

OWNER

ALL REFERENCES TO THE "OWNER" OR THE "CITY" SHALL IDENTIFY THE CITY OF DUBLIN, OHIO.

GENERAL

THE REQUIREMENTS OF THE CITY OF DUBLIN, TOGETHER WITH THE CITY OF COLUMBUS CONSTRUCTION MATERIAL SPECIFICATIONS (CMS) 2012 EDITION, THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS (ODOTCMS) 2013 EDITION, AND , AND ANY SUPPLEMENTS THERETO (HEREAFTER REFERRED TO AS STANDARD SPECIFICATIONS), SHALL GOVERN ALL CONSTRUCTION ITEMS UNLESS OTHERWISE NOTED. THE FEDERAL HIGHWAY ADMINISTRATION STANDARD SPECIFICATIONS FOR CONSTRUCTION OF ROADS AND BRIDGES ON FEDERAL HIGHWAY PROJECTS (FP-03) MAY BE REFERENCED ON SOME ITEMS.

IT IS THE INTENTION OF THE CONTRACT DOCUMENTS TO PROVIDE AND REQUIRE A COMPLETED PROJECT READY FOR OPERATION. ANY WORK ITEMS OMITTED FROM THE CONTRACT DOCUMENTS WHICH ARE CLEARLY NECESSARY FOR COMPLETION OF THE WORK AND ITS APPURTENANCES SHALL BE CONSIDERED A PART OF SUCH WORK, THOUGH NOT DIRECTLY SPECIFIED OR CALLED FOR IN THE CONTRACT DOCUMENTS. THIS INCLUDES, BUT IS NOT LIMITED TO, SUCH INCIDENTAL ITEMS AS RELOCATION OF MAIL BOXES, SAW CUTTING, AND REMOVAL AND/OR RELOCATION OF SIGNS, SPRINKLERS AND IRRIGATION COMPONENTS, OR OTHER MISCELLANEOUS ITEMS.

ALL ITEMS OF WORK CALLED FOR ON THE PLANS FOR WHICH NO SPECIFIC METHOD OF PAYMENT IS PROVIDED SHALL BE PERFORMED BY THE CONTRACTOR WITH THE COST TO BE INCLUDED IN THE UNIT PRICE BID FOR THE VARIOUS RELATED ITEMS.

THE CONTRACTOR INTENDING TO SUBMIT A BID FOR CITY OF DUBLIN CAPITAL IMPROVEMENT CONTRACTS SHALL BE PREQUALIFIED WITH THE OHIO DEPARTMENT OF TRANSPORTATION IN ACCORDANCE WITH SECTION 102 OF THE ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS, AND CHAPTER 5525 OF THE OHIO REVISED CODE CONCERNING CONSTRUCTION CONTRACTS.

THE CONTRACTOR SHALL NOTIFY THE CITY OF DUBLIN DIVISION OF ENGINEERING AT LEAST 10 WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION AND REQUESTING APPROVAL TO COMMENCE CONSTRUCTION.

THE CONTRACTOR SHALL COORDINATE TO FACILITATE WORK BY OTHERS IN THE RIGHT-OF-WAY AND OUTSIDE OF THE CONSTRUCTION LIMITS.

THE CITY ENGINEER IS NOT RESPONSIBLE FOR MEANS, METHODS, PROCEDURES, TECHNIQUES, OR SEQUENCES OF CONSTRUCTION THAT ARE NOT SPECIFIED HEREIN. THE CITY ENGINEER IS NOT RESPONSIBLE FOR SAFETY ON THE WORK SITE, OR FOR FAILURE BY THE CONTRACTOR TO PERFORM WORK ACCORDING TO THE CONTRACT DOCUMENTS.

THE CITY IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLYING WITH ALL FEDERAL, STATE AND LOCAL SAFETY REQUIREMENTS INCLUDING THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970. THE CONTRACTOR SHALL ALWAYS EXERCISE CAUTION FOR THE PROTECTION OF PERSONS (INCLUDING EMPLOYEES) AND PROPERTY. IT SHALL ALSO BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INITIATE, MAINTAIN, AND SUPERVISE ALL SAFETY REQUIREMENTS, PRECAUTIONS, AND PROGRAMS IN CONNECTION WITH THE WORK, INCLUDING THE REQUIREMENTS FOR CONFINED SPACES PER 29 CFR 1910.146.

ANY MODIFICATIONS TO THE WORK AS SHOWN ON THESE APPROVED PLANS SHALL HAVE PRIOR WRITTEN APPROVAL OF THE CITY ENGINEER.

THE CONTRACTOR SHALL RESTRICT CONSTRUCTION ACTIVITY TO PUBLIC RIGHT-OF-WAY, AREAS DEFINED AS PERMANENT AND/OR TEMPORARY CONSTRUCTION EASEMENTS, AND/OR THE LIMITS OF DISTURBANCE SHOWN.

PROPERTY BOUNDARIES, INCLUDING PROPERTY LINES AND ROAD RIGHTS-OF-WAY, ARE SHOWN FROM THE BEST INFORMATION AVAILABLE AND ARE NOT NECESSARILY COMPLETE OR CORRECT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE FINISHED WORK CONFORM TO THE LINES, GRADES, ELEVATIONS, AND DIMENSIONS CALLED FOR ON THE DRAWINGS AND TYPICAL SECTIONS. PAYMENT FOR CONSTRUCTION LAYOUT SHALL BE INCLUDED UNLESS ITEM 623, CONSTRUCTION LAYOUT STAKES, IS SPECIFIED.

NON-RUBBER TIERED VEHICLES SHALL NOT BE MOVED ON OR ACROSS PUBLIC STREETS OR HIGHWAYS WITHOUT THE WRITTEN PERMISSION OF THE CITY ENGINEER.

THE CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS TO EQUAL OR BETTER CONDITION THAT EXISTED BEFORE CONSTRUCTION. DRAINAGE DITCHES OR WATER COURSES THAT ARE DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO THE GRADES AND CROSS-SECTIONS THAT EXISTED BEFORE CONSTRUCTION. ALL NON-PAVEMENT AREAS DISTURBED WITHIN THE DESIGNATED EASEMENTS, RIGHTS-OF-WAY, AND LIMITS OF DISTURBANCE AS SHOWN, SHALL BE SEEDED AND MULCHED IN ACCORDANCE WITH ITEM 659, VEGETATION (SEED/MULCH), ALL AREAS

DISTURBED OUTSIDE THESE LIMITS SHALL BE SEEDED AND MULCHED AT THE CONTRACTOR'S EXPENSE.

TRACKING OR SPILLING MUD, DIRT, OR DEBRIS UPON STREETS, RESIDENTIAL OR COMMERCIAL DRIVES, SIDEWALKS, OR BIKE PATHS IS PROHIBITED AND ANY SUCH OCCURRENCE SHALL BE CLEANED UP IMMEDIATELY BY THE CONTRACTOR. IF THE CONTRACTOR FAILS TO REMOVE THE MUD, DIRT, DEBRIS, OR SPILLAGE, THE CITY OF DUBLIN RESERVES THE RIGHT TO REMOVE THESE MATERIALS AND CLEAN AFFECTED AREAS, THE COST OF WHICH (MULTIPLIED BY 2.5) SHALL BE WITHHELD FROM MONIES THAT ARE DUE OR MAY BECOME DUE THE CONTRACTOR.

CONSTRUCTION PERIOD

THE CONSTRUCTION PERIOD FOR THIS PROJECT IS AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE PHASES OF WORK FOR THE PARKING LOT AND DRIVEWAY SHALL BE COORDINATED WITH THE OTHER SITE IMPROVEMENTS. THE CONTRACTOR SHALL PHASE THE WORK TO PROVIDE THE OWNER ADEQUATE PARKING AND ACCESS TO THE FACILITY AT ALL TIMES. THE CONSTRUCTION PERIOD INCLUDES AN ALLOCATION FOR INCLEMENT WEATHER. ANY REQUEST FOR EXTENSION OF THE CONSTRUCTION PERIOD DUE TO INCLEMENT WEATHER SHALL BE PRESENTED TO THE ENGINEER FOR CONSIDERATION AS SOON AS THE CONTRACTOR FORESEES THE NEED FOR AN EXTENSION TO THE CONSTRUCTION PERIOD. THIS REQUEST MUST BE SUPPORTED BY DOCUMENTATION SHOWING THE DAYS LOST DUE TO THE INCLEMENT WEATHER. ALL WORK INCLUDING ALL RESTORATION SHALL BE COMPLETED BY THE COMPLETION DATE.

WORKING HOURS AND RESTRICTIONS

IT IS THE INTENT OF THE CITY TO KEEP INCONVENIENCE AND DISTURBANCE TO PROPERTY OWNERS TO A MINIMUM. THE WORK DAY(S) SHALL BE FROM 7 AM UNTIL 6 PM, MONDAY THROUGH FRIDAY. IF THE CONTRACTOR DESIRES TO WORK ON SATURDAYS OR HOLIDAYS, OR OUTSIDE OF THESE HOURS, THE CONTRACTOR MUST PROVIDE SUCH REQUEST TO THE ENGINEER AT LEAST 48 HRS IN ADVANCE. THE CONTRACTOR SHALL SCHEDULE AND PLAN WORK SO THAT WORK AREAS ARE CLEAN AND SAFE FOR WEEKENDS, HOLIDAYS, AND COMMUNITY EVENTS. ALL WORK IS TO BE SCHEDULED TO MAINTAIN THE WORK AREA CLEAN AND SAFE AND FINAL RESTORATION SHALL FOLLOW AS SOON AS REASONABLY POSSIBLE. FINAL PAYMENT WILL NOT BE MADE FOR ANY ITEM UNTIL ALL WORK INCLUDING CLEANUP AND RESTORATION ASSOCIATED WITH THE ITEM IS COMPLETED. EQUIPMENT AND MATERIALS SHALL NOT BE STORED IN STREETS OR RIGHTS OF WAY WITHOUT APPROVAL OF THE ENGINEER.

SCHEDULE OF WORK

A MINIMUM OF 10 DAYS ADVANCE NOTICE OF WORK IS REQUIRED PRIOR OF COMMENCEMENT OF WORK.

A MINIMUM OF 14 DAYS ADVANCE NOTICE IS REQUIRED PRIOR TO PERMITTED ROAD CLOSURES. ADVANCE NOTICE MESSAGE BOARDS SHALL BE PLACED A MINIMUM OF 14 DAYS AHEAD OF ANY ROAD CLOSURE UNLESS OTHERWISE SPECIFIED.

CRITICAL SCHEDULE NOTES:

NONE

TABLE OF CURRENT CITY EVENTS

EVENT	DATES	AREA(S) AFFECTED
ST. PATRICK'S DAY PARADE	March 12, 2016	BRIDGE ST. / HISTORIC DISTRICT
MEMORIAL PARADE	May 30, 2016	BRIDGE ST. / HISTORIC DISTRICT, GROUNDS OF REMEMBRANCE
THE MEMORIAL TOURNAMENT	May 30 - JUNE 5, 2016	MUIRFIELD AREA
FOURTH OF JULY CELEBRATION	July 4, 2016	COFFMAN ROAD, EMERALD PARKWAY (COFFMAN TO DUBLIN ROAD), TARA HILL DRIVE, BRIDGE ST. / HISTORIC DISTRICT
ARTHRITIS CAR SHOW	JULY 7 -JULY 9, 2016	METRO PLACE / FRANTZ ROAD
MS BIKE RIDE TO MARYSVILLE	July 9, 2016	GLACIER RIDGE ELEMENTARY, HYLAND CROY, MCKITRICK RD.
DUBLIN IRISH FESTIVAL	AUGUST 5-7, 2016	COFFMAN PARK, TARA HILL DRIVE, COFFMAN ROAD, EMERALD PARKWAY (PERIMETER DRIVE TO COFFMAN ROAD), POST ROAD
EMERALD CITY HALF MARATHON	August 28, 2016	PERIMETER DRIVE, HOSPITAL DRIVE, HYLAND CROY, MCKITRICK RD., MANLEY RD.
HALLOWEEN SPOOKTACULAR	October 20, 2016	COFFMAN PARK, DUBLIN REC. CENTER
HALLOWEEN TRICK OR TREAT	MONDAY, OCTOBER 31, 2016	CITY WIDE

SCHEDULE

THE CONTRACTOR SHALL SUBMIT A WORK SCHEDULE TO THE ENGINEER FOR REVIEW AND APPROVAL AT THE TIME OF THE PRE-CONSTRUCTION MEETING. THIS SCHEDULE WILL DETAIL THE TIMING OF THE WORK ACTIVITIES FOR THE VARIOUS SECTIONS OF THE PROJECT. THE CONSTRUCTION SCHEDULE SHALL BE UPDATED BI-MONTHLY (TWICE EACH MONTH), OR WHENEVER A SUBSTANTIAL CHANGE IN THE SCHEDULE HAS OCCURRED, AND FORWARDED TO THE ENGINEER. A REVISED SCHEDULE SHALL BE SUBMITTED WITH EACH REQUEST FOR PAYMENT. THE CONTRACTOR SHALL PROVIDE THE CITY WITH A MINIMUM OF 24 HOURS ADVANCE NOTICE TO SCHEDULED WORK. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH A MINIMUM OF 24 HRS NOTICE FOR ALL WORK THROUGH ELECTRONIC COMMUNICATION AS DETERMINED BY THE ENGINEER.

MAINTENANCE OF TRAFFIC, MOBILIZATION PUBLIC SAFETY & PUBLIC CONVENIENCE

PUBLIC ACCESS MANAGEMENT:

IT IS THE INTENT OF THIS CONTRACT THAT ALL ITEMS OF STREET REPAIR BE SCHEDULED AND PERFORMED BY THE CONTRACTOR IN A MANNER AS TO MINIMIZE INCONVENIENCE TO PEDESTRIAN AND VEHICULAR TRAFFIC. IT IS ALSO THE INTENT TO PROVIDE FOR AND MAINTAIN ACCESS TO RESIDENTIAL, COMMERCIAL, INDUSTRIAL AND PUBLIC PROPERTIES TO THE MAXIMUM EXTENT REASONABLE DURING THE PERFORMANCE OF THE WORK. THE CONTRACTOR SHALL PHASE WORK AND PROVIDE AN ADEQUATE NUMBER OF STEEL PLATES IN ORDER TO MAINTAIN ACCESS TO DRIVEWAYS AS MUCH AS POSSIBLE. THE CONTRACTOR SHALL PROVIDE A SAFE AND UNOBSTRUCTED PEDESTRIAN ACCESS CORRIDOR ACROSS AREAS OF CURB EXCAVATION AT INTERVALS OF NO MORE THAN 200 FEET.

SIDEWALK CLOSINGS:

WARNING SIGNS AND BARRICADES SHALL BE POSTED IMMEDIATELY IN ADVANCE OF THE CLOSURE AND AT THE CLOSEST LEGAL CROSSWALK INDICATING THE CLOSURE AHEAD AND PROVIDE A DETOUR ROUTE AROUND THE WORK ZONE. THE WORK ON SIDEWALKS SHALL BE SCHEDULED AND COORDINATED SUCH THAT AN UNOBSTRUCTED DETOUR MAY BE PROVIDED AROUND THE WORK ZONE. WORK ZONES SHALL BE ADEQUATELY SECURED DURING AND OUTSIDE OF WORKING HOURS.

NOTIFICATION OF ACCESS RESTRICTION TO PROPERTY OWNER:

THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 24 AND NO MORE THAN 48 HOURS WRITTEN NOTICE TO PROPERTY OWNERS AND RESIDENTS PRIOR TO CLOSING ANY DRIVEWAY OR PORTION THEREOF. CONFIRMATION OF THE WRITTEN NOTICES SHALL BE PROVIDED TO THE CITY ENGINEER BY THE CONTRACTOR ON A DAILY BASIS. NO DRIVEWAY IS TO BE CLOSED FOR A PERIOD OF MORE THAN SEVEN (7) DAYS. IN THE EVENT THAT THE SEVEN (7) DAY MAXIMUM IS EXCEEDED, THE CONTRACTOR WILL NOT BE PERMITTED TO CLOSE ANY MORE DRIVEWAYS OR PROCEED WITH OTHER UN-RELATED WORK ON THE PROJECT UNTIL COMPLIANCE IS ACHIEVED. THE CONTRACTOR SHALL BE ASSESSED AN ITEM SPECIFIC LIQUIDATED DAMAGE OF \$100.00 PER DAY PER DRIVEWAY UNTIL THE DRIVEWAY(S) ARE OPENED. THE CONTRACTOR IS REQUIRED TO MAINTAIN ACCESS TO COMMERCIAL DRIVES AT ALL TIMES UNLESS PRIOR ARRANGEMENTS HAVE BEEN MADE WITH THE PROPERTY OWNER, PROPRIETOR, AND ENGINEER. THE CONTRACTOR MAY BE PERMITTED TO CLOSE A PORTION OF A COMMERCIAL ENTRANCE WITH THE PERMISSION OF THE ENGINEER AS LONG AS TRAFFIC IS MAINTAINED THROUGH THE REMAINING SECTION OF THE ENTRANCE.

