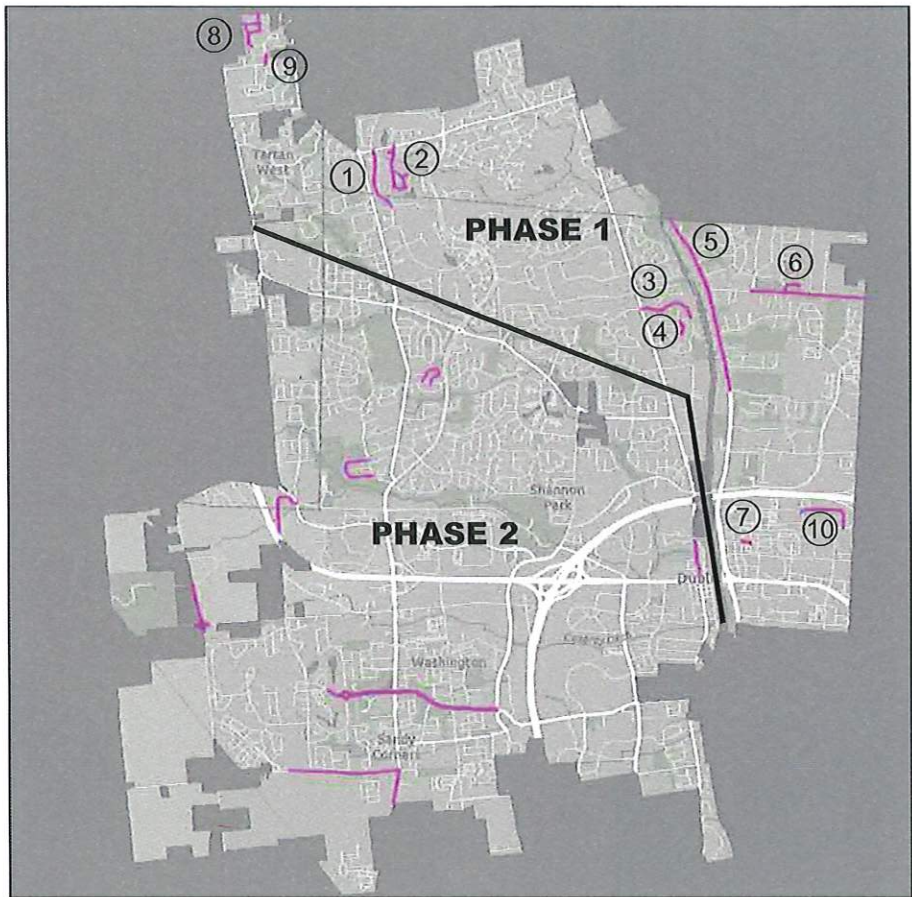


STREET MAINTENANCE PROGRAM 2025 - PHASE 1

25-001-CIP




LOCATION MAP
NTS

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PROJECT DESCRIPTION:
PAVEMENT RESURFACING, PAVEMENT RECONSTRUCTION, CURB RECONSTRUCTION, SIDEWALK RECONSTRUCTION, AND CURB RAMP RECONSTRUCTION OF VARIOUS CITY ROADS.

SIGNATURES BELOW SIGNIFY ONLY CONCURRENCE WITH THE GENERAL PURPOSES AND GENERAL LOCATION OF THE PROJECT AND DO NOT CONSTITUTE ASSURANCE TO OPERATE AS INTENDED. ALL TECHNICAL DETAILS REMAIN THE RESPONSIBILITY OF THE PROFESSIONAL CIVIL ENGINEER PREPARING THE PLANS.

APPROVED:  2.7.2025
DIRECTOR OF ENGINEERING/CITY ENGINEER
CITY OF DUBLIN, OHIO
DATE



UNDERGROUND UTILITIES
**Contact Two Working Days
Before You Dig**


Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764
(Non-members must be called directly)

STANDARD CONSTRUCTION DRAWINGS					
CITY OF DUBLIN		CITY OF COLUMBUS	ODOT		SUPPLEMENTAL SPECIFICATIONS
MD-05	RD-01		BP-3.1	TC-41.20	
PD-02	RD-02		MT-95.30	TC-41.30	ODOT - 800
PD-03	RD-03		MT-95.31	TC-41.40	
PD-04	RD-05		MT-95.32	TC-42.20	
PD-06	RD-07		MT-97.10	TC-82.10	
PD-08	RD-10		MT-97.11		
	RD-11		MT-99.20		
	SA-02		MT-105.10		
			MT-110.10		


REGISTERED ENGINEER

02/06/25
DATE

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 AND MATERIAL SPECIFICATIONS (CMSC) 2018 EDITION, THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS (ODOT CMS) 2023 EDITION AND ANY SUPPLEMENTS THERETO (HEREAFTER REFERRED TO AS STANDARD SPECIFICATIONS) SHALL GOVERN ALL CONSTRUCTION ITEMS UNLESS OTHERWISE NOTED. ITEM NUMBERS LISTED REFER TO CITY OF COLUMBUS ITEM NUMBERS UNLESS OTHERWISE NOTED.

THE CONTRACTOR INTENDING TO SUBMIT A BID FOR CITY OF DUBLIN (HEREAFTER REFERRED TO AS "CITY") 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.

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 MAILBOXES, 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 SHALL NOTIFY THE CITY OF DUBLIN, DIVISION OF ENGINEERING AT LEAST 14 WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION AND REQUESTING APPROVAL TO COMMENCE CONSTRUCTION.

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

THE CITY SHALL BE RESPONSIBLE TO OBTAIN 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 EXERCISE CAUTION ALWAYS 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 MODIFICATION 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 RIGHT-OF-WAY, ARE SHOWN FROM INFORMATION AVAILABLE AND ARE NOT NECESSARILY COMPLETE OR CORRECT.

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

THE CONTRACTOR SHALL SUBSTANTIALLY RESTORE ALL DISTURBED AREAS TO EQUAL OR BETTER CONDITION THAN EXISTED BEFORE CONSTRUCTION. DRAINAGE DITCHES OR WATERCOURSES 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, SEEDING AND MULCHING, AS PER PLAN. 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 SHARED-USE PATHS IS PROHIBITED AND ANY SUCH OCCURRENCE SHALL BE CLEANED UP IMMEDIATELY BY THE CONTRACTOR AT NO COST TO THE CITY. 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 TO THE CONTRACTOR.

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.

EXCESS EXCAVATED MATERIAL FROM THIS PROJECT SHALL BE HAULED OFFSITE BY THE CONTRACTOR AND COMPENSATION FOR HAULING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203, EXCAVATION.

MILLED SURFACES SHALL BE LIMITED TO 3 WORKING DAYS MAXIMUM. UPON COMPLETION OF PAVEMENT PLANING FOR EACH ROADWAY, THE CONTRACTOR SHALL RESURFACE SAID ROADWAY WITHIN THE SPECIFIED TIMEFRAME.

NO PARKING SIGNS SHALL NOT BE PLACED MORE THAN 3 DAYS PRIOR TO WORK COMMENCING.

DETOUR ROUTES MUST BE POSTED FOR ALL SIDEWALK OR ADA RAMP CLOSURES.

ONCE ANY CURB OR PAVEMENT IS REMOVED ON A STREET, FINAL PAVING ON THAT STREET MUST BE COMPLETE WITHIN 21 CALENDAR DAYS, UNLESS APPROVED IN WRITING BY THE ENGINEER. IF THIS DEADLINE IS NOT MET, LIQUIDATED DAMAGES WILL BE ASSESSED AT A RATE OF \$500 PER CALENDAR DAY BEYOND THE 21 DAY DEADLINE AND WORK ON NEW STREETS SHALL NOT BE PERMITTED UNTIL WORK ON STREETS EXCEEDING 21 CALENDAR DAYS IS COMPLETED.

DAILY WORK NOTIFICATION

THE CONTRACTOR SHALL SUBMIT A DAILY NOTIFICATION OF ALL SCHEDULED WORK TO BE PERFORMED TO construction@dublin.oh.us. THIS NOTIFICATION IS TO BE RECEIVED DAILY BY 7:00AM FOR THAT DAY'S PLANNED WORK. THE NOTIFICATION SHOULD ALSO INDICATE IF NO WORK IS PLANNED OR WORK IS CANCELLED DUE TO WEATHER. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION AND NOTIFICATION OF WORK BY SUB-CONTRACTORS. THE CONTRACTOR SHALL INCLUDE:

- FOR EACH LOCATION AND WORK CREW:
1. WORK TO BE PERFORMED
 2. LOCATION(S) AND LIMITS OF WORK
 3. MAINTENANCE OF TRAFFIC DETAILS
 4. PLANNED HOURS OF WORK
 5. CONTRACTOR'S FOREMAN NAME AND PHONE NUMBER
 6. STREETS AND DATES WHEN RESIDENT NOTIFICATION AND PARKING RESTRICTIONS WERE DISTRIBUTED.

WORK PERFORMED WITHOUT ADVANCE NOTICE WILL BE SUBJECT TO NON-PAYMENT OR REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S COST. FOR PARTIAL DAY WORK, PROVIDE AN APPROXIMATE TIME WINDOW IN THE NOTICE AND STATE THAT THE PROJECT MANAGER WILL BE NOTIFIED VIA PHONE OR TEXT AT LEAST ONE (1) HOUR IN ADVANCE OF THE WORK TO CONFIRM WORK HOURS. AN ELECTRONIC COPY OF THE STANDARD DAILY NOTIFICATION TEMPLATE MAY BE OBTAINED VIA THE CONSTRUCTION PROJECT MANAGER.

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 IN THE LUMP SUM PRICE BID FOR ITEM 624 MOBILIZATION.

UTILITIES

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

COLUMBIA GAS
3550 JOHNNY APPLESEED CT.
COLUMBUS, OHIO 43231
CONTACT: ROB CALDWELL
TEL: 614-818-2104
CELL: 614-370-1906
EMAIL: rcaldwell@nisource.com

AMERICAN ELECTRIC POWER
700 MORRISON ROAD
GAHANNA, OHIO 43230
CONTACT: ROBERT MATTHEWS
CELL: 740-647-2080
EMAIL: centralhppr@aep.com

AT&T
111 N. 4TH STREET
COLUMBUS, OHIO 43215
CONTACT: DONALD MARSHALL
CELL: 614-216-2396
EMAIL: g01553@att.com

CROWN CASTLE FIBER
2 EASTON OVAL - SUITE 425
COLUMBUS, OHIO 43219
CONTACT: JON TARNOWSKI
TEL: 585-445-5813
CELL: 614-940-2462
EMAIL: jon.tarnowski@crowncastle.com
CONTACT: JOE TEPPER
EMAIL: joe.tepper@crowncastle.com

VERIZON BUSINESS
757 COMMERCE CT.
LEWIS CENTER, OHIO 43035
CONTACT: MAURICE JONES
CELL: 614-593-6685
EMAIL: maurice.jones@verizon.com
CONTACT: JOHN DEERE
CELL: 614-809-8866
EMAIL: john.deere@verizon.com
EMAIL: vzfiber-centralohio@verizon.com

EVERSTREAM
240 N 5TH STREET
SUITE 168
COLUMBUS, OHIO 43215
CONTACT: SCOTT LANCIA
TEL: 380-204-5465
CELL: 614-515-3479
EMAIL: slancia@everstream.net
EMAIL: ssaleh@everstream.net
EMAIL: kkhay@everstream.net

ALTA FIBER
201 E. 4TH STREET
CINCINNATI, OHIO 45201
BLDG: 121-900
CONTACT: BRADLEY KEARNS
TEL: 513-417-5206
EMAIL: bradley.kearns@altafiber.com
EMAIL: jtrench@altafiber.com
EMAIL: roadprojects@altafiber.com

THE CONTRACTOR SHALL GIVE NOTICE OF INTENT TO CONSTRUCT TO OHIO811 (TELEPHONE NUMBER 811 OR 800-362-2764) AND TO OWNERS OF UNDERGROUND UTILITIES THAT ARE NOT MEMBERS OF A REGISTERED UNDERGROUND PROTECTION SERVICE. NOTICE SHALL BE GIVEN AT LEAST TWO (2) WORKING DAYS PRIOR TO PERFORMING ANY EXCAVATION OR PAVEMENT OPERATIONS THAT REMOVE MORE THAN 3" OF PAVEMENT SURFACE.

THE CITY OF DUBLIN AND THE CITY ENGINEER ASSUME 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.

DUBLINK
1600 WALCUTT ROAD
COLUMBUS, OHIO 43228
CONTACT: SAM PUTKA
EMAIL: sjputka@columbusfiber.net

CHARTER COMMUNICATIONS/SPECTRUM
3760 INTERCHANGE ROAD
COLUMBUS, OHIO 43204
EMAIL: dl-moh-construction-frelo-team@charter.com

BREEZELINE
3675 CORPORATE DRIVE
COLUMBUS, OHIO 43231
CONTACT: JEREMY BORRESON
EMAIL: jborreson@breezeline.com
EMAIL: dl_cmhmf@atlanticbb.com

CITY OF DUBLIN
DIVISION OF ENGINEERING
6555 SHIER RINGS ROAD
DUBLIN, OHIO 4301
TEL: 614-410-4740

CITY OF COLUMBUS
DIVISION OF WATER
910 DUBLIN ROAD
2ND FLOOR
COLUMBUS, OHIO 43215
TEL: 614-645-7788

ZAYO GROUP
13430 NORTHWEST FREEWAY
SUITE 1100
HOUSTON, TEXAS 77040
CONTACT: WAYLON HIGGINS
CELL: 765-341-1199
EMAIL: waylon.higgins@zayo.com
zayo.relo.ohio@zayo.com
CONTACT: ERIC ALEXANDER
251 NEILSTON STREET
COLUMBUS, OHIO 43215
CELL: 614-989-9655
EMAIL: eric.alexander@zayo.com

GLOFIBER BUISNESS
1123 GOODALE BLVD.
SUITE 550
COLUMBUS, OHIO 43212
CONTACT: STACIE STEARNS
CELL: 614-570-4323
EMAIL: stacie.stearns@horizonconnects.com
CONTACT: WALTER MARTIN
CELL: 740-215-9066
EMAIL: walter.martin@horizonconnects.com

UTILITIES (CONT.)

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 SHALL BE 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 CONTRACTOR'S 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.

LOCATION, SUPPORT, PROTECTION, AND RESTORATION OF ALL EXISTING UTILITIES AND APPURTENANCES, SHOWN OR NOT SHOWN ON THE PLANS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICES BID FOR THE VARIOUS ITEMS OF THE CONTRACT.

WHEN UNKNOWN OR INCORRECTLY LOCATED UNDERGROUND UTILITIES ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY OWNER AND THE CITY ENGINEER.

IF DAMAGED BY THE CONTRACTOR, PRIVATE IRRIGATION SYSTEMS SHALL BE REPAIRED WITHIN 48 HOURS, AND DOG FENCES REPAIRED WITHIN 24 HOURS. REPAIR COSTS WILL BE INCIDENTAL TO THE VARIOUS ITEMS OF WORK.

MAILBOX RELOCATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT U.S. MAIL DELIVERY WITHIN THE PROJECT LIMITS IS NOT DISRUPTED BY CONSTRUCTION OPERATIONS. THIS RESPONSIBILITY IS LIMITED TO RELOCATION OF MAILBOXES TO A TEMPORARY LOCATION THAT WILL ALLOW THE COMPLETION OF THE WORK AND SHALL ALSO INCLUDE THE RESTORATION OF MAILBOXES TO THEIR ORIGINAL LOCATION OR APPROVED NEW LOCATION. ANY RELOCATION OF MAILBOX SERVICES MUST FIRST BE COORDINATED WITH THE U.S. POSTAL SERVICE AND AFFECTED PROPERTY OWNERS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICES BID FOR THE VARIOUS ITEMS OF THE CONTRACT.

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 THE MAILBOXES. MAILBOXES SHALL BE INSTALLED PLUMB AND SECURELY AND IN ACCORDANCE WITH USPS GUIDELINES. THE CONTRACTOR SHALL REERECT ALL MAILBOXES WITHIN 5 DAYS OF THE COMPLETION OF THE CURB/CURB AND GUTTER WORK. REERECTED MAILBOXES SHALL BE PLACED AS CLOSE TO THE ORIGINAL LOCATION AS POSSIBLE.

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, OR IF RELOCATION DAMAGES THE MAILBOX AT NO FAULT OF THE CONTRACTOR. PAYMENT SHALL BE MADE AT THE UNIT PRICE BID PER EACH FOR ITEM SPECIAL - MAILBOX REPLACED AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO FURNISH AND INSTALL A NEW MAILBOX AND/OR POST WHEN DIRECTED BY THE ENGINEER.



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DESIGN AGENCY	
DESIGNER	MSS
REVIEWER	LMO 2/5/25
PROJECT ID	25-001-CIP
SHEET	TOTAL
P.2	24

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 WITHOUT PRIOR APPROVAL FROM THE ENGINEER. ALL TRAILERS OR EQUIPMENT PARKED IN ROADWAY SHALL BE CONED OFF FOR SAFETY. LUMINARIES SHALL BE UTILIZED AS REQUESTED. EQUIPMENT AND MATERIALS SHALL NOT BE STORED IN STREETS OR RIGHTS OF WAY WITHOUT APPROVAL OF THE ENGINEER.

DRAINAGE

THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS SO AS TO MAINTAIN AT ALL TIMES STORM SEWER, DRAIN, AND DITCH FLOWS THROUGH EXISTING FACILITIES TO REMAIN IN PLACE AND THROUGH EXISTING FACILITIES TO BE REPLACED UNTIL NEW FACILITIES ARE COMPLETED AND PUT INTO SERVICE. THE FLOW OF ALL STORM SEWER, DRAINS, AND OTHER WATERCOURSES ENCOUNTERED AND DISTURBED OR DESTROYED DURING CONSTRUCTION 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 SYSTEM 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.

ALL CONCRETE PIPE AND STRUCTURES ARE TO BE INSPECTED AT THE SUPPLIER BY THE CITY OF COLUMBUS, AND MARKED TO INDICATE APPROVAL FROM SUCH INSPECTION.

ALL CATCH BASINS AND CURB INLETS MUST BE FURNISHED WITH BIKE SAFE GRATES EJ 5110 M3.

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

REMOVAL OF CONSTRUCTION DEBRIS

THE CONTRACTOR IS RESPONSIBLE FOR CLEANING AND REMOVAL OF DEBRIS DUE TO CONSTRUCTION ACTIVITIES ON A DAILY BASIS. THE CONTRACTOR SHOULD DOCUMENT THE PRESENCE OF ANY DEBRIS PRESENT PRIOR TO CONSTRUCTION. ANY DEBRIS PRESENT THAT IS, IN THE ENGINEER’S OPINION, RELATED TO THE CONSTRUCTION ACTIVITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

NO CONSTRUCTION MATERIALS ARE TO BE STORED WITHIN ANY PUBLIC RIGHT–OF–WAY. 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. ALL DRAINAGE STRUCTURES SHALL BE FREE OF DEBRIS AND IN GOOD WORKING CONDITION UPON PROJECT COMPLETION.

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.

THE COSTS FOR EROSION AND SEDIMENT CONTROL SHALL BE INCLUDED AS A PART OF THE ASSOCIATED WORK ITEMS, UNLESS SPECIFICALLY DETAILED OTHERWISE IN THE CONSTRUCTION PLANS.

PAVEMENT

PAVEMENTS SHALL BE CUT IN NEAT, STRAIGHT LINES THE FULL DEPTH OF THE EXISTING 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.

THE CONTRACTOR SHALL SUBMIT TO THE CITY ENGINEER AT THE PRECONSTRUCTION MEETING HIS PROPOSED DESIGN MIX FORMULA FOR ALL BITUMINOUS MIXTURES TO BE PLACED 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 IS NOT PERMITTED TO USE ANY RECLAIMED MATERIALS IN ITEM 304.

ITEM 441 ASPHALT CONCRETE SHALL BE SUBJECT TO THE PROVISIONS OF 448.02 DENSITY. TESTING WILL BE IN ACCORDANCE WITH SUPPLEMENT 1055 FOR DENSITY ACCEPTANCE REGARDLESS OF LENGTH OF PAVING OPERATIONS.

CONCRETE

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. SHARED USE PATHS AND ADA RAMPS SHALL BE SAWCUT AS DIRECTED BY THE ENGINEER.

CURING:
ALL CONCRETE SHALL BE CURED IN ACCORDANCE WITH SECTION 451.11 (CMSC) 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 BE REMOVED WITHIN 24 HOURS. PROVIDING PROVISIONS FOR CONCRETE WASHOUT IS THE RESPONSIBILITY OF THE CONTRACTOR.

CONSTRUCTION MATERIALS

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

ITEM 203 EXCAVATION, ROADWAY UNDERCUT, AS PER PLAN

ALL EXCAVATION SHALL BE CONSIDERED AS UNCLASSIFIED, INCLUDING ROCK.

THIS ITEM CONSISTS OF ALL NECESSARY EQUIPMENT AND LABOR TO EXCAVATE AND HAUL UNSUITABLE REMAINING PAVEMENT AND BASE MATERIAL FROM DESIGNATED AREAS, RE–GRADE DISTURBED AREAS AND COMPACT SUBGRADE PER ITEM 204 PRIOR TO PLACING COMPACTED AGGREGATE BASE MATERIAL OR NO. 2 STONE. THIS ITEM INCLUDES SAW CUTTING OF ADJOINING PAVEMENT IF NEEDED IN ORDER TO PROVIDE A CLEAN NEAT PAVEMENT EDGE FOR THE PAVEMENT AREA SURROUNDING THE REPAIR AREA.

THIS ITEM IS NOT TO BE USED WHERE WORK IS DESIGNATED BY ENGINEER TO BE DONE UNDER ITEM 254 PAVEMENT PLANING. PAYMENT FOR THIS ITEM IS PER CUBIC YARD OF EXCAVATED MATERIAL, HAULED AWAY AND DISPOSED OF.

ITEM 203 – EXCAVATION AND ROOT PRUNING, AS PER PLAN

IN CONJUNCTION WITH EXCAVATION TO PLACE NEW PAVEMENT AT THE DESIRED GRADE, THE CONTRACTOR SHALL NEATLY SAW ANY ROOTS OVER 1” DIAMETER SUCH THAT THE ROOT ENDS ARE LEFT WITH A CLEAN CUT, AND NOT FRAYED, SPLINTERED OR BURNT. ROOTS LESS THAN 1” IN DIAMETER SHALL BE PRUNED WITH A SHARP TOOL. ROOTS SHALL NOT BE REMOVED IN A MANNER THAT MAY CAUSE THE DAMAGE CLOSE TO THE ROOT PLATE OF THE TREE. SAWS USED TO PRUNE TREE ROOTS SHALL HAVE BLADES OR CHAINS CHANGED REGULARLY AS NEEDED TO INSURE A CLEAN CUT. IF THE CONTRACTOR USES A GROUND SAW FOR ROOT PRUNING IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO EXPOSE AND PROTECT EXISTING UTILITIES (PUBLIC AND PRIVATE), THIS INCLUDES BURIED DOG FENCE, IRRIGATION, ROOF–DRAINS ETC.

STUMP GRINDERS SHALL NOT BE PERMITTED TO REMOVE TREE ROOTS. EXCAVATION INCLUDES ALL WORK AS OUTLINED IN THE CMSC, AS AMENDED HEREIN.

THIS ITEM CONSISTS OF ALL NECESSARY EQUIPMENT AND LABOR TO EXPOSE, PRUNE, TRIM OR CUT TREE ROOTS AND EXCAVATE AND HAUL SPOILS FROM DESIGNATED AREAS, RE–GRADE COMPACT DISTURBED AREAS IN ORDER TO MEET NEWLY ESTABLISHED GRADES, 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, AS PER PLAN (ANY THICKNESS), ITEM 609 CURBING. PAYMENT FOR THIS ITEM IS PER CUBIC YARD OF MATERIAL EXCAVATED AND HAULED AWAY.

ITEM 653 – TOPSOIL FURNISHED AND PLACED, AS PER PLAN

A MINIMUM 4 INCHES OF PULVERIZED TOPSOIL SHALL BE PLACED IN ALL AREAS TO BE SEEDED OR MULCHED. PRIOR TO PLACING PULVERIZED TOPSOIL IN CUT AREAS, THE EARTH SHALL BE EXCAVATED TO A DEPTH SUFFICIENT TO PLACE 4 INCHES OF PULVERIZED TOPSOIL. THE COST OF EXCAVATION AND DISPOSAL OF SURPLUS MATERIALS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE VARIOUS CONTRACT ITEMS.

TOPSOIL SHALL BE REMOVED AND WASTED OR UTILIZED IN NON–LOAD BEARING FILLS IN ACCORDANCE WITH THE SPECIFICATIONS. NO EXTRA COMPENSATION SHALL BE PAID FOR THE REMOVAL OF EXCESS TOPSOIL AS REQUIRED TO OBTAIN A SUITABLE SUBGRADE. PAYMENT FOR TOPSOIL REMOVAL IS INCLUDED IN ITEM 203, EXCAVATION.

ALL TOPSOIL MATERIALS AND FINAL AREA OF SUBGRADE PREPARATION SHALL BE FREE FROM ROCK AND OTHER FOREIGN MATERIAL OF ½” OR GREATER IN ANY DIMENSION.

ITEM 659 – SEEDING AND MULCHING, AS PER PLAN

SEEDING AND MULCHING TO BE PER COLUMBUS C&MS ITEM 659, CLASS 1, EXCEPT FOR THE SEED SPECIFICATION AS FOLLOWS:

SEED MIXTURE

- A. THE FOLLOWING SEED MIXTURE SHALL BE USED:
SITE ONE LANDSCAPE SUPPLY, 50/50 MIX, ITEM NO. 20–13–250, OR APPROVED EQUAL.
 - 1. TURF–TYPE PERENNIAL RYEGRASS 50:
 - 2. KENTUCKY BLUEGRASS 50%
- B. THE SEED MIX MUST CONTAIN AT LEAST TWO (2) DIFFERENT CULTIVARS OF EACH SEED TYPE.
- 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%.

CONTRACTOR SHALL APPLY STRAW TO SEEDED AREAS.

ITEM 659 – WATER FOR IRRIGATION, AS PER PLAN

THIS WORK CONSISTS OF WATERING SEEDED AREAS TO ESTABLISH AND MAINTAIN QUALITY VEGETATIVE COVER.

SEEDED AREAS SHOULD BE WATERED A MINIMUM OF TWO TIMES PER WEEK, DEPENDING ON ADEQUATE NATURAL RAINFALL. THE CONTRACTOR SHALL PROVIDE FOR A MINIMUM OF 1” OF WATER PER WEEK FOR SEEDED AREAS (APPROXIMATELY ½” TWO TIMES PER WEEK). ADDITIONAL WATERING MAY BE REQUESTED BY THE ENGINEER. WATER FOR IRRIGATION WILL BE PAID FOR ACCEPTABLE WORK COMPLETED BY THE CONTRACTOR THAT IS VERIFIED WITH THE WATERING LOGS SUBMITTED BY THE CONTRACTOR. CONTRACTOR SHALL SUBMIT WATERING LOGS WEEKLY. THE UNIT OF MEASURE FOR WATER FOR IRRIGATION IS M GALLONS (MGAL), (M=1000)

ITEM SPECIAL – HARDWOOD MULCH

THIS WORK CONSISTS OF PLACING HARDWOOD MULCH IN PLANTING AREAS DISTURBED BY CONSTRUCTION ACTIVITY. HARDWOOD MULCH SHOULD BE PLACED FOLLOWING REMOVAL OF ALL DEBRIS FROM SITE, GRADING AND PLACEMENT OF TOPSOIL. THE MULCH SHOULD BE PLACED IN A 3 INCH LAYER, RAKED AND BLENDED INTO THE EXISTING AREA.

