**Special Provisions**

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**STSP’S Revised June 18, 2019**

**SPECIAL PROVISIONS**

1. General.

Perform the work under this construction contract for Project ID 1011-01-34, Madison – Portage from US 151 to River Road on IH 39 in Dane County, Wisconsin as the plans show and execute the work as specified in the State of Wisconsin, Department of Transportation, Standard Specifications for Highway and Structure Construction, 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 (20190618)

1. Scope of Work.

The work under this contract shall consist of two project areas (North & South) where Storm Sewer, Concrete Barrier, HMA Pavement, Inlets, Surface Drains, Base Aggregate, HMA surface milling, Pavement Removals, Erosion Control, Traffic Control and Pavement Marking, and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

1. Prosecution and Progress.

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

Provide the start date to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the approved start date.

To revise the start date, submit a written request to the engineer at least two weeks before the intended start date. 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.

The contract time for completion is based on an expedited work schedule and may require extraordinary forces and equipment.

Complete all contract work for project 1011-01-64 and have all lanes of IH 39/90/94 EB/WB open in their original configuration by 9:00 AM, Friday June 26, 2020.

If the contractor fails to complete all contract work and reopen IH 39/90/94 Eastbound and Westbound to all lanes of through traffic prior to 9:00 AM June 26, 2020 the department will assess the contractor $5,000 in liquidated damages for each calendar day that the roadway remains not in the original configuration after 9:00 AM, June 26, 2020. An entire calendar day will be charged for any period of time within a calendar day that the road remains out of original configuration beyond 9:00 AM, June 26, 2020.

**Work Restrictions**

Do not close traffic lanes (including ramps) outside the allowed time periods specified in the Traffic article. If the contractor closes lanes prior to the specified timeframe or fails to open the lanes within the specified timeframe, the department will assess lane rental charges as shown in the Lane Rental Fee Assessment article.

*Replace standard spec 108.11 paragraph (3) as follows:*

The department will assess $5000 in daily liquidated damages. These liquidated damages reflect the cost of engineering, supervision, and a portion of road user costs.

Forms and associated guidance are published in the TDM available at the department’s Highway Construction Contract Information (HCCI) web site at:

<http://wisconsindot.gov/rdwy/admin/tdm.doc>

1. Traffic

Accomplish the construction sequence as detailed in the Construction Staging section of the

plans, and as described herein.

Do not park or store equipment, vehicles or construction materials within 30 feet of the edge of the traveled way, in unshielded areas, during non-working hours.

During times that lane closures are allowed, maintain a minimum 16 feet clear width for Oversize and Overweight freight.

Submit to engineer for approval a detailed traffic control plan for any changes to the

proposed traffic control as shown on the plans. Submit the plan 14 days prior to the

preconstruction conference, or if after the preconstruction conference, 14 days prior to the

intended use of the revised traffic control. A request does not constitute approval.

Do not disturb, remove or obliterate any traffic control signs, advisory signs, shoulder

delineators or guardrail in place along the traveled roadways without the approval of the

engineer. Immediately repair or replace any damage done to the above during the

construction operations at contractor expense.

Do not switch traffic to the next construction stage until all signing, pavement marking, and

traffic control devices for the stage are in place, conflicting pavement markings and signs

are covered or removed, and as directed by the engineer.

Do not perform construction operations until all traffic control devices for such work are in

the proper location.

Place drums and other temporary traffic control devices on the outer edge of the shoulder

when not in use.