MAINTENANCE OF TRAFFIC:

ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION. THE LIMITS OF THE CONSTRUCTION WORK SHALL BE MARKED WITH THE APPROPRIATE SIGNAGE (ROAD WORK, AND END ROAD WORK) PRIOR TO THE COMMENCEMENT OF ANY WORK OR STAGING OF EQUIPMENT. SPECIAL DUTY POLICE OFFICERS HAVING JURISDICTION IN THE CITY OF DUBLIN SHALL BE SUBSTITUTED WHERE REFERENCE IS MADE TO "FLAGGER" FOR THE FOLLOWING: DURING MILLING, PAVING, RECYCLING OPERATIONS IN AREAS OF HEAVY TRAFFIC VOLUMES; WHEN WORK IS BEING DONE ON ARTERIAL STREETS; AND AS DIRECTED BY THE ENGINEER. ALL EXCAVATION AND WORK AREAS ARE TO BE ADEQUATELY MARKED AND SECURED WITH THE APPROPRIATE WARNING DEVICES. ALL NECESSARY TRAFFIC CONTROL DEVICES MUST BE ON SITE, ERECTED, AND MAINTAINED PRIOR TO BEGINNING ANY PHASE OF THE WORK.

THE COSTS FOR ERECTION, MAINTENANCE AND REMOVAL OF ALL DEVICES SHALL BE INCLUDED IN THE BID PRICE FOR EACH ITEM OF WORK. COSTS FOR SPECIAL DUTY POLICE OFFICERS SHALL BE PAID UNDER ITEM 614 "LEO W/ PATROL CAR". COSTS FOR "FLAGGERS" SHALL BE PAID UNDER ITEM 614 "FLAGGER". UNDER ITEM 614 FLAGGERS, FLAGGERS MUST BE USED SOLELY FOR TRAFFIC CONTROL OPERATIONS.

WORK PLAN:

THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE ENGINEER A WORK AND TRAFFIC CONTROL PLAN FOR THE PHASES OF WORK PLANNED FOR THE WORK AREAS AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF WORK. WORK PLAN SHALL INCLUDE AT A MINIMUM: THE VARIOUS SCOPES OF WORK AND PHASES, PLANNED START AND COMPLETION DATES FOR THE PHASES OF WORK, PLANNED ROUTE OR DIRECTION FOR WORK TO PROGRESS DURING PHASES, MAINTENANCE OF TRAFFIC DURING THE PHASES OF WORK, AND OTHER PERTINENT INFORMATION.

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REVISION: 2/17/2016

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GENERAL NOTES

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ACCESS TO ALL ADJOINING PROPERTIES AS WELL AS ACCESS FOR MAIL, WATER, SANITARY SERVICE AND EMERGENCY VEHICLES SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT. THE CONTRACTOR MAY SUBMIT ALTERNATIVE METHODS FOR THE MAINTENANCE OF TRAFFIC, PROVIDED THE INTENT OF THE PROVISIONS CONTAINED HEREIN ARE FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THEREFROM. THE MAINTENANCE OF TRAFFIC PLAN MUST INCORPORATE ANY TRAFFIC CONTROL DETAILS CONTAINED WITHIN THESE CONSTRUCTION DRAWINGS. THE MAINTENANCE OF TRAFFIC PLAN PROPOSED BY THE CONTRACTOR MUST BE APPROVED BY THE CITY ENGINEER PRIOR TO CONSTRUCTION.

PAYMENT FOR THIS AND ALL TRAFFIC MAINTENANCE ITEMS (UNLESS OTHERWISE SPECIFIED) SHALL BE INCLUDED IN THE INDIVIDUAL BID ITEMS.

THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE-LANE, TWO-WAY TRAFFIC AT ALL TIMES UNLESS OTHERWISE SHOWN ON THE CONSTRUCTION PLANS.

IF THE CITY ENGINEER DETERMINES PROPER PROVISIONS FOR THE TRAFFIC CONTROL ARE NOT BEING PROVIDED BY THE CONTRACTOR, THE CITY ENGINEER MAY STOP WORK UNTIL MAINTENANCE OF TRAFFIC ISSUES ARE CORRECTED OR THE CITY ENGINEER MAY ASSIGN OFF-DUTY POLICE OFFICERS TO THE PROJECT AT THE CONTRACTORS EXPENSE.

STEADY-BURNING, TYPE "C" LIGHTS SHALL BE REQUIRED ON ALL DRUMS, BARRICADES AND SIMILAR TRAFFIC CONTROL DEVICES FOR NIGHT TIME WORK.

CONES ARE NOT APPROVED FOR NIGHT TIME LANE CLOSURES.

STREET CLOSINGS:

NO STREET MAY BE CLOSED NOR MAY ANY TRAFFIC MOVEMENTS BE RESTRICTED WITHOUT PRIOR APPROVAL BY THE ENGINEER.

THE FOLLOWING CLOSURE IS PERMITTED: NONE

THE CONTRACTOR SHALL PROVIDE THE CITY WITH 14 DAYS ADVANCE NOTICE REQUESTING APPROVAL BY THE ENGINEER PRIOR TO THE ABOVE ROAD CLOSURE.

MAILBOX RELOCATION:

IF THE CONTRACTOR CHOOSES TO RELOCATE, OR REMOVE AND REPLACE MAILBOXES, THE CONTRACTOR SHALL PROVIDE A FUNCTIONAL AND ACCESSIBLE MAILBOX AT ALL TIMES. MAILBOXES RELOCATED OR REMOVED AND REPLACED BY THE CONTRACTOR FOR THE CONVENIENCE OR EFFICIENCY OF THE CONTRACTOR SHALL BE AT THE EXPENSE OF THE CONTRACTOR. THE CONTRACTOR SHALL NOTIFY THE CITY REPRESENTATIVE OF ANY STRUCTURAL DEFICIENCIES OF EXISTING MAILBOXES PRIOR TO REMOVAL OR RELOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE AS A RESULT OF THE REMOVAL/REPLACEMENT OR RELOCATION OF MAILBOXES. EXISTING MAILBOXES IN DISREPAIR MAY BE REPLACED AT THE DISCRETION OF THE ENGINEER. THE CONTRACTOR WILL BE REIMBURSED FOR THE COST OF THE MAILBOX AND OR POST IF THE ENGINEER AGREES TO THE REPLACEMENT PRIOR TO THE CONTRACTOR RELOCATING OR REMOVING AND REPLACING MAILBOX. MAILBOXES SHALL BE INSTALLED PLUMB AND SECURELY AND IN ACCORDANCE WITH USPS GUIDELINES.

MOBILIZATION:

BY NATURE OF THE SCOPE OF THIS CONTRACT THE CONTRACTOR WILL NEED TO MOBILIZE TO DIFFERENT AREAS AT DIFFERENT TIMES. THE COSTS ASSOCIATED WITH SUCH MOBILIZATION(S) SHALL BE INCLUDED WITH THE UNIT COSTS OF THE WORK PERFORMED AS A RESULT OF SAID MOBILIZATION.

MOBILIZATION FOR WORK TO CORRECT UNSUITABLE ROADWAY BASE MATERIAL ENCOUNTERED DURING CONSTRUCTION AS REQUESTED BY THE ENGINEER SHALL BE PAID FOR UNDER ITEM 624 MOBILIZATION - UNDERCUT/BASE REPAIR. PAYMENT FOR THIS MOBILIZATION WILL INCLUDE ALL MOBILIZATION NECESSARY FOR WORK ASSOCIATED WITH THE REMOVAL OF UNSUITABLE BASE MATERIAL AND PLACEMENT OF SUITABLE BASE MATERIAL AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE UNDER ITEM 624 MOBILIZATION - UNDERCUT/BASE REPAIR FOR SUCH REQUEST FOR BASE REPAIR BY THE ENGINEER THAT REQUIRES SUCH MOBILIZATION.

THE CONTRACTOR SHALL PROVIDE ADEQUATE TWENTY-FOUR (24) HOUR EMERGENCY TELEPHONE NUMBERS TO PERMIT NOTIFICATION BY THE CITY IN THE EVENT OF A PROBLEM OR EMERGENCY. SHOULD NOTIFICATION BE UNABLE TO BE MADE OR THE CONTRACTOR FAIL TO PERFORM REQUESTED CORRECTIVE WORK WITHIN THE TIME SPECIFIED BY THE CITY, THE CITY WILL BE REIMBURSED 2.5 TIMES THE COST TO PERFORM THE WORK.

ENVIRONMENTAL REGULATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING DUST, AND CONTAINING DEBRIS RESULTING FROM SAW CUTTING, EXCAVATION, PAVEMENT PLANNING, DEMOLITION OR OTHER CONSTRUCTION RELATED ACTIVITIES. THE CONTRACTOR SHALL VERIFY THAT ALL STORM STRUCTURES AND PIPING ARE FREE OF CONSTRUCTION RELATED DEBRIS FOLLOWING EACH PHASE OF CONSTRUCTION ACTIVITY. THE ENGINEER MAY REQUEST ADDITIONAL OR OTHER MEASURES BE TAKEN BY THE CONTRACTOR IF THE ENGINEER DOES NOT BELIEVE THE CONTRACTORS CURRENT METHOD(S) ARE EFFECTIVE. THE COSTS FOR COMPLYING WITH ENVIRONMENTAL REGULATIONS ARE TO BE INCLUDED IN THE VARIOUS UNIT COSTS ASSOCIATED WITH THE CONSTRUCTION PROJECT. THIS INCLUDES ADDITIONAL MEASURES REQUESTED BY THE ENGINEER.

DUST CONTROL OPERATIONS SHALL BE PERFORMED BY THE CONTRACTOR AT THE DIRECTION OF THE ENGINEER.

CONSTRUCTION NOISE

ANY DEVICE SHALL NOT BE OPERATED AT ANY TIME IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

UTILITIES

THE CONTRACTOR SHALL NOTIFY THE OHIO UTILITIES PROTECTION SERVICE (811) AT LEAST TWO (2) WORKING DAYS PRIOR TO PERFORMING ANY EXCAVATION OR PAVEMENT OPERATIONS THAT REMOVE MORE THAN 3" OF PAVEMENT SURFACE. CARE SHALL BE TAKEN DURING EXCAVATION IN THE VICINITY OF UTILITIES SUCH AS: STREETLIGHTS, TRAFFIC CIRCUITS, IRRIGATION SYSTEMS, AND OTHER UTILITIES NOT EXPRESSLY NAMED, SO AS TO NOT DAMAGE UTILITIES. THE CONTRACTOR IS RESPONSIBLE TO UTILIZE CARE AND TO PROTECT ALL UTILITIES, PUBLIC AND PRIVATE. THE CONTRACTOR IS RESPONSIBLE TO SURVEY THE EXISTING CONDITIONS AND MARK THE LOCATIONS OF VISIBLE IRRIGATION SYSTEM COMPONENTS, ROOF DRAINS AND OTHER UTILITIES. THE CONTRACTOR IS TO UTILIZE CARE WHEN WORKING IN AREAS THAT CONTAIN IRRIGATION SYSTEMS. ANY DAMAGE TO IRRIGATION SYSTEMS DUE TO NEGLIGENCE ON THE PART OF THE CONTRACTOR SHALL BE REPAIRED AT THE EXPENSE OF THE CONTRACTOR. ANY DAMAGE TO SUCH UTILITIES THAT THE ENGINEER DETERMINES TO BE DUE TO THE CONTRACTORS NEGLIGENCE, SHALL BE REPAIRED AT THE EXPENSE OF THE CONTRACTOR, WITHOUT ADDITIONAL COST TO THE OWNER. IRRIGATION SYSTEM REPAIRS AND REPAIRS TO UNDERGROUND DOG FENCE SHALL BE COMPLETED IN A TIMELY MANNER. IRRIGATION COMPONENTS IN CONFLICT WITH PROPOSED WORK WILL BE RELOCATED (AS DIRECTED BY THE ENGINEER) BY THE CONTRACTOR UNDER FORCE ACCOUNT, OR UNDER OTHER PROVISIONS MADE BY THE CITY. THE CONTRACTOR IS RESPONSIBLE FOR THE SUPPORT AND PROTECTION OF UTILITIES IN ANY EXCAVATION. THE COST FOR THIS WORK IS TO BE INCLUDED IN THE PRICE FOR EACH BID ITEM.

COORDINATING WITH UTILITIES

IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE THEIR WORK WITH THE PRIVATE UTILITIES AS REQUIRED. THE UTILITY OWNER MAY BE REQUIRED TO BRACE, TEMPORARILY SUPPORT, OR RELOCATE THEIR RESPECTIVE UTILITIES SO THAT THE PROPOSED ROADWAY WORK MAY PROCEED.

UTILITIES KNOWN TO BE LOCATED WITHIN THE LIMITS OF THIS PROJECT ARE LISTED BELOW WITH CONTACT INFORMATION.

COLUMBIA GAS OF OHIO
MATT MEYERS
FIELD ENGINEER
1600 DUBLIN ROAD
COLUMBUS, OHIO 43215
OFFICE: 614-818-2113
CELL: 614-315-3770

AT&T (CABLE)
ROGER MIKESSELL
111 NORTH FOURTH STREET
ROOM 802
COLUMBUS, OH 43215
OFFICE: 614-223-7162

AMERICAN ELECTRIC POWER
PAUL PAXTON
REGION TECHNICIAN
850 TECH CENTER DRIVE
GAHANNA, OHIO 43230-6605
OFFICE: 614-883-6831
CELL: 614-949-8883

AT&T (CONDUIT)
GARY VAN ALMSICK
111 NORTH FOURTH STREET
ROOM 802
COLUMBUS, OH 43215
OFFICE: 614-223-7276

CITY OF COLUMBUS
DIVISION OF WATER.
910 DUBLIN ROAD
2ND FLOOR
COLUMBUS, OH 43215
OFFICE: 614-645-7677

TIME WARNER CABLE
RAY MAURER
CONSTRUCTION SUPERVISOR
3760 INTERCHANGE DRIVE
COLUMBUS, OHIO 43204
OFFICE: 614-481-5262
CELL: 614-348-2979

CITY OF DUBLIN
DIVISION OF ENGINEERING
DARREN LEE, P.E.
5800 SHIER-RINGS ROAD
DUBLIN, OHIO 43016
OFFICE: 614-410-4625
CELL: 614-743-9973

WIDE OPEN WEST
MARK FREY
CONSTRUCTION MANAGER
3675 CORPORATE DRIVE
COLUMBUS, OH 43231
OFFICE: 614-948-4653
CELL: 614-668-7632

DUBLINK DEVELOPMENTS
DEAN PENCE
1810 ARLINGTON LANE
COLUMBUS, OH 43228
OFFICE: 614-274-8100

TEAM FISHEL
JOE TEPPER
PROJECT ENGINEER
1600 WALCUTT ROAD
COLUMBUS, OH 43228
OFFICE: 614-921-4616
CELL: 614-323-8079

IN ADDITON TO CONTACTING THE OHIO UTILITIES PROTECTION SERVICE (TELEPHONE

NUMBER 800-362-2764) THE CONTRACTOR SHALL GIVE NOTICE OF INTENT TO CONSTRUCT TO OWNERS OF UNDERGROUND UTILITIES THAT ARE NOT MEMBERS OF A REGISTERED UNDERGROUND PROTECTION SERVICE. NOTICE SHALL BE GIVEN AT LEAST 2 WORKING DAYS BEFORE START OF CONSTRUCTION.

THE CITY OF DUBLIN AND THE CITY ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR DEPTHS OF UNDERGROUND FACILITIES SHOWN ON THE PLANS. IF DAMAGE IS CAUSED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF THE SAME AND FOR ANY RESULTING CONTINGENT DAMAGE.

COORDINATION / MANAGEMENT AND OVERSIGHT

THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE SCHEDULING AND COORDINATION AND OVERSIGHT OF THE WORK PERFORMED BY THEIR PERSONNEL AS WELL AS THAT OF ALL SUBCONTRACTORS. THE CONTRACTOR SHALL HAVE, ONSITE AT ALL TIMES, A DESIGNATED PROJECT MANAGER ON SITE DURING TIMES AT WHICH WORK IS PERFORMED BY THEIR PERSONNEL OR ANY SUBCONTRACTOR. CONTRACTOR SHALL COORDINATE HIS WORK TO FACILITATE WORK BY OTHERS IN THE RIGHT-OF-WAY AND OUTSIDE OF THE CONSTRUCTION WORK LIMITS.

GEOTECHNICAL INFORMATION

NO SUBSURFACE EXPLORATION OF THE PROJECT WAS PERFORMED.

TEST HOLES

THE CONTRACTOR IS ENCOURAGED TO DIG TEST HOLES AT THE PROJECT SITE PRIOR TO MAKING THEIR BID TO FAMILIARIZE THEMSELVES WITH SITE SUBSURFACE CONDITIONS. THE BIDDER SHALL TAKE INTO ACCOUNT ANY DIFFICULTY THEY PERCEIVE IN CONSTRUCTING THE PROJECT DUE TO ACCESS, ROCK, GROUND WATER, WEAK SOILS, TOPSOIL, ETC.

ALL EXCAVATION SHALL BE CONSIDERED AS UNCLASSIFIED, INCLUDING ROCK.

EXISTING ROADWAY SECTION INFORMATION

THE TABLE BELOW LISTS THE EXISTING PAVEMENT SECTIONS. THIS DATA IS FROM CORES OR HISTORICAL DATA, AND IS PROVIDED FOR THE CONTRACTOR'S CONVENIENCE. ACTUAL SECTIONS MAY VARY FROM THOSE LISTED.