MATERIAL:
MULCH SHOULD BE ORGANIC, FREE FROM NOXIOUS WEEDS, MOLD OR OTHER DELETERIOUS MATERIALS AND SUITABLE FOR A TOP DRESSING OF TREES, SHRUBS AND PLANTINGS.

APPROVED MATERIALS ARE HARDWOOD MULCH FROM KURTZ BROTHERS, OR APPROVED ALTERNATE.

KURTZ BROTHERS MULCH MIXES:
MIX A: KURTZ BROTHERS HARDWOOD BLEND
MIX B: KURTZ BROTHERS AMERIMULCH BLACK, (MUIRFIELD AREA)
MIC C: KURTZ BROTHERS, EARTH BLEND LEAF COMPOST (WHERE SPECIFIED)

ALTERNATE SUPPLIER:
MIX B: OHIO MULCH ABSOLUTE BLACK (MUIRFIELD AREA)

MULCH SHOULD MATCH IN TYPE AND CONSISTENCY WITH EXISTING LANDSCAPE AREAS.

PAYMENT:
PAYMENT WILL BE FOR ALL LABOR, EQUIPMENT AND MATERIAL FOR THE PLACEMENT OF HARDWOOD MULCH BY THE CUBIC YARD (CY)

DESIGN AGENCY



DESIGNER

MSS

REVIEWER

LMO 2/5/25

PROJECT ID

25-001-CIP

SHEET

P.4

TOTAL

24

MAINTENANCE OF TRAFFIC, MOBILIZATION, PUBLIC SAFETY, AND 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 AT ALL TIMES DURING THE PERFORMANCE OF THE WORK. THE CONTRACTOR SHALL PHASE WORK AND PROVIDE A 10’ STEEL PLATE FOR EACH AFFECTED RESIDENCE IN ORDER TO MAINTAIN ACCESS TO DRIVEWAYS. DRIVEWAY REPAIRS TO BE COMPLETED WITHIN 3 DAYS OF PLATES BEING REMOVED. 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 CLOSURES

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. SIDEWALK CLOSINGS SHALL NOT EXCEED 10 DAYS UNLESS OTHERWISE NOTED IN THE CONSTRUCTION DOCUMENTS.

FAILURE TO COMPLY WITH THIS NOTE WILL RESULT IN ALL OPERATIONS BEING SHUT DOWN UNTIL BROUGHT BACK INTO COMPLIANCE.

STREET CLOSURES

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

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

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 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 OR PROCEED WITH OTHER UNRELATED WORK ON THE PROJECT UNTIL COMPLIANCE IS ACHIEVED AND THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LIQUIDATED DAMAGES NOTE ON THIS SHEET. 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.

THE CONTRACTOR WILL IMMEDIATELY RE-ESTABLISH ACCESS IF NOTIFICATION WAS NOT PERFORMED. A DEDUCTION OF \$500 PER DAY PER INSTANCE SHALL BE ASSESSED FOR RESTRICTING ACCESS WITHOUT PRIOR NOTICE OR CONFORMANCE WITH THIS NOTE.

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 AND PAVING OF SIGNALIZED INTERSECTIONS 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 USE OF A LAW ENFORCEMENT OFFICER WITH PATROL CAR SHALL BE REQUIRED WHEN TRAFFIC IS BEING DIRECTED THROUGH SIGNALIZED INTERSECTIONS.

THE COSTS FOR ERECTION, MAINTENANCE AND REMOVAL OF ALL DEVICES SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 – MAINTAINING TRAFFIC. COSTS FOR SPECIAL DUTY POLICE OFFICERS SHALL BE PAID UNDER ITEM 614 – LAW ENFORCEMENT OFFICER WITH PATROL CAR. COSTS FOR FLAGGERS SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 – MAINTAINING TRAFFIC.

WORK ZONES SHALL BE ADEQUATELY SECURED DURING AND OUTSIDE OF WORKING HOURS.

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 BY THE END OF DAY WEDNESDAY THE WEEK BEFORE WORK IN QUESTION WILL BEGIN. 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.

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 CONTRACTOR SHALL PROVIDE 10’ STEEL PLATES FOR EACH AFFECTED RESIDENCE. DRIVEWAY REPAIRS TO BE PERFORMED WITHIN 3 DAYS OF THE PLATES BEING REMOVED. 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.

THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE–LANE, TWO–WAY TRAFFIC AT ALL TIMES UNLESS OTHERWISE SHOWN ON THE CONSTRUCTION PLANS. FLAGGERS WILL BE PROVIDED ANY TIME ONE–LANE, TWO–WAY TRAFFIC IS ESTABLISHED (PER ITEM 614) AND AS DIRECTED BY THE ENGINEER.

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 CONTRACTOR’S EXPENSE.

PAYMENT FOR THIS AND ALL TRAFFIC MAINTENANCE ITEMS (UNLESS OTHERWISE SPECIFIED) SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 – MAINTAINING TRAFFIC.

ITEM 630 – SIGNING, MISC.: 2 1/4" SQUARE ANCHOR POST

FOR STREET NAME SIGN SUPPORTS, ALL VISIBLE ELEMENTS OF THE SIGN SUPPORTS (I.E., SUPPORT POSTS, RAIN CAP) SHALL BE PAINTED. FEDERAL STANDARD COLOR #20040 FEDERAL BROWN. NUTS AND BOLTS NEED NOT BE PAINTED. PRIOR TO PAINTING, A PAINT SAMPLE SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.

IN ADDITION TO ITEMS 630 AND 730, THE ANCHOR POST PROVIDED AND INSTALLED WITH THE GROUND MOUNTED SIGN SUPPORT SHALL BE AS PER ODOT STANDARD DRAWING TC–41.20, AND SHALL BE 36” IN LENGTH. THE ANCHOR SHALL BE 2 1/4–INCHES SQUARE, 12 GAUGE, WITH A 2 1/2–INCH OVERSLEEVE 12–INCHES LONG OVER TOP OF THE ANCHOR. THIS ITEM SHALL BE PAID FOR AT THE UNIT PRICE BID PER EACH.

PAVEMENT MARKINGS

ALL TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED OR OBSCURED PRIOR TO THE APPLICATION OF PERMANENT PAVEMENT MARKINGS. PERMANENT MARKINGS SHALL NOT BE INSTALLED UNTIL A MINIMUM OF 14 DAYS AFTER THE ASPHALT REJUVENATING AGENT IS APPLIED. ALL PAVEMENT MARKING/STRIPING SHALL BE PERFORMED WITHIN 21 DAYS OF PLACEMENT OF THE SURFACE COURSE, INCLUDING THE 14 DAY WAITING PERIOD AFTER THE REJUVENATING AGENT IS APPLIED.

THE INTENT IS TO REPLACE ALL EXISTING PAVEMENT MARKINGS IN KIND, UNLESS OTHERWISE NOTED IN THE PLANS. EXISTING WORD "ONLY" AND "MERGE" PAVEMENT MARKINGS SHALL BE REPLACED WITH LANE ARROWS. WHEN CURB RAMPS ARE RELOCATED, THE CORRESPONDING CROSSWALK LINES AND STOP LINES SHALL ALSO BE ADJUSTED ACCORDINGLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING EXISTING PAVEMENT MARKING LOCATIONS/LAYOUT PRIOR TO REMOVAL.

NO PERMANENT PAVEMENT MARKINGS SHALL BE INSTALLED WITHOUT PRIOR APPROVAL OF PRELIMINARY LAYOUT MARKINGS BY THE ENGINEER. OFFSET LONGITUDINAL JOINTS AND PAVEMENT MARKINGS BY 6 INCHES PER ODOT SCD BP–3.1.

FAILURE TO COMPLY WITH THIS NOTE WILL RESULT IN OPERATIONS BEING SHUT DOWN UNTIL BROUGHT BACK INTO COMPLIANCE.

SIGN RELOCATIONS

QUANTITIES PROVIDED FOR GROUND MOUNTED SIGN AND POST SUPPORT REMOVAL AND REERECTION ARE FOR STREET SIGNS AND STOP SIGNS IN CONFLICT WITH NEW CURB RAMPS. THE LOCATION FOR SIGN REERECTION SHALL BE PER DIRECTION OF THE ENGINEER.

ITEM 632 – DETECTOR LOOP, AS PER PLAN

THIS ITEM CONSISTS OF INSTALLING TRAFFIC DETECTOR LOOP ORIENTED AS DIRECTED BY ENGINEER. THIS WORK SHALL BE AS OUTLINED IN ITEM 632.11 PER THE ODOT CMS AND ACCORDING TO ODOT TC–82.10 FOR POWERHEAD LOOP DETECTION, AS AMENDED. THIS ITEM INCLUDES PAVEMENT CUTTING OF SLOTS FOR INSTALLATION OF LOOP WIRE.

THE LOOPS SHALL BE INSTALLED IN THE INTERMEDIATE ASPHALT COURSE, PRIOR TO THE APPLICATION OF THE SURFACE COURSE.

LOOPS MAY ONLY BE INSTALLED IN THE SURFACE COURSE WITH THE PERMISSION OF THE ENGINEER. SLOTS SHALL BE CUT TO A DEPTH THAT SHALL ALLOW WINDINGS OF LOOP WIRE TO BE INSTALLED AND THE TOP OF THE WINDINGS SHALL BE A MINIMUM OF 3 INCHES BELOW THE FINISH PAVEMENT GRADE. BACKER ROD SHALL BE USED CONTINUOUSLY TO ENSURE CONSISTENT DEPTH OF LOOP WIRE.

CONDUIT SHALL BE INSTALLED FROM THE NEAREST CORNER OF THE CUT SQUARE TO THE NECESSARY PULL BOX FOR CONNECTION TO THE LOOP LEAD IN WIRE. COST OF CONDUIT, DRILLING AND PULLING AND INSTALLATION IS TO BE INCLUDED IN THIS PAY ITEM. PRIOR TO INSTALLATION OF THE LOOP DETECTION WIRE, SLOTS SHALL BE BLOWN CLEAN DEBRIS. THE WIRE SHALL BE INSTALLED IN CONJUNCTION WITH 632.23, WITH THE EXCEPTION THAT WIRE SHALL BE ROUTED THROUGH CONDUIT TO PULL BOX. THE SLOTS IN THE PAVEMENT SHALL BE SEALED WITH A FLEXIBLE EMBEDDING SEALANT PREQUALIFIED IN ACCORDANCE WITH ODOT SUPPLEMENT 1048.

THE DETECTOR LOOP SHALL BE REPLACED WITHIN ONE WEEK OF REMOVAL.

THE UNIT PRICE FOR THIS ITEM SHALL INCLUDE ALL NECESSARY MATERIAL AND LABOR TO PROVIDE, INSTALL, CONNECT AND ADJUST LOOP DETECTOR AT GIVEN LOCATION. ITEM IS TO BE PAID FOR EACH (EA) TRAFFIC LOOP INSTALLED, CONNECTED, ADJUSTED, COMPLETE AND IN PLACE.

DESIGN AGENCY



DESIGNER

MSS

REVIEWER

LMO 2/5/25

PROJECT ID

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SHEET

TOTAL

P.5

24

ITEM 604 – MANHOLE, CATCH BASIN OR INLET, ADJUSTED TO GRADE, AS PER PLAN

THE CONTRACTOR WILL MAKE ALL FINAL GRADE ADJUSTMENT OF MANHOLE, CATCH BASIN AND INLET COVERS, AND SIMILAR FRAME ASSEMBLIES USING INJECTION MOLDED HIGH DENSITY POLYETHYLENE (HDPE) ADJUSTMENT RINGS WHERE PRACTICAL. THE ADJUSTMENT RINGS SHALL BE MANUFACTURED FROM POLYETHYLENE PLASTIC AS IDENTIFIED IN ASTM DESIGNATION D-1248 (STANDARD SPECIFICATION FOR POLYETHYLENE PLASTIC MOLDING AND EXTRUSION MATERIALS).

THE GRADE ADJUSTMENTS AND REPAIRS FOR INLET COVERS AND SIMILAR SHALL BE MADE WITH THE USE OF CLAY BRICK AND MORTAR OR CONCRETE.

DAMAGED CASTINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER AND, IF DIRECTED, SHALL BE REPLACED. THE COST OF THE CASTING(S) REPLACED SHALL BE IN ADDITION AS PROVIDED FOR IN THE GENERAL SPECIFICATIONS.

INSTALLATION SHALL BE PER MANUFACTURER’S RECOMMENDATIONS ONLY. THE STRUCTURE SHALL BE PROPERLY PREPARED PRIOR TO INSTALLATION OF ADJUSTMENT RINGS AND SHALL BE CLEAN AND FREE OF UNSOUND MATERIAL OR LOOSE DEBRIS. THE CASTING SHALL BE REMOVED, ALL BRICKS SHALL BE REMOVED AND DOWN TO THE ELEVATION OF THE FIRST SOLID COURSE. THE CONTRACTOR SHALL LAY NEW CLAY BRICK AS NEEDED TO LEVEL STRUCTURE AND PROVIDE LEVEL SEAT FOR INSTALLATION OF ADJUSTMENT RINGS. STRUCTURE SHALL BE PARGED AFTER INSTALLATION OF ADJUSTMENT RINGS. THE ANNULAR SPACE BETWEEN THE RINGS AND CONE BASIN, THE RINGS, AND THE RINGS AND COVER FRAME SHALL BE SEALED UTILIZING AN APPROVED BUTYL SEALANT. THE OVERDIG AROUND THE STRUCTURE, AFTER BEING CLEANED OF LOOSE DEBRIS AND EXCESS CONCRETE, SHALL BE FILLED WITH LSM, TYPE 2. THE WORK PERFORMED UNDER THIS SECTION IS PER STRUCTURE REGARDLESS OF NUMBER OF CASTINGS SITUATED ON STRUCTURE. LEVELING OF CASTING OR STRUCTURE AND THE FILLING OF VOIDS WITH CONCRETE SHALL NOT CONSTITUTE WORK FOR PAYMENT UNDER THIS SECTION, BUT RATHER BE INCIDENTAL TO CURB PLACEMENT. DRAINAGE STRUCTURE ADJUSTMENTS AND REPAIRS SHALL BE COMPLETED PRIOR TO FINISHING CURB AND GUTTER.

ITEM 604 – MANHOLE, CATCH BASIN OR INLET RECONSTRUCTED TO GRADE, AS PER PLAN

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. DRAINAGE STRUCTURE ADJUSTMENTS AND REPAIRS SHALL BE COMPLETED PRIOR TO FINISHING CURB AND GUTTER.

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 SPECIAL – INLET REPAIR AND PARGE

THE CONTRACTOR WILL MAKE ALL FINAL GRADE ADJUSTMENT OF MANHOLE, CATCH BASIN AND INLET COVERS, AND SIMILAR FRAME ASSEMBLIES USING BRICK AND TYPE S MORTAR. DAMAGED CASTINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER AND IF DIRECTED SHALL BE REPLACED. THE COST OF THE CASTING(S) REPLACED SHALL BE IN ADDITION AS PROVIDED FOR IN THE GENERAL SPECIFICATIONS.

THE STRUCTURE SHALL BE PROPERLY PREPARED PRIOR TO REPAIR AND SHALL BE CLEAN AND FREE OF UNSOUND MATERIAL OR LOOSE DEBRIS. SINCE THE CASTING MAY NOT BE REMOVED, ALL BRICKS AND DEBRIS SHALL BE REMOVED AND DOWN TO THE ELEVATION OF THE FIRST SOLID COURSE WITHIN THE STRUCTURE. THE COURSES SHALL BE REPLACED AND PARGED WITHIN THE STRUCTURE. LEVELING OF CASTING OR STRUCTURE AND THE FILLING OF VOIDS WITH CONCRETE SHALL NOT CONSTITUTE WORK FOR PAYMENT UNDER THIS SECTION, BUT RATHER BE INCIDENTAL TO CURB PLACEMENT. INLET REPAIRS SHALL BE COMPLETED PRIOR TO FINISHING CURB AND GUTTER.

PAYMENT SHALL BE MADE AT THE UNIT PRICE BID PER EACH FOR ITEM SPECIAL – INLET REPAIR AND PARGE AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY FOR THE WORK NOTED ABOVE.

ITEM SPECIAL – DRAIN LEADER PIPE

THIS ITEM CONSISTS OF THE REMOVAL AND REPLACEMENT OF EXISTING ROOF DRAIN PIPES PERFORMED IN CONJUNCTION WITH SIDEWALK AND CURB AND GUTTER REPLACEMENT OR OTHER WORK AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH THE CMSC. CONNECTIONS ARE TO BE APPROVED BY THE CITY.

ALL DOWNSPOUT DRAIN TILE AND STORM SEWERS DAMAGED, DISTURBED, OR REMOVED AS A RESULT OF THE CONTRACTOR’S OPERATIONS SHALL BE REPLACED WITH SCHEDULE 40 PIPE OR BETTER, MAINTAINING THE SAME GRADIENT AS EXISTING. REPLACED DRAIN TILE SHALL BE LAID ON COMPACTED BEDDING EQUAL DENSITY TO SURROUNDING STRATUM. REPLACEMENT SHALL BE DONE AT THE TIME OF THE BACKFILL OPERATION. PIPE SIZE IS 3” DIAMETER FOR RESIDENTIAL AND 4” DIAMETER FOR COMMERCIAL, OR AS SPECIFIED.

THE UNIT PRICE FOR THIS ITEM SHALL INCLUDE ALL LABOR, MATERIALS INCLUDING APPROVED CONNECTORS, ADHESIVES, EQUIPMENT AND OTHER INCIDENTALS. WORK IS TO BE PAID PER LINEAR FOOT (LF) OF DRAIN LEADER PIPE REPLACED WHERE NOT INCLUDED UNDER OTHER PAY ITEM(S).

ITEM 604 – MANHOLE, RECONSTRUCTED TO GRADE, AS PER PLAN (SAN)

WORK SHALL BE PERFORMED UNDER THIS SECTION AS DIRECTED TO RECONSTRUCT EXISTING SANITARY MANHOLES. 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.)

THIS ITEM SHALL INCLUDE THE REPLACEMENT OF THE EXISTING MANHOLE LID WITH A NEW LID CONFORMING TO THE REQUIREMENTS OF DUBLIN STANDARD DRAWING SA-02.

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. STRUCTURE ADJUSTMENTS AND REPAIRS SHALL BE COMPLETED PRIOR TO FINISHING CURB AND GUTTER.

PAYMENT FOR THIS ITEM WILL BE MADE PER EACH (EA) STRUCTURE RECONSTRUCTED TO GRADE INCLUDING ALL LABOR, MATERIALS, and EQUIPMENT NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE. THE WORK PERFORMED UNDER THIS SECTION IS PER STRUCTURE REGARDLESS OF NUMBER OF CASTINGS SITUATED ON THE STRUCTURE.

ITEM 608 – DETECTABLE WARNING, TYPE A, AS PER PLAN

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:
– CAST IN PLACE PANELS –
SYSTEM SHALL BE TUFTILE CAST IRON 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.

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 BE 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
– TYPE A PANELS: 2 24”X24” PANELS WITH MENDING PLATES
5.5’ WIDE RAMPS: 5’ DETECTABLE WARNING PANELS
– TYPE A PANELS: 2 24”X30” PANELS WITH MENDING PLATES
6.5’ WIDE RAMPS: 6’ DETECTABLE WARNING PANELS
– TYPE A PANELS: 3 24”X24” PANELS WITH MENDING PLATES
8.5’ WIDE RAMPS: 8’ DETECTABLE WARNING PANELS
– TYPE A PANELS: 4 24”X24” PANELS WITH MENDING PLATES

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.

ITEM 608 – DETECTABLE WARNING, TYPE A, AS PER PLAN (CONT.)

METHOD OF MEASUREMENT.
THE QUANTITY OF DETECTABLE WARNING DEVICES SHALL BE THE ACTUAL SQUARE FOOT (SF) 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 608 – DETECTABLE WARNING, TYPE A, AS PER PLAN (SF)

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.

ITEM 608 – BRICK PAVER REMOVE & RESET, (TYPE), AS PER PLAN

THIS ITEM CONSISTS OF THE REMOVAL AND RESETTING OF EXISTING BRICK OR CONCRETE MODULAR PAVER WALKS AND DRIVES. THE PAVERS SHALL BE REMOVED IN A MANNER TO PREVENT DAMAGE TO PAVERS SO THEY MAY BE RE-INSTALLED. THE REMOVED PAVERS SHALL BE NEATLY STACKED AT A LOCATION DESIGNATED BY THE ENGINEER. THE PAVERS SHALL BE INSTALLED AS FOLLOWS DEPENDING ON THE TYPE OF PAVER SYSTEM INSTALLED:

TYPE 1: MODULAR PAVERS ON SAND BED, OVER COMPACTED AGGREGATE.
THE BRICK PAVERS SHALL BE PLACED ON A 1-INCH BASE OF COMPACTED AND LEVELED SAND OVER A 4-INCH SUBGRADE OF COMPACTED 304. STEEL EDGING SHALL BE INSTALLED ALONG THE EDGES OF THE REPLACED PAVERS.

TYPE 2: MODULAR PAVERS ON BITUMINOUS SETTING BED ON CONCRETE BASE.
PROVIDE/INSTALL MODULAR PAVERS ON BITUMINOUS BED. PLACEMENT OF CONCRETE BASE SHALL BE PAID UNDER ITEM 608, CONCRETE WALK

TYPE 3: MODULAR PAVERS ON SAND BED, OVER CONCRETE BASE.
THE BRICK PAVERS SHALL BE PLACED ON A 1-INCH BASE OF COMPACTED AND LEVELED SAND OVER A POURED CONCRETE BASE. INSTALLATION OF THE CONCRETE BASE SHALL BE PAID UNDER ITEM 608, CONCRETE WALK. STEEL EDGING SHALL BE INSTALLED ALONG THE EDGES OF THE REPLACED PAVERS.

PAVERS SHALL BE INSTALLED SO THE WALKING/DRIVING SURFACE IS SMOOTH AND INLINE WITH THE ADJACENT WALK/DRIVE SECTIONS. INDIVIDUAL PAVERS SHALL BE INSTALLED AS CLOSE AS POSSIBLE TO EACH OTHER IN PLANE, WITHOUT UNNECESSARY DIFFERENTIAL BETWEEN ADJACENT PAVERS.

BRICK PAVERS REMOVED AND RESET SHALL BE PAID UNDER THIS ITEM; BRICK PAVERS REMOVED AND NOT RESET SHALL BE PAID UNDER ITEM 202.

PAYMENT FOR 608 BRICK PAVER REMOVE & RESET, (TYPE), AS PER PLAN SHALL BE PAID BY THE SQUARE FOOT AND INCLUDE, MATERIAL, LABOR, EDGING, SAND, 304 AGGREGATE, POLYMERIC JOINT SAND, EXCAVATION, ITEM 204 COMPACTION OF SUBGRADE, ROOT REMOVAL AND PRUNING, AND OTHER INCIDENTALS NECESSARY FOR REMOVAL AND REPLACEMENT OF PAVER WALKS AND DRIVES.

DESIGN AGENCY



DESIGNER

MSS

REVIEWER

LMO 2/5/25

PROJECT ID

25-001-CIP

SHEET

P.6

TOTAL

24

ITEM 202 – CURB / CURB AND GUTTER REMOVED AND DISPOSED OF, AS PER PLAN

THIS ITEM CONSISTS OF REMOVAL AND DISPOSAL OF EXISTING CURB OR 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 AND GUTTER SECTIONS PRIOR TO REMOVAL. ALL ADJOINING PAVEMENT SHALL BE SAW CUT PRIOR TO REMOVAL OF CURB/ CURB AND GUTTER. 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 WITHIN 7 CALENDAR DAYS.

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 (FT) OF CURB / CURB AND GUTTER REMOVED AND DISPOSED OF.

ITEM 202 – CONCRETE REMOVED AND DISPOSED OF, AS PER PLAN

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.

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 203 EXCAVATION. WORK IS TO BE PAID PER SQUARE FOOT (SF) OF CONCRETE / PAVEMENT REMOVED AND DISPOSED OF.

ITEM 609 – COMBINATION CURB AND GUTTER, 6” THICK, AS PER PLAN
ITEM 609 – COMBINATION CURB AND GUTTER, 8” THICK, AS PER PLAN
ITEM 609 – STRAIGHT 18” CURB, AS PER PLAN
ITEM SPECIAL – CURB CAN HOLES

THIS ITEM CONSISTS OF INSTALLATION OF NEW CURB OR 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.

ITEM 609 – COMBINATION CURB AND GUTTER, 6” THICK, AS PER PLAN SHALL BE ACCORDING TO CITY OF DUBLIN STANDARD DRAWING RD-02. ITEM 609 – COMBINATION CURB AND GUTTER, 8” THICK, AS PER PLAN SHALL BE ACCORDING TO CITY OF DUBLIN STANDARD DRAWING RD-02 EXCEPT THAT THE GUTTER PAN THICKNESS SHALL BE 8” AND SHALL BE INSTALLED ON ARTERIAL STREETS.

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". INCIDENTAL TO THE CURBING, DRAIN LEADERS SHALL BE REPLACED UP TO TWO (2) FEET 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 SPECIAL DRAIN LEADER PIPE" FOR ADDITIONAL PIPE INSTALLED BEYOND THE TWO FEET LIMIT, 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. THE TOP ONE (1) INCH OF TOPSOIL SHALL BE PREPARED FOR SEED APPLICATION. THE EXISTING GROUND SHALL BE ROLLED OR GRADED TO PROVIDE A CONSISTENT GRADE BEHIND THE CURB FREE OF HIGH AND LOW AREAS DUE TO EXCAVATION, CURB REPLACEMENT AND RELATED WORK. 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 1-½” 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. INCREASED 10” GUTTER PAN THICKNESS REQUIRED FOR COMMERCIAL DRIVE ENTRANCES SHALL BE INCIDENTAL TO THE CURB AND GUTTER PAY ITEMS.

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 TOPSOIL AND SEEDING UP TO 2’ BEHIND BACK OF CURB, TRAFFIC CONTROL DEVICES, REMOVAL AND DISPOSAL, SETTING OF GRADE STAKES, CURB OR 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 (FT) OF CURB OR CURB AND GUTTER INSTALLED AND ACCEPTED.

ITEM 608 – 4” CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN
ITEM 608 – 6” CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN

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 SUBGRADE. 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.

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 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).

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 NO LATER THAN 10 DAYS 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 EVENLY GRADED TO THE LEAST POSSIBLE SLOPE. ALL DISTURBED AREAS SHALL BE RESTORED, SEEDED AND MULCHED AND MAINTAINED IN ACCORDANCE WITH ITEMS 653 AND 659. THE SAME SHALL APPLY FOR THE LAWN BEHIND PROPOSED CURB WORK.

ITEM 201 – CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201 – CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201 – CLEARING AND GRUBBING.

TREE TRIMMING WITHIN THE CONSTRUCTION ZONE IS TO BE COMPLETED BY A CERTIFIED ARBORIST. AT THE COMPLETION OF THE PROJECT, THE ARBORIST IS TO RETURN AND TRIM ANY BROKEN BRANCHES AS NEEDED.

