ADDENDUM NUMBER 2

I.D. WH020211 & WH087012
S. 68th Street (CTH A)
Roadway Reconditioning
W. Ryan Road to House of Corrections

AND

W. Ryan Road (CTH H)
Culvert Replacement
East of S 112th Street

Project Number: WH020211 & WH087012

Date of Addendum: June 12, 2014

This Addendum to the Contract Documents is issued to modify, explain or correct the original documents, dated May 2014, and is hereby made part of the Contract Documents. Acknowledge receipt of this Addendum in the space provided on the Bid Form, or bid may be rejected.

ADDENDUM SUMMARY

The following topic is addressed in this addendum:

1. Clarification of Item 455.0120 Asphaltic Material PG64-28

1. Clarification of Item 455.0120 Asphaltic Material PG64-28

Construction of the 6 inch asphalt pavement shall be constructed as follows:
The lower course shall be four inches (4") and the maximum aggregate size of the lower course shall be 19.0mm. The PG binder grade for the lower course shall be PG64-28.
The upper course shall be two inches (2") and the maximum aggregate size of the upper course shall be 12.5mm. The PG binder grade for the upper course shall be PG64-28.

Bidders are directed to replace Plan Sheet 3 with the revised Plan Sheet 3REV.

End of Addendum No. 2

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GENERAL NOTES

DO NOT REMOVE TREES OR SHRUBS WITHOUT APPROVAL OF THE ENGINEER.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

WHEN THE QUANTITY OF HMA PAVEMENT OR BASE AGGREGATE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

ALL DISTURBED AREAS ADJACENT TO THE ROADWAY, NOT OTHERWISE SURFACED, ARE TO BE TOPSOILED AND SEEDED.

FILL AS SHOWN ON THE PLANS PERTAINS TO EMBANKMENTS CONSTRUCTED FROM COMMON EXCAVATION. THE FACTOR USED FOR EXPANDING THE FILLS TO COMPUTE THE VOLUME OF MATERIAL REQUIRED IS 1.2 FOR COMMON EXCAVATION. ALL FILL VOLUMES SHOWN ARE THE ACTUAL VOLUMES.

IF EXCAVATION BELOW SUBGRADE (EBS) IS REQURED, IT WILL BE MEASURED AND PAID FOR AS COMMON EXCAVATION. THE LIMITS OF EBS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. THE FACTOR USED FOR EXPANDING THE FILLS TO COMPUTE THE VOLUME FO MATERIAL REQUIRED IS 1.3.

DISTURBED AREAS ARE TO BE TOPSOILED, FERTILIZED, SEEDED AND EROSION MAT INSTALLED. WHERE SHOWN ON THE EROSION CONTROL PLANS , USE SEED MIX NO. 10.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN MAY BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.

RESTORE EXISTING DRIVEWAYS AND FIELD ENTRANCES IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD AND AT THE LOCATION DETERMINED BY THE ENGINEER.

WETLAND AREAS ARE SHOWN ON THE PLANS, CONTRACTOR SHALL LIMIT CONSTRUCTION ACTIVITIES TO WORK WITHIN THE SLOPE INTERCEPTS ADJACENT TO THE WETLAND AREAS.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS.

A SAWED JOINT IS REQUIRED WHERE NEW HMA PAVEMENT MEETS EXISTING HMA PAVEMENT.

ADJUST TRAFFIC CONTROL DEVICES TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

REMOVAL OF EROSION CONTROL DEVICES IS INCLUDED IN THE COST OF THEIR RESPECTIVE BID ITEMS.

THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PLACE SALVAGED TOPSOIL IN ALL GRADED AREAS AS DESIGNATED BY THE ENGINEER IMMEDIATELY AFTER GRADING HAS BEEN COMPLETED. SEED, MULCH AND FERTILIZE OR SOD AND FERTILIZE ALL AREAS 5 DAYS AFTER PLACEMENT OF SALVAGED TOPSOIL.

INLET PROTECTION IS REQUIRED AT ALL INLETS AS PER DETAIL OR AS DIRECTED BY THE ENGINEER.

DO NOT USE FERTILIZER WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.

SAWCUT ASPHALTIC AND CONCRETE DRIVEWAYS AND/OR PARKING LOTS AT THE MATCHLINE AS SHOWN ON THE PAVING DETAILS OR AS DIRECTED BY THE ENGINEER.

CONSTRUCT HMA PAVEMENT WITH THE FOLLOWING LAYERS AND GRADATIONS:

PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS	NOMINAL MAXIMUM SIZE GRADATION	ASPHALTIC MATERIAL
E-0.3	6"	2" UPPER LAYER 4" LOWER LAYER	12.5 MM 19.0 MM	PG64-28 PG64-28

THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION(SEWRPC) IN ITS CAPACITY AS THE MILWAUKEE COUNTY SURVEYOR, WILL BE RESPONSIBLE FOR THE PERPETUATION OF THE U.S. PUBLIC LAND SURVEY MONUMENTS THAT FALL WITHIN THE SCOPE OF THIS PROJECT. THERE ARE TWO SETS OF MONUMENTS THAT FALL WITHIN THIS PROJECT. SEWRPC WILL RESET THESE MONUMENTS BETWEEN THE LOWER LAYER AND THE UPPER LAYER OF ASPHALT.

STANDARD ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L OR ℄	CENTER OR CONSTUCTION LINE
CPCS	CULVERT PIPE CORRUGATED STEEL
CONC	CONCRETE
CP	CULVERT PIPE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC-YARD
D	DEGREE OF CURVE
•	DELTA
DISCH	DISCHARGE
ESTR	EXISTING SIGN TO REMAIN
FE	FIELD ENTRANCE
HMA	HOT MIX ASPHALT
IE	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MIN	MINIMUM
M/L	MATCHLINE
NC	NORMAL CROWN
NOR	NORMAL
PAVT	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RRSP	RAILROAD SPIKE
RT	RIGHT
SALV	SALVAGED
SAPBC	SALVAGED ASPHALTIC PAVEMENT BASE COURSE
SDD	STANDARD DETAIL DRAWING
SE	SUPER ELEVATION
SF	SQUARE FOOT
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT

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