

SECTION 620 – REMOVALS, EARTHWORK AND GRADING

620.1 – REMOVALS

1. PREPARATION OF RIGHT-OF-WAY

Should any tree, shrub, or plant that has been disturbed or otherwise damaged by the Contractor die within one year from the time that it was disturbed or damaged, they shall replace such tree, shrub, or plant in kind and size or satisfactorily compensate the property owner. Proof of satisfactory compensation to a property owner shall be a written release from the property owner to the Contractor, a copy of which shall be provided to the Engineer.

The Contractor shall not store materials and equipment over tree roots in grounds belonging to the Milwaukee County Parks system in the area between the curb and sidewalks or bike paths, or any other County property without County permission. The Contractor shall develop a written plan for the storage of vehicles and materials at the construction site. This plan shall be submitted to the Engineer for their approval prior to starting construction. **If the Contractor wishes to use any property outside the City right-of-way, they must provide written approval from the property owner to the City.**

a. TRACKING PADS

Tracking Pads, where shown in the plan, shall be constructed according to Section 628.2.14 & 628.3.16 of the State Specs. Tracking Pads should be reviewed on a minimum of a weekly basis and replaced or reworked as needed to minimize material tracked onto adjacent roads. If directed by the Engineer, the Contractor shall replace or rework the Tracking Pad within 24 hours of the request being made. Tracking Pads shall be considered incidental to the contract unless a pay item is provided for in the contract.

2. CLEARING AND GRUBBING

If clearing and grubbing is required by the contract, clearing and grubbing shall be per Section 201 of the State Specs.

The Contractor shall dispose of all stumps, roots, brush, waste logs and limbs, timber tops, and debris resulting from clearing and grubbing by chipping or removing the material from the right-of way. Burning of debris or burying debris within the right of way is not permitted.

The contractor shall not remove City trees unless directed in writing by the Engineer or explicitly shown to be removed by the Contractor in the plan.

a. Tree Trimming

If tree trimming of private trees overhanging the right-of-way or an easement is required under the contract, the contractor shall hire a certified arborist to perform the tree trimming. Symmetrically trim lower limbs or branches of trees left in place and overhanging the right-of-way or easement to at least 18 feet above the finished grade but no more than 24 feet above finished grade unless otherwise authorized in writing by the Engineer. Trim tree branches using generally accepted horticultural practices.

The Contractor shall not trim any City owned tree. If the Contractor believes a City owned tree or trees requires trimming, the Contractor shall notify the Engineer prior to the Pre-Construction Conference to see if City Forces can trim the tree(s). The Engineer will consult with the City Forester to determine if the tree(s) can be trimmed. The City will not accept any additional costs from the Contractor regardless of whether or not the tree(s) can be trimmed.

3. SAWCUTTING

All sawing is considered incidental to the contract unless otherwise noted.

Sawcutting consists of sawing existing concrete or asphaltic pavements, curb and gutter, driveways, or sidewalks, and the washing of the sawing debris at locations where cuts have been made in areas still open to traffic, or as directed by the Engineer. The saw cuts shall be straight, vertical, and to the full depth of the pavement. All debris and residue created from sawcutting shall be immediately removed and cleaned up by the Contractor to the satisfaction of the Engineer. Debris and residue shall not be washed down into the storm sewer. Utility trenches shall be sawed prior to pavement removal unless otherwise approved by the Engineer.

For sawing that is not straight or for sawing where the debris and residue is not properly cleaned, 5% of the pavement cost may be credited to the project if the Contractor does not re-saw or cleanup as directed. Any re-cuts or extra cleaning shall be at the Contractor's expense.

For trenches, the width of pavement cut shall be sufficiently sized to allow for a minimum of an 8 inch undisturbed ledge on each side, where gravel backfill is used. The contractor may elect to re-saw prior to pavement replacement at the contractor's own expense. The Engineer may direct the Contractor to re-saw areas where damage has occurred to the existing pavement. Curbs and sidewalks shall be completely removed to existing expansion or scored joints sawed full depth, falling within 4 feet of the normal restoration limits, as directed by the Engineer.

4. REMOVAL OF PAVEMENT AND ANCILLARY CONCRETE

Saw all pavements (bituminous and concrete), curb & gutter, driveway aprons, and sidewalk prior to removal as incidental to the work unless otherwise noted as a base bid item. All concrete or asphalt over concrete base shall be sawed to the full depth of the concrete except where noted on the plans, and in accordance with Section 203.3.2.2 of the State Specs.