Conduct operations in such a manner that causes the least interference and inconvenience to

the free flow of vehicles, bicyclists and pedestrians on the roadways. This includes the

following:

* All construction vehicles and equipment entering or leaving live traffic lanes shall yield to through traffic.
* Equip all vehicles and equipment entering or leaving the live traffic lanes with a hazard identification beam (flashing yellow signal) capable of being visible on a sunny day when viewed without the sun directly on or behind the device from a distance of 1000 feet. Activate the beam when merging into or exiting a live traffic lane.
* Do not deliver or store materials or equipment within open travel lanes, open side roads, or open multi-use paths during any stage of construction. Temporary lane closures and/or halting of traffic within open roadways and sidewalks is not permitted.
* Do not conduct construction operations in the median area and adjacent outside shoulder area of IH 39 at the same time without the written permission of the engineer.
* Provide ingress and egress locations to the engineer five working days in advance of anticipated use. Do not use the ingress or egress locations until approved by the engineer.

**Advance Notification**

Notify Dane County Sheriff’s Department, Dane County Highway Department, and state patrol two weeks in advance of all traffic switches, lane closures, ramp closures, and detours. Notifications shall be confirmed with all parties one week prior to implementation. Parties shall also be notified if a closure is cancelled.

**Traffic Control Operations**

This information is included to assist the contractor and its subcontractors; do not interpret this information as a demonstration of specified means and methods. Coordinate the schedule of operations for the construction staging as shown in the plans and as noted in these special provisions. Do not begin operations for Stage 2 construction until the work for Stage 1 is completed. Stage 3 can be started and worked on at contractor’s convenience. Do not move operations ahead within the proposed construction staging unless modifications to the staging and schedule are approved by the engineer.

**Wisconsin Lane Closure System Advance Notification**

Provide the following advance notification to the engineer for incorporation into the Wisconsin Lane Closure System (LCS).

|  |  |
| --- | --- |
| Closure type with height, weight, or width restrictions (available width, all lanes in one direction < 16’) | MINIMUM NOTIFICATION |
| Detours | 7 calendar days |
|  |  |
| Closure type with height, weight, or width restrictions (available width, all lanes in one direction > 16’) | MINIMUM NOTIFICATION |
| Lane and shoulder closures | 3 business days |
| System and service 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.

**North Section (STA 732+20 – STA 760+70)**

**Stage 1A**

**Traffic**

* Restrict IH39/90/94 Westbound traffic to the inside 2 lanes using a short term single lane closure during designated times of permitted short-term lane closures.
* No restrictions on Eastbound traffic lanes during Stage 1A

**Construction**

* Mill and overlay the outside shoulder of IH 39/90/94 for three lane shift.
* Place temporary marking tape on new pavement, close shoulder to prevent cars from following taping operation until next stage.
* Complete shaping of shoulders and placing ¾” BAD to keep shoulders flush with pavement edge.

**Stage 1B**

**Traffic**

* Restrict IH39/90/94 Westbound traffic to the outside lane in lane shift configuration using a two-lane closure during designated times of permitted short-term closures.

**Construction**

* Install temporary marking tape for the edge line and centerlines that shall be placed under a two-lane closure for Stage 2A.
* The temporary barrier can start to be set in the closed lanes but can continue to be placed moving into Stage 2A.

**Stage 2A**

 **Traffic**

* IH 39/90/94 Westbound traffic shall be merged to the three lane shift that will allow for three – 12’ lanes with the outside lane now on the existing outside shoulder, to allow for existing inside lane to be closed.
* IH 39/90/94 Eastbound may have the inside shoulder closed for slope paving installation.

**Construction**

* Install temporary barrier, completion of barrier shall be required before any pavement removal/milling/excavation can be started.
* Storm sewer installation and concrete barrier replacement will be performed during this stage.
* HMA Pavement and slope paving shall be completed prior to moving into the next stage.

**Stage 2B**

 **Traffic**

* Restrict IH39/90/94 Westbound traffic to only the outside lane using a two-lane closure during designated times of permitted short-term closures.

**Construction**

* Temporary barrier shall be removed from the inside lane.
* Removal of pavement marking tape prior to new pavement marking to be placed.
* Rumble Strips shall be coordinated to allow them to be done during the lane closures.
* Install permanent pavement markings on the inside lanes

**Stage 2C**

 **Traffic**

* Restrict IH 39/90/94 Westbound traffic to the center and inside lane using a single-lane closure having both the outside and shoulder closed.

