

Special Provisions

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SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1000-92-90; STH 794, IH 94; Intersection/Pennsylvania and Barker; Various Highways; Milwaukee and Waukesha Counties, 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, 2020 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 (20191121)

2. Scope of Work.

The work under this contract shall consist of sidewalk and curb ramp replacement, crosswalk and stop bar pavement marking replacement, installing pedestrian signal poles, bases and push buttons, replacing concrete curb & gutter, traffic control, 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.

Do not begin construction until May 15, 2021 unless otherwise approved by the engineer.

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

Provide the time frame for construction of the project within the 2021 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

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 who have upcoming work shall attend the weekly progress meetings.

The contractor is advised that there may be multiple mobilizations for such items as signal replacement, concrete sidewalk replacement, concrete curb & gutter replacement, erosion control, traffic control, pavement marking, and other incidental items necessary to complete the work under this contract. Concurrent operations may require simultaneous mobilizations to multiple geographically distant sites. No additional payment will be made by the department for said mobilizations.

Comply with all local ordinances that apply to work operations, including those pertaining to working during nighttime work hours. Any ordinance variance issued by the municipality or required permits shall be furnished to the engineer, by the contractor, in writing three working days before performing such work.

Nighttime work may be required for this project. The contractor is responsible for obtaining a nighttime working permit from the local municipalities.

Interim Completion Requirements

Upon commencement of work at the intersection of STH 794 & Pennsylvania Avenue, complete the work at this intersection within 14 calendar days.

If the contractor fails to complete the work necessary to reopen STH 794 & Pennsylvania Avenue to traffic within 14 calendar days of commencing work at this intersection, the department will assess the contractor \$1,000 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 14 calendar days. An entire calendar day will be charged for any period of time within a calendar day that the work at this intersection remains incomplete beyond 12:01 AM.

If contract time expires prior to completing all work specified in the contract, additional liquidated damages will be affixed according to standard spec 108.11.

Upon commencement of work at the intersection of IH 94 & Barker Road (CTH Y), complete the work at this intersection within 21 calendar days.

If the contractor fails to complete the work necessary to reopen IH 94 & Barker Road (CTH Y) to traffic within 21 calendar days of commencing work at this intersection, the department will assess the contractor \$1,000 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 21 calendar days. An entire calendar day will be charged for any period of time within a calendar day that the work at this intersection remains incomplete beyond 12:01 AM.

If contract time expires prior to completing all work specified in the contract, additional liquidated damages will be affixed according to standard spec 108.11.

Sequence of operations

STH 794 & Pennsylvania Avenue

Stage 1 of 1

- Reconstruct pork chop island, construct curb ramps and sidewalk, and install signal equipment.

IH 94 & Barker Road (CTH Y)

Stage 1 of 3

- Construct curb ramps and sidewalk and install signal equipment in the southeast and northeast quadrants of the intersection.

Stage 2 of 3

- Construct curb ramps and sidewalk and install signal equipment in the westbound (WB) IH 94 Exit Ramp pork chop island.

Stage 3A of 3

- Construct curb ramps and sidewalk and install signal equipment in the Barker Road (CTH Y) median cut throughs and in the Goerke's Corners Park and Ride.

Stage 3B of 3

- Construct curb ramps and sidewalk and install signal equipment in the westernmost Barker Road (CTH Y) median cut through.

Scheduling constraints

STH 794 & Pennsylvania Avenue

Pennsylvania Avenue is a route used occasionally by dignitaries. The locals are informed the day the road needs to be closed. If this happens, the road may be completely blocked off for up to 8 hours. The contractor is not allowed to work in the area and all traffic control equipment is to be removed from the roadway. If this event were to occur the contractor would be paid for removing the traffic control through a contract modification.

Pavement and sidewalk should be restored to finished condition with no drop offs when pulling back traffic control equipment for this restriction.

IH 94 & Barker Road (CTH Y)

No contract work shall be performed, and all construction equipment shall be removed from the Goerke's Corners park and ride lot during the following events:

- Summerfest, June 30, 2021 through July 11, 2021.
- Wisconsin State Fair, August 5, 2021 through August 15, 2021.

Notifications

Notify City of Cudahy Fire Department, Daniel Mayer, at (414) 769-2231; the City of Cudahy Police Department, Thomas Poellot, at (414) 769-2260, and the Milwaukee County Sheriff's Department, Earnell Lucas, at (414) 278-4788; 2 weeks prior to the beginning of construction to discuss issues caused by the construction.

Notify Town of Brookfield Fire Department, Andy Smerz, at (262) 796-3792; the Town of Brookfield Police Department, Chris Perket, at (262) 796-3798, and the Waukesha County Sheriff's Department, Eric Severson, at (262) 548-7122; 2 weeks prior to the beginning of construction to discuss issues caused by the construction.

