

GENERAL

A. FAILURE TO COMPLY WITH THE CONSTRUCTION STANDARDS AND DRAWINGS AND DESIGN CRITERIA WILL REQUIRE REMOVAL AND REPLACEMENT IN ACCORDANCE WITH THESE STANDARDS.

B. ALL STREET CONSTRUCTION SHALL BE IN ACCORDANCE WITH ODOT SPECIFICATIONS, LATEST REVISION.

C. CONSTRUCTION IMPROVEMENTS AFFECTING THE EXISTING CONDITION, PERFORMANCE AND LIFE CYCLE OF CITY STREETS, ALLEYS, OR RIGHTS-OF-WAY SHALL BE RESTORED TO THE REQUIREMENTS AND SATISFACTION OF THE CITY OF URBANA'S ENGINEERING DEPARTMENT. ALL CITY INFRASTRUCTURE SHALL BE ADEQUATELY RESTORED ACCORDING TO APPLICABLE STANDARDS AND DETAILS.

D. ALL NEW SUBDIVISIONS AND DEVELOPMENTS SHALL BE PROVIDED WITH PUBLIC SIDEWALK AND CURB AND GUTTER ON BOTH SIDES OF STREETS IN ACCORDANCE WITH CITY STANDARDS.

E. CURB CUTS FOR ALL NEW AND RECONSTRUCTED DRIVEWAYS SHALL CONFORM TO CITY STANDARDS. ALL NEW DRIVEWAY APPROACHES SHALL BE CONSTRUCTED OF CONCRETE AND SUBJECT TO ALL CITY REQUIREMENTS.

F. NO CITY STREET OR ALLEY SHALL BE CLOSED UNLESS THE CITY IS NOTIFIED A MINIMUM OF 48 HOURS IN ADVANCE OF A NON-EMERGENCY SITUATION. ADVANCED PUBLIC NOTIFICATION AND PUBLISHING SHALL BE A MINIMUM OF 24 HOURS.

PAVEMENT REPLACEMENT

A. IMMEDIATELY AFTER PLACEMENT OF BACKFILL IN EXISTING STREETS, A TEMPORARY PAVEMENT SHALL BE INSTALLED AND THE STREET OPENED. TEMPORARY PAVEMENT SHALL CONSIST OF 9" OF COMPACTED ODOT SPECIFICATION 304, 411 OR 617. THE SURFACE SHALL BE MAINTAINED FLUSH WITH THE EXISTING STREET. COLD PATCH SHALL BE PLACED ON 304, 411 OR 617 IN HIGH TRAFFIC AREAS AS DETERMINED BY THE CITY ENGINEER.

B. ANY SETTLEMENT OF A TRENCH CAUSING A DEPRESSION SHALL BE REFILLED AS REQUIRED BY THE CITY AT THE CONTRACTOR'S EXPENSE. THIS PROVISION IS APPLIED FOR A TWO YEAR PERIOD AFTER WORK IS ACCEPTED BY THE CITY.

C. ALL TEMPORARY PAVEMENT AND SIDEWALK SHALL BE MAINTAINED BY THE CONTRACTOR OR DEVELOPER AT HIS OWN EXPENSE IN A SUITABLE AND SAFE CONDITION FOR TRAFFIC UNTIL PERMANENT REPLACEMENT IS MADE OR THE PROJECT IS FINALLY ACCEPTED BY THE CITY.

TRAFFIC CONTROL

A. THE CONTRACTOR SHALL MAINTAIN TRAFFIC CONTROL AT ALL TIMES WITH THE PROPER DEVICES AS PER THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THESE CONTROL DEVICES SHALL BE IN PLACE PRIOR TO ANY WORK COMMENCING. CONTRACTOR WILL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL ITEMS.

B. TRAFFIC SHALL BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE APPROVED BY THE CITY.

CURB STAKING AND ROADWAY

A. LINE AND GRADE EVERY 25' ON A CONVENIENT OFFSET WITH TACKED HUBS.

PAVEMENT (ASPHALT)

A. THE CONTRACTOR SHALL PROVIDE THE CITY WITH A COPY OF THE NORMAL (MEDIUM TRAFFIC) ODOT 441 JOB MIX FORMULA FOR EACH PLANT THAT PROVIDES HOT MIXED ASPHALT TO THE PROJECT. ALL MIXES SHALL FOLLOW ODOT JOB MIX FORMULA. RECYCLED ASPHALT SHALL NOT EXCEED 20% OF ANY 441 MIX PRODUCED.

B. STEEL DRUM ROLLER OR EQUIVALENT SHALL BE USED FOR INITIAL BREAKDOWN ON ALL PROJECTS. THIS PROVISION SHALL BE FOR PLACING ASPHALT GREATER THAN OR EQUAL TO 1-1/2" THICKNESS.

C. ALL WORK SHALL ADHERE TO ODOT'S LATEST REVISIONS AND TO THE CITY SPECIFICATIONS. THE MORE STRINGENT SHALL PREVAIL UNLESS OTHERWISE APPROVED.

D. PATCHED AREAS SHALL BE SEALED ON THE PERIMETER OF THE PATCH WITH ASPHALT CEMENT.

E. MANHOLE ADJUSTMENTS SHALL BE ADJUSTED TO FINISHED GRADE AFTER THE FINAL ASPHALT COURSE IS LAID, BUT WITHIN TWO WEEKS, UNLESS OTHERWISE APPROVED.

F. ASPHALT CEMENT SHALL BE USED NEXT TO THE LIP OF GUTTER PRIOR TO THE FINAL ASPHALT LIFT BEING PLACED. (SS-1 TACK OR PG64-22 SEAL.)

G. TACK COAT SHALL BE APPLIED PRIOR TO THE PLACEMENT OF THE FINAL LIFT OF ASPHALT IF THE EXISTING ASPHALT LIFT IS DIRTY OR AFTER TEN DAYS UNLESS OTHERWISE APPROVED. TEMPERATURE MUST BE 50°F OR HIGHER.

H. ONLY ASPHALT SHALL BE PLACED OVER EXCAVATED TRENCHES UNLESS OTHERWISE APPROVED. ASPHALT SHALL BE USED AS PER CITY CONSTRUCTION STANDARDS & DRAWINGS PAGES 1167.16 AND 1167.20.

I. NO ASPHALT SHALL BE LAID UNLESS THE CITY IS GIVEN PRIOR NOTICE AND THE AMBIENT TEMPERATURE IS 50°F OR GREATER UNLESS OTHERWISE APPROVED.

J. FINAL LIFT OF ASPHALT SHALL BE FINISHED TO 1/4" ABOVE THE LIP OF GUTTER.

K. TEMPERATURES FOR BREAKDOWN ROLLING SHALL BE 260°F TO 275°F AND FOR FINAL ROLLING 175°F TO 190°F.

L. ASPHALT CEMENT SHALL BE USED ON ALL JOINTS AND FEATHERED SURFACES PRIOR TO PLACEMENT OF THE NEXT COURSE OF ASPHALT TO THE ABUTTING JOINT, UNLESS OTHERWISE APPROVED.

M. 325°F IS THE MAXIMUM TEMPERATURE ASPHALT MATERIAL IS TO BE MIXED.

N. ALL EDGES TO BE TRIMMED BACK AND SAW CUT TO SOLID MATERIAL AND BE STRAIGHT AND NEAT AS PER THE CITY'S INSTRUCTIONS.

O. AREAS TO BE PAVED, OVERLAID OR PATCHED SHALL BE CLEAN AND FREE OF DEBRIS.