



Highway Maintenance Manual
Chapter 03 Emergency Response
Section 01 Emergency Maintenance
Subject 20 Emergency Work

Bureau of Highway Maintenance

June 2015

1.0 Purpose

The operational requirements in dealing with an emergency situation should follow the Department's ETO Plan and/or Adverse Weather Communication and Coordination Procedure. Both of these documents can be found under the "Other Resources" tab on the [ETO Resource Repository](#) website (internal documentation for WisDOT employees).

This policy defines the process for contracting and administering an emergency incident requiring timely construction repairs or private services. In some cases, a local unit of government (typically a county) may be able to complete the repairs. In other cases, the services of a private contractor may be required. When a private contractor will perform the work, it is anticipated the work will not be competitively let, but done under a contractual agreement as outlined in this chapter.

It is possible some of the work may need to begin before written agreement approval is received from the Governor's office. However, at a minimum, the Governor's office must give verbal approval to complete the work through a negotiated agreement (instead of letting the work).

This policy is not related to the federal emergency relief (ER) program authorized in Title 23, United States Code, Section 125. Federal ER funds are used for repair or reconstruction of Federal-aid highways and roads on Federal lands with serious damage as a result of (1) natural disasters or (2) catastrophic failures from an external cause. Contact the State Highway Maintenance Engineer in the Bureau of Highway Maintenance for further information on the ER program.

2.0 Authority

Wisconsin Statute 84.07(1b) ([Emergency Repair and Protection of State Trunk Highways](#)) authorizes WisDOT to negotiate with private contractors or agencies to perform emergency repairs. An emergency repair is defined as using any forces or services to repair, protect or preserve any state trunk highway which has been closed or is being jeopardized by extraordinary damage by flood, structure failure, slides, or other extraordinary conditions.

The emergency repair can proceed quickly, without competitive bids, by negotiating with private contractors or agencies for forces and services. Any negotiated agreement for more than \$10,000 needs the verbal approval of the Governor's office before it becomes effective.

In accordance with Wisconsin Statutes [66.0903](#), [84.06](#), [103.49](#), and [103.50](#), if repairs are completed through the standard letting process, prevailing wage must be applied.

3.0 Definition of Emergency

An extraordinary damage or an extraordinary condition qualifying for an emergency repair or immediate need for private services should have as a minimum one of the following criteria:

- Imposes immediate danger to the public
- Threatens safety
- Results in significant detour routes
- Restricts emergency vehicle access
- Negatively impacts commercial traffic
- Negative economic impact
- Negatively impacts area events
- Threatens the environment

Examples of incidents qualifying for emergency repairs are:

- Structure failure (possibly as a result of a bridge hit)
- Culvert failure that damages or threatens a portion of the highway
- Flooding/slope failure that damages or threatens a portion of the highway

- *Pavement failure (blow-up or other damage)*
- Obstruction on the road (utility poles, trees, etc.)
- Concrete barrier wall damage that impacts safety
- Hazardous materials spills

If the incident creates an unsafe situation for the motoring public, a DOT Region Duty Officer may give verbal approval to proceed immediately with whatever needs to be done to secure the site. This would normally be ordering county forces to barricade the site and establish a detour.

In extreme circumstances, the Region Duty Officer may verbally authorize work by a private contractor to secure the site. This order should be followed with timely notification of the State Highway Maintenance Engineer, the DTSD Administrator's office and possibly the Governor's office.

The department's Emergency Transportation Operations Plan should be followed for all incidents.

4.0 Bridge Incidents

When the emergency incident impacts an existing state-owned bridge (bridge strike or major bridge failure), the region should coordinate their efforts with the Region Structures Maintenance Engineer and the Bureau of Structures. The process to follow is described in:

- *Bridge Manual, Section 2.2 Crisis Management*
- *Structure Inspection Manual, chapter 7, Emergency Notification and Follow-Up Documentation* (contact BOS Structures Maintenance Section Chief)
- *WisDOT Pocket Manual for Bridge Inspection, Section 3, 911 Smart Flag Priority Maintenance Actions* (contact BOS Structures Maintenance Section Chief)

For the actual emergency repair procedures due to bridge incidents, follow the approval process in section 5. (below).