4. Traffic.

Supplement standard spec 643.3.1 with the following:

General

Prior to beginning operations under this contract, provide in writing the proposed schedule of operations and methods of coordination and handling of traffic, to the engineer.

Construct the project using the construction staging and traffic control shown in the plans and/or with the use of standard detail drawings. Submit all traffic control change requests to the engineer at least 48 hours prior to an actual traffic control change. A request does not constitute approval.

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.

Provide the Milwaukee County Sheriff's Department and Waukesha County Sheriff's Department, the Wisconsin State Patrol, the City of Cudahy Police Department and Town of Brookfield Police Department, the City of Cudahy Fire Department and Town of Brookfield Fire 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.

Ensure that Flagging operations conform to standard spec 104.6.1.(4) and chapter 6E of the WMUTCD.

No operations shall proceed until all traffic control devices for such work are in the proper location.

Place portable changeable message signs five (5) calendar days prior to any roadway/lane closure and the start of any ramp closure indicating the anticipated closures at locations designated on the plan or directed by the engineer.

Drums or barricades shall be used to delineate local traffic and protect hazards in the work zone, such as exposed manholes or drop-offs for vehicles and pedestrians. The use of such devices shall be incidental to the operation that creates the hazard.

Keep open travel lanes free from mud, sand, and other construction debris at all times.

Traffic Control

Do not park or store equipment, contractor's and personal vehicles or construction materials within the clear zone or on any roadway carrying traffic during working and non-working hours except at locations and periods of time approved by the engineer.

Conflicting signs shall be completely covered by the contractor.

Maintain access at all times within the project limits at all driveways for residents and businesses and along all roadways and at all driveways for emergency vehicles. Maintain existing pedestrian access at all times. Maintain access at all times to the Park and Ride at the IH 94 & Barker Road (CTH Y) intersection.

Prior to all lane closures, traffic control devices and signs shall be completely installed according to the traffic control staging sheets or as directed by the engineer.

Staging

STH 794 & Pennsylvania Avenue

Stage 1 of 1

- Close northbound (NB) and southbound (SB) Pennsylvania Avenue outside lanes and right turn lanes, along with WB Edgerton Avenue outside lane. Pedestrians will use the closed NB Pennsylvania Avenue outside lanes during construction.

Emergency vehicle access at the intersection will need to be maintained at all times.

IH 94 & Barker Road (CTH Y)

Stage 1 of 3

- Close WB IH 94 Exit Ramp outside lanes, along with NB Barker Road (CTH Y) outside lane. Pedestrians will use the closed NB Barker Road (CTH Y) outside lane and closed WB IH 94 Exit Ramp outside lane. All WB IH 94 Exit Ramp lanes must be open to traffic during peak hours. Between the time the existing concrete sidewalk is removed and the proposed concrete sidewalk is poured in the northeast corner of the intersection, the contractor is to cover the removed sidewalk with temporary plywood during peak hours. Pedestrians will use this temporary plywood when crossing from the WB IH 94 Exit Ramp median island to the northeast corner of the intersection during peak hours.

Stage 2 of 3

- Close WB IH 94 Exit Ramp inside lanes, along with NB Barker Road (CTH Y) outside lane. Pedestrians will use the closed NB Barker Road (CTH Y) outside lane. All WB IH 94 Exit Ramp lanes must be open to traffic during peak hours.

Stage 3A of 3

- Close NB Barker Road (CTH Y) inside lane, along with left turn lane to Goerke's Corners Park and Ride and right turn lane out of Goerke's Corners Park and Ride. **Flaggers will be provided for busses that need to turn right out of Goerke's Corners Park and Ride.**

Stage 3B of 3

- Close SB Barker Road (CTH Y) inside lane, along with WB Bluemound Road inside turn lane to SB Barker Road (CTH Y). Stage 3A traffic control can remain up during Stage 3B. Stage 3B is to be done under night work provisions and must be open to traffic by 6:00 AM each instance it is closed.

Emergency vehicle access at the intersection will need to be maintained at all times.

Peak Hours

Peak Travel Times for WB IH 94 Exit Ramp are defined as follows:

6:00 AM to 9:00 AM, Monday through Friday

3:00 PM to 6:00 PM, Monday through Friday

All WB IH 94 Exit Ramp lanes must be open to traffic during the peak hour times listed above. All other roadways and times do not require peak hour restrictions.