BID ITEM FOR CLEARING AND GRUBBING IS FOR TULLER RIDGE DRIVE IMPROVEMENTS ONLY. IF CLEARING AND GRUBBING IS NECESSARY ELSEWHERE ON THE PROJECT, IT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

ITEM 617 – RECONDITION SHOULDERS, AS PER PLAN

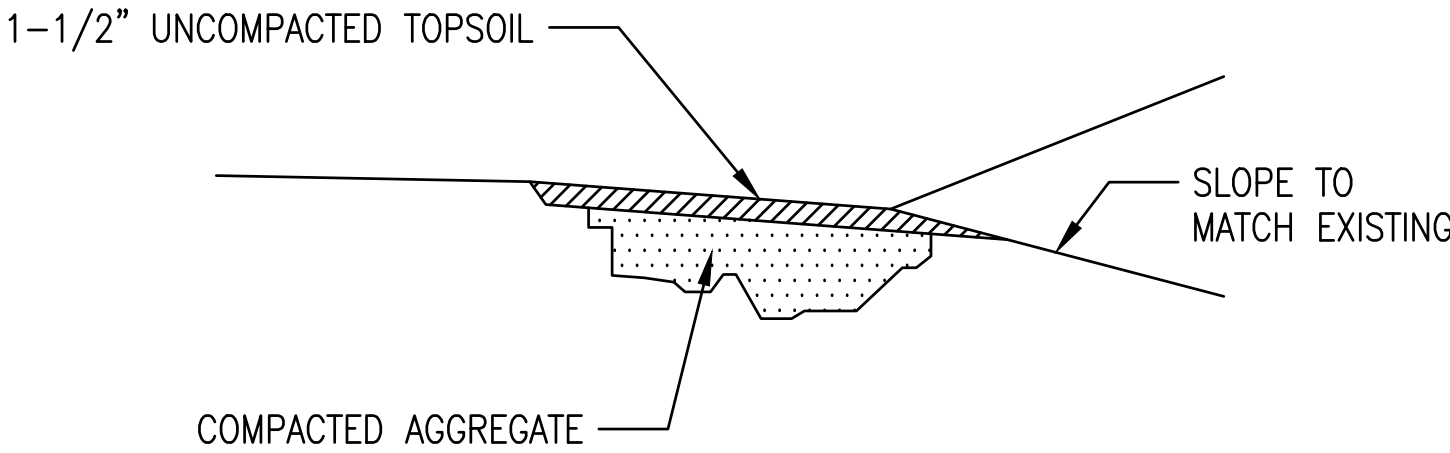
THIS ITEM CONSISTS OF RECONDITIONING SHOULDERS IN ACCORDANCE WITH ODOT CMS ITEM 617 RECONDITIONING SHOULDERS INCLUDING THE FOLLOWING PROVISIONS:

THE SHOULDERS SHALL BE GRADED AND PREPARED PRIOR TO PLACING COMPACTED AGGREGATE MATERIAL. ALL UNSUITABLE MATERIAL SHALL BE REMOVED AND DISPOSED OF. THE SHOULDERS SHALL BE GRADED AND COMPACTED AS DIRECTED OR SPECIFIED IN THE PLANS.

THE BID PRICE FOR THIS ITEM SHALL INCLUDE ALL MATERIAL, LABOR AND INCIDENTALS NECESSARY TO COMPLETE THE RECONDITIONING OF SHOULDERS USING COMPACTED AGGREGATE CONFORMING TO 703.18.

COMPACTED AGGREGATE SHALL BE COVERED WITH 1.5” OF ITEM 653 PULVERIZED TOPSOIL TO PROVIDE FOR SEED BED. SEEDING AND MULCHING SHALL FOLLOW AS OUTLINED UNDER ITEM 659 SEEDING AND MULCHING, AS PER PLAN. WATER AND USE OF A PNEUMATIC ROLLER FOR COMPACTION OF AGGREGATE SHALL BE CONSIDERED INCIDENTAL TO ITEM 617 RECONDITION SHOULDERS, COMPACTED AGGREGATE, AS PER PLAN

WORK IS TO BE PAID BY:
FOR ADDITIONAL MATERIAL PLACED:
ITEM 617 RECONDITION SHOULDERS, 4” COMPACTED AGGREGATE, AS PER PLAN (CY)
ITEM 617 RECONDITION SHOULDERS, 1.5” ITEM 653 PULVERIZED TOPSOIL, AS PER PLAN, (CY)
ITEM 659 SEEDING AND MULCHING, AS PER PLAN



DESIGNER	
MSS	
REVIEWER	
LMO	2/5/25
PROJECT ID	
25-001-CIP	
SHEET	TOTAL
P.7	24

ITEM SPECIAL – ASPHALT REJUVENATING AGENT

RECLAMITE OR APPROVED EQUAL

SCOPE

THIS WORK SHALL CONSIST OF FURNISHING ALL LABOR, EQUIPMENT, MATERIAL TO PERFORM ALL OPERATIONS NECESSARY FOR THE REJUVENATION AND IN-DEPTH SEALING OF ASPHALTIC-CONCRETE SURFACE COURSE BY SPRAY APPLICATION OF PETROLEUM OIL AND RESINS EMULSIFIED WITH WATER, COMPLETE, IN ACCORDANCE WITH THE SPECIFICATIONS, THE APPLICABLE DRAWINGS AND SUBJECT TO TERMS AND CONDITIONS OF THE CONTRACT.

1. SUBMITTAL MATERIALS

THE ASPHALT REJUVENATING AGENT SHALL BE COMPOSED OF A PETROLEUM RESIN OIL BASE UNIFORMLY EMULSIFIED WITH WATER. THE CONTRACTOR SHALL SUBMIT A CERTIFIED STATEMENT FROM ASPHALT REJUVENATING MANUFACTURER SHOWING THAT THE ASPHALT REJUVENATING EMULSION CONFORMS TO THE FOLLOWING PHYSICAL AND CHEMICAL REQUIREMENTS.

2. SPECIFICATION

DESIGNATION	TEST METHOD	REQUIREMENTS
VISCOSITY, S.F. AT 77 F, SEC	ASTM D244-60	15-40
RESIDUE, % MIN. (A)	ASTM D244-60 (MOD.)	60-65
MISCIBILITY TEST (B)	ASTM D244-60 (MOD.)	NO COAGULATION
SIEVE TEST, % MAX.	ASTM D244-60 (MOD.)	0.10
PARTICLE CHARGE TEST	ASTM D244-60	POSITIVE
TESTS ON RESIDUE	ASTM D244-60 (MOD).	
VISCOSITY CS, 140 F	ASTM-D445	100-200
ASPHALTENES, % MAX.	ASTM-D2006-65-T	0.75
MALTENES DIST. RATIO	ASTM-D2006-65-T	0.3-0.5

PC + A1 (D)
S + A2

ASTM D244 MODIFIED EVAPORATION TEST FOR PERCENT OF RESIDUE IS MADE BY HEATING 50 GRAM SAMPLE TO 3,000°F UNTIL FOAMING CEASES, THEN COOL IMMEDIATELY AND CALCULATE RESULTS.

TEST PROCEDURE IDENTICAL WITH ASTM D244-60 EXCEPT THAT 0.02 NORMAL CALCIUM CHLORIDE SOLUTION SHALL BE USED IN PLACE OF DISTILLED WATER.

TEST PROCEDURE IDENTICAL WITH ASTM D244 EXCEPT THAT DISTILLED WATER SHALL BE USED IN PLACE OF 2% SODIUM OLEATE SOLUTION.

IN THE MALTENES DISTRIBUTION RATIO TEST BY ASTM METHOD D2006-65-T;

PC – POLAR COMPOUNDS A1 – FIRST ACIDAFFINS
A2 – SECOND ACIDAFFINS S – SATURATES

THE MATERIAL SHALL HAVE A RECORD OF AT LEAST FIVE YEARS OF SATISFACTORY SERVICE AS AN ASPHALT REJUVENATING AGENT AND IN-DEPTH SEALER; SUCH SATISFACTORY SERVICE BEING BASED ON THE CAPABILITY OF THE MATERIAL TO INCREASE THE DUCTILITY AND PENETRATION VALUE OF THE ASPHALT BINDER IN THE PAVEMENT SURFACE AND TO SEAL THE PAVEMENT IN-DEPTH TO THE INTRUSION OF AIR AND WATER.

THE CONTRACTOR SHALL FURNISH THE MANUFACTURERS CERTIFICATION THAT THE MATERIAL PROPOSED FOR USE IS IN COMPLIANCE WITH THE SPECIFICATION REQUIREMENTS AND INCLUDE COPIES OF SUPPORTING TESTS AND PREVIOUS USE DOCUMENTATION. THE PRODUCT RECLAMITE, OR APPROVED EQUAL, IS ACCEPTABLE.

3. APPLICATION TEMPERATURE

THE TEMPERATURE OF THE EMULSION AT THE TIME OF APPLICATION SHALL BE THAT AS RECOMMENDED BY THE MANUFACTURER.

ITEM SPECIAL – ASPHALT REJUVENATING AGENT (CONT.)

4. HANDLING OF ASPHALT REJUVENATING AGENT

CONTENTS IN TANK CARS OR STORAGE TANKS SHALL BE CIRCULATED AT LEAST TEN MINUTES BEFORE WITHDRAWING ANY MATERIAL FOR APPLICATION. WHEN LOADING THE DISTRIBUTOR, THE ASPHALT REJUVENATING AGENT CONCENTRATE SHALL BE LOADED FIRST AND THEN THE REQUIRED AMOUNT OF WATER SHALL BE ADDED. THE WATER SHALL BE INTRODUCED INTO THE DISTRIBUTOR WITH ENOUGH FORCE TO CAUSE AGITATION AND THOROUGH MIXING OF THE TWO MATERIALS. TO PREVENT FOAMING, THE DISCHARGE END OF THE WATER HOSE OR PIPE SHALL BE KEPT BELOW THE SURFACE OF THE MATERIAL IN THE DISTRIBUTOR TANK.

5. EQUIPMENT

ALL TOOLS, MACHINES AND EQUIPMENT USED IN THE PERFORMANCE OF THE WORK SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER AND SHALL BE MAINTAINED IN A SAFE AND SATISFACTORY WORKING CONDITION AT ALL TIMES.

6. CLEAN EQUIPMENT

EQUIPMENT USED FOR THE APPLICATION OF THE PETROLEUM OIL AND RESIN EMULSIONS SHALL BE CLEAN OF ALL FOREIGN AND OBJECTIONABLE MATERIAL. AN ASPHALT DISTRIBUTOR WHICH SHALL BE USED AS A SPREADER WILL BE CLEANED OF ALL OF ITS ASPHALT MATERIALS AND WASHED OUT TO THE EXTENT THAT NO DISCOLORATION OF THE EMULSION MAY BE PERCEPTIBLE. CLEANLINESS OF THE SPREADING EQUIPMENT SHALL BE SUBJECT TO THE APPROVAL AND SATISFACTION OF THE ENGINEER.

THE DISTRIBUTOR FOR SPREADING THE EMULSION SHALL BE SELF-PROPELLED AND SHALL HAVE PNEUMATIC TIRES. THE DISTRIBUTOR SHALL BE DESIGNED AND EQUIPPED TO DISTRIBUTE THE EMULSION UNIFORMLY ON VARIABLE WIDTHS OF SURFACE AT READILY DETERMINED AND CONTROLLED RATES FROM 0.05 TO 0.5 GALLONS PER SQUARE YARD OF SURFACE AND WITH AN ALLOWABLE VARIATION FROM ANY SPECIFIED RATE NOT TO EXCEED FIVE PERCENT. DISTRIBUTOR EQUIPMENT SHALL INCLUDE FULL CIRCULATION SPRAY BARS, PUMP, ACHOMETER, VOLUME MEASURING DEVICE AND A HARD HOSE ATTACHMENT SUITABLE FOR APPLICATION OF THE EMULSION MANUALLY TO COVER AREAS OR PATCHES INACCESSIBLE TO THE DISTRIBUTOR. THE DISTRIBUTOR SHALL BE EQUIPPED TO CIRCULATE AND AGITATE THE EMULSION WITHIN THE TANK.

A CHECK OF DISTRIBUTOR RATE AND UNIFORMITY OF DISTRIBUTION SHALL BE MADE WHEN DIRECTED BY THE ENGINEER.

7. WEATHER LIMITATIONS

THE EMULSION SHALL BE APPLIED ONLY WHEN THE EXISTING SURFACE TO BE TREATED IS THOROUGHLY DRY AND WHEN THE WEATHER IS CLEAR AND IS NOT THREATENING RAIN. THE EMULSION SHALL NOT BE APPLIED WHEN THE ATMOSPHERIC TEMPERATURE IS BELOW 40° F.

8. APPLICATION

FOLLOWING PRE-CLEANING OF THE ASPHALTIC SURFACE, THE ASPHALT REJUVENATING AGENT SHALL BE APPLIED BY DISTRIBUTOR AT THE TEMPERATURE RECOMMENDED BY THE MANUFACTURER AND AT THE PRESSURE REQUIRED FOR THE PROPER DISTRIBUTION. THE EMULSION SHALL BE SO APPLIED THAT UNIFORM DISTRIBUTION IS OBTAINED AT ALL POINTS OF THE AREAS TO BE TREATED. DISTRIBUTION SHALL BE COMMENCED WITH A RUNNING START TO INSURE FULL RATE OF SPREAD OVER THE ENTIRE AREA TO BE TREATED. AREAS INADVERTENTLY MISSED SHALL RECEIVE ADDITIONAL TREATMENT AS MAY BE REQUIRED BY HAND SPRAYER APPLICATION.

APPLICATION OF ASPHALT REJUVENATING AGENT SHALL BE ON ONE-HALF WIDTH OF THE PAVEMENT AT A TIME.

ITEM SPECIAL – ASPHALT REJUVENATING AGENT (CONT.)

WHEN APPLICATION IS MADE UNDER TRAFFIC AND/OR A PREVIOUSLY CLOSED ROAD MUST BE OPENED TO TRAFFIC AND SLOW PENETRATION OCCURS AND IN THE OPINION OF THE CITY ENGINEER, A HAZARD EXISTS TO THE TRAVELING PUBLIC, A LIGHT COATING OF DRY, GRITTY SAND SHALL BE APPLIED TO THE SURFACE IN SUFFICIENT AMOUNTS TO PROTECT THE TRAVELING PUBLIC. SAND SHALL BE APPLIED AT THE RATE OF ONE POUND PER SQUARE YARD.

BEFORE SPREADING, THE ASPHALT REJUVENATING AGENT SHALL BE BLENDED WITH WATER AT THE RATE OF TWO (2) PARTS OF REJUVENATING AGENT TO ONE (1) PART WATER, BY VOLUME OR AS SPECIFIED BY THE MANUFACTURER. THE COMBINED MIXTURE OF ASPHALT REJUVENATING AGENT AND WATER SHALL BE SPREAD AT THE RATE OF 0.05 TO 0.08 GALLONS PER SQUARE YARD, OR AS APPROVED BY THE ENGINEER.

EXCESS SAND, POST-TREATMENT AND STREET CLEANING SHALL OCCUR WITHIN TWO DAYS FOLLOWING APPLICATION.

WHEN MORE THAN ONE APPLICATION IS TO BE MADE, SUCCEEDING APPLICATIONS SHALL BE MADE AS SOON AS PENETRATION OF THE PRECEDING APPLICATION HAS BEEN COMPLETED AND APPROVAL IS GRANTED FOR ADDITIONAL APPLICATIONS BY THE ENGINEER.

GRADES OR SUPER ELEVATIONS OF SURFACES THAT MAY CAUSE EXCESSIVE RUNOFF, IN THE OPINION OF THE ENGINEER, SHALL HAVE THE REQUIRED AMOUNTS APPLIED IN TWO OR MORE APPLICATIONS AS DIRECTED.

THE REJUVENATING AGENT SHALL BE APPLIED BY AN EXPERIENCED APPLICATOR OF SUCH MATERIAL. THE APPLICATOR SHALL HAVE A MINIMUM OF THREE YEARS EXPERIENCE IN APPLYING THE PRODUCT PROPOSED FOR USE. THEY SHALL SUBMIT A LIST OF THE LAST FIVE PROJECTS ON WHICH THEY APPLIED SAID REJUVENATOR.

THE REJUVENATING AGENT SHALL BE APPLIED WITHIN 7 DAYS AFTER SURFACE COURSE IS PLACED.

APPLICATION OF THE ASPHALT REJUVENATING AGENT SHALL BE PRIOR TO ANY THERMOPLASTIC STRIPING, WITH A TWO WEEK WAITING PERIOD.

9. TRAFFIC

THE CONTRACTOR SHALL SCHEDULE THEIR OPERATIONS AND CARRY OUT THE WORK IN A MANNER TO CAUSE THE LEAST DISTURBANCE AND/OR INTERFERENCE WITH THE NORMAL FLOW OF TRAFFIC OVER THE AREAS TO BE TREATED. TREATED PORTIONS OF THE BITUMINOUS SURFACES SHALL BE KEPT CLOSED AND FREE FROM TRAFFIC UNTIL PENETRATION HAS BECOME COMPLETE AND THE AREA IN THE OPINION OF THE ENGINEER, IS SUITABLE FOR TRAFFIC. SUITABLE METHODS SUCH AS PENNANTS, BARRICADES, FLAGMEN, PILOT CARS, ETC., SHALL BE USED TO PROTECT THE UNCURED SURFACE FROM ALL TYPES OF TRAFFIC. ANY DAMAGE TO THE UNCURED SURFACE WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE ENGINEER SHALL GIVE FINAL APPROVAL AS TO THE METHOD USED. IF DAMAGE OCCURS WHERE SUITABLE MEANS HAVE BEEN MADE TO PROTECT THE UNCURED SURFACE, VIOLATORS WILL BE PROSECUTED AND THE CONTRACTOR WILL BE REIMBURSED FOR THE AMOUNT OF DAMAGES.

RESIDENTS AFFECTED BY THE WORK SHALL BE NOTIFIED BY THE CONTRACTOR IN WRITING, THE DAY BEFORE THE WORK IS TO BE DONE.

10. METHOD OF MEASUREMENT

CONSTRUCTION SEALING WITH REJUVENATING AGENT WILL BE MEASURED BY THE SQUARE YARD AS PROVIDED FOR IN THE CONTRACT DOCUMENTS.

PARTIAL DEPTH ASPHALT PAVEMENT COLD IN-PLACE RECYCLING (CIR)

A. DESCRIPTION

THIS ITEM CONSISTS OF PULVERIZING THE EXISTING ASPHALT LAYERS TO THE MINIMUM DEPTHS SHOWN IN THE PLANS TO CREATE AN ASPHALTIC BASE COURSE WITH PROPERTIES SIMILAR TO ODOT 301 ASPHALT CONCRETE BASE.

THIS WORK SHALL CONSIST OF ASPHALT PAVEMENT RECYCLING OF THE EXISTING MATERIALS OF A ROAD WITH A SINGLE UNIT RECYCLER TO OBTAIN THE PLAN WIDTH AND DEPTH(S) AND CONFORMING TO THE PROPOSED PLAN TYPICAL SECTION AND MIX DESIGN. ASPHALT EMULSION WILL BE ADDED TO THE BLEND OF MATERIALS; WATER WILL BE ADDED AS NEEDED. THE MATERIALS WILL BE SPREAD AND COMPACTED, RESULTING IN A FINISHED BASE IN ACCORDANCE WITH THE PLANS AND THESE SPECIFICATIONS.

RECYCLING OPERATIONS SHALL BE DONE IN A MANNER TO ALLOW FOR OPENING OF ALL LANES AT THE END OF EACH WORK DAY. WINDROWING AND STORAGE OF MATERIAL AND CLOSING ONE LANE OF THE PAVEMENT FOR PERIODS WHEN RECYCLING WORK IS NOT OCCURRING IS PROHIBITED.

B. MATERIALS.

- ASPHALT EMULSION: THE TYPE OF ASPHALT EMULSION TO BE USED SHALL BE DETERMINED BY THE MIXTURE DESIGN IN ORDER TO MEET THE REQUIREMENTS IN TABLE 1. A REPRESENTATIVE FROM THE ASPHALT EMULSION SUPPLIER SHALL BE ON THE JOB SITE AT THE BEGINNING OF THE EMULSION INJECTION PROCESS TO MONITOR THE PERFORMANCE OF THE ASPHALT EMULSION, AND TO RECOMMEND ANY ADJUSTMENTS, TO ANY PART OF THE WORK, TO THE CONTRACTOR AND THE ENGINEER. THE ASPHALT EMULSION SUPPLIER REPRESENTATIVE SHALL BE AVAILABLE THROUGHOUT THE DURATION OF THE PROJECT TO PROVIDE TECHNICAL SUPPORT TO THE CONTRACTOR AND THE PROJECT OWNER. THE ASPHALT EMULSION SUPPLIER REPRESENTATIVE HAS THE RIGHT TO MAKE ADJUSTMENTS TO THE ASPHALT EMULSION FORMULATION AND JOB MIX FORMULA DURING THIS PROJECT, AS REQUIRED, TO PROVIDE FOR CHANGING CONDITIONS IN MATERIAL, WEATHER OR ANY OTHER UNFORESEEN CONDITION.
- CRUSHED MATERIAL: THE CRUSHED MATERIAL IS THE PAVEMENT MATERIAL THAT IS GOING TO BE RECLAIMED TO THE REQUIRED DEPTH; JUST PRIOR TO THE ADDITION OF THE ASPHALT EMULSION. THIS CRUSHED MATERIAL SHALL MEET THE GRADATION REQUIREMENTS IN TABLE 2 AND THE REQUIREMENTS OF THE MIX DESIGN. THE COMPACTED PRODUCT SHALL BE PLACED AT A THICKNESS AS SHOWN ON THE TYPICAL SECTIONS.
- ADDITIONAL AGGREGATE: THE TYPE OF ADDITIONAL AGGREGATE, IF ANY, WILL BE DETERMINED BY THE MIX DESIGN.
- FOG SEAL EMULSION: IF REQUIRED, THIS MATERIAL SHALL BE SS-1H, SS-1 OR AN APPROVED EQUAL.
- WATER: SHALL BE CLEAR AND FREE OF DELETERIOUS MATERIALS SUCH AS: ACID, OIL, ALKALI, ORGANIC MATERIAL, SALT, SUGAR OR OTHER HARMFUL MATERIALS.
- OTHER ADDITIVES: IF NECESSARY, ADDITIVES MAY BE USED TO MEET THE REQUIREMENTS IN TABLE 1. IN THE CASE THAT AN ADDITIVE IS USED, THE TYPE AND ALLOWABLE USAGE PERCENTAGE MUST BE DESCRIBED IN THE SUBMITTED MIX DESIGN.

C. MIX DESIGN.

THE MIX DESIGN IS INCLUDED WITH THIS SPECIFICATION. THE MIX DESIGN CONTAINS THE PERCENT OF EMULSION, THE DEPTH OF RECYCLING AND THE QUANTITIES FOR ADDITIONAL AGGREGATE AND FOG SEAL, IF ANY. THE MIX DESIGN LABORATORY MUST POSSESS A CURRENT AND VALID AASHTO R18 ACCREDITATION IN BOTH AGGREGATES AND HMA, AT A MINIMUM. THE MIX DESIGN WAS BASED ON USING THE MATERIALS THAT WILL BE RECYCLED, WHICH WERE OBTAINED DIRECTLY FROM THE PROJECT SITE. THIS MIX DESIGN MEETS THE CRITERIA OF TABLE 1.

IF THE MIX DESIGN GIVES TWO DIFFERENT GRADATION BANDS, THEN THE CONTRACTOR SHALL PULVERIZE MATERIAL TO A GRADATION BETWEEN THESE TWO BANDS, AND THE PERCENT OF EMULSION SHALL BE PROPERLY ADJUSTED SO AS NOT TO COMPROMISE THE MIX INTEGRITY. THE PERCENT OF EMULSION USED BY THE CONTRACTOR SHALL BE PRO-RATED, BASED ON THE FIELD GRADATION RESULTS, AND THE EMULSION TARGET LISTED ON THE MIX DESIGN.

DESIGN AGENCY



DESIGNER

MSS

REVIEWER

LMO 2/5/25

PROJECT ID

25-001-CIP

SHEET

TOTAL

P.8

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PARTIAL DEPTH ASPHALT PAVEMENT COLD IN-PLACE
RECYCLING (CIR) (CONT.)

TABLE 1

FOR SPECIMENS USING GYRATORY COMPACTOR PROPERTIES CRITERIA
SGC, 1.25" ANGLE, 600 KPA, 4 INCH DIAMETER30 GYRATIONS;
FINAL CURED STABILITY, AASHTO T245, 40°C, 1,250 LBS MIN.;
RETAINED STABILITY, 70%;
RAVELING TEST, 10°C, 2.0% MAX

D. EQUIPMENT.

1. SINGLE-UNIT RECYCLER
THE SINGLE-UNIT RECYCLER SHALL BE A SELF-PROPELLED COLD MILLING MACHINE/COLD RECYCLING MACHINE WITH A DOWN-CUTTING CUTTER HEAD CAPABLE OF PULVERIZING AND RECYCLING THE EXISTING HOT-MIX ASPHALT PAVEMENT TO A MAXIMUM DEPTH OF 6 INCHES, INCORPORATE THE EMULSIFIED ASPHALT AND WATER, AND MIX THE MATERIALS TO PRODUCE A HOMOGENEOUS MATERIAL. THE MACHINE SHALL BE CAPABLE OF PULVERIZING AND RECYCLING NOT LESS THAN 7 FT WIDE IN EACH PASS. THE MACHINE SHALL HAVE TWO SYSTEMS FOR ADDING EMULSIFIED ASPHALT AND WATER, WITH EACH SYSTEM HAVING A FULL-WIDTH SPRAY BAR WITH A POSITIVE DISPLACEMENT PUMP INTERLOCKED TO THE MACHINE'S GROUND SPEED TO INSURE THAT THE AMOUNT OF EMULSIFIED ASPHALT AND WATER BEING ADDED IS AUTOMATICALLY ADJUSTED WITH CHANGES TO THE MACHINE'S GROUND SPEED. INDIVIDUAL VALVES ON THE SPRAY BAR SHALL BE CAPABLE OF BEING TURNED OFF AS NECESSARY TO MINIMIZE EMULSIFIED ASPHALT AND WATER OVERLAP ON SUBSEQUENT PASSES. THE CUTTING TEETH ON THE RECYCLER SHALL BE STEEL TIPPED. DIAMOND TIPPED CUTTING TEETH SHALL BE PROHIBITED.
2. PAVING EQUIPMENT
THE PROCESSED RECYCLED MIXTURE SHALL BE SPREAD UNIFORMLY ACROSS THE RECYCLING WIDTH UTILIZING EITHER A SELF-PROPELLED PAVER OR A SCREED INTEGRAL TO THE RECYCLING EQUIPMENT. IN EITHER CASE, THE SCREED SHALL BE CONTROLLED BY ELECTRONIC GRADE AND CROSS SLOPE CONTROL. THE EQUIPMENT SHALL BE OF SUFFICIENT SIZE AND POWER TO SPREAD THE RECYCLED MATERIAL IN ONE CONTINUOUS PASS, WITHOUT SEGREGATION, TO THE LINES AND GRADES ESTABLISHED BY THE OWNER AGENCY AND ACCORDING TO THE PLANS. HEATING OF THE SCREED SHALL NOT BE PERMITTED. IF UTILIZING A SELF-PROPELLED PAVER, MATERIAL SHALL EITHER BE LOADED DIRECTLY INTO PAVER HOPPER FROM THE RECYCLING EQUIPMENT OR LOADED BY A PICKUP DEVICE. IF UTILIZING A PICKUP DEVICE, IT SHALL BE CAPABLE OF REMOVING AND TRANSFERRING THE ENTIRE WINDROW OF RECYCLED MIX IN A SINGLE PASS.
3. ROLLERS: THE FOLLOWING SHALL BE THE MINIMUM REQUIREMENTS FOR ROLLERS:
- a. A PNEUMATIC TIRE ROLLER WITH A WATER SPRAY SYSTEM AND A 20 TON MINIMUM WEIGHT.
- b. A DOUBLE DRUM VIBRATORY STEEL ROLLER WITH A WATER SPRAY SYSTEM AND A 10 TON MINIMUM WEIGHT.
4. WATER TRUCK. A WATER TRUCK FOR SUPPLYING THE ABOVE EQUIPMENT AND CAPABLE OF PROVIDING WATER TO THE RECYCLER REQUIRED FOR MOISTURE CONTENT DURING THE ASPHALT EMULSION INJECTION. THE WATER TRUCK SHALL BE FREE OF EXCESSIVE LEAKS THAT WOULD BE DETRIMENTAL TO RECLAIMED MATERIAL.
- E. CONSTRUCTION OPERATION.
1. ROADWAY PREPARATION: GRASS AND OTHER VEGETATION SHALL BE REMOVED FROM THE EXISTING ROADWAY AND THE EDGE OF THE ROADWAY TO PREVENT CONTAMINATION OF THE ASPHALT PAVEMENT RECYCLING.
2. MIXING OPERATION. THE PULVERIZED MATERIAL SHALL, MEET THE GRADATION REQUIREMENTS OF BOTH TABLE 2 AND THE MIX DESIGN, AND SHALL BE PROCESSED THROUGH A MIXING UNIT CAPABLE OF COMBINING THE PULVERIZED MATERIAL, EMULSIFIED ASPHALT, AND ANY ADDITIVES TO PRODUCE A HOMOGENEOUS RECYCLED MIXTURE. THE EMULSIFIED ASPHALT SHALL BE INCORPORATED INTO THE PULVERIZED BITUMINOUS MATERIAL AT THE INITIAL RATE DETERMINED BY THE MIX DESIGN(S) AND APPROVED BY THE ENGINEER. SAMPLING AND MIX DESIGN MAY DETERMINE DIFFERENT LEVELS OF EMULSIFIED ASPHALT AT VARIOUS PORTIONS OF THE PROJECT.