5.0 Funding Emergency Response

When the repair is a damage claim *with an identifiable responsible party*, the region should assign a damage claim project ID to the repair. The cost of the repair will be charged to the responsible party or the responsible party's insurance carrier.

The State Highway Maintenance Engineer (DTSD/BHM) and the Proposal Management Chief (DTSD/BPD) will decide the method of accomplishing the repair and the final funding source. When possible, an expedited letting will be used instead of an emergency repair agreement.

When the funding source is expected to be the improvement program, the Program Development and Analysis Chief (DTIM/BSHP) will be included in the final decision on the type of funding. Although federal funds are rarely used, the FHWA Area Engineer for the region may be included in discussions of using federal funds. The request to use federal funds will follow the guidance in 23 CFR, Sec. 635.204(b) and, (per 23 CFR, Sec. 635.204(d)), the FHWA Division Administrator must approve the use of federal funds.

6.0 Approval Process for Emergency Repair

Listed below are the necessary steps to communicate, negotiate, and obtain approval to respond to an emergency repair incident.

1. In order to obtain verbal approval from the Governor's office to begin the repair, the Region Operations Manager, PDS Section Chief or SPO Section Chief (from the region where the emergency repair incident occurred) submits the Emergency/ Expedited Justification (Attachment 1) to the State Highway Maintenance Engineer (BHM) and the Proposal Management Chief (BPD) with the following information:
 - a. Description of the emergency repair incident and resultant damage
 - b. Description of the emergency repair work to be completed, including any specialized repair techniques
 - c. Any time constraints on the repair
 - d. A rough estimate of the cost of repair
 - e. Description of how the repair is anticipated to be funded
 - f. Whether there is a known party responsible for the repairs
 - g. Consequences of waiting for the competitive bid process to do the emergency repair

Questions about 1a-1g should be directed to the State Highway Maintenance Engineer in BHM.

2. The State Highway Maintenance Engineer (BHM) and the Proposal Management Chief (BPD) quickly review the Justification and decide on the method of repair – either on an emergency basis or as part of a letting, possibly expedited.
3. When the region is notified that the repair will be handled as an emergency, they typically contact three private contractors qualified to perform the repairs. In a small number of special situations, negotiating with one private contractor may be allowed – contact the State Highway Maintenance Engineer for concurrence. For very large agreements (those expected to cost over \$1 million), a minimum of three qualified contractors should be contacted. The intent of the contractor contacts is to determine:
 - Their availability to do the work immediately
 - Their willingness to perform the work under a negotiated agreement
 - Their ability to meet the anticipated timeline for the repairs
 - Their understanding of the criteria used to select a contractor
 - Their understanding of the due date for returning quotes

An initial phone contact with each contractor is advisable (Attachment 2). Following that contact, the region would normally provide each contractor written information (Attachment 3) both about the incident and about the proposed repairs, including:

- Nature of the damage
- Anticipated repair
- Probable specialized repair techniques
- Relevant plan sheets, if available
- Applicable specifications and special provisions
- Estimated quantities
- Anticipated timeline for the repairs
- Due date for their response
- The criteria the region will use to select a contractor

In some cases, the above information could be communicated verbally as part of a field meeting at the repair site.

4. While the contractors are developing their proposals, the region should develop a draft Agreement for Emergency Repair (Attachment 4). The agreement should include:
 - a. Identification of the contractor who will complete the repair
 - b. Description of the process and steps to complete the repair including the materials and anticipated quantities
 - c. Special conditions or reference to Special Provisions
 - i. Completion date or working days
 - ii. Work restrictions
 - iii. Special construction techniques
 - d. The quoted price for the repair
 - e. Non-discrimination of employees paragraph
 - f. Signature blocks with places for:
 - i. Contractor name/signature/date
 - ii. Governor signature/date (indicates approval)
 - iii. Department representative signature/date (executes the agreement)
5. Concurrent to the region obtaining proposals from a number of contractors, the BHM Director sends the Emergency/ Expedited Justification to the DTSD Administrator. If the Administrator concurs, the Justification is sent to the Secretary's Office for its concurrence. If the Secretary's Office concurs, the request is sent to the Governor's Office for verbal approval to do the emergency repair without going through the standard letting process (with documentation to follow).
6. Once BHM/DTSD has received verbal approval from the Governor's Office to proceed with the emergency repair using a negotiated agreement, the region is notified and can work with the selected contractor to finalize the negotiated agreement as soon as possible.