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 less than 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 or greater)	MINIMUM NOTIFICATION
Lane and shoulder 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 Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying STH 794, IH 94, or US 18 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 periods:

- From noon Friday, May 28, 2021 to 6:00 AM Tuesday, June 1, 2021 for Memorial Day;
- From noon Friday, July 2, 2021 to 6:00 AM Tuesday, July 6, 2021 for Independence Day;

stp-107-005 (20181119)

6. Utilities.

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

stp-107-065 (20080501)

There are underground and overhead utility facilities located within the project limits. Coordinate construction activities with a call to Diggers Hotline or a direct call to the utilities that have facilities in the area, as required per statutes. There is one utility conflict that will be relocated prior to construction.

Known utilities on the projects are as follows:

STH 794 & Pennsylvania Ave

AT&T WI has existing aerial facilities running north and south on the west side of Pennsylvania Avenue. AT&T WI has existing conduit running north and south on the east side of Pennsylvania Avenue. The conduit also crosses Pennsylvania Avenue to the north of the intersection and Edgerton Avenue to the east of the intersection. AT&T WI also has existing underground facilities running east and west on both sides of Edgerton Avenue and cross Edgerton Avenue to the east of the intersection.

Charter has existing aerial facilities that run north and south on the west side of Pennsylvania Avenue. Charter also has existing underground facilities that run east and west on the south side of Edgerton Avenue that cross to the southwest quadrant of the intersection.

Crown Castle has existing underground facilities in the northeast quadrant of the intersection.

Milwaukee Metro Sewage District has existing underground facilities that run north and south on the west side of Pennsylvania Avenue.

PaeTec has existing underground facilities that cross Pennsylvania Avenue to the south of the intersection and Edgerton Avenue to the east of the intersection. **The existing handhole and slack loop in the southeast corner of the intersection will be relocated 17' to the east. Anticipated start date of relocation is summer 2020.**

Contact for PaeTec is Mary Beth Fisher at (262) 792-7938 or (414) 313-9032.

We Energies Electric has existing aerial facilities running north and south on the west side of Pennsylvania Avenue. We Energies Electric also has existing underground facilities that cross Pennsylvania Avenue on the north and south sides of the intersection.

We Energies Gas has existing underground facilities running north and south on both sides of Pennsylvania Avenue that crosses on the north and south sides of the intersection. We Energies Gas also has existing underground facilities running east and west on the south side of Edgerton Avenue that crosses to the north side east of the intersection.

Wisconsin Department of Transportation Lighting has a secondary distribution center in the northwest corner of the intersection.

Wisconsin Department of Transportation Signals has existing underground facilities at the intersection. Push buttons, poles, and signal pole relocation will be included with the project.

IH 94 & Barker Road (CTH Y)

AT&T Local Network has existing aerial fiber on We Energies poles running north and south at Goerke's Corners Park and Ride.

AT&T WI has existing conduit running north and south on the west side of Barker Road (CTH Y). AT&T WI also has existing underground facilities that run into the Park and Ride on the west side of Barker Road (CTH Y).

Charter has existing aerial facilities running north and south on the east side of Barker Road (CTH Y). Charter also has existing underground facilities running on the northeast side of the IH 94 WB exit ramp.

TDS Metrocom has buried conduit and fiber cable running on the northeast side of the IH 94 WB exit ramp.

We Energies Electric has existing aerial facilities running north and south on the east side of Barker Road (CTH Y). We Energies Electric also has existing underground facilities that cross Barker Road (CTH Y) on the south side of the intersection.

We Energies Gas has existing underground facilities running on the northeast side of the IH 94 WB exit ramp.

Wisconsin Department of Transportation Lighting has a distribution center in the southwest corner of the intersection.

Wisconsin Department of Transportation Signals has existing underground facilities at the intersection. Push buttons, poles, and signal pole relocation will be included with the project.

7. Hauling Restrictions.

At all times, conduct operations in a manner that will cause a minimum of inconvenience to the free flow of vehicles at either intersection. No hauling on local roads without approval from the engineer.

8. Erosion Control.

Supplement standard spec 107.20 with the following:

Erosion control best management practices (BMP's) shown on the plans are at suggested locations. The actual locations will be determined by the contractor's ECIP and by the engineer. Include dust control and each dewatering or by-pass (mechanical pumping) operation in the ECIP submittal. The ECIP will supplement information shown on the plans and not reproduce it. The ECIP will identify how to implement the project's erosion control plan. ECIP will demonstrate timely and diligently staged operations, continuing all construction operations methodically from the initial removals and topsoil stripping operations through the subsequent grading, paving, re-application of top soil, and restoration of permanent vegetation to minimize the period of exposure to possible erosion.

Provide the ECIP 14 days prior to the pre-construction meeting. Provide 1 copy of the ECIP to the department and 1 copy of the ECIP to each WDNR Liaison, Craig Webster, (262) 574-2141, craig.webster@wisconsin.gov and Kristina Betzold, (414) 263-8517, kristina.betzold@wisconsin.gov. Do not implement the ECIP without department approval and perform all work conforming to the approved ECIP.