**Construction**

* Remove the outside lane temporary marking tape and install the final pavement markings.
* Rumble Strips shall be installed to allow them to be done during the lane closures.

**South Section (STA 351+21 – STA 354+46)**

**Stage 3A**

 **Traffic**

* Traffic on IH 39/90/94 Eastbound and Westbound will have a shoulder closure on the inside shoulders.

**Construction**

* Common Excavation, removals, base aggregate, surface drain, inlet and pipe installation, and slope paving of the maintenance crossover will be performed under the shoulder closure.
* When common excavation occurs, an expediated work schedule requiring that common excavation and backfill must be placed within 72 hours. Excavation must also follow spec (104.6.1.2.3) in Standard Specifications for Highway and Structure Construction book 2020 Edition. If the standard specification 104.6.1.2.3 or the 72 hours are not followed the department will assess a Lane Rental Fee Assessment of $5000 per lane, per hour broken into 15 minutes increments shall be enforced.

**Stage 3B**

 **Traffic**

* Restrict traffic on IH 39/90/94 Westbound onto the center and outside lane using a single-lane closure.
* Shoulder closure on IH 39/90/94 Eastbound will be required for construction.

**Construction**

* Mill shoulders, HMA pavement, rumble strips, asphaltic flumes and adjust guardrail utilizing a left lane closure on IH 39/90/94 Westbound and a shoulder closure on IH 39/90/94 Eastbound.

**Allowable Lane Closure Hours for IH 39:**

Nightly NB I39/90/94 lane closures are permitted at the times shown in the table below.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Time Period** | **Single Lane Closure Start** | **Single Lane Closure End** | **Two Lane Closure Start** | **Two Lane Closure End** |
| Sunday Night | to | Monday Morning | 7:00 PM | 1:00 PM | 9:00 PM | 5:00 AM |
| Monday Night | to | Tuesday Morning | 7:00 PM | 1:00 PM | 9:00 PM | 5:00 AM |
| Tuesday Night | to | Wednesday Morning | 7:00 PM | 1:00 PM | 9:00 PM | 5:00 AM |
| Wednesday Night | to | Thursday Morning | 7:00 PM | 9:00 AM | 9:00 PM | 5:00 AM |
| Thursday Night | to | Friday Morning | 7:00 PM | 8:00 AM | 10:00 PM | 5:00 AM |
| Friday Night | to | Saturday Morning | 9:00 PM | 8:00 AM | 10:00 PM | 7:00 AM |
| Saturday Night | to | Sunday Morning | 7:00 PM | 9:00 AM | 9:00 PM | 7:00 AM |

One 24-hour single lane closure shall be allowed to complete pavement marking operations at the start and end each at each project location on a Monday, Tuesday or Wednesday, at the approval of the engineer for a total of two per project location. Only one 24-hour single lane closure shall be allowed for setting up the lane shift and one 24-hour single lane closure for restoring traffic to original lanes, if contractor is unable to complete operations during the overnight period.

1. Holiday Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying IH - 39 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 April 10, 2020 to 6:00 AM Monday April 13, 2020 for Easter
* From noon Friday May 22, 2020 to 6:00 AM Tuesday May 26, 2020 for Memorial Day

\*\* Traffic can stay in the lane shift configuration during holidays

stp-107-005(20181119)

1. Utilities.

This contract comes under the provisions of Wisconsin Administrative Code Chapter Trans 220.