The Contractor shall use appropriate concrete breaking machinery to minimize disruption to nearby residents and businesses. The Engineer reserves the right to order the Contractor to change the method of pavement breaking during the progress of the work if damages seem likely to occur. In any event, the Contractor shall be solely responsible for all damages

The edges of existing pavements to remain in place shall be cut as straight lines with vertical faces. The defective pavement shall be removed from an area without damaging the remaining pavement. Damage to pavements due to the Contractor's negligence, as determined by the Engineer, shall be replaced as directed by the Engineer at the expense of the Contractor.

Service walks, fences, and other structures within the grading limits belonging to abutting property owners shall be removed and delivered to the abutting property when ordered by the Engineer. Any other material not required by the City shall become the property of the Contractor, who shall remove and dispose of such material at their own expense.

5. MILLING ASPHALT & CONCRETE

The Contractor shall use a self-propelled milling machine with depth, grade, and slope controls. Mill to depth identified in the plans +/- 0.25 inches or as directed by the Engineer. Shroud the drum to prevent discharging loosened material into adjacent work areas or live traffic lanes. Provide an engineer-approved dust control system. Millings shall be disposed of by the contractor unless otherwise noted.

If no milling depth is given on the plans for milled butt joints, butt joints shall be milled to a minimum of 2 inches in depth where matching into existing pavement unless otherwise approved by the Engineer.

All milled butt joints, in driveways where there is no existing joint, are to be sawed, prior to milling.

6. PAVEMENT CORE HOLES

If pavement cores are necessary to locate underground utilities, the pavement cores maybe salvaged and temporarily reinstated prior to a permanent pavement repair being completed. Reinstatement of a core shall not be considered a permanent

repair unless so authorized in writing by the Engineer and shall only apply in certain special conditions at the discretion of the Engineer. Core hole plugs shall be reinstated with Utilibond or UtiliGrout 2-part epoxy mix, or approved equal.

Pavement repairs shall be a minimum of a 4' x 4' repair area in all pavements. For concrete pavements, the minimum area may be larger depending on the location of surrounding joints.

For cores in the curb flange, a minimum of a 5' section shall be replaced. If the core is within 3' of a joint or crack in the curb and gutter, replace the section to the joint or 3" beyond the crack. Replace the entire section if less than 5' of the piece of curb and gutter impacted will remain in place.

For cores in sidewalk and driveway approaches, the Contractor shall replace the entire sidewalk square or driveway approach panel. If the core hole is completed in a curb ramp (including the curb and gutter), curb ramp landing, and/or sidewalk square adjacent to the landing, the complete curb ramp will be required to be replaced.

7. SALVAGED MATERIALS

Existing iron on structures to be abandoned or rebuilt and hydrants to be removed shall be removed by the Contractor using reasonable care. These salvaged items will become property of the City and shall be delivered to the City's Public Works Building at 11100 W. Walnut Rd. by the Contractor, even if they are damaged or broken. The Contractor shall be fined \$20 per frame, lid/cover, and back-box which is unaccounted for at the end of the project, to be deducted from monies owed to the Contractor. Internal manhole chimney seals shall be removed and disposed of by the Contractor as incidental to the work.

620.2 – EXCAVATION AND GRADING

1. GENERAL

Excavation and Grading work shall be performed in accordance with Section 205, 207, 208, 211, and 305 of the State Specs, except as modified herein, to the depths and thicknesses indicated on the plans. The removal of asphalt pavement shall be incidental to common excavation. In cases where asphalt pavement overlays concrete pavement, the removal of the asphalt shall be incidental to the concrete pavement removal item. References to Section 700 of the State Spec can be omitted unless otherwise noted in the plans or special provisions.

Excavation and disposal of excess material to the specified depth of the new pavement is required and will be paid for under the unit bid item for removals, but the removal of temporary pavement shall be considered incidental to the price of placing said pavement.

The approaches to the street being graded shall be sloped as indicated on the plan or as directed in the field by the Engineer to reasonably accommodate any equipment or vehicles entering the site. The side slopes shall be graded at a 6-to-1 slope. If due to the existing grades a 6-1 slope cannot be achieved, the maximum permitted slope shall be 4-1 unless otherwise directed by the Engineer. The Contractor shall notify the Engineer where a maximum 6-1 slope cannot be achieved and obtain the variance in writing from the Engineer prior to grading.

All sidewalks shall be graded for four (4) inches of base aggregate dense unless otherwise noted.