Maintain Erosion Control BMP's until permanent vegetation is established or until the engineer determines that the BMP is no longer required.

Stockpile excess materials or spoils on upland areas away from wetlands, floodplains, and waterways. Immediately install perimeter silt fence protection around stockpiles. If stockpiled materials will be left for more than 14 days, install temporary seed or other temporary erosion control measures the engineer orders.

Re-apply topsoil on graded areas, as the engineer directs, immediately after the grading is completed within those areas. Seed, fertilize, and mulch/erosion mat top-soiled areas, as the engineer directs, within 5 days after placement of topsoil. If graded areas are left not completed and exposed for more than 14 days, seed those areas with temporary seed and mulch.

When performing saw cutting operations, concrete or asphalt slurry shall be squeegeed off to the the shoulder gravel or shoveled behind the curb into the gravel road base. Slurry of any kind shall not be allowed into storm sewers, ditches, waterways or wetlands.

SER-107-003 (20161220)

9. Notice to Contractor – Milwaukee County Transit System.

The Milwaukee County Transit System (MCTS) operates the following bus routes within the construction limits: 52 - Clement - 15th Avenue. 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:

Melanie Flynn
Milwaukee County Transit System – Routes
1942 N. 17th St.
Milwaukee, WI 53205
Phone: (414) 343-1764
Mflynn@MCTS.org

Andy Tillman
Milwaukee County Transit System – Bus Stops
1942 N. 17th St.
Milwaukee, WI 53205
Phone: (414) 343-1728
Atillman@MCTS.org

David Locher
Transportation Specialist
Phone: (414) 343-1727
Dlocher@MCTS.org

SER-107-004 (20180413)

10. Notice to Contractor – Waukesha Metro.

The Waukesha Metro operates the following bus routes within the construction limits: 1 - Waukesha/Brookfield and 901 - Waukesha Milwaukee Express. Invite Waukesha Metro 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 Waukesha Metro at least ten (10) business days prior to beginning work. If necessary, Waukesha Metro 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. Waukesha Metro will provide temporary bus stop signs.

The Waukesha Metro contact:

Brian Engelking
Transit Manager
Waukesha Metro
2311 Badger Drive
Waukesha, WI 53188
Phone: (262) 524-3634
Bengelki@ci.waukesha.wi.us

SER-107-009 (20180413)

11. Notice to Contractor – Other Transit?? (Greyhound, Badger Bus, etc.).

108-065 DELETE ALL DESIGNER NOTES FROM YOUR SPECIAL PROVISIONS

Lane Rental article for simple night work. See FDM 19-15-2 for guidance.

12. Lane Rental Fee Assessment.

A General

The contract designates some lane closures to perform the work. The contractor will not incur a Lane Rental Fee Assessment for closing lanes during the allowable lane closure times. The contractor will incur a Lane Rental Fee Assessment for each lane closure outside of the allowable lane closure times. If a lane is obstructed at any time due to contractor operations, it is considered a closure. The purpose of lane rental is to enforce compliance of lane restrictions and discourage unnecessary closures.

The allowable lane closure times are shown in the Traffic article.

Submit the dates of the proposed lane, ramp, and roadway restrictions to the engineer as part of the progress schedule.

If you don't have another project in the vicinity of this project, the following paragraph may be deleted:

Coordinate lane, ramp, and roadway closures with any concurrent operations on adjacent roadways within 3 miles of the project. If other projects are in the vicinity of this project, coordinate lane closures to run concurrent with lane closures on adjacent projects when possible. When lane closures on adjacent projects extend into the limits of this project, Lane Rental Fee Assessments will only occur if the closure facilitates work under this contract.

B Lane Rental Fee Assessment

The Lane Rental Fee Assessment incurred for each lane closure, each ramp closure, and each full closure of a roadway, per direction of travel, is as follows:

- \$Lane Rental Dollar Amount per lane, per direction of travel, per hour broken into 15 minute increments

The Lane Rental Fee Assessment represents a portion of the cost of the interference and inconvenience to the road users for each closure. All lane, roadway, or ramp closure event increments 15 minutes and less will be assessed as a 15-minute increment.

The engineer, or designated representative, will be the sole authority in determining time period length for the Lane Rental Fee Assessment.

Lane Rental Fee Assessments will not be assessed for closures due to crashes, accidents, or emergencies not initiated by the contractor.

The department will assess Lane Rental Fee Assessment by the dollar under the administrative item Failing to Open Road to Traffic. The total dollar amount of Lane Rental Fee Assessment will be computed by multiplying the Lane Rental Assessment Rate by the number of 15-minute increments of each lane closure event as described above.