In some cases, the selected contractor may already be under a separate contract to perform construction work in the vicinity of the emergency incident. Adding the emergency work as a contract modification to any existing contract should be avoided. The preferred method is to begin negotiations with the contractor for a separate agreement to do the emergency work.

7. When the private contractor proposals are received, the region selects a contractor to continue formal negotiations. Items to be considered in making the selection are:
 - Estimated cost to do the work
 - Time to mobilize and start work
 - Estimated time to complete the work
 - Expertise of contractor or crew
 - Specialized expertise needed (e.g., steel beam heat straightening)
 - Size of agreement and capacity of contractor
8. The region shall complete the final Agreement for Emergency Repair and send two copies to the selected contractor for signature. Because of the emergency nature of the incident, repair work may be started as soon as the contractor signs and returns the final Agreement to the region.
9. Send the two original copies of the Agreement (with the contractor's original signature), the DT25 cover letter (Attachment 5), and the DT25 to the State Highway Maintenance Engineer in BHM as soon as possible. The cover letter must indicate the date the verbal approval was received from the Governor's office. The State Highway Maintenance Engineer sends the above documentation to the Proposal Management Section in BPD for further processing.

The three mandatory signatures on the DT25 are:

- a. The *DOT Contract Authority* (in the BPD Proposal Management Section) who forwards the document to the Secretary's Office
- b. The *DOT Secretary's Office* who forwards the document to the Governor's office
- c. The *Governor*, who returns the document to the *DOT Contract Authority*

The completed DT25 (Attachment 6) should be submitted as early as possible in the process. Indicate on the DT25 if the work is underway and when the Governor previously verbally approved the emergency work (indicate date).

10. Upon receiving the fully executed agreement, region returns one signed copy to the contractor. The other signed copy should be placed in central office files.
11. Unless indicated otherwise in the Agreement, it is administered during construction similar to a let contract.

7.0 List of Attachments

- [Attachment 1](#) Emergency/Expedited Justification
- [Attachment 2](#) Contractor Contacts
- Attachment 3 Letter requesting quotes
- [Attachment 4](#) Agreement for Emergency Repairs
- Attachment 5 Cover letter for DT25 and Agreement
- Attachment 6 DT25, with emergency repair example

Attachment 1

Emergency/Expedited Justification

Date: January 18, 2013

To: State Highway Maintenance Engineer (BHO)
Proposal Management Chief (BPD)

From: Gregory Haig P.E. Northwest Region, Bridge Maintenance

To Be Completed By Region (Information may be used for contractor contracts)

Incident Description	
Date of incident January 10 th , 2013	County St. Croix County
Highway I-94/CTH J	Location Bridge B-55-0041 at Milepost 14, I-94 EB
Highway plans available. Yes	Structure plans available. Yes
Describe incident, resultant highway/structure damage A dump truck was heading eastbound on I-94 near milepost 14. The bed of the truck began to rise up and eventually struck the CTH J overpass (Bridge B-55-0041). The impact caused extensive damage to the exterior westernmost girder in span 2 of the structure just above the driving lane (outside lane). All of the bottom strands of the girder have been exposed, but are still intact and carrying load. The southbound lane of CTH J was closed to prevent any additional load on the damage girder. CTH J is currently open to one lane using stop signs for traffic operations.	
Describe anticipated emergency repairs Repair or replacement of damaged girder	
Describe any specialized repair techniques that may be needed I am proposing that we use what's left of the existing beam to form up the damaged area and use a self consolidating concrete to repair the damaged area. In addition, I would also cover the repair area with a glass fiber wrap to both protect and strengthen the girder.	
Time constraints on the repairs Although the repair should be done ASAP, the temperature constraints on the proposed repair materials require a minimum temperature of 40 degrees. Given the constraints, I'm proposing keeping CTH J down to one lane until the weather allows for the repair. We are anticipating early March repairs.	