EXISTING SECTION DATA		
AREA	ASPHALT THICKNESS (INCHES +/-)	AGGREGATE BASE (INCHES +/-)
FRONT PARKING LOT	3	4" ITEM 304, 4" NO. 2 STONE
ENTRANCE DRIVE	7	4" ITEM 304, 4" NO. 2 STONE

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DAL

REVISION
2/17/2016

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GENERAL NOTES

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PROPOSAL

NO EXTRA COMPENSATION WILL BE PAID TO THE CONTRACTOR BY REASON OF COMPLIANCE WITH ANY OF THE REQUIREMENTS INDICATED IN THE SPECIFICATIONS, BUT PAYMENT SHALL BE DEEMED TO BE INCLUDED AMONG THE ITEMS, AS BID UPON, UNLESS OTHERWISE SPECIFICALLY PROVIDED

INSPECTION

ALL INSPECTIONS SHALL BE PROVIDED BY THE CITY OF DUBLIN, UNLESS OTHERWISE PROVIDED HEREIN.

LAWN RESTORATION

THE COST FOR ALL GRADING AND RESTORATION OF DISTURBED AREAS RESULTING FROM CURB, OR CURB AND GUTTER REPLACEMENT SHALL BE INCLUDED IN EACH RESPECTIVE PAY ITEM, TOPSOIL PLACED SHALL BE PAID UNDER ITEM 653. BACKFILLING, SEEDING AND MULCHING SHALL BE COMPLETED AS SOON AS POSSIBLE AFTER FORMS ARE REMOVED. ALL RESTORATION SHALL BE COMPLETE WITHIN 10 DAYS OF RELATED WORK. WHERE SIDEWALKS ARE LOWERED GRASS BETWEEN THE BACK OF SIDEWALK AND THE RIGHT-OF-WAY LINE SHALL BE GRADED TO THE LEAST POSSIBLE SLOPE. ALL DISTURBED AREAS SHALL BE RESTORED, SEEDED AND MULCHED AND MAINTAINED IN ACCORDANCE WITH ITEMS 653 AND 659.

CONSTRUCTION LAYOUT

ALL CONSTRUCTION SURVEY, ELEVATION, AND LAYOUT STAKES FOR THIS ROADWAY PROJECT SHALL BE PROVIDED BY THE CONTRACTOR. THE COSTS FOR SUCH SHALL BE INCLUDED IN THE ASSOCIATED PAY ITEMS UNLESS SPECIFICALLY NOTED OTHERWISE. THE CONTRACTOR SHALL VERIFY THE PROPOSED GRADES OF NEW WORK TO ENSURE PROPER DRAINAGE PRIOR TO THE PLACEMENT OF NEW WORK. THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAINING LINE AND GRADE INCLUDING ADJUSTMENT MADE THERETO BY THE ENGINEER IN ORDER TO IMPROVE OR CORRECT DRAINAGE PROBLEMS.

ALL CONSTRUCTION LAYOUT STAKES, EQUIPMENT AND MATERIALS FOR THIS PROJECT SHALL BE PROVIDED BY THE CONTRACTOR.

SUBMITTALS

CONTRACTOR SHALL FURNISH ENGINEER WITH SUBMITTALS DETAILING TYPE OF PIPE, FITTINGS, JOINTS, STRUCTURES, HYDRANTS, CULVERTS, ETC. FOR THEIR APPROVAL PRIOR TO BEGINNING FABRICATION.

PROPOSED CURB ELEVATION(S): THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE EXISTING AND PROPOSED CURB ELEVATIONS FOR WORK AREAS PRIOR TO COMMENCEMENT OF CURB REMOVAL AND REPLACEMENT. THE CONTRACTOR SHALL BRING TO THE ENGINEERS ATTENTION ANY PROBLEM AREAS THAT MAY NEED ADJUSTMENT THAT IMPACT ADJACENT AREAS NOT INCLUDED WITHIN THE PLANNED LIMITS.

SURVEY MONUMENTATION

THE CONTRACTOR SHALL CAREFULLY PRESERVE SURVEY REFERENCE POINTS (E.G. BENCH MARKS, PROPERTY CORNERS, REFERENCE POINTS, STAKES AND OTHER SURVEY REFERENCE MONUMENTS OR MARKERS). WHERE SURVEY REFERENCE POINTS ARE DISTURBED DUE TO NEGLIGENCE OR CARELESS OPERATIONS BY THE CONTRACTOR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESETTling THE SURVEY REFERENCE POINTS. RESETTling OF SURVEY REFERENCE POINTS SHALL BE PERFORMED BY AN OHIO PROFESSIONAL SURVEYOR, LICENSED BY THE STATE OF OHIO, AS APPROVED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

STAGING AREA

THE CONTRACTOR SHALL MAKE THEIR OWN PROVISIONS TO PROVIDE STAGING AREA(S) IF THAT AREA IS OUTSIDE THE RIGHT-OF-WAY. ALL AREAS DISTURBED SHALL BE FULLY RESTORED TO THEIR ORIGINAL CONDITIONS OR BETTER TO THE SATISFACTION OF THE CITY OF DUBLIN. THE CONTRACTOR AT HIS EXPENSE SHALL PERFORM ALL RESTORATION. WORK CLOSE TO EXISTING TREES SHALL REQUIRE THE INSTALLATION OF TREE PROTECTION FENCING.

SIDEWALK WORK ZONES: NO CONSTRUCTION MATERIALS ARE TO BE LEFT IN THE WORK ZONE UNLESS NEATLY STACKED, AND THE WORK ZONE IS ENCLOSED AND SECURED WITH CONSTRUCTION FENCING. CONCRETE FORM PINS LEFT IN PLACE AND UNATTENDED SHALL HAVE PROTECTION CAPS INSTALLED. CONCRETE FORMS, STAKES, AND DEBRIS SHALL BE REMOVED FROM THE SITE THE SAME DAY THAT THE FORMS ARE STRIPPED.

DEWATERING

THE COST OF ANY DEWATERING OPERATIONS REQUIRED FOR THE CONSTRUCTION OF THE STORM SEWERS, CULVERTS, WATERLINES, AND/OR CONDUITS SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS ITEMS.

DRAINAGE

THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS SO AS TO MAINTAIN AT ALL TIMES STORM SEWER, DRAIN, AND DITCH FLOWS THROUGH EXISTING FACILITIES UNTIL NEW FACILITIES ARE COMPLETED AND PUT INTO SERVICE. THE FLOW OF ALL STORM SEWERS, DRAINS, AND OTHER WATER COURSES ENCOUNTERED AND DISTURBED OR DESTROYED DURING THE PROSECUTION OF THE WORK SHALL BE RESTORED BY THE CONTRACTOR TO A CONDITION SATISFACTORY TO THE CITY ENGINEER. PAYMENT FOR THIS SHALL BE INCLUDED IN THE PRICES BID FOR THE VARIOUS ITEMS OF THE CONTRACT.

ALL FIELD TILE BROKEN OR ENCOUNTERED DURING EXCAVATION SHALL BE REPLACED OR REPAIRED IN LIKE KIND AND CONNECTED TO THE NEAREST STORM SEWER OR OPEN CHANNEL OUTLET, RESTORING NORMAL FUNCTION TO THE TILE, AS DIRECTED BY THE CITY ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICES BID FOR THE VARIOUS ITEMS OF THE CONTRACT.

WHERE THE WORK CALLS FOR RELOCATION OF EXISTING DITCHES OR STORM SEWER, THE CONTRACTOR SHALL REESTABLISH THE OUTLETS OF ALL PRIVATE DRAINS ENCOUNTERED; SUCH AS DOWNSPOUTS, FOUNDATION DRAINS, CATCH BASINS, YARD DRAINS, ETC., INTO THE NEAREST NEW DITCH OR STORM SEWER. THE COST FOR REESTABLISHING PRIVATE DRAIN OUTLETS SHALL BE INCLUDED IN THE VARIOUS STORM SEWER ITEMS.

CONDUIT END TREATMENT

DIRECTLY FOLLOWING PLACEMENT OF ANY CONDUITS, THE CONTRACTOR SHALL CONSTRUCT THE END TREATMENTS REQUIRED BY THE PLANS AT BOTH THE OUTLET AND INLET ENDS. THIS SHALL INCLUDE HEADWALLS, FLARED END SECTIONS, RIPRAP, ROCK CHANNEL PROTECTION, SEEDING, ETC.

ITEM 601 ROCK CHANNEL PROTECTION (BY TYPE) WITH FILTER FABRIC SHALL BE PROVIDED AT THE OUTLET END OF ALL STORM SEWERS AS ON ODOT STANDARD DRAWING HW-2.2M, AND THE LOCATIONS AND DIMENSIONS SHOWN ON THE PLANS. ITEM 601 MATERIALS SHALL CONSIST OF NATURAL, BROKEN, OR CRUSHED ROCK. BROKEN CONCRETE MATERIALS ARE UNACCEPTABLE. THE FILTER UNDERLYING ROCK CHANNEL PROTECTION SHALL BE FILTER FABRIC AS PER SECTION 601.08.

REVIEW OF DRINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT, AND AGAIN BEFORE FINAL ACCEPTANCE BY THE CITY, REPRESENTATIVES OF THE CITY AND THE CONTRACTOR SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS AND CATCH BASINS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE CITY. THE CONTRACTOR IS RESPONSIBLE FOR CLEANING AND REMOVAL OF DEBRIS DUE TO CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHOULD DOCUMENT THE PRESENCE OF ANY DEBRIS PRESENT PRIOR TO CONSTRUCTION. ANY DEBRIS PRESENT THAT IS, IN THE ENGINEERS OPINION, RELATED TO THE CONSTRUCTION ACTIVITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE CITY ENGINEER.

PAYMENT FOR ALL INSPECTIONS, CLEANING, AND MAINTENANCE OF EXISTING AND NEW STORM SEWER SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RELATED ITEMS.

STORM SEWER

ALL STORM SEWERS SHALL BE REINFORCED CONCRETE PIPE CONFORMING TO ASTM DESIGNATION C76, WALL B, CLASS IV FOR PIPE DIAMETERS 12 INCHES TO 15 INCHES AND CLASS III FOR 18 INCHES AND LARGER, UNLESS OTHERWISE SHOWN ON THE PLANS.

ALL INLETS, CATCH BASINS, AND MANHOLES SHALL BE CHANNELIZED.

ALL CATCH BASINS AND CURB INLETS MUST BE FURNISHED WITH BIKE SAFE GRATES.

ROADWAY UNDERDRAINS SHALL BE DISCHARGED INTO THE NEAREST STORM WATER STRUCTURE AVAILABLE ALONG THE LINE OF FLOW UNLESS SHOWN OTHERWISE ON THE PLANS.

HDPE FLARED ENDS CALLED FOR ON THE PLANS SHALL BE ADVANCED DRAINAGE SYSTEMS (ADS) "FLARED END SECTIONS", OR APPROVED EQUAL, WITH THREADED RODS AND WING NUTS. N-12 ADAPTER FITTINGS FOR CONNECTION TO CONCRETE PIPE SHALL BE INCLUDED IN THE PER EACH PRICE BID FOR THE FLARED END SECTIONS.

ALL NEW AND EXISTING CONDUITS, INLETS, CATCH BASINS AND MANHOLES WITHIN THE CONSTRUCTION LIMITS SHALL BE INSPECTED PRIOR TO ANY CONSTRUCTION ACTIVITIES. ANY DEBRIS PRESENT PRIOR TO CONSTRUCTION SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER. ALL DEBRIS DISCOVERED DURING AND FOLLOWING CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE. ALL EXISTING CONDUITS, INLETS, CATCH BASINS AND MANHOLES WITHIN THE CONSTRUCTION LIMITS SHALL BE INSPECTED FOLLOWING ALL CONSTRUCTION ACTIVITIES

AND SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEANED CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE CITY.

PAYMENT FOR ALL INSPECTIONS, CLEANING, AND MAINTENANCE OF EXISTING AND NEW STORM SEWER SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RELATED ITEMS.

WHERE PLANS CALL FOR CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES FOR BOTH LINE AND GRADE PRIOR TO THE START OF PIPE LAYING. IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT OR EXISTING APPURTENANCE TO BE CONNECTED DIFFERS FROM THE PLAN ELEVATION, THE CITY ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF IT IS CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION ON ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

BACKFILL

BACKFILL WITHIN A 1:1 INFLUENCE LINE OF EXISTING STRUCTURES (PAVEMENTS, SIDEWALKS, CURBS, ETC.) SHALL BE ITEM 912, COMPACTED GRANULAR MATERIAL, OR ITEM 636, TYPE 2.

TRENCHES WITHIN 2 FEET OF PROPOSED PAVEMENT, CURB AND GUTTER, BERM, SHOULDERS, SIDEWALK, OR BIKE PATH, OR WHERE SPECIFICALLY CALLED FOR ON THE PLANS, SHALL BE BACKFILLED WITH COMPACTED GRANULAR MATERIAL ACCORDING TO ITEM 912 OF THE STANDARD SPECIFICATIONS.

GRANULAR BACKFILL SHALL BE COMPACTED GRANULAR MATERIAL ACCORDING TO ITEM 912 OF THE STANDARD SPECIFICATIONS OR CONTROLLED DENSITY BACKFILL ACCORDING TO ITEM 636, TYPE 2, OF THE STANDARD SPECIFICATIONS AS DIRECTED BY THE CITY ENGINEER. ITEM 912 MATERIAL SHALL CONSIST OF NATURAL, BROKEN, OR CRUSHED ROCK. SYNTHETIC OR MANMADE MATERIALS ARE UNACCEPTABLE.

ALL TRENCHES WITHIN PAVEMENT, BERM, AND SHOULDER LIMITS SHALL BE BACKFILLED OR SECURELY PLATED DURING NON-WORKING HOURS. TRENCHES OUTSIDE THESE AREAS SHALL BE BACKFILLED OR SHALL BE PROTECTED BY APPROVED TEMPORARY FENCING OR BARRICADES DURING NONWORKING HOURS. CLEAN UP SHALL FOLLOW CLOSELY BEHIND THE TRENCHING OPERATION.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONDITION OF THE TRENCHES FOR A PERIOD OF ONE YEAR FROM FINAL ACCEPTANCE OF THE WORK, AND SHALL MAKE ANY NECESSARY REPAIRS AT NO COST TO THE CITY.

EROSION AND SEDIMENTATION CONTROL

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING NECESSARY AND ADEQUATE MEASURES FOR PROPER CONTROL OF EROSION AND SEDIMENTATION RUNOFF FROM THE SITE.

PRIOR TO CONSTRUCTION OPERATIONS IN A PARTICULAR AREA, ALL SEDIMENTATION AND EROSION CONTROL MEASURES SHALL BE IN PLACE. FIELD ADJUSTMENTS WITH RESPECT TO LOCATIONS AND DIMENSIONS MAY BE MADE BY THE ENGINEER AS REQUIRED.

CONTRACTOR SHALL PROVIDE, INSTALL, MAINTAIN AND REMOVE TEMPORARY EROSION CONTROL MEASURES AS NEEDED TO KEEP DEBRIS FROM ENTERING THE STORM SYSTEM DURING CONSTRUCTION ACTIVITIES.

TEMPORARY EROSION CONTROL FEATURES SHALL BE ADEQUATELY MAINTAINED AND SHALL BE REMOVED OR REPLACED WHEN DIRECTED BY THE CITY ENGINEER AT NO EXTRA COST TO THE CITY.

IMMEDIATELY AFTER PLACEMENT OF ANY CONDUITS, THE CONTRACTOR SHALL CONSTRUCT THE END TREATMENTS REQUIRED BY THE PLANS AT BOTH THE OUTLET AND INLET ENDS. THIS SHALL INCLUDE HEADWALLS, ROCK CHANNEL PROTECTION, SEEDING, ETC.

STORAGE OF MATERIALS

NO MATERIALS, INCLUDING PIPE, SHALL BE STORED WITHIN TWENTY (20) FEET OF ANY INTERSECTING STREET OR DRIVEWAY. DURING NON-WORKING HOURS, STORAGE OF EQUIPMENT SHALL COMPLY WITH THESE SAME REQUIREMENTS AND SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF THEIR LEGAL RESPONSIBILITIES OR LIABILITIES FOR THE SAFETY OF THE PUBLIC. NO MATERIAL SHALL BE STOCKPILED OR DUMPED WITHIN THE CITY RIGHT-OF-WAY OR ON CITY OWNED PROPERTY WITH OUT PRIOR APPROVAL FROM THE ENGINEER. ALL TRAILERS OR EQUIPMENT PARKED IN ROADWAY SHALL BE CONED OFF FOR SAFETY. LUMINARIES SHALL BE UTILIZED AS REQUESTED.

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III / IX

SUBGRADE COMPACTION

THE CITY SHALL PROVIDE AND PAY FOR ALL SOIL INSPECTION AND TESTING SERVICES BY A SOILS INSPECTOR DURING EARTHWORK OPERATIONS FOR PREPARATION OF THE SUBGRADE TO VERIFY THE COMPACTION REQUIREMENTS SET FORTH IN ITEM 203.07.

ALL SOIL SUBGRADES SHALL BE PREPARED AND COMPACTED IN ACCORDANCE WITH ITEM 204 TO A DEPTH OF 12-INCHES BELOW THE SUBGRADE SURFACE. SUBGRADE SHALL BE SCARIFIED AND CONTAIN SUFFICIENT MOISTURE TO MEET ITEM 203 COMPACTION REQUIREMENTS.

SUBGRADE COMPACTION SHALL BE REQUIRED UNDER PAVEMENT, SIDEWALKS AND BIKE PATHS, AND SHALL FOLLOW THE REQUIREMENTS FOR COMPACTION UNDER DRIVEWAYS AS DESCRIBED IN SECTION 204.03.

THE CONTRACTOR SHALL DEFINE THE LIMITS OF ANY WEAK SOILS ENCOUNTERED BY PROOF ROLLING. WHERE SOFT SUBGRADE IS ENCOUNTERED IN CUTS, DUE TO NO FAULT OF THE CONTRACTOR, AND SATISFACTORY COMPACTION CANNOT BE OBTAINED, THE UNSTABLE MATERIAL SHALL BE REMOVED AND REPLACED PER SECTION 204.04.