Lane Rental Fee Assessment will be in effect from the time of the Notice to Proceed until the department issues final acceptance. If interim completion time or contract time expires before the completion of specified work in the contract, additional liquidated damages will be assessed as specified in standard spec 108.11 or as specified within this contract.

stp-108-065 (20161130)

108-070 DELETE ALL DESIGNER NOTES FROM YOUR SPECIAL PROVISIONS

Lane Rental article example for multiple closure situations. See FDM 19-15-2 for guidance.

13. Lane Rental Fee Assessment.

A General

The contract designates some lane closures to perform the work. The contractor will not incur a Lane Rental Fee Assessment for closing lanes during the allowable lane closure times. The contractor will incur a Lane Rental Fee Assessment for each lane closure outside of the allowable lane closure times. If a lane is obstructed at any time due to contractor operations, it is considered a closure. The purpose of lane rental is to enforce compliance of lane restrictions and discourage unnecessary closures.

The allowable lane closure times are shown in the Traffic article.

Submit the dates of the proposed lane, ramp, and roadway restrictions to the engineer as part of the progress schedule.

If you don't have another project in the vicinity of this project, the following paragraph may be deleted:

Coordinate lane, ramp, and roadway closures with any concurrent operations on adjacent roadways within 3 miles of the project. If other projects are in the vicinity of this project, coordinate lane closures to run concurrent with lane closures on adjacent projects when possible. When lane closures on adjacent projects extend into the limits of this project, Lane Rental Fee Assessments will only occur if the closure facilitates work under this contract.

B Lane Rental Fee Assessment

The Lane Rental Fee Assessment incurred for each lane closure, each ramp closure, and each full closure of a roadway, per direction of travel, is as follows:

- Night time- \$Lane Rental Dollar Amount per lane, per direction of travel, per hour broken into 15 minute increments
- System Ramp- \$Lane Rental Dollar Amount per lane, per direction of travel, per hour broken into 15 minute increments
- Service Ramp- \$Lane Rental Dollar Amount per lane, per direction of travel, per hour broken into 15 minute increments
- Off Peak- \$Lane Rental Dollar Amount per lane, per direction of travel, per hour broken into 15 minute increments
- On Peak- \$Lane Rental Dollar Amount per lane, per direction of travel, per hour broken into 15 minute increments

The Lane Rental Fee Assessment represents a portion of the cost of the interference and inconvenience to the road users for each closure. All lane, roadway, or ramp closure event increments 15 minutes and less will be assessed as a 15-minute increment.

The engineer, or designated representative, will be the sole authority in determining time period length for the Lane Rental Fee Assessment.

Lane Rental Fee Assessments will not be assessed for closures due to crashes, accidents or emergencies not initiated by the contractor.

The department will assess Lane Rental Fee Assessment by the dollar under the administrative item Failing to Open Road to Traffic. The total dollar amount of Lane Rental Fee Assessment will be computed by multiplying the Lane Rental Assessment Rate by the number of 15-minute increments of each lane closure event as described above.

Lane Rental Fee Assessment will be in effect from the time of the Notice to Proceed until the department issues final acceptance. If interim completion time or contract time expires before the completion of specified work in the contract, additional liquidated damages will be assessed as specified in standard spec 108.11 or as specified within this contract.

stp-108-070 (20161130)

14. Field Office.

A Field Office will not be required for the project. Inspection staff will work out of their vehicles for the short duration project. Weekly meetings will be conducted via phone teleconference or as approved by the engineer.

15. Nighttime Work Lighting-Stationary.

A Description

This special provision describes furnishing portable lighting as necessary to complete nighttime work. Nighttime operations consist of work specifically scheduled to occur after sunset and before sunrise.

B (Vacant)

C Construction

C.1 General

This provision shall apply when providing, maintaining, moving, and removing portable light towers and equipment-mounted lighting fixtures for nighttime stationary work operations, for the duration of nighttime work on the contract.

At least 14 days before the nighttime work, furnish a lighting plan to the engineer for review and acceptance. Address the following in the plan:

1. Layout, including location of portable lighting – lateral placement, height, and spacing. Clearly show on the layout the location of all lights necessary for every aspect of work to be done at night.
2. Specifications, brochures, and technical data of all lighting equipment to be used.
3. The details on how the luminaires will be attached.
4. Electrical power source information.
5. Details on the louvers, shields, or methods to be employed to reduce glare.
6. Lighting calculations. Provide illumination with average to minimum uniformity ratio of 5:1 or less throughout the work area.
7. Detail information on any other auxiliary equipment.

C.2 Portable Lighting

Provide portable lighting that is sturdy and free standing and does not require any guy wires, braces, or any other attachments. Furnish portable lighting capable of being moved as necessary to keep up with the construction project. Position the portable lighting and trailers to minimize the risk of being impacted by traffic on the roadway or by construction traffic or equipment. Provide lightning protection for the portable lighting. Portable lighting shall withstand up to 60 mph wind velocity.