To Be Completed By Region (Information for internal use only)

Other Relevant Information	
Estimated cost (may be rough) \$150,000	
Anticipated funding Operations – With funds to be recovered as damage claim.	
Is there a known party responsible for the damage? Yes	
Consequences of using competitive bid instead of emergency agreement We plan to get quotes from 3 contractors to perform the emergency repairs to Bridge B-55-0041	

To Be Completed By Bureau of Highway Operations and Bureau of Project Development

Statewide Bureau Comments	
Having reviewed the Justification, the following is recommended: Begin design for repair or replacement of the damaged bridge girder then request quotes from three qualified bridge contractors to complete the structural repairs. Work should start as soon as conditions allow so the local roadway can be reopened to full service.	
Signed: State Highway Maintenance Engineer	Signed: Proposal Management Section Chief

1 - Date Region notified of decision	4 - If Emergency, date forwarded to Governor's Office
2 - If Emergency, date forwarded to DTSD Administrator	5 - If Emergency, date approved by Governor's Office
3 - If Emergency, date approved by DTSD Administrator	6 - If Emergency, date Region given approval to proceed

CC: Director – BHM
Director - BPD
Director – BOS
NW Region Operations Chief

SAMPLE

Attachment 2

Checklist for Contractor Contacts

Contractor	Contact person	Phone	Date of contact
Is contractor available to do the work?			
Is contractor qualified to perform specialized repair techniques?			
Is contractor willing to work under a negotiated agreement?			
Does contractor understand the selection criteria?			
Does contractor know the due date for the quote?			
Contractor	Contact person	Phone	Date of contact
Is contractor available to do the work?			
Is contractor qualified to perform specialized repair techniques?			
Is contractor willing to work under a negotiated agreement?			
Does contractor understand the selection criteria?			
Does contractor know the due date for the quote?			
Contractor	Contact person	Phone	Date of contact
Is contractor available to do the work?			
Is contractor qualified to perform specialized repair techniques?			
Is contractor willing to work under a negotiated agreement?			
Does contractor understand the selection criteria?			
Does contractor know the due date for the quote?			

Attachment 3

March 14, 2007

EDWARD KRAEMER & SONS, INC
LUNDA CONSTRUCTION COMPANY
ZENITH TECH, INC

SUBJECT: Request for Emergency Repair Quote
Project ID 0077-05-13
Emergency Bridge Repair B-32-0037
IH 90 WB over USH 53 SB/STH 35
La Crosse County
SW Region

The Wisconsin Department of Transportation, [SW Region](#) is requesting quotes for emergency construction work under Project ID: [0077-05-13](#), Emergency Repairs, [IH 90 B-32-0037 \(WB over USH 53 SB/STH 35\) La Crosse County](#). This work is required as a result of an emergency incident and will be performed under an Agreement for Emergency Repairs, negotiated with a contractor selected using the criteria below. The construction work will be administered similar to a let contract.

Basic information about the incident is shown on the other side of this letter. For more detailed information, please examine the attached [information on the other side of this letter and enclosed plan sheets and special provisions](#). If you are interested, submit your quote by [5:00 pm on Thursday, March 29, 2007](#). Proposals can be mailed or hand delivered to [David Bohnsack](#) at the address below. As soon as a decision is made, letters will be sent to notify the contractors of the results. If you are not interested in the work, please contact me at the number below.

If you have any questions about the attached plan, proposal, or selection process, please contact me at [608.785.9781](#). Thank you for your interest.