2. EXCAVATION

Surplus excavation must be wasted by the Contractor, at their expense, in locations permitted to such disposal outside the right-of-way (unless otherwise indicated). The estimated quantity for grading is based on information provided by the cross-sections of the roadway and does not include the excavation or backfill for utility excavations. If a Common Excavation item is not included in the contract, backfilling and beveling along replaced pavement, sidewalk, driveway approaches, curb & gutter and other hard surface restoration is considered incidental to the contract.

Earth in excavation shall be removed to the proper cross section as shown or noted on the plans. The Contractor shall dispose of all excess earth not required in the Contract, and shall also dispose of earth not suitable in the judgment of the Engineer to be used in the work.

Large rocks, 6" in diameter or larger, and other obstructions shall be removed to a depth of not less than 2 foot below subgrade within the road bed or 3' below the finished grade if outside the road bed. The cost of this work is to be included in the bid price for excavation.

3. EARTH FILL

Earth taken from excavation shall be placed in embankment to the proper cross section as shown on the plans. Such filling shall be placed in layers not to exceed 8 inches in depth and shall be uniformly spread and compacted in such a manner and with such equipment as is deemed acceptable by the Engineer. All sod and other vegetable matter shall be stripped from the ground surface before any filling operations begin. Material used in the preparation of the subgrade shall consist of suitable sand, clay, earth, or gravel, and be free from animal, vegetable, or any other organic matter.

The Contractor shall grade the area around the sidewalk to the proper cross section or depth noted for topsoil before paving. This work shall be done by hand methods

or by use of equipment which, in the opinion of the Engineer, will not cause damage to the curb, walk, or trees. Backfill material placed between the curb and the lot line shall be free from roots, rocks, and construction debris, and shall be subject to the approval of the Engineer.

4. SUBGRADE

Before depositing stone, the Contractor shall shape the subgrade by scarifying, blading, leveling, and rolling as required to prove the required grade and cross-section Areas which are inaccessible to the roller shall be thoroughly compacted with a plate compactor. Use of plate compactors for utility frame adjustments is not permitted. The Contractor shall not do unnecessary hauling upon the finished subgrade. Any ruts or holes that develop during trucking operations in the subgrade or dense graded base shall be re-graded and compacted at the expense of the Contractor.

The Contractor shall conduct their operations so as to not expose the subgrade to precipitation that may cause the subgrade to become unstable. If the Contractor fails to protect the subgrade with the means and methods used, the Contractor shall bear all costs to stabilize or undercut the unstable material.

Subgrade under open graded base areas shall not be compacted or subjected to excessive construction equipment traffic prior to geotextile placement. Where erosion of subgrade has caused accumulation of fine materials or surface ponding, remove material with light equipment and scarify underlying soils to a minimum depth of 6 inches with a York rake or equivalent and light tractor. Fill and lightly re-grade any areas damaged by erosion, ponding, or traffic compaction before placing stone. Bed bottoms are level grade.

5. PROOF ROLL

The Contractor shall attempt to locate any soft or spongy areas in the subgrade using a method approved by the Engineer. Any soft or spongy areas in the subgrade must be removed and replaced with suitable material as directed by the Engineer prior to placement of the base aggregate and prior to any forecasted precipitation once the existing subgrade has been exposed. The Engineer may also require a proof roll of the dense graded base before paving operations begin.

6. EXCAVATION BELOW SUBGRADE (EBS)

Undercutting of unstable subgrade or base must be authorized by the Engineer. The volume of material removed will be determined either by direct measurement or markings on the subgrade/base measured by the Engineer. The Contractor shall make undercuts approximately 1 foot deep unless instructed otherwise by the Engineer. The aggregate used to fill the undercuts shall be as shown in the plans or

as directed by the Engineer. Undercuts required due to subgrade exposure to precipitation shall be completed at the cost of the Contractor.

7. UNDERDRAINS

Underdrain installation shall conform to Section 612 of the State Specs unless otherwise noted.

In applications with open graded base for porous surfaces, such as asphalt or permeable pavers, the underdrain piping shall be perforated or slotted rigid PVC pipe manufactured in accordance with ASTM D-3034. Perforations shall be 3/8" on 12" centers.

8. GEOSYNTHETICS

Furnish and install geotextiles for subgrade separation and stabilization, drainage filtration, subgrade reinforcement, and under culverts and riprap as shown in the plans or directed by the Engineer. Geosynthetics shall conform to the requirements of Section 645 of the State Specs. The City may request samples for testing from the job site.