If portable generators are used as a power source, furnish adequate power to operate all required lighting equipment without any interruption during the nighttime work. Provide wiring that is weatherproof and installed according to local, state, federal (NECA and OSHA) requirements. Equip all power sources with a ground-fault circuit interrupter to prevent electrical shock.

C.3 Light Level and Uniformity

Position (spacing and mounting height) the luminaires to provide illumination with an average to minimum uniformity ratio of 5:1 or less throughout the work area.

Illuminate the area as necessary to incorporate construction vehicles, equipment, and personnel activities.

C.4 Glare Control

Design, install, and operate all lighting supplied under these specifications to minimize or avoid glare that interferes with all traffic on the roadway or that causes annoyance or discomfort for properties adjoining the roadway. Locate, aim, and adjust the luminaires to provide the adequate level of illumination and the specified uniformity in the work area without the creation of objectionable glare.

Provide louvers, shields, or visors, as needed, to reduce any objectionable levels of glare. As a minimum, ensure the following requirements are met to avoid objectionable glare on the roadways open to traffic in either direction or for adjoining properties:

1. Aim tower-mounted luminaires, either parallel or perpendicular to the roadway, so as to minimize light aimed toward approaching traffic.
2. Aim all luminaires such that the center of beam axis is no greater than 60 degrees above vertical (straight down).

If lighting does not meet above-mentioned criteria, adjust the lighting within 24 hours.

C.5 Continuous Operation

Provide and have available sufficient fuel, spare lamps, generators, and qualified personnel to ensure that the lights will operate continuously during nighttime operation. In the event of any failure of the lighting system, discontinue the operation until the adequate level of illumination is restored. Move and remove lighting as necessary.

D (Vacant)

E Payment

Costs for furnishing a lighting plan, and for providing, maintaining, moving, and removing portable lighting, tower mounted lighting, and equipment-mounted lighting required under this special provision are incidental to the contract.

stp-643-010 (20100709)

16. General Requirements for Electrical Work.

Replace section 651.3.3 (3) of the standard specifications with the following:

(3) Request a signal inspection of the completed signal installation to the project engineer at least five working days prior to the time of the requested inspection. Notify the department's Electrical Field Unit at (414) 266-1170 to coordinate the inspection. The department's Region Electrical personnel will perform the inspection. In the event of deficiencies, request a re-inspection when the work is corrected. The engineer will not authorize turn-on until the contractor corrects all deficiencies.

17. Removing Traffic Signals, Partial Removal STH 794 & S. Pennsylvania Avenue, Item 204.9105.S.01; IH 94 WB Off Ramp & CTH Y (S. Barker Road), Item 204.9105.S.01.

A Description

This special provision describes removing existing traffic signals at the intersection(s) of STH 794 & S. Pennsylvania Avenue; IH 94 WB Off Ramp & CTH Y (S. Barker Road) conforming to standard spec 204 and as follows. Specific removal items are noted in the plans.

B (Vacant)

C Construction

Arrange for the de-energizing of the traffic signals with the local electrical utility after receiving approval from the engineer that the existing traffic signals can be removed.

Notify the department's Electrical Field Unit at (414) 266-1170 at least five (5) working days prior to the removal of the traffic signals. Complete the removal work as soon as possible following shut down of this equipment.

All existing equipment shall remain in operation during the construction of the new equipment. The existing signal equipment shall only be de-energized when the new equipment is energized and fully operational. The de-energizing and removal of the existing equipment may only take place after receiving the approval from the engineer. The existing equipment shall be removed the same day as to not obstruct the newly operating equipment.

The Department assumes that all equipment is in good condition and in working order prior to the contractor's removal operation. Prior to removal, inspect and provide a list of any damaged or non-working traffic signal equipment to the engineer. Any equipment not identified as damaged or not working, prior to removal, will be replaced by the contractor at no cost to the department.

Remove all standards and poles per plan from their concrete footings and disassemble out of traffic. Remove the transformer bases from each pole. Remove the signal heads, emergency vehicle preemption heads (evp), mast arms, luminaires, wiring/cabling, and traffic signal mounting devices from each signal standard, arm or pole. Ensure that all access hand hole doors and all associated hardware remain intact. Dispose of the underground signal cable, internal wires and street lighting cable off the state right of way. Deliver the remaining materials to the West Allis Electrical Service Facility at 935 South 60th Street, West Allis, Milwaukee County. Contact the department's Electrical Field Unit at (414) 266-1170 at least five (5) working days prior to delivery to make arrangements.

DOT forces shall remove the signal cabinet from the footing. The signal cabinet and associated signal cabinet equipment will be removed from the site by DOT forces and will remain the property of the department.