The following utility owners have facilities within the project limits, however no conflicts are anticipated:

* Alliant Energy – Electricity
* AT&T Legacy – Communication
* AT&T Wisconsin – Communication
* ATC Management – Electricity
* Bear Communications LLC – Communication
* Frontier Communications of WI – Communication – to be determined yet
* Kochs Telecommunications – Communication – to be determined yet
* Madison Gas & Electric Company – Electricity
* Madison Gas & Electric Company – Gas
* Metropolitan Unified Fiber Network (MUFN) – Communication – to be determined yet
* PaeTec Communications – Communication
* TDS Metrocom – Communication
* Town of Vienna – Sewer – to be determined yet
* Windstream KDL – Communication
* Wisconsin Independent Network (WIN) – Communication – to be determined yet

Coordinate construction activities with a call to Diggers Hotline or a direct call to the utilities for the underground facilities in the area, as required per state statutes. Use caution to maintain the integrity of utilities. Coordinate with the engineer to adjust plans as needed to avoid any unanticipated utility conflicts.

stp-107-065(20080501)

1. Hauling Restrictions.

At all times, conduct operations in a manner that will cause a minimum of inconvenience to the free flow of traffic on roadways carrying IH 39 traffic. Hauling vehicles shall only use engineer-approved ingress and egress locations.

Use only designated truck routes for material haul roads as detailed in standard spec 618.

Equip all vehicles traveling on public roads that are hauling materials or removals and are subject to spillage, by either wind or vibration, with tailgates and adequate sideboards. Use canvas covers and any other protective devices to prevent spillage as determined necessary by the engineer. Comply with all local ordinances.

1. 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.

**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:

|  |  |
| --- | --- |
| Roadway | Lane Rental Fee (per lane) |
| WB IH 39/90/94 | $5000 |

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 prior to the completion of specified work in the contract, additional liquidated damages will be assessed according to standard spec 108.11 or as specified within this contract.

1. Base Aggregate Dense ¾-Inch, Item 305.0110.

*Add the following to standard spec 301.2.4.3:*

Furnish only aggregate classified as crushed stone for Dense ¾-Inch when used in the top 3 inches of the unpaved portion of the shoulder or for unpaved driveways and field entrances.

(SWR 305.01-07112017)

1. Base Aggregate Dense 1 ¼-Inch, Item 305.0120.

*Add the following to standard spec 305.2.2.1:*

When 1 ¼-Inch base aggregate is ≥ 50% crushed gravel, conform to the following gradation requirements:

|  |  |
| --- | --- |
| SIEVE | PERCENT PASSING BY WEIGHT |
| 1 1/4 inch | 95 - 100 |
| 1 inch | --- |
| 3/4 inch | 70 - 90 |
| 3/8 inch | 45 - 75 |
| No. 4 | 30 - 60 |
| No. 10 | 20 - 40 |
| No. 40 | 7 - 25 |
| No. 200 | 3 - 10 [1],  |

[1] Limited to a maximum of 8.0 percent for base placed between old and new pavement.

(SWR 305.02-07112017)

1. Removing Concrete Surface Partial Depth, Item 204.0109.S.

A Description

This special provision describes removing a portion of concrete surfaces as the plans show and conforming to standard spec 204.

B (Vacant)

C Construction

C.1 Equipment

Use a machine that provides a surface finish acceptable to the engineer. Shroud the machine to prevent discharge of any loosened material into adjacent work areas or live traffic lanes.

Use a machine that is equipped with electronic devices that provide accurate depth, grade and slope control, and acceptable dust control system.

C.2 Methods

Remove existing concrete to the depths as shown on the plan by grinding, planing, chipping, sawing, milling, or by using other methods approved by the engineer.

Perform the removal operation in such a manner as to preclude damage to the remaining pavement and results in a reasonable uniform plane surface free of excessive large scarification marks and having a uniform transverse slope.

The sequence of removal operations shall be such that no exposed longitudinal joints 2 inches or more in depth remain during non-working hours. Windrowing or storing of the removed material on the roadway will only be permitted in conjunction with a continuous removal and pick-up operation. During non-working hours, clear the roadway of all materials and equipment.

Removed pavement becomes the property of the contractor. Properly dispose of it as specified in standard spec 204.3.1.3.

D Measurement

The department will measure Removing Concrete Surface Partial Depth in area by the square foot of surface area removed.