PAVEMENT

PAVEMENTS SHALL BE CUT IN NEAT, STRAIGHT LINES TO THE FULL DEPTH OF THE PAVEMENT, OR AS REQUIRED BY THE CITY ENGINEER.

BUTT JOINTS BETWEEN EXISTING AND NEW PAVEMENT SHALL BE MADE WHERE INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH ODOT STD. CONSTRUCTION DWG. BP-3.1. ALL BUTT JOINTS SHALL BE RAMPED UP TO MEET ADJOINING SURFACES AS SOON AS POSSIBLE FOLLOWING PAVEMENT REMOVAL ACTIVITIES. THE CONTRACTOR SHALL SCHEDULE ALL PAVING WORK WHERE MORE THAN 3" OF PAVING SURFACE IS REMOVED TO PLACE THE ASPHALT BASE OR LEVELING COURSE THE SAME WORK DAY.

THE CONTRACTOR SHALL SUBMIT TO THE CITY ENGINEER AT THE PRE-CONSTRUCTION MEETING HIS PROPOSED DESIGN MIX FORMULA FOR ALL BITUMINOUS MIXTURES TO BE INCORPORATED ON THE PROJECT FOR REVIEW AND APPROVAL. A DESIGN MIX FORMULA SHALL BE SUBMITTED FOR EACH MIXTURE AND EACH PRODUCER AND SHALL PROVIDE GRADATION OF ALL COMPONENT AGGREGATES, PERCENTAGE OF BLENDING OF AGGREGATES, PERCENTAGE OF BITUMEN, ANY ADDITIVES AND APPLICATION RATE, NAMES AND ADDRESSES OF AGGREGATE SUPPLIERS, MARSHALL MIX DESIGN DATA, AND THE THEORETICAL LABORATORY DENSITY.

THE CONTRACTOR SHALL NOT USE ANY RECLAIMED MATERIALS IN ITEM 304.

RECLAIMED MATERIAL (AGGREGATE) IS PERMITTED TO BE INCORPORATED IN THE FOLLOWING, AND SUBJECT TO THE LISTED MAXIMUMS LIMITS. THE JMF MUST ACCOUNT FOR THE USE OF THE RECLAIMED MATERIAL IN THE MIX DESIGN PROCESS.

ITEM 441 ASPHALTIC CONCRETE SURFACE COURSE, TYPE-1, (448), PG64-22
MAXIMUM 20% RECLAIMED MATERIAL

ITEM 441 ASPHALTIC CONCRETE INTERMEDIATE COURSE, TYPE-2, (448), PG64-22
MAXIMUM 35% RECLAIMED MATERIAL

AGGREGATE SHALL CONSIST OF NATURAL, BROKEN OR CRUSHED ROCK. SYNTHETIC OR MAN-MADE MATERIALS ARE NOT PERMITTED.

ITEM 441 ASPHALTIC CONCRETE SURFACE COURSE, TYPE-1, (448), PG64-22, SHALL BE SUBJECT TO THE PROVISIONS OF SUPPLEMENT 1055.

CONCRETE

ALL CONCRETE SHALL BE CLASS 'C' UNLESS OTHERWISE NOTED. MIX DESIGNS USING FLY ASH MUST BE PRE-APPROVED BY THE ENGINEER. ALL CONCRETE TICKETS SHALL BE LABELED WITH THE FOLLOWING INFORMATION: 1) THE LOCATION(S) WHERE THE LOAD(S) WERE PLACED, 2) TIME OF ARRIVAL AND TIME OF COMPLETION OF UNLOADING, 3) AMOUNT OF WATER ADDED TO LOAD, AND/OR PORTION OF LOAD 4) OTHER PERTINENT INFORMATION AS REQUESTED BY THE ENGINEER. ALL TICKETS SHALL BE DELIVERED TO THE ENGINEER OR THE ENGINEER'S REPRESENTATIVE WITHIN 24 HOURS OF PLACEMENT OF CONCRETE. CONCRETE SHALL BE SUBJECT TO FIELD TESTING AT ALL TIMES. COLD WEATHER PROTECTION FOR CONCRETE SHALL BE INCIDENTAL TO THE ASSOCIATED WORK.

FINISHING

SIDEWALK / FLATWORK WIDTH AND FINISH SHALL BE THE SAME AS THE ADJACENT EXISTING SECTIONS UNLESS DIRECTED BY THE ENGINEER. ALL JOINTS AND EDGES ARE TO BE TOOLED AND RETRACED. CONCRETE PLACED UNDER ITEM 452 CONCRETE BASE SHALL BE SAW CUT WITHIN 24-36 HOURS OF PLACEMENT.

CURING

ALL CONCRETE SHALL BE CURED IN ACCORDANCE WITH SECTION 451.10 (CMS) UTILIZING VOCOMP-20 WATER-BASED, ACRYLIC CONCRETE CURING AND SEALING COMPOUND, BY W.R. MEADOWS, INC.

WASHING OUT CONCRETE TRUCKS

WASHING OUT THE CONCRETE TRUCKS ON THE STREET OR SIDEWALK SHALL NOT BE ALLOWED. CONCRETE WASHED OUT INTO EXCAVATIONS SHALL REMOVED WITHIN 24 HOURS. PROVIDING PROVISIONS FOR CONCRETE WASHOUT IS THE RESPONSIBILITY OF

THE CONTRACTOR.

REMOVAL OF CONSTRUCTION DEBRIS

THE CONTRACTOR SHALL REMOVE CONSTRUCTION DEBRIS ON A DAILY BASIS. NO CONSTRUCTION MATERIALS ARE TO BE STORED WITHIN ANY PUBLIC R.O.W. THE CONTRACTOR MUST BE DILIGENT IN MAINTAINING BARRICADES TO PROTECT THE WORK AREA. ALL EXCAVATED MATERIAL AND DEBRIS SHALL BE IMMEDIATELY PLACED INTO TRUCK OR OTHER VEHICLE FOR DISPOSAL. NO TRASH SHALL BE LEFT ON SITE OR BURIED IN EXCAVATIONS. TRASH SHALL BE IMMEDIATELY PLACED INTO PROPER RECEPTACLES OR CONTAINERS AND DISPOSED OF BY THE CONTRACTOR. PAVING AREAS SHALL BE SWEEPED CLEAN OF DEBRIS WITHIN 48 HOURS OF COMPLETION OF THE PAVING OPERATIONS.

CONSTRUCTION MATERIALS

NO ALTERNATES OR DEVIATIONS SHALL BE PERMITTED FROM THOSE CONSTRUCTION MATERIALS SHOWN THE PLANS. BIDDERS SHALL NOT SUBMIT ALTERNATES WITH THEIR BID.

PAVEMENT MARKINGS

ALL TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED OR OBSCURED PRIOR TO THE APPLICATION OF PERMANENT PAVEMENT MARKINGS.

NO PERMANENT PAVEMENT MARKINGS SHALL BE INSTALLED WITHOUT PRIOR APPROVAL OF PRELIMINARY LAYOUT MARKINGS BY THE ENGINEER.

ADDITIONAL MISCELLANEOUS PROVISIONS

EXCESS EXCAVATED MATERIAL FROM THIS PROJECT SHALL BE HAULED OFF-SITE BY THE CONTRACTOR. COMPENSATION FOR HAULING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203.

ALL SIGNS, LANDSCAPING, STRUCTURES, OR OTHER APPURTENANCES DISTURBED OR DAMAGED DURING CONSTRUCTION SHALL BE REPLACED OR REPAIRED TO THE SATISFACTION OF THE CITY ENGINEER. THE COST OF THIS WORK SHALL BE PAID FOR BY THE CONTRACTOR.

EXISTING CONCRETE CURB AND CONCRETE CURB AND GUTTER SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR WHERE INDICATED ON THE PLANS IN ACCORDANCE WITH ITEM 202 AS SPECIFIED HEREIN.

THE COST OF ALL ASPHALT PAVEMENT REMOVAL AND DISPOSAL SHALL BE INCLUDED IN THE PRICE BID PER CUBIC YARD FOR ITEM 203, EXCAVATION UNLESS SPECIFIED OTHERWISE IN THE PLANSET. THE COST OF CONCRETE PAVEMENT REMOVAL AND DISPOSAL WILL BE PAID AT THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 202, CONCRETE PAVEMENT REMOVED AND DISPOSED OF.

THE CONTRACTOR'S CONSTRUCTION ACTIVITIES SHALL BE CONDUCTED SO AS TO ELIMINATE ALL UNNECESSARY NOISE, DUST, AND ODORS. THE USE OF OIL OR OTHER MATERIAL FOR DUST CONTROL, WHICH MAY CAUSE TRACKING, IS NOT PERMITTED.

TRENCH EXCAVATION SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF TRENCH OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.

IN THE EVENT THAT IT BECOMES NECESSARY FOR THE CITY TO PERFORM WORK OF AN IMMEDIATE NATURE (SUCH AS THE PLACEMENT OF BARRICADES OR REPLACEMENT OF SIGNS AND OTHER WARNING OR PROTECTIVE DEVICES) BECAUSE OF FAILURE OR REFUSAL OF THE CONTRACTOR TO PERFORM SUCH WORK AS REQUIRED BY THE CONTRACT, THE CONTRACTOR SHALL REIMBURSE THE CITY AT THE RATE OF 2.5 TIMES THE ACTUAL COST OF LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO PERFORM SUCH WORK. THE CITY SHALL BE REQUIRED TO NOTIFY OR ATTEMPT TO NOTIFY THE DESIGNATED REPRESENTATIVE OF THE CONTRACTOR OF THE NECESSITY TO PERFORM SUCH WORK. IF THE CONTRACTOR REFUSES OR FAILS WITHIN A REASONABLE TIME TO PERFORM OR CAUSE THE PERFORMANCE OF SUCH WORK, THE CITY SHALL BE REIMBURSED BY THE CONTRACTOR IN THE AMOUNT PROVIDED HEREIN BY WAY OF A DEDUCTION FROM THE CONTRACTOR'S NEXT PAYMENT UNDER THE CONTRACT. REASONABLE TIME FOR ALL STREETS AND WORK AREAS INVOLVED ON THIS CONTRACT IS 1 HOUR FROM THE TIME OF NOTIFICATION BY THE CITY.

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IV / IX

4

WORK ITEMS

ITEM 202 ASPHALT PAVEMENT REMOVED AND DISPOSED OF, A.P.P.

THIS ITEM CONSISTS OF THE REMOVAL AND DISPOSAL OF EXISTING ASPHALT PAVEMENT, (4" - 8"), AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE TO SAWCUT AND PROTECT ADJACENT PAVEMENT SECTIONS INTENDED TO REMAIN. IN THE EVENT THAT ADJACENT PAVEMENT SECTIONS BECOME DAMAGED, THE DAMAGED SECTIONS WILL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE CITY. UNLESS ADDITIONAL EXCAVATION IS SPECIFIED, THIS ITEM SHALL ALSO INCLUDE NECESSARY EXCAVATION AND HAULING OF SPOILS NECESSARY TO MEET REQUIRED GRADE ELEVATIONS PER PLAN. REMOVED MATERIALS SHALL BE PLACED IMMEDIATELY IN A VEHICLE FOR REMOVAL WITH NO MATERIAL PLACED OR STORED ON THE SITE.

THE BID PRICE FOR THIS ITEM INCLUDES ALL COSTS FOR TRAFFIC CONTROL DEVICES, REMOVAL AND DISPOSAL, NO PAYMENT WILL BE MADE FOR ANY SECTION OF THE WORK UNTIL ALL ITEMS ASSOCIATED WITH THE SECTION ARE COMPLETE. NO PAYMENT WILL BE MADE UNDER THIS SECTION FOR WORK DESIGNATED TO BE PERFORMED UNDER ITEM 202 EXCAVATION, OR UNDER ITEM 254 PAVEMENT PLANING. WORK IS TO BE PAID PER SQUARE YARD (SY) OF ASPHALT PAVEMENT REMOVED AND DISPOSED OF.

ITEM 202 CONCRETE REMOVED AND DISPOSED OF, A.P.P.

THIS ITEM CONSISTS OF THE REMOVAL AND DISPOSAL OF EXISTING CONCRETE OR BRICK PAVEMENT, CURB RAMPS, DRIVE APRONS (4" - 8" THICK) OR OTHER WORK AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE TO SAW CUT AND PROTECT ADJACENT WALK/PAVEMENT SECTIONS INTENDED TO REMAIN. IN THE EVENT THAT ADJACENT WALK/PAVEMENT SECTIONS BECOME DAMAGED, THE DAMAGED SECTIONS WILL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE CITY. THIS ITEM SHALL ALSO INCLUDE NECESSARY EXCAVATION AND HAULING OF SPOILS NECESSARY TO MEET REQUIRED GRADE ELEVATIONS FOR THE INSTALLATION OF NEW ADA COMPLIANT CURB RAMPS AND ADJACENT WALKS, CURBING, AND RETAINING WALLS. REMOVED MATERIALS SHALL BE PLACED IMMEDIATELY IN A VEHICLE FOR REMOVAL WITH NO MATERIAL PLACED OR STORED ON THE SITE.

TREE ROOTS ENCOUNTERED DURING EXCAVATION SHALL BE REMOVED IN LOCATIONS WHERE THEY INTERFERE WITH THE PLACEMENT OF THE WALK, RAMP OR APRON. ROOTS SHALL BE NEATLY SAWED (FREE OF SPLINTERS, SPLITS, AND BURNS) AND REMOVED TO A DEPTH OF AT LEAST FOUR (4) INCHES BELOW THE BOTTOM OF THE CONCRETE. IF THE CONTRACTOR ENCOUNTERS ROOTS LARGER THAN 2" IN DIAMETER, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR DIRECTION ON HOW TO PROCEED.

THE BID PRICE FOR THIS ITEM INCLUDES ALL COSTS FOR TRAFFIC CONTROL DEVICES, REMOVAL AND DISPOSAL, NO PAYMENT WILL BE MADE FOR ANY SECTION OF THE WORK UNTIL ALL ITEMS ASSOCIATED WITH THE SECTION ARE COMPLETE. NO PAYMENT WILL BE MADE UNDER THIS SECTION FOR WORK DESIGNATED TO BE PERFORMED UNDER ITEM 202 EXCAVATION. WORK IS TO BE PAID PER SQUARE YARD (SY) OF CONCRETE /PAVEMENT REMOVED AND DISPOSED OF.

ITEM 202 CURB / CURB AND GUTTER REMOVED / DISPOSED OF, A.P.P.

THIS ITEM CONSISTS OF REMOVAL AND DISPOSAL OF EXISTING COMBINATION CURB AND GUTTER IN ACCORDANCE WITH ITEM 202 OF THE CMSC AS AMENDED IN VARIOUS LOCATIONS THROUGHOUT THE CITY AS DIRECTED BY THE ENGINEER.

THE EXISTING CURB AND GUTTER SHALL BE REMOVED IN SUCH A MANNER AS TO CAUSE NO DAMAGE TO THE ADJACENT PAVEMENT, DRIVEWAY APPROACH, ADJOINING SIDEWALK, AND/OR CURB AND GUTTER AND MINIMIZE DAMAGE TO THE TREE LAWN STRIP BETWEEN THE CURB AND SIDEWALK. THE CONTRACTOR SHALL SAW CUT AROUND CURB & GUTTER SECTIONS PRIOR TO REMOVAL. ALL ADJOINING PAVEMENT SHALL BE SAW CUT PRIOR TO REMOVAL OF CURB/ CURB & GUTTER. REMOVED MATERIALS SHALL BE PLACED IMMEDIATELY IN A VEHICLE FOR REMOVAL AND DISPOSAL WITH NO MATERIAL PLACED OR STORED ON THE SITE. IN THE EVENT THAT DAMAGE SHOULD OCCUR TO THE PAVEMENT, EXISTING CURB AND GUTTER OR THE GRASS STRIP, REPAIRS SHALL BE COMPLETED IN A MANNER APPROVED BY THE ENGINEER AS SOON AS POSSIBLE AT NO COST TO THE CITY.

CURB AND GUTTER THAT HAS BEEN REMOVED, AND IS TO BE REPLACED, SHALL BE REPLACED AS SOON AS POSSIBLE.

THE BID PRICE FOR THIS ITEM INCLUDES ALL COSTS FOR TRAFFIC CONTROL DEVICES, REMOVAL AND DISPOSAL, NO PAYMENT WILL BE MADE FOR ANY SECTION OF THE WORK UNTIL ALL ITEMS ASSOCIATED WITH THE SECTION ARE COMPLETE. WORK IS TO BE PAID PER LINEAR FOOT (LF) OF CURB & GUTTER REMOVED AND DISPOSED OF.

ITEM 203 EXCAVATION, A.P.P

ALL EXCAVATION SHALL BE CONSIDERED AS UNCLASSIFIED, INCLUDING ROCK.

THIS ITEM INCLUDES ALL WORK AS OUTLINED IN THE CMSC, AS AMENDED HEREIN. THIS ITEM CONSISTS OF ALL NECESSARY EQUIPMENT AND LABOR TO EXCAVATE AND HAUL SPOILS FROM DESIGNATED AREAS, RE-GRADE DISTURBED AREAS IN ORDER TO MEET NEWLY ESTABLISHED GRADES, AND CLEAR ROADWAY DITCHES TO RE-ESTABLISH UNIFORM FLOW CHANNEL.