D Measurement

The department will measure Removing Traffic Signals, Partial Removal as a single lump sum unit of work for each intersection acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9105.S.01	Removing Traffic Signals, Partial Removal STH 794 & S. Pennsylvania Avenue	LS
204.9105.S.02	Removing Traffic Signals, Partial Removal IH 94 WB Off Ramp & CTH Y (S. Barker Road)	LS

18. Traffic Control Interim Lane Closure, Item 643.4100.S

A Description

This special provision describes closing a freeway/expressway traffic lane.

B (Vacant)

C Construction

Install and reposition traffic control devices as required to close a traffic lane. Remove and return the devices to their previous configuration when the closure is no longer required.

D Measurement

The department will measure Traffic Control Interim Lane Closure as each individual reposition/return cycle acceptably completed. The department will not measure additional moves or configuration changes as might be required solely to accommodate the contractor's operations.

The department will measure the closures by traffic lane and roadway. The department will not measure multiple closures in the same traffic lane on a project.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
643.4100.S	Traffic Control Interim Lane Closure	EACH

Payment is full compensation for closing and re-opening the affected traffic lane.

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19. Electrical Conduit.

Replace section 652. 5 (2) of the standard specifications with the following:

(2) Payment for Conduit Rigid Metallic, Conduit Rigid Nonmetallic, Conduit Reinforced Thermosetting Resin, and Conduit Special bid items is full compensation for providing the conduit, conduit bodies, and fittings; for providing all conduit hangers, clips, attachments, and fittings used to support conduit on structures; for pull wires or ropes; for expansion fittings and caps; for making necessary connections into existing pull boxes; for excavating, bedding, and backfilling, including any sand, concrete, or other required materials; for disposing of surplus materials; and for making inspections.

20. Signal Housings.

Replace 658.2(4) of the standard specifications with the following:

(4) For pedestrian signal faces: furnish polycarbonate resin housings, doors, and visors. Use yellow, Federal Standard 595 - FS13538, housings and dull black door faces and visors. For 16-inch heads, mount a z-crate visor and gasket to the door with stainless steel tabs. Drill the housing for top and bottom pipe mounting with the ability to rotate 270 degrees on the poly mounting brackets.

21. Pedestrian Push Buttons.

Replace 658.2(5) of the standard specifications with the following:

(5) For pedestrian push buttons: furnish freeze-proof ADA compliant pedestrian push buttons made by a department-approved manufacturer. The contractor shall place a Size 1, Type H reflective (R10-3EL, R, D) sign sticker (per state sign plate), message series – B directly above each push button. Include a directional arrow or arrows on the sign as the plans show.

22. Traffic Signal Faces & Pedestrian Signal Face 16-Inch.

Append 658.3(5) of the standard specifications with the following:

(5) Connect all ungrounded conductors with wire nuts in the appropriate sections of the signal heads. Connect the neutral conductors to the terminal strip. Be certain to twist wires prior to installing the wire nuts. All wire nuts must be installed facing up to prevent the entrance of water.

23. Curb Ramp Grading and Shaping, Item SPV.0060.01.

A Description

This special provision describes excavating, grading, filling, shaping, and compacting as necessary to construct each curb ramp location conforming to standard specs 205, 208, 211, 305, as the plans show, and as follows.

B Materials

Furnish materials as the plans show and engineer directs conforming the standard specs for the following:

Common excavation	205.2
Borrow	208.2

C Construction

Construct the final subgrade for the curb ramp at the locations on the plans and as the engineer directs.

Dispose of all surplus and unsuitable material as specified in standard spec 205.3.12.

D Measurement

The department will measure Curb Ramp Grading and Shaping as each individual plan location 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.0060.01	Curb Ramp Grading and Shaping	Each

Payment is full compensation for all excavating, grading, placing borrow, shaping, and compacting.

Sidewalk removal, construction staking, curb ramp detectable warning field, and concrete sidewalk will be paid under respective contract bid items.

24. Sidewalk Grading and Shaping, Item SPV.0060.02.

A Description

This special provision describes excavating, grading, filling, shaping, and compacting as necessary to construct each sidewalk location conforming to standard specs 205, 208, 211, 305, as the plans show, and as follows.

B Materials

Furnish materials as the plans show and engineer directs conforming the standard specs for the following:

Common excavation	205.2
Borrow	208.2

C Construction

Construct the final subgrade for the sidewalk at the locations on the plans and as the engineer directs.

Dispose of all surplus and unsuitable material as specified in standard spec 205.3.12.

D Measurement

The department will measure Sidewalk Grading and Shaping as each individual plan location 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.0060.02	Sidewalk Grading and Shaping	Each

Payment is full compensation for all excavating, grading, placing borrow, shaping, and compacting.

Sidewalk removal, construction staking, curb ramp detectable warning field, and concrete sidewalk will be paid under respective contract bid items.

25. Temporary Bus Stop, Item SPV.0060.03.

A Description

This special provision describes furnishing, maintaining, and removing temporary pavement and fence temporary for Temporary Bus Stop during construction conforming to 465 and 602 of the standard specs and as the plans show.

B Materials

Furnish asphaltic surface temporary in accordance to standard spec 465.2 (2) or furnish concrete in accordance to standard spec 602.2.

C Construction

Construct temporary bus stop that meets the requirements of the current Americans with Disabilities Act Accessibility Guidelines (ADAAG).

Form the foundation by excavating 2 inches for temporary asphalt or 3 inches for concrete. Tamp or compact the foundation to ensure stability.

Place two inches of Asphaltic Surface Temporary in accordance to standard spec 465.3.1 or place three inches of concrete in accordance to standard spec 602.3.2.3.

Connect temporary bus stop to crosswalks, existing sidewalks, or permanent sidewalks.

Temporary bus stop signs and poles will be furnished and installed by Milwaukee County Transit System.

D Measurement

The department will measure Temporary Bus Stop as 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
SPV.0060.03	Temporary Bus Stop	Each

Payment is full compensation for furnishing, installing, and maintaining all materials and for removing temporary pavement and temporary fence.

26. Concrete Curb & Gutter 54-Inch Type A, Item SPV.0090.01.**A Description**

This special provision describes constructing concrete curb and gutter according to Section 601 of the Standard Specifications and as shown in the plans.

B Materials

Furnish materials conforming to standard spec 601.2.

C Construction

Construct in accordance with standard spec 601.3 and as shown in the plans.

D Measurement

The department will measure Concrete Curb & Gutter 54-Inch Type A by the linear 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.0090.01	Concrete Curb & Gutter 54-Inch Type A	LF

Payment is full compensation for conforming to standard spec 601.5.

27. Transport & Install SF EVP Detector Heads, STH 794 & S. Pennsylvania Avenue, Item SPV.0105.01.**A Description**

This special provision describes the transporting and installing of department furnished Emergency Vehicle Preemption (EVP) Detector Heads and EVP Detector Head Mounting Brackets at STH 794 & S. Pennsylvania Avenue.

B Materials

Use materials furnished by the department including: Emergency Vehicle Preemption (EVP) Detector Heads and EVP Detector Head Mounting Brackets.

Pick up the department furnished materials at the department's Electrical Shop located at 935 South 60th Street, West Allis. Notify the department's Electrical Field Unit at (414) 266-1170 and make arrangements for picking up the department furnished materials three working days prior to picking the materials up.

C Construction

Install the EVP detector heads and EVP detector head mounting brackets as shown on the plans. The department will determine the exact location to ensure that the installation does not create a sight obstruction. The department will terminate the EVP cable ends and install the discriminators and card rack in the cabinet.

Notify the department's Electrical shop at (414) 266-1170 upon completion of the installation of the Emergency Vehicle Preemption (EVP) Detector Heads and EVP Detector Head Mounting Brackets.

D Measurement

The department will measure transporting and installing of department furnished Emergency Vehicle Preemption (EVP) Detector Head and EVP Detector Head Mounting Brackets as a single lump sum unit of work in place and accepted.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.01	Transport & Install SF EVP Detector Heads, STH 794 & S. Pennsylvania Avenue	LS

Payment is full compensation for transporting and installing of department furnished Emergency Vehicle Preemption (EVP) Detector Heads and EVP Detector head Mounting Brackets.

28. Construction Staking Sidewalk, Item SPV.0165.01.

A Description

This special provision describes contractor-preformed construction staking to establish the horizontal and vertical position for sidewalk conforming to standard specs 105.6 and 650 and as follows.

B (Vacant)

C Construction

C.1 General

Use methods that conform to standard spec 650.3.

Maintain neat, orderly and complete survey notes and computations used in establishing the lines and grades. Make the survey notes and computations available to the engineer within 24 hours upon request as the work progresses.

C.2 Sidewalk

Place construction stakes for concrete sidewalk at intervals of 25 feet. Set and maintain as necessary additional stakes to achieve the required accuracy and to satisfy the method of operations. Set additional stakes as necessary to establish location and grade along intersecting road radii; and for auxiliary lanes. Locate all concrete sidewalk construction stakes to within 0.02 foot of the true horizontal position and establish the grade elevation to within 0.01 foot of the true vertical position.

D Measurement

The department will measure Construction Staking Sidewalk 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	Construction Staking Sidewalk	SF

Payment is full compensation for locating and setting all construction stakes and for relocating and resetting damaged or missing construction stakes. Standard spec 650.5.(2) applies for final payment.