E Payment

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

ITEM NUMBER DESCRIPTION UNIT

204.0109.S Removing Concrete Surface Partial Depth SF

Payment is in full compensation for removing the concrete; and for disposing of materials.

stp-204-041 (20080902)

1. Surface Drain Pipe Corrugated Metal Slotted 15-Inch, Item 521.2005.S.01

A Description

This special provision describes furnishing and installing slotted corrugated metal pipe surface drain as shown on the plans, according to standard spec 521, and as hereinafter provided.

B Materials

Furnish backfill material that is grade A, A-FA, A-S, A-T, A-IS, A-IP, or A-IT concrete conforming to standard spec 501.2 as modified in standard spec 716. Provide QMP for class III ancillary concrete as specified in standard spec 716.

C Construction

Prior to backfilling, plug the upper end of the slotted drain as shown on the plans or as approved by the engineer.

Prior to backfill operations adjacent to the slotted area of the slotted corrugated metal pipe surface drain pipe, install timber blocks in the slots according to the details as shown on the plans. Remove any material entering the pipe at no expense to the department.

Keep the timber blocks in place until final clean up operations are completed; at which time, remove the timber blocks.

Exercise care to avoid damage to the slotted corrugated metal pipe surface drain pipe. If any section of pipe is damaged or is unsatisfactory as determined by the engineer, replace the drain pipe at no expense to the department.

D Measurement

The department will measure Surface Drain Pipe Corrugated Metal Slotted (size), completed according to the contract and accepted, in place by the linear foot.

E Payment

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

ITEM NUMBER DESCRIPTION UNIT

521.2005.S.01 Surface Drain Pipe Corrugated Metal Slotted LF

 15-Inch

Payment is full compensation for furnishing all materials; hauling and placing the pipe, including bands and bends; making connections to existing inlets; furnishing concrete and backfill material, end plug or cap; staking; and for cleaning out and restoring site of work.

1. Reseal Crushed Aggregate Slope Paving, Item 604.9015.S.

A Description

This special provision describes sealing existing crushed aggregate slope paving as the engineer directs and conforming to standard spec 604as modified in this special provision.

B Materials

Furnish materials conforming to standard spec 604.2.

C Construction

Clean all debris from the surface of the slope paving before applying asphalt. Apply sufficient asphalt so that it penetrates to seal the top 2 inches of aggregate; where existing asphalt is closer to the surface of the aggregate, apply less asphalt.

D Measurement

The department will measure Reseal Crushed Aggregate Slope Paving in area by the square yard of slope paving, acceptably resealed.

E Payment

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

ITEM NUMBER DESCRIPTION UNIT

604.9015.S Reseal Crushed Aggregate Slope Paving SY

Payment is full compensation for cleaning the surface; furnishing and applying the asphalt.

stp-604-015 (20100709)

1. Marking Replace Line Wet Reflective Epoxy 4-inch, Item 646.1041.S;

A Description

This special provision describes applying wet reflective epoxy marking over existing grooved pavement marking conforming to standard spec 646, as the plans show, and as follows.

B Materials

Furnish wet reflective epoxy pavement marking materials conforming to standard spec 646.2.

C Construction

Remove loose marking. Clean and prepare the surface of the existing marking and the groove to accept the new wet reflective epoxy marking.

If chosen removal operations results in undesirable results (deepness of grooves outside of standard spec 646.3) for installation of standard wet reflective epoxy marking, Contractor shall place Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch at their own cost in conformance with standard specs.

Apply wet reflective epoxy marking conforming to standard spec 646.3 and as follows:

If black contrast marking lines are present, ensure the black contrast marking lines are not covered by the white wet reflective epoxy.

Repair or replace new marking that was improperly applied or that fails during the proving period as specified in standard spec 646.3.1.5.

D Measurement

The department will measure the Marking Replace Line Wet Reflective Epoxy bid items by the linear foot of line, acceptably completed.