THIS ITEM IS NOT TO BE USED WHERE WORK IS DESIGNATED BY THE ENGINEER TO BE DONE UNDER ITEM 254 PAVEMENT PLANING. ADDITIONAL COMPENSATION WILL NOT BE MADE WHERE ITEM 203 IS TO BE INCLUDED IN THE UNIT COST OF OTHER ITEMS SUCH AS ITEM 202 CONCRETE /PAVEMENT REMOVED AND DISPOSED OF, ITEM 608 CONC. FLATWORK / WALK W/ AGG BASE, A.P.P. (ANY THICKNESS), ITEM 609 CURBING. PAYMENT FOR THIS ITEM IS PER CUBIC YARD EXCAVATED AND HAULED AWAY.

ITEM 254 PAVEMENT PLANING, (DEPTH)", A.P.P.

THIS ITEM CONSISTS OF PLANING THE ASPHALT SURFACE IN ACCORDANCE WITH ODOTCMS ITEM 254. THE PAVEMENT SHALL BE PLANED TO A DEPTH AS SPECIFIED BELOW THE FACE OF GUTTER, OR BELOW THE CURRENT MAIN LINE SURFACE IN AREAS WITHOUT CURB AND GUTTER, AND AT A CONSISTENT DEPTH ACROSS THE SECTION IN ORDER TO MAINTAIN THE EXISTING PAVEMENT PROFILE (UNLESS THE ENGINEER DICTATES OTHERWISE). ANY EXISTING ASPHALT OR SLURRY SEAL ON THE GUTTER SHALL BE REMOVED AS A PART OF THIS ITEM. ALL BUTT JOINTS, DRIVE ENTRANCES, ADJOINING STREETS, AND STRUCTURES SHALL BE TEMPORARILY "RAMPED UP" BEFORE THE CONTRACTOR LEAVES EACH STREET. IN AREAS WHERE THE PLANING DEPTH RESULTS IN COMPLETE REMOVAL OF THE PAVEMENT SECTION, TYPICALLY 4 1/2" AND 6", THE SUB-GRADE SHALL BE RE-COMPACTED AS NEEDED AND DIRECTED BY THE ENGINEER. TEMPORARY RAMPS SHALL BE PLACED AS DIRECTED AND MAINTAINED AS NEEDED FOR ACCESS TO DRIVES AND INTERSECTIONS. THE STREET SHALL BE SWEEPED CLEAN AS WELL AS ANY DRIVEWAYS AND SIDEWALKS CLEANED OFF PRIOR TO THE END OF THE WORK DAY.

THE UNIT PRICE FOR THIS ITEM SHALL INCLUDE ALL LABOR EQUIPMENT AND MATERIALS FOR THE WORK INCLUDING SAWCUTTING, REMOVAL OF RPM'S, SUB-GRADE COMPACTION, SITE CLEAN UP, PLACEMENT OF TEMPORARY RAMPS, ALL TRAFFIC CONTROL DEVICES AND OTHER INCIDENTALS. PAYMENT WILL BE MADE PER SQUARE YARD (SY) OF PLANED SURFACE FOR ACTUAL AREAS.

ITEM 604 - STRUCTURE-RECONSTRUCT/ADJUST CB /INLET, A.P.P.

WORK SHALL BE PERFORMED UNDER THIS SECTION AS DIRECTED TO RECONSTRUCT EXISTING STORM STRUCTURES. THE WORK SHALL INCLUDE ALL NECESSARY LABOR AND MATERIALS TO COMPLETELY RECONSTRUCT THE STRUCTURES WHEN REPAIRS ARE REQUIRED GREATER THAN FOUR (4) FEET BELOW THE TOP OF THE STRUCTURE (NOT INCLUDING THE TOP OR CASTING).

THE CONTRACTOR SHALL REMOVE AND STORE THE TOP OR CASTING FOR RE-INSTALLATION. EXCAVATE AS REQUIRED AROUND THE STRUCTURE IN ORDER TO REMOVE EXISTING BRICK WALLS OR DETERIORATED CONCRETE DOWN TO THE FOUNDATION OF THE STRUCTURE OR AS DIRECTED BY THE ENGINEER. THE STRUCTURE SHALL BE PROPERLY PREPARED PRIOR TO INSTALLATION OF NEW BRICK AND SHALL BE CLEAN AND FREE OF LOOSE DEBRIS. THE CONTRACTOR SHALL LAY NEW CLAY BRICK WALLS UTILIZING TYPE S MORTAR, ENSURING PLUMB AND LEVEL COURSES. THE STRUCTURE SHALL BE PARGED INSIDE AND OUT, PRIOR TO BACKFILL. THE OVERDIG AROUND THE STRUCTURE, AFTER BEING CLEANED OF LOOSE DEBRIS AND EXCESS CONCRETE, AND SHALL BE FILLED WITH LSM, TYPE 2 OR OTHER MATERIAL SUITABLE TO THE ENGINEER. THE CASTING SHALL BE INSTALLED AND LEVELED USING INJECTION MOLDED HIGH DENSITY POLYETHYLENE (HDPE) ADJUSTMENT RINGS WHERE PRACTICAL. THESE ADJUSTMENT RINGS SHALL BE MANUFACTURED FROM POLYETHYLENE PLASTIC AS IDENTIFIED IN ASTM DESIGNATION D-1248 (STANDARD SPECIFICATION FOR POLYETHYLENE PLASTIC MOLDING AND EXTRUSION MATERIALS). INSTALLATION SHALL BE PER MANUFACTURE'S RECOMMENDATIONS ONLY.

PAYMENT FOR THIS ITEM WILL BE MADE PER EACH (EA) STRUCTURE RECONSTRUCTED TO GRADE. THE WORK PERFORMED UNDER THIS SECTION IS PER STRUCTURE REGARDLESS OF NUMBER OF CASTINGS SITUATED ON THE STRUCTURE.

ITEM 608 CURB RAMP, 6" CONCRETE W/ AGG. BASE A.P.P.

THIS ITEM CONSISTS OF THE PLACEMENT OF A (6) INCH THICK CURB RAMP AS PER THE STANDARD DRAWINGS OF THE CITY OF DUBLIN CONSTRUCTED IN ACCORDANCE WITH ITEM 608 OF THE CMSC. RAMPS ALONG ARTERIAL STREETS, WHEN DIRECTED BY THE ENGINEER SHALL BE 8" THICK. THE STANDARD RAMP LENGTH IS 7', CHANGES IN THE RAMP LENGTH DUE TO EXISTING SITE CONDITIONS MUST BE APPROVED BY THE ENGINEER.

FULL DEPTH EXPANSION MATERIAL ONE HALF (1/2) INCHES THICK CONFORMING TO ASTM D 1752, TYPE 1 (RUBBER EXPANSION MATERIAL) SHALL BE UTILIZED WHERE THE WORK MEETS EXISTING WALKS, CURBS OR STRUCTURES. FIBEROUS TYPE EXPANSION MATERIAL IS NOT TO BE USED. THE CONTRACTOR IS RESPONSIBLE TO SAWCUT AND PROTECT ADJACENT WALK SECTIONS INTENDED TO REMAIN. IN THE EVENT THAT ADJACENT WALK SECTIONS BECOME DAMAGED, THEY

WILL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE CITY.

AREAS TO BE PAID UNDER THIS ITEM SHALL INCLUDE THE RAMP SECTION DIRECTLY ADJACENT AND SLOPING PERPENDICULAR TO THE CURB. THE LANDING DIRECTLY ADJACENT TO THE RAMP SHALL BE PAID UNDER ITEM 608 CONCRETE WALK. THE TRANSITION RAMP SLOPING PARALLEL TO THE CURB WITH SLOPE EXCEEDING 1:20 SHALL BE PAID UNDER ITEM 608- 4" CONCRETE WALK.

PAYMENT FOR THE ARTERIAL RAMPS CONSTRUCTED AT 8" THICK SHALL BE MADE AT THE UNIT COST FOR 608 CURB RAMP. THE ACTUAL AREA OF THESE RAMPS (SF) WILL BE ADJUSTED BY TWENTY PERCENT (SF*1.2).

TREE ROOTS ENCOUNTERED DURING EXCAVATION SHALL BE REMOVED IN LOCATIONS WHERE THEY INTERFERE WITH THE PLACEMENT OF THE WALK, RAMP OR APRON. ROOTS SHALL BE NEATLY SAWED (FREE OF SPLINTERS, SPLITS, AND BURNS) AND REMOVED TO A DEPTH OF AT LEAST FOUR (4) INCHES BELOW THE BOTTOM OF THE CONCRETE. IF THE CONTRACTOR ENCOUNTERS ROOTS LARGER THAN 2" IN DIAMETER, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR DIRECTION ON HOW TO PROCEED.

THE CONTRACTOR SHALL KEEP THE AREAS DISTURBED ADJACENT TO THE CONCRETE WALKS TO A MINIMUM.

THIS ITEM INCLUDES ALL MATERIAL AND LABOR AND OTHER INCIDENTALS INCLUDING, BUT NOT LIMITED TO, EXCAVATION AND HAULING OF SPOILS, SETTING GRADES, FORMWORK, FINISHING, AND RESTORATION AS DETAILED UNDER ITEM 653 AND ITEM 659.

WORK IS PAID PER SQUARE FOOT (SF) OF CURB RAMP PLACED, FINISHED, AND ACCEPTED.

ITEM 608 4" CONCRETE WALK W/ AGG. BASE, A.P.P.
ITEM 608 6" CONCRETE WALK W/ AGG. BASE, A.P.P.

THIS ITEM CONSISTS OF THE PLACEMENT OF NEW FOUR (4) AND SIX (6) INCH THICK CONCRETE SIDEWALKS AND DRIVEWAY APRONS AND OTHER INCIDENTAL FLATWORK OVER 4" COMPACTED AGGREGATE BASE. THE AGGREGATE BASE SHALL BE PLACED UPON PROPERLY PREPARED AND COMPACTED SUB-GRADE. CONCRETE SHALL BE PLACED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER AND CONSTRUCTED IN ACCORDANCE WITH ITEM 608 OF THE CMSC AND THE STANDARD DRAWINGS OF THE CITY OF DUBLIN.

FULL DEPTH EXPANSION MATERIAL ONE HALF (1/2) INCHES THICK CONFORMING TO ASTM D 1752, TYPE 1 (RUBBER EXPANSION MATERIAL) SHALL BE UTILIZED WHERE THE WORK MEETS EXISTING WALKS, CURBS OR STRUCTURES. FIBROUS TYPE EXPANSION MATERIAL IS NOT TO BE USED. THE CONTRACTOR IS RESPONSIBLE TO SAW CUT AND PROTECT ADJACENT WALK SECTIONS INTENDED TO REMAIN. IN THE EVENT THAT ADJACENT WALK SECTIONS BECOME DAMAGED, THEY WILL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE CITY.

THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 24 AND NO MORE THAN 48 HOURS WRITTEN NOTICE TO RESIDENTS PRIOR TO CLOSING ANY DRIVEWAY. CONFIRMATION OF THE WRITTEN NOTICES SHALL BE PROVIDED TO THE CITY ENGINEER BY THE CONTRACTOR ON A DAILY BASIS. NO DRIVEWAY IS TO BE CLOSED FOR A PERIOD OF MORE THAN FIVE (5) DAYS. IN THE EVENT THAT THE FIVE (5) DAY MAXIMUM IS EXCEEDED, THE CONTRACTOR WILL NOT BE PERMITTED TO CLOSE ANY MORE DRIVEWAYS ON THE PROJECT UNTIL COMPLIANCE IS ACHIEVED. DRIVEWAYS CLOSED LONGER THAN FIVE DAYS ARE SUBJECT TO PENALTY OF ONE HUNDRED DOLLARS (\$100.) PER LOCATION PER CALENDAR DAY.

THE CONTRACTOR SHALL KEEP THE AREAS DISTURBED ADJACENT TO THE CONCRETE WALKS TO A MINIMUM. THIS ITEM INCLUDES ALL MATERIAL AND LABOR AND OTHER INCIDENTALS INCLUDING, BUT NOT LIMITED TO, EXCAVATION AND HAULING OF SPOILS, SETTING GRADES, FORMWORK, FINISHING, AND RESTORATION AS DETAILED UNDER ITEM 653 AND ITEM 659.

WORK IS TO BE PAID PER SQUARE FOOT (SF) OF:
FOUR (4) INCH CONCRETE PLACED, FINISHED AND ACCEPTED.
SIX (6) INCH CONCRETE PLACED, FINISHED AND ACCEPTED.
FOR WALK/FLATWORK THAT WAS PLACED AT 8" THICK AT THE DIRECTION OF THE ENGINEER, THE CONTRACTOR WILL BE PAID THE CONTRACT UNIT COST FOR 608 6" CONCRETE WALK W/ AGG. BASE, WITH THE SQUARE FOOT MEASUREMENT OF THE 8" THICK WALK ADJUSTED BY TWENTY PERCENT, (SF*1.2).

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WORK ITEMS CONTINUED:

ITEM 609 COMBINATION CURB & GUTTER, A.P.P
ITEM 609 COMBINATION CURB & GUTTER, HEAVY DUTY, A.P.P

THIS ITEM CONSISTS OF INSTALLATION OF NEW COMBINATION CURB AND GUTTER IN ACCORDANCE WITH ITEM 609 OF THE CMSC AS AMENDED IN VARIOUS LOCATIONS THROUGHOUT THE CITY AS DIRECTED BY THE ENGINEER. ALL CURBING SHALL BE PLACED ON GRADED AND COMPACTED AGGREGATE BASE. ALL DEBRIS SHALL BE REMOVED FROM EXCAVATED AREA(S) PRIOR TO GRADING AND COMPACTING OF AGGREGATE BASE. ALL CURBING SHALL BE INSTALLED USING FRONT AND BACK FORMS UNLESS DIRECTED OTHERWISE BY THE ENGINEER.

THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING LINE AND GRADE.

THE CONTRACTOR SHALL IDENTIFY, MARK AND RESTORE ALL DRAIN OPENINGS IN THE CURB. DRAIN OPENINGS IN THE CURB ARE TO BE CORED, AND NOT FORMED IN PLACE. PAYMENT FOR CORING THE DRAIN OPENINGS WILL BE UNDER ITEM "SPECIAL- CURB CAN HOLES" DRAIN LEADERS SHALL BE REPLACED UP TO TWO (2) FOOT BEHIND THE CURB AND RECONNECTED IN A MANNER APPROVED BY THE ENGINEER AS SOON AS POSSIBLE AFTER CURB FORMS ARE REMOVED. PAYMENT WILL BE MADE UNDER ITEM 618 "DRAIN LEADER PIPE" FOR ADDITIONAL PIPE INSTALLED WHERE DIRECTED BY THE ENGINEER.

THE EXCAVATION BEHIND THE CURB SHALL BE BACKFILLED WITH COMPACTED TOPSOIL TO A POINT ONE (1) INCH ABOVE THE CURB AS SOON AS POSSIBLE AFTER CURB FORMS AND OTHER DEBRIS ARE REMOVED. DISTURBED AREAS SHALL BE SEEDED AND MULCHED IN ACCORDANCE WITH ITEM 659.

THE OVERDIG IN FRONT OF THE CURB, AFTER BEING CLEANED OF LOOSE DEBRIS AND EXCESS CONCRETE, SHALL BE FILLED WITH LSM, TYPE 2, AND LEVELED UNIFORMLY TO 1 1/2" BELOW FACE OF GUTTER OR ADJOINING PAVEMENT. CLASS C CONCRETE MAY ALSO BE USED PROVIDED THE CONCRETE IS PROPERLY CONSOLIDATED TO AVOID VOIDS AND LEVELED UNIFORMLY. ON STREETS WHERE THE REMAINING PAVEMENT SECTION IS BEING REMOVED AND REPLACED COMPACTED GRANULAR MATERIAL MAY BE USED FOR TEMPORARY FILL OF THE OVERDIG AREA(S). THE OVERDIG SHALL BE FILLED WITHIN 24 HOURS OF REMOVAL OF FRONT FORMS OR PLACEMENT OF CURB USING CURB MACHINE.

DRIVEWAY DROPPED CURBS SHALL BE CONSTRUCTED UTILIZING CLASS MS CONCRETE CONFORMING WITH SECTION 499 OF THE CMSC. IF THE DROPPED CURB AREAS ARE PLACED IN CONJUNCTION WITH ADJOINING CURBING UTILIZING A SLIP FORM MACHINE, THE CONTRACTOR WILL NOT BE REQUIRED TO UTILIZE MS CONCRETE, HOWEVER THE CONTRACTOR WILL STILL BE REQUIRED TO OPEN THE DRIVEWAYS TO TRAFFIC WITHIN THE SPECIFIED TIMEFRAME. FULL DEPTH EXPANSION MATERIAL ONE HALF (1/2) INCHES THICK CONFORMING TO ASTM D1752, TYPE 1 SHALL BE UTILIZED WHERE THE NEW WORK MEETS EXISTING CONCRETE. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 24 AND NO MORE THAN 48 HOURS WRITTEN NOTICE TO RESIDENTS PRIOR TO CLOSING ANY DRIVEWAY. THE CONTRACTOR ON A DAILY BASIS SHALL PROVIDE CONFIRMATION OF THE WRITTEN NOTICES TO THE CITY ENGINEER. NO DRIVEWAY IS TO BE CLOSED FOR A PERIOD OF MORE THAN FIVE (5) DAYS. IN THE EVENT THAT THE FIVE (5) DAY MAXIMUM IS EXCEEDED, THE CONTRACTOR WILL NOT BE PERMITTED TO CLOSE ANY MORE DRIVEWAYS ON THE PROJECT UNTIL COMPLIANCE IS ACHIEVED. DRIVEWAYS CLOSED LONGER THAN FIVE DAYS ARE SUBJECT TO PENALTY OF ONE HUNDRED DOLLARS (\$100.) PER LOCATION PER CALENDAR DAY.