For applications with open graded base for porous surfaces, such as asphalt or permeable pavers, the Contractor shall provide non-biodegradable, nonwoven fabric made from 100 percent polypropylene staple filaments as manufactured by the following or an approved equal:

- a) Carthage Mills - Series: FX-80HS.
- b) TenCate Geosynthetics North America Mirafi - Series: 160N.
- c) Propex Inc. - Series: Geotex 801
- d) US Fabrics, Inc. - Series: 205NW

9. DENSE GRADED BASE

Dense graded base shall be 1-1/4 inch per section 305.2.1 of the State Specs, constructed to the thickness as shown on the plans or as directed in the field by the Engineer, and constructed in accordance with State Spec 305, except as noted herein, to the compacted thickness shown on the plans or stated in the proposal. All organic material shall be removed from the site of the work and shall not be used as part of the base or subgrade material, and this shall be considered incidental to the work.

a. MATERIALS

The 1-1/4 inch crushed aggregate shall conform to the following gradation requirements:

Table 1

| SIEVE SIZE | PERCENT PASSING BY WEIGHT |
|-------------------|---------------------------|
| 31.5mm (1 ¼ in.) | 95 to 100 |
| 25mm (1 in.) | - |
| 19mm (¾ in.) | 70 to 93 |
| 9.5mm (3/8 in.) | 42 to 80 |
| 4.75mm (No. 4) | 25 to 63 |
| 2.00mm (No. 10) | 16 to 48 |
| 0.425mm (No. 40) | 8 to 28 |
| 0.075mm (No. 200) | 2 to 12 |

If the Contractor requests to use 1-1/4 inch recycled concrete in lieu of crushed aggregate and the request is approved by the Engineer, the 1-1/4 inch recycled concrete shall meet the gradations listed in Table 1 above.

The stone shall be shaped and thoroughly compacted to the specified thickness to at least 95% of maximum density.

b. PLACEMENT

Crushed dense graded base (gradation 1-1/4 inch) shall be placed and compacted to lifts no thicker than 6 inches until the overall thickness indicated by the plans is reached. Compaction shall be to 95% of maximum density per section 305.3.2 of the State Specs. Soft or yielding spots must be reworked or removed, replaced, and rolled until the dense graded base is uniformly compacted over its entire length and width with no tendency to ravel.

Where the contract specifies or allows 1 ¼-inch base, do not place reclaimed asphalt or blended materials below virgin aggregate materials unless the Engineer allows in writing.

c. PAYMENT

No payment will be made for dense graded base quantities exceeding 125% of the final estimated quantities as computed by the City unless additional earth excavation has been approved by the Engineer. Dense graded base may be incidental to some items in the contract and will not be paid under the Dense Graded Base bid item, if present in the contract.

10. OPEN GRADED BASE

Open Graded Base shall be constructed to the thickness as shown on the plans or as directed in the field by the Engineer, and constructed in accordance with State Spec 310, except as noted herein.

a. Materials

Crushed stone shall contain a minimum of 90% fractured faces and have a LA Abrasion of less than 40 per ASTM C 131. Do not use rounded river gravel for vehicular applications. All stone materials shall be washed with less than 2% passing the No. 200 sieve.

Gradation Requirements:

Table 1
ASTM No. 57 Base

| SIEVE SIZE | PERCENT PASSING BY WEIGHT |
|---------------------|---------------------------|
| 37.5 mm (1 1/2 in.) | 100 |
| 25 mm (1 in.) | 95 to 100 |
| 12.5 mm (1/2 in.) | 25 to 60 |
| 4.75 mm (No. 4) | 0 to 10 |
| 2.36 mm (No.8) | 0 to 5 |

Table 2
ASTM No. 8 Base

| SIEVE SIZE | PERCENT PASSING BY WEIGHT |
|-------------------|---------------------------|
| 12.5 mm (1/2 in.) | 100 |
| 9.5 mm (3/8 in.) | 85-100 |
| 4.75 mm (No. 4) | 10-30 |
| 2.36 mm (No.8) | 0-10 |
| 1.16 mm (No. 16) | 0-5 |

Table 3
ASTM No. 2 Subbase

| SIEVE SIZE | PERCENT PASSING BY WEIGHT |
|---------------------|---------------------------|
| 75 mm (3 in.) | 100 |
| 63 mm (2 1/2 in.) | 90 to 100 |
| 50 mm (2 in.) | 35 to 70 |
| 37.5 mm (1 1/2 in.) | 0 to 15 |
| 19 mm (3/4 in.) | 0 to 5 |

Gradation Requirements for open graded aggregates not specifically listed in Tables 1 through 3 above shall conform to Section 310 of the State Specs, if not defined elsewhere in the plans or these specifications.