



## Wisconsin Department of Transportation

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September 25, 2025

**Division of Transportation Systems  
Development**

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

**Proposal #07: 2265-11-72, WISC 2026007**  
**C Greenfield/Milwaukee, S 27<sup>th</sup> St**  
**W Bottsford Ave to W Howard Ave**  
**STH 241**  
**Milwaukee County**

### Letting of October 14, 2025

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

#### Special Provisions:

Revised Special Provisions	
Article No.	Description
3	Prosecution and Progress
5	Traffic
12	Notice to Contractor – Milwaukee County Transit System
40	Clean Storm Sewer Structure & Pipes, Item SPV.0060.08
46	Concrete Surface Repair Full-Depth, Item SPV.0165.01

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**

**2265-11-72**

**September 25, 2025**

### **Special Provisions**

#### **5. 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.

##### **General**

Place HMA pavement when the adjacent, previously placed pavement (Lanes 1, 2, and 3) is 200 degrees Fahrenheit or greater, by paving in echelon, if utilizing night time full closure and detour.

Maintain existing median openings when construction activities do not impact traffic operations. Openings shall remain open when no construction activities are occurring within 25' of the opening or as approved by the engineer. Consecutive median openings shall not be closed for construction activities simultaneously. Attend weekly scheduling meetings to discuss the near term schedule activities, address any long-term schedule issues, and discuss any relevant technical issues. Develop a rolling three-week schedule identifying the previous week worked and a two week "look ahead". Provide sufficient detail to include actual and planned activities and all the subcontractors for offsite and construction activities, addressing all activities including ramp and lane closure schedules to be performed and identifying issues requiring engineering action or input. Subcontractors shall be in attendance at the weekly progress meetings if identified on the two week "look ahead".

Aside from the exceptions noted in the "Notice to Contractor – Milwaukee County Transit System" section of this specification, maintain transit access at all times on all roadways within the project limits to either existing bus stops or temporary bus stops as shown in the plans. Changes to access must be approved by the Milwaukee County Transit System and the Engineer.

Schedule sidewalk and curb ramp removal and replacement so that the time lapse between removal and replacement is no more than 5 working days. The 5 day timeline does not apply to locations where signal bases or signal pullboxes need to be installed.

Place HMA pavement on milled surfaces prior to opening to traffic.

##### **Construction Staging**

Do not move to the next stage until all work in the current stage is complete or as approved by the engineer.

###### **Stage 1:**

Complete sidewalk construction. Pedestrian traffic will use temporary ramps. Remove and replace chain link fence and gate at Station 1222+52. Perform culvert rehabilitation work.

###### **Stage 2:**

Mill and pave lane 3 and partial width lane 2, perform signal loop installation, adjust, tuckpoint, and clean manholes and inlets, replace inlet grates.

###### **Stage 3:**

Mill and pave lane 1, turn lanes, and partial width lane 2, reconstruct median curb ramps, reconstruct, tuckpoint, and clean manholes and inlets, and perform signal loop installation. Alternate closing intersections between stages.

###### **Detour:**

Contractor may mill and pave during night time hours with a full closure and posted detour.

**Base Patching**

Concrete base patches shall fall on underlying longitudinal concrete joints. Underlying concrete joints and current lane lines do not line up. Refer to typical section for approximate dimensions.

Base patching in lanes closed to traffic during peak hours may occur after asphalt pavement has been milled.

Install base patches within the same working day of removing pavement.

In locations where signal loops are being replaced, pavement removals, installation of traffic signal loops, and placement of base patches is required within the same working day.

**Milling Operations**

At locations that vehicular traffic and access will be maintained, provide temporary means to prevent grade differences greater than 2 inches between milled surfaces and existing or newly paved surfaces (both longitudinal and transverse) and temporary means to accommodate traffic across staged construction area. Bridge vertical differences using slopes of 12:1 or greater through milling of existing HMA pavement, through temporary asphalt wedging, or through other means as approved by the engineer. Work to remove temporary pavements or to remove longitudinal wedge/tapered joints to be paid for as removing asphaltic surface milling. Temporary asphalt wedging placed separately from mainline HMA paving operations to be paid for as asphaltic surface temporary.

At locations where pedestrian access is maintained, provide temporary means to prevent grade differences greater than ¼-inch. Bridge vertical differences using slopes of 12:1 or flatter through temporary asphalt wedging or through other means approved by the engineer. Temporary asphalt wedging placed separately from mainline HMA paving operations to be paid for as temporary pedestrian surface asphalt. Work to maintain and remove temporary pavements incidental to temporary pedestrian surface asphalt.

**Fish Spawning**

There shall be no instream disturbance of Villa Mann Creek at Station 1222+45 as a result of construction activity under or for this contract, from March 1 to May 15 both dates inclusive, in order to avoid adverse impacts upon the spawning of fish.

Any change to this limitation will require submitting a written request by the contractor to the engineer, subsequent review and concurrence by the Department of Natural Resources in the request, and final approval by the engineer. The approval will include all conditions to the request as mutually agreed upon by WisDOT and DNR.