CURB REPLACEMENT IS TO BE COMPLETED PRIOR TO THE START OF ASPHALT SURFACE OVERLAYS ON ANY STREET INCLUDED IN THIS CONTRACT.

THE BID PRICE FOR THIS ITEM INCLUDES ALL COSTS FOR TRAFFIC CONTROL DEVICES, REMOVAL AND DISPOSAL, SETTING OF GRADE STAKES, CURB AND GUTTER INSTALLATION, DRAIN LEADER CONNECTION, SAW CUTTING, AND FINAL RESTORATION. NO PAYMENT WILL BE MADE FOR ANY SECTION OF THE WORK UNTIL ALL ITEMS ASSOCIATED WITH THE SECTION ARE COMPLETE. WORK IS TO BE PAID PER LINEAR FOOT (LF) OF CURB & GUTTER INSTALLED AND ACCEPTED.

ITEM 609 CURB, ODOT TYPE 6, A.P.P.

THIS ITEM CONSISTS OF INSTALLATION OF NEW TYPE 6 CURB IN ACCORDANCE WITH ITEM 609 OF THE ODOTCMS AS AMENDED IN VARIOUS LOCATIONS THROUGHOUT THE CITY AS DIRECTED BY THE ENGINEER. ALL CURBING SHALL BE PLACED ON GRADED AND COMPACTED AGGREGATE BASE. ALL DEBRIS SHALL BE REMOVED FROM EXCAVATED AREA(S) PRIOR TO GRADING AND COMPACTING OF AGGREGATE BASE. ALL CURBING SHALL BE INSTALLED USING FRONT AND BACK FORMS UNLESS DIRECTED OTHERWISE BY THE ENGINEER.

THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING LINE AND GRADE.

THE CONTRACTOR SHALL IDENTIFY, MARK AND RESTORE ALL DRAIN OPENINGS IN THE CURB. DRAIN OPENINGS IN THE CURB ARE TO BE CORED, AND NOT FORMED IN PLACE. PAYMENT FOR CORING THE DRAIN OPENINGS WILL BE UNDER ITEM "SPECIAL- CURB CAN HOLES" DRAIN LEADERS SHALL BE REPLACED UP TO TWO (2) FOOT BEHIND THE CURB AND RECONNECTED IN A MANNER APPROVED BY THE ENGINEER AS SOON AS POSSIBLE AFTER CURB FORMS ARE REMOVED. PAYMENT

WILL BE MADE UNDER ITEM 618 "DRAIN LEADER PIPE" FOR ADDITIONAL PIPE INSTALLED WHERE DIRECTED BY THE ENGINEER.

THE EXCAVATION BEHIND THE CURB SHALL BE BACKFILLED WITH COMPACTED TOPSOIL TO A POINT ONE (1) INCH ABOVE THE CURB AS SOON AS POSSIBLE AFTER CURB FORMS AND OTHER DEBRIS ARE REMOVED. DISTURBED AREAS SHALL BE SEEDED AND MULCHED IN ACCORDANCE WITH ITEM 659.

THE OVERDIG IN FRONT OF THE CURB, AFTER BEING CLEANED OF LOOSE DEBRIS, SHALL BE FILLED WITH LSM, TYPE 2, AND LEVELED UNIFORMLY TO 1 1/2" BELOW THE SURFACE OF THE ADJOINING PAVEMENT. CLASS C CONCRETE MAY ALSO BE USED PROVIDED THE CONCRETE IS PROPERLY CONSOLIDATED TO AVOID VOIDS AND LEVELED UNIFORMLY. ON STREETS WHERE THE REMAINING PAVEMENT SECTION IS BEING REMOVED AND REPLACED COMPACTED GRANULAR MATERIAL MAY BE USED FOR TEMPORARY FILL OF THE OVERDIG AREA(S). THE OVERDIG SHALL BE FILLED WITHIN 24 HOURS OF REMOVAL OF FRONT FORMS OR PLACEMENT OF CURB USING CURB MACHINE.

DRIVEWAY DROPPED CURBS SHALL BE CONSTRUCTED UTILIZING CLASS MS CONCRETE. CONFORMING WITH SECTION 499 OF THE ODOTCMS. IF THE DROPPED CURB AREAS ARE PLACED IN CONJUNCTION WITH ADJOINING CURBING UTILIZING A SLIP FORM MACHINE, THE CONTRACTOR WILL NOT BE REQUIRED TO UTILIZE MS CONCRETE, HOWEVER THE CONTRACTOR WILL STILL BE REQUIRED TO OPEN THE DRIVEWAYS TO TRAFFIC WITHIN THE SPECIFIED TIMEFRAME. FULL DEPTH EXPANSION MATERIAL ONE HALF (1/2) INCHES THICK CONFORMING TO ASTM D1752, TYPE 1 SHALL BE UTILIZED WHERE THE NEW WORK MEETS EXISTING CONCRETE. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 24 AND NO MORE THAN 48 HOURS WRITTEN NOTICE TO RESIDENTS PRIOR TO CLOSING ANY DRIVEWAY. THE CONTRACTOR ON A DAILY BASIS SHALL PROVIDE CONFIRMATION OF THE WRITTEN NOTICES TO THE CITY ENGINEER. NO DRIVEWAY IS TO BE CLOSED FOR A PERIOD OF MORE THAN FIVE (5) DAYS. IN THE EVENT THAT THE FIVE (5) DAY MAXIMUM IS EXCEEDED, THE CONTRACTOR WILL NOT BE PERMITTED TO CLOSE ANY MORE DRIVEWAYS ON THE PROJECT UNTIL COMPLIANCE IS ACHIEVED. DRIVEWAYS CLOSED LONGER THAN FIVE DAYS ARE SUBJECT TO LIQUIDATED DAMAGES OF ONE HUNDRED DOLLARS (\$100.) PER LOCATION PER CALENDAR DAY.

CURB REPLACEMENT IS TO BE COMPLETED PRIOR TO THE START OF ASPHALT SURFACE OVERLAYS ON ANY STREET INCLUDED IN THIS CONTRACT.

THE BID PRICE FOR THIS ITEM INCLUDES ALL COSTS FOR TRAFFIC CONTROL DEVICES, REMOVAL AND DISPOSAL, SETTING OF GRADE STAKES, CURB INSTALLATION, DRAIN LEADER CONNECTION, SAW CUTTING, AND FINAL RESTORATION. NO PAYMENT WILL BE MADE FOR ANY SECTION OF THE WORK UNTIL ALL ITEMS ASSOCIATED WITH THE SECTION ARE COMPLETE. WORK IS TO BE PAID PER LINEAL FOOT (LF) OF TYPE 6 CURB INSTALLED AND ACCEPTED.

ITEM SPECIAL: DETECTABLE WARNING PANEL

DESCRIPTION.

THIS WORK SHALL CONSIST OF FURNISHING ALL MATERIAL, EQUIPMENT, AND LABOR NECESSARY FOR THE PLACEMENT OF DETECTABLE WARNING DEVICES AT CURB RAMPS OR OTHER WALKING SURFACES DETAILED ON THE PLANS OR SPECIFICATIONS. ALL WORK SHALL BE IN ACCORDANCE WITH SECTION 1108 OF THE ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD'S "DRAFT GUIDELINES FOR ACCESSIBLE PUBLIC RIGHTS-OF-WAY", DATED JUNE 17, 2002 AS AMENDED, SUPPLEMENTED AND ADOPTED.

MATERIALS.

ALL PRODUCTS SHALL RECEIVE PRIOR WRITTEN APPROVAL BY THE ENGINEER. DETECTABLE WARNING SURFACES SHALL BE TEXTURED TO PROVIDE SLIP RESISTANCE AND SHALL CONTRAST VISUALLY WITH ADJACENT WALKING SURFACES - EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT. THE PREFERRED COLOR FOR A LIGHT BACKGROUND (CONCRETE) SHALL BE BRICK RED. THE PREFERRED COLOR FOR A BRICK BACKGROUND SHALL BE BLACK. COLOR SHALL BE INTEGRAL WITH THE DETECTABLE WARNING DEVICE AND SHALL NOT BE SURFACE APPLIED. PAINTS OR OTHER SURFACE COATINGS SHALL NOT BE USED UNLESS INTEGRAL TO THE SYSTEM BEING APPLIED. CAST IRON DETECTABLE WARNING PANELS SHALL BE FACTORY POWDER COATED. DETECTABLE WARNING SURFACES SHALL BE CLASSIFIED BY TYPE OF MATERIAL AND/OR APPLICATION METHOD:

TYPE A:

- REPLACEABLE CAST IN PLACE PANELS -
- SYSTEM SHALL BE TUFTILE CAST IRON REPLACEABLE CAST IN PLACE ADA TILES
- 24"X24" PANELS: PART NUMBER: TTCI2424-WS-(COLOR ID)
- 24"X30" PANELS PART NUMBER: TTCI2430-WS-(COLOR ID)
- TILE CONNECTOR: PART NUMBER: TT-CONNECTOR
- MANUFACTURER: TUFTILE
- 1200 FLEX CT.
- LAKE ZURICH, IL
- 888-960-8897
- APPROVED FOR NEW CONSTRUCTION INSTALLATIONS ONLY.

TYPE B:

- SURFACE-APPLIED PANELS -
- SYSTEM SHALL BE ADA SOLUTIONS SURFACE APPLIED PANELS, OR OTHER APPROVED EQUAL.
- 2'X4' PANELS: PART NUMBER: 2448IDRET2

2'X5' PANELS: PART NUMBER: 2460IDRET2
MANUFACTURER: ADA SOLUTIONS
PO BOX 3
NORTH BILLERICA, MA 08162
800-372-0519
APPROVED FOR RETROFIT TO PRE-EXISTING RAMP ONLY.

DIMENSIONS.

TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL HAVE A BASE DIAMETER OF 0.9 INCHES (23 MM) MINIMUM TO 1.4 INCHES (36 MM) MAXIMUM, A TOP DIAMETER OF 50% OF THE BASE DIAMETER MINIMUM TO 65% OF THE BASE DIAMETER MAXIMUM, AND A HEIGHT OF 0.2 INCHES (5 MM). TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL HAVE A CENTER-TO-CENTER SPACING OF 2.35 INCHES. DETECTABLE WARNING SURFACES SHALL EXTEND 24 INCHES (610 MM) MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION. THE DETECTABLE WARNING SURFACE SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 3 INCHES (75 MM) MINIMUM AND 8 INCHES (205 MM) MAXIMUM FROM THE CURB LINE. DOMES SHALL BE ALIGNED ON A SQUARE GRID, ALIGNED IN ROWS PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. DOMES MUST NOT BE SKEWED DIAGONALLY TO THE DIRECTION OF TRAVEL.

APPLICATION.

DETECTABLE WARNING DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND IN ACCORDANCE WITH THIS SPECIFICATION, OR AS OTHERWISE SPECIFIED ON THE PLANS. THE FINISHED SURFACE SHALL BE UNIFORMLY PROFILED TO MATCH THE ADJOINING SURFACES WITHOUT LIPS, OBSTRUCTIONS AND SHALL DRAIN COMPLETELY. PANEL SIZES AND PLACEMENT:

- 4.5' WIDE RAMPS: 4' DETECTABLE WARNING PANELS
- 5.5' WIDE RAMPS: 5' DETECTABLE WARNING PANELS
- 8.5' WIDE RAMPS: 8' DETECTABLE WARNING PANELS

DETECTABLE WARNING PANELS SHALL BE PLACED 3" - 4" BEHIND BACK OF CURB TO ALLOW FOR EDGING AND TOOLING OF FRONT EDGE OF RAMP BETWEEN DETECTABLE WARNING PANEL AND BACK OF CURB

THE CONTRACTOR AND MANUFACTURER SHALL JOINTLY WARRANT THE INSTALLED SURFACE TO LAST NO LESS THAN FIVE YEARS WITHOUT LOSING MORE THAN TWO PERCENT OF THE TRUNCATED DOMES DUE TO DELAMINATING AS A RESULT OF PRODUCT FAILURE, AND SHALL FURTHER WARRANT THE SURFACE FOR A MINIMUM OF FIVE YEARS AGAINST FADING, CHIPPING, PEELING, CRACKING, OR LOSS OF ORIGINAL SHADE DUE TO SUNLIGHT, SALT OR EXPOSURE TO WEATHERING.

- SURFACE-APPLIED PANELS-

PANELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AS APPROVED BY THE ENGINEER. AFTER INSTALLATION THE WARNING PANEL SHALL BE FLUSH AROUND THE EDGE WITH THE CONCRETE SURFACE. A SEALANT AND ADHESIVE SHALL BE APPLIED TO THE UNDERSIDE AND PERIMETER OF THE PANEL. THE PERIMETER SEALANT SHALL FLOW INTO PERIMETER CUT TO SEAL EDGE. THE PANEL SHALL BE MECHANICALLY ANCHORED TO THE SUBSTRATE.

- CAST IN PLACE PANELS-

PANELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AS APPROVED BY THE ENGINEER. AFTER INSTALLATION THE WARNING PANEL SHALL BE FLUSH AROUND THE EDGE WITH THE CONCRETE SURFACE. THE PANEL SHALL BE ANCHORED SECURELY TO THE SUBSTRATE WITHOUT VOIDS OR AIR POCKETS UNDER THE PANEL.

METHOD OF MEASUREMENT.

THE NUMBER OF DETECTABLE WARNING DEVICES SHALL BE THE ACTUAL PANEL (EA) INSTALLED IN PLACE, COMPLETE AND ACCEPTED. THIS ITEM SHALL BE COMPLETE AND INCLUDE ALL WORK NECESSARY TO PROVIDE A COMPLETE AND USEABLE DETECTABLE WARNING DEVICE. THIS SHALL INCLUDE BUT NOT BE LIMITED TO: LAYOUT, SAW-CUTTING, REMOVALS, CONCRETE AND CEMENT BASE MATERIALS, BEDDING, SURFACE PREPARATION, SURFACE SEALANT, AND REPAIR OF ADJOINING AREAS DISTURBED BY THE INSTALLATION OF THE DETECTABLE WARNING SURFACE.

BASIS OF PAYMENT.

UNLESS SPECIFICALLY INCLUDED UNDER OTHER ITEMS ON THE PLANS, PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE FOR:

ITEM SPECIAL
DETECTABLE WARNING PANEL (EA)

NOTE:

PAYMENT SHALL INCLUDE ALL COSTS OF FURNISHING MATERIAL, EQUIPMENT, AND LABOR NECESSARY FOR THE INSTALLATION OF DETECTABLE WARNING DEVICES, AND SHALL BE IN ADDITION TO ANY OVERLAPPING PAYMENTS FOR SQUARE FOOT OF SIDEWALK / CURB RAMP.

DRAWN BY:

DAL
REVISED

2/17/2016

6555 SHIER-RINGS ROAD PARKING LOT AND ENTRANCE DRIVE
GENERAL NOTES

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WORK ITEMS CONTINUED:

ITEM 653 PULVERIZED TOPSOIL, A.P.P.

PART 1 GENERAL

1.01 SECTION INCLUDES

- A. THE WORK SHALL CONSIST OF FURNISHING ALL LABOR, EQUIPMENT AND MATERIAL NECESSARY TO PLACE AND GRADE TOPSOIL FOR PREPARATION FOR VEGETATION.

1.02 MEASUREMENT & PAYMENT

- A. THE TOPSOIL AREA WILL BE MEASURED BY THE CUBIC YARD (CY), DELIVERED, PLACED, AND GRADED FOR:
 - a. AREAS DESIGNATED FOR PAYMENT UNDER THIS SECTION IN THE PLANS AND SPECIFICATIONS.
 - b. MATERIAL USED OUTSIDE OF THE WORK LIMITS WILL NOT BE MEASURED.
- B. PAYMENT WILL BE MADE UNDER THIS SECTION FOR ADDITIONAL PULVERIZED TOPSOIL PLACED AT THE DIRECTION OF THE ENGINEER OUTSIDE OF ORIGINAL PROPOSED WORK AREAS DESIGNATED FOR THE INSTALLATION OF CURB RAMPS AND CONCRETE WALK (ITEM 608), CURBING (609), AND ASSOCIATED UTILITY WORK.

1.03 SUBMITTALS

- A. THE CONTRACTOR SHALL SUBMIT A COMPLETE MATERIALS COMPOSITION DESCRIPTION OF THE PULVERIZED TOPSOIL, WHICH INCLUDES A MINIMUM OF THE MAKEUP OF THE TOPSOIL INCLUDING BUT NOT LIMITED TO THE ORGANIC MATERIALS, SILTS, CLAY, AND MOISTURE CONTENTS EXPRESSED AS A PERCENTAGE RANGE. PULVERIZED TOPSOIL CONTAINING NON-DECOMPOSED ORGANIC MATTER WILL NOT BE ACCEPTED.