E Payment

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

ITEM NUMBER DESCRIPTION UNIT

646.1041.S Marking Replace Line Wet Reflective Epoxy 4-Inch LF

Payment is full compensation for providing the marking, including remarking as required under standard spec 646.3.1.2(2).

1. Mobilizations Emergency Shoulder and Pavement Repair, Item SPV.0060.01.

**A Description**

Furnish and mobilize personnel, equipment, traffic control, and materials to the project site to repair the existing shoulder or pavement on an emergency basis as the engineer directs. An emergency is a sudden occurrence of a serious and urgent nature, beyond normal maintenance of the existing pavement.

**B (Vacant)**

**C Construction**

Mobilize with sufficient personnel, equipment, traffic control, materials and incidentals on the jobsite within 4 hours of the engineer’s written order to repair the existing shoulder or pavement on an emergency basis.

**D Measurement**

The department will measure Mobilizations Emergency Shoulder and Pavement Repair as each individual mobilization, acceptably completed. The department will not include delivering and installing pavement repair or maintenance materials provided for in specific contract items. All traffic control items used for each mobilization will be considered incidental to the Mobilization.

**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 Mobilizations Emergency Shoulder and Pavement Repair EACH

Payment is full compensation for the staged moving of personnel, moving equipment, setting up and removing traffic control, traffic control materials, and moving materials. The department will pay separately for delivery and installation of pavement repair materials under the other bid items in this contract. The department will not pay separately for traffic control items and materials even though they may be included in other bid items in this contract and will consider them incidental to each Mobilization.

1. Reconstructing Median Inlets Special, Item SPV.0060.02.

**A Description**

This special provision describes work according to standard specs 611 and 645, and as hereinafter provided.

**B Materials**

Conform to standard spec 611.2 and 645.2.

**C Construction**

Conform to standard spec 611.3 and 645.3. Reconstruct existing median inlets to accommodate drainage of the Interstate 39/90/94 median for construction at locations shown in the plans, according to pertinent plan details, and as directed by the engineer.

Cut an appropriate opening in the side of the existing inlet masonry to receive the 18-inch permanent concrete storm sewer pipe. Remove and mortar the existing 12-inch pipe opening when the existing inlet and pipe are removed, and repair the structural integrity of the existing inlet wall to its original condition.

Clean out any sediment or fill material that may have entered the structure. Ensure that the existing casing are in place and in good condition, adjusted to the final grade of the new slope paving.

**D Measurement**

The department will measure Reconstructing Median Inlets Special as each individual inlet, 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 Reconstructing Median Inlets Special Each

Payment is full compensation for providing materials, including masonry, and other fittings as required; for excavating, backfilling, and disposing of surplus material; for cutting an appropriate opening in the existing masonry to receive the 18-inch pipe; for making repairs to the existing inlet wall during installation and removal of the existing pipe being removed; and for cleaning any sediment or fill material that may have entered the inlet structure.

1. Utility Line Opening (ULO), Item SPV.0060.03.

**A Description**

This special provision describes excavating to uncover utilities for the purpose of determining elevation and potential conflicts with proposed work, as shown on the plans or as directed by the engineer.

**B (Vacant)**

**C Construction**

Perform the excavation in accordance with Wisconsin State Statue 182.0175.

Perform the utility line openings as soon as possible, prior to ordering precast structures, and at least 10 days in advance of proposed utility construction to allow any conflicts to be resolved with minimal disruption. Allow the engineer a minimum of three working days once utility line opening information is received to review all relevant design information.

Coordinate and approve all utility line openings with the engineer. Notify the utilities a minimum of 3 days prior to the work so they may be present.

Backfill the excavation with suitable backfill material, and thoroughly compact.

**D Measurement**

The department will measure Utility Line Opening (ULO) as each individual utility line opening (ULO) acceptably completed. Utility line openings include a trench up to 10-feet long as measured at the trench bottom, and of any width and depth required to locate the intended utility. Where utilities are within 6 feet of each other at a potential conflict location, only one utility line opening will be measured.