PARTIAL DEPTH ASPHALT PAVEMENT COLD IN-PLACE
RECYCLING (CIR) (CONT.)

3. COMPACTION: THE COMPACTED RECYCLED MATERIAL SHALL BE AT A THICKNESS OF 2.0 TO 6.0 IN. THE RECYCLED MATERIAL SHALL BE COMPACTED ACCORDING TO THE FOLLOWING.
- (a) GROWTH CURVE. COMPACTION SHALL BE ACCOMPLISHED BY PERFORMING A GROWTH CURVE WITHIN THE FIRST ONE-HALF MILE OF PRODUCTION. IF AN ADJUSTMENT IS MADE TO THE EMULSIFIED ASPHALT APPLICATION RATE OR RECYCLED DEPTH, THE ENGINEER RESERVES THE RIGHT TO REQUEST AN ADDITIONAL GROWTH CURVE. THE GROWTH CURVE, CONSISTING OF A PLOT OF DENSITY (LBS./CU FT.) VERSUS NUMBER OF PASSES WITH THE PROJECT BREAKDOWN ROLLER, SHALL BE DEVELOPED. ROLLER SPEED DURING THE GROWTH CURVE TESTING SHALL BE THE SAME AS THE NORMAL PAVING OPERATION. THIS CURVE SHALL BE ESTABLISHED BY USE OF A NUCLEAR GAUGE. GAUGE READINGS SHALL BE TAKEN AT THE SAME LOCATION AFTER EACH PASS UNTIL THE HIGHEST DENSITY (LBS./CU FT.) IS OBTAINED, AND DENSITY READINGS BEGIN TO DECREASE. THE HIGHEST VALUE SHALL BE THE TARGET DENSITY. TARGET DENSITY DURING PRODUCTION FOR QUALITY CONTROL SHALL BE 97 TO 102% OF THE TARGET DENSITY OBTAINED FROM THE GROWTH CURVE. IF CONSECUTIVE TESTS READ ABOVE THE 102% OF THE TARGET DENSITY, A NEW TEST STRIP AND GROWTH CURVE SHOULD BE ESTABLISHED.
- (b) ROLLING. BREAKDOWN ROLLING SHALL BE ACHIEVED BY USING A VIBRATORY ROLLER EITHER OPERATING IN A STATIC OR VIBRATORY MODE. VIBRATORY MODE SHOULD ONLY BE USED IF IT IS SHOWN TO NOT DAMAGE THE PAVEMENT. INTERMEDIATE ROLLING SHALL BE COMPLETED BY A SELF-PROPELLED PNEUMATIC-TIRED ROLLER(S) UNTIL NO DISPLACEMENT IS OCCURRING OR UNTIL THE PNEUMATIC-TIRED ROLLER(S) IS WALKING OUT OF THE MIXTURE. FINAL ROLLING TO ELIMINATE TIRE MARKS AND TO ACHIEVE DENSITY SHALL BE DONE BY A SEPARATE DOUBLE DRUM STEEL ROLLER(S) OPERATING IN STATIC MODE. ROLLING SHALL START NO MORE THAN 30 MINUTES BEHIND THE PAVER. FINISH ROLLING SHALL BE COMPLETED NO MORE THAN ONE HOUR AFTER RECYCLING IS COMPLETED. WHEN POSSIBLE, ROLLING SHALL NOT BE STARTED OR STOPPED ON UNCOMPACTED MATERIAL BUT WITH ROLLING PATTERNS ESTABLISHED SO THAT THEY BEGIN OR END ON PREVIOUSLY COMPACTED MATERIAL OR THE EXISTING PAVEMENT.
4. SURFACE COURSE: BEFORE PLACING THE SURFACE COURSE, THE ASPHALT PAVEMENT RECYCLING SHALL BE ALLOWED TO CURE UNTIL ITS MOISTURE IS REDUCED TO 2.5 PERCENT OR LESS, OR AT THE APPROVAL OF THE ENGINEER.
- F. QUALITY CONTROL
THE CONTRACTOR SHALL MEET WITH THE ENGINEER PRIOR TO THE START OF THE PROJECT TO DISCUSS METHODS OF ACCOMPLISHING ALL PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL QUALITY CONTROL. (REFER TO APPENDIX 2 FOR QUALITY CONTROL DATA SHEET). THE CONTRACTOR SHALL SUPPLY A CERTIFIED TESTING LABORATORY TO PROVIDE ALL FIELD TESTING AND LABORATORY ANALYSIS.
1. ADDITIONAL AGGREGATE: N/A.
2. CRUSHED MATERIAL: SAMPLES OF THE CRUSHED MATERIAL SHALL BE OBTAINED BEFORE THE ADDITION OF THE ASPHALT EMULSION TO DETERMINE COMPLIANCE WITH THE MAXIMUM PARTICLE SIZE REQUIREMENTS IN TABLE 2 AND WITH THE MIX DESIGN. THE SAMPLES SHALL BE SIEVE TESTED FOR GRADATION, AND RESULTS SHALL BE OBTAINED ON SITE, PRIOR TO ADDITION OF EMULSION. SAMPLE SIZE SHALL BE OF A SUFFICIENT SIZE TO OBTAIN ACCURATE TEST RESULTS, AND AS DETERMINED BY THE ENGINEER. SAMPLING FREQUENCY SHALL BE A MINIMUM OF 2 TIMES PER DAY OF PRODUCTION OR AT THE DIRECTION OF THE ENGINEER.

PARTIAL DEPTH ASPHALT PAVEMENT COLD IN-PLACE
RECYCLING (CIR) (CONT.)

TABLE 2

CRUSHED MATERIAL	SIEVE SIZE	PERCENT PASSING BY WEIGHT
2.0 IN. (50 MM)100	1.75 IN (44 MM)	97 – 100

3. ASPHALT EMULSION: THE ASPHALT EMULSION SHALL BE RECEIVED ON THE JOB SITE AT A TEMPERATURE NO GREATER THAN 120°F. A MINIMUM OF ONE GALLON PER DAY SHALL BE TAKEN BY THE CONTRACTOR AND GIVEN TO THE ENGINEER. THE ASPHALT EMULSION SHALL MEET THE REQUIREMENTS IN TABLE 3:

TABLE 3
ASPHALT EMULSION TEST SPECIFICATION MINIMUM MAXIMUM RESIDUE FROM DISTILLATION, PERCENT AASHTO T5963NONEOIL DISTILLATE BY DISTILLATION, PERCENT AASHTO T59NONE1.0SIEVE TEST AASTHO T59NONE0.1PENETRATION @ 25°C, DMMMASTHO T4975200

4. ASPHALT EMULSION CONTENT: THE ASPHALT EMULSION CONTENT USED SHALL BE AS RECOMMENDED IN THE MIX DESIGN. ANY CHANGES IN ASPHALT EMULSION CONTENT MUST BE APPROVED BY THE ENGINEER. THE PERCENTAGE OF ASPHALT EMULSION ADDED SHALL BE CHECKED BY DETERMINING THE AMOUNT USED BY METER READINGS OR TRUCK WEIGHT TICKETS FOR THE QUANTITY OF THE ROAD RECLAIMED (DEPTH, WIDTH, LENGTH). ADJUSTMENTS IN EQUIPMENT CALIBRATION SHALL BE MADE IF NECESSARY. ASPHALT EMULSION CONTENT SHALL BE CHECKED AND RECORDED DAILY. ASPHALT EMULSION CONTENT CHANGES SHALL BE MADE BASED UPON THE INDIVIDUAL MIX DESIGN FOR EACH VARYING ROAD SEGMENT SAMPLED.
5. RECYCLING DEPTH: THE RECYCLING DEPTH DURING THE OPERATION SHALL BE MONITORED REGULARLY TO DETERMINE COMPLIANCE WITH THE PLANS. THE DEPTH SHALL BE DETERMINED ON EACH SIDE OF THE RECYCLER PASS AND SHALL BE ADJUSTED IMMEDIATELY AS NECESSARY.
6. COMPACTION: IT IS RECOMMENDED THAT MOISTURE AND EMULSION CONTENTS BE CHECKED AND ESTABLISHED BEFORE DETERMINATION OF REFERENCE DENSITY. A MINIMUM OF ONE TEST STRIP AND GROWTH CURVE SHALL BE COMPLETED EACH DAY. ADDITIONAL TEST STRIPS AND GROWTH CURVES SHALL BE COMPLETED IF REQUESTED BY THE ENGINEER.
7. MOISTURE CONTENT: PRIOR TO PAVING OF THE HMA OVERLAY, MOISTURE CONTENT OF THE RECYCLED MATERIAL SHALL BE CHECKED AND RESULTS OBTAINED ON SITE. SUITABLE METHODS INCLUDE, BUT ARE NOT LIMITED TO, MICROWAVE OVEN, DIRECT HEATING OR INFRARED. MINIMUM SAMPLE SIZE IS 700 GRAMS FOR THE MICROWAVE PROCEDURE. CHECK THE MOISTURE CONTENT PRIOR TO THE PLACEMENT OF THE OVERLAY NO LESS THAN 3 DAYS UPON COMPLETION OF THE CIR. THE OVERLAY MAY BE PLACED ONCE MOISTURE CONTENT IN THE RECYCLED LAYER IS 2.5% OR LESS OR BY PERMISSION OF THE ENGINEER.
- G. WEATHER RESTRICTIONS
ASPHALT PAVEMENT RECYCLING OPERATIONS SHALL NOT PROCEED IN THE RAIN. THE WEATHER FORECAST SHALL NOT CALL FOR FREEZING TEMPERATURES FOR SEVEN DAYS. THE HISTORICAL WEATHER DATABASE SHALL NOT CALL FOR FREEZING TEMPERATURES WITHIN SEVEN DAYS FROM THE END OF RECLAIMING; THIS SHALL BE BASED ON 50 PERCENT RELIABILITY. ANY DEVIATION FROM THESE REQUIREMENTS REQUIRES THE ENGINEER'S APPROVAL IN WRITING.

- H. SURFACE REQUIREMENTS
UPON COMPLETION OF PLACEMENT AND COMPACTION OF THE ASPHALT PAVEMENT RECYCLING, THE FINISHED SURFACE SHALL SHOW NO VARIATIONS GREATER THAN ½ INCH FROM THE EDGE OF A 10 FOOT STRAIGHTEDGE RESTING ON ANY TWO POINTS AND LAID PARALLEL TO AND/OR AT RIGHT ANGLES TO THE CENTERLINE. ALL DEVIATIONS FROM THIS TOLERANCE SHALL BE CORRECTED AT NO ADDITIONAL COST TO THE OWNER.

PARTIAL DEPTH ASPHALT PAVEMENT COLD IN-PLACE
RECYCLING (CIR) (CONT.)

DURING THE CURING PERIOD, THE SURFACE OF THE ASPHALT PAVEMENT RECYCLING MAY BE SEALED, IF NECESSARY, TO PREVENT RAVELING, AS DETERMINED BY THE ENGINEER. A MINIMUM AMOUNT OF EMULSION SHOULD BE EMPLOYED SINCE THE INTENT IS NOT TO SEAL THE SURFACE SUCH THAT CURING IS PRECLUDED. FOG SEALING SHALL BE ACCOMPLISHED WITH SS-1H OR SS-1 EMULSION APPLIED AT AN APPROXIMATE RATE OF 0.05 TO 0.10 GALLONS PER SQUARE YARD OF DILUTE ASPHALT EMULSION (50/50 MIX OF EMULSION AND WATER BY VOLUME). THE FOG SEALING WILL BE PERFORMED AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE SURFACE OF THE ASPHALT PAVEMENT RECYCLING IN A SMOOTH, COMPACTED CONDITION FREE OF RUTS, DISTORTION, POTHOLES, LOOSE AGGREGATE AND TO THE GRADE AND CROSS-SECTION TOLERANCES PREVIOUSLY STATED, UNTIL THE SURFACE IS PLACED. ALL LOOSE AGGREGATE THAT DEVELOPS ON THE SURFACE SHALL BE REMOVED BY POWER BROOMING. THE ENTIRE SURFACE SHALL BE POWER BROOMED PRIOR TO THE PLACEMENT OF THE SURFACE COURSE.

THE CONTRACTOR SHALL MAKE ANY REPAIRS OF THE PREVIOUS MENTIONED DEFICIENCIES TO THE COMPLETED ASPHALT PAVEMENT RECYCLING AS DIRECTED BY THE ENGINEER AND SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE OWNER.

- I. MEASUREMENT AND PAYMENT
THE COMPLETED WORK AS MEASURED WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE FOLLOWING CONTRACT ITEMS (PAY ITEMS):

CONTRACT PAY ITEMS (PAY UNIT)
ITEM SPECIAL – ASPHALT PAVEMENT RECYCLING (SQUARE YARD)
ITEM SPECIAL – ENGINEERED RECYCLING ASPHALT EMULSION (GALLONS)

ASPHALT PAVEMENT RECYCLING WORK AS DESCRIBED FOR THIS ITEM WILL BE MEASURED BY THE SQUARE YARD OF COMPLETED SECTIONS FOR THE DEPTH SPECIFIED IN THE PLANS. IT SHALL INCLUDE PULVERIZING, INJECTION OF ASPHALT EMULSION, SPREADING AND COMPACTION. IT SHALL ALSO INCLUDE FURNISHING, PREPARING, HAULING AND PLACING ANY OTHER MATERIALS, INCLUDING BUT NOT LIMITED TO, WATER AND AGGREGATE. THIS ITEM SHALL ALSO INCLUDE ALL WORK NECESSARY TO FINISH THE RECLAIMED SURFACE TO THE PLAN GRADES AND CROSS SLOPES, ALL EXCESS MATERIAL SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH THE CORRESPONDING SECTION(S) OF THE GOVERNING CONSTRUCTION AND MATERIAL SPECIFICATIONS. ALL OF THE ABOVE DESCRIBED WORK SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND INCIDENTAL NECESSARY TO COMPLETE THE DESCRIBED WORK AND QUALITY CONTROL.

DESIGN AGENCY



DESIGNER

MSS

REVIEWER

LMO 2/5/25

PROJECT ID

25-001-CIP

SHEET

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TOTAL

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OVERALL GENERAL 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 OVERALL GENERAL CONTINGENCY QUANTITIES HAVE BEEN INCLUDED FOR USE AS NEEDED AND AS DIRECTED BY THE ENGINEER. A PORTION OF THE CONTINGENCY QUANTITIES MAY BE INCLUDED WITH SPECIFIC WORK AREAS (LISTED IN ESTIMATED QUANTITIES FOR SPECIFIC AREAS):

ESTIMATED CONTINGENCY QUANTITIES			
ITEM	DESCRIPTION	UNIT	QUANTITY
202	CURB AND GUTTER REMOVED AND DISPOSED OF, AS PER PLAN	FT	500
202	CURB REMOVED AND DISPOSED OF, AS PER PLAN	FT	50
202	CONCRETE REMOVED AND DISPOSED OF, AS PER PLAN	SF	500
203	EXCAVATION	CY	20
203	EXCAVATION, ROADWAY UNDERCUT, AS PER PLAN	CY	100
203	EXCAVATION AND ROOT PRUNING, AS PER PLAN	CY	30
251	PARTIAL DEPTH PAVEMENT REPAIR (441) (DRIVE REPAIR) (4")	SY	100
253	PAVEMENT REPAIR (DRIVE REPAIR) (6")	SY	100
255	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT (DRIVE REPAIR)	SY	200
255	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT (8")	SY	25
301	ASPHALT CONCRETE BASE, PG64-22	TON	40
304	AGGREGATE BASE	CY	100
441	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	TON	100
441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	TON	100
604	MANHOLE, CATCH BASIN, OR INLET ADJUSTED TO GRADE, AS PER PLAN	EACH	5
604	MANHOLE, CATCH BASIN, OR INLET RECONSTRUCTED TO GRADE, AS PER PLAN	EACH	5
608	4" CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN	SF	250
608	6" CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN	SF	250
608	CURB RAMPS	EACH	2
608	DETECTABLE WARNING, TYPE A, AS PER PLAN	SF	16
608	BRICK PAVER REMOVE & RESET, TYPE 2, AS PER PLAN	SF	50
609	COMBINATION CURB AND GUTTER, 6" THICK, AS PER PLAN	FT	300
609	COMBINATION CURB AND GUTTER, 8" THICK, AS PER PLAN	FT	100
609	STRAIGHT 18" CURB, AS PER PLAN	FT	100
614	LAW ENFORCEMENT OFFICER WITH PATROL CAR	HR	10
624	MOBILIZATION - UNDERCUT / BASE REPAIR	EACH	5
644	STOP LINE	FT	100
644	CROSSWALK LINE, 12"	FT	200
653	TOPSOIL FURNISHED AND PLACED, AS PER PLAN	CY	100
659	SEEDING AND MULCHING, AS PER PLAN	SY	500
659	WATER FOR IRRIGATION, AS PER PLAN	MGAL	100
659	COMMERCIAL FERTILIZER	TON	0.50
807	VALVE BOXES ADJUSTED TO GRADE	EACH	5
807	CURB BOXES ADJUSTED TO GRADE	EACH	2
SPECIAL	CURB CAN HOLES	EACH	10
SPECIAL	HARDWOOD MULCH	CY	100
SPECIAL	DRAIN LEADER PIPE	FT	300
SPECIAL	MAILBOX REPLACED	EACH	5

GENERAL NOTES



DESIGN AGENCY

DESIGNER
MSS

REVIEWER
LMO 2/5/25

PROJECT ID
25-001-CIP

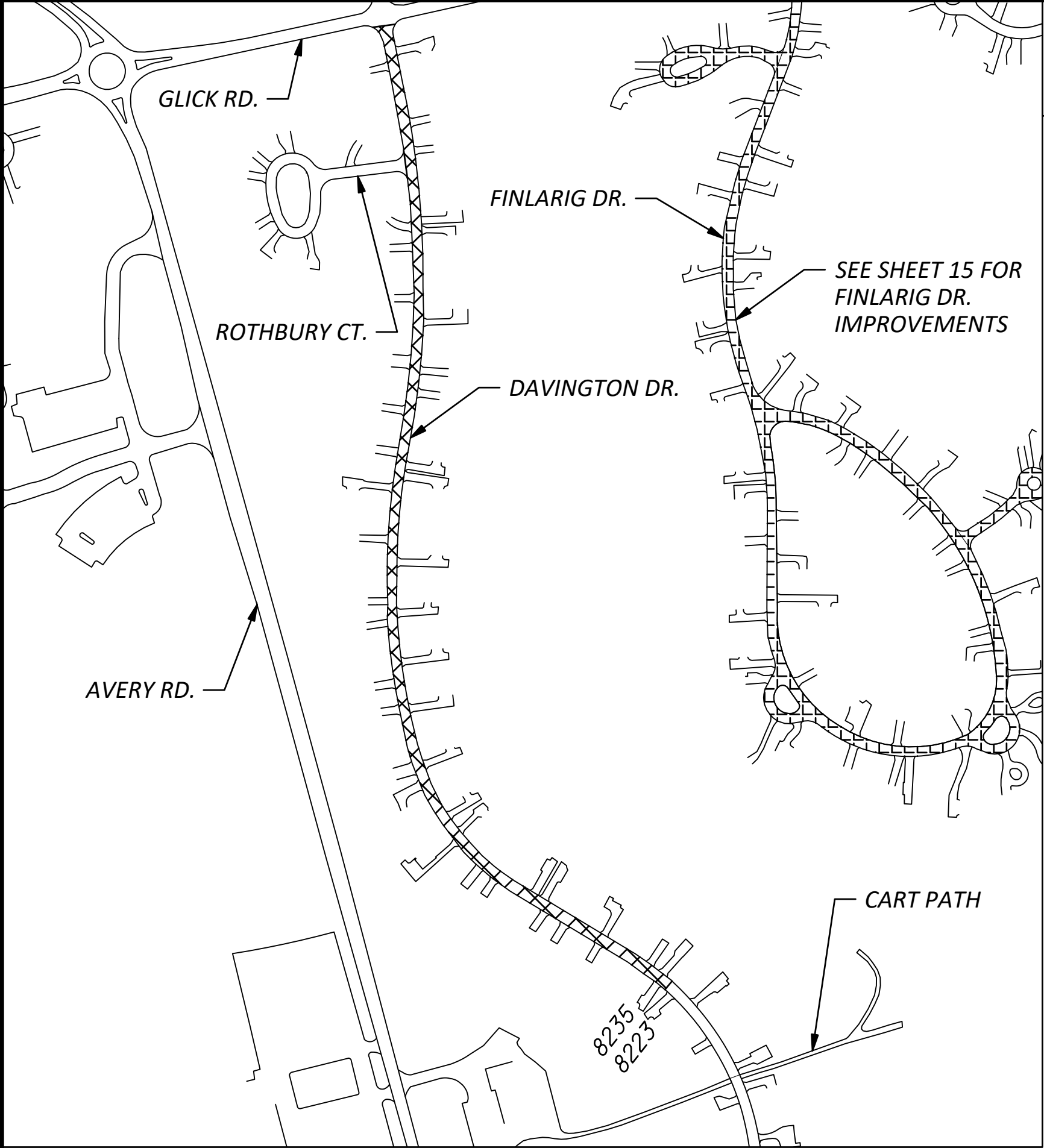
SHEET	TOTAL
P.10	24

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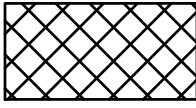
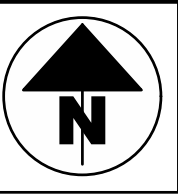
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GENERAL SUMMARY



LOCATION MAP: NTS
DAVINGTON DR.



1.5" MILL AND FILL:
ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE
ITEM 407 - NON-TRACKING TACK COAT, 0.1 GAL/SY
ITEM 441 - 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
ITEM SPECIAL - ASPHALT REJUVENATING AGENT

NOTE:
1. FOR ADDITIONAL INFORMATION SEE GIS MAP ([HTTPS://TINYURL.COM/DSF6ERWM](https://tinyurl.com/dsf6erwm)).

ESTIMATED QUANTITIES DAVINGTON DR.			
(1.5" MILL AND FILL - 8223 DAVINGTON DR. TO GLICK RD.)			
ITEM	DESCRIPTION	UNIT	QUANTITY
202	CURB AND GUTTER REMOVED AND DISPOSED OF, AS PER PLAN	FT	4,709
254	PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	SY	5,851
407	NON-TRACKING TACK COAT	GAL	585
441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	TON	488
609	COMBINATION CURB AND GUTTER, 6" THICK, AS PER PLAN	FT	4,709
644	STOP LINE	FT	12
644	CROSSWALK LINE, 12"	FT	74
SPECIAL	CURB CAN HOLES	EACH	88
SPECIAL	ASPHALT REJUVENATING AGENT	SY	5,851

DAVINGTON DR. IMPROVEMENTS

DESIGN AGENCY



DESIGNER

MSS

REVIEWER

LMO 2/5/25

PROJECT ID

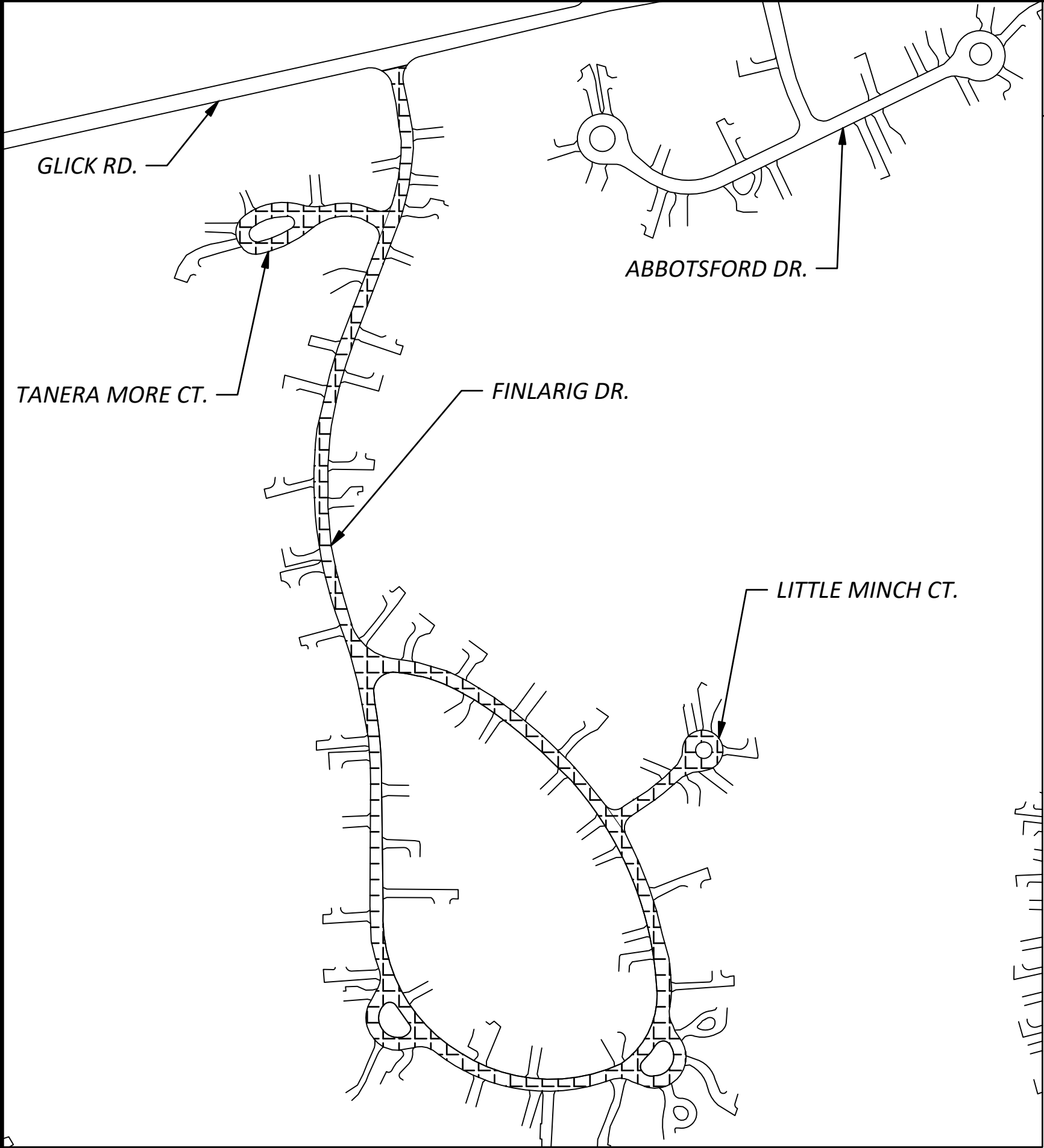
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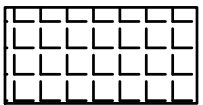
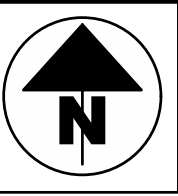
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TOTAL

24



LOCATION MAP: NTS
FINLARIG DR.
TANERA MORE CT.
LITTLE MINCH CT.