1.04 DELIVERY, STORAGE AND HANDLING

- A. DELIVER PULVERIZED TOPSOIL IN COVERED VEHICLE AND IN IMMEDIATE WORKABLE CONDITION SHOWING ANALYSIS OF CONTENT AS SPECIFIED ABOVE.
- B. THE PERSON WHOM DELIVERS AND/OR PLACES TOPSOIL SHALL MAKE NOTE OF LOCATION AND AMOUNT OF PULVERIZED TOPSOIL PLACED AT EACH LOCATION.
- C. THE TOPSOIL MAY BE PLACED BY MECHANICAL MEANS, BUT SHALL NOT BE PLACED BY MEANS OF A BLOWER TYPE OF APPLICATION. (EXCEPT FOR THE TOP ONE AND ONE-HALF INCHES, WHICH MAY BE PLACED BY MEANS OF A BLOWER TYPE OF APPLICATION.)

1.05 MAINTENANCE

- A. MAINTAIN TOPSOIL AREAS AND SUPPLY ADDITIONAL TOPSOIL WHERE NECESSARY, INCLUDING AREAS AFFECTED BY EROSION.

PART 2 PRODUCTS

2.01 SOIL MIXTURE

- A. THE PULVERIZED TOPSOIL MIXTURE SHALL BE LOAMY, LOOSE, AND FREE OF NON-COMPOSTED ORGANIC MATTER AND RUBBISH. NO SOLID MATERIAL OVER 19 MM, ¾ INCH.
- B. COMPOSITION: (%)
 - a. ORGANIC MATERIAL 5-8
 - b. SILT 30-50
 - c. CLAY 15-25
 - d. SAND 20-35
 - e. PH 5.4-7.6
 - f. SOLUBLE SALTS 580 PPM MAXIMUM
 - g. MOISTURE 14-26

PART 3 EXECUTION

3.01 EXAMINATION

- A. THE CONTRACTOR SHALL NOT BEGIN WORK IN THIS SECTION UNTIL THE ENGINEER HAS APPROVED THE LANDSCAPE GRADING.

3.02 APPLICATION

- A. THE TOPSOIL PLACEMENT SHALL BE COMPLETED WITHIN FIVE DAYS AFTER COMPLETION OF ASSOCIATED CONCRETE FLATWORK.
 - a. THE CONTRACTOR SHALL TAKE CARE TO NOT DISTURB ANY LARGER AREA THAN NECESSARY IN ORDER TO MINIMIZE POST CONSTRUCTION RESTORATION.
 - b. THE CONTRACTOR SHALL RE-ESTABLISH FINISH GRADE TO GRADUALLY AND EVENLY MEET EXISTING ADJACENT GRADE AND ADJACENT CURBING, SIDEWALK,

RAMPS, ROADWAY, AND OTHER UTILITY STRUCTURES.

3.03 INSTALLATION

- A. PULVERIZED TOPSOIL
 - 1. SHALL BE COMPACTED IN LIFTS OF NOT MORE THAN 6 INCHES AT ONE TIME.
 - 2. ALL TOPSOIL PLACED SHALL BE COMPACTED TO AT LEAST 85% COMPACTION, WITH THE EXCEPTION OF THE TOP TWO (2) INCHES.
 - 3. THE TOP TWO INCHES OF PULVERIZED TOPSOIL SHALL BE PLACED LOOSE FOR USE AS SEED BED.
 - 4. THE FINISHED ELEVATION OF PLACED AND GRADED PULVERIZED TOPSOIL SHALL BE 1 INCH ABOVE EDGE OF IMPERVIOUS SURFACES TO ALLOW FOR SETTLEMENT.

3.04 ADJUSTING

- A. ANY VEGETATED AREAS, WHICH ARE FOUND TO NOT HAVE AN ADEQUATE AMOUNT OF TOPSOIL DURING THE FIRST YEAR, SHALL HAVE ADDITIONAL PULVERIZED TOPSOIL PLACED AS SOON AS WEATHER CONDITIONS PERMIT, AT NO ADDITIONAL COST TO THE OWNER.

3.05 PROTECTION

- A. THE CONTRACTOR SHALL SECURE THE WORK AREA AND PROTECT THE GRADED AREAS FROM ANY TRAFFIC, DISTURBANCES, WILDLIFE OR PUBLIC USE UNTIL VEGETATION IS ESTABLISHED.

ITEM 659 VEGETATION (SEED/MULCH), A.P.P.

PART 1 GENERAL

1.01 SECTION INCLUDES

- A. THE WORK SHALL CONSIST OF FURNISHING ALL LABOR, EQUIPMENT AND MATERIAL NECESSARY TO SEED, MULCH, STABILIZE, FERTILIZE, MAINTAIN AND ESTABLISH VEGETATION FOR THE AREAS AS SPECIFIED HEREIN.

1.02 MEASUREMENT & PAYMENT

- A. THE VEGETATED AREA WILL BE MEASURED TO THE NEAREST SQUARE YARD (SY). AREAS OUTSIDE OF THE WORK LIMITS WILL NOT BE MEASURED.
- B. PAYMENT FOR ALL WORK PERFORMED UNDER THIS SECTION RELATING TO CONCRETE CURBING SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR INSTALLATION OF CONCRETE CURBING (ITEM 609).
 - a. THE CONTRACTOR SHALL TAKE CARE TO NOT DISTURB ANY LARGER AREA THAN NECESSARY IN ORDER TO MINIMIZE POST CONSTRUCTION RESTORATION.
- C. PAYMENT WILL BE MADE UNDER THIS SECTION FOR AREAS DESIGNATED TO BE PAID FOR UNDER ITEM 659 VEGETATION (SEED/MULCH), A.P.P.
- D. PAYMENT WILL BE MADE UNDER THIS SECTION FOR ADDITIONAL SEEDING AT THE DIRECTION OF THE ENGINEER OUTSIDE OF THE ORIGINAL WORK LIMITS.

1.03 SUBMITTALS

- A. THE CONTRACTOR SHALL SUBMIT A COMPLETE MATERIALS LIST OF ITEMS PROPOSED FOR THE WORK AND A DESCRIPTION OF HOW THE WORK WILL BE COMPLETED.
- B. THE CONTRACTOR SHALL SUBMIT SEED AND FERTILIZER CERTIFICATIONS FOR ALL BAGS USED IN THE PROJECT.

1.04 DELIVERY, STORAGE AND HANDLING

- A. DELIVER GRASS SEED IN ORIGINAL CONTAINERS SHOWING ANALYSIS OF SEED MIXTURE, PERCENTAGE OF PURE SEED, YEAR OF PRODUCTION, NET WEIGHT, DATE OF PACKAGING, AND LOCATION OF PACKAGING. DAMAGED PACKAGES ARE NOT ACCEPTABLE.
- B. DELIVER FERTILIZER IN WATERPROOF BAGS SHOWING WEIGHT, CHEMICAL ANALYSIS, AND NAME OF MANUFACTURER.

1.05 MAINTENANCE

- A. MAINTAIN VEGETATED SURFACES AND SUPPLY ADDITIONAL TOPSOIL WHERE NECESSARY, INCLUDING AREAS AFFECTED BY EROSION.
- A. REPLANT DAMAGED GRASS AREAS SHOWING ROOT GROWTH FAILURE, DETERIORATION, BARE OR THIN SPOTS, AND ERODED AREAS.
- B. MAINTAIN ADEQUATE MOISTURE FOR VEGETATION AS OUTLINED IN 3.02, G.

PART 2 PRODUCTS

2.01 GROWING MEDIA

- A. FERTILIZER: STARTER FERTILIZER 20-27-5 (NITROGEN-PHOSPHOROUS-POTASSIUM)

2.02 SEED MIXTURE

- A. THE FOLLOWING SEED MIXTURE SHALL BE USED:
 - 1. TURF TYPE TALL FESCUE 40%
 - 2. FINE FESCUE 40%
 - 3. PERENNIAL RYEGRASS 20%
- B. THE TALL FESCUE AND FINE FESCUE SHALL EACH CONSIST OF TWO DIFFERENT CULTIVARS. THE "KENTUCKY-31" CULTIVAR SHALL NOT BE USED FOR THE TALL FESCUE. ONLY THE IMPROVED "TURF-TYPE" TALL FESCUE CULTIVARS SHALL BE ACCEPTED. (EXAMPLE CULTIVARS: TAR HEEL, REBEL EXCEDA, MATADOR, SILVER STAR, SILVERADO II)
- C. THE SEED PURITY (AMOUNT FREE FROM INERT MATTER OR UNDESIRED NOXIOUS WEEDS) SHALL BE AT LEAST 98%.
- D. THE GERMINATION RATE OF THE APPLIED SEED SHALL BE AT LEAST 90%.

2.03 MULCH

- A. MULCHING MATERIAL: OAT OR WHEAT STRAW, REASONABLY FREE FROM WEEDS, FOREIGN MATTER DETRIMENTAL TO PLANT LIFE, AND IN DRY CONDITION. HAY OR CHOPPED CORNSTALKS IS NOT ACCEPTABLE. HYDRO MULCH IS NOT PERMITTED AS SURFACE MULCH.
- B. ESTABLISHMENT BLANKET: UNIFORM OPEN WEAVE EXCELSIOR MATTING; EROSION CONTROL MULCHING FABRIC CONSISTING OF KNITTED CONSTRUCTION OF YARD INTERWOVEN WITH STRIPS OF BIODEGRADABLE PAPER; OR ORGANIC FIBER PROTECTIVE FIBER MAT CONSISTING OF HALF-INCH LAYER OF CHOPPED STRAW, KNITTED INTO MAT WITH THIN NETTING OF BIODEGRADABLE POLYPROPYLENE.

PART 3 EXECUTION

3.01 EXAMINATION

- A. THE CONTRACTOR SHALL NOT BEGIN WORK IN THIS SECTION UNTIL THE ENGINEER HAS APPROVED THE LANDSCAPE GRADING.

3.02 APPLICATION

- A. THE SEEDING SHALL BE COMPLETED WITHIN THREE DAYS AFTER COMPLETION OF LANDSCAPE GRADING OR AS SOON THEREAFTER AS CONDITIONS ARE FAVORABLE. SEEDING SHALL OCCUR BETWEEN MARCH 15TH AND OCTOBER 1ST. SHOULD WEEDS PROPAGATE PRIOR TO SEEDING OR RE-SEEDING THEY SHALL BE TREATED OR REMOVED IN A MANNER SATISFACTORY TO THE ENGINEER.
- B. THE SEEDBED SHALL BE PREPARED BY PULVERIZING AND BREAKING UP THE SOIL TO A MINIMUM DEPTH OF TWO INCHES WITH A DISK HARROW, DRAG HARROW, SPIKE TOOTH HARROW OR SIMILAR TOOL. ALL ROCKS OVER THREE-QUARTER INCH IN DIAMETER, CLODS AND UNDESIRABLE MATERIAL THAT WOULD INTERFERE WITH SEEDING OPERATIONS SHALL BE REMOVED. IMMEDIATELY AFTER SEEDBED PREPARATION, THE CONTRACTOR SHALL APPLY THE FERTILIZER UNIFORMLY OVER THE AREA TO BE SEEDED AT A RATE OF: 1.5 LBS NITROGEN PER 1000 FT2 .

DESIRED RATE IN LBS N/1000 FT2/% NUTRIENT=TOTAL FERTILIZER NEEDED/1000 FT2 TOTAL FERTILIZER NEEDED/1000 FT2XAREA TO BE TREATED IN FT2=LBS FERTILIZER NEEDED TO TREAT THE AREA

- C. THE SEED SHALL BE DRILLED, BROADCAST OR HYDRO SEEDED UNIFORMLY OVER THE SEEDBED AT A RATE OF 10 LBS PER 100 SY (480LB PER ACRE) USING METHODS AND EQUIPMENT ACCEPTABLE TO THE ENGINEER. THE SEEDED AREA SHALL BE PASSED OVER WITH A HAND RAKE TO HELP COVER MORE SEED AND IMPROVE SEEDING ESTABLISHMENT. APPLICATION OF GRASS SEED AND FERTILIZER AT THE SAME TIME, IN THE SAME MACHINE IS NOT PERMITTED EXCEPT WHEN HYDRO-SEEDING. SEED MAY BE PLACED WITH THE TOP 1 INCH OF PULVERIZED TOPSOIL IF THE TOPSOIL IS PLACED WITH THE MEANS OF A BLOWER.

- D. SEED SOWING IS NOT PERMITTED IMMEDIATELY FOLLOWING RAIN, WHEN THE GROUND IS TOO DRY, OR DURING WINDY PERIODS.

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WORK ITEMS CONTINUED:

- E. THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED ACCESS AREAS, SLOPES, DITCHES, SPOIL AREAS AND ALL OTHER AREAS DISTURBED BY CONSTRUCTION.
- F. THE CONTRACTOR SHALL PLACE ESTABLISHMENT BLANKET ON AREAS WITH SLOPES EQUAL TO AND EXCEEDING 3:1, AND IN ALL AREAS OF DIRECT CHANNEL FLOW.
- G. AREAS SHALL BE WATERED AS NECESSARY TO PROMOTE GOOD GROWTH DURING THE GERMINATION AND ESTABLISHMENT PERIOD. DURING THE ESTABLISHMENT PERIOD THE CONTRACTOR SHALL WATER A MINIMUM OF ONE-HALF (1/2) INCH OVER THE SEEDED AREA TWO TIMES PER WEEK. IN DRY WEATHER, MORE FREQUENT WATERING WILL BE REQUIRED. WATERING SHALL CONTINUE AS REQUIRED DEPENDING ON WEATHER UNTIL AREA(S) ARE ACCEPTED. CONTRACTOR SHALL LOG ALL WATERING OPERATIONS. THE CONTRACTOR SHALL ALLOW A MINIMUM OF 7.5 CCF WATER /1000 SY OF SEEDING FOR EVERY 7 DAYS.

3.03 INSTALLATION

- A. STRAW MULCH
 - 1. THE APPROVED MULCH SHALL BE APPLIED OVER THE SEEDED AREA AT A RATE OF 3/4 POUND PER SY WITH A MAXIMUM THICKNESS OF 1/2-INCH WHEN COMPRESSED BETWEEN THE THUMB AND FOREFINGER. HYDRO MULCHING WILL NOT BE PERMITTED AS SURFACE MULCH.
 - 2. THE STRAW MULCH SHALL BE SECURED IN PLACE WITH TACIFIER.
- B. ESTABLISHMENT BLANKET:
 - 1. COVER SEEDED SLOPES WHERE GRADE IS 3:1 OR GREATER WITH EXCELSIOR MATTING. ROLL MATTING DOWN OVER SLOPES WITHOUT STRETCHING OR PULLING.
 - 2. LAY MATTING SMOOTHLY ON SOIL SURFACE, BURYING TOP END OF EACH SECTION IN A NARROW 6-INCH TRENCH. LEAVE 12-INCH OVERLAP FROM TOP ROLL OVER BOTTOM ROLL. LEAVE 4-INCH OVERLAP OVER ADJACENT SECTION.
 - 3. STAPLE OUTSIDE EDGES AND OVERLAPS AT 36-INCH INTERVALS.
 - 4. LIGHTLY DRESS SLOPES WITH TOPSOIL TO ENSURE CLOSE CONTACT BETWEEN MATTING AND SOIL.

3.04 ADJUSTING

- A. ANY VEGETATED AREAS, WHICH ARE FOUND TO NOT HAVE AN ADEQUATE GROWTH OF COVER DURING THE FIRST YEAR, SHALL BE RE-SEEDED AS SOON AS WEATHER CONDITIONS PERMIT, AT NO ADDITIONAL COST TO THE CITY. ADEQUATE COVER IS PURE FESCUE AND RYE VEGETATION COVER OF AT LEAST 90%. WEEDS SHALL BE REMOVED AND SOIL PREPARED FOR PROPER SEEDING.

3.05 PROTECTION

- A. THE CONTRACTOR SHALL SECURE THE WORK AREA AND PROTECT THE VEGETATED AREAS FROM ANY TRAFFIC, DISTURBANCES, WILDLIFE OR PUBLIC USE UNTIL VEGETATION IS ACCEPTED.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE CITY ENGINEER.