Sincerely,

[David Bohnsack, PE](#)
[Southwest Region -La Crosse Office, Bridge Maintenance Engineer](#)
[3550 Mormon Coulee Road](#)
[La Crosse WI 54601-6767](#)

Enc: [Plan sheets and special provisions](#)

CC: [Bruce Karow, Structures Maintenance Engineer](#)
[Finn Hubbard, Chief Structures Construction](#)

Incident Description	
Date of incident March 1, 2007	County La Crosse
Highway IH 90	Location B-32-0037 (WB over USH 53 SB/STH 35)
Highway plans available? N/A	Structure plans available? Yes
Describe incident, resultant highway/structure damage Span 2 of B-32-0037 was struck by an oversize load, damaging girders 1, 2, 3, & 4	
Describe anticipated emergency repairs The repairs involve removing and replacing the existing deck and parapet on span 2 (above USH 53/STH 35 SB), removing and replacing girders 1, 2, and 3 between splice plates, heat straightening girder 4 and haunch area on girders 1, 2, & 3, replacing damaged stiffeners and diaphragms, and re-painting damaged areas.	
Describe any specialized repair techniques that may be needed Girder heat straightening	
Time constraints on the repairs	
<ul style="list-style-type: none"> • Completion date of June 1, 2007 • STH 35 will be open to two (2) lanes of through traffic in both directions between 6:00 am - 9:00 am and 2:00 pm - 7:00 pm. • Exit ramp from IH 90 WB to STH 35 SB will be open to traffic at all times between 6:00 am and 7:00 pm. • Holiday work restrictions will apply during the duration of this contract. 	

For your information:

- *Plan sheets and special provisions detailing emergency repairs*
- Four full road closures of STH 35 Southbound will be allowed between 8:00 pm and 5:00 am.
- A contract has been negotiated with Central State Signing, Inc (0077-05-13 Contract #1) to handle all traffic control needs. You will be required to coordinate directly with Central State Signing, Inc for your traffic control needs. All traffic control will follow the "Manual of Uniform Traffic Control Devices".
- A contract has been negotiated with ____ (Contract #3) for fabricating, painting, and shipping the steel girders, diaphragms, ... as shown on plan sheets ____.
- Contact and coordination with the Federal Aviation Administration (FAA) and possibly the City of La Crosse will be required for airspace restrictions depending on the crane height.
- Regulated Asbestos Containing Material (RACM) was found on this structure in the gray gasket located between the aluminum anchor plate of the tubular railing and the concrete on the parapet.
- A field office for project management will not be required.
- All work will conform to current State of Wisconsin Standard Specifications for Highway and Structure Construction Specifications.
- White sheet wage rates will apply.
- Payment for construction will be base on the percentage of work completed of the lump sum quote agreed to by both WisDOT and the contractor - Method of Measurement and Method of Payment in special provisions will not apply.

Attachment 4

AGREEMENT FOR EMERGENCY REPAIRS
BETWEEN
THE STATE OF WISCONSIN, DEPARTMENT OF TRANSPORTATION
AND

LUNDA CONSTRUCTION COMPANY, (CONTRACTOR)

FOR Project I.D. 0077-05-13, Structure B-32-0037, IH 90, La Crosse County

This is an AGREEMENT FOR EMERGENCY REPAIRS between the Wisconsin Department of Transportation (DEPARTMENT) and [insert company name] (CONTRACTOR) to provide emergency repairs to the following highways and/or structures:

- Span 2 of Structure B-32-0037, carrying westbound Interstate Highway (IH) 90 over southbound US Highway (USH) 53 and State Trunk Highway (STH) 35 in La Crosse County

The DEPARTMENT deems it advisable to engage the CONTRACTOR to provide emergency repairs under its authority to negotiate for these services under sec. 84.07(1b), Wis. Stats. The DEPARTMENT proposes a negotiated AGREEMENT described as follows:

- The work involves removing and replacing portions of the damaged steel girders; heat straightening portions of the girders that remain; replacing damaged stiffeners and diaphragms; and removing and replacing the portions of the bridge deck and concrete parapet wall over this span, as shown on the attached plan sheets. The existing tubular aluminum rail will be salvaged and reused with new base anchorages provided by the contractor. Areas where the existing paint system has been damaged will be repainted with an approved paint system.