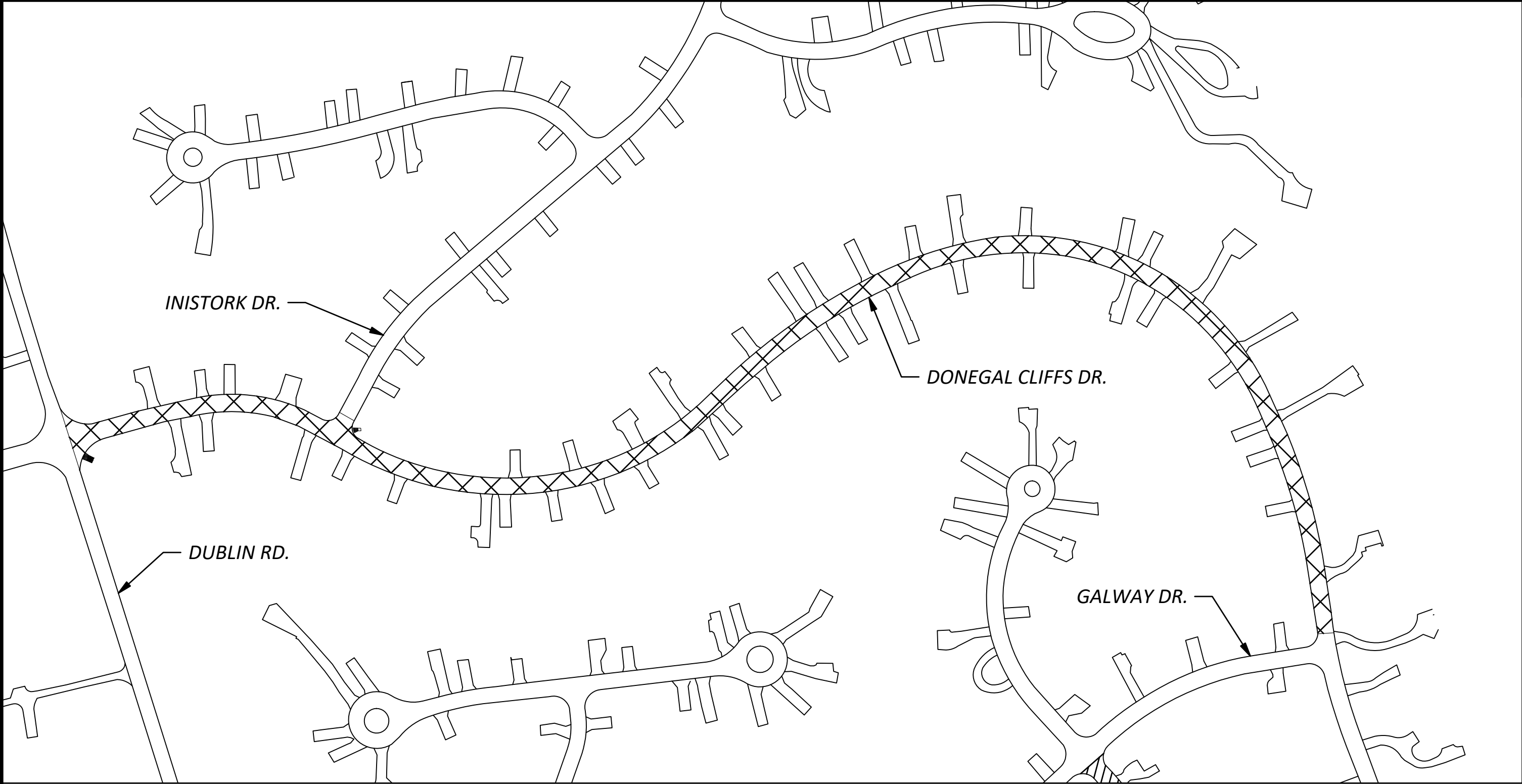
3" MILL AND FILL:
ITEM 254 - 3" PAVEMENT PLANING, ASPHALT CONCRETE
ITEM 407 - NON-TRACKING TACK COAT, 0.1 GAL/SY
ITEM 441 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
ITEM 407 - NON-TRACKING TACK COAT, 0.075 GAL/SY
ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
ITEM SPECIAL - ASPHALT REJUVENATING AGENT

NOTE:
1. FOR ADDITIONAL INFORMATION SEE GIS MAP ([HTTPS://TINYURL.COM/DSF6ERWM](https://tinyurl.com/DSF6ERWM)).

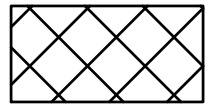
ESTIMATED QUANTITIES FINLARIG DR.			
(3" MILL AND FILL)			
ITEM	DESCRIPTION	UNIT	QUANTITY
202	CURB AND GUTTER REMOVED AND DISPOSED OF, AS PER PLAN	FT	1,436
254	PAVEMENT PLANING, ASPHALT CONCRETE (3")	SY	8,507
407	NON-TRACKING TACK COAT	GAL	1,489
441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	TON	591
441	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	TON	827
609	COMBINATION CURB AND GUTTER, 6" THICK, AS PER PLAN	FT	1,436
644	STOP LINE	FT	12
644	CROSSWALK LINE, 12"	FT	80
SPECIAL	CURB CAN HOLES	EACH	58
SPECIAL	ASPHALT REJUVENATING AGENT	SY	8,507

ESTIMATED QUANTITIES LITTLE MINCH CT.			
(3" MILL AND FILL)			
ITEM	DESCRIPTION	UNIT	QUANTITY
202	CURB AND GUTTER REMOVED AND DISPOSED OF, AS PER PLAN	FT	221
254	PAVEMENT PLANING, ASPHALT CONCRETE (3")	SY	759
407	NON-TRACKING TACK COAT	GAL	133
441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	TON	53
441	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	TON	74
609	COMBINATION CURB AND GUTTER, 6" THICK, AS PER PLAN	FT	221
SPECIAL	CURB CAN HOLES	EACH	6
SPECIAL	ASPHALT REJUVENATING AGENT	SY	759

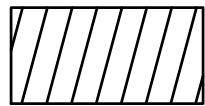
ESTIMATED QUANTITIES TANERA MORE CT.			
(3" MILL AND FILL)			
ITEM	DESCRIPTION	UNIT	QUANTITY
202	CURB AND GUTTER REMOVED AND DISPOSED OF, AS PER PLAN	FT	173
254	PAVEMENT PLANING, ASPHALT CONCRETE (3")	SY	1,103
407	NON-TRACKING TACK COAT	GAL	193
441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	TON	77
441	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	TON	107
609	COMBINATION CURB AND GUTTER, 6" THICK, AS PER PLAN	FT	173
SPECIAL	CURB CAN HOLES	EACH	6
SPECIAL	ASPHALT REJUVENATING AGENT	SY	1,103



LOCATION MAP: NTS
DONEGAL CLIFFS DR.



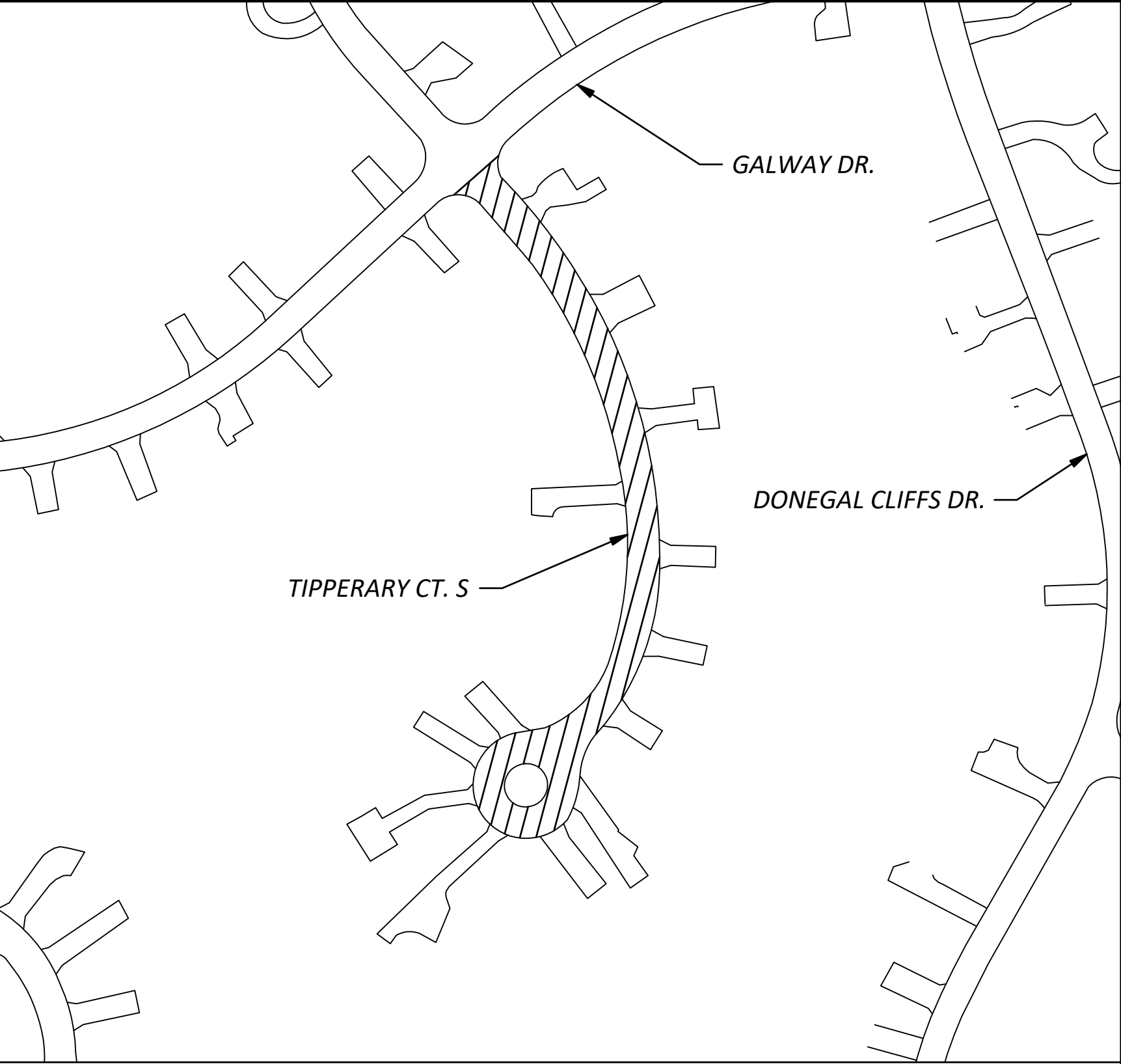
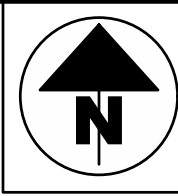
1.5" MILL AND FILL:
ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE
ITEM 407 - NON-TRACKING TACK COAT, 0.1 GAL/SY
ITEM 441 - 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
ITEM SPECIAL - ASPHALT REJUVENATING AGENT



2" MILL AND FILL:
ITEM 254 - 2" PAVEMENT PLANING, ASPHALT CONCRETE
ITEM 407 - NON-TRACKING TACK COAT, 0.1 GAL/SY
ITEM 441 - 2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
ITEM SPECIAL - ASPHALT REJUVENATING AGENT

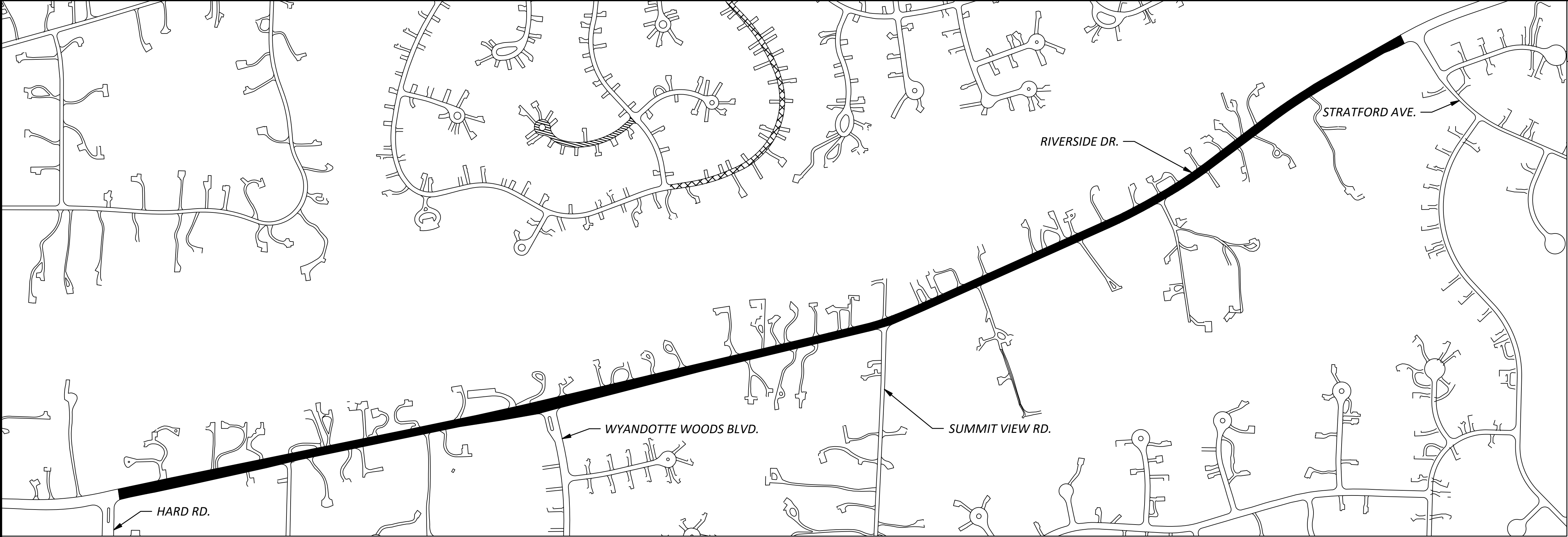
NOTE:
1. FOR ADDITIONAL INFORMATION SEE GIS MAP ([HTTPS://TINYURL.COM/DSF6ERWM](https://tinyurl.com/dsf6erwm)).

ESTIMATED QUANTITIES DONEGAL CLIFFS DR.			
(1.5" MILL AND FILL - DUBLIN RD. TO GALWAY DR.)			
ITEM	DESCRIPTION	UNIT	QUANTITY
202	CURB AND GUTTER REMOVED AND DISPOSED OF, AS PER PLAN	FT	1,511
202	CONCRETE REMOVED AND DISPOSED OF, AS PER PLAN	SF	205
254	PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	SY	7,276
407	NON-TRACKING TACK COAT	GAL	728
441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	TON	606
608	4" CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN	SF	93
608	6" CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN	SF	113
608	CURB RAMPS	EACH	2
608	DETECTABLE WARNING, TYPE A, AS PER PLAN	SF	24
609	COMBINATION CURB AND GUTTER, 6" THICK, AS PER PLAN	FT	1,511
644	STOP LINE	FT	20
644	CROSSWALK LINE, 12"	FT	112
659	SEEDING AND MULCHING, AS PER PLAN	SY	10
SPECIAL	CURB CAN HOLES	EACH	50
SPECIAL	ASPHALT REJUVENATING AGENT	SY	7,276



LOCATION MAP: NTS
TIPPERARY CT. S.

ESTIMATED QUANTITIES TIPPERARY CT. S.			
(2" MILL AND FILL)			
ITEM	DESCRIPTION	UNIT	QUANTITY
202	CURB AND GUTTER REMOVED AND DISPOSED OF, AS PER PLAN	FT	1,377
254	PAVEMENT PLANING, ASPHALT CONCRETE (2")	SY	2,033
407	NON-TRACKING TACK COAT	GAL	203
441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	TON	226
609	COMBINATION CURB AND GUTTER, 6" THICK, AS PER PLAN	FT	1,377
644	STOP LINE	FT	12
SPECIAL	CURB CAN HOLES	EACH	26
SPECIAL	ASPHALT REJUVENATING AGENT	SY	2,033

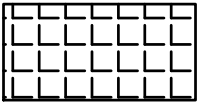
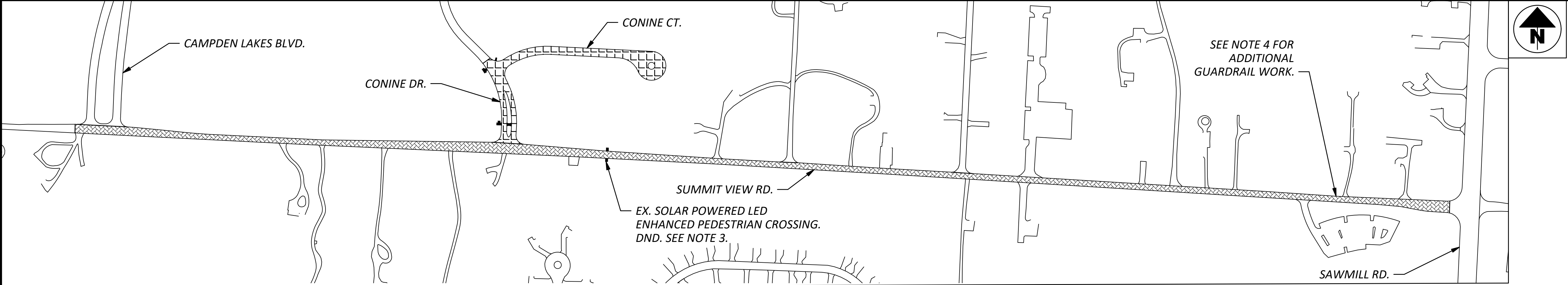


IMPROVEMENT LIMITS:
SPOT FULL DEPTH PAVEMENT REPAIR (AS DIRECTED BY THE ENGINEER)
ITEM 253 - PAVEMENT REPAIR

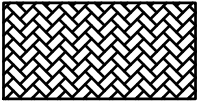
LOCATION MAP: NTS
RIVERSIDE DR.

NOTE:
1. FOR ADDITIONAL INFORMATION SEE GIS MAP ([HTTPS://TINYURL.COM/DSF6ERWM](https://tinyurl.com/dsf6erwm)).
2. A 290'X12' PARTIAL DEPTH PAVEMENT REPAIR AREA HAS BEEN IDENTIFIED ON THE SOUTHBOUND LEFT TURN LANE AT HARD ROAD. A QUANTITY FOR ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (441) (4") HAS BEEN INCLUDED FOR THIS REPAIR. CONTRACTOR SHALL USE PG76-22M ASPHALT BINDER FOR THIS REPAIR.

ESTIMATED QUANTITIES RIVERSIDE DR.			
(SPOT FULL DEPTH PAVEMENT REPAIR - HARD RD. TO STRATFORD AVE.)			
ITEM	DESCRIPTION	UNIT	QUANTITY
251	PARTIAL DEPTH PAVEMENT REPAIR (441) (4")	SY	387
253	PAVEMENT REPAIR	SY	1,329
632	DETECTOR LOOP, AS PER PLAN	EACH	1
644	LANE LINE, 4"	MI	0.08
644	EDGE LINE, 4", WHITE	MI	0.19



3" MILL AND FILL:
ITEM 254 - 3" PAVEMENT PLANING, ASPHALT CONCRETE
ITEM 407 - NON-TRACKING TACK COAT, 0.1 GAL/SY
ITEM 441 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
ITEM 407 - NON-TRACKING TACK COAT, 0.075 GAL/SY
ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
ITEM SPECIAL - ASPHALT REJUVENATING AGENT



COLD IN-PLACE RECYCLING:
ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE
6" ASPHALT PAVEMENT COLD IN-PLACE RECYCLING WITH ASPHALT EMULSION (EMULSION RATE = 2.0 GAL/SY)
ITEM 407 - NON-TRACKING TACK COAT, 0.075 GAL/SY
ITEM 441 - VARIABLE DEPTH LEVELING ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
ITEM 407 - NON-TRACKING TACK COAT, 0.075 GAL/SY
ITEM 441 - 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
ITEM SPECIAL - ASPHALT REJUVENATING AGENT

LOCATION MAP: NTS
SUMMIT VIEW RD.
CONINE DR.
CONINE CT.

SHOULDER TREATMENT (2' WIDE) (SUMMIT VIEW ROAD)
ITEM 617 - RECONDITION SHOULDER, 4" COMPACTED AGGREGATE, AS PER PLAN
ITEM 617 - RECONDITION SHOULDERS, 1.5" ITEM 653 PULVERIZED TOPSOIL, AS PER PLAN
ITEM 659 - SEEDING AND MULCHING, AS PER PLAN

NOTE:
1. FOR ADDITIONAL INFORMATION SEE GIS MAP ([HTTPS://TINYURL.COM/DSF6ERWM](https://tinyurl.com/DSF6ERWM)).
2. FOR CURB RAMP DETAILS, SEE SHEET 24.
3. THE CONTRACTOR SHALL MAINTAIN THE SOLAR POWERED LED ENHANCED PEDESTRIAN CROSSING THROUGHOUT CONSTRUCTION. THIS SYSTEM SHALL BE ADA COMPLIANT.
4. SEE APPENDIX A FOR ADDITIONAL SUMMIT VIEW ROAD GUARDRAIL IMPROVEMENTS AND QUANTITIES.

ESTIMATED QUANTITIES SUMMIT VIEW RD.			
(COLD IN PLACE RECYCLING)			
ITEM	DESCRIPTION	UNIT	QUANTITY
202	CURB AND GUTTER REMOVED AND DISPOSED OF, AS PER PLAN	FT	659
202	CONCRETE REMOVED AND DISPOSED OF, AS PER PLAN	SF	187
254	PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	SY	12,344
407	NON-TRACKING TACK COAT	GAL	1,852
441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	TON	1,029
441	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) (LEVELING)	TON	686
604	MANHOLE, CATCH BASIN, OR INLET, ADJUSTED TO GRADE, AS PER PLAN	EACH	1
608	6" CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN	SF	187
608	CURB RAMPS	EACH	2
608	DETECTABLE WARNING, TYPE A, AS PER PLAN	SF	32
609	COMBINATION CURB AND GUTTER, 6" THICK, AS PER PLAN	FT	659
617	RECONDITION SHOULDER, 4" COMPACTED AGGREGATE, AS PER PLAN	CY	196
617	RECONDITION SHOULDER, 1.5" ITEM 653 PULVERIZED TOPSOIL, AS PER PLAN	CY	74
644	EDGE LINE, 4", WHITE	MI	1.67
644	CENTER LINE	MI	1.06
644	CHANNELIZING LINE, 8"	FT	220
644	CROSSWALK LINE, 12"	FT	90
644	LANE ARROW	EACH	6
644	TRANSVERSE/DIAGONAL LINE, YELLOW	FT	345
644	ISLAND MARKING, YELLOW	SF	40
659	SEEDING AND MULCHING, AS PER PLAN	SY	1,780
SPECIAL	INLET REPAIR AND PARGE	EACH	1
SPECIAL	ASPHALT REJUVENATING AGENT	SY	12,344
SPECIAL	ASPHALT PAVEMENT RECYCLING	SY	12,344
SPECIAL	ENGINEERED RECYCLING ASPHALT EMULSION	GAL	24,688

ESTIMATED QUANTITIES CONINE DR.			
(3" MILL AND FILL - SUMMIT VIEW RD. TO CONINE CT.)			
ITEM	DESCRIPTION	UNIT	QUANTITY
202	CURB AND GUTTER REMOVED AND DISPOSED OF, AS PER PLAN	FT	95
202	CURB REMOVED AND DISPOSED OF, AS PER PLAN	FT	73
202	CONCRETE REMOVED AND DISPOSED OF, AS PER PLAN	SF	700
254	PAVEMENT PLANING, ASPHALT CONCRETE (3")	SY	1,329
407	NON-TRACKING TACK COAT	GAL	233
441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	TON	92
441	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	TON	129
608	4" CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN	SF	405
608	6" CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN	SF	303
608	CURB RAMPS	EACH	5
608	DETECTABLE WARNING, TYPE A, AS PER PLAN	SF	72
609	STRAIGHT 18" CURB, AS PER PLAN	FT	73
609	COMBINATION CURB AND GUTTER, 6" THICK, AS PER PLAN	FT	95
644	STOP LINE	FT	36
659	SEEDING AND MULCHING, AS PER PLAN	SY	345
SPECIAL	INLET REPAIR AND PARGE	EACH	1
SPECIAL	ASPHALT REJUVENATING AGENT	SY	1,329

ESTIMATED QUANTITIES CONINE CT.			
(3" MILL AND FILL)			
ITEM	DESCRIPTION	UNIT	QUANTITY
202	CURB AND GUTTER REMOVED AND DISPOSED OF, AS PER PLAN	FT	120
202	CURB REMOVED AND DISPOSED OF, AS PER PLAN	FT	16
253	PAVEMENT REPAIR	SY	50
254	PAVEMENT PLANING, ASPHALT CONCRETE (3")	SY	2,560
407	NON-TRACKING TACK COAT	GAL	448
441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	TON	178
441	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	TON	249
609	STRAIGHT 18" CURB, AS PER PLAN	FT	16
609	COMBINATION CURB AND GUTTER, 6" THICK, AS PER PLAN	FT	120
SPECIAL	CURB CAN HOLES	EACH	7
SPECIAL	ASPHALT REJUVENATING AGENT	SY	2,560

DESIGN AGENCY



DESIGNER

MSS

REVIEWER

LMO 2/5/25

PROJECT ID

25-001-CIP



SHEET

P.18

TOTAL

24



PAVEMENT MARKING LEGEND	
 SL	STOP LINE
 CW	CROSSWALK LINE, 12"

CONST. TULLER RIDGE DRIVE

32.5'

26.5'

5'

1'

1'

1.56%

3:1

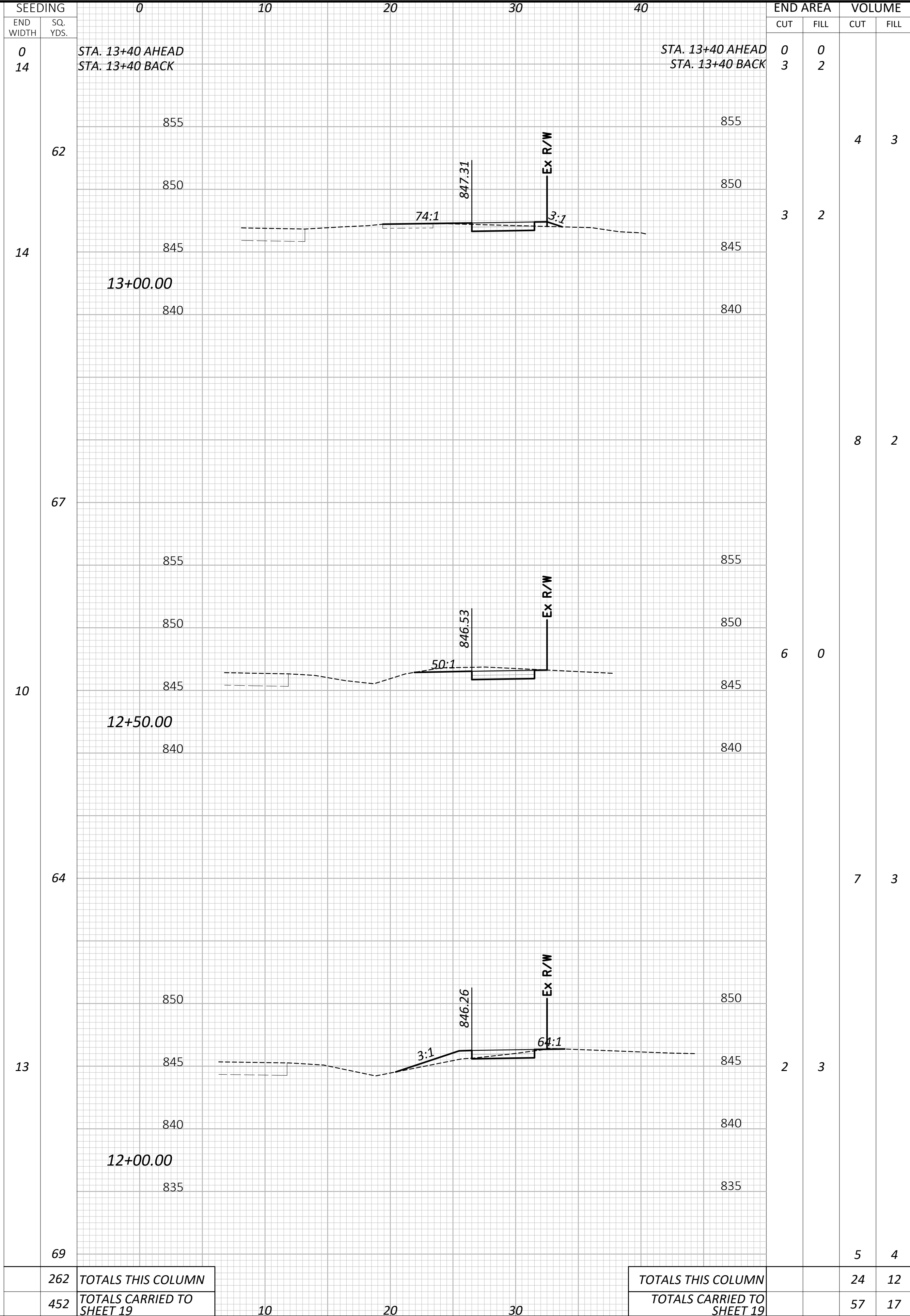
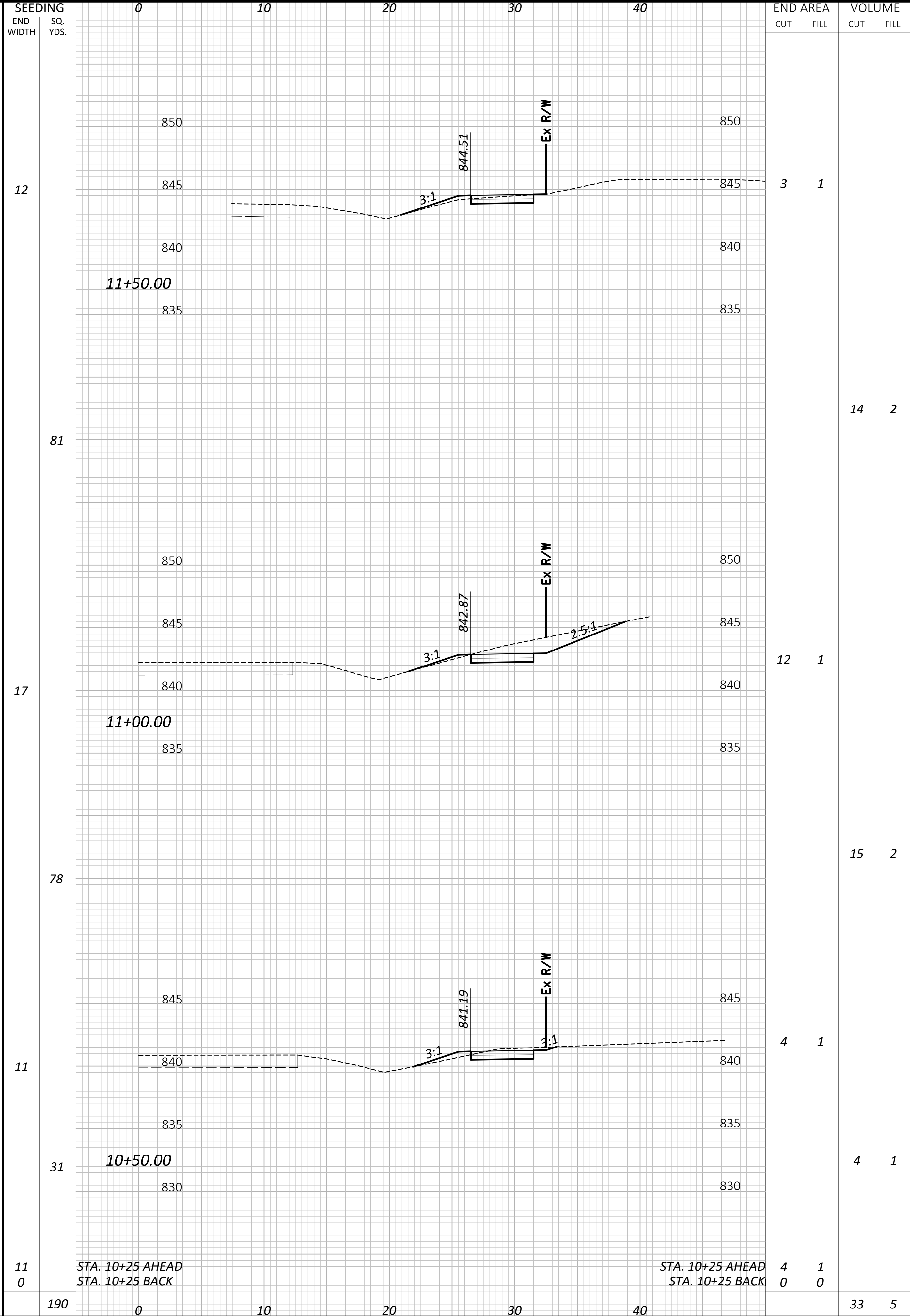
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EX. R/W

ITEM 608, 4" CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN

2025 DUBLIN STREET MAINTENANCE PHASE 1

2/5/2025
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TULLER RIDGE DRIVE SIDEWALK IMPROVEMENTS
CROSS SECTIONS

DESIGN AGENCY



DESIGNER

RHF

REVIEWER

LMO 2/5/25

PROJECT ID

25-001-CIP

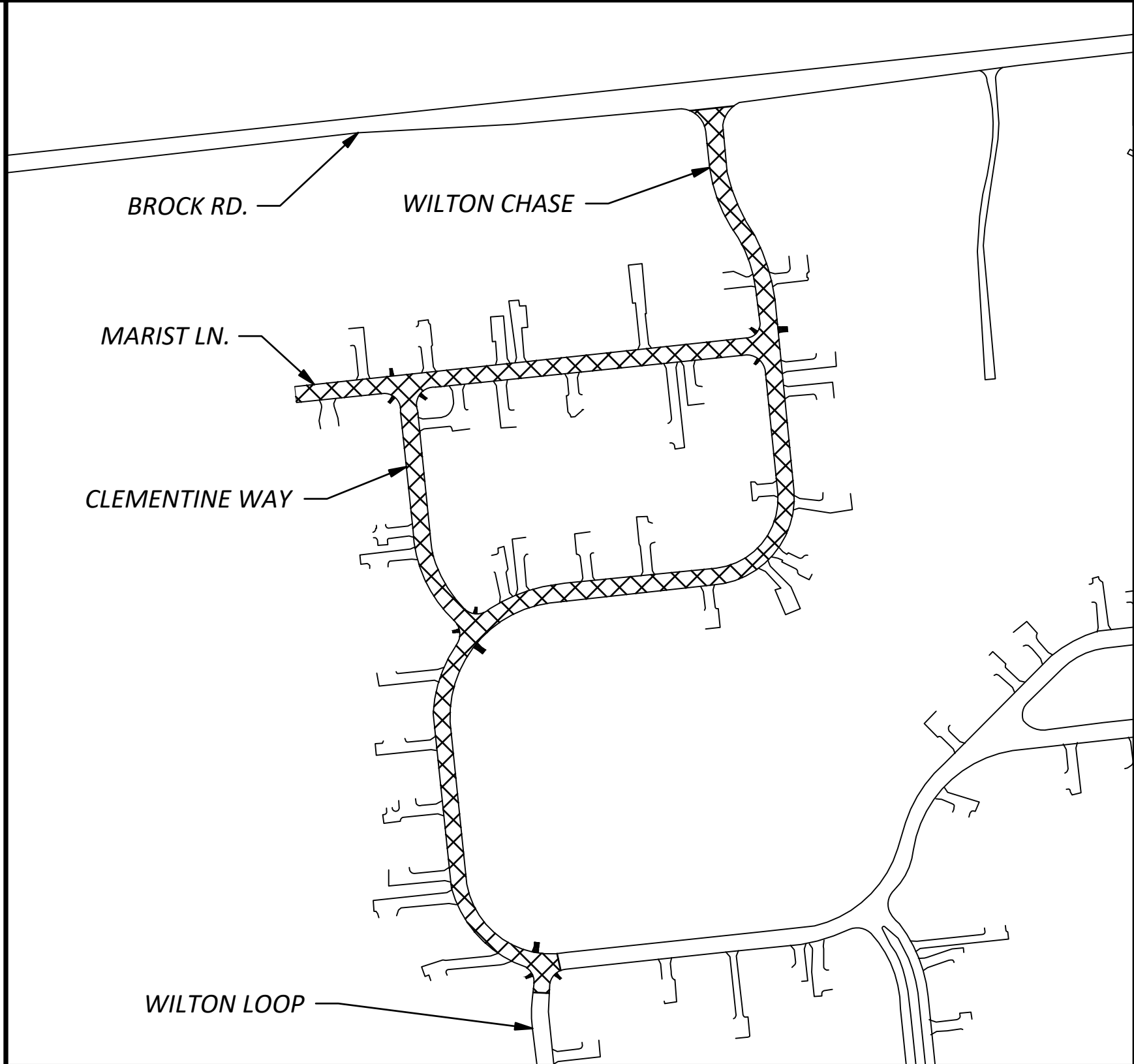
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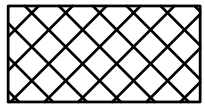
TOTAL

24





ALTERNATE 1
LOCATION MAP: NTS
WILTON CHASE
CLEMENTINE WAY
MARIST LN.



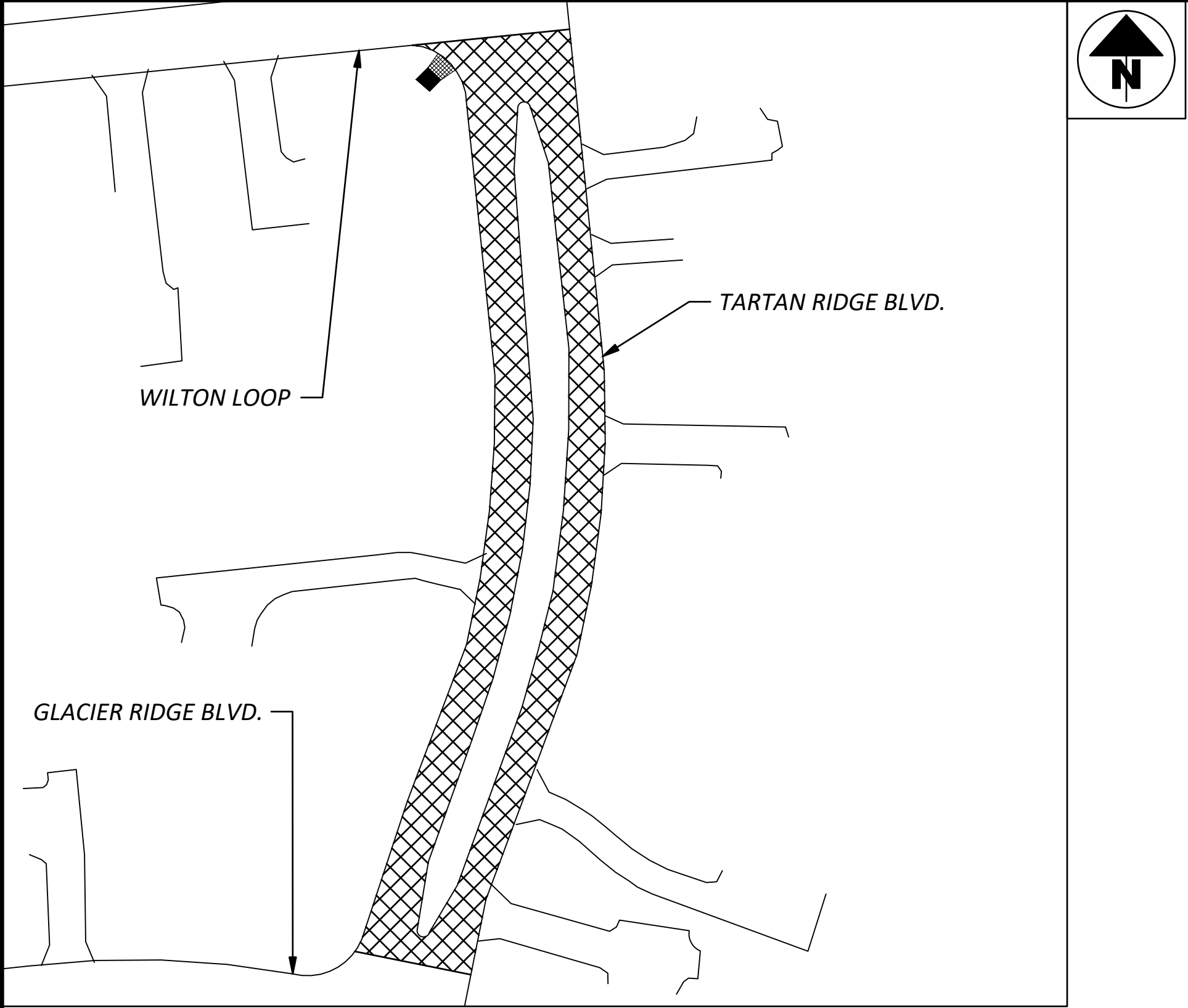
1.5" MILL AND FILL:
ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE
ITEM 407 - NON-TRACKING TACK COAT, 0.1 GAL/SY
ITEM 441 - 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
ITEM SPECIAL - ASPHALT REJUVENATING AGENT

NOTE:
1. FOR ADDITIONAL INFORMATION SEE GIS MAP ([HTTPS://TINYURL.COM/DSF6ERWM](https://tinyurl.com/dsf6erwm)).
2. FOR CURB RAMP DETAILS, SEE SHEET 23.

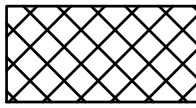
ESTIMATED QUANTITIES WILTON CHASE			
(1.5" MILL AND FILL)			
ITEM	DESCRIPTION	UNIT	QUANTITY
202	CURB AND GUTTER REMOVED AND DISPOSED OF, AS PER PLAN	FT	743
202	CONCRETE REMOVED AND DISPOSED OF, AS PER PLAN	SF	946
254	PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	SY	5,549
407	NON-TRACKING TACK COAT	GAL	555
441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	TON	462
608	4" CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN	SF	756
608	6" CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN	SF	399
608	CURB RAMPS	EACH	8
608	DETECTABLE WARNING, TYPE A, AS PER PLAN	SF	88
609	COMBINATION CURB AND GUTTER, 6" THICK, AS PER PLAN	FT	743
630	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	EACH	3
630	REMOVAL OF GROUND MOUNTED POST SUPPORT AND REERECTION	EACH	2
630	SIGNING, MISC.: 2 1/4" SQUARE ANCHOR POST	EACH	2
659	SEEDING AND MULCHING, AS PER PLAN	SY	80
SPECIAL	INLET REPAIR AND PARGE	EACH	4
SPECIAL	CURB CAN HOLES	EACH	13
SPECIAL	ASPHALT REJUVENATING AGENT	SY	5,549

ESTIMATED QUANTITIES CLEMENTINE WAY			
(1.5" MILL AND FILL)			
ITEM	DESCRIPTION	UNIT	QUANTITY
202	CURB AND GUTTER REMOVED AND DISPOSED OF, AS PER PLAN	FT	244
202	CONCRETE REMOVED AND DISPOSED OF, AS PER PLAN	SF	524
254	PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	SY	1,253
407	NON-TRACKING TACK COAT	GAL	125
441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	TON	104
608	4" CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN	SF	257
608	6" CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN	SF	156
608	CURB RAMPS	EACH	4
608	DETECTABLE WARNING, TYPE A, AS PER PLAN	SF	32
609	COMBINATION CURB AND GUTTER, 6" THICK, AS PER PLAN	FT	244
630	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	EACH	5
630	REMOVAL OF GROUND MOUNTED POST SUPPORT AND REERECTION	EACH	3
630	SIGNING, MISC.: 2 1/4" SQUARE ANCHOR POST	EACH	3
659	SEEDING AND MULCHING, AS PER PLAN	SY	80
SPECIAL	INLET REPAIR AND PARGE	EACH	1
SPECIAL	CURB CAN HOLES	EACH	3
SPECIAL	ASPHALT REJUVENATING AGENT	SY	1,253

ESTIMATED QUANTITIES MARIST LN.			
(1.5" MILL AND FILL)			
ITEM	DESCRIPTION	UNIT	QUANTITY
202	CURB AND GUTTER REMOVED AND DISPOSED OF, AS PER PLAN	FT	766
202	CONCRETE REMOVED AND DISPOSED OF, AS PER PLAN	SF	373
254	PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	SY	2,192
407	NON-TRACKING TACK COAT	GAL	219
441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	TON	183
604	MANHOLE, CATCH BASIN OR INLET, ADJUSTED TO GRADE, AS PER PLAN	EACH	1
608	4" CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN	SF	262
608	6" CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN	SF	152
608	CURB RAMPS	EACH	4
608	DETECTABLE WARNING, TYPE A, AS PER PLAN	SF	32
609	COMBINATION CURB AND GUTTER, 6" THICK, AS PER PLAN	FT	766
630	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	EACH	3
630	REMOVAL OF GROUND MOUNTED POST SUPPORT AND REERECTION	EACH	2
630	SIGNING, MISC.: 2 1/4" SQUARE ANCHOR POST	EACH	2
659	SEEDING AND MULCHING, AS PER PLAN	SY	60
SPECIAL	CURB CAN HOLES	EACH	19
SPECIAL	ASPHALT REJUVENATING AGENT	SY	2,192



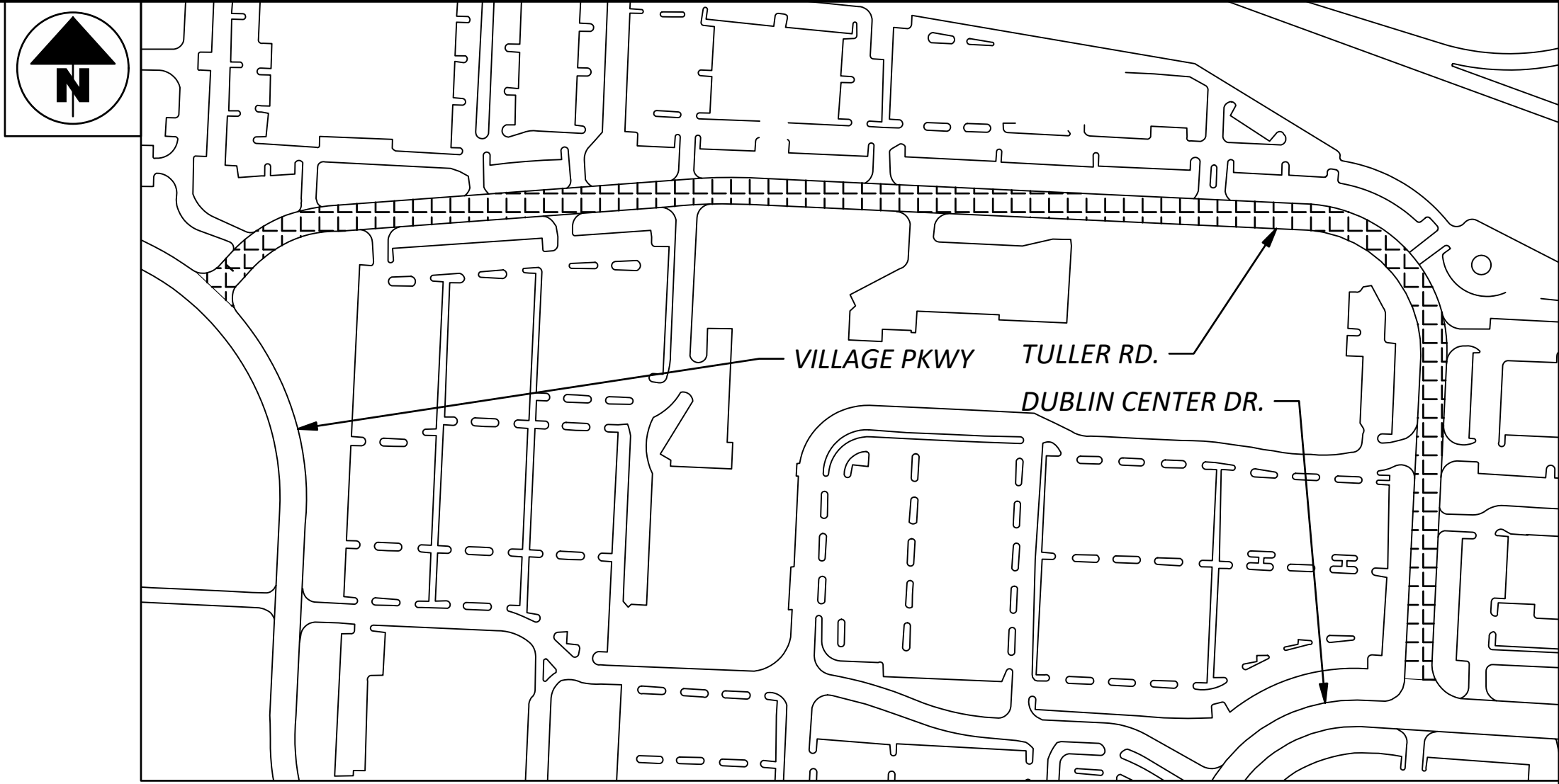
ALTERNATE 1
LOCATION MAP: NTS
TARTAN RIDGE BLVD.



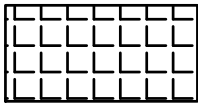
1.5" MILL AND FILL:
ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE
ITEM 407 - NON-TRACKING TACK COAT, 0.1 GAL/SY
ITEM 441 - 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
ITEM SPECIAL - ASPHALT REJUVENATING AGENT

NOTE:
1. FOR ADDITIONAL INFORMATION SEE GIS MAP ([HTTPS://TINYURL.COM/DSF6ERWM](https://tinyurl.com/dsf6erwm)).

ESTIMATED QUANTITIES TARTAN RIDGE BLVD.			
(1.5" MILL AND FILL - GLACIER RIDGE BLVD. TO WILTON LOOP			
ITEM	DESCRIPTION	UNIT	QUANTITY
202	CURB AND GUTTER REMOVED AND DISPOSED OF, AS PER PLAN	FT	271
202	CURB REMOVED AND DISPOSED OF, AS PER PLAN	FT	14
202	CONCRETE REMOVED AND DISPOSED OF, AS PER PLAN	SF	121
254	PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	SY	1,491
407	NON-TRACKING TACK COAT	GAL	149
441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	TON	124
608	4" CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN	SF	53
608	6" CONCRETE WALK WITH AGGREGATE BASE, AS PER PLAN	SF	68
608	CURB RAMPS	EACH	1
608	DETECTABLE WARNING, TYPE A, AS PER PLAN	SF	16
609	COMBINATION CURB AND GUTTER, 6" THICK, AS PER PLAN	FT	271
609	STRAIGHT 18" CURB, AS PER PLAN	FT	14
659	SEEDING AND MULCHING, AS PER PLAN	SY	10
SPECIAL	INLET REPAIR AND PARGE	EACH	1
SPECIAL	CURB CAN HOLES	EACH	8
SPECIAL	ASPHALT REJUVENATING AGENT	SY	1,491



ALTERNATE 2
LOCATION MAP: NTS
TULLER RD.



3" MILL AND FILL:
ITEM 254 - 3" PAVEMENT PLANING, ASPHALT CONCRETE
ITEM 407 - NON-TRACKING TACK COAT, 0.1 GAL/SY
ITEM 441 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
ITEM 407 - NON-TRACKING TACK COAT, 0.075 GAL/SY
ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
ITEM SPECIAL - ASPHALT REJUVENATING AGENT

NOTE:
1. FOR ADDITIONAL INFORMATION SEE GIS MAP ([HTTPS://TINYURL.COM/DSF6ERWM](https://tinyurl.com/dsf6erwm)).

ESTIMATED QUANTITIES TULLER RD.			
(3" MILL AND FILL - VILLAGE PKWY. TO DUBLIN CENTER DR.)			
ITEM	DESCRIPTION	UNIT	QUANTITY
202	CURB AND GUTTER REMOVED AND DISPOSED OF, AS PER PLAN	FT	1,531
254	PAVEMENT PLANING, ASPHALT CONCRETE (3")	SY	10,461
407	NON-TRACKING TACK COAT	GAL	1,831
441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	TON	726
441	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	TON	1,017
609	COMBINATION CURB AND GUTTER, 6" THICK, AS PER PLAN	FT	1,531
644	CENTER LINE	MI	0.87
644	CHANNELIZING LINE, 8"	FT	161
644	STOP LINE	FT	52
644	LANE ARROW	EACH	22
SPECIAL	ASPHALT REJUVENATING AGENT	SY	10,461

ALTERNATE 1: TARTAN RIDGE BLVD. IMPROVEMENTS
ALTERNATE 2: TULLER RD. IMPROVEMENTS

DESIGN AGENCY



DESIGNER

MSS

REVIEWER

LMO 2/5/25

PROJECT ID

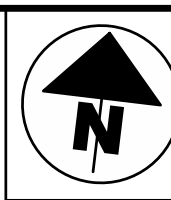
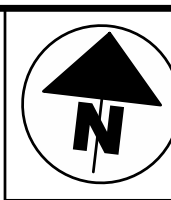
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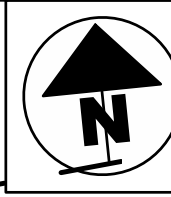
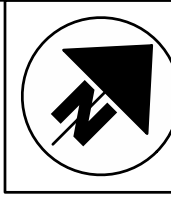
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TOTAL

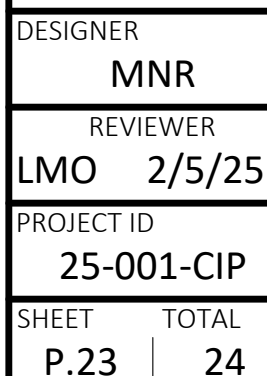
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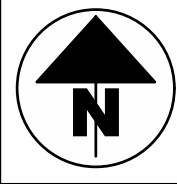
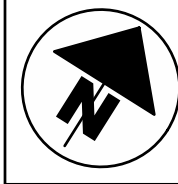


CURB RAMP DETAILS



DESIGN AGENCY





**HORIZONTAL
SCALE IN FEET**

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DESIGN AGENCY



REVIEWER

LMO 2/5/

PROJECT ID

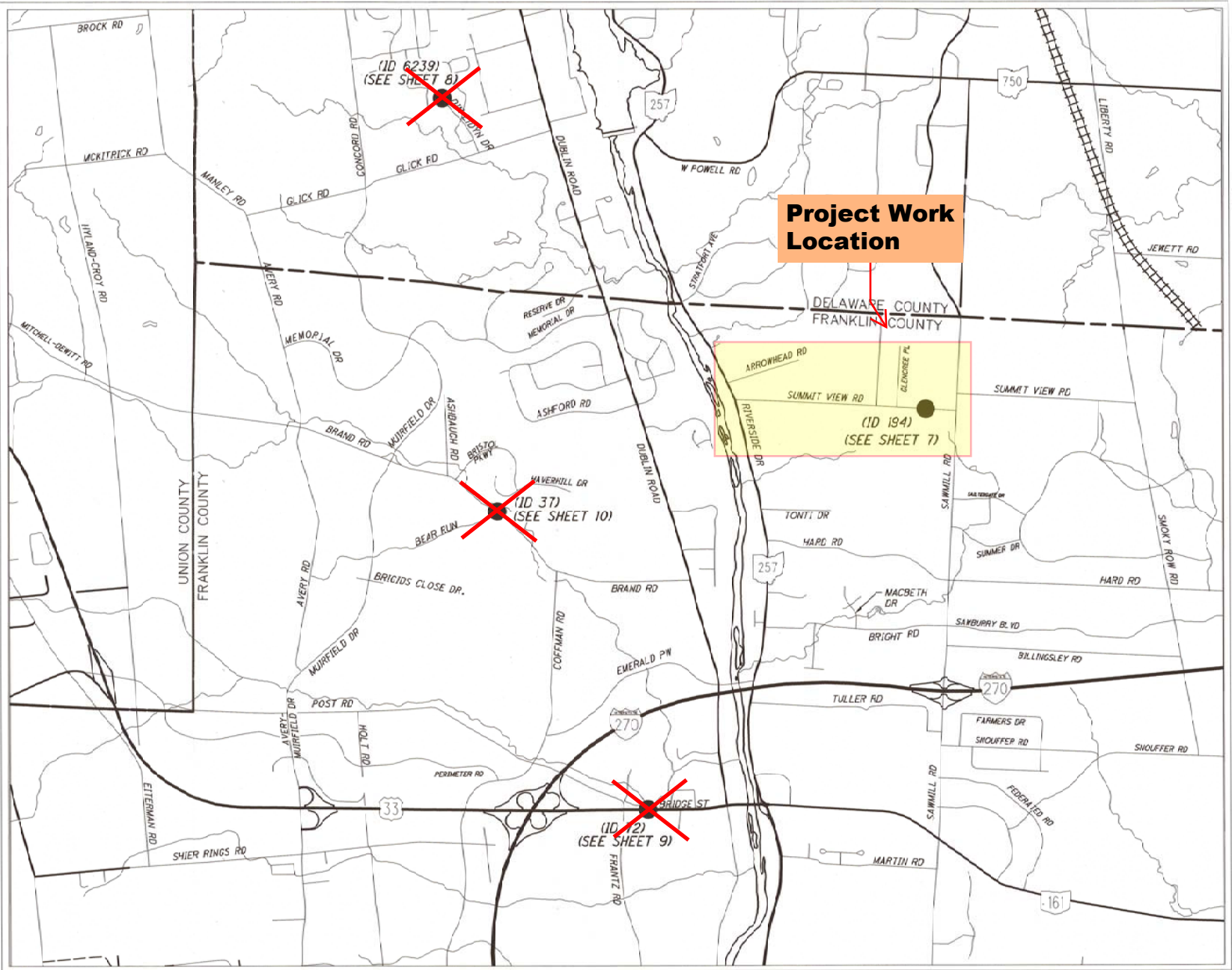
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SHEET	TOTAL
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NOTE: CURB ELEVATIONS ARE
AT FACE OF CURB / FLOW LINE
OF GUTTER.

2024 GUARDRAIL REPLACEMENT AND MAINTENANCE

24-010-CIP



SIGNATURES BELOW SIGNIFY ONLY CONCURRENCE WITH THE GENERAL PURPOSES AND GENERAL LOCATION OF THE PROJECT AND DOES NOT CONSTITUTE ASSURANCE TO OPERATE AS INTENDED. ALL TECHNICAL DETAILS REMAIN THE RESPONSIBILITY OF THE PROFESSIONAL CIVIL ENGINEER PREPARING THE PLANS.

APPROVED:  2-26-2024
DIRECTOR OF ENGINEERING/CITY ENGINEER DATE
CITY OF DUBLIN, OHIO
PAUL A. HAMMERSMITH, P.E.

PROJECT DESCRIPTION
THIS PROJECT CONSISTS OF PAINTING EXISTING METAL GUARDRAIL; REMOVAL OF EXISTING GUARDRAIL; AND STORM SEWER IMPROVEMENTS.

INDEX OF SHEETS


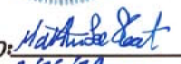
TITLE SHEET	1
GENERAL SUMMARY & LEGEND	2
TYPICAL SECTIONS	3
GENERAL NOTES	4-6
PLAN VIEW - SUMMIT VIEW ROAD	7
ON EIDYN DRIVE	8
BRIDGE STREET	9
BRAND ROAD	10

VICINITY MAP
N.T.S. ● - DENOTES LOCATION OF PROJECT


OHIO
Utilities Protection
SERVICE
Call Before You Dig
1-800-362-2764
CALL TWO WORKING DAYS BEFORE YOU DIG
(NON MEMBERS MUST BE CALLED DIRECTLY)

PLAN PREPARED BY:

E. P. FERRIS
AND
ASSOCIATES
INC.
Consulting Civil Engineers and Surveyors

ENGINEERS SEAL:				STANDARD CONSTRUCTION DRAWINGS				FHA FEDERAL LANDS	CITY OF COLUMBUS	SPECIAL PROVISIONS	SUPPLEMENTAL SPECIFICATIONS
	MT-97.10	4-19-19	MGS-1.1	7-16-21				617-60			
	MT-110.10	7-19-13	MGS-2.1	1-19-18				617-61			
			MGS-4.2	7-19-13				617-62			
	TC-61.30	7-19-19						617-67			
SIGNED:  DATE: 2/26/24											

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LEGEND

CHANNEL EASE. (PR) — CH —

UTILITY EASE. (EX) — Ex U —

RAILROAD — OR —

GUARDRAIL (EX) — (PR) —

CONSTRUCTION LIMITS — • — • — • — • —

EDGE OF PAVEMENT (EX) — — — — —

EDGE OF PAVEMENT (PR) — — — — —

EDGE OF SHOULDER (EX) — — — — —

EDGE OF SHOULDER (PR) — — — — —

PROP. STORM PIPE — — — — —

COUNTY LINE — — — — —

TOWNSHIP LINE — — — — —

SECTION LINE — — — — —

CORPORATION LINE — OR —

FENCE LINE (EX) — x — x — (PR) — x — x —

CENTER LINE — — — — —

RIGHT OF WAY (EX) — Ex R/W — — — — —

RIGHT OF WAY (PR) — R/W — — — — —

STANDARD HIGHWAY EASE.(EX) — Ex SH — — — — —

TREE PROTECTION FENCE — □ — □ — □ — □ —

TEMPORARY RIGHT OF WAY — TMP — — — — —

DITCH / CREEK (EX) — — — — —

DITCH / CREEK (PR) — — — — —

TREE LINE (EX) — — — — —

OWNERSHIP HOOK SYMBOL Z , EXAMPLE — Z —

PROPERTY LINE SYMBOL R , EXAMPLE — R —

BREAK LINE SYMBOL V , EXAMPLE — V —

TREE (PR) ☼ , TREE (EX) ☼ , SHRUB (EX) ☼

TREE (REMOVE) ✕ , SHRUB (REMOVE) ✕

EVERGREEN (EX) ☼ , STUMP ☼

EVERGREEN (REMOVE) ✕ , STUMP (REMOVE) ✕

WETLAND (PR) ~ , GRASS (PR) ~ , AERIAL TARGET ▲

POST (EX) ○ , MAILBOX (EX) ☒ , MAILBOX (PR) ☒

LIGHT (EX) ✨ , TELEPHONE MARKER (EX) +TEL

FIRE HYDRANT (EX) ⚡ , WATER METER (EX) ⚙

WATER VALVE (EX) ⚙ , UTILITY VALVE UNKNOWN (EX.) ⚙

TELEPHONE POLE (EX) ⚡ , POWER POLE (EX) ⚡

LIGHT POLE (EX) ⚡

REF NO.	ITEM	DESCRIPTION	QUANT.	UNIT
		SUMMIT VIEW RD. *		
1	202	GUARDRAIL REMOVED (INCLUDING END ASSEMBLIES)	52	FT
2	202	REMOVAL OF ROCK CHANNEL PROTECTION	11	CY
3	203	EXCAVATION	4	CY
4	203	EMBANKMENT	23	CY
5	601	ROCK CHANNEL PROTECTION WITH NO. 2 STONE WITH GEOTEXTILE FABRIC	2	CY
6	604	FLARED END SECTION FOR 15" PIPE	1	EA
7	604	STANDARD CATCH BASIN (AA-S133A WITH EJ 5110 M3 BICYCLE SAFE GRATE)	1	EA
8	653	TOPSOIL FURNISHED AND PLACED, AS PER PLAN	18	CY
9	659	SEEDING AND MULCHING, AS PER PLAN	166	SY
10	659	COMMERCIAL FERTILIZER	0.02	TON
11	659	WATER	1	MGAL
12	901	6" STORM PIPE, WITH TYPE I BEDDING	20	FT
13	901	12" STORM PIPE, WITH TYPE I BEDDING	8	FT
14	901	15" STORM PIPE, WITH TYPE I BEDDING	4	FT
15	901	18" STORM PIPE, WITH TYPE I BEDDING	8	FT
16	901	21" STORM PIPE, WITH TYPE I BEDDING	5	FT
		DIX EIDYN DR. *		
17	202	WOOD GUARDRAIL REMOVED (INCLUDING END ASSEMBLIES)	86	FT
18	653	TOPSOIL FURNISHED AND PLACED, AS PER PLAN	9	CY
19	659	SEEDING AND MULCHING, AS PER PLAN	80	SY
20	659	COMMERCIAL FERTILIZER	0.01	TON
21	659	WATER	1	MGAL
		BRIDGE ST.		
22	SPEC	FIELD PAINTING OF EXISTING GUARDRAIL, TYPE MGS OR TYPE 5, AS PER PLAN	478	FT
		BRAND RD.		
23	SPEC	FIELD PAINTING OF EXISTING GUARDRAIL, TYPE MGS OR TYPE 5, AS PER PLAN	125	FT
		GENERAL		
24	201	CLEARING AND GRUBBING	1	LUMP
25	614	MAINTAINING TRAFFIC	1	LUMP
26	614	LAW ENFORCEMENT OFFICER WITH PATROL CAR, AS PER PLAN	30	HRS
27	623	CONSTRUCTION LAYOUT STAKES AND SURVEYING	1	LUMP
28	624	MOBILIZATION	1	LUMP

* DENOTES COLUMBUS CMS (LATEST EDITION)
ALL OTHER ITEMS REFERENCE ODOT CMS 2023

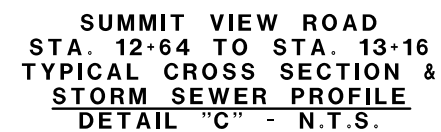
AA-S133A CATCH BASIN SHALL HAVE EJ 5110 M3 BICYCLE
SAFE GRATE.

REMOVE 8' OF EX. 6" CLAY PIPE. PROVIDE 12' OF SDR SCH. 40 WITH FERNCO CONNECTIONS. TIE 6" SDR SCH. 40 INTO PROP. AA-S133A AT DIRECTION OF ENGINEER. PROVIDE POSITIVE DRAINAGE.

REMOVE 8' OF EX. 6" N-12 PIPE. PROVIDE 12' OF 6" SDR SCH. 40 WITH FERNCO CONNECTIONS. TIE 6" SDR SCH. 40 INTO PROP. AA-S133A AT DIRECTION OF ENGINEER. PROVIDE POSITIVE DRAINAGE.

THE COST OF REMOVING AND DISPOSING OF THE EX. 6" CLAY PIPE, EX. 6" N-12, EX. 12" N-12, EX. 18" N-12, AND EX. 21" STEEL AS REQUIRED SHALL BE INCLUDED IN THE UNIT PRICE FOR THE VARIOUS ITEMS OF THE CONTRACT.

FOR EXISTING AND PROPOSED STORM SEWER INVERTS, SEE SHEET 7.



APPENDIX SHEET 3

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GENERAL

THE WORK UNDER THIS CONTRACT SHALL BE GOVERNED BY THE CITY OF COLUMBUS CONSTRUCTION AND MATERIAL SPECIFICATIONS, LATEST EDITION, AND THE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS 2023 EXCEPT SECTION 100 GENERAL PROVISIONS, CURRENT AND ANY SUPPLEMENTS THERETO (HEREAFTER REFERRED TO AS STANDARD SPECIFICATIONS), SHALL GOVERN ALL CONSTRUCTION ITEMS UNLESS OTHERWISE NOTED. REFER TO THE CITY OF DUBLIN GENERAL CONDITIONS DIVISION 100 FOUND IN THE PROPOSAL AND CONTRACT DOCUMENTS. SEE SUMMARY SHEET FOR WHICH ITEMS ARE COLUMBUS, AND WHICH ARE ODOT.

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.

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.

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, OR OTHER MISCELLANEOUS ITEMS.

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 CONTRACTOR SHALL NOTIFY THE CITY OF DUBLIN DIVISION OF ENGINEERING AT LEAST 3 WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION.

THE CITY IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.

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

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

TEMPORARY EASEMENTS ARE INTENDED FOR USE BY THE CONTRACTOR FOR CONSTRUCTION AND GRADING PURPOSES ONLY. THE CONTRACTOR SHALL NOT USE TEMPORARY EASEMENTS FOR STORAGE OF EQUIPMENT OR MATERIALS UNLESS HE HAS OBTAINED WRITTEN APPROVAL FROM THE CITY. COMPLIANCE WITH THIS REQUIREMENT ALONG WITH ADDITIONAL PROVISIONS OF THE CONTRACT SPECIFICATIONS SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF HIS LEGAL RESPONSIBILITIES OR LIABILITIES FOR THE SAFETY OF THE PUBLIC. THE CONTRACTOR SHALL INFORM THE CITY OF ANY PLAN FOR ON-SITE STORAGE OF EQUIPMENT AND MATERIALS AT THE PRECONSTRUCTION MEETING.

PROPERTY BOUNDARIES, INCLUDING PROPERTY LINES AND ROAD RIGHT-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 MADE AT THE LUMP SUM PRICE BID FOR ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING.

GENERAL (CONTINUED)

THE CONTRACTOR SHALL CAREFULLY PRESERVE BENCH MARKS, PROPERTY CORNERS, REFERENCE POINTS, STAKES, AND OTHER SURVEY REFERENCE MONUMENTS OR MARKERS. IN CASES OF DESTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORATIONS. RESETTling OF MARKERS SHALL BE PERFORMED BY AN OHIO PROFESSIONAL SURVEYOR AS APPROVED BY THE CITY ENGINEER AT THE CONTRACTOR'S EXPENSE.

SUBSURFACE INVESTIGATIONS WERE NOT PERFORMED FOR DESIGN AND ESTIMATING PURPOSES AND ARE NOT PROVIDED IN THE BIDDING DOCUMENTS. LOGS AND TEST DATA ARE NOT WARRANTED TO SHOW THE ACTUAL SUBSURFACE CONDITIONS. THE CONTRACTOR SHALL EXAMINE THIS INFORMATION AND OBTAIN ADDITIONAL INFORMATION AT HIS OWN EXPENSE, IF NECESSARY, IN HIS JUDGMENT.

THE CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS TO EQUAL OR BETTER CONDITION THAN 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 SIGNS AND ASSOCIATED LIGHTING, FENCES, 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.

WHERE THE WORK REQUIRES REMOVAL OF BUSINESS SIGNS OR PRIVATE LANDSCAPING SUCH AS DECORATIVE ROCKS, CROSSTIES, FENCES, OR OTHER SALVAGEABLE AND REUSABLE ITEMS, THE CONTRACTOR SHALL COORDINATE SUCH REMOVAL WITH THE PROPERTY OWNER PRIOR TO THE START OF WORK. IF THESE ITEMS CANNOT BE REPLACED TO THEIR ORIGINAL LOCATION FOLLOWING COMPLETION OF THE WORK, THE CONTRACTOR SHALL BE OBLIGATED TO RELOCATE THESE ITEMS TO A STORAGE FACILITY OF THE OWNER'S CHOICE LOCATED ON THE SAME PROPERTY. IF THE PROPERTY OWNER DOES NOT WISH TO SALVAGE THESE ITEMS, THEN THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER REMOVAL AND DISPOSAL. PUBLIC PROPERTY TO BE SALVAGED MUST BE DELIVERED BY THE CONTRACTOR TO THE MAINTENANCE FACILITY ON SHIER RINGS ROAD. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE VARIOUS RELATED ITEMS OF THE CONTRACT.

SOME LAWN AREAS FRONTING THE WORK MY HAVE EXISTING IN-GROUND SPRINKLER SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING SPRINKLER SYSTEMS PRIOR TO THE START OF WORK. RESTORING THEM TO THEIR PREVIOUS CONDITION AND FUNCTION WHERE AFFECTED, INCLUDING PIPING, SPRINKLER HEADS, AND OTHER APPURTENANCES, SHALL BE APPROVED BY THE ENGINEER. THE COST OF RESTORATION OF SPRINKLER SYSTEMS SHALL BE PAID BY THE CITY.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT U.S. MAIL DELIVERY WITHIN THE PROJECT LIMITS IS NOT DISRUPTED BY CONSTRUCTION OPERATIONS. THIS RESPONSIBILITY IS LIMITED TO RELOCATION OF MAILBOXES TO A TEMPORARY LOCATION THAT WILL ALLOW THE COMPLETION OF THE WORK AND SHALL ALSO INCLUDE THE RESTORATION OF MAILBOXES TO THEIR ORIGINAL LOCATION OR APPROVED NEW LOCATION. ANY RELOCATION OF MAILBOX SERVICES MUST FIRST BE COORDINATED WITH THE U.S. POSTAL SERVICE AND AFFECTED PROPERTY OWNERS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICES BID FOR THE VARIOUS ITEMS OF THE CONTRACT.

BEFORE RELOCATING ANY MAILBOXES, THE CONTRACTOR SHALL CONTACT THE U.S. POSTAL SERVICE AND RELOCATE MAILBOXES ACCORDING TO POSTAL SERVICE REQUIREMENTS.

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

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 SHALL BE WITHHELD FROM MONIES THAT ARE DUE OR MAY BECOME DUE TO THE CONTRACTOR.

EXCESS EXCAVATED MATERIAL FROM THE PROJECT SHALL BE HAULED OFFSITE BY THE CONTRACTOR AND COMPENSATION FOR HAULING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 - EXCAVATION.

TRENCH EXCAVATION SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. THE LENGTH OF THE 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.

GENERAL (CONTINUED)

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 NON-WORKING HOURS. CLEAN UP SHALL FOLLOW CLOSELY BEHIND THE TRENCHING OPERATION.

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

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. DUST CONTROL OPERATIONS SHALL BE PERFORMED BY THE CONTRACTOR AT THE DIRECTION OF THE ENGINEER. USE OF CALCIUM CHLORIDE WILL NOT BE PERMITTED

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 NECESSSITY 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 INVOLVED ON THIS CONTRACT IS 1 HOUR FROM THE TIME OF NOTIFICATION BY THE CITY.

UTILITIES

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

COLUMBIA GAS OF OHIO
35550 JOHNNY APPLSEED CT.
COLUMBUS, OHIO 43231
RCALDWELL@NISOURCE.COM
OFFICE: (614) 818-2113
CELL: (614) 818-2104
ATTN: ROB CALDWELL

ATLANTIC BROADBAND / WOWI
3675 CORPORATE DRIVE
COLUMBUS, OH 43231
OFFICE: (614) 948-4616
CELL: (614) 668-8079
ATTN: MARK FREY

DUBLINK DEVELOPMENT
1366 DUBLIN ROAD
COLUMBUS, OHIO 43215
MABBLACKSTONE@
COLUMBUSFIBER.NET
OFFICE: (614) 921-8524
ATTN: MATT BLACKSTONE

CHARTER SPECTRUM
3760 INTERCHANGE DRIVE
COLUMBUS, OH 43204
JOSEPH.VLOCK@CHARTER.COM
OFFICE: (614) 402-1979
ATTN: JOSEPH VLOCK

AT&T OSPE
111 N. 4TH STREET
COLUMBUS, OH 43215
OFFICE: (614) 223-5872
CELL: (614) 208-1907
ATTN: MIKE LEPLEY

CITY OF DUBLIN
DIVISION OF ENGINEERING
6555 SHIER-RINGS ROAD
DUBLIN, OH 43016
(614) 410-4631
ATTN: KEN RICHARDSON, PE, PS

AEP
700 MORRISON RD.
3RD FLOOR
GAHANNA, OH 43230
OFFICE: (740) 348-5322
ATTN: PAUL PAXTON

FRONTIER
19 E. CENTRAL AVE.
DELAWARE, OHIO 43015
ROBERT.L.CHANDLER@FTR.COM
OFFICE: (740) 369-0826
ATTN: ROBERT CHANDLER

CITY OF COLUMBUS (WATER)
910 DUBLIN ROAD
COLUMBUS, OHIO 43215
DPUDIGITALSUBMITTAL@
COLUMBUS.GOV
OFFICE: (614) 645-8267

ODOT DISTRICT 6 TRAFFIC
400 EAST WILLIAM ST.
DELAWARE, OHIO 43015
OFFICE: (740) 833-8332

EVERSTREAM
240 NORTH 5TH STREET,
SUITE 168
COLUMBUS, OHIO 43215
KHAY@EVERSTREAM.NET
OFFICE: (614) 354-7666
ATTN: KANN KHAY

ODOT ITS LAB
1606 W. BROAD ST.
COLUMBUS, OHIO 43223
CEN.ITS.LAB@DOT.OHIO.GOV
OFFICE: (614) 387-4113

MCI (VERIZON BUSINESS)
120 RAVINE STREET
AKRON, OHIO 44303
WORK: (330) 253-8267
CELL: (330) 329-5495
ATTN: AL GUEST

COLUMBUS FIBERNET
1600 WALCUTT RD.
COLUMBUS, OHIO 43228
MABBLACKSTONE@
COLUMBUSFIBER.NET
WORK: (614) 921-8524
CELL: (614) 395-9701
ATTN: MATT BLACKSTONE

UTILITIES (CONTINUED)

THE CONTRACTOR SHALL GIVE NOTICE OF INTENT TO CONSTRUCT TO OHIO UTILITIES PROTECTION SERVICE (TELEPHONE NUMBER: 800-362-2764) AND 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 IDENTITY AND LOCATIONS OF EXISTING UNDERGROUND UTILITIES IN THE CONSTRUCTION AREAS HAVE BEEN SHOWN ON THE PLANS AS ACCURATELY AS PROVIDED BY THE OWNER OF THE UNDERGROUND UTILITY. THE CITY OF DUBLIN AND THE CITY ENGINEER ASSUME NO RESPONSIBILITY FOR THE ACCURACY OR DEPTHS OF UNDERGROUND FACILITIES SHOWN ON THE PLANS. IF DAMAGE IS CAUSED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF THE SAME. LOCATION, SUPPORT, PROTECTION, AND RESTORATION OF ALL EXISTING UTILITIES AND APPURTENANCES, SHOWN OR NOT SHOWN ON THE PLANS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, INCLUDING COORDINATION WITH THE AFFECTED UTILITY OWNER.

THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICES BID FOR THE VARIOUS ITEMS OF THE CONTRACT.

WHEN UNKOWN OR INCORRECTLY LOCATED UNDERGROUND UTILITIES ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY OWNER AND THE CITY ENGINEER.

TREES

ALL TREES WITHIN THE CONSTRUCTION AREA NOT DESIGNATED FOR REMOVAL, WHETHER SHOWN ON THE PLANS OR NOT, SHALL BE PRESERVED WITHOUT DAMAGE. TREES TO BE PRESERVED SHALL BE PROTECTED WITH HIGH VISIBILITY TREE PROTECTION FENCING AS INDICATED ON THE PLANS PRIOR TO THE START OF ANY CONSTRUCTION. THE CITY RESERVES THE RIGHT TO DIRECT THE CONTRACTOR TO INSTALL ADDITIONAL FENCING IN AREAS WHERE TREES COULD BE DAMAGED DURING CONSTRUCTION. SEE THE TREE PRESERVATION NOTES FOR COMPLETE SPECIFICATIONS AND DETAILS.

ALL TREES AND STUMP SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT SHALL BE REMOVED UNDER ITEM 201 - TREES OR STUMPS REMOVED. TREES WITH TRUNK DIAMETERS 12 INCHES AND LESS SHALL BE CONSIDERED BRUSH AND THEIR REMOVAL PAID UNDER ITEM 201 - CLEARING AND GRUBBING. THE FOLLOWING IS AN ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED:

<u>SIZE</u>	<u>NO. OF TREES</u>
12" TO 24" (18" SIZE)	0
24" TO 36" (30" SIZE)	0

THE ABOVE TREE REMOVAL QUANTITIES ARE APPROXIMATE AND THE CITY OF DUBLIN RESERVES THE RIGHT TO ORDER THE REMOVAL OF ADDITIONAL TREES AND/OR STUMPS WITHIN THE LIMITS OF CONSTRUCTION.

DRAINAGE

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.

FINAL ADJUSTMENT OF MANHOLES, CATCH BASINS AND INLETS

THE CONTRACTOR WILL MAKE ALL FINAL GRADE ADJUSTMENTS OF MANHOLE, CATCH BASIN, INLET COVERS, AND FRAME ASSEMBLIES USING INJECTION MOLDED HIGH DENSITY POLYETHYLENE (HDPE) ADJUSTMENT RINGS. 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. THE ANNULAR SPACE BETWEEN THE RINGS AND CONE BASIN, THE RINGS, AND THE RINGS AND COVER FRAME SHALL BE SEALED UTILIZING AN APPROVED BUTYL SEALANT. THE COST OF ADJUSTMENT SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE STRUCTURE.

APPENDIX SHEET 4

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BACKFILL

BACKFILL WITHIN A 1:1 INFLUENCE LINE OF EXISTING STRUCTURES (PAVEMENTS, SIDEWALKS, CURBS, ETC.) SHALL BE ITEM 912 - COMPACTED GRANULAR MATERIAL, OR ITEM 613, TYPE 2.

TRENCHES WITHIN 2 FEET OF PROPOSED PAVEMENT, CURB AND GUTTER, BERM, SHOULDERS, SIDEWALK, 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 613, 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 NON-GRANULAR BACKFILL SHALL BE FURNISHED AND PLACED IN ACCORDANCE WITH ITEM 911. THE COST OF ITEM 911 AND 912 BACKFILL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE VARIOUS TRENCH TYPES, MANHOLES, ETC.

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 NON-WORKING 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.

ITEM 653 - TOPSOIL FURNISHED AND PLACED, AS PER PLAN

A MINIMUM OF 4 INCHES OF PULVERIZED TOPSOIL SHALL BE PLACED IN ALL AREAS TO BE SEEDED. PRIOR TO PLACING PULVERIZED TOPSOIL IN CUT AREAS, THE EARTH SHALL BE EXCAVATED TO A DEPTH SUFFICIENT TO PLACE 4 INCHES OF PULVERIZED TOPSOIL. THE COST OF EXCAVATION AND DISPOSAL OF SURPLUS MATERIALS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE VARIOUS CONTRACT ITEMS.

EXCESS EXCAVATED TOPSOIL SHALL BE REMOVED AND WASTED OR UTILIZED IN NON-LOAD BEARING FILLS IN ACCORDANCE WITH THE SPECIFICATIONS. NO EXTRA COMPENSATION SHALL BE PAID FOR THE REMOVAL OF EXCESS TOPSOIL AS REQUIRED TO OBTAIN A SUITABLE SUBGRADE. PAYMENT FOR TOPSOIL REMOVAL IS INCLUDED IN ITEM 203 - EXCAVATION.

ALL TOPSOIL MATERIALS AND FINAL AREA OF SUBGRADE PREPARATION SHALL BE FREE FROM ROCK AND OTHER FOREIGN MATERIAL OF ½" OR GREATER IN ANY DIMENSION.

ITEM 606 - FIELD PAINTING OF EXISTING GUARDRAIL, TYPE MGS OR TYPE 5, AS PER PLAN

THIS ITEM SHALL CONSIST OF FIELD PAINTING THE EXISTING GUARDRAIL. ALL PAINTING SHALL BE PER THE PAINTING SPECIFICATIONS LISTED BELOW. ALL EXISTING SURFACES TO BE PAINTED SHALL BE POWER WASHED PRIOR TO PAINTING.

PAINTING:

ALL STEEL GUARDRAIL SURFACES AND STEEL HARDWARE SHALL BE PAINTED WOLF GREY AS SUPPLIED BY SHERWIN-WILLIAMS PAINT - KING AVENUE COMMERCIAL STORE 614-299-2116. FIRST, USE PRIMER PAINT COAT PRO-CRYL BY SHERWIN-WILLIAMS ON ALL GALVANIZED SURFACES. PAINT ALL METAL SURFACES WITH THE PRO-CRYL PRIMER IN A UNIFORM, CONSISTENT, AND EVEN APPLICATION. AFTER PRIMER, APPLY TWO COATS OF SHER-CRYL PAINT BY SHERWIN-WILLIAMS ON THE STEEL GUARDRAIL AND STEEL HARDWARE. EACH COAT TO BE APPLIED IN A UNIFORM, CONSISTENT, AND EVEN APPLICATION ON THE SURFACE. SHER-CRYL PAINT SHALL BE APPLIED IN TWO COATS, EACH WITH A MINIMUM 2.0 MILL DRY FILM THICKNESS FOR EACH COAT. PAINT SHALL BE HIGH QUALITY, ALL WEATHER PAINT SUITABLE FOR USE ON GALVANIZED METAL. THE WOOD POSTS SHALL NOT BE PAINTED.

POWDER COATING:

POWDER COATING OF ALL GALVANIZED GUARDRAIL COMPONENTS IN LIEU OF PAINTING WILL BE ACCEPTABLE IF PROCESSES AND MATERIALS EQUAL OR EXCEED THE PAINTING REQUIREMENTS. THOMARIOS IN AKRON IS AN APPROVED POWDER COATING COMPANY. SPECIFICATIONS AND PAINT CHIP SHALL BE SUBMITTED FOR APPROVAL TO THE CITY ENGINEER IF POWDER COATING IS USED IN LIEU OF PAINTING.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606 FIELD PAINTING OF EXISTING GUARDRAIL, TYPE MGS OR TYPE 5, AS PER PLAN (L.F.) AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT, AND MATERIALS NECESSARY TO PAINT THE EXISTING GUARDRAIL INCLUDING ANY ANCHOR ASSEMBLIES.

ITEM 659 - SEEDING AND MULCHING, AS PER PLAN

GRASS SEED MUST BE FRESH, CLEAN, DRY, NEW-CROP SEED COMPLYING WITH THE A.O.S.A. "JOURNAL OF SEED TECHNOLOGY" RULES FOR TESTING SEEDS FOR PURITY AND GERMINATION TOLERANCES.

SEED SPECIES SHALL BE AS FOLLOWS, WITH NOT LESS THAN 90 PERCENT GERMINATION, NOT LESS THAN 98 PERCENT PURE SEED, AND NOT MORE THAN 0.5 PERCENT WEED SEED.

CLASS 1 TURFGRASS SEED MIX PROPORTIONED BY WEIGHT:

- A. 50 PERCENT KENTUCKY BLUEGRASS (POA PRATENSIS).
- B. 50 PERCENT PERENNIAL RYEGRASS (LOLIUM PERENNE).

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

ITEM 659 - SEEDING AND MULCHING, AS PER PLAN	246	S.Y.
ITEM 659 - COMMERCIAL FERTILIZER	0.3	TON
ITEM 659 - WATER	2	MGAL

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL WITHIN THE CONSTRUCTION LIMITS. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS AND WERE DERIVED FROM CADD AREAS.

EROSION AND SEDIMENT CONTROL NOTES

1. THE DESIGN OF EROSION CONTROL SYSTEMS SHALL FOLLOW THE REQUIREMENTS OF OHIO EPA, ITEM 207 OF THE OHIO DEPARTMENT OF TRANSPORTATION (ODOT) STANDARD SPECIFICATIONS AND THE CITY ENGINEER. THE CONTRACTOR SHALL BE CONSIDERED THE DEVELOPER OF THE STORMWATER DISCHARGE.

2. THE CONTRACTOR SHALL PROVIDE SEDIMENT CONTROL AT ALL POINTS WHERE WATER LEAVES THE PROJECT, INCLUDING WATERWAYS, OVERLAND SHEET FLOW, AND STORM SEWERS, WHETHER SPECIFICALLY SHOWN ON THE PLANS OR NOT.

3. ACCEPTED METHODS OF PROVIDING EROSION/SEDIMENT CONTROL INCLUDE BUT ARE NOT LIMITED TO: SEDIMENT FILTERS, SILT FILTER FENCE, ROCK CHECK DAMS, AND TEMPORARY GROUND COVER.

4. THE CONTRACTOR SHALL PROVIDE ADEQUATE DRAINAGE OF THE WORK AREA AT ALL TIMES CONSISTENT WITH EROSION CONTROL PRACTICES.

5. DISTURBED AREAS THAT WILL REMAIN UNWORKED FOR 45 DAYS OR MORE SHALL BE SEEDED WITHIN 7 CALENDAR DAYS OF THE DISTURBANCE. OTHER SEDIMENT CONTROLS THAT ARE INSTALLED SHALL BE MAINTAINED UNTIL VEGETATIVE GROWTH HAS BEEN ESTABLISHED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL TEMPORARY SEDIMENT DEVICES AT THE CONCLUSION OF CONSTRUCTION BUT NOT BEFORE GROWTH OF PERMANENT GROUND COVER.

6. ALL DENUDED AREAS, INCLUDING STOCKPILED TOPSOIL AND EXCAVATED MATERIAL, ARE TO BE PROTECTED THROUGH THE USE OF TEMPORARY SEEDING, OR COVERED WITH ANCHORED STRAW MULCH.

7. FINAL GRADING WILL BE CONSISTENT WITH PRECONSTRUCTION TOPOGRAPHY TO MAINTAIN DRAINAGE AND AESTHETICS.

8. REMOVE ONLY THE TREES, SHRUBS, AND GRASSES THAT MUST BE REMOVED TO PERMIT ACTUAL CONSTRUCTION. PROTECT THE REMAINING TO PRESERVE THEIR AESTHETIC AND EROSION CONTROL VALUE.

9. BACKFILL TRENCHES IMMEDIATELY AFTER USE. SEED AND MULCH TRENCH AREA WITHIN 1 WEEK AFTER AREA OR SECTION HAS BEEN OPENED.

10. SETTLING FACILITIES, SEDIMENT FILTERS, PERIMETER CONTROLS, AND OTHER PRACTICES INTENDED TO TRAP SEDIMENT SHALL BE IMPLEMENTED AS THE FIRST STEP OF GRADING OR CONSTRUCTION AND WITHIN 7 DAYS FROM THE START OF GRUBBING. THEY SHALL CONTINUE TO FUNCTION UNTIL THE UPSLOPE DEVELOPMENT AREA IS RESTABILIZED.

11. STORM SEWER INLET PROTECTION. ALL STORM SEWER INLETS WHICH ACCEPT WATER RUNOFF FROM THE PROJECT AREA SHALL BE PROTECTED SO THAT SEDIMENT-LADEN WATER WILL NOT ENTER THE STORM SEWER SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT, UNLESS THE STORM SEWER SYSTEM DRAINS TO A SETTLING FACILITY. THESE CONTROLS SHALL BE SELECTED AND LOCATED AS INDICATED IN THE PLANS AND AS DIRECTED BY THE CITY ENGINEER.

12. WORKING IN OR CROSSING STREAMS. STREAMS, INCLUDING BED AND BANKS, SHALL BE RESTABILIZED IMMEDIATELY AFTER IN-CHANNEL WORK IS COMPLETED, INTERRUPTED, OR STOPPED. TO THE EXTENT PRACTICABLE, CONSTRUCTION VEHICLES SHALL BE KEPT OUT OF STREAMS. WHERE IN-CHANNEL WORK IS NECESSARY, PRECAUTIONS SHALL BE TAKEN TO STABILIZE THE WORK AREA DURING CONSTRUCTION TO MINIMIZE EROSION. WHERE A STREAM MUST BE CROSSED BY CONSTRUCTION VEHICLES REGULARLY DURING CONSTRUCTION, A TEMPORARY CULVERT SHALL BE PROVIDED.

13. CONSTRUCTION ACCESS ROUTES. MEASURES SHALL BE TAKEN TO PREVENT SOIL TRANSPORT ONTO SURFACES WHERE RUNOFF IS NOT CHECKED BY SEDIMENT CONTROLS, OR ONTO PUBLIC ROADS. THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THAT OFF-SITE TRACKING OF SEDIMENTS BY VEHICLES AND EQUIPMENT IS ELIMINATED.

14. SLOUGHING AND DUMPING. NO SOIL, ROCK, DEBRIS, OR ANY OTHER MATERIAL SHALL BE DUMPED OR PLACED INTO A WATER RESOURCE OR INTO SUCH A PROXIMITY THAT IT MAY READILY SLOUGH, SLIP, OR ERODE INTO A WATER RESOURCE. UNSTABLE SOILS PRONE TO SLIPPING OR LANDSLIDING SHALL NOT BE GRADED, EXCAVATED, FILLED, OR HAVE LOADS IMPOSED UPON THEM UNLESS THE WORK IS DONE IN ACCORDANCE WITH A QUALIFIED PROFESSIONAL ENGINEER'S RECOMMENDATIONS TO CORRECT, ELIMINATE, OR ADEQUATELY ADDRESS THE PROBLEMS.

EROSION AND SEDIMENT CONTROL NOTES (CONTINUED)

15. MAINTENANCE AND INSPECTION. ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE DESIGNED AND CONSTRUCTED TO MINIMIZE MAINTENANCE REQUIREMENTS. THEY SHALL BE MAINTAINED AND REPAIRED AS NEEDED TO ENSURE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION. MAINTENANCE AND INSPECTION OF ALL EROSION/SEDIMENT CONTROL DEVICES REQUIRED BY THE CITY ENGINEER SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. INSPECTIONS SHALL BE PERFORMED BY THE CONTRACTOR IN THE PRESENCE OF THE CITY ENGINEER, ONCE EVERY 7 CALENDAR DAYS AND/OR WITHIN 24 HOURS AFTER A RAIN EVENT OF GREATER THAN 0.5 INCHES IN A 24-HOUR PERIOD. THESE INSPECTIONS SHALL IDENTIFY AREAS CONTRIBUTING TO STORMWATER DISCHARGES ASSOCIATED WITH THE PROJECT; EVALUATE THE ADEQUACY, IMPLEMENTATION, AND MAINTENANCE OF EXISTING AND PROPOSED EROSION/SEDIMENTATION MEASURES; AND DETERMINE WHETHER ADDITIONAL MEASURES ARE REQUIRED. ACCEPTABLE INSPECTION REPORTS SHALL BE PREPARED BY THE CONTRACTOR AND SUBMITTED TO THE CITY ENGINEER WITHIN 48 HOURS OF INSPECTION COMPLETION. THE REPORT SHALL CONTAIN THE RESULTS OF THE INSPECTION, NAMES AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE TEMPORARY EROSION AND SEDIMENT CONTROL PLAN, A CERTIFICATION THAT THE FACILITY IS IN COMPLIANCE WITH THE PLAN, AND IDENTIFYING ANY INCIDENTS OF NONCOMPLIANCE.

16. OUTFLOWS FROM DEWATERING OPERATIONS. ALL WATER PRODUCED FROM CLEANING AND DEWATERING OPERATIONS, WHETHER SPECIFICALLY FROM TRENCH DEWATERING OPERATIONS OR FROM MORE EXTENSIVE DEWATERING OPERATIONS, SHALL BE DISCHARGED IN SUCH A MANNER AS TO ELIMINATE EROSION FROM SUCH DISCHARGE.

17. ADDITIONAL CONTROLS. THE CONTRACTOR SHALL ENSURE THAT NO SEDIMENTS ARE TRACKED OFF-SITE BY CONSTRUCTION EQUIPMENT, VEHICLES, AND WORKERS. THE CONTRACTOR SHALL ALSO ENSURE THAT NO SOLID OR LIQUID WASTE IS DISCHARGED INTO ANY STORMWATER FLOW.

18. TEMPORARY EROSION AND SEDIMENT CONTROL PLAN AVAILABILITY AND UPDATES. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE TO ENSURE THE IMMEDIATE AVAILABILITY OF THE TEMPORARY EROSION AND SEDIMENT CONTROL PLAN ON-SITE. THE CONTRACTOR SHALL ALSO BE SOLELY RESPONSIBLE TO PERFORM ALL UPDATES AND ADJUSTMENTS TO THE TEMPORARY EROSION AND SEDIMENT CONTROL PLAN.

PROHIBITED CONSTRUCTION ACTIVITIES

THE CONTRACTOR SHALL NOT USE CONSTRUCTION PROCEDURES, ACTIVITIES, OR OPERATIONS THAT MAY UNNECESSARILY IMPACT THE NATURAL ENVIRONMENT OR THE PUBLIC HEALTH AND SAFETY. PROHIBITED CONSTRUCTION PROCEDURES, ACTIVITIES, OR OPERATIONS INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING:

1. DISPOSING OF EXCESS OR UNSUITABLE EXCAVATED MATERIAL IN WETLANDS OR FLOOD PLAINS, EVEN WITH THE PERMISSION OF THE PROPERTY OWNER.

2. INDISCRIMINATE, ARBITRARY, OR CAPRICIOUS OPERATION OF EQUIPMENT IN ANY STREAM CORRIDORS, ANY WETLANDS, ANY SURFACE WATERS, OR OUTSIDE THE EASEMENT LIMITS.

3. PUMPING OF SEDIMENT LADEN WATER FROM TRENCHES OR OTHER EXCAVATIONS INTO ANY SURFACE WATERS, ANY STREAM CORRIDORS, ANY WETLANDS, OR STORM DRAINS.

4. DISCHARGING POLLUTANTS SUCH AS CHEMICALS, FUELS, LUBRICANTS, BITUMINOUS MATERIALS, RAW SEWAGE, AND/OR ANY OTHER HARMFUL WASTE, INTO OR ALONGSIDE OF RIVERS, STREAMS, IMPOUNDMENTS, OR INTO NATURAL OR MAN-MADE CHANNELS LEADING THERETO.

5. PERMANENT OR UNSPECIFIED ALTERATION OF THE FLOWLINE OF A STREAM.

6. DAMAGING VEGETATION OUTSIDE OF THE CONSTRUCTION AREA.

7. DISPOSAL OF TREES, BRUSH, AND OTHER DEBRIS IN ANY STREAM CORRIDORS, WETLANDS, OR SURFACE WATERS.

8. OPEN BURNING OF PROJECT DEBRIS WITHOUT A PERMIT.

9. STORING CONSTRUCTION EQUIPMENT AND VEHICLES AND/OR STOCKPILING CONSTRUCTION MATERIALS ON PROPERTY (PUBLIC OR PRIVATE) NOT PREVIOUSLY SPECIFIED BY THE CITY ENGINEER FOR SAID PURPOSES.

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ITEM 614 - MAINTAINING TRAFFIC

NO COMPLETE ROAD CLOSURES SHALL BE PERMITTED ON ANY ROAD.

ACCESS TO ALL DRIVEWAYS WITHIN THE PROJECT AREA SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL COORDINATE WITH THE PROPERTY OWNERS ON ACCESS DETAILS FOR DRIVEWAYS THAT WILL BE DIRECTLY AFFECTED BY THE CONSTRUCTION WORK. ANY DRIVE SHALL AT LEAST BE MAINTAINED PART-WIDTH UNLESS THE PROPERTY OWNERS AGREE TO AN ALTERNATIVE METHOD IN WRITING.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, WILL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND THE CITY OF DUBLIN AT LEAST 14 DAYS IN ADVANCE OF ANY PLANNED LANE CLOSURES OR OTHER DISRUPTION OF TRAFFIC.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

CONSTRUCTION INITIATION

THE CONTRACTOR WILL NOTIFY THE ENGINEER AND THE CITY OF DUBLIN 14 DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. THE CONTRACTOR WILL IMMEDIATELY INFORM THE ENGINEER AND THE CITY OF DUBLIN OF ANY AND ALL DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION PROJECT.

ALTERNATIVE METHODS

THE CONTRACTOR MAY SUBMIT ALTERNATIVE METHODS FOR THE MAINTENANCE OF TRAFFIC PROVIDED THE INTENT OF THE ABOVE PROVISIONS IS FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELLING PUBLIC RESULTS FROM THE CHANGE. NO ALTERNATIVE PLANS SHALL BE PLACED IN EFFECT UNTIL APPROVAL HAS BEEN RECEIVED FROM THE ENGINEER IN WRITING.

MAINTENANCE OF TRAFFIC SIGNALS

THE CONTRACTOR SHALL NOT MAKE ANY CHANGES TO THE EXISTING TRAFFIC SIGNALS. IF THE SIGNAL TIMINGS NEED TO BE ADJUSTED DURING CONSTRUCTION DUE TO LANE CLOSURES, THE CONTRACTOR SHALL CONTACT THE CITY OF DUBLIN.

THE CONTRACTOR WILL REPLACE ANY SIGNAL EQUIPMENT DAMAGED DUE TO THE CONSTRUCTION OF THIS PROJECT. COORDINATE WITH THE CITY OF DUBLIN ON THE TIMING OF ANY TRAFFIC SIGNAL REPLACEMENT OR REPAIRS.

PAYMENT FOR ALL LABOR, EQUIPMENT, OR MATERIALS USED BY THE CONTRACTOR FOR THIS WORK SHALL BE COVERED IN THE LUMP SUM CONTRACTOR PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR, AS PER PLAN

USE OF LAW ENFORCEMENT OFFICERS (LEOs) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOs SHOULD NOT BE USED WHERE THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY AGENCY) SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G. DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURE/SHIFTS (FOR THE FIRST AND LAST DAY OF THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.
- WHEN CONSTRUCTION VEHICLES ARE ENTERING/EXITING THE ZONE DIRECTLY FROM/INTO AN OPEN LANE OF TRAFFIC. IF A LANE HAS BEEN CLOSED TO PROVIDE AN ACCELERATION/DECELERATION LANE FOR THE VEHICLE, THE LEO WILL NOT BE REQUIRED.

LEOs SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORIST FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOs WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOs WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOs. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOs' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES. THE CONTRACTOR SHALL UTILIZE ANY OF THE FOLLOWING LAW ENFORCEMENT AGENCY(S): CITY OF DUBLIN (614-410-4800), FRANKLIN COUNTY SHERIFF'S OFFICE, OR OHIO STATE HIGHWAY PATROL.

LEOs (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR, AS PER PLAN. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR, AS PER PLAN 30 HOURS

THE HOURS PAID SHALL INCLUDE MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR, AS PER PLAN.

MAINTENANCE OF TRAFFIC DETAILS AND WORKING HOURS

PEDESTRIAN TRAFFIC MUST BE DETOURED PER OHIO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING MT-110.10 ANY TIME A PEDESTRIAN CURB RAMP, SIDEWALK, OR SHARED-USE PATH IS NOT ACCESSIBLE OR UNUSABLE.

SUMMIT VIEW RD.:

THE CONTRACTOR IS PERMITTED TO WORK BETWEEN 7:30 AM AND 4:00 PM, MONDAY THROUGH SATURDAY. PERMISSION TO WORK ON SUNDAY AND HOLIDAYS MUST BE REQUESTED IN WRITING AND APPROVED BY THE CITY ENGINEER.

THE WORK ALONG SUMMIT VIEW RD. SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE OHIO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING MT-97.10.

DURING WORK HOURS, THE WEST BOUND LANE MAY BE CLOSED TO TRAFFIC AT THE PROJECT AREA AND ONE LANE (THE EAST BOUND LANE) TO REMAIN OPEN WITH TRAFFIC CONTROLLED BY FLAGGERS TO MAINTAIN TWO-WAY TRAFFIC ON ONE LANE.

DIN EIDYN DR.:

THE CONTRACTOR IS PERMITTED TO WORK BETWEEN 7:30 AM AND 6:00 PM, MONDAY THROUGH SATURDAY. PERMISSION TO WORK ON SUNDAY AND HOLIDAYS MUST BE REQUESTED IN WRITING AND APPROVED BY THE CITY ENGINEER.

THE GUARDRAIL REMOVAL WORK ALONG DIN EIDYN DRIVE SHALL BE IN ACCORDANCE WITH THE OHIO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING MT-97.10.

DURING WORK HOURS, THE WEST BOUND LANE MAY BE CLOSED TO TRAFFIC AT THE PROJECT AREA AND ONE LANE (THE EAST BOUND LANE) TO REMAIN OPEN WITH TRAFFIC CONTROLLED BY FLAGGERS TO MAINTAIN TWO-WAY TRAFFIC ON ONE LANE.

BRIDGE ST.:

CLOSURE OF A PORTION OF THE OUTSIDE RIGHT TURN LANE & SHOULDER ADJACENT TO THE GUARDRAIL BEING PAINTED IS PERMITTED. TRAFFIC SHALL UTILIZE THE THRU LANE FOR RIGHT TURNS ONTO POST RD. NORTH BOUND.

THE GUARDRAIL WORK ALONG BRIDGE STREET SHALL BE PAINTED IN ACCORDANCE WITH THE OHIO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING MT-97.10.

MONDAY MAY 27 - MONDAY JUNE 10
THE CONTRACTOR WILL NOT BE ALLOWED TO PERFORM ANY WORK ON THE LOCATION OF BRIDGE STREET BETWEEN THE DATES OF MONDAY MAY 27, 2024 AND MONDAY JUNE 10, 2024.

BRAND RD.:

THE CONTRACTOR IS PERMITTED TO WORK BETWEEN 7:30 AM AND 6:00 PM, MONDAY THROUGH SATURDAY. PERMISSION TO WORK ON SUNDAY AND HOLIDAYS MUST BE REQUESTED IN WRITING AND APPROVED BY THE CITY ENGINEER.

THE GUARDRAIL WORK ALONG BRAND ROAD SHALL BE PAINTED IN ACCORDANCE WITH THE OHIO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING MT-97.10.

DURING WORK HOURS, THE EAST BOUND LANE MAY BE CLOSED TO TRAFFIC AT THE PROJECT AREA AND ONE LANE (THE WEST BOUND LANE) TO REMAIN OPEN WITH TRAFFIC CONTROLLED BY FLAGGERS TO MAINTAIN TWO-WAY TRAFFIC ON ONE LANE.

MONDAY MAY 27 - MONDAY JUNE 10
THE CONTRACTOR WILL NOT BE ALLOWED TO PERFORM ANY WORK ON THE LOCATION OF MEMORIAL DRIVE BETWEEN THE DATES OF MONDAY MAY 27, 2024 AND MONDAY JUNE 10, 2024.

THE COUNTY PLANS ON REPLACING THIS CULVERT AND RAILING IN THE SUMMER OF 2024. CONTRACTOR TO COORDINATE PAINTING OF PROPOSED RAIL WITH THE CITY AND COUNTY AFTER CONSTRUCTION OF NEW RAILING.

ITEM 201 - CLEARING AND GRUBBING

ALL TREES AND STUMPS LARGER THAN A DIAMETER OF 12 INCHES SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT SHALL BE REMOVED UNDER THE APPROPRIATE ITEM 201 - TREE REMOVED OR ITEM 201 - STUMP REMOVED. TREES WITH TRUNK DIAMETERS 12 INCHES AND LESS SHALL BE CONSIDERED BRUSH AND THEIR REMOVAL PAID UNDER ITEM 201 - CLEARING AND GRUBBING.

DRAINAGE

THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS SO AS TO MAINTAIN AT ALL TIMES STORM SEWER, DRAIN, AND DITCH FLOWS THROUGH EXISTING FACILITIES TO REMAIN IN PLACE AND THROUGH EXISTING FACILITIES TO BE REPLACED UNTIL NEW FACILITIES ARE COMPLETED AND PUT INTO SERVICE. THE FLOW OF ALL STORM SEWER, DRAINS, AND OTHER WATERCOURSES ENCOUNTERED AND DISTURBED OR DESTROYED DURING CONSTRUCTION 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.

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 AS APPROVED BY THE ENGINEER. THE COST FOR REESTABLISHING PRIVATE DRAIN OUTLET SHALL BE INCLUDED IN THE VARIOUS STORM SEWER ITEMS.

EXISTING STORM SEWER LOCATED WITHIN THE WORK LIMITS THAT IS TO REMAIN IN SERVICE HAS BEEN MARKED ON THE PLANS "TO REMAIN" OR "DO NOT DISTURB". THE CONTRACTOR SHALL PROTECT THESE SEWERS AND THEIR ASSOCIATED STRUCTURES FROM DAMAGE DURING CONSTRUCTION. ALL OTHER EXISTING STORM SEWER PIPE, CATCH BASINS, AND INLETS LOCATED WITHIN THE CONSTRUCTION LIMITS NOT DESIGNATED TO REMAIN SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH THE APPLICABLE ITEM. EXISTING HEADWALLS SHALL BE REMOVED AND DISPOSED OF AS INDICATED WITH NO SEPARATE PAYMENT.

ALL PRECAST CONCRETE PRODUCTS SHALL BE INSPECTED AT THE LOCATION OF MANUFACTURER. APPROVED PRECAST CONCRETE PRODUCTS WILL BE STAMPED OR HAVE SUCH IDENTIFICATION NOTING THAT INSPECTION HAS BEEN PERFORMED BY THE CITY OF COLUMBUS. PRECAST CONCRETE PRODUCTS WITHOUT PROOF OF INSPECTION SHALL NOT BE APPROVED FOR INSTALLATION. THE COST OF INSPECTION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE VARIOUS RELATED ITEMS.

REVIEW OF DRAINAGE FACILITIES

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 START OF PIPE LAYING.

CROSSING AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

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 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 A PROPOSED CONDUIT WILL CONFLICT WITH AN EXISTING SEWER OR UNDERGROUND UTILITY WHEN CONSTRUCTED AS SHOWN ON THE PLAN, THE CITY ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION ON ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE CONFLICT.

PAYMENT FOR DETERMINATION OF LINE AND GRADE OF EXISTING UTILITIES AS REQUIRED SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT CONTRACT ITEMS.

STORM SEWER

GRANULAR BACKFILL SHALL BE COMPACTED GRANULAR MATERIAL ACCORDING TO ITEM 912 OF THE STANDARD SPECIFICATIONS OR LOW STRENGTH MORTAR BACKFILL ACCORDING TO ITEM 613, TYPE 2 OF THE STANDARD SPECIFICATIONS AS DIRECTED BY THE CITY ENGINEER.

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, CLASS III FOR 18 INCHES TO 24 INCH PIPES, AND 27 INCHES AND LARGER PIPE SHALL BE CLASS II, UNLESS OTHERWISE SHOWN ON THE APPROVED CONSTRUCTION DRAWINGS.

CATCH BASINS SHALL BE CHANNELIZED AND HAVE BICYCLE SAFE GRATES, CITY OF DUBLIN LOGO, AND ALL CURB INLETS SHALL INCLUDE ENGRAVED LETTERING: "DUMP NO WASTE; DRAINS TO RIVER."

