



3-15.1 General

It is the intent of the specifications that miscellaneous structures are to be removed, whenever practicable, before the excavation for the roadway. However, it may be advantageous to remove surface and base courses, sidewalks, and other similar items during excavation operations.

[Standard spec 205.3.2](#) requires that all pavements, asphaltic surfaces, or rigid base courses occurring within the area of the roadbed slopes and underlying proposed embankments shall be removed completely to a depth of 2 feet below the proposed finished grade line, or such other depth as shown on the plans. The engineer must mark the pavement for removal.

When granular backfill is required, the removal of structures and backfilling of voids resulting from such removal shall be accomplished before grading operations. Backfilling shall extend to the elevation of the natural ground if in a fill section, or to the elevation of the finished subgrade or the finished slope if in a cut section. Backfilling is to be done as provided for the removal of old culverts and bridges in the standard specifications.

Measurement of the quantities of removed items should be made and properly recorded either before or at the time of their removal. Miscellaneous structures required to be removed from within the grading limits and not provided for as a separate pay item in the contract will generally be removed as a part of the item of roadway excavation, except that concrete structures exceeding one cubic yard and not specified for removal in the contract will be paid at a unit price of five times the bid price for common excavation ([standard spec 204.5](#)).

3-15.2 Abandoning Wells

The Wisconsin Administrative Code NR 112.26 provides that when a well is permanently abandoned, the owner shall seal the well to prevent it from acting as a channel for contamination of the underground water supply. Frequently, the former owners have not sealed wells on newly acquired right-of-way and it becomes necessary for the department to perform this work, either incidental to a construction contract, or before any construction activity as part of a site clearance project, or under a negotiated agreement with the county. In any case, the sealing of wells should be undertaken as an early operation to prevent the well becoming "lost" as other operations proceed.

Methods for sealing dug and drilled wells under various circumstances are set forth in [standard spec 204.3.3](#). In the case of driven-point wells, it is permissible to pull the casing and point, but the resulting hole in the earth should be filled with concrete. A report of each abandoned well will be made.

3-15.3 Signs And Other Traffic Control Devices

Where official signs or other traffic control devices are located within the excavation limits, the engineer, before start of the contractor's operations, should advise the region office so that arrangements can be made for removal. The notice to the region office should be given as early as possible since the time required for removal of such devices will vary from a few hours for signs to several days for electrical equipment.

If it becomes necessary for the contractor to start construction operations in an area before all signs have been removed, the contractor should be requested to remove them carefully without scratching the sign faces, and store them outside the construction limits.

If any blue specific service signs (identifying commercial entities providing gas, food, lodging, camping or attractions, etc) in the project limits that would be affected by the construction, see standard special provision 638-10 for disposition instructions.

Any tourist oriented directional signs (TODS) or white arrow boards present within the project limits can be removed and reinstalled by the contractor. The contractor is responsible for any damage to the signs during this time.

3-15.4 Local Road Identification Signs

Local road identification signs may have to be removed during construction. The engineer should contact the appropriate official from each affected local unit of government. The official should be informed of the starting date of construction, the project limits, and the probable completion date. Each local unit should be given the opportunity to remove, transport, store, and reinstall the signs with their own forces or to make arrangements with others to perform the work.

If the signs have not been removed by the time construction begins, the contractor shall carefully remove the signs. Arrangements for subsequently transporting and storing the signs are the responsibility of the local unit,

either with their own forces or through an agreement with others. Storage must not pose a hazard to road users or maintenance workers.

Temporary signs needed to guide emergency vehicles during construction are the responsibility of the local unit to install, maintain, and remove, either with their own forces or by arrangement with others. When notifying the local units of the need to remove the permanent signs, the engineer should also remind them of the potential need for temporary signing.

Reinstallation of the local road identification signs is the responsibility of the local unit of government, either with their own forces or through an agreement with others.

Correcting or replacing signs damaged during removal, transport, storage, and reinstallation is the responsibility of the local unit of government and the contractor, or others retained by the local unit.

3-15.5 Mailboxes

[Standard spec 107.11](#) states that it becomes the responsibility of the contractor to notify the owners of all mailboxes that will interfere with construction, and to arrange for removal and storage of the mailboxes.

Notification is to be in writing and should be done well in advance of work operations requiring mailbox removal. The contractor should also notify the local postmaster so an alternative mail delivery procedure can be put in place.

If mailbox owners have not removed the box by the time construction starts, it becomes the responsibility of the contractor to remove each mailbox carefully and place it on the owner's property. After construction is completed, it is the responsibility of the owners to reinstall the mailboxes if they wish to have direct mail delivery, regardless of who did the removal.

If the reinstallation presents a hazard to highway users or impedes roadway maintenance, the engineer should contact the owner of the mailbox, explain the problem with the installation, ask for prompt corrective action and enter information about the contact in the field diary. If the problem is not corrected within a reasonable period of time, the engineer should enter that fact in the field diary and notify the region and the local postmaster. No further action by the engineer is needed.

Mailbox installations that present hazards to trucks, cars, motorcycles, and bicycles include those mounted on massive supports such as plowshares, concrete pillars, horizontal planks, and concrete-filled milk cans. The owner may be liable to others for personal injury or property damage resulting from the hazards and should be so informed during contact by the engineer.

Placement and design of a mailbox is the property owner's responsibility. If property owners have questions about mailbox installation or design the engineer can refer the property owner to the UW-Madison Transportation Information Center Hazardous Mailbox bulletin. The publication describes safety considerations of mailbox installations, in addition to recommended mailbox installation dimensions and details. The bulletin is available at the following site:

http://epdfiles.engr.wisc.edu/pdf_web_files/tic/bulletins/Bltn_014_Mailbox_Safety.pdf

3-15.6 Underground Storage Tanks

Removal of underground storage tanks discovered during construction is to be handled in accord with the standard specifications and the guidance in [CMM 1-30](#).