The CONTRACTOR agrees to mobilize immediately and provide the necessary workforce to complete the work in a timely manner. The work under this AGREEMENT is subject to the following completion dates:

- Completion date of June 1, 2007
- STH 35 will be open to two lanes of through traffic at the following times: Weekdays 6:00 am to 9:00 am and 2:00 pm to 7:00 pm. Traffic control changes will not be allowed during these times.
- The exit ramp from IH 90 WB to STH 35 SB will remain open to traffic from 6:00 am to 7:00 pm everyday. Ramp tapers and merge areas can be shortened or changed if approved by the project engineer.
- Four full road closures of STH 35 Southbound will be allowed between 8:00 pm and 5:00 am.

The CONTRACTOR agrees to perform these emergency repairs based on unit or lump sum prices submitted with the work proposal dated [insert date] and in accordance with the State of Wisconsin, Department of Transportation, Standard Specifications for Highway and Structure Construction (2008 edition), Supplemental Specifications, and the Construction and Materials Manual unless this AGREEMENT expressly excludes a provision thereof or the context of this AGREEMENT clearly indicates an entirely different understanding of the parties. Further, the emergency repairs shall be performed in accordance with the following special provisions:

- A contract for traffic control has been negotiated with Central States Signing, Inc (0077-05-13 Contract #2). The bridge contractor will coordinate directly with Central States Signing, Inc for traffic control needs on this project. All traffic control will follow the Manual of Uniform Traffic Control Devices and be approved by the project engineer.

- Holiday work restrictions will apply during the Memorial Day weekend. Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying IH 90 or STH 35 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 from noon Friday, May 25, 2007 to 6:00 A.M. Tuesday May 29, 2007.
- Regulated Asbestos Containing Material (RACM) was found on this structure in the gray gasket located between the aluminum anchor plate of the tubular railing and the concrete on the parapet. Follow the requirements for the attached provisions for Abatement of Asbestos Containing Material (B-32-0037), Item 203.0210.S.
- In accordance with SSPC SP-2 or SP-3, clean all areas of damaged paint system on steel surfaces in the repair area by wire brushing, grinding or other mechanical means. Apply one coat of Sherwin Williams Macropoxy 646 Fast Cure Epoxy to the cleaned and prepared surfaces according to manufactures recommendations.
- A field office for project management will not be required.
- Contact and coordination with the Federal Aviation Administration (FAA) and possibly the City of La Crosse will be required for airspace restrictions depending on the crane height. Contact Gary Dikkers, Airspace Manager in WisDOT's Bureau of Aeronautics at (608) 267-5018.

All work shall be done under the direction and supervision of the DEPARTMENT. Any term or condition in this AGREEMENT shall have precedence over any language to the contrary in either the Standard or Supplemental Specifications identified above.

The DEPARTMENT, through the Administrator of the Division of Transportation System Development, accepts this AGREEMENT from the CONTRACTOR as submitted on [insert date]. Upon receipt and verification of the CONTRACTOR's invoice, the State agrees to reimburse the CONTRACTOR for the work performed under this AGREEMENT on the basis of measured quantities at the agreed unit prices. The CONTRACTOR's actual cost shall not exceed **\$394,805.02**. Compensation in excess of this amount will not be allowed unless authorized by a written agreement change order.

Due to the emergency nature of this work, some costs may have been incurred prior to complete execution of the AGREEMENT.

In connection with the performance of the work under this AGREEMENT, the CONTRACTOR agrees not to discriminate against any employee or applicant for employment because of age, race, religion, color, handicap, sex, physical condition, developmental disability as defined in s. 51.01(5), sexual orientation as defined in s. 111.32(13m) or national origin. This provision shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. Except with respect to sexual orientation, the CONTRACTOR further agrees to take affirmative action to ensure equal employment opportunities. The CONTRACTOR agrees to post in conspicuous places, available for employees and applicants for the employment, notices to be provided by the contracting officer setting forth the provisions of the nondiscrimination clause.

For the CONTRACTOR

By: _____
Title: _____
Date: _____

For the DEPARTMENT

By: _____
Title: Administrator, WisDOT/DTSD
Date: _____

Approved

GOVERNOR, State of Wisconsin
Date: _____

SAMPLE

Attachment 5

April 23, 2007

State Highway Maintenance Engineer
Bureau of Highway Maintenance
Room 501
4802 Sheboygan Avenue
Madison, WI 53707
Attention: Ms. Lisa Meinholz

Subject: [Project ID 0077-05-13](#)
DT25 and Agreement for Emergency Repairs
[IH 90 Bridge B-32-0037 over USH 53 SB/STH 35](#)
[La Crosse County](#)
[SW Region](#)

Dear Ms. Meinholz,

Enclosed with this cover letter are two signed copies of an Agreement for Emergency Repairs with [Lunda Construction Company](#), a completed DT25 form, and the original quotation from the contractor for the subject project. Please process this agreement for signature from the Governor's office. Work is already underway as an emergency repair with verbal concurrence from the Governor's office on [March 10, 2007](#). Please call if I can be of any further assistance with this contract, [608.785.9781](#).

Sincerely,

[David Bohnsack, PE](#)
[Southwest Region -La Crosse Office, Bridge Maintenance Engineer](#)
[3550 Mormon Coulee Road](#)
[La Crosse, WI 54601-6767](#)

cc: File

Attachment 6

**RECOMMENDATION TO GOVERNOR
FOR CONTRACT AND BOND APPROVAL**

Wisconsin Department of Transportation

DT25 2/2005		Let Proposal Number	
Project ID(s) 0077-05-13	Organization - Division DTSD	Bureau Highway Maintenance	
	Originator Name John Kinar 608-266-1202	Title State Maintenance Engineer	
	Contract Amount \$ 394,805.02	WisDOT Confidential Estimate \$ N/A	
Contract With Lunda Construction Company of Black River Falls	Contract Type <input type="checkbox"/> Let Construction <input type="checkbox"/> LFA (State) <input type="checkbox"/> LFA (Local) <input type="checkbox"/> Razing <input checked="" type="checkbox"/> Emergency Construction <input type="checkbox"/> Traffic Mitigation <input type="checkbox"/> Local Construction <input type="checkbox"/> Construction Eng <input type="checkbox"/> Design Eng <input type="checkbox"/> Survey <input type="checkbox"/> Bridge Design <input type="checkbox"/> Environmental <input type="checkbox"/> Railroads Other:		
	Project Description/Location Emergency Structure Repair Bridge B-32-0037 IH 90 Westbound over STH 35 La Crosse County		

Date Let N/A	Date Awarded N/A	<input checked="" type="checkbox"/> Bond Required	<input type="checkbox"/> Bond Not Required
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Project Requested By or Purpose
Requested by the Department of Transportation, Southwest Region, Highway Operations, Maintenance, La Crosse Office. The purpose of this project is to repair the bridge damaged on 3/3/2007 by an overheight load so that IH 90 westbound can be reopened to traffic. This project is an emergency agreement because the work is beyond the county forces ability.

Work Consists of
Removing and replacing the three (3) seriously camaged girders (beams), repairing the slightly damaged remaining girders, and removing and replacing the deck above the damaged girders. Three Wisconsin highway construction firms were asked to submit quotations for the above repair work.

Consequences - If Not Approved
IH 90 westbound will remain closed and traffic will continue to be detoured to IH 90 eastbound in a single lane bi-directional fashion. This creates safety concerns for the traveling public and increases the chances that the entire interstate would have to be closed if an incident occurred in the area of the bi-directional traffic.

PROJECT FUNDING PERCENTAGES				
STATE I.D.	STATE FUNDS	FEDERAL FUNDS	LOCAL FUNDS	OTHER
0077-05-13	100% \$394,805.02			Damage claim

Contract Authority

I certify that this contract is financially and programmatically consistent with the approved annual operating budget or facilities program. I further certify that this request for Governor's approval meets all applicable state and federal statutes, rules, regulations, and guidelines. This certification is based upon a thorough and complete analysis of this request.

Forward to Department Secretary X (Contract Authority) _____ (Date)

Forward to Office of the Governor X (Department Secretary / Deputy Secretary) _____ (Date)

Return to Contract Authority X (Governor - Approval and Authorization) _____ (Date)