**E Payment**

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

|  |  |  |
| --- | --- | --- |
| ITEM NUMBER | DESCRIPTION | UNIT |
| SPV.0060.03 | Utility Line Opening (ULO) | Each |

Payment is full compensation for performing the excavation required to expose the utility line, backfilling, and for restoring and cleaning up the site.

(SWR 107.01-20160601)

1. Salvage and Reinstall Energy Absorbing Terminal, Item SPV.0060.04

**A. Description**

This special provision describes salvaging existing Steel Plate Beam Guard and MGS Guardrail Energy Absorbing Terminals (EATs) and reinstalling the EATs as shown on the plan or as directed by the engineer and as hereinafter provided.

**B. Materials**

For components of the EAT replaced as part of this bid item, conform to Section 614.2. The contractor shall provide replacement parts compatible with the existing EAT system.

**C. Construction**

Dismantle and remove the rail, posts, blocks, soil tubes and all other existing components associated with the EAT from the locations the contract designates. Minimize damage to reusable materials. Do not cut material that would be otherwise reusable. Replace contractor-damaged materials that are to remain in place or to be reinstalled at no cost to the department. Dispose of existing posts, blocks and soil tubes in accordance with Section 204. Sort salvaged components by part and load reusable materials onto separate pallets for each component part. The contractor may place hardware and smaller parts in clearly labeled crates or plastic buckets. Stockpile reusable material in engineer-approved locations on the project. Install new posts, blocks and soil tubes which are in accordance with applicable Standard Detail Drawings. Reinstall the salvaged EAT at the existing location and offset or as directed by the engineer. Do not use salvaged materials for temporary installations or for any other work under this contract.

**D. Measurement**

The department will measure Salvage and Reinstall Energy Absorbing Terminal by each EAT, acceptably completed.

**E. Payment**

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

ITEM NUMBER DESCRIPTION UNIT

SPV.0060.04 Salvage and Reinstall Energy Absorbing Terminal EA

Payment is full compensation for dismantling and stockpiling reusable EAT system elements; for removing and disposing of unwanted or damaged materials; for new posts, blocks, connector plate and soil tubes; for setting and driving posts; for reinstalling end treatment; for excavating, backfilling, and disposing of surplus material.

The department will measure Salvage and Reinstall Energy Absorbing Terminal by each EAT, acceptably completed.

1. Asphaltic Pavement Repair Special, Item SPV.0195.01.

**A Description**

This special provision describes the excavating, grading, compacting, and finishing necessary to accommodate Asphaltic Pavement Repair Special as the plans show, according to standard spec 315, 455, 460, 465 and as described in this special provision.

**B Materials**

Conform to standard spec 460.

*Replace standard spec 460.2.7 with the following:*

Submit a mix design under the Asphaltic Pavement Repair Special bid item. Furnish an asphaltic mixture meeting the requirements specified for 4 MT 58-28 S.

Provide tack coat conforming to standard spec 455.2.5.

**C Construction**

Conform to standard spec 315.3.1.

Backfill all subgrade voids beneath the repair area using compacted Base Aggregate Dense. Upon approval of the engineer, backfill voids that cannot be compacted with standard equipment with Backfill Controlled Low Strength.

**D Measurement**

The department will measure Asphaltic Surface Pavement Repair Special by the TON 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.0195.01 Asphaltic Pavement Special Repair TON

Payment for the Asphaltic Pavement Repair Special item is full compensation for sawing joints, sawing existing pavement, removing and disposing of existing pavements and excavated materials, preparing the foundation, adjusting castings, placing tack coat, providing, placing the asphaltic mixture (including asphaltic materials), and installing rumble strips.

The department will pay for individual repairs the width of the existing lane or shoulder and the length of the deficiency as Asphaltic Pavement Repair Special.