



GENERAL NOTES (EASTWOOD AVE TO SMITH PARK) IMPROVEMENT PLAN

GENERAL NOTES (EASTWOOD AVE TO SMITH PARK) IMPROVEMENT PLAN

GENERAL NOTES (EASTWOOD AVE TO SMITH PARK) IMPROVEMENT PLAN

GEN1 THE CITY OF DELAWARE "CITY" DETAILED SPECIFICATIONS, STANDARD DRAWINGS, AND INFRASTRUCTURE DESIGN MANUAL, TOGETHER WITH THE CITY OF COLUMBUS (COC) AND STATE OF OHIO DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE SPECIFICATION (CMS) MANUALS, INCLUDING ALL SUPPLEMENTS THERETO, SHALL GOVERN ALL MATERIAL AND WORKMANSHIP INVOLVED IN THE IMPROVEMENTS SHOWN IN THESE PLANS UNLESS OTHERWISE NOTED. ALL PERTINENT CITY STANDARD CONSTRUCTION DRAWINGS ARE AVAILABLE UPON REQUEST OF THE PUBLIC WORKS DEPARTMENT.

GEN2 ALL WORK SHALL BE COMPLETELY ACCEPTABLE TO CITY OFFICIALS. NO WORK SHALL COMMENCE UNTIL ARRANGEMENTS HAVE BEEN COORDINATED WITH THE CITY FOR REQUIRED INSPECTIONS. PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS NECESSARY TO COORDINATE WITH THE CITY FOR THE PROPOSED WORK. THE COST OF INSPECTION SHALL BE PAID FOR BY THE CITY UNLESS OTHERWISE NOTED.

GEN3 THE CONTRACTOR SHALL PROVIDE WRITTEN NOTIFICATION TO THE PUBLIC WORKS DEPARTMENT AT LEAST 7 DAYS PRIOR TO THE INITIAL START OF ANY PROJECT.

GEN4 TWENTY-FOUR HOUR ADVANCE NOTIFICATION IS REQUIRED FOR ALL WORK REQUIRING INSPECTION, TESTING, OR APPROVAL BY THE PUBLIC WORKS DEPARTMENT OR THE BUILDING DEPARTMENT.

GEN5 THE CONTRACTOR IS RESPONSIBLE TO NOTIFY THE PUBLIC WORKS DEPARTMENT AND REQUEST A FINAL PUNCH-OUT INSPECTION OF THE PROJECT SITE ONCE ALL ITEMS ON THE APPROVED CONSTRUCTION PLANS HAVE BEEN COMPLETED.

GEN6 NECESSARY LINE AND GRADE STAKING SHALL BE PROVIDED BY THE CONTRACTOR AT HIS EXPENSE. CUT SHEETS SHALL BE SUBMITTED TO THE PUBLIC WORKS DEPARTMENT TWO (2) FULL WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES AND MUST BE APPROVED BY THE CITY PRIOR TO THE BEGINNING OF CONSTRUCTION.

GEN7 THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE CITY COPIES OF FIELD NOTES, MARK-UP PLANS SETS ETC. TO THE PUBLIC WORKS DEPARTMENT WITHIN 30 DAYS FOLLOWING THE COMPLETION OF THE PROJECT CONSTRUCTION FOR USE BY THE CITY IN PREPARING AS-BUILT CONSTRUCTION DRAWINGS.

GEN8 FOR MODIFICATIONS TO THE WORK AS SHOWN ON THE APPROVED CONSTRUCTION DRAWINGS, THE CONTRACTOR SHALL MAKE SUCH REQUESTS IN WRITING TO THE PUBLIC WORKS DEPARTMENT FOR REVIEW AND APPROVAL.

GEN9 THE CITY SHALL SECURE AND PAY FOR ALL PERMIT FEES AND INSPECTIONS REQUIRED FOR THE PROPER EXECUTION AND COMPLETION OF THE IMPROVEMENTS AS SHOWN ON THE APPROVED CONSTRUCTION PLANS.

GEN10 IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VISIT THE SITE AND VERIFY THE EXISTING UTILITIES, RECORDS AND MAINTAINING BIDDING IDENTIFY THE NECESSARY CONSTRUCTION MEANS AND METHODS TO ACCOMPLISH ALL WORK ITEMS, AND TO NOTIFY THE PUBLIC WORKS DEPARTMENT OF ANY IDENTIFIED CONFLICTS, ERRORS OR OMISSIONS FROM THE CONSTRUCTION PLANS.

GEN11 THE CONTRACTOR OR SUBCONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLYING WITH ALL FEDERAL, STATE, AND LOCAL SAFETY REQUIREMENTS, TOGETHER WITH EXERCISING PRECAUTIONS AT ALL TIMES FOR PROTECTION OF PERSONS (INCLUDING EMPLOYEES) AND PROPERTY. IT IS ALSO THE SOLE RESPONSIBILITY OF THE CONTRACTOR OR SUBCONTRACTOR TO INITIATE, MAINTAIN, AND SUPERVISE ALL SAFETY REQUIREMENTS, PRECAUTIONS, AND PROGRAMS IN CONNECTION WITH THE WORK. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO OTHER ITEMS.

GEN12 THE CONTRACTOR AT HIS EXPENSE, IS RESPONSIBLE FOR THE INVESTIGATION, LOCATION, SUPPORT, PROTECTION, AND RESTORATION OF ALL EXISTING UTILITIES AND APPURTENANCES WHETHER SHOWN ON THESE PLANS OR NOT. THE CONTRACTOR SHALL EXPOSE ALL UTILITIES OR STRUCTURES PRIOR TO CONSTRUCTION TO VERIFY THE VERTICAL AND HORIZONTAL EFFECT ON THE PROPOSED CONSTRUCTION. THE CONTRACTOR SHALL CALL "TOLL FREE" THE OHIO UTILITIES PROTECTION SERVICE (OUPS) AT 1-800-362-2764 SEVENTY-TWO HOURS PRIOR TO CONSTRUCTION AND SHALL NOTIFY ALL UTILITY COMPANIES AT LEAST FORTY-EIGHT HOURS PRIOR TO WORK IN THE VICINITY OF THEIR UNDERGROUND LINES.

GEN13 THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THE APPROVED CONSTRUCTION PLANS IS BASED ON THE MOST CURRENT AVAILABLE RECORDS, AND AT TIMES FROM MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION PROVIDED IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CITY ASSUMES NO RESPONSIBILITY AS TO THE ACCURACY OF ANY UTILITIES WITH SUBURBAN FACILITIES AS SHOWN ON THE PLANS. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST SEVEN DAYS IN ADVANCE OF ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.

GEN14 THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE RELOCATION OF ANY PRIVATELY OWNED UTILITY AS REQUIRED BY THE APPROVED CONSTRUCTION PLAN, OR THAT MAY BE DETERMINED BY ADDITIONAL FIELD INVESTIGATION TO BE IN CONFLICT WITH THE CONSTRUCTION OF NEW INFRASTRUCTURE AS SHOWN ON THE PLANS, AND TO COORDINATE THESE EFFORTS WITH THE OWNER OF THE AFFECTED UTILITY AT HIS EXPENSE.

GEN15 WHERE POTENTIAL GRADE CONFLICTS MIGHT OCCUR WITH EXISTING UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO UNCOVER SUCH UTILITIES AT HIS EXPENSE, IN ADVANCE OF INSTALLING NEW UTILITIES IN ORDER FOR THE ENGINEER OF RECORD TO DETERMINE THE EXACT ELEVATIONS, AND TO MAKE ANY NECESSARY PLAN ADJUSTMENTS.

GEN16 ALL MATERIALS INCLUDING BUT NOT LIMITED TO PIPING, APPURTENANCES, MANHOLES, GRAVEL, ETC. UTILIZED FOR THE CONSTRUCTION OF NEW PUBLIC UTILITY STRUCTURE MUST BE APPROVED BY THE PUBLIC WORKS DEPARTMENT. IN ADDITION, ALL CONCRETE PIPE, STORM, AND SANITARY SEWER STRUCTURES WILL BE INSPECTED BY THE CITY OF COLUMBUS AT THE MANUFACTURING PLANT LOCATIONS FOR CONFORMANCE TO SPECIFICATIONS. PIPE OR STRUCTURES WITHOUT PROPER APPROVAL IDENTIFIED BY BEARING OF THE COC APPROVAL STAMP, SHALL NOT BE PERMITTED FOR INSTALLATION IN THE CITY OF DELAWARE.

GEN17 ALL FIELD TILES BROKEN DURING EXCAVATION SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE. TO ORIGINAL CONDITION OR SHALL BE CONNECTED TO THE STORM SEWER COLLECTION SYSTEM AS DIRECTED BY THE CITY.

GEN18 THE CONTRACTOR SHALL REPAIR OR REPLACE ANY PROPERTY, UTILITY, STRUCTURE, OR OTHER INFRASTRUCTURE AT HIS EXPENSE, DAMAGED DURING THE EXECUTION OF HIS WORK TO AN EQUAL OR BETTER CONDITION THAN EXISTED PRIOR TO THE DAMAGE. ALL WORK IS TO BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OF RECORD AND THE CITY. ANY DAMAGE TO PRIVATE UTILITIES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE APPROPRIATE UTILITY COMPANY AT THE CONTRACTOR'S EXPENSE.

GEN19 CARE SHALL BE EXERCISED WHEN WORKING IN THE AREA AROUND EXISTING TREES AND SHRUBS. ANY TREES OR SHRUBS NOT MARKED FOR REMOVAL THAT ARE DAMAGED BY THE CONTRACTOR WILL HAVE TO BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER.

GEN20 THE CITY IS RESPONSIBLE FOR PROVIDING AND SCHEDULING OF QUALIFIED PERSONNEL FOR CONCRETE, ASPHALT, AND SOILS TESTING SERVICES AS REQUIRED. TESTING SHALL BE PERFORMED UNDER THE DIRECT SUPERVISION OF A REGISTERED TESTING AGENCY APPROVED BY THE PUBLIC WORKS DEPARTMENT.

GEN21 ANY PROPERTY CORNER PINS OR PERMANENT SURVEY MARKERS DISTURBED DURING CONSTRUCTION SHALL BE RESET BY A REGISTERED SURVEYOR AT CONTRACTOR'S EXPENSE.

GEN22 EXISTING STRUCTURES TO BE REMOVED OR DEMOLISHED REQUIRE A "DEMOLITION PERMIT" ISSUED BY THE CITY BUILDING DEPARTMENT.

GEN23 THE OPEN BURNING OF SITE CLEANING DEBRIS, TRASH, ETC. IS PROHIBITED IN THE CITY.

GEN24 THE CONTRACTOR IS RESPONSIBLE FOR THE PROVISION AND MAINTENANCE OF A PORTABLE TOILET ON THE SITE DURING ALL PHASES OF CONSTRUCTION.

GEN25 ALL EARTHWORK OPERATIONS, ESPECIALLY PAVEMENT SUB-GRADE CONSTRUCTION, SHALL BE INSPECTED BY A REGISTERED SOILS ENGINEER AT THE CITY'S EXPENSE. ADDITIONALLY, ALL FINAL GRADES SHALL BE FIELD CHECKED BY BOTH THE CONTRACTOR AND CITY INSPECTOR FOR CONFORMANCE TO CONSTRUCTION PLAN GRADES.

GEN26 UTILITY TRENCHES WITHIN THE INFLUENCE OF THE ROADWAY ARE TO BE FILLED AND COMPACTED PER ITEM 912 OF THE COC CMS. UTILITY TRENCHES WITHIN THE RIGHT OF WAY BUT OUTSIDE THE ROADWAY INFLUENCE SHALL BE FILLED AND COMPACTED WITH 100% NATIVE MATERIAL AND COMPACTED TO WITHIN 98% OF THE MAXIMUM DRY DENSITY PER ITEM 911 OF THE COC CMS. ALL OTHER TRENCHES ARE TO BE FILLED AND COMPACTED WITH NATIVE MATERIAL TO WITHIN 95% OF THE MAXIMUM DRY DENSITY. THE BACKFILL MATERIAL FOR ANY UTILITY TRENCH SHALL BE FREE OF LARGE Boulders, STUMPS, AND OTHER CONSTRUCTION DEBRIS. UTILITY TRENCHES THAT ARE UNDER EXISTING OR PROPOSED PAVEMENT SHALL BE REQUIRED TO HAVE THE BACKFILL TESTED FOR COMPACTION BY AN APPROVED TESTING FIRM AT THE CITY'S EXPENSE.

GEN27 STORM SEWERS, SANITARY SEWERS, AND WATER MAINS CONSTRUCTED IN FILL AREAS SHALL NOT BE CONSTRUCTED UNTIL AFTER COMPACTED FILL HAS BEEN INSTALLED TO PROPOSED GRADE. THE STORM SEWERS, SANITARY SEWERS, AND WATER MAINS SHALL BE INSTALLED PER SPECIFIED TRENCH INSTALLATION DETAILS.

GEN28 CLEARING AND GRUBBING IS TO BE PERFORMED FROM RIGHT OF WAY LINE TO RIGHT OF WAY LINE, WITHIN ALL EASEMENTS, OR AS OTHERWISE NOTED IN THE APPROVED CONSTRUCTION PLANS. TREE CHIPPING EQUIPMENT MAY BE USED HOWEVER CHIP PILES SHALL BE STORED IN SEPARATE LOCATIONS AWAY FROM ANY AREA SUBJECT TO FURTHER CONSTRUCTION ACTIVITIES, AND SHALL NOT BE SPREAD OR DISPersed OVER EXISTING GROUND.

FOR AREAS THAT ARE UNSTABLE AND REQUIRE UNDERCUTTING, IT IS NOT NECESSARY TO COMMENCE A FORMAL PROOF ROLL TO DEMONSTRATE THAT SUBGRADE CORRECTION IS REQUIRED. CORRECTION MUST BE AUTHORIZED BY THE CITY AT THE TIME OF ROUGH GRADING AND MUST BE BASED ON RECOMMENDATIONS FROM THE SOILS ENGINEER. PROOF ROLLING MUST BE TREATED AS THE FINAL VERIFICATION THAT ALL REPAIRS HAVE BEEN PERFORMED. FAILED PROOF ROLLS FOLLOWING CORRECTIVE ACTION WILL BE AT THE CONTRACTOR'S EXPENSE.

PROOF ROLLING MUST BE DONE IMMEDIATELY AFTER THE SUBGRADE CONSTRUCTION OPERATION, APPLIED AT OR AT THE 20 POUNDS PER 1000 SF TO NEWLY SEED AREAS. SEEDING PERFORMED BETWEEN OCTOBER 30TH AND MARCH 1ST SHALL BE APPLIED AS TEMPORARY SEEDING PER COC CMS ITEM 207.

GEN31 PARK AREAS: THE FOLLOWING TURF SEED BLEND IS REQUIRED FOR ALL PARK AREAS. SEED SHALL BE CERTIFIED, FRESH, CLEAN, POA AND BENT GRASS FEE, WITH A 98% PURITY AND 85% MINIMUM GERMINATION RATE. SEED SHALL BE APPLIED AT A RATE OF 8 POUNDS PER 1000 SF (350 POUNDS PER ACRE).

TURF TYPE MIXTURE SHALL BE TALL FESCUE (A MIXTURE OF NO LESS THAN THREE CULTIVARS BY WEIGHT) AND PERENNIAL RYEGRASS (A MIXTURE OF NO LESS THAN TWO CULTIVARS BY WEIGHT) SEED CULTIVARS SHALL BE THE FOLLOWING OR AN APPROVED EQUAL:

30% GODDEN TURF TYPE TALL FESCUE
20% WOLVERINE TURF TYPE TALL FESCUE
20% COCHISE III TURF TYPE TALL FESCUE
15% NOBILITY PERENNIAL RYEGRASS
15% AMAZING GS PERENNIAL RYEGRASS

FERTILIZER SHALL BE 10-20-10, APPLIED AT A RATE OF 20 POUNDS PER 1,000 SQUARE FEET. THE STRAW MULCH WILL BE CLEAN OAT OR WHEAT STRAW, WELL SEASONED BEFORE BAILING, AND FREE FROM MATURE SEED BEARING STALKS OR ROOTS OF PROHIBITIVE OR NOXIOUS WEEDS. THE STRAW MULCH WILL BE APPLIED AT 2 TONS PER ACRE FOR ALL PERMANENT SEEDING.

THE TOP SIX (6) INCHES OF SOIL MUST CONFORM TO CMS ITEM 659.09 FOR LAWN AREAS. ALL ROCK AND OTHER FOREIGN MATERIAL 1 INCH OR GREATER IN ANY DIMENSION SHALL BE REMOVED.

ALL WORK WITHIN PARK AREAS, INCLUDING CONSTRUCTION OF FILLS, SHALL BE COMPLETED WITH TRACK EQUIPMENT ONLY. ALL OTHER EQUIPMENT USED MUST BE APPROVED BY THE CITY.

ALL SEEDING AND MULCHING MUST BE COMPLETED BY OCTOBER 1ST.

GEN 32 ALL MULCH UNDER PLAY EQUIPMENT TO BE CERTIFIED PLAYGROUND MULCH AND SPREAD TO A MINIMUM THICKNESS OF 12 INCHES. CERTIFIED PLAYGROUND MULCH TO BE CERTIFIED TO THE LATEST STANDARDS INCLUDING:

ASTM F1292-04 - PLAYGROUND MULCH SHALL MEET HIC (HEAD IMPACT CRITERIA) AND G-MAX REQUIREMENTS AT 12" OF COVERAGE  
ASTM F2075-04 - PLAYGROUND MULCH SHALL MEET TRAMP METAL TEST AND SIEVE ANALYSIS  
ASTM F1951 - PLAYGROUND MULCH SHALL BE WHEELCHAIR ACCESSIBLE

ROADWAY NOTES

RDW1 ALL PAVEMENT SUB-GRADE SHALL BE CONSTRUCTED IN ACCORDANCE WITH ITEM 203 OF THE COC CMS, THE SOILS REPORT AND AS DIRECTED BY THE REGISTERED SOILS ENGINEER PRESENT ON THE SITE. THE CITY WILL STRICTLY ADHERE TO THE COMPACTION REQUIREMENTS SET FORTH IN SECTION 203.07 DENSITY TESTING MUST BE PERFORMED ON EACH LIFT OF FILL, AND THE SOILS ENGINEER PERFORMING THE TESTING MUST HAVE DETAILED LABORATORY TEST DATA ON SITE TO SUPPORT THE VALUES BEING UTILIZED IN THE DENSITY CALCULATIONS. THE MOISTURE CONTENT OF THE NEW FILL SHALL BE IN THE RANGE OF 2-2% OF THE OPTIMUM MOISTURE CONTENT DETERMINED BY ASTM D698. THE CITY RESERVES THE RIGHT TO REQUIRE THE USE OF SUB-GRADE IN NEWLY CUT AREAS WHERE TOPSOIL HAS BEEN STRIPPED IN PREPARATION FOR SUB-BASE INSTALLATION OR FILLS OPERATIONS, IN ORDER TO EVALUATE THE NECESSITY FOR ADDITIONAL COMPACTION EFFORT.

RDW2 ALL PAVEMENT JOINTS, PARTICULARLY WHERE A PROPOSED PAVEMENT ABUTS AN EXISTING PAVEMENT, AND ALL PAVEMENT JOINTS ABUTTING THE CURB LINE OR UTILITY STRUCTURES SUCH AS MANHOLES, CATCH BASINS, VALVE BOXES, ETC. SHALL BE SEALED IN ACCORDANCE WITH ITEM 413 TYPE (1) OF THE COC CMS.

RDW3 AT THE DIRECTION OF THE CITY, THE PLACEMENT OF THE FINAL WEARING COURSE OF ITEM 448 ASPHALT CONCRETE MAY BE DELAYED UNTIL SUCH TIME THAT THE WEATHER PERMITS.

RDW4 ALL ASPHALT CONCRETE PAVING OPERATIONS SHALL BE REGULATED AS SPECIFIED IN COC CMS ITEM 400 FLEXIBLE PAVEMENT.

RDW5 PAVEMENT CUTS FOR UTILITY LINE INSTALLATIONS ARE SUBJECT TO THE BACKFILL REQUIREMENTS OF ITEM 912. IN LIEU OF COMPACTED GRANULAR MATERIAL, FLOWABLE CONTROLLED DENSITY FILL, ITEM 636 TYPE-11 MAY BE USED. PAVEMENT SHALL BE CONSTRUCTED TO MATCH THE EXISTING SURFACE OR NINE INCHES OF ASPHALT CONCRETE, WHICHEVER IS GREATER. AS AN ALTERNATIVE, THE CONTRACTOR MAY CHOOSE TO REPAIR THE PAVEMENT WITH A "CLASS C" CONCRETE BASE EXTENDING 1'-0" BEYOND ALL EDGES OF THE EXCAVATION, AND FINISHED WITH A 2-INCH ITEM 448 ASPHALT WEARING COURSE.

RDW6 STEEL PLATES SHALL BE POSITIONED AND SECURED IN PLACE WITH STEEL SPIKES AND COLD PATCH ASPHALT MIX OVER ALL TRENCHES THAT ARE LEFT OPEN ON A TEMPORARY BASIS AND SUBJECT TO TRAFFIC. THE CONTRACTOR IS RESPONSIBLE FOR REPORTING THE LOCATION OF ALL STEEL PLATES DIRECTLY TO THE DEPARTMENT OF PUBLIC WORKS AND PROVIDING 24-HOUR CONTACT INFORMATION IN THE EVENT THE PLATES REQUIRE ADJUSTING OR REPAIR.

RDW7 PROACTIVE MEASURES SHALL BE TAKEN BY THE CONTRACTOR TO KEEP PUBLIC STREETS CLEAN AND FREE FROM MUD, SOIL, DIRT, ETC. AT ALL TIMES. A STABILIZED CONSTRUCTION ENTRANCE, AS SPECIFIED IN THE PLANS, IS TO BE DILIGENTLY MAINTAINED AT THE CONSTRUCTION SITE ENTRANCE(S) THROUGHOUT THE PROJECT. IF THE ENTRANCE IS RENDERED INEFFECTIVE IN THE JUDGEMENT OF THE CITY, WORK ON THE PROJECT MAY BE SUSPENDED UNTIL THE ENTRANCE IS MADE EFFECTIVE.

RDW8 CONCRETE CURBS ARE TO BE BRANDED DURING PAVEMENT UTILIZING THE STANDARD BRAND SET PROVIDED BY THE PUBLIC WORKS DEPARTMENT. BRANDS THAT ARE MISSED MUST BE MECHANICALLY GROUND INTO THE CURB AFTER CONCRETE IS SET.

BRAND CURBS ARE AS FOLLOWS:

"S"	ON TOP OF CURB FOR SANITARY LATERAL LOCATIONS.
"W"	ON FACE OF CURB FOR WATER SERVICE BOX LOCATIONS.
"VW"	ON FACE OF CURB FOR HYDRANT WATCH VALVE LOCATIONS.
"WM"	ON FACE OF CURB FOR WATER MAIN VALVE LOCATIONS.
"SM"	ON FACE OF CURB FOR SANITARY/STORM MANHOLE LOCATIONS.

RDW9 THE COMBINATION CURB AND GUTTER SHALL BE PLACED CONTINUOUSLY. THE CURB SHALL HAVE CONTROL JOINTS MECHANICALLY CUT AT 10'-0" SPACING WITHIN 24 HOURS FROM BEING POURED. DRIVEWAY CURB CUTS SHALL BE FORMED PER THE APPROVED CONSTRUCTION PLANS.

RDW10 MONUMENT BOXES SHALL BE INSTALLED AT INTERSECTIONS DESIGNATED ON THE PLAN BY THE CONTRACTOR WITH THE SUPPORT OF HIS SURVEYOR. BOXES SHALL BE NEMA# R-1968, TYPE B6-8 OR EAST JORDAN IRON WORKS NO. 8371. MONUMENTS ARE TO BE SET IN A CONCRETE FILLED 24" DIAMETER CORED HOLE, FLUSH WITH THE TOP OF THE PAVEMENT PER CITY STANDARD.

RDW11 ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE MOST RECENT EDITION OF THE "OHIO MANUAL OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION AND MAINTENANCE OPERATIONS". THE CONTRACTOR MUST PROVIDE THE CITY WITH 24-HOUR CONTACT INFORMATION IN THE EVENT THE MOST ITEMS REQUIRES ADJUSTMENT, REPAIR OR REPLACEMENT.

RDW12 TRAFFIC LINES SHALL BE FULLY OPEN TO TRAFFIC AT ALL TIMES AND INGRESS AND EGRESS SHALL BE MAINTAINED TO PUBLIC AND PRIVATE PROPERTY. LANE RESTRICTIONS OR CLOSURES REQUIRED DURING CONSTRUCTION MUST BE APPROVED BY THE PUBLIC WORKS DEPARTMENT AND A MINIMUM OF TWO-WEEKS IN ADVANCE OF ANY WORK BEING PERFORMED. A MAINTENANCE OF TRAFFIC APPLICATION MUST BE SUBMITTED AND APPROVED PRIOR TO STARTING ANY WORK THAT EFFECTS TRAFFIC FLOWS. WORK REQUIRING PARTIAL OR COMPLETE CLOSURE OF ANY PUBLIC STREET REQUIRES 48-HOUR ADVANCE NOTIFICATION TO ALL AFFECTED RESIDENTS AND BUSINESSES. NOTIFICATIONS SHALL BE PREPARED AND DISTRIBUTED BY THE CONTRACTOR PRIOR TO SCHEDULED WORK. CITY APPROVAL OF ALL NOTIFICATIONS IS REQUIRED IN ADVANCE OF DISTRIBUTION.

RDW13 TACK COAT (ODOT ITEM 407) IS REQUIRED BETWEEN ALL LIFTS OF FLEXIBLE PAVEMENT, BETWEEN CONCRETE BASE AND ASPHALT SURFACE COURSE, AND ALONG THE FACE OF THE CURB. THE TACK COAT APPLICATION MAY BE WAIVED AT THE DISCRETION OF THE PUBLIC WORKS DEPARTMENT IF THE LIFTS OF ASPHALT ARE INSTALLED WITHIN SEVEN (7) DAYS OF EACH OTHER, THERE HAS BEEN NO WATER OR VEHICLE TRAFFIC ON THE PAVEMENT, AND THE PAVEMENT IS CLEAN AND FREE OF DUST AND DEBRIS.

RDW14 ALL CONSTRUCTION AND PERMANENT ROADWAY SIGNAGE MUST MEET THE MINIMUM REQUIREMENTS OF MUTCD TABLE 2A-3 REGARDING RETROREFLECTIVITY LEVELS.

RDW15 PROOF ROLLING: THE FOLLOWING SPECIFICATIONS ARE PUT IN PLACE BY THE CITY OF DELAWARE IN ADDITION TO THE COC CMS ITEM 204, SUBGRADE COMPACTION AND PROOF ROLLING/TEST ROLLING:

FOR AREAS WHERE SUBGRADE APPEARS TO BE STABLE WITHOUT UNDERCUTTING, PROOF ROLL AFTER THE TOP 12 INCHES OF THE SUBGRADE MEETS THE COMPACTION REQUIREMENTS AND AFTER THE SUBGRADE HAS BEEN BROUGHT TO APPROXIMATE SHAPE WITHIN 0.1 TO 0.2 FEET REQUIRED BY PLAN GRADE.

FOR AREAS THAT ARE UNSTABLE AND REQUIRE UNDERCUTTING, IT IS NOT NECESSARY TO COMMENCE A FORMAL PROOF ROLL TO DEMONSTRATE THAT SUBGRADE CORRECTION IS REQUIRED. CORRECTION MUST BE AUTHORIZED BY THE CITY AT THE TIME OF ROUGH GRADING AND MUST BE BASED ON RECOMMENDATIONS FROM THE SOILS ENGINEER. PROOF ROLLING MUST BE TREATED AS THE FINAL VERIFICATION THAT ALL REPAIRS HAVE BEEN PERFORMED. FAILED PROOF ROLLS FOLLOWING CORRECTIVE ACTION WILL BE AT THE CONTRACTOR'S EXPENSE.

PROOF ROLLING MUST BE DONE IMMEDIATELY AFTER THE SUBGRADE CONSTRUCTION OPERATION, APPLIED AT OR AT THE 20 POUNDS PER 1000 SF TO NEWLY SEED AREAS. SEEDING PERFORMED BETWEEN OCTOBER 30TH AND MARCH 1ST SHALL BE APPLIED AS TEMPORARY SEEDING PER COC CMS ITEM 207.

GEN31 PARK AREAS: THE FOLLOWING TURF SEED BLEND IS REQUIRED FOR ALL PARK AREAS. SEED SHALL BE CERTIFIED, FRESH, CLEAN, POA AND BENT GRASS FEE, WITH A 98% PURITY AND 85% MINIMUM GERMINATION RATE. SEED SHALL BE APPLIED AT A RATE OF 8 POUNDS PER 1000 SF (350 POUNDS PER ACRE).

TURF TYPE MIXTURE SHALL BE TALL FESCUE (A MIXTURE OF NO LESS THAN THREE CULTIVARS BY WEIGHT) AND PERENNIAL RYEGRASS (A MIXTURE OF NO LESS THAN TWO CULTIVARS BY WEIGHT) SEED CULTIVARS SHALL BE THE FOLLOWING OR AN APPROVED EQUAL:

30% GODDEN TURF TYPE TALL FESCUE
20% WOLVERINE TURF TYPE TALL FESCUE
20% COCHISE III TURF TYPE TALL FESCUE
15% NOBILITY PERENNIAL RYEGRASS
15% AMAZING GS PERENNIAL RYEGRASS

FERTILIZER SHALL BE 10-20-10, APPLIED AT A RATE OF 20 POUNDS PER 1,000 SQUARE FEET. THE STRAW MULCH WILL BE CLEAN OAT OR WHEAT STRAW, WELL SEASONED BEFORE BAILING, AND FREE FROM MATURE SEED BEARING STALKS OR ROOTS OF PROHIBITIVE OR NOXIOUS WEEDS. THE STRAW MULCH WILL BE APPLIED AT 2 TONS PER ACRE FOR ALL PERMANENT SEEDING.

THE TOP SIX (6) INCHES OF SOIL MUST CONFORM TO CMS ITEM 659.09 FOR LAWN AREAS. ALL ROCK AND OTHER FOREIGN MATERIAL 1 INCH OR GREATER IN ANY DIMENSION SHALL BE REMOVED.

ALL WORK WITHIN PARK AREAS, INCLUDING CONSTRUCTION OF FILLS, SHALL BE COMPLETED WITH TRACK EQUIPMENT ONLY. ALL OTHER EQUIPMENT USED MUST BE APPROVED BY THE CITY.

ALL SEEDING AND MULCHING MUST BE COMPLETED BY OCTOBER 1ST.

GEN 32 ALL MULCH UNDER PLAY EQUIPMENT TO BE CERTIFIED PLAYGROUND MULCH AND SPREAD TO A MINIMUM THICKNESS OF 12 INCHES. CERTIFIED PLAYGROUND MULCH TO BE CERTIFIED TO THE LATEST STANDARDS INCLUDING:

ASTM F1292-04 - PLAYGROUND MULCH SHALL MEET HIC (HEAD IMPACT CRITERIA) AND G-MAX REQUIREMENTS AT 12" OF COVERAGE  
ASTM F2075-04 - PLAYGROUND MULCH SHALL MEET TRAMP METAL TEST AND SIEVE ANALYSIS  
ASTM F1951 - PLAYGROUND MULCH SHALL BE WHEELCHAIR ACCESSIBLE

ROADWAY NOTES

RDW1 ALL PAVEMENT SUB-GRADE SHALL BE CONSTRUCTED IN ACCORDANCE WITH ITEM 203 OF THE COC CMS, THE SOILS REPORT AND AS DIRECTED BY THE REGISTERED SOILS ENGINEER PRESENT ON THE SITE. THE CITY WILL STRICTLY ADHERE TO THE COMPACTION REQUIREMENTS SET FORTH IN SECTION 203.07 DENSITY TESTING MUST BE PERFORMED ON EACH LIFT OF FILL, AND THE SOILS ENGINEER PERFORMING THE TESTING MUST HAVE DETAILED LABORATORY TEST DATA ON SITE TO SUPPORT THE VALUES BEING UTILIZED IN THE DENSITY CALCULATIONS. THE MOISTURE CONTENT OF THE NEW FILL SHALL BE IN THE RANGE OF 2-2% OF THE OPTIMUM MOISTURE CONTENT DETERMINED BY ASTM D698. THE CITY RESERVES THE RIGHT TO REQUIRE THE USE OF SUB-GRADE IN NEWLY CUT AREAS WHERE TOPSOIL HAS BEEN STRIPPED IN PREPARATION FOR SUB-BASE INSTALLATION OR FILLS OPERATIONS, IN ORDER TO EVALUATE THE NECESSITY FOR ADDITIONAL COMPACTION EFFORT.

RDW2 ALL PAVEMENT JOINTS, PARTICULARLY WHERE A PROPOSED PAVEMENT ABUTS AN EXISTING PAVEMENT, AND ALL PAVEMENT JOINTS ABUTTING THE CURB LINE OR UTILITY STRUCTURES SUCH AS MANHOLES, CATCH BASINS, VALVE BOXES, ETC. SHALL BE SEALED IN ACCORDANCE WITH ITEM 413 TYPE (1) OF THE COC CMS.

RDW3 AT THE DIRECTION OF THE CITY, THE PLACEMENT OF THE FINAL WEARING COURSE OF ITEM 448 ASPHALT CONCRETE MAY BE DELAYED UNTIL SUCH TIME THAT THE WEATHER PERMITS.

RDW4 ALL ASPHALT CONCRETE PAVING OPERATIONS SHALL BE REGULATED AS SPECIFIED IN COC CMS ITEM 400 FLEXIBLE PAVEMENT.

RDW5 PAVEMENT CUTS FOR UTILITY LINE INSTALLATIONS ARE SUBJECT TO THE BACKFILL REQUIREMENTS OF ITEM 912. IN LIEU OF COMPACTED GRANULAR MATERIAL, FLOWABLE CONTROLLED DENSITY FILL, ITEM 636 TYPE-11 MAY BE USED. PAVEMENT SHALL BE CONSTRUCTED TO MATCH THE EXISTING SURFACE OR NINE INCHES OF ASPHALT CONCRETE, WHICHEVER IS GREATER. AS AN ALTERNATIVE, THE CONTRACTOR MAY CHOOSE TO REPAIR THE PAVEMENT WITH A "CLASS C" CONCRETE BASE EXTENDING 1'-0" BEYOND ALL EDGES OF THE EXCAVATION, AND FINISHED WITH A 2-INCH ITEM 448 ASPHALT WEARING COURSE.

