprap. Place riprap "in the dry", with no installation of riprap underwater. Place riprap on a geotextile material as directed by the Engineer.

B Materials

Follow the material requirements of Section 606.2 except as modified below.

Furnish stones that meet the requirements of Section 606.2.1, the grade required as specified on the plans, or by the Engineer.

Replace the material requirements of 606.2.2 Riprap Grout with the following:

The approximate mix design for the grout required for one cubic yard of mix is shown in Table 1 below. The applicable materials specifications are listed next to each material in the grout mix. Contractor Mix design is required before placement of the riprap. Check gradation and quality of the crusher chips and sand whenever new material is brought onto the project.

Table 1: Approximate Mix Design for Grout (one cubic yard of mix)

Material	Material Specification	Quantity lbs [kg]
Portland Cement	501.2.4.1	740 to 760 [336 to 345]
Fine aggregate (sand), dry	501.2.7.2	1180 to 1200 [535 to 544]
¼" Crusher chips, dry	No. 4 (ASTM #89)	1180 to 1200 [535 to 544]
Water	501.2.6	420 to 450 [190 to 204]
Air entrainment	501.2.5.2	8 to 12%

Quality Assurance Requirements:

The Engineer will perform Consistency (Slump) Tests on the grout mix. Perform the slump tests a minimum of 2 times per day or whenever new materials are brought onto the project. Make sure to take grout for the tests from the discharge point (i.e. end of the hose) for proper consistency readings.

Follow ASTM C143 "Standard Test Method for Slump of Hydraulic-Cement Concrete." The target values for the slump (ASTM C143) test are as follows: 6.5 to 7.5 in [16.5 to 19 cm] vertical slump

C Construction

Satisfy the construction requirements of 606.3 except as modified below.

Replace Section 606.3.5 (2) with the following:

Test section:

Before application of the grout on the entire riprap installation, complete a test section, to be observed by the Engineer. Make this section the same thickness as the standard riprap section and have minimum dimensions of 10 ft by 10 ft [3 m by 3 m]. The Engineer will visually observe the application of the grout, inspect the final grout configuration in the test section, and approve of the method/application. Once approved, use the same method/application used in the test section for the rest of the riprap installation.

Grouting Method/Application:

Table 2 below presents the recommended values for quantity of grouting material as a function of the grade of the riprap. Take care so that the application quantities are not exceeded, as too much grout can create an impermeable layer on the surface of the armor layer or on the filter at the bottom of the riprap. Before placing the grout, wet the riprap so it is clean and will bond to the grout.

Table 2: Grouting Material Quantities

Riprap Grade	Application Quantity of Grout ft ³ /yd ² [m ³ grout / m ² riprap]
Light	2.0 – 2.2 [0.7 – 0.8]
Medium	2.7 – 3.2 [1.0 – 1.1]
Heavy	3.4 – 4.1 [1.2 – 1.4]

Dispense grout from a flexible hose or tremie attached to a boom on a concrete pump truck or grout pump. The recommended hose diameter size is 2-3 in [5-7.5 cm]. Optimal grout flow rate is no more than 10 gal/min [0.6 l/s] to allow for a manageable and uniform rate of placement on the riprap slope. Supply grout to the pump truck from a standard concrete mixer truck. Apply the grout by hand using the hose or tremie line-by-line along matrix riprap.

After application of the grout on the riprap, approximately 50% of the original void space in the riprap will be retained. The upper half of the riprap layer should have approximately two-thirds of the voids filled with grout, and the lower half of the riprap layer should have approximately one-third of the voids filled with grout.

D Measurement

The department will measure Partially Grouted Riprap by the cubic yard, acceptably completed based on the surface area and thickness of riprap.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.01	Partially Grouted Riprap	CY

Payment is full compensation for all costs involved, including the riprap, grout, labor, and equipment.

20. Driveway Assistance Device System, Item SPV.0045.01.

A Description

This special provision describes providing, repositioning, operating, maintaining, monitoring, calibrating, testing, and removing driveway assistance device system (DADS).

B Materials

Provide DADS components and software that is National Transportation Communications for ITS Protocol (NCTIP)-compliant.

B.1 Temporary Traffic Signals

Provide trailer-mounted traffic signals conforming to standard spec 661. The trailer-mounted traffic signal must have the capability of communication and programming with the Driveway Assistance Device(DAD).

B.2 Driveway Assistance Device

Provide Driveway Assistance Devices (DAD) that are compatible with the trailer-mounted traffic signals. Equip each DAD with 2 regulatory signs according to the plans. Provide a battery powered power supply with a solar powered charging system and a back-up power source. Equip each DAD with a digital LED readout displaying the current battery voltage at all times. Each DAD must have one signal head consisting of 3 LED indications as follows: one 12-inch diameter red ball indication centered over one 12-inch diameter yellow flashing left arrow and one 12-inch diameter yellow flashing right arrow.

B.3 System Communication

Ensure DADS communications meet the following requirements:

1. Perform required configuration of the DADS communication system automatically during system initialization.
2. Incorporate an error detection/correction mechanism into the DADS communication system to ensure the integrity of all data.

B.4 System Acceptance

Submit vendor verification to the engineer and Bureau of Traffic Operations (DOTBTOWorkzone@dot.wi.gov) 14 calendar days before the pre-construction meeting that the system will adequately perform the functions specified in this special provision. Adequate verification includes past successful performance of the system, literature, and references from successful use of the system by other agencies, and/or demonstration of the system.

Provide contact information for a designated representative responsible for monitoring the performance of the system and for making modifications to the operational settings as the engineer directs. Provide all testing and calibration equipment.

C Construction

Place temporary traffic signals and DADs where the plans show unless the engineer directs otherwise. Install devices in accordance with the manufacturer's specifications.

C.1 System Operation

During each green interval on the primary traffic phase, each DAD unit must display a flashing yellow arrow corresponding to the direction of mainline traffic movement. Program DAD units as part of the temporary traffic signal in 1 second increments from 3 to 999 seconds. In the event multiple DAD units are required, all units must be capable of being programmed with individual timing programs based on their placement within the work zone. The DAD must have the ability to be programmed in a fault mode of solid red or flashing red upon a system fault.

C.2 Malfunction Management System and Monitoring

Equip each DAD and temporary traffic signal within the DADS with a Malfunction Management System (MMS) with the ability to communicate with all signals within the DADS. In the event of a fault at any temporary traffic signal or DAD within the DADS, that fault must be communicated to every temporary traffic signal and DAD within the DADS, at which time every temporary traffic signal and DAD must enter into the fault mode.

1. When any conflicting channels are detected as concurrently active, the MMS must transfer all temporary traffic signals and DADs within the DADS to fault mode.

2. The MMS should monitor active signal and DAD indications and verify safe and proper operation. If a conflict or potentially unsafe scenario occurs, the MMS must transfer all signals and DADs within the system to fault condition.
3. When communication between the signal and DADs is lost, the system must enter into the fault mode.
4. The temporary traffic signals and DADs within the DADS must enter into the fault mode when all instances of a signal lamp are lost for more than 1,000 milliseconds, unless one instance of signal indication (at the signal loss location) is active and functioning properly.

In the event of a low battery condition, the DAD must be equipped with the ability to contact up to 3 individuals via SMS text message or email of the low battery condition.

C.3 System Performance

Upon any notification of failure of any duration, complete a repair within 24-hour period without additional cost to the Department or time extension of the contract. The equipment is also subject to rejection by the Engineer. Any rejected equipment may be offered again for retest provided the noncompliance has been corrected.

C.4 System Coordination

The contractor is to designate a System Coordinator who is responsible for overseeing the placement of the devices and for testing and calibrating the equipment. The System Coordinator must be locally available to maintain system components, move portable devices as necessary, and respond to emergency situations. The contractor must provide a local phone number or a toll-free number to the Engineer for the maintenance of the system at any time. The System Coordinator must be accessible 7 days/week and 24 hours/day while the system is deployed and must respond within 2 hours of notification. Each DAD unit must be continually monitored throughout periods of deployment. Technical Support for the system must be available for periods of operation.

C.5 Local Notification

Prior to installation, provide written notification to all residences and businesses whose driveways will be controlled by a DAD. This notification includes anticipated dates of operation and instructions to appropriately interact with the driveway device at a minimum.

D Measurement

The department will measure Driveway Assistance Device System by the day, acceptably completed, measured as each complete system per roadway. The DADS must be set up in the work area and operational before the time can be measured.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0045.01	Driveway Assistance Device System	DAY

Payment is full compensation for providing, placing, maintaining, repositioning, and removing the required traffic control devices and for performing any needed flagging.

Payment is full compensation for providing, repositioning, operating, maintaining, monitoring, calibrating, testing, and removing the complete system consisting of temporary traffic signals, driveway assistance devices and system communications. Failure to correct a deficiency to the DADS within 24 hours after notification from the engineer or the department will result in a one-day deduction of the measured quantity for each day in which the deficiency is not corrected.

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

21. Abutment Seat Cleaning and Sealing, Item SPV.0180.01.

A Description

This special provision describes cleaning the top surfaces of concrete abutments and sealing them as the plans show and as the engineer directs.

B Materials

For bridge seat protection/sealing, coat the tops of abutments with a type of epoxy resin the manufacturer recommends for sealing exterior concrete surfaces, subject to the engineer's approval.

C Construction

C.1 Blast Cleaning Operation

Blast clean the top surface of the abutment according to SSPC SP-13 and ASTM D4259 for an abrasive blast cleaning to a surface roughness and finish as the engineer directs. Before abrasive blast cleaning operations are to begin, prepare a representative trial area on the abutment surface, and have the method of blast cleaning approved by the engineer. Provide means of protecting bearings and girders such that their coatings/paint are not removed or damaged during blasting operations.

C.2 Water Cleaning Operation

After abrasive blast cleaning operations are completed, clean the prepared pier cap surface with water according to ASTM D4258. Remove with this water cleaning all dust and loose material from the top surface of the abutments to be coated with epoxy for bridge seat protection. Provide an adequate drying time of at least 24 hours before coating with epoxy. Remove all loose concrete, dirt, dust, or blast material that remains in the area around the abutment, as the engineer directs.

C.3 Bridge Seat Protection

After cleaning, apply bridge seat protection epoxy per standard spec 502.3.12.

D Measurement

The department will measure Abutment Seat Cleaning and Sealing by the square yard, 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
SPV.0180.01	Abutment Seat Cleaning and Sealing	SY

Payment is full compensation for abrasive blast cleaning; for water cleaning; for all additional cleanup of the concrete surfaces and surrounding abutment areas; and for furnishing and applying bridge seat protection.