THE FOLLOWING GENERAL CONTINGENCY QUANTITIES HAVE BEEN INCLUDED FOR USE AS NEEDED AND AS DIRECTED BY THE ENGINEER:

ITEM	DESCRIPTION	QTY	UNIT
ITEM 202	CURB/CURB AND GUTTER REMOVED / DISPOSED OF, A.P.P.	50	LF
ITEM 202	CONCRETE REMOVED AND DISPOSED OF, A.P.P.	23	SY
ITEM 204	EXCAVATION, (UNDERCUT), A.P.P.	130	CY
ITEM 204	NO 2 STONE (703) IN PLACE	100	CY
ITEM 301	(PARKING LOT) ASPHALTIC CONCRETE BASE	30	TN
ITEM 304	AGGREGATE BASE	30	CY
ITEM 441	(PARKING LOT) ASPHALTIC CONCRETE SURFACE COURSE, TYPE 1, PG64-22	30	TN
ITEM 608	4" CONCRETE WALK w/ AGG. BASE, A.P.P.	200	SF
ITEM 609	CURB, ODOT TYPE 6, A.P.P.	50	LF
ITEM 653	PULVERIZED TOPSOIL, A.P.P.	25	CY
ITEM 659	VEGETATION (SEED/MULCH), A.P.P.	100	SY

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		SERVICE CENTER PARKING LOT AND DRIVE GENERAL QUANTITIES		SHEETS:	1-4	1-4	VIII
REFERENCE NUMBER	ITEM	DESCRIPTION	UNIT	ESTIMATED TOTAL QUANTITY	SERVICE CENTER DRIVE	SERVICE CENTER FRONT PARKING LOT	CONTINGENCY QUANTITIES
Excavation and Removal							
1	202	Concrete Removed & Disposed of, A.P.P.	SY	124.0	51	50	23
2	202	Curb / Curb and Gutter Removed / Disposed of, A.P.P.	LF	175.0		125	50
3	202	Asphalt Pavement Removed and Disposed of, A.P.P.	SY	5397.0		5397	
4	203*	Excavation, A.P.P.	CY	380.0		250	130
Pavement and Related							
5	204*	No. 2 Stone (703)	CY	100.0			100
6	254*	Pavement Planing, 3", (Parking Lot / Driveway), A.P.P.	SY	1722.0	1722		
7	301*	(Parking Lot) Asphalt Concrete Base	TN	570.0		540	30
8	304*	Aggregate Base	CY	50.0		20	30
9	407*	NTSS-1HM TracklessTack Coat	GAL	1243.0	300	943	
10	441*	(Parking Lot) Asphaltic Concrete Intermediate Course, Type-2, (448), PG64-22	TN	168.0	168		
11	441*	(Parking Lot) Asphaltic Concrete Surface Course, Type-1, (448), PG64-22	TN	624.0	144	450	30
Concrete and Concrete Structures							
12	608	4" Conc. Walk w/ Agg. Base, A.P.P.	SF	530.0	330		200
13	608	4" Conc. Walk w/ Integral Curb, A.P.P.	SF	455.0		455	
14	608	Curb Ramp, 6" Conc. w/Agg. Base, A.P.P.	SF	120.0	120		
15	609	Curb, ODOT Type 6, AP.P.	LF	150.0		100	50
16	Special	Concrete Parking Block	EA	4.0		4	
17	Special	Detectable Warning Panel, Type A	EA	6.0		6	
Pavement Marking							
18	642*	Handicap Symbol	EA	6.0		6	
19	642*	Parking Lot Striping, 4"	LF	2950.0		2950	
20	642*	Word on Pavement "VISITOR"	EA	6.0		6	
Storm Sewer and Structures							
21	604	Structure- Adjust Inlet , A.P.P.	EA	1.0		1	
Landscaping and Restoration							
22	653	Pulverized Topsoil, A.P.P.	CY	60.0		35	25
23	659	Vegetation (Seed/Mulch), A.P.P.	SY	200.0		100	100
24							
Maintenance of Traffic / Miscellaneous Items							
25	624	Mobilization, (Driveway)	LS	1.0	1		
26	624	Mobilization, (Parking Lot)	LS	1.0		1	

* DENOTES REFERENCE TO ODOTCMS, CURRENT EDITION

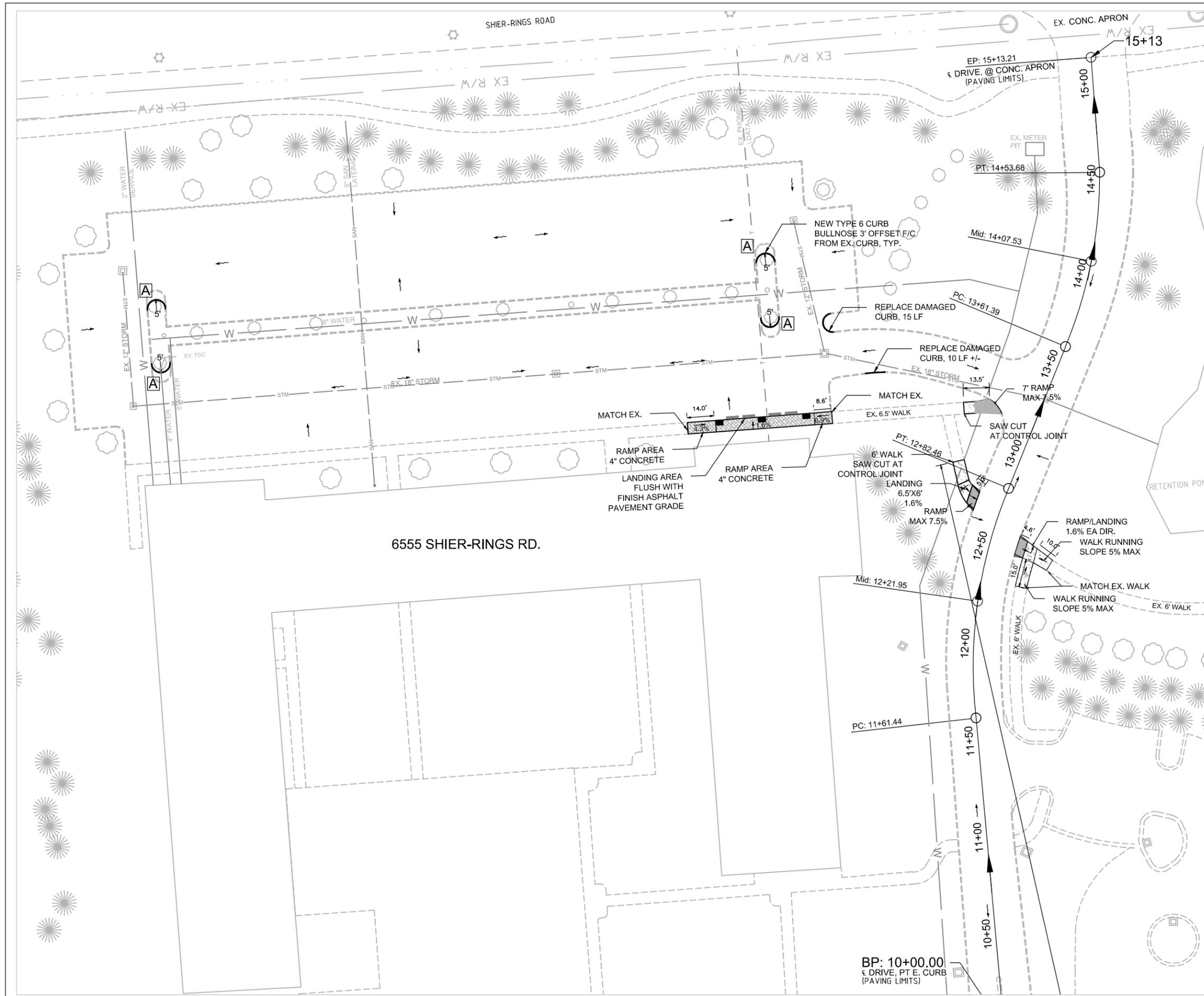
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6555 SHIER-RINGS ROAD PARKING LOT AND ENTRANCE DRIVE
GENERAL ESTIMATED QUANTITIES

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CURB MEDIANS:

ALL MEDIAN CURB TO BE CONCRETE TYPE 6
 TOC ELEVATION TO BE 6" ABOVE FINISH PAVEMENT

- A** NEW TYPE 6 CURB BULLNOSE 3' OFFSET F/C FROM EX. CURB,
 5' RADIUS, F/C, TYP.
 PLACE MIN. 6" COMPACTED ITEM 304 IN FRONT OF CURBING PRIOR TO PAVING WORK

CONCRETE WALK / RAMPS

- CONCRETE WORK: REMOVE AND REPLACE EX. CONCRETE WALK. 4" WALK WITH INTEGRAL 12" CURB
- CONCRETE WORK: REMOVE AND REPLACE EX. 4" CONCRETE WALK.
- CONCRETE WORK: REMOVE AND REPLACE EX. 6" CONCRETE CURB RAMPS.

CONCRETE FINISH:
 WALK: BROOM FINISH, TOOLED JOINTS 4' - 5' O/C, EDGES AND JOINTS RETRACED

RAMPS:
 BROOM FINISH, SAW CUT JOINTS, EDGES RETRACED

CURB:
 BROOM FINISH
 CONTROL JOINTS 8' O/C +/-

PROPOSED TYPE 6 CONC. CURB

NOTE: UTILITIES SHOWN ARE FROM RECORD DRAWINGS, CONTRACTOR TO VERIFY LOCATION AND DEPTH PRIOR TO COMMENCING ANY WORK THAT MAY CONFLICT WITH EXISTING UTILITIES.

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 PARKING LOT - CONCRETE AND CURB WORK

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PAVING WORK:

PAVEMENT WORK:
 ASPHALT PAVEMENT REMOVED AND DISPOSED OF, A.P.P.: 5397 SY
 EXCAVATION, A.P.P.: 225 CY
 (REMOVE 1.5" +/- AGGREGATE BASE)
 GRADE AND COMPACT REMAINING AGGREGATE BASE
 3" ITEM 301 ASPHALT CONCRETE BASE
 TRACKLESS TACK COAT, .075 GAL/SY
 1.5" ITEM 441, ASPHALTIC CONCRETE SURFACE COURSE, (448),PG64-22

PAVEMENT WORK:
 PAVEMENT PLANING, 3" 1716 SY
 TRACKLESS TACK COAT, .10 GAL/SY
 1.75" ITEM 441, ASPHALTIC CONCRETE INTERMEDIATE COURSE, (448),PG64-22
 TRACKLESS TACK COAT, .075 GAL/SY
 1.25" ITEM 441, ASPHALTIC CONCRETE SURFACE COURSE, (448),PG64-22

NOTE:
 EXISTING PAVEMENT SECTIONS (FROM RECORD DRAWINGS):

FRONT PARKING LOT:
 3" ASPHALT CONCRETE PAVEMENT
 4" ITEM 304 AGGREGATE BASE
 4" NO. 2 STONE

ENTRANCE DRIVE:
 7" ASPHALT CONCRETE PAVEMENT
 4" ITEM 304 AGGREGATE BASE
 6" NO. 2 STONE



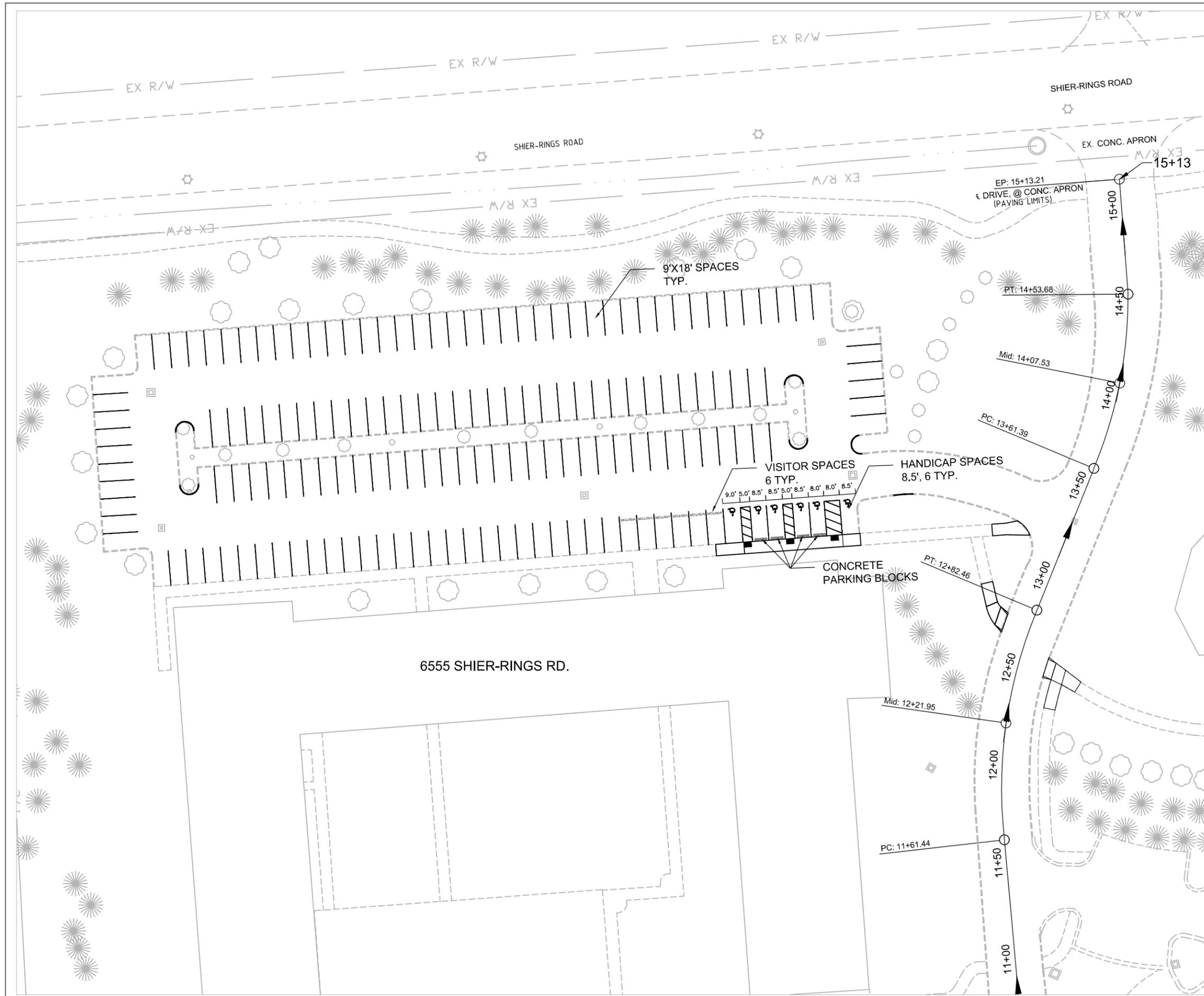
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 PARKING LOT - PAVEMENT WORK

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PAVEMENT MARKINGS:

PARKING SPACES 9'X18' TYP.
4" WHITE PAVEMENT STRIPING

HANDICAP SPACES: 8.5'X18' TYP.
LOADING AREAS AS SHOWN
4" WHITE PAVEMENT STRIPING

TOTAL SPACES: 163

STANDARD SPACES: 157
VISITOR SPACES: 6
HANDICAP SPACES: 6



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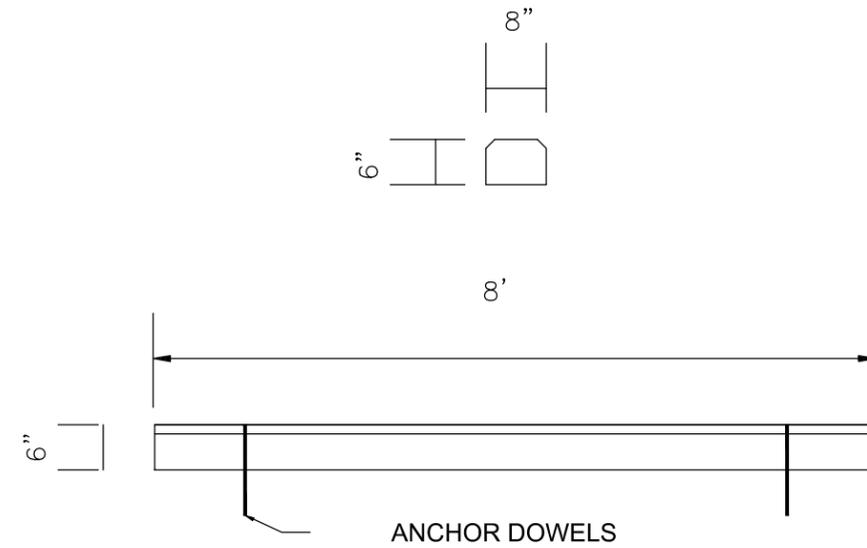
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PARKING LOT - PAVEMENT STRIPING

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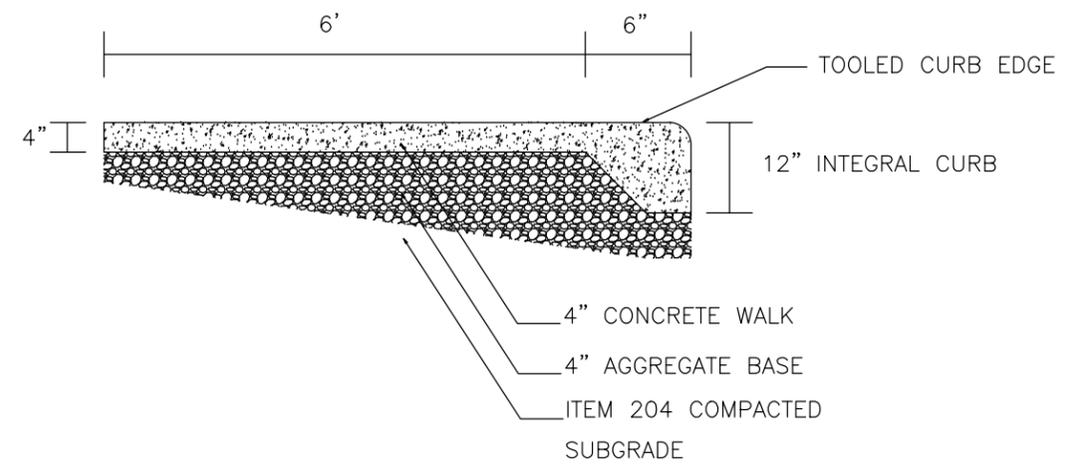
CONSTRUCTION REFERENCES:

- DUBLIN STANDARD CONSTRUCTION DRAWINGS:
 (AVAILABLE ON CITY WEB SITE)
 PD-02: CURB RAMP GENERAL NOTES
 PD-03 - PD-12: CURB RAMP DETAILS
 RD-05: CONCRETE SIDEWALK AND SHARED USE PATH
 RD-06: SHARED USE PATH: STANDARD AND HEAVY DUTY
 RD-11: STRAIGHT 18" CONCRETE CURB

CONCRETE PARKING BLOCK DETAILS



ITEM 608 4" CONCRETE WALK w/ INTEGRAL CURB, A.P.P.



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6555 SHIER-RINGS ROAD, CITY OF DUBLIN SERVICE CENTER
 PARKING LOT & DRIVEWAY - DETAILS

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