

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 SIDNEY'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 SIDEWALKS ON BOTH SIDES OF STREETS EXCEPT INDUSTRIAL ZONED AREAS THAT REQUIRE SIDEWALKS ON THOROUGHFARES, COLLECTORS, AND ANY OTHER STREETS AS DIRECTED BY THE PLANNING COMMISSION IN ACCORDANCE WITH CITY ORDINANCE 1161.05(3)(C).

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 INCLUDING A MONETARY FEE (AS SET BY CODIFIED ORDINANCES, CHAPTER 902.02) PAYABLE TO THE CITY AND THE ACCESS MANAGEMENT POLICY..

F. NO CITY STREET OR ALLEY SHALL BE CLOSED WITHOUT PERMISSION FROM THE ENGINEERING DEPARTMENT. APPROVAL MUST BE OBTAINED 48 HOURS IN ADVANCE OF CLOSURE FOR A NON-EMERGENCY SITUATION. ADVANCED PUBLIC NOTIFICATION AND PUBLISHING SHALL BE A MINIMUM OF 24 HOURS PRIOR TO CLOSURE.

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 8" OF COMPACTED ODOT SPECIFICATION 411 OR 307. THE SURFACE SHALL BE MAINTAINED FLUSH WITH THE EXISTING STREET.

B. ANY SETTLEMENT OF A TRENCH CAUSING A DEPRESSION SHALL BE REFILLED AS REQUIRED BY THE CITY AT THE CONTRACTOR'S EXPENSE. THIS PROVISION APPLIED FOR A ONE 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 404 JOB MIX FORMULA FOR EACH PLANT THAT PROVIDES HOT MIXED ASPHALT TO THIS PROJECT. ALL MIXES SHALL FOLLOW ODOT JOB MIX FORMULA WITH THE EXCEPTION THAT THE BITUMEN CONTENT SHALL BE 0.2% HIGHER. SECTION 401.02 COMPOSITION OF THE CURRENT ODOT SPECIFICATIONS SHALL BE USED FOR ACCEPTANCE BASED ON THE INCREASED BITUMEN. A 448 OR 446 JOB MIX FORMULA WILL NOT BE ACCEPTABLE. RECYCLED ASPHALT SHALL NOT EXCEED 15% OF ANY 402 MIX PRODUCED. NO RECYCLED ASPHALT MAY BE USED IN THE ITEM 404 SURFACE COURSE.

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

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

D. PATCHED AREAS SHALL BE SEALED ON THE PERIMETER OF THE PATCH WITH ASPHALT CEMENT. REFERENCE CITY ORDINANCE FOR REQUIREMENTS FOR PATCHES ON STREETS LESS THAN 5 YEARS SINCE LAST PAVED.

E. ALL UTILITY ADJUSTMENTS -- MANHOLE, WATER VALVES, ETC., -- SHALL BE RAISED TO FINISHED GRADE BEFORE THE FINAL ASPHALT COURSE IS LAID. NO CONCRETE TO SURFACE, 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. NO ASPHALT SHALL BE PLACED OVER EXCAVATED TRENCHES UNLESS TRENCHES HAVE BEEN COMPACTED AS PER CITY CONSTRUCTION STANDARDS & DRAWINGS PAGE 500-2.

I. NO ASPHALT SHALL BE LAID UNLESS THE CITY IS GIVEN PRIOR NOTICE AND THE AMBIENT TEMPERATURE IS 50° F OR GREATER. ALSO NO ASPHALT WORK SHALL BE PERFORMED IN INCLEMENT WEATHER WITHOUT APPROVAL FROM THE PUBLIC WORKS DIRECTOR.

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 PLUS 15°F AND FOR FINAL ROLLING 175°F PLUS 15°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.



MISCELLANEOUS ROADWAY NOTES

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