



## Wisconsin Department of Transportation

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November 9, 2015

**Division of Transportation Systems  
Development**

Bureau of Project Development  
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### NOTICE TO ALL CONTRACTORS:

**Proposal #29: 8919-03-72**  
**Chippewa Falls – Cadott Road**  
**Lake Wissota Bridge B-09-0280**  
**CTH X**  
**Chippewa County**

### Letting of December 8, 2015

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

#### Special Provisions

Revised Special Provisions	
Article No.	Description
3	Prosecution and Progress
14	Monitoring of Railroad Structure

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**

**8919-03-72**

**November 9, 2015**

**Special Provisions**

**3. Prosecution and Progress**

*Add the following:*

**Northern Long-eared Bats (*Myotis septentrionalis*)**

Northern Long-eared Bats (NLEB) have potential to inhabit the project limits.

There shall be no Clearing for this contract, from June 1 to July 31 both dates inclusive, in order to avoid adverse impacts upon the NLEBs.

Notify Project Leader 14 days in advance of any work on box culverts or bridges to allow time for department to complete the Bats Presence Structure Inspection Form.

Submit a schedule and description of Clearing and Grubbing operations to the department 14 days prior to any Clearing operations. The department will determine, based on schedule and scope of work, what erosion control shall be implemented prior to the start of Clearing operations.

**14. Monitoring of Railroad Structure.**

*Replace entire article language with the following:*

The department has made no arrangements to conduct condition surveys or allow placement of survey targets on railroad property. Arrange and coordinate access with the railroad company for surveys and placement of targets prior to commencement of activities creating vibration. Do not enter or place targets on top of the railroad bridge superstructure. Pre-construction data may be collected and included in the Pre-Construction Condition Surveys. Do not place vibration monitoring instrumentation on railroad property without permission of the railroad.

During piling driving operations, the existing railroad bridge substructure units should be monitored for movement. If movement is recorded in excess of acceptable parameters, all pile driving operations must cease immediately and the engineer and railroad must be notified and methods to reduce vibration shall be proposed by the contractor for approval of the engineer and the railroad.

Monitoring is incidental to the items SPV.0105.01 Settlement Monitoring.

END OF ADDENDUM