**Protection of Endangered Bats (Tree Clearing)**

Northern long-eared bats (*Myotis septentrionalis*, or NLEB) 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 1 to October 31, both dates inclusive.

To avoid adverse impacts upon the NLEBs, no tree clearing is allowed between April 1 and October 31, both dates inclusive. If the required tree clearing is not completed by March 31, the department will suspend all tree clearing and associated work directly impacted by clearing.

Tree clearing is limited to that which is specified in the plans. Contractor means and methods to remove additional trees will not be allowed. If it is determined that additional 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.

Submit a schedule and description of clearing operations with the ECIP 14 days prior to any clearing operations. The department will determine, based on schedule and scope of work, what additional erosion control measures shall be implemented prior to the start of clearing operations, and list those additional measures in the ECIP.

Upon approval from the engineer, working day assessments may be suspended once clearing operations are completed by March 31.

## 6. Traffic .

*Supplement standard spec 643.3.1 with the following:*

STH 241 is an OSOW route. See Wisconsin Lane Closure System Advance Notification article to address lane restrictions in LCS.

Provide the Milwaukee County Sheriff's Department, the Wisconsin State Patrol, Milwaukee Police Department, Greenfield Police Department, and the project engineer a current telephone number with which the contractor or his representative can be contacted during non-working hours in the event a safety hazard develops.

Yield to all through traffic at all locations. Equip all vehicles or equipment operating in the live traffic lanes with a hazard identification beam (flashing yellow signal light) that is visible from 360 degrees. Operate the flashing yellow beam only when merging or exiting live traffic lanes or when parked or operating on shoulders, except when parked behind barrier wall. Do not park personal vehicles within the access control limits of the freeway. Do not cross live traffic lanes of STH 241 with equipment or vehicles.

Obtain prior approval from the engineer for the locations of egress or ingress for construction vehicles to prosecute the work.

Provide minimum 24 hour advance notification to the engineer for any LCS cancellations (not related to weather).

Do not disturb, remove, or obliterate any traffic control signs, advisory signs, sand barrel array, shoulder delineators or beam guard in place along the traveled roadways without the approval of the engineer.

SER-643-001 (20230214)

### **General**

Construct the project using the construction staging and traffic control shown in the plans and standard detail drawings. Full closures are allowed during nighttime hours, utilizing the detour.

Maintain traffic at all times on STH 241, except nighttime hours. Keep IH 43 service ramps open to traffic at all times for the duration of this project.

Maintain access to all residences and businesses at all times.

The W. Whitaker Avenue sideroad does not have alternate access. The only access is off of STH 241.

Anticipate higher volumes of local traffic.

Provide a flagger if lane widths are reduced to less than 11-feet within staged construction.

Temporary or permanent markings must be placed prior to opening to traffic.

Provide temporary pedestrian accommodations, as shown in the plans or directed by the engineer, prior to constructing curb ramp replacements. Do not close more than one crosswalk in the same direction (north/south or east/west) at any intersection at one time. Do not close crosswalks at consecutive intersections at the same time.

Notify WisDOT Signals a minimum of one week prior to beginning construction, a minimum of one week prior to the beginning of any construction stage, and a minimum of one week prior to any work at signalized intersections to coordinate signal timing adjustments. The WisDOT Signal contact is Jarrett Gates at (414) 750-2472 or Jarrett.Gates@dot.wi.gov.

### **Pedestrian Access**

Provide temporary pedestrian accommodations and temporary bus stops at the existing bus stop locations.

The temporary cross walks and temporary bus stops shall be in accordance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG), and free from mud, sand, and other debris.

### **Business Access**

Contact businesses which have entrances within the project limits seven calendar days prior to performing work which may affect the entrances. Confirm the closure with the property owner two days prior to use. If a business has two driveways, keep one open while constructing the other driveway. If a property has one driveway, construct one half at a time or coordinate closure with the property owner.

### **Traffic Staging**

Complete all work as shown in the traffic control plans. All variations from the traffic control plans shall be approved in writing at least 48 hours prior to any traffic control change.

**STH 241 Stage 1** – Close Lane 3. Maintain two 11-foot travel lanes in each direction.

**STH 241 Stage 2** – Close Lanes 2 and 3. Maintain one 11-foot travel lane in each direction.

Coldspring / Bolivar westbound right turn lane and right shoulder closures. Coldspring / Bolivar eastbound right turn lane, right shoulder, and bike lane closures.

**STH 241 Stage 2A** – Same as Stage 2 except for Coldspring / Bolivar westbound left turn lane and through lane closures. Coldspring / Bolivar eastbound left turn lane and through lane closures.

**STH 241 Stage 3** – Close Lanes 1, 2, and left turn lanes for alternating intersections. Maintain one 11-foot lane in each direction.

**Detour** – May close all lanes during nighttime hours.

#### **Definitions**

The following traffic periods apply to this project:

##### **Weekday Peak Hours**

None

##### **Weekend Peak Hours**

None

##### **Nighttime Hours**

9:00 P.M. – 6:00 A.M

#### **Traffic Restrictions**

A full closure for STH 241 northbound and southbound from Bottsford Avenue to Howard Avenue will be allowed during nighttime hours. Always maintain a minimum width of 11 feet during construction unless otherwise shown in the plans.

Re-open lanes to traffic immediately upon completion of construction operations that require the closure and where no construction operations are taking place.

Do not close two consecutive intersections or median openings at the same time.

Place a portable Changeable Message Sign (PCMS) in advance of the work area north and south of the construction zone, on STH 241 NB and SB for 7 calendar days prior to beginning construction. The PCMS message shall be similar to:

Frame 1:

“ROAD WORK BEGINS”,

Frame 2:

“XXXXDAY XX/XX”

Alternate messages shall be approved by the engineer.

#### **Notifications**

Notify the following emergency services and school districts at least five working days prior to closure of STH 241

- |  |                |
|--|----------------|
| • Milwaukee County Sheriff's Office                    | (414) 278-4766 |
| • City of Milwaukee Fire Department – Fire Station #12 | (414) 286-8999 |
| • City of Milwaukee Police Department – District 6     | (414) 935-7262 |
| • City of Greenfield Fire Department                   | (414) 761-5306 |
| • City of Greenfield Police Department                 | (414) 761-5300 |

#### **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**

<b>Closure type with height, weight, or width restrictions (available width, all lanes in one direction &lt; 16 feet)</b>	<b>MINIMUM NOTIFICATION</b>
Lane and shoulder closures	7 calendar days
Full roadway closures	7 calendar days
Ramp closures	7 calendar days
Detours	7 calendar days
<b>Closure type without height, weight, or width restrictions (available width, all lanes in one direction ≥ 16 feet)</b>	<b>MINIMUM NOTIFICATION</b>
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.

## **12. Notice to Contractor – Milwaukee County Transit System.**

The Milwaukee County Transit System (MCTS) operates the following bus routes within the construction limits: PurpleLine. Invite MCTS to all coordination meetings between the contractor, the department, local officials and business people to discuss the project schedule of operations including vehicular and pedestrian access during construction operations.

Notify MCTS at least ten (10) business days prior to beginning work. If necessary, MCTS will remove their existing bus stop signs and shelters before work begins and re-install or replace bus stop signs and shelters before new pavement opens to vehicular traffic. The contractor shall provide temporary bus stops with ADA compliant pedestrian accommodations, to be paid under separate bid item. Temporary bus stops must be connected to the sidewalk network when one is available. MCTS will provide temporary bus stop signs.

The MCTS contacts are:

Armond Sensabaugh  
Transportation Coordinator (Detours)  
Milwaukee County Transit System  
Phone: (414) 343-1728  
[asensabaugh@mcts.org](mailto:asensabaugh@mcts.org)

David Locher  
Transportation Manager (Bus Stops)  
Milwaukee County Transit System  
Phone: (414) 343-1727  
[dlocher@mcts.org](mailto:dlocher@mcts.org)

SER-107-004 (20220103)

**40. Clean Storm Sewer Structure & Pipes, Item SPV.0060.08.**

**A Description**

This special provision describes the removal and disposal of accumulated sand, dirt, vegetation, and other debris in existing storm sewer structures & pipes.

**B (Vacant)**

**C Construction**

Remove structure grate or cover, clean existing structure of all sand, gravel, vegetation, and other debris trapped in the structure. Remove all debris trapped in adjoining storm sewer pipes to restore unimpeded storm water flow at the direction of the engineer. Replace structure grate or cover and orient inlet vanes to match surface flow directions. Mechanized vacuum/excavation equipment is permissible. Dispose of materials as specified in standard spec 205.3.12.

**D Measurement**

The department will measure Clean Storm Sewer Structure & Pipes by each individual storm sewer manhole, inlet, or catch basin, 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.0060.08	Clean Storm Sewer Structure & Pipes	EACH

Payment is full compensation for removal and replacement of the grate or cover, and removal and disposal of all debris from the structure and adjoining pipes.

**46. Concrete Surface Repair Full-Depth, Item SPV.0165.01.**

**A Description**

This special provision describes performing full-depth concrete surface repair according to the pertinent sections of the Standard Specifications and as hereinafter provided.

**B Materials**

Provide materials according to standard spec 509.2.

**C Construction**

Use construction methods that are according to the pertinent provisions of standard spec 509.3.7 and 509.3.8 to perform full-depth concrete surface repair.

**D Measurement**

The department will measure Concrete Surface Repair Full-Depth by the square foot, 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.0165.01	Concrete Surface Repair Full-Depth	SF

Payment is full compensation for completely removing the deteriorated concrete areas; for disposing of waste material; for forming; and for salvaging, cleaning, and using the existing bar steel reinforcement, and for the volume of concrete used in the full-depth concrete surface repair.

END OF ADDENDUM