RDW6 STEEL PLATES SHALL BE POSITIONED AND SECURED IN PLACE WITH STEEL SPIKES AND COLD PATCH ASPHALT MIX OVER ALL TRENCHES THAT ARE LEFT OPEN ON A TEMPORARY BASIS AND SUBJECT TO TRAFFIC. THE CONTRACTOR IS RESPONSIBLE FOR REPORTING THE LOCATION OF ALL STEEL PLATES DIRECTLY TO THE DEPARTMENT OF PUBLIC WORKS AND PROVIDING 24-HOUR CONTACT INFORMATION IN THE EVENT THE PLATES REQUIRE ADJUSTING OR REPAIR.

RDW7 PROACTIVE MEASURES SHALL BE TAKEN BY THE CONTRACTOR TO KEEP PUBLIC STREETS CLEAN AND FREE FROM MUD, SOIL, DIRT, ETC. AT ALL TIMES. A STABILIZED CONSTRUCTION ENTRANCE, AS SPECIFIED IN THE PLANS, IS TO BE DILIGENTLY MAINTAINED AT THE CONSTRUCTION SITE ENTRANCE(S) THROUGHOUT THE PROJECT. IF THE ENTRANCE IS RENDERED INEFFECTIVE IN THE JUDGEMENT OF THE CITY, WORK ON THE PROJECT MAY BE SUSPENDED UNTIL THE ENTRANCE IS MADE EFFECTIVE.

RDW8 CONCRETE CURBS ARE TO BE BRANDED DURING PAVEMENT UTILIZING THE STANDARD BRAND SET PROVIDED BY THE PUBLIC WORKS DEPARTMENT. BRANDS THAT ARE MISSED MUST BE MECHANICALLY GROUND INTO THE CURB AFTER CONCRETE IS SET.

BRAND CURBS ARE AS FOLLOWS:

"S"	ON TOP OF CURB FOR SANITARY LATERAL LOCATIONS.
"W"	ON FACE OF CURB FOR WATER SERVICE BOX LOCATIONS.
"VW"	ON FACE OF CURB FOR HYDRANT WATCH VALVE LOCATIONS.
"WM"	ON FACE OF CURB FOR WATER MAIN VALVE LOCATIONS.
"SM"	ON FACE OF CURB FOR SANITARY/STORM MANHOLE LOCATIONS.

RDW9 THE COMBINATION CURB AND GUTTER SHALL BE PLACED CONTINUOUSLY. THE CURB SHALL HAVE CONTROL JOINTS MECHANICALLY CUT AT 10'-0" SPACING WITHIN 24 HOURS FROM BEING POURED. DRIVEWAY CURB CUTS SHALL BE FORMED PER THE APPROVED CONSTRUCTION PLANS.

RDW10 MONUMENT BOXES SHALL BE INSTALLED AT INTERSECTIONS DESIGNATED ON THE PLAN BY THE CONTRACTOR WITH THE SUPPORT OF HIS SURVEYOR. BOXES SHALL BE NEMA# R-1968, TYPE B6-8 OR EAST JORDAN IRON WORKS NO. 8371. MONUMENTS ARE TO BE SET IN A CONCRETE FILLED 24" DIAMETER CORED HOLE, FLUSH WITH THE TOP OF THE PAVEMENT PER CITY STANDARD.

RDW11 ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE MOST RECENT EDITION OF THE "OHIO MANUAL OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION AND MAINTENANCE OPERATIONS". THE CONTRACTOR MUST PROVIDE THE CITY WITH 24-HOUR CONTACT INFORMATION IN THE EVENT THE MOST ITEMS REQUIRES ADJUSTMENT, REPAIR OR REPLACEMENT.

RDW12 TRAFFIC LINES SHALL BE FULLY OPEN TO TRAFFIC AT ALL TIMES AND INGRESS AND EGRESS SHALL BE MAINTAINED TO PUBLIC AND PRIVATE PROPERTY. LANE RESTRICTIONS OR CLOSURES REQUIRED DURING CONSTRUCTION MUST BE APPROVED BY THE PUBLIC WORKS DEPARTMENT AND A MINIMUM OF TWO-WEEKS IN ADVANCE OF ANY WORK BEING PERFORMED. A MAINTENANCE OF TRAFFIC APPLICATION MUST BE SUBMITTED AND APPROVED PRIOR TO STARTING ANY WORK THAT EFFECTS TRAFFIC FLOWS. WORK REQUIRING PARTIAL OR COMPLETE CLOSURE OF ANY PUBLIC STREET REQUIRES 48-HOUR ADVANCE NOTIFICATION TO ALL AFFECTED RESIDENTS AND BUSINESSES. NOTIFICATIONS SHALL BE PREPARED AND DISTRIBUTED BY THE CONTRACTOR PRIOR TO SCHEDULED WORK. CITY APPROVAL OF ALL NOTIFICATIONS IS REQUIRED IN ADVANCE OF DISTRIBUTION.

RDW13 TACK COAT (ODOT ITEM 407) IS REQUIRED BETWEEN ALL LIFTS OF FLEXIBLE PAVEMENT, BETWEEN CONCRETE BASE AND ASPHALT SURFACE COURSE, AND ALONG THE FACE OF THE CURB. THE TACK COAT APPLICATION MAY BE WAIVED AT THE DISCRETION OF THE PUBLIC WORKS DEPARTMENT IF THE LIFTS OF ASPHALT ARE INSTALLED WITHIN SEVEN (7) DAYS OF EACH OTHER, THERE HAS BEEN NO WATER OR VEHICLE TRAFFIC ON THE PAVEMENT, AND THE PAVEMENT IS CLEAN AND FREE OF DUST AND DEBRIS.

RDW14 ALL CONSTRUCTION AND PERMANENT ROADWAY SIGNAGE MUST MEET THE MINIMUM REQUIREMENTS OF MUTCD TABLE 2A-3 REGARDING RETROREFLECTIVITY LEVELS.

RDW15 PROOF ROLLING: THE FOLLOWING SPECIFICATIONS ARE PUT IN PLACE BY THE CITY OF DELAWARE IN ADDITION TO THE COC CMS ITEM 204, SUBGRADE COMPACTION AND PROOF ROLLING/TEST ROLLING:

FOR AREAS WHERE SUBGRADE APPEARS TO BE STABLE WITHOUT UNDERCUTTING, PROOF ROLL AFTER THE TOP 12 INCHES OF THE SUBGRADE MEETS THE COMPACTION REQUIREMENTS AND AFTER THE SUBGRADE HAS BEEN BROUGHT TO APPROXIMATE SHAPE WITHIN 0.1 TO 0.2 FEET REQUIRED BY PLAN GRADE.

WTR7 ALL MAIN LINE VALVES, HYDRANT WATCH VALVES, CURB BOXES, AND DEAD END LINES ARE TO BE MARKED WITH A 4" x 4" x 1'-0" PRESSURE TREATED WOOD WYE-POLE PROJECTING 4'-0" ABOVE THE FINISHED GRADE AND WITH THE TOP 1'-0" PAINTED BLUE ON FOUR SIDES. POSTS ARE TO BE MAINTAINED UNTIL THE AREA IS HAS UNDERGONE FINAL GRADING AND SEEDING. THE COST SHALL BE INCLUDED IN THE VARIOUS WATER ITEMS.

WTR8 IF THERE ARE ANY CONFLICTS IN GRADE BETWEEN WATER LINE AND SEWERS, THE WATER LINES SHALL BE LOWERED DURING CONSTRUCTION.

WTR9 THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE HORIZONTAL AND VERTICAL DEFLECTIONS OR BEND IN THE WATER LINE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. WATER LINES ARE TO MAINTAIN 1'-6" VERTICAL, AND 10'-0" HORIZONTAL CLEARANCE FROM SANITARY SEWERS AND STORM SEWERS.

WTR10 PRIOR TO MAKING A CONNECTION TO THE WATER SYSTEM WATER, THE CONTRACTOR SHALL COORDINATE ANY NECESSARY OPERATION OF THE PUBLIC WATERLINE VALVES DIRECTLY WITH THE DEPARTMENT OF PUBLIC UTILITIES.

WTR11 THE WATER SERVICE TAPS SHALL CONSIST OF ALL PIPE, VALVES, FITTINGS, AND APPURTENANCES NECESSARY TO CONNECT TO THE PUBLIC WATER MAIN AND COMPLETE THE INSTALLATION ACCORDING TO THE STANDARDS SET FORTH IN THE APPROVED CONSTRUCTION PLANS.

WTR12 THE VALVE COVERS AND INSIDE OF ALL MAINLINE WATER VALVE BOXES SHALL BE PAINTED BLUE, AND THE VALVE COVERS AND INSIDE OF ALL FIRE HYDRANT WATCH VALVE BOXES SHALL BE PAINTED RED WITH 2 COATS OF RUST INHIBITIVE PAINT. PUBLIC FIRE HYDRANTS ARE TO BE PAINTED WITH TWO COATS OF FEDERAL SAFETY YELLOW. PRIVATE FIRE HYDRANTS ARE TO BE PAINTED FEDERAL SAFETY RED, WITH WHITE BANNETS AND NOZZLE COVERS.

WTR13 ALL MECHANICAL FASTENERS, BOLTS, ALL THREAD ROD, ETC. ARE TO RECEIVE ONE COAT OF RUST INHIBITIVE PAINT OR COATING.

WTR14 IF THE TOP OF THE VALVE OPERATING NUT IS MORE THAN 36" INCHES BELOW FINISHED GRADE, AN EXTENSION STEM SHALL BE FURNISHED TO BRING THE TOP OF THE OPERATING NUT TO WITHIN 24" OF FINISHED GRADE ELEVATION. ALL VALVE STEM EXTENSIONS ARE TO BE INSTALLED WITH THE EXTENSION SECURED DIRECTLY TO THE VALVE OPERATING NUT WITH GALVANIZED BOLTS.

WTR15 WATER LINE SHALL NOT BE INSTALLED IN ANY TRENCH FILLED WITH WATER. THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF DEWATERING OPERATIONS REQUIRED FOR THE CONSTRUCTION OF THE WATER LINE.

WTR16 ALL FITTINGS SHALL BE ADEQUATELY RESTRAINED WITH SOLID OR POURED IN PLACE CONCRETE BLOCKING PER THE CITY STANDARD DRAWINGS. ALL FITTINGS TO BE BACKED MUST BE THOROUGHLY WRAPPED IN PLASTIC SHEETING PRIOR TO PLACING CONCRETE.

WTR17 FIRE HYDRANTS SHALL MEET AWWA STANDARDS AND ARE TO BE MUELLER "SUPER CENTURION 250" A-423 OR "GLOW MEDALLION" ON TYPE "A" SETTING WITH NATIONAL STANDARD THREADS FOR THE 2-1/2" WYE NOZZLES AND WATCH VALVE DIRECTLY MOUNTED TO ANCHOR TEE. TYPE "B" SETTINGS SHALL NOT BE USED UNLESS APPROVED BY THE CITY. ALL PIPING BETWEEN THE WATCH VALVE AND HYDRANT SHALL BE MECHANICAL JOINT FITTINGS. THE CONNECTION TO THE HYDRANT SHALL BE A 5" STORTZ FITTING WITH A QUICK RELEASE LOCKING COUPLING. ALL SAFETY CHAINS ARE TO BE REMOVED FROM HYDRANTS.

WTR18 ALL FIRE DEPARTMENT CONNECTIONS (STANDPIPS) SHALL HAVE A 45' DOWNTURN FITTING TO REDUCE KINKING IN THE FIRE HOSE. THE CONNECTION TO THE STANDPIPE SHALL BE A 5" STORTZ FITTING WITH A LOCKING COUPLING.

WTR19 ALL NEW MAIN LINE AND HYDRANT WATCH VALVES ARE TO BE DIRECTLY BOLTED TO THE ANCHOR TEE WITH ANCHOR TYPE FITTINGS.

WTR20 THE INSTALLATION OF 3/4" AND 3" WATER TAPS SHALL BE MADE BY DIRECT TAP ONLY. DIRECT TAP SHALL NOT BE USED UNLESS APPROVED BY THE CITY. ALL PIPING BETWEEN THE WATER TAP AND A FORD STYLE FC-202. 3" AND 4" WATER TAPS SHALL BE MADE WITH A FORD STYLE FC-202. 6" WATER TAPS AND LARGER SHALL BE MADE WITH A FORD FT55 TAPPING SLEEVE. A JCM 432 IS AN APPROVED EQUAL.

WTR21 ALL GATE VALVES MUST BE DUCTILE IRON RESILIENT WEDGE 350 PSI AS MANUFACTURED BY AMERICAN FLOW CONTROL OR APPROVED EQUIVALENT WHICH MEETS OR EXCEEDS THE REQUIREMENTS OF ANSI/AWWA C515. CLOW VALVE COMPANY, MODEL NUMBER 2638 APPROVED FOR 16" & 6" AND 8" MUST BE DUCTILE IRON AND EPOXY COATED.

WTR22 VALVE BOXES ARE TO BE TYLER 6850 SERIES CAST IRON 2-PIECE SCREW TYPE FOR MAIN AND WATCH VALVES AND TYLER 6500 SERIES CAST IRON 2-PIECE SCREW TYPE SERVICE BOXES FOR CURB VALVES. STAR PIPE PRODUCTS 2-PIECE SCREW TYPE VALVE BOX ITEM CODE V5645 35-50 APPROVED.

WTR23 FOR WATER SERVICE TAPS; THE WATER MAIN CONNECTION SHALL BE MADE USING A MUELLER 300 BALL TIE B-25008 OR FORD FB1000-Q BALLCORP CORPORATION STOP. CONTROL VALVES SHALL BE MUELLER 300 BALL CURB VALVE B-25209 OR FORD B-44-Q BALL VALVE CURB STOPS (QUARTER TURN ONLY).

WTR24 WATER SERVICE BOXES ARE TO BE INSTALLED IN PAIRS ALONG PROPERTY LINES, SET 8'-0" APART AND 2'-0" OUTSIDE OF THE RIGHT OF WAY LINE. A MINIMUM BURY DEPTH OF 48" BELOW TOP OF CURB MUST BE MAINTAINED FOR ALL WATER SERVICES IN THE RIGHT OF WAY.

WTR25 ALL WATER LINES SHALL BE TESTED (AWWA 600) AND STERILIZED (AWWA C651) BY THE CONTRACTOR AT HIS EXPENSE IN ACCORDANCE WITH THE CITY AND AWWA SPECIFICATIONS. TESTING SHALL BE DONE UNDER THE SUPERVISION OF THE PUBLIC WORKS DEPARTMENT.

WTR26 ALL METERS (OTHER THAN STANDARD 5/8" x 3/4" RESIDENTIAL METER) AND ALL BACKFLOW DEVICES SPECIFIED FOR THIS PROJECT MUST BE DELIVERED TO THE CITY DEPARTMENT OF PUBLIC UTILITIES FOR INSPECTIONS AND APPROVAL PRIOR TO INSTALLATION.

WTR27 METER FITS, INCLUDING ALL PIPING, FITTINGS, EQUIPMENT, AND APPURTENANCES, MUST BE APPROVED BY THE CITY THROUGH A SCHEDULED FIELD INSPECTION DURING THE INSTALLATION. THE DEPARTMENT OF PUBLIC UTILITIES IS RESPONSIBLE FOR INSPECTING THE DOMESTIC WATER METER FIT, DOMESTIC WATER LINE, AND ASSOCIATED APPURTENANCES. THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT IS RESPONSIBLE FOR THE INSPECTION OF: THE FIRE LINE, THRUST BLOCKS FOR THE FIRE LINE, METER PIT-FIRE LINE CONNECTION, FIRE DEPARTMENT CONNECTION, AND VALVE MONITORING. PRIOR TO BURYING THE WATER SERVICE, THE APPROPRIATE DEPARTMENT REPRESENTATIVE SHALL BE CONTACTED BY THE CONTRACTOR TO ARRANGE FOR THE REQUIRED INSPECTION OF EACH PORTION OF THE SERVICE. FAILURE TO HAVING THE INSPECTION PERFORMED WILL RESULT IN HAVING TO UNCOVER THE SERVICE FOR INSPECTIONS AT CONTRACTOR EXPENSE.

WTR28 THE PRESSURE REQUIRED TO PERFORM HYDROSTATIC TESTING ON WATER LINES IS 150 PSI FOR DOMESTIC LINES AND 200 PSI FOR FIRE SUPPRESSION LINES (PER NFA 13).

WTR29 THE CONTRACTOR AT HIS EXPENSE, SHALL CLEAN ALL WATER MAINS 12" AND LARGER BY PASSING A PROPERLY SIZED POLY PIG THROUGH THE PIPE PER COC 809.11.

WTR30 ALL MECHANICAL JOINTS WITHIN THE METER VALVE SHALL INCLUDE FACTORY MANUFACTURED FLANGES. NO UNI-FLANGES ARE PERMITTED. ALL JOINTS AND FITTINGS LOCATED ON THE SUPPLY SIDE WITHIN 20 FEET OF THE METER VALVE SHALL BE RESTRAINED USING APPROVED MECHANICAL JOINT RESTRAINTS.

SANITARY SEWER NOTES

SAS1 ALL SANITARY SEWER SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS CONTAINED WITHIN THE COC CMS 2012 VERSION, EXCEPT AS MODIFIED WITHIN THE CITY OF DELAWARE GENERAL NOTES, STANDARD DRAWINGS AND INFRASTRUCTURE DESIGN MANUAL. THE CONTRACTOR'S SPECIFIC ATTENTION IS DIRECTED TO THE REQUIREMENTS OF EITHER THE INFILTRATION OR EXFILTRATION AS SPECIFIED BY THE COC CMS SECTION 900. ALL SANITARY SEWERS MUST BE APPROVED BY THE CITY PRIOR TO CONSTRUCTION AND EXFILTRATION TEST PRIOR TO ACCEPTANCE, INCLUDING VACUUM TESTING OF MANHOLES. AN AIR TEST IS ACCEPTABLE TO THE CITY. THIS AIR TEST SHALL BE PERFORMED ACCORDING TO THE CURRENT REGULATIONS.

SAS2 CLEAN WATER CONNECTIONS INCLUDING ROOF DRAINS, FOUNDATION DRAINS, SUMPS, ETC. ARE PROHIBITED FROM BEING CONNECTED TO THE SANITARY SEWER SYSTEM.

SAS3 THE MINIMUM REQUIREMENT FOR SEWER PIPE ON THIS PROJECT SHALL BE SDR 35 (SDR-26 IF DEPTH EXCEEDS 20'). ASTM D3034 POLYVINYL CHLORIDE (PVC) SEWER PIPE WITH ASTM C1784 CELL CLASSIFICATION OF 12454 B OR 12454 C. ASTM F679 PVC SEWER PIPE ASTM CELL CLASSIFICATION 12454, OR CCRFPM, ASTM D3262-TYPE 1, LNER 2, GRADE 3, STIFFNESS 72 PSI, UNLESS OTHERWISE SHOWN ON THE PLANS. PIPE MANUFACTURERS MUST BE ON THE CURRENT COC APPROVED LIST, AND REQUIRE THE ADDITIONAL APPROVAL OF THE CITY DIRECTOR OF PUBLIC UTILITIES.

SAS4 PIPE FOR ALL 6" SERVICES SHALL BE PVC SEWER PIPE ASTM D-3034, SDR-35 (OR SDR-26 IF BURY DEPTH EXCEEDS 20'-0"). THE SERVICES ARE SUBJECT TO EITHER THE INFILTRATION OR EXFILTRATION TEST REQUIREMENTS. ALL SERVICE EXTENSIONS SHALL BE INSTALLED AT A MINIMUM GRADE OF 1/4" PER FOOT AND SHALL BE CONSTRUCTED AT THE TIME OF CONSTRUCTION OF THE MAIN SEWER, UNLESS OTHERWISE DIRECTED BY THE CITY.

SAS5 CLAY DAMS ARE TO BE INSTALLED ALONG MAIN LINE SEWERS AT HALF THE DISTANCE BETWEEN EACH PAIR OF MANHOLES, BUT NO CLOSER THAN 10'-0" FROM A LATERAL SERVICE. DAMS SHALL BE A MINIMUM OF 6'-0" LONG. DAMS ARE TO BE INSTALLED BY THE CONTRACTOR, THE COST OF WHICH SHALL BE INCLUDED IN THE SANITARY ITEMS.

SAS6 CLAY DAMS ARE TO BE INSTALLED ON ALL SANITARY LATERALS, BUT NO CLOSER THAN 5'-0" FROM THE END OF THE SERVICE. DAMS SHALL BE A MINIMUM OF 6'-0" LONG. DAMS ARE TO BE INSTALLED BY THE CONTRACTOR, THE COST OF WHICH SHALL BE INCLUDED IN THE SANITARY ITEMS.

WTR7 ALL MAIN LINE VALVES, HYDRANT WATCH VALVES, CURB BOXES, AND DEAD END LINES ARE TO BE MARKED WITH A 4" x 4" x 1'-0" PRESSURE TREATED WOOD WYE-POLE PROJECTING 4'-0" ABOVE THE FINISHED GRADE AND WITH THE TOP 1'-0" PAINTED BLUE ON FOUR SIDES. POSTS ARE TO BE MAINTAINED UNTIL THE AREA IS HAS UNDERGONE FINAL GRADING AND SEEDING. THE COST SHALL BE INCLUDED IN THE VARIOUS WATER ITEMS.

WTR8 IF THERE ARE ANY CONFLICTS IN GRADE BETWEEN WATER LINE AND SEWERS, THE WATER LINES SHALL BE LOWERED DURING CONSTRUCTION.

WTR9 THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE HORIZONTAL AND VERTICAL DEFLECTIONS OR BEND IN THE WATER LINE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. WATER LINES ARE TO MAINTAIN 1'-6" VERTICAL, AND 10'-0" HORIZONTAL CLEARANCE FROM SANITARY SEWERS AND STORM SEWERS.

WTR10 PRIOR TO MAKING A CONNECTION TO THE WATER SYSTEM WATER, THE CONTRACTOR SHALL COORDINATE ANY NECESSARY OPERATION OF THE PUBLIC WATERLINE VALVES DIRECTLY WITH THE DEPARTMENT OF PUBLIC UTILITIES.

WTR11 THE WATER SERVICE TAPS SHALL CONSIST OF ALL PIPE, VALVES, FITTINGS, AND APPURTENANCES NECESSARY TO CONNECT TO THE PUBLIC WATER MAIN AND COMPLETE THE INSTALLATION ACCORDING TO THE STANDARDS SET FORTH IN THE APPROVED CONSTRUCTION PLANS.

WTR12 THE VALVE COVERS AND INSIDE OF ALL MAINLINE WATER VALVE BOXES SHALL BE PAINTED BLUE, AND THE VALVE COVERS AND INSIDE OF ALL FIRE HYDRANT WATCH VALVE BOXES SHALL BE PAINTED RED WITH 2 COATS OF RUST INHIBITIVE PAINT. PUBLIC FIRE HYDRANTS ARE TO BE PAINTED WITH TWO COATS OF FEDERAL SAFETY YELLOW. PRIVATE FIRE HYDRANTS ARE TO BE PAINTED FEDERAL SAFETY RED, WITH WHITE BANNETS AND NOZZLE COVERS.

WTR13 ALL MECHANICAL FASTENERS, BOLTS, ALL THREAD ROD, ETC. ARE TO RECEIVE ONE COAT OF RUST INHIBITIVE PAINT OR COATING.

WTR14 IF THE TOP OF THE VALVE OPERATING NUT IS MORE THAN 36" INCHES BELOW FINISHED GRADE, AN EXTENSION STEM SHALL BE FURNISHED TO BRING THE TOP OF THE OPERATING NUT TO WITHIN 24" OF FINISHED GRADE ELEVATION. ALL VALVE STEM EXTENSIONS ARE TO BE INSTALLED WITH THE EXTENSION SECURED DIRECTLY TO THE VALVE OPERATING NUT WITH GALVANIZED BOLTS.

WTR15 WATER LINE SHALL NOT BE INSTALLED IN ANY TRENCH FILLED WITH WATER. THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF DEWATERING OPERATIONS REQUIRED FOR THE CONSTRUCTION OF THE WATER LINE.

WTR16 ALL FITTINGS SHALL BE ADEQUATELY RESTRAINED WITH SOLID OR POURED IN PLACE CONCRETE BLOCKING PER THE CITY STANDARD DRAWINGS. ALL FITTINGS TO BE BACKED MUST BE THOROUGHLY WRAPPED IN PLASTIC SHEETING PRIOR TO PLACING CONCRETE.

WTR17 FIRE HYDRANTS SHALL MEET AWWA STANDARDS AND ARE TO BE MUELLER "SUPER CENTURION 250" A-423 OR "GLOW MEDALLION" ON TYPE "A" SETTING WITH NATIONAL STANDARD THREADS FOR THE 2-1/2" WYE NOZZLES AND WATCH VALVE DIRECTLY MOUNTED TO ANCHOR TEE. TYPE "B" SETTINGS SHALL NOT BE USED UNLESS APPROVED BY THE CITY. ALL PIPING BETWEEN THE WATCH VALVE AND HYDRANT SHALL BE MECHANICAL JOINT FITTINGS. THE CONNECTION TO THE HYDRANT SHALL BE A 5" STORTZ FITTING WITH A QUICK RELEASE LOCKING COUPLING. ALL SAFETY CHAINS ARE TO BE REMOVED FROM HYDRANTS.

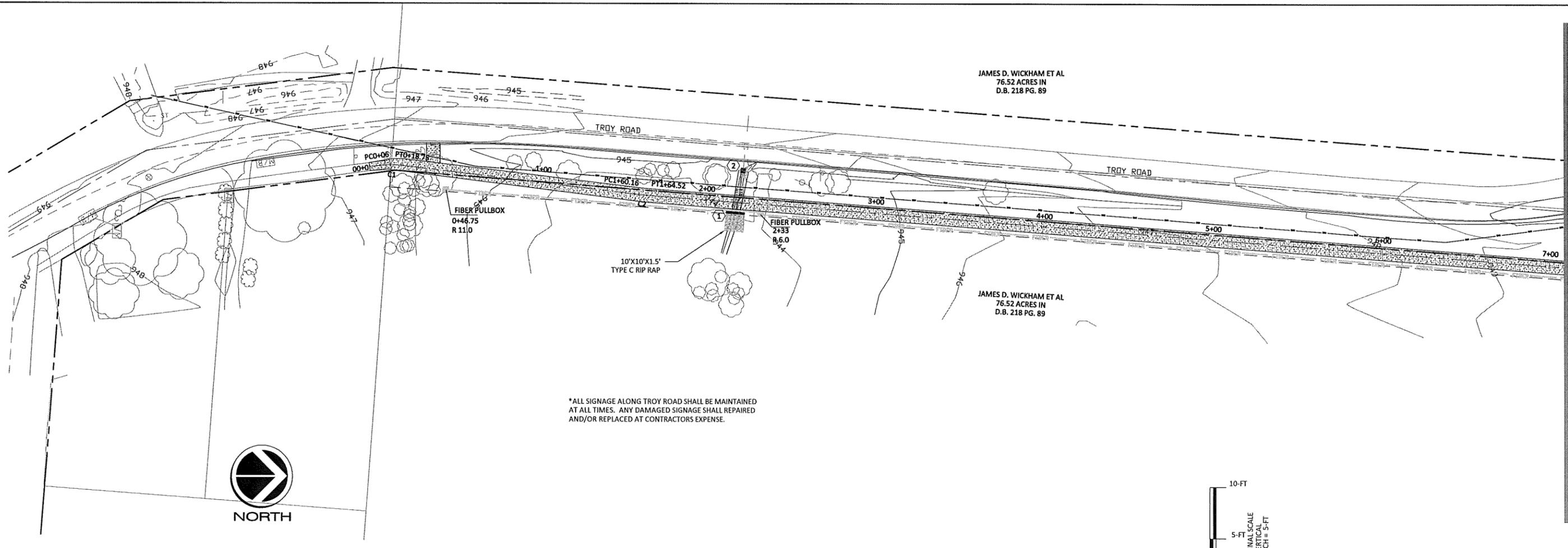
WTR18 ALL FIRE DEPARTMENT CONNECTIONS (STANDPIPS) SHALL HAVE A 45' DOWNTURN FITTING TO REDUCE KINKING IN THE FIRE HOSE. THE CONNECTION TO THE STANDPIPE SHALL BE A 5" STORTZ FITTING WITH A LOCKING COUPLING.

WTR19 ALL NEW MAIN LINE AND HYDRANT WATCH VALVES ARE TO BE DIRECTLY BOLTED TO THE ANCHOR TEE WITH ANCHOR TYPE FITTINGS.

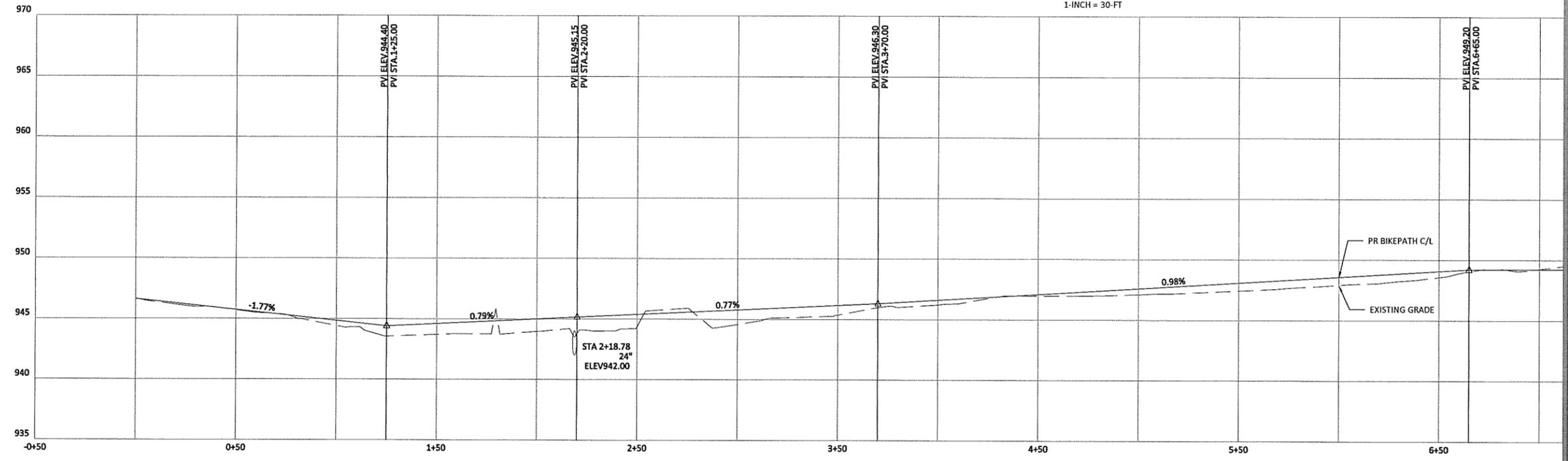
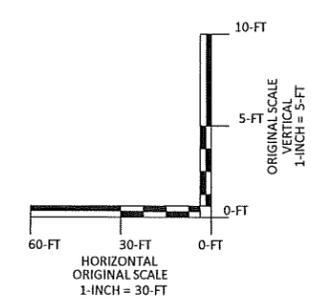
WTR20 THE INSTALLATION OF 3/4" AND 3" WATER TAPS SHALL BE MADE BY DIRECT TAP ONLY. DIRECT TAP SHALL NOT BE USED UNLESS APPROVED BY THE CITY. ALL PIPING BETWEEN THE WATER TAP AND A F



S:\ENGINEERING\ENGINEERING DEPARTMENT\CADD FILES\TROY BIKEPATH\PLANS\04-08 PLAN AND PROFILE.DWG - 6/9/2015 8:09:40 AM



\*ALL SIGNAGE ALONG TROY ROAD SHALL BE MAINTAINED AT ALL TIMES. ANY DAMAGED SIGNAGE SHALL REPAIRED AND/OR REPLACED AT CONTRACTORS EXPENSE.



MATCH LINE SEE PAGE 05 STATION 7+00

No.	DATE	REVISIONS DESCRIPTION

MATCH LINE SEE PAGE 05 STATION 7+00

**TROY ROAD BIKEPATH  
(EASTWOOD AVE TO SMITH PARK  
IMPROVEMENT PLAN**

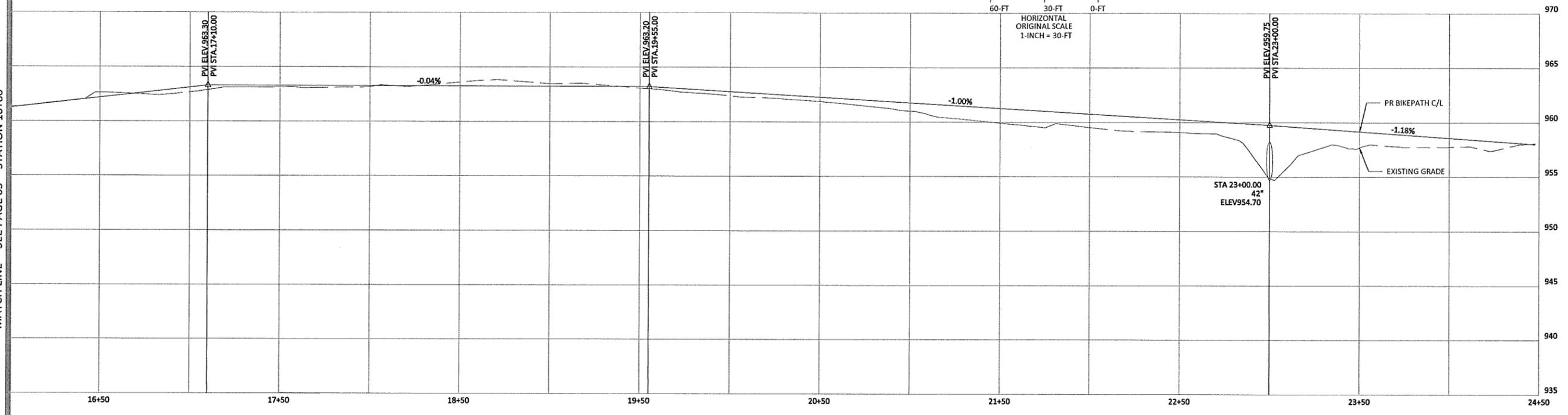
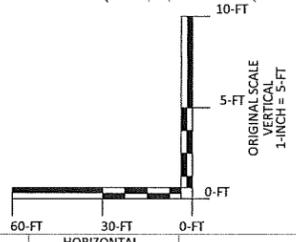
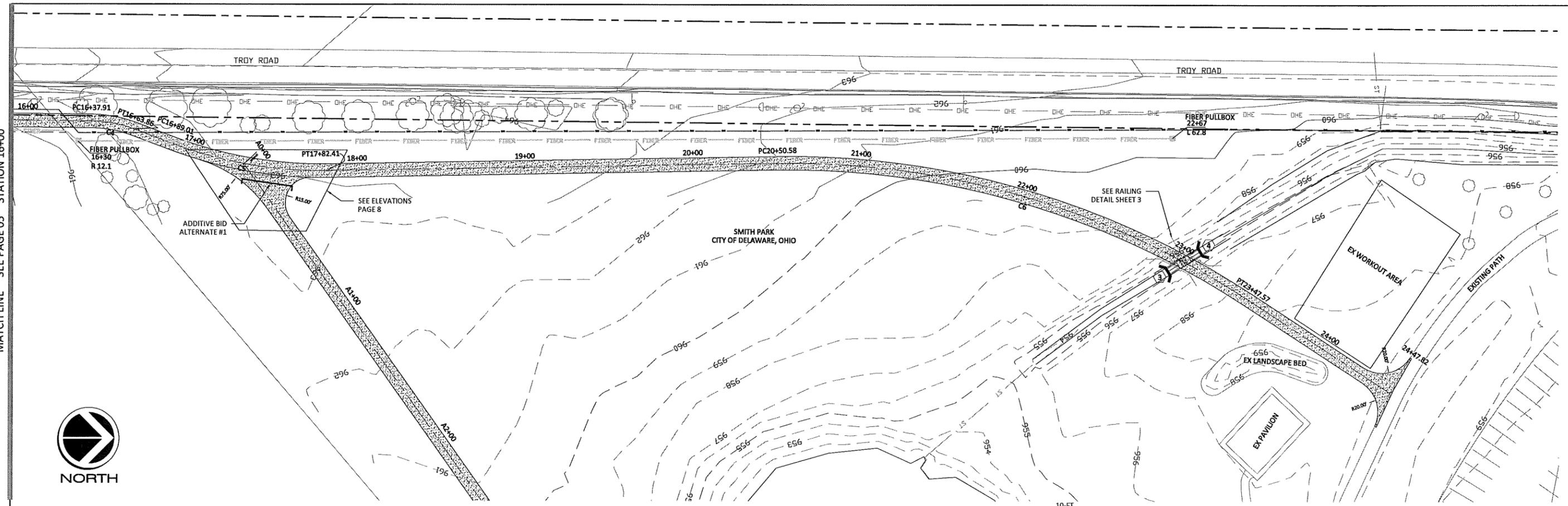
**PLAN & PROFILE**

DATE ISSUED:  
2/13/2015

Sheet  
4 / 15



S:\ENGINEERING\ENGINEERING DEPARTMENT\CADD FILES\TROY BIKEPATH\PLANS\04-08 PLAN AND PROFILE.DWG - 6/9/2015 8:08:50 AM  
 MATCH LINE SEE PAGE 05 STATION 16+00  
 MATCH LINE SEE PAGE 05 STATION 16+00



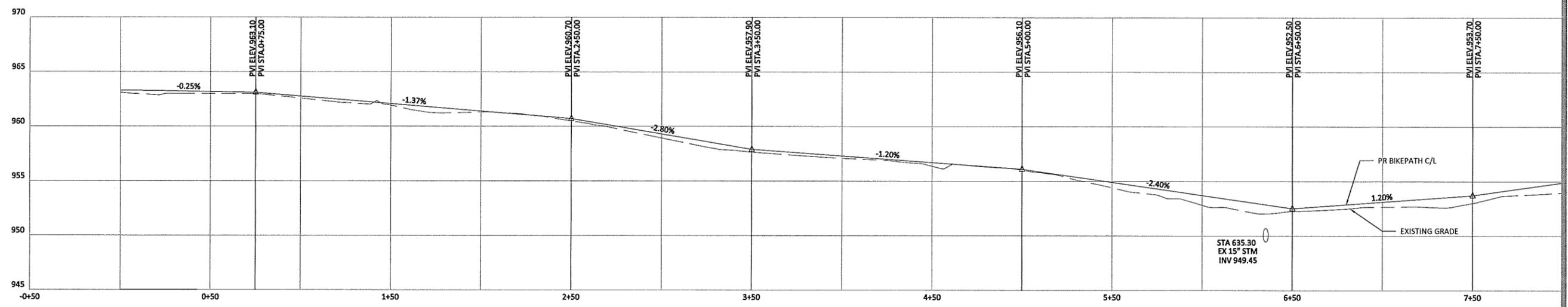
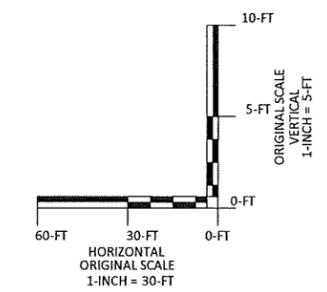
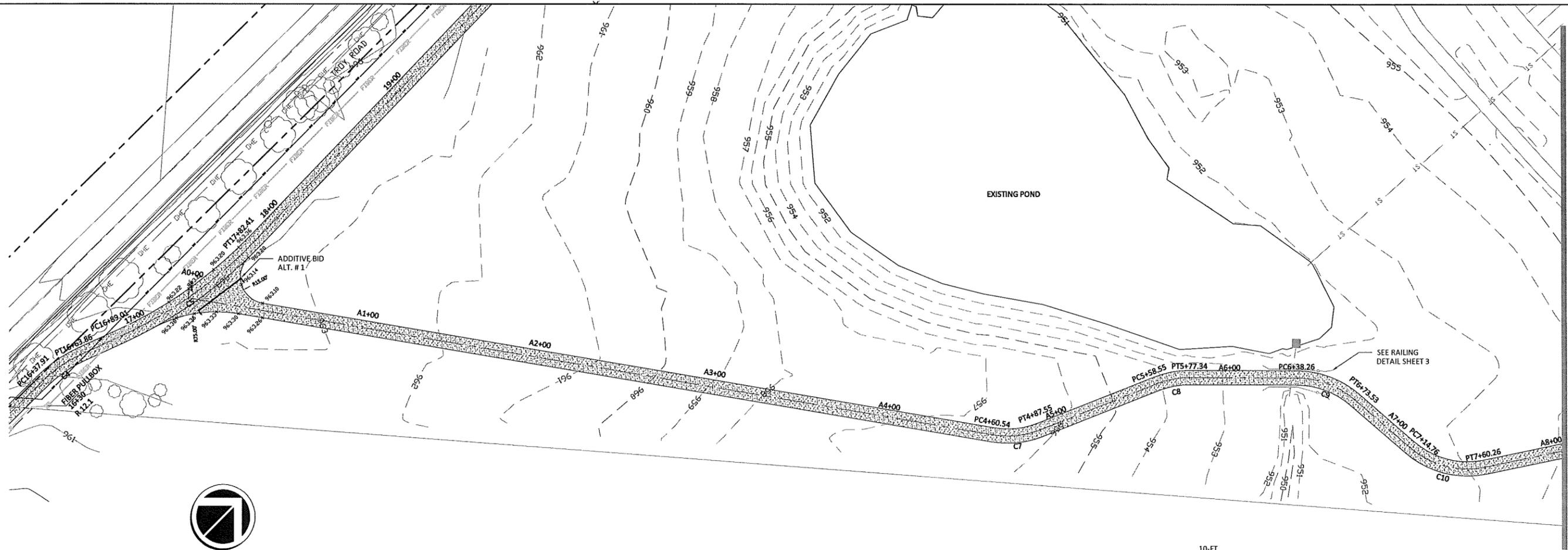
**TROY ROAD BIKEPATH  
 (EASTWOOD AVE TO SMITH PARK  
 IMPROVEMENT PLAN**

**PLAN & PROFILE**



DATE ISSUED:  
 2/13/2015  
 Sheet  
 06/15

S:\ENGINEERING\ENGINEERING DEPARTMENT\CADD FILES\TROY BIKEPATH\PLANS\04 - 08 PLAN AND PROFILE.DWG - 6/9/2015 8:08:30 AM



MATCH LINE SEE PAGE 08 STATION 8+00

MATCH LINE SEE PAGE 08 STATION 8+00

NO.	DATE	REVISIONS DESCRIPTION	APPROVED

**TROY ROAD BIKEPATH  
(EASTWOOD AVE TO SMITH PARK)  
IMPROVEMENT PLAN**

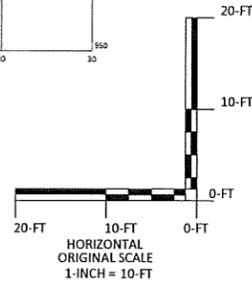
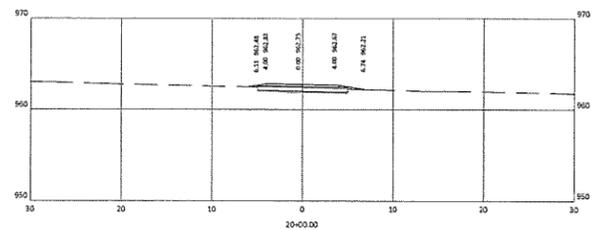
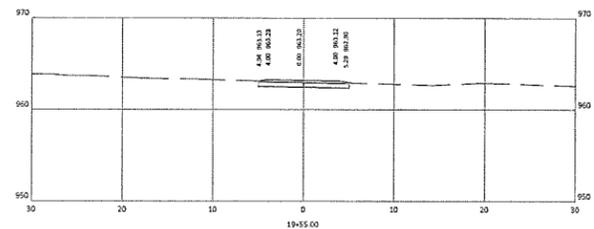
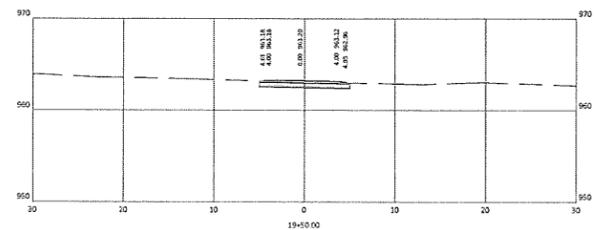
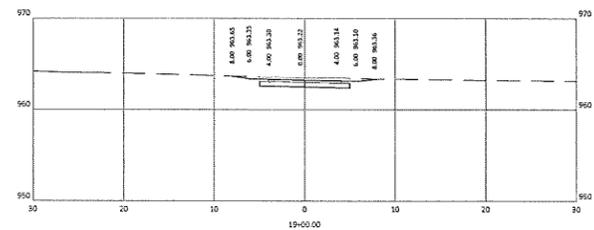
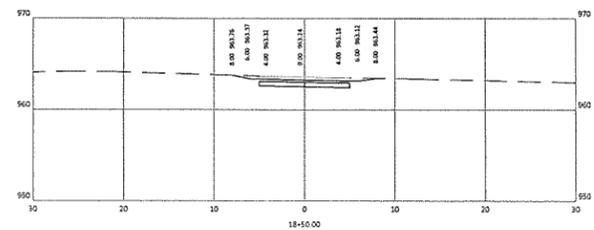
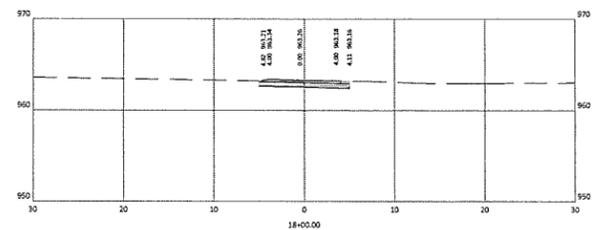
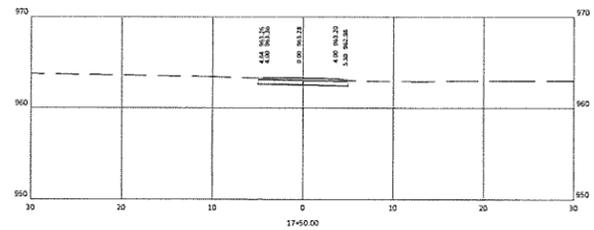
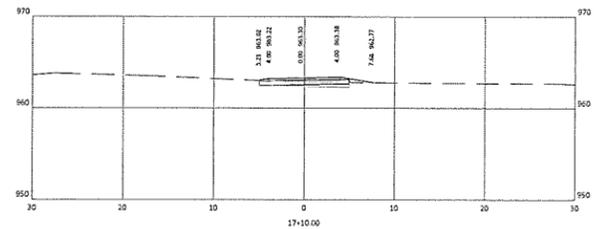
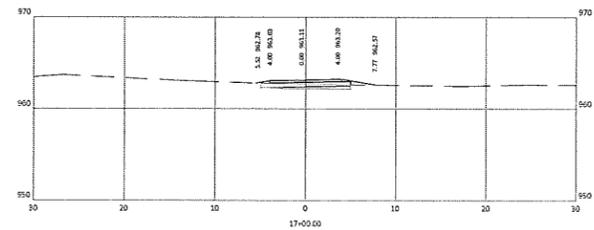
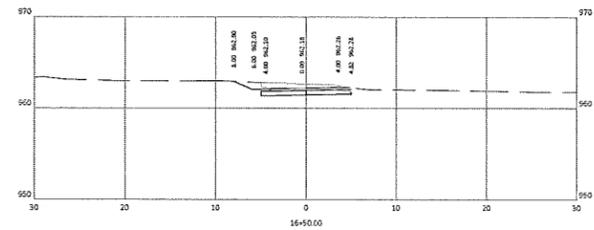
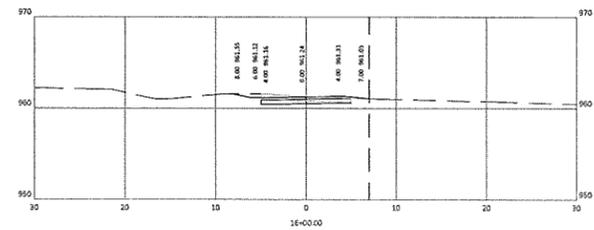
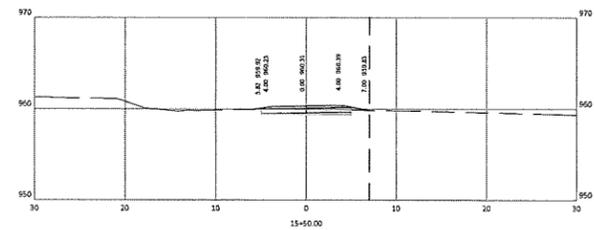
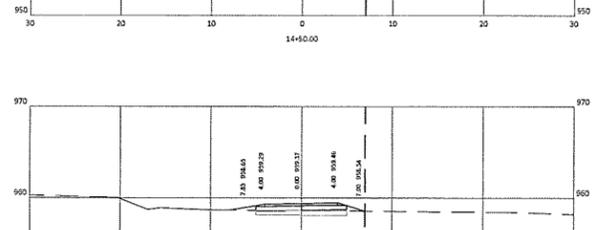
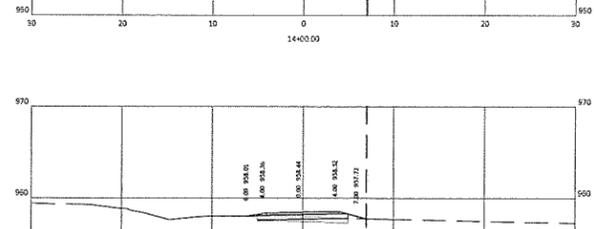
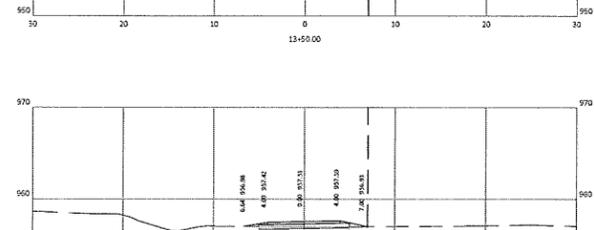
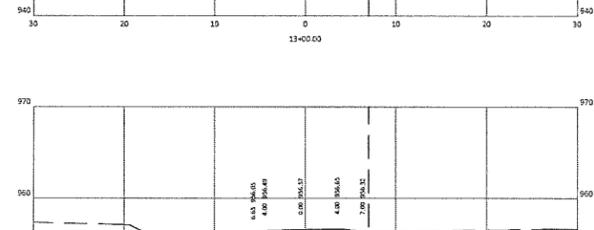
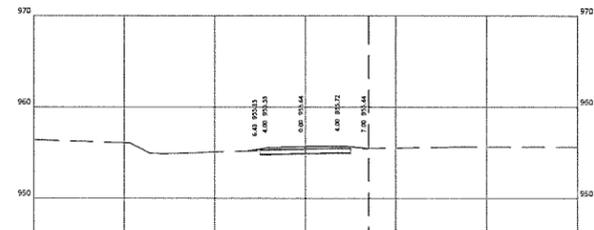
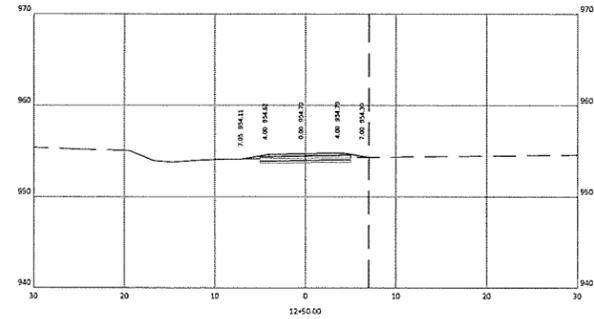
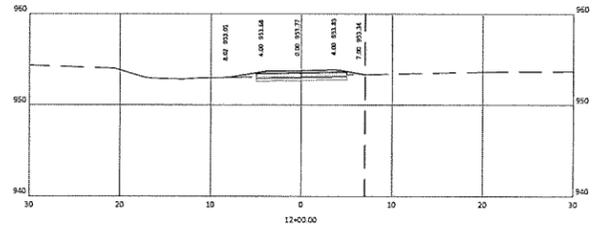
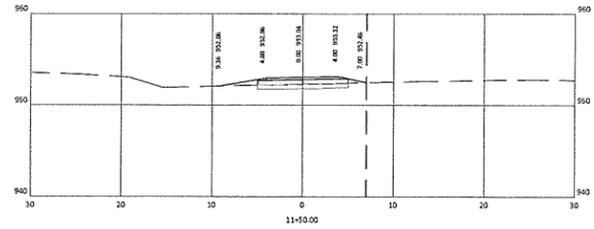
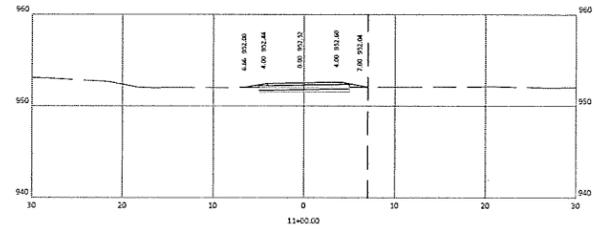
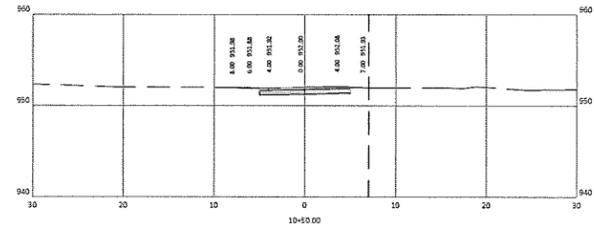
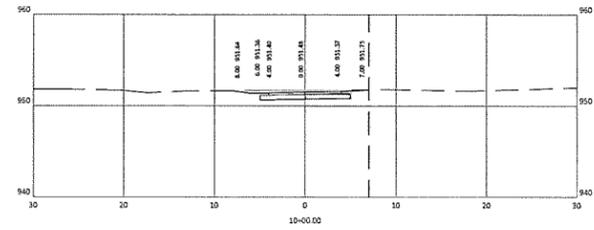
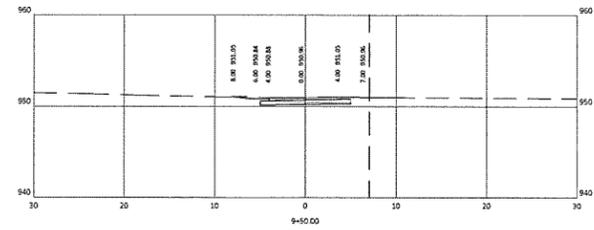
**PLAN & PROFILE  
ADDITIVE BID ALT**



DATE ISSUED:  
2/13/2015  
Sheet  
07/15







No.	DATE	REVISIONS DESCRIPTION

15  
(EASTWOOD AVE TO SMITH PARK  
IMPROVEMENT PLAN

CROSS SECTIONS



DATE ISSUED:  
2/13/2015  
Sheet  
10/16

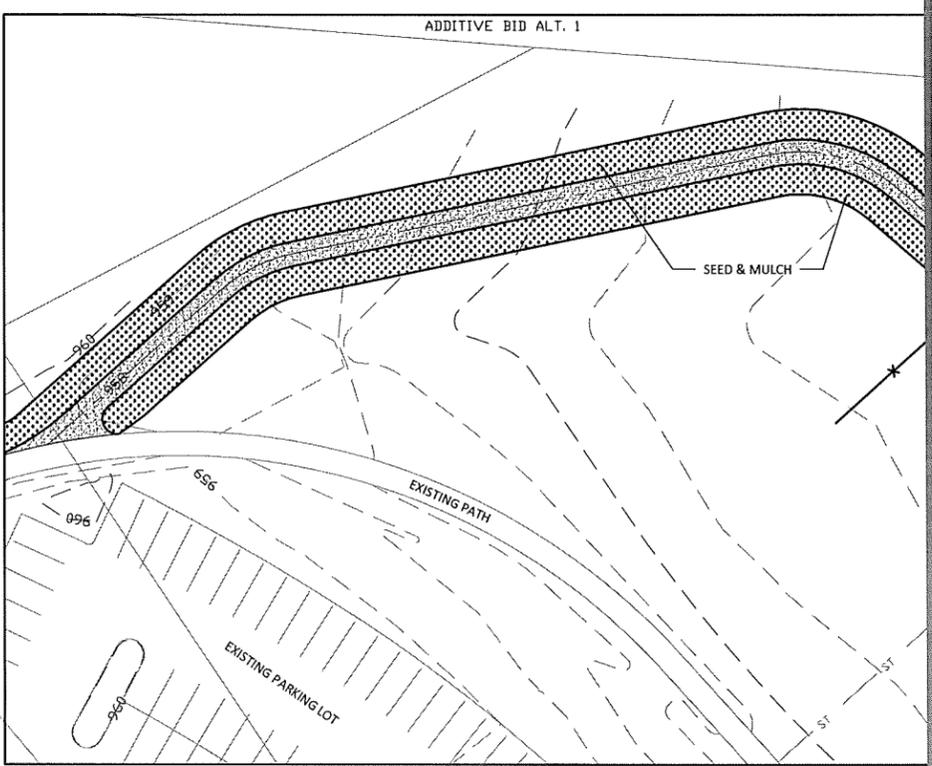






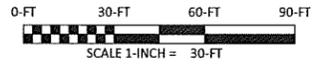


S:\ENGINEERING\ENGINEERING DEPARTMENT\CADD FILES\TROY BIKEPATH\PLANS\14-15 EROSION CONTROL PLAN.DWG - 6/9/2015 7:59:35 AM



**LEGEND**

	IP1	ERSD - 1.0	CATCH BASIN INLET PROTECTION
	*	ERSD - 4.0	SILT FENCE
	)	ERSD-6.0	DITCH CHECK (SEE SHEET 14)
			ROCK CHANNEL PROTECTION
		ERSD - 3.1	CONSTRUCTION ENTRANCE (TYPICAL)
			SEEDING AND MULCHING
			SEEDING AND MATTING



MATCH LINE B SEE PAGE 15 STