

ADDENDUM NO. 1

Timmerman / MWC Support Pavement Rehabilitation

Project No. WA0276

Timmerman Airport (MWC)
9305 W Appleton Ave.
MILWAUKEE, WISCONSIN 53225

Prepared By: MILWAUKEE COUNTY DEPARTMENT OF ADMINISTRATION
ARCHITECTURE, ENGINEERING, AND ENVIRONMENTAL SERVICES
AIRPORT ENGINEERING UNIT
5300 SOUTH HOWELL AVENUE
MILWAUKEE, WI 53207
Telephone 414-747-5716

DATE OF ADDENDUM: Thursday August 25, 2022

BIDS CLOSE: Thursday September 1, 2022; 2:00 PM

TO ALL BIDDERS:

Each bidder shall read this Addendum in its entirety to determine to what extent their proposal and the contract conditions will be affected. This Addendum to the Contract Documents is issued to modify, explain, or correct the original documents and is hereby made part of the Contract Documents.

RECEIPT – Acknowledge receipt electronically on BidExpress website.

Receipt of Addendum No. 1, consisting of eighteen (18) pages (this page included), for the Timmerman / MWC Support Pavement Rehabilitation project, at Timmerman Airport, Milwaukee, Wisconsin, dated August 25, 2022, is acknowledged.

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Project No. WA0276

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9305 W Appleton Ave.
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PART 1 – BIDDER'S CLARIFICATIONS

- 1.1 Prebid meeting minutes and Prebid meeting attendance list are attached.
- 1.2 Alternates: See the descriptions below to better locate the alternates listed on the bid form as Alternate 1, Alternate 2, and Alternate 3.
 - Alternate 1: Concrete Apron south of Maintenance Building, see notes and quantity table on sheet CL101.
 - Alternate 2: Mill and Overlay between G & T Hangar Taxiway, see notes and quantity table on sheet CL102.
 - Alternate 3: Parking Lot removals north of Control Tower, see notes and quantity table on sheet CL105.
- 1.3 Bidder Question and Milwaukee County Response:

Bidder Question #1: I am looking at this project. Unfortunately, it appears that most proposed mill/fill areas do not drain properly. I know that the plans reference 'localized low points' in the existing surface and those points exist because the surfaces do not drain. We need a minimum of 1% drainage to guarantee against ponding. The corrections needed are well beyond what can be 'corrected with localized variable mill and/or thicker asphalt lifts' noted in the plans. This cannot be done because we are stuck matching all match elevations (buildings, catch basins, turf areas).

Consultant Response to Bidder Question #1: I do agree that some slopes are relatively flat throughout the mill and overlay areas, however we are also matching a lot of existing pavements and buildings as the bidder notes. Although there are some areas that don't have the desired 1% that is mentioned, mainly at areas where we are matching existing pavement or buildings, the majority are at or very near the 1% slope. The note that may be causing confusion is this one on the plan set in the "general paving notes" on the civil plan sheets.

"Existing pavement mill and overlays to be surveyed by the contractor to ensure new pavement is placed at the same elevation and grading as existing. If localized low points are found during survey or known to Milwaukee County, they are to be corrected with localized variable mill and/or localized thicker asphalt lifts."

This note is referring to "localized low points" which are assumed to be small locations where the existing asphalt may have settled differently than the rest of the surrounding pavement. The intent is to mill/place asphalt material/pave different depths at those specific "hole" locations to not allow trapping of water. This was referenced as a note to let the contractor know that the areas may not be uniform over the entire surface area. This note was NOT intended to encompass the entire mill and pave area surface.

PART 2 – REVISIONS TO THE PROJECT MANUAL

- 2.1 Section 00 04 00 – Bid Entry Information and Attachment Forms
 - UPDATE Bid Schedule with the attached.
 - Changes include: Change (reduction) in quantity for line items P-101-5.2, P-101-5.6, P402.514, P-603-5.1, X-1600, and addition of item for Light Post Removal - Item P-101-5.7d
- 2.2 Section 01 30 00 – Article 7 on Liquidated Damages
 - On page 01 30 01; Replaced Article 7 paragraphs with the following:

"Liquidated damages of **One Thousand five hundred Dollars (\$1,500.00)** will be assessed for each day the Contractor performs work on the project after the completion period described in Schedule of Work

above until the project is substantially complete, unless a written contract extension is granted by the engineer. This amount is based on an estimate of daily engineering inspection and disruption to Milwaukee County.

Authorization will be given, if requested, for overtime work, at no additional cost to the County, but authorization will be withheld if the Contractor has chosen not to work during the defined work hours. A timely request must be given and authorization following short notice requests will be subject to the availability of engineering and operations personnel required to allow the work.

Contractor shall complete required punch list correction items within 30 calendar days after the established substantial completion date. If Contractor neglects, fails, or refuses to complete punch list correction items within the 30 calendar days, Contractor agrees to pay Owner an additional **One Thousand five hundred Dollars (\$1,500.00)** per calendar day, not as penalty but as liquidated damages, for each day of default.”

2.3 Section 02 00 00 – Item P-101 Preparation/Removal of Existing Pavements

UPDATE entire specification section to the attached:

Change pertains to the addition of Light Post Removal - Item P-101-5.7d.

PART 3 – REVISIONS TO BIDDING DOCUMENTS

3.1 Replace Bid Schedule with the Attached - Changes from the original include:

Changes include: Change (reduction) in quantity for line items P-101-5.2, P-101-5.6, P402.514, P-603-5.1, X-1600, and addition of line item for Light Post Removal - Item P-101-5.7d

PART 4 – REVISIONS TO THE DRAWINGS

4.1 Sheet RM101:

UPDATE sheet with the attached sheet. Changes include removal of light pole bases.

4.2 Sheet RM105:

UPDATE sheet with the attached sheet. Changes include Milling/Overlay limits adjustment along with associated callouts.

4.3 Sheet CL101:

UPDATE sheet with the attached sheet. Changes include removal of light pole bases.

4.4 Sheet CL104:

UPDATE sheet with the attached sheet. Changes include Milling/Overlay limits adjustment along with associated callouts.

4.5 Sheet CL105:

UPDATE sheet with the attached sheet. Changes include Milling/Overlay limits adjustment along with associated callouts.

MWC WA0276 Timmerman Support Pavement Rehab (Pre-Bid meeting)

August 18, 2022 8:30-10:30am

Attendees: (See attached sign in sheet)

- Agenda review:
 - highlights with plan and alternate explanation.
 - Discuss limiting areas
 - 2 stockpile and staging areas, 2 fueling spots airport needs to retain access
 - Contract duration discussion (2023)
 - Badging and escorting and (Airfield Safety Rep) ASR requirements
 - Purpose of RDWY change (CL103) and tie downs
 - Remove foundations to an old fence (bid item)
 - Pavement markings go back in 28 days after the pavement is in – also put in temp pavement marking
 - Asphalt and pavement are state specs not FAA
 - Bid and contract requirements. DBE 18% and COVID requirement for contract not bid and insurance and federal wage rate requirements
- Tony: projects run a bit differently now from prior – follow plans and specs. Control of contractor in field – written not prior (in terms of escorting etc)
- Runway closures coordination daily
- Last date for questions will be sent to attendees
- June 28, 2023 is FIRM
- Tarps and weights – full coverage necessary

- Tim with Benesch: Reusing the inlets – may be adjusting of pavement slopes down to exiting inlets.
- Lamont – participation question: Nothing has changed to prior, but questions reach out to CBDP partners
- Mark gave those interested a tour of Timmerman

**SIGN-IN SHEET
PRE-BID MEETING**



Project: MWC Support Pavement Rehabilitation
 Project #: WA0276
 Date: 8/18/22 - 8:30 AM - 10:30 AM at MWC Spring City Aviation (Timmerman)

| NAME | COMPANY | PHONE | In Person | EMAIL |
|------------------|--------------------|--------------|-----------|---|
| Anthony Raab | GMIA - Engineering | 414-659-3156 | In Person | araab@mitchellairport.com |
| Mark Sifuentes | GMIA - Engineering | 414-651-4967 | In Person | msifuentes@mitchellairport.com |
| Justin Weiss | GMIA - Engineering | 414-309-4694 | In Person | jweiss@mitchellairport.com |
| Barb Eucalano | GMIA-Engineering | 414-747-5320 | In Person | beucalano@mitchellairport.com |
| Tim VATT | Benesch | 414-308-1327 | " | twvatt@Benesch.com |
| Amanda Zacharias | " | 414-308-1320 | " | azacharias@Benesch.com |
| Skimiah Bugno | GMIA-Engineering | 414-335-1926 | " | sbugno@mitchellairport.com |
| Ted Meredith | GMIA-Engineering | | " | tmredmer@true reality true reality.com |
| Maddeline Mclean | Payne & Dolan | 262-408-7749 | " | mmcleane@walbergroup.com |
| Ryenna Daly | Payne & Dolan | 608-800-7782 | " | rdaly@walbergroup.com |
| Lanout Robinson | MKE COUNTY | 414-391-6072 | IN PERSON | LANOUT.ROBINSON@MILWAUKEE COUNTY.WI.GOV |
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| Line Item Number | Item Description | Unit of Measure | Approx. Quantities | Item Unit Cost | Total Amount | Base Bid or Alternate |
|------------------|---|-----------------|--------------------|----------------|--------------|-----------------------|
| C-100 | Contractor Quality Control Program (CQCP) | LUMP SUM | 1 | | | Base |
| C-105 | Mobilization | LUMP SUM | 1 | | | Base |
| P-101-5.1 | Asphalt Pavement Removal | SY | 3,821 | | | Base |
| P-101-5.2 | Joint and Crack Repair (Undistributed) | LF | 4,124 | | | Base |
| P-101-5.7b | Removing of Guardrail | LF | 125 | | | Base |
| P-152-4.1 | Unclassified Excavation | CY | 1,839 | | | Base |
| P-152-4.4 | Borrow Excavation | CY | 95 | | | Base |
| P-101-5.6 | Cold Milling | SY | 17,694 | | | Base |
| P-101-5.7c | Removing of Fence foundations | EACH | 45 | | | Base |
| P-101-5.7d | Removing of Light Post foundations | EACH | 3 | | | Base |
| P-209-5.1 | Crushed Aggregate Base Course | CY | 829 | | | Base |
| P402.514 | HMA Pavement 4 LT 58-28 S | TON | 2,805 | | | Base |
| P402.534 | HMA Pavement 4 LT 58-28 H | TON | 297 | | | Base |
| P-603-5.1 | Emulsified Asphalt Tack Coat | GAL | 1,440 | | | Base |
| P-620-5.2a | Painting Yellow Waterborne Type I (6" Yellow) 115 sf/gal | SF | 79 | | | Base |
| P-620-5.2b | Painting Yellow Epoxy Type I (4-Inch Yellow Parking Lot) 90 sf/gal | SF | 258 | | | Base |
| P-620-5.2c | Painting Black Waterborne Type I (18" Black) 115 sf/gal | SF | 236 | | | Base |
| P-620-5.3a | Reflective Media Type III (6" Yellow) @ 10 lbs/gal on Waterborne & 20 lb/gal on Epoxy | LB | 71 | | | Base |
| P-620-5.4a | Temporary Marking Yellow Waterborne Type I (Yellow) 230 sf/gal | SF | 222 | | | Base |
| C-102-5.1a | Temporary Seeding | LB | 155 | | | Base |

| | | | | | |
|------------|--|----------|-------|--|-------------|
| C-102-5.1b | Temporary Ditch Checks | LF | 160 | | Base |
| C-102-5.1c | Inlet Protection Type A | EACH | 14 | | Base |
| C-102-5.1d | Inlet Protection Type B | EACH | 16 | | Base |
| C-102-5.1e | Installation and Removal of Silt Fence | LF | 1,425 | | Base |
| T-905-5.1 | Topsoil Obtained on Site | SY | 3,678 | | Base |
| T-905-5.2 | Topsoil Furnished from Off Site | CY | 523 | | Base |
| T-908-5.1 | Mulching | SY | 4,426 | | Base |
| T-901-5.1 | Seeding | LB | 137 | | Base |
| X-1100 | Site Finishing | LUMP SUM | 1 | | Base |
| X-1200 | Marking Symbols Paint | EACH | 1 | | Base |
| X-1300 | Signs Type II Reflective H (Reserved Parking (Disabled Symbol) This Space R7-8A | SF | 2 | | Base |
| X-1400 | Posts Tubular Steel 2x2-Inch x 8-FT | EACH | 1 | | Base |
| X-1500 | Airport Construction Traffic Control | LUMP SUM | 1 | | Base |
| X-1600 | Maintain Existing Tie Down | EACH | 62 | | Base |
| P501.008 | Portland Cement Concrete Pavement 8-Inch (Alternative Option for Maintenance Shop Apron) | SY | 402 | | Alternate 1 |
| P-101-5.2 | Joint and Crack Repair (Undistributed) | LF | 1,246 | | Alternate 2 |
| P-101-5.6 | Cold Milling | SY | 4,890 | | Alternate 2 |
| P402.514 | HMA Pavement 4 LT 58-28 S | TON | 591 | | Alternate 2 |
| P-603-5.1 | Emulsified Asphalt Tack Coat | GAL | 391 | | Alternate 2 |
| P-620-5.2a | Painting Yellow Waterborne Type I (6" Yellow) 115 sf/gal | SF | 640 | | Alternate 2 |

| | | | | | |
|------------|---|------|-------|--|-------------|
| P-620-5.2c | Painting Black Waterborne Type I (18" Black) 115 sf/gal | SF | 1,913 | | Alternate 2 |
| P-620-5.3a | Reflective Media Type III (6" Yellow) @ 10 lbs/gal on Waterborne & 20 lb/gal on Epoxy | LB | 60 | | Alternate 2 |
| P-620-5.4a | Temporary Marking Yellow Waterborne Type I (Yellow) 230 sf/gal | SF | 640 | | Alternate 2 |
| C-102-5.1d | Inlet Protection Type B | EACH | 3 | | Alternate 2 |
| P-101-5.1 | Asphalt Pavement Removal | SY | 1,344 | | Alternate 3 |
| P-152-4.1 | Unclassified Excavation | CY | 351 | | Alternate 3 |
| C-102-5.1a | Temporary Seeding | LB | 10 | | Alternate 3 |
| T-905-5.1 | Topsoil Obtained on Site | SY | 121 | | Alternate 3 |
| T-905-5.2 | Topsoil Furnished from Off Site | CY | 221 | | Alternate 3 |
| T-908-5.1 | Mulching | SY | 1,324 | | Alternate 3 |
| T-901-5.1 | Seeding | LB | 4 | | Alternate 3 |

WA0276
ADDENDUM 01
08/24/2022

Item P-101 Preparation/Removal of Existing Pavements

DESCRIPTION

101-1 This item shall consist of preparation of existing pavement surfaces for overlay, surface treatments, removal of existing pavement, and other miscellaneous items. The work shall be accomplished in accordance with these specifications and the applicable plans.

EQUIPMENT AND MATERIALS

101-2 All equipment and materials shall be specified here and in the following paragraphs or approved by the Resident Project Representative (RPR). The equipment shall not cause damage to the pavement to remain in place.

CONSTRUCTION

101-3.1 Removal of existing pavement.

The Contractor's removal operation shall be controlled to not damage adjacent pavement structure, and base material, cables, utility ducts, pipelines, or drainage structures which are to remain under the pavement.

a. Asphalt pavement removal. Asphalt pavement to be removed shall be cut to the full depth of the asphalt pavement around the perimeter of the area to be removed. All material that is removed is to be disposed of offsite at a contractors supplied site.

b. Repair or removal of Base, Subbase, and/or Subgrade. All failed material including surface, base course, subbase course, and subgrade shall be removed and repaired as shown on the plans or as directed by the RPR. Materials and methods of construction shall comply with the applicable sections of these specifications. Any damage caused by Contractor's removal process shall be repaired at the Contractor's expense.

101-3.2 Preparation of joints and cracks prior to overlay/surface treatment. Remove all vegetation and debris from cracks to a minimum depth of 1 inch. If extensive vegetation exists, treat the specific area with a concentrated solution of a water-based herbicide approved by the RPR. Fill all cracks greater than 1/4 inch (6 mm) wide) with a crack sealant [per ASTM D6690]. The crack sealant, preparation, and application shall be compatible with the surface treatment/overlay to be used. To minimize contamination of the asphalt with the crack sealant, underfill the crack sealant a minimum of 1/8 inch (3 mm), not to exceed 1/4 inch (6 mm). Any excess joint or crack sealer shall be removed from the pavement surface.

Cracks, along with soft or sunken spots, indicate that the pavement or the pavement base should be repaired or replaced as stated below.

Cracks and joints may be filled with a mixture of emulsified asphalt and aggregate. The aggregate shall consist of limestone, volcanic ash, sand, or other material that will cure to form a hard substance. The combined gradation shall be as shown in the following table.

Gradation

| Sieve Size | Percent Passing |
|------------------|-----------------|
| No. 4 (4.75 mm) | 100 |
| No. 8 (2.36 mm) | 90-100 |
| No. 16 (1.18 mm) | 65-90 |
| No. 30 (600 μm) | 40-60 |
| No. 50 (300 μm) | 25-42 |
| No. 100 (150 μm) | 15-30 |
| No. 200 (75 μm) | 10-20 |

Up to 3% cement can be added to accelerate the set time. The mixture shall not contain more than 20% natural sand without approval in writing from the RPR.

The proportions of asphalt emulsion and aggregate shall be determined in the field and may be varied to facilitate construction requirements. Normally, these proportions will be approximately one part asphalt emulsion to five parts aggregate by volume. The material shall be poured or placed into the joints or cracks and compacted to form a voidless mass. The joint or crack shall be filled to within +0 to -1/8 inches of the surface. Any material spilled outside the width of the joint shall be removed from the pavement surface prior to constructing the overlay. Where concrete overlays are to be constructed, only the excess joint material on the pavement surface and vegetation in the joints need to be removed.

101-3.2 Removal of Foreign Substances/contaminates prior to overlay

Removal of foreign substances/contaminates from existing pavement that will affect the bond of the new treatment shall consist of removal of rubber, fuel spills, oil, crack sealer, at least 90% of paint, and other foreign substances from the surface of the pavement. Areas that require removal are designated on the plans and as directed by the RPR in the field during construction.

High-pressure water, cold milling or sandblasting may be used. If chemicals are used, they shall comply with the state's environmental protection regulations. Removal methods used shall not cause major damage to the pavement, or to any structure or utility within or adjacent to the work area. Major damage is defined as changing the properties of the pavement, removal of asphalt causing the aggregate to ravel, or removing pavement over 1/8 inch deep. If it is deemed by the RPR that damage to the existing pavement is caused by operational error, such as permitting the application method to dwell in one location for too long, the Contractor shall repair the damaged area without compensation and as directed by the RPR.

Removal of foreign substances shall not proceed until approved by the RPR. Water used for high-pressure water equipment shall be provided by the Contractor at the Contractor's expense. No material shall be deposited on the pavement shoulders. All wastes shall be disposed of offsite at a contractor supplied site.

101-3.4 Concrete spall or failed asphaltic concrete pavement repair.

a. Repair of concrete spalls in areas to be overlaid with asphalt. Not Used

b. Asphalt pavement repair. Not Used

101-3.5 Cold milling. Milling shall be performed with a power-operated milling machine or grinder, capable of producing a uniform finished surface. The milling machine or grinder shall operate without tearing or gouging the underlaying surface. The milling machine or grinder shall be equipped with grade and slope controls, and a positive means of dust control. All millings shall be removed and disposed off

Airport property. If the Contractor mills or grinds deeper or wider than the plans specify, the Contractor shall replace the material removed with new material at the Contractor's Expense.

a. Patching. The milling machine shall be capable of cutting a vertical edge without chipping or spalling the edges of the remaining pavement and it shall have a positive method of controlling the depth of cut. The RPR shall layout the area to be milled with a straightedge in increments of 1-foot widths. The area to be milled shall cover only the failed area. Any excessive area that is milled because the Contractor doesn't have the appropriate milling machine, or areas that are damaged because of his negligence, shall be repaired by the Contractor at the Contractor's Expense.

b. Profiling, grade correction, or surface correction. The milling machine shall have a minimum width of 7 feet and it shall be equipped with electronic grade control devices that will cut the surface to the grade specified. The tolerances shall be maintained within +0 inch and -1/4 inch of the specified grade. The machine must cut vertical edges and have a positive method of dust control. The machine must have the ability to remove the millings or cuttings from the pavement and load them into a truck. All millings shall be removed and disposed of off the Airport property.

c. Clean-up. The Contractor shall sweep the milled surface daily and immediately after the milling until all residual materials are removed from the pavement surface. Prior to paving, the Contractor shall wet down the milled pavement and thoroughly sweep and/or blow the surface to remove loose residual material. Waste materials shall be collected and removed from the pavement surface and adjacent areas by sweeping or vacuuming. Waste materials shall be removed and disposed off Airport property.

101-3.6. Preparation of asphalt pavement surfaces prior to surface treatment. Existing asphalt pavements to be treated with a surface treatment shall be prepared as follows:

a. Patch asphalt pavement surfaces that have been softened by petroleum derivatives or have failed due to any other cause. Remove damaged pavement to the full depth of the damage and replace with new asphalt pavement similar to that of the existing pavement in accordance with paragraph 101-3.4b.

b. Repair joints and cracks in accordance with paragraph 101-3.2.

c. Remove oil or grease that has not penetrated the asphalt pavement by scrubbing with a detergent and washing thoroughly with clean water. After cleaning, treat these areas with an oil spot primer.

d. Clean pavement surface immediately prior to placing the surface treatment so that it is free of dust, dirt, grease, vegetation, oil or any type of objectionable surface film.

101-3.7 Maintenance. The Contractor shall perform all maintenance work necessary to keep the pavement in a satisfactory condition until the full section is complete and accepted by the RPR. The surface shall be kept clean and free from foreign material. The pavement shall be properly drained at all times. If cleaning is necessary or if the pavement becomes disturbed, any work repairs necessary shall be performed at the Contractor's expense.

101-3.8 Preparation of Joints in Rigid Pavement prior to resealing. Not Used

101-3.8.1 Removal of Existing Joint Sealant. Not Used

101-3.8.2 Cleaning prior to sealing. Immediately before sealing, joints shall be cleaned by removing any remaining laitance and other foreign material. Allow sufficient time to dry out joints prior to sealing. Joint surfaces will be surface-dry prior to installation of sealant.

101-3.8.3 Joint sealant. Joint material and installation will be in accordance with Item P-605.

101-3.9 Preparation of Cracks in Flexible Pavement prior to sealing. Prior to application of sealant material, clean and dry the joints of all scale, dirt, dust, old sealant, curing compound, moisture and other foreign matter. The Contractor shall demonstrate, in the presence of the RPR, that the method used cleans the cracks and does not damage the pavement.

101-3.9.1 Preparation of Crack. Widen crack with router or random crack saw by removing a minimum of 1/16 inch from each side of crack. Immediately before sealing, cracks will be blown out with a hot air lance combined with oil and water-free compressed air.

101-3.9.2 Removal of Existing Crack Sealant. Existing sealants will be removed by routing or random crack saw. Following routing or sawing any remaining debris will be removed by use of a hot lance combined with oil and water-free compressed air.

101-3.9.3 Crack Sealant. Crack sealant material and installation will be in accordance with Item P-605.

101-3.9.4 Removal of Pipe and other Buried Structures.

a1. Removal of Existing Pipe Material. Not used

a2. Removal of Inlets/Manholes. Not used

b. Removal of Guardrail. Removal of guardrail and associated footings shall be in accordance with details on the plans and per the requirements of Section 204 of the WisDOT Standard Specifications for Highway and Structure Construction, 2022 Edition.

c. Removal of Fence. Removal of fence foundations shall be in accordance with details on the plans and per the requirements of Section 204 of the WisDOT Standard Specifications for Highway and Structure Construction, 2022 Edition. Repair any damaged areas surrounding the removed foundations with Crushed Aggregate Base Course incidental to item removal of fence foundations.

d. Removal of Light Post Foundation. Removal of light post foundations shall be in accordance with details on the plans and per the requirements of Section 204 of the WisDOT Standard Specifications for Highway and Structure Construction, 2022 Edition. Repair any damaged areas surrounding the removed foundations with borrow, topsoil, seed and fertilizer incidental to item removal of light post foundations.

METHOD OF MEASUREMENT

101-4.1 Asphalt Pavement removal. The unit of measurement for pavement removal shall be the number of square yards removed by the Contractor. Any pavement removed outside the limits of removal because the pavement was damaged by negligence on the part of the Contractor shall not be included in the measurement for payment. No direct measurement or payment shall be made for saw cutting. Saw cutting shall be incidental to pavement removal.

101-4.2 Joint and crack repair. The unit of measurement for joint and crack repair shall be the linear foot of joint.

101-4.3 Cold milling. The unit of measure for cold milling shall be 0 inches to 4 inches of milling per square yard (square meter). The location and average depth of the cold milling shall be as shown on the plans. If the initial cut does not correct the condition, the Contractor shall re-mill the area and will be paid for the total depth of milling.

101-4.4 Removal of guardrail. The unit of measurement for removal of guardrail will be the linear foot of existing guardrail to be removed. This price shall be full compensation for all labor, equipment, tools, and incidentals necessary to complete this item in accordance with Section 204 of the WisDOT Standard Specifications for Highway and Structure Construction, 2022 Edition.

101-4.4 Removal of fence foundations. The unit of measurement for removal of fence foundations will be by each foundation of existing fence to be removed. This price shall be full compensation for all labor, equipment, tools, borrow and topsoil for backfilling and incidentals necessary to complete this item in accordance with Section 204 of the WisDOT Standard Specifications for Highway and Structure Construction, 2022 Edition.

101-4.4 Removal of light post foundations. The unit of measurement for removal of light post foundations will be by each foundation of existing light posts to be removed. This price shall be full compensation for all labor, equipment, tools, borrow and topsoil for backfilling, seed and fertilizer and incidentals necessary to complete this item in accordance with Section 204 of the WisDOT Standard Specifications for Highway and Structure Construction, 2022 Edition.

BASIS OF PAYMENT

101-5.1 Payment. Payment shall be made at contract unit price for the unit of measurement as specified above. This price shall be full compensation for furnishing all materials and for all preparation, hauling, and placing of the material and for all labor, equipment, tools, and incidentals necessary to complete this item.

Item P-101-5.1 Asphalt Pavement Removal - per square yard

Item P-101-5.2 Joint and Crack Repair – per linear foot

Item P-101-5.6 Cold Milling – per square yard

Item P-101-5.7b Removal of Guardrail – per linear foot

Item P-101-5.7c Removal of Fence Foundations – per each

Item P-101-5.7d Removal of Light Post Foundations – per each

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

Advisory Circulars (AC)

AC 150/5380-6 Guidelines and Procedures for Maintenance of Airport Pavements.

ASTM International (ASTM)

ASTM D6690 Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements

WisDOT Standard Specifications for Highway and Structure Construction, 2022 Edition.

Section 204 *Removing or Abandoning Miscellaneous Structures*

END OF ITEM P-101

DEMOLITION GENERAL NOTES:

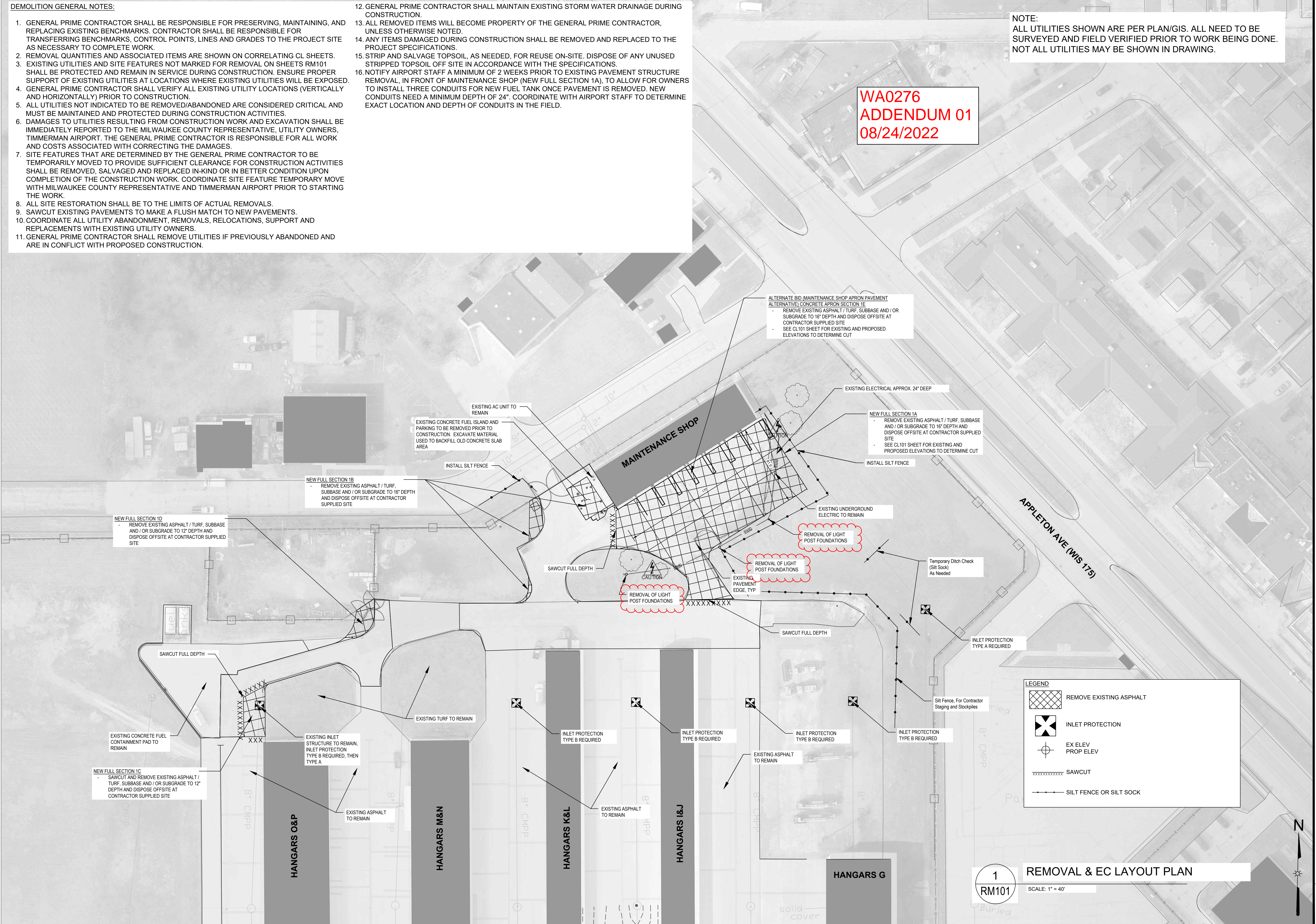
- GENERAL PRIME CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING, MAINTAINING, AND REPLACING EXISTING BENCHMARKS. CONTRACTOR SHALL BE RESPONSIBLE FOR TRANSFERRING BENCHMARKS, CONTROL POINTS, LINES AND GRADES TO THE PROJECT SITE AS NECESSARY TO COMPLETE WORK.
- REMOVAL QUANTITIES AND ASSOCIATED ITEMS ARE SHOWN ON CORRELATING CL SHEETS.
- EXISTING UTILITIES AND SITE FEATURES NOT MARKED FOR REMOVAL ON SHEETS RM101 SHALL BE PROTECTED AND REMAIN IN SERVICE DURING CONSTRUCTION. ENSURE PROPER SUPPORT OF EXISTING UTILITIES AT LOCATIONS WHERE EXISTING UTILITIES WILL BE EXPOSED.
- GENERAL PRIME CONTRACTOR SHALL VERIFY ALL EXISTING UTILITY LOCATIONS (VERTICALLY AND HORIZONTALLY) PRIOR TO CONSTRUCTION.
- ALL UTILITIES NOT INDICATED TO BE REMOVED/ABANDONED ARE CONSIDERED CRITICAL AND MUST BE MAINTAINED AND PROTECTED DURING CONSTRUCTION ACTIVITIES.
- DAMAGES TO UTILITIES RESULTING FROM CONSTRUCTION WORK AND EXCAVATION SHALL BE IMMEDIATELY REPORTED TO THE MILWAUKEE COUNTY REPRESENTATIVE, UTILITY OWNERS, TIMMERMAN AIRPORT. THE GENERAL PRIME CONTRACTOR IS RESPONSIBLE FOR ALL WORK AND COSTS ASSOCIATED WITH CORRECTING THE DAMAGES.
- SITE FEATURES THAT ARE DETERMINED BY THE GENERAL PRIME CONTRACTOR TO BE TEMPORARILY MOVED TO PROVIDE SUFFICIENT CLEARANCE FOR CONSTRUCTION ACTIVITIES SHALL BE REMOVED, SALVAGED AND REPLACED IN-KIND OR IN BETTER CONDITION UPON COMPLETION OF THE CONSTRUCTION WORK. COORDINATE SITE FEATURE TEMPORARY MOVE WITH MILWAUKEE COUNTY REPRESENTATIVE AND TIMMERMAN AIRPORT PRIOR TO STARTING THE WORK.
- ALL SITE RESTORATION SHALL BE TO THE LIMITS OF ACTUAL REMOVALS.
- SAWCUT EXISTING PAVEMENTS TO MAKE A FLUSH MATCH TO NEW PAVEMENTS.
- COORDINATE ALL UTILITY ABANDONMENT, REMOVALS, RELOCATIONS, SUPPORT AND REPLACEMENTS WITH EXISTING UTILITY OWNERS.
- GENERAL PRIME CONTRACTOR SHALL REMOVE UTILITIES IF PREVIOUSLY ABANDONED AND ARE IN CONFLICT WITH PROPOSED CONSTRUCTION.

- GENERAL PRIME CONTRACTOR SHALL MAINTAIN EXISTING STORM WATER DRAINAGE DURING CONSTRUCTION.
- ALL REMOVED ITEMS WILL BECOME PROPERTY OF THE GENERAL PRIME CONTRACTOR, UNLESS OTHERWISE NOTED.
- ANY ITEMS DAMAGED DURING CONSTRUCTION SHALL BE REMOVED AND REPLACED TO THE PROJECT SPECIFICATIONS.
- STRIP AND SALVAGE TOPSOIL, AS NEEDED, FOR REUSE ON-SITE. DISPOSE OF ANY UNUSED STRIPPED TOPSOIL OFF SITE IN ACCORDANCE WITH THE SPECIFICATIONS.
- NOTIFY AIRPORT STAFF A MINIMUM OF 2 WEEKS PRIOR TO EXISTING PAVEMENT STRUCTURE REMOVAL, IN FRONT OF MAINTENANCE SHOP (NEW FULL SECTION 1A), TO ALLOW FOR OWNERS TO INSTALL THREE CONDUITS FOR NEW FUEL TANK ONCE PAVEMENT IS REMOVED. NEW CONDUITS NEED A MINIMUM DEPTH OF 24". COORDINATE WITH AIRPORT STAFF TO DETERMINE EXACT LOCATION AND DEPTH OF CONDUITS IN THE FIELD.

NOTE:
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WA0276
ADDENDUM 01
08/24/2022

FILE NAME: Y:\MILWAUKEE\203005\203020\00ENG_D0CS\MWC-CADD\TIMMERMAN\SHETS\RM100 - REMOVAL AND EROSION CONTROL PLANS\DWG PLOT DATE: 23/08/2022 PLOT BY: WATT, TIMOTHY



ALTERNATE BID (MAINTENANCE SHOP APRON PAVEMENT ALTERNATIVE) CONCRETE APRON SECTION 1E
 - REMOVE EXISTING ASPHALT / TURF, SUBBASE AND / OR SUBGRADE TO 16" DEPTH AND DISPOSE OFFSITE AT CONTRACTOR SUPPLIED SITE
 - SEE CL101 SHEET FOR EXISTING AND PROPOSED ELEVATIONS TO DETERMINE CUT

NEW FULL SECTION 1A
 - REMOVE EXISTING ASPHALT / TURF, SUBBASE AND / OR SUBGRADE TO 16" DEPTH AND DISPOSE OFFSITE AT CONTRACTOR SUPPLIED SITE
 - SEE CL101 SHEET FOR EXISTING AND PROPOSED ELEVATIONS TO DETERMINE CUT

NEW FULL SECTION 1B
 - REMOVE EXISTING ASPHALT / TURF, SUBBASE AND / OR SUBGRADE TO 16" DEPTH AND DISPOSE OFFSITE AT CONTRACTOR SUPPLIED SITE

NEW FULL SECTION 1D
 - REMOVE EXISTING ASPHALT / TURF, SUBBASE AND / OR SUBGRADE TO 12" DEPTH AND DISPOSE OFFSITE AT CONTRACTOR SUPPLIED SITE

NEW FULL SECTION 1C
 - SAWCUT AND REMOVE EXISTING ASPHALT / TURF, SUBBASE AND / OR SUBGRADE TO 12" DEPTH AND DISPOSE OFFSITE AT CONTRACTOR SUPPLIED SITE

LEGEND

- REMOVE EXISTING ASPHALT
- INLET PROTECTION
- EX ELEV
PROP ELEV
- SAWCUT
- SILT FENCE OR SILT SOCK

1
RM101
REMOVAL & EC LAYOUT PLAN
SCALE: 1" = 40'

SUPPORT PAVEMENT REHABILITATION
TIMMERMAN AIRPORT (MWC)
 SITE ADDRESS: 9305 W APPLETON AVE, MILWAUKEE, WI 53225



Milwaukee County Dept. of Administrative Services
FACILITIES MANAGEMENT DIVISION
 Architectural, Engineering & Environmental Services
 DOWNTOWN OFFICE: 633 W. WISCONSIN AVE, MILWAUKEE, WI 53203
 AIRPORT ENGINEERING OFFICE: 5300 S. HOWELL AVE, MILWAUKEE, WI 53207



REVISIONS:

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
| | | |
| | | |

DATE: 08/12/2022
 PROJECT: WA0276
 PROJECT AIP: N/A
 SITE NO: 315
 BUILDING NO: N/A

RM101

**WA0276
ADDENDUM 01
08/24/2022**

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FILE NAME: Y:\MILWAUKEE\2020\05\2020.00\ENR_DCS\MWVC-CADD\TIMMERMAN\SHETS\RM100 - REMOVAL AND EROSION CONTROL PLANS\DWG PLOT BY: WATT, TIMOTHY PLOT DATE: 23/08/2022

DEMOLITION GENERAL NOTES:

1. GENERAL PRIME CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING, MAINTAINING, AND REPLACING EXISTING BENCHMARKS. CONTRACTOR SHALL BE RESPONSIBLE FOR TRANSFERRING BENCHMARKS, CONTROL POINTS, LINES AND GRADES TO THE PROJECT SITE AS NECESSARY TO COMPLETE WORK.
2. REMOVAL QUANTITIES AND ASSOCIATED ITEMS ARE SHOWN ON CORRELATING CL SHEETS.
3. EXISTING UTILITIES AND SITE FEATURES NOT MARKED FOR REMOVAL ON SHEETS RM105 SHALL BE PROTECTED AND REMAIN IN SERVICE DURING CONSTRUCTION. ENSURE PROPER SUPPORT OF EXISTING UTILITIES AT LOCATIONS WHERE EXISTING UTILITIES WILL BE EXPOSED.
4. GENERAL PRIME CONTRACTOR SHALL VERIFY ALL EXISTING UTILITY LOCATIONS (VERTICALLY AND HORIZONTALLY) PRIOR TO CONSTRUCTION.
5. ALL UTILITIES NOT INDICATED TO BE REMOVED/ABANDONED ARE CONSIDERED CRITICAL AND MUST BE MAINTAINED AND PROTECTED DURING CONSTRUCTION ACTIVITIES.
6. DAMAGES TO UTILITIES RESULTING FROM CONSTRUCTION WORK AND EXCAVATION SHALL BE IMMEDIATELY REPORTED TO THE MILWAUKEE COUNTY REPRESENTATIVE, UTILITY OWNERS, TIMMERMAN AIRPORT. THE GENERAL PRIME CONTRACTOR IS RESPONSIBLE FOR ALL WORK AND COSTS ASSOCIATED WITH CORRECTING THE DAMAGES.
7. SITE FEATURES THAT ARE DETERMINED BY THE GENERAL PRIME CONTRACTOR TO BE TEMPORARILY MOVED TO PROVIDE SUFFICIENT CLEARANCE FOR CONSTRUCTION ACTIVITIES SHALL BE REMOVED, SALVAGED AND REPLACED IN-KIND OR IN BETTER CONDITION UPON COMPLETION OF THE CONSTRUCTION WORK. COORDINATE SITE FEATURE TEMPORARY MOVE WITH MILWAUKEE COUNTY REPRESENTATIVE AND TIMMERMAN AIRPORT PRIOR TO STARTING THE WORK.
8. ALL SITE RESTORATION SHALL BE TO THE LIMITS OF ACTUAL REMOVALS.
9. SAWCUT EXISTING PAVEMENTS TO MAKE A FLUSH MATCH TO NEW PAVEMENTS.
10. COORDINATE ALL UTILITY ABANDONMENT, REMOVALS, RELOCATIONS, SUPPORT AND REPLACEMENTS WITH EXISTING UTILITY OWNERS.
11. GENERAL PRIME CONTRACTOR SHALL REMOVE UTILITIES IF PREVIOUSLY ABANDONED AND ARE IN CONFLICT WITH PROPOSED CONSTRUCTION.
12. GENERAL PRIME CONTRACTOR SHALL MAINTAIN EXISTING STORM WATER DRAINAGE DURING CONSTRUCTION.
13. ALL REMOVED ITEMS WILL BECOME PROPERTY OF THE GENERAL PRIME CONTRACTOR, UNLESS OTHERWISE NOTED.
14. ANY ITEMS DAMAGED DURING CONSTRUCTION SHALL BE REMOVED AND REPLACED TO THE PROJECT SPECIFICATIONS.
15. STRIP AND SALVAGE TOPSOIL, AS NEEDED, FOR REUSE ON-SITE. DISPOSE OF ANY UNUSED STRIPPED TOPSOIL OFF SITE IN ACCORDANCE WITH THE SPECIFICATIONS.
16. NOTIFY AIRPORT STAFF A MINIMUM OF 2 WEEKS PRIOR TO EXISTING PAVEMENT STRUCTURE REMOVAL, IN FRONT OF MAINTENANCE SHOP (NEW FULL SECTION 1A), TO ALLOW FOR OWNERS TO INSTALL THREE CONDUITS FOR NEW FUEL TANK ONCE PAVEMENT IS REMOVED. NEW CONDUITS NEED A MINIMUM DEPTH OF 24". COORDINATE WITH AIRPORT STAFF TO DETERMINE EXACT LOCATION AND DEPTH OF CONDUITS IN THE FIELD.



LEGEND

-  REMOVE EXISTING ASPHALT
-  INLET PROTECTION
-  EX ELEV PROP ELEV
-  SAWCUT
-  SILT FENCE

1
RM105
REMOVAL & EC LAYOUT PLAN
SCALE: 1" = 40'

**SUPPORT PAVEMENT REHABILITATION
TIMMERMAN AIRPORT (MWC)**
SITE ADDRESS: 9305 W APPLETON AVE, MILWAUKEE, WI 53225



Milwaukee County Dept. of Administrative Services
FACILITIES MANAGEMENT DIVISION
Architectural, Engineering & Environmental Services
DOWNTOWN OFFICE: 633 W. WISCONSIN AVE, MILWAUKEE, WI 53203
AIRPORT ENGINEERING OFFICE: 5300 S. HOWELL AVE, MILWAUKEE, WI 53207



REVISIONS:

DATE: 08/12/2022
PROJECT: WA0276
PROJECT AIP: N/A
SITE NO: 315
BUILDING NO: N/A

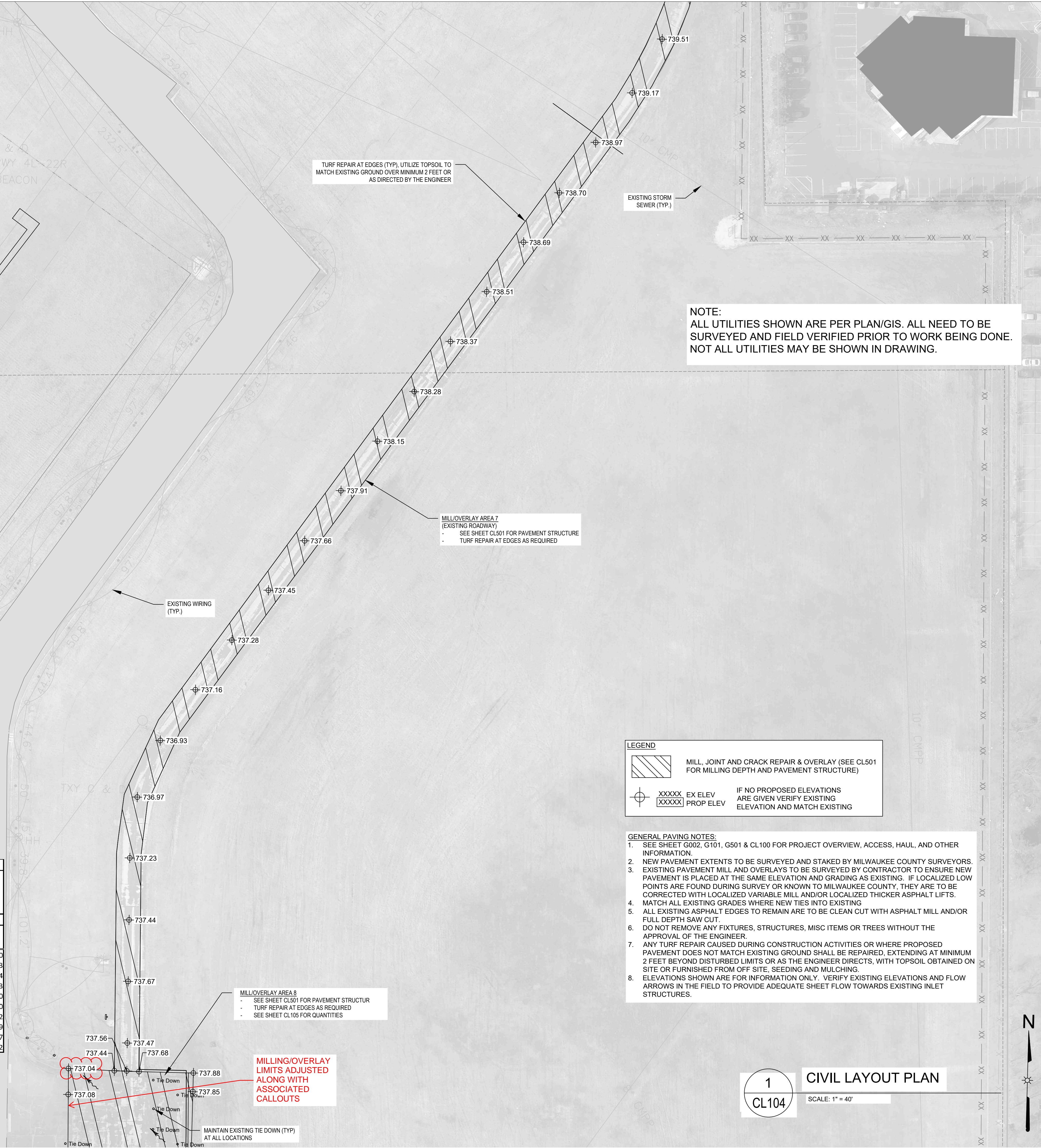
RM105

**WA0276
ADDENDUM 01
08/24/2022**

FILE NAME: Y:\MILWAUKEE\2020\2020\00\ENG_DOCS\MWC-CAAD\TIMMERMAN\SHEETS\CL100 - CIVIL LAYOUT PLANS\DWG PLOT BY: WATT, TIMOTHY PLOT DATE: 23/08/2022

| Location E - Perimeter Roadway | | |
|---------------------------------------|--------------|--------|
| Existing Green Area (SY) | 0 | 0.00% |
| Proposed Green Area (SY) | 0 | 0.00% |
| Existing Pavement Area (SY) | 3822 | 12.65% |
| Proposed Pavement Area (SY) | 3822 | 12.65% |
| Total Project Impact Area (SY) | 30212 | |

| Item Number | Item Name | Unit | Quantity |
|-------------|--|------|----------|
| 1 | P-101-5.2 Joint and Crack Repair (Undistributed) | LF | 1330 |
| 2 | P-101-5.6 Cold Milling | SY | 4013 |
| 3 | P402.514 HMA Pavement 4 LT 58-28 S | TON | 484 |
| 4 | P-603-5.1 Emulsified Asphalt Tack Coat | GAL | 283 |
| 5 | C-102-5.1a Temporary Seeding | LB | 20 |
| 6 | C-102-5.1b Temporary Ditch Checks | LF | 20 |
| 7 | C-102-5.1c Inlet Protection Type A | EACH | 2 |
| 8 | T-905-5.2 Topsoil Furnished from Off Site | CY | 69 |
| 9 | T-908-5.1 Mulching | SY | 407 |
| 10 | T-901-5.1 Seeding | LB | 12 |



NOTE:
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LEGEND

MILL, JOINT AND CRACK REPAIR & OVERLAY (SEE CL501 FOR MILLING DEPTH AND PAVEMENT STRUCTURE)

XXXXX EX ELEV IF NO PROPOSED ELEVATIONS ARE GIVEN VERIFY EXISTING ELEVATION AND MATCH EXISTING

XXXXX PROP ELEV

- GENERAL PAVING NOTES:**
- SEE SHEET G002, G101, G501 & CL100 FOR PROJECT OVERVIEW, ACCESS, HAUL, AND OTHER INFORMATION.
 - NEW PAVEMENT EXTENTS TO BE SURVEYED AND STAKED BY MILWAUKEE COUNTY SURVEYORS.
 - EXISTING PAVEMENT MILL AND OVERLAYS TO BE SURVEYED BY CONTRACTOR TO ENSURE NEW PAVEMENT IS PLACED AT THE SAME ELEVATION AND GRADING AS EXISTING. IF LOCALIZED LOW POINTS ARE FOUND DURING SURVEY OR KNOWN TO MILWAUKEE COUNTY, THEY ARE TO BE CORRECTED WITH LOCALIZED VARIABLE MILL AND/OR LOCALIZED THICKER ASPHALT LIFTS.
 - MATCH ALL EXISTING GRADES WHERE NEW TIES INTO EXISTING
 - ALL EXISTING ASPHALT EDGES TO REMAIN ARE TO BE CLEAN CUT WITH ASPHALT MILL AND/OR FULL DEPTH SAW CUT.
 - DO NOT REMOVE ANY FIXTURES, STRUCTURES, MISC ITEMS OR TREES WITHOUT THE APPROVAL OF THE ENGINEER.
 - ANY TURF REPAIR CAUSED DURING CONSTRUCTION ACTIVITIES OR WHERE PROPOSED PAVEMENT DOES NOT MATCH EXISTING GROUND SHALL BE REPAIRED, EXTENDING AT MINIMUM 2 FEET BEYOND DISTURBED LIMITS OR AS THE ENGINEER DIRECTS, WITH TOPSOIL OBTAINED ON SITE OR FURNISHED FROM OFF SITE, SEEDING AND MULCHING.
 - ELEVATIONS SHOWN ARE FOR INFORMATION ONLY. VERIFY EXISTING ELEVATIONS AND FLOW ARROWS IN THE FIELD TO PROVIDE ADEQUATE SHEET FLOW TOWARDS EXISTING INLET STRUCTURES.

MILL/OVERLAY AREA 8
- SEE SHEET CL501 FOR PAVEMENT STRUCTURE
- TURF REPAIR AT EDGES AS REQUIRED
- SEE SHEET CL105 FOR QUANTITIES

MILL/OVERLAY AREA 7
(EXISTING ROADWAY)
- SEE SHEET CL501 FOR PAVEMENT STRUCTURE
- TURF REPAIR AT EDGES AS REQUIRED

MILLING/OVERLAY LIMITS ADJUSTED ALONG WITH ASSOCIATED CALLOUTS

**1
CL104** CIVIL LAYOUT PLAN
SCALE: 1" = 40'

**SUPPORT PAVEMENT REHABILITATION
TIMMERMAN AIRPORT (MWC)**
SITE ADDRESS: 9305 W APPLETON AVE, MILWAUKEE, WI 53225



Milwaukee County Dept. of Administrative Services
FACILITIES MANAGEMENT DIVISION
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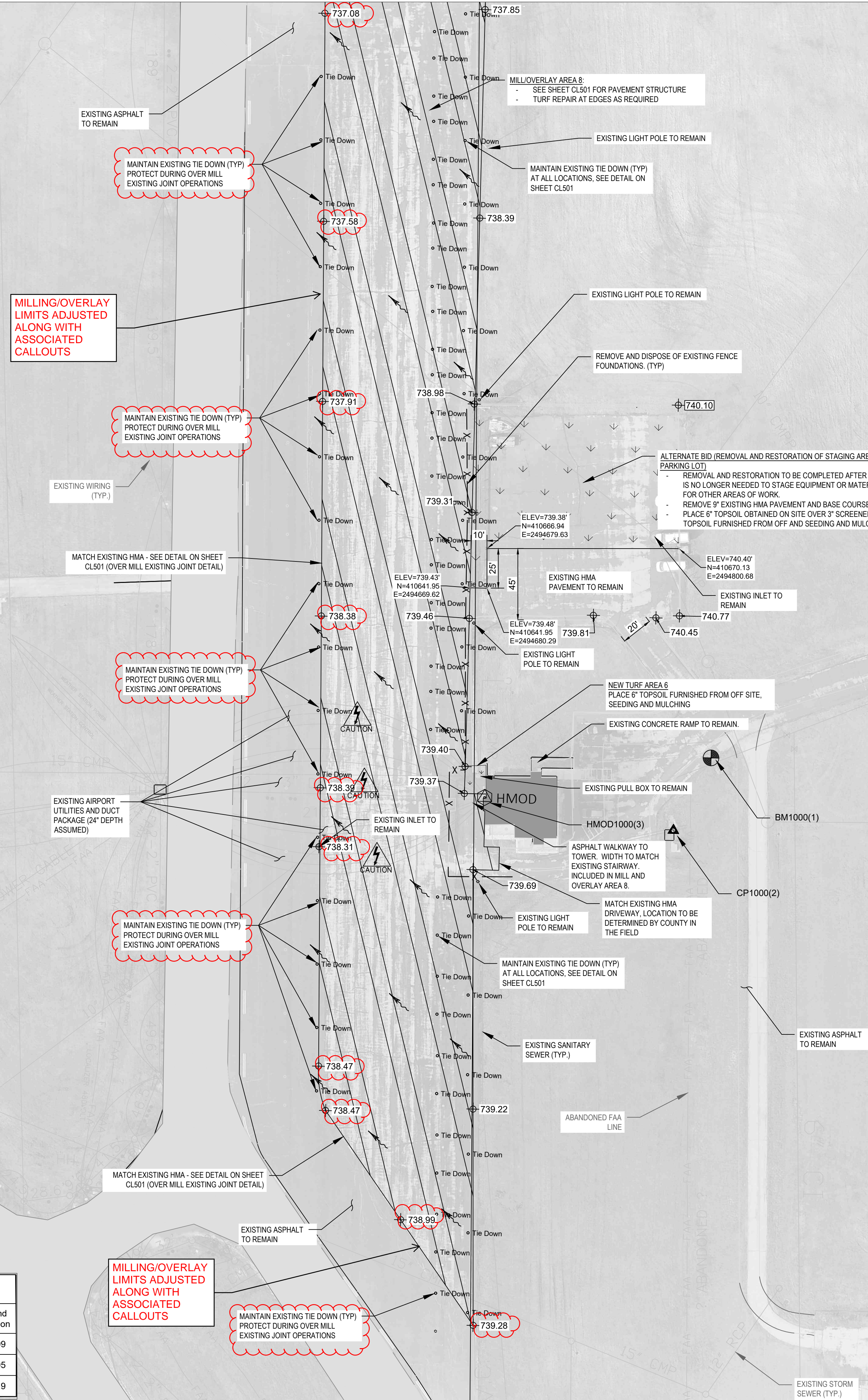
REVISIONS:

DATE: 08/12/2022
PROJECT: WA0276
PROJECT AIP: N/A
SITE NO: 315
BUILDING NO: N/A

CL104

CIVIL LAYOUT PLAN

NOTE:
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| Location F - East Apron (Tower) | | | |
|---------------------------------------|--------------|--------|--|
| Existing Green Area (SY) | 27 | 0.09% | |
| Proposed Green Area (SY) | 1350 | 4.47% | |
| Existing Pavement Area (SY) | 9691 | 32.08% | |
| Proposed Pavement Area (SY) | 8622 | 28.54% | |
| Total Project Impact Area (SY) | 30212 | | |

| Item Number | Item Name | Unit | Quantity |
|-------------|------------|--|----------|
| 1 | P-101-5.2 | Joint and Crack Repair (Undistributed) | LF 1490 |
| 2 | P-101-5.6 | Cold Milling | SY 8600 |
| 3 | P-101-5.7c | Removing of Fence Foundations | EACH 35 |
| 4 | P402.514 | HMA Pavement 4 LT 58-28 S | TON 1082 |
| 5 | P-603-5.1 | Emulsified Asphalt Tack Coat | GAL 632 |
| 6 | C-102-5.1a | Temporary Seeding | LB 4 |
| 7 | C-102-5.1b | Temporary Ditch Checks | LF 20 |
| 8 | C-102-5.1c | Inlet Protection Type A | EACH 3 |
| 9 | C-102-5.1d | Inlet Protection Type B | EACH 1 |
| 10 | C-102-5.1e | Installation and Removal of Silt Fence | LF 300 |
| 11 | T-905-5.2 | Topsoil Furnished from Off Site | CY 27 |
| 12 | T-908-5.1 | Mulching | SY 119 |
| 13 | T-901-5.1 | Seeding | LB 3 |
| 14 | X-1600 | Maintain Existing Tie Down | EACH 52 |

| Alternate Bid Items (Removal and Restoration of Staging Area Parking Lot) | | | |
|---|------------|---------------------------------|---------|
| 1 | P-101-5.1 | Asphalt Pavement Removal | SY 1344 |
| 2 | P-152-4.1 | Unclassified Excavation | CY 351 |
| 3 | C-102-5.1a | Temporary Seeding | LB 10 |
| 4 | T-905-5.1 | Topsoil Obtained on Site | SY 121 |
| 5 | T-905-5.2 | Topsoil Furnished from Off Site | CY 221 |
| 6 | T-908-5.1 | Mulching | SY 1324 |
| 7 | T-901-5.1 | Seeding | LB 4 |

| BENCHMARKS AND CONTROL | | | | | |
|------------------------|----------|-----------------|-----------------|----------------|------------------|
| Point # | Point | Latitude | Longitude | Description | Ground Elevation |
| 1000(1) | BM 1 | N43° 06' 33.60" | W88° 01' 43.71" | Fling Hyd Bolt | 741.99 |
| 1000(2) | CP 1 | N43° 06' 33.15" | W88° 01' 44.03" | Chsld X | 741.05 |
| 1000(3) | USGS MON | N43° 06' 33.35" | W88° 01' 45.63" | USGSMON | 741.19 |

LEGEND

- MILL, JOINT AND CRACK REPAIR & OVERLAY (SEE CL501 FOR MILLING DEPTH AND PAVEMENT STRUCTURE)
- NEW TURF AREA (TOPSOIL FURNISHED FROM OFF SITE, SEEDING AND MULCHING)
- EX ELEV
- PROP ELEV
- IF NO PROPOSED ELEVATIONS ARE GIVEN VERIFY EXISTING ELEVATION AND MATCH EXISTING

- GENERAL PAVING NOTES:**
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| NO. | DATE | DESCRIPTION |
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| | | |

DATE: 08/12/2022
PROJECT: WA0276
PROJECT AIP: N/A
SITE NO: 315
BUILDING NO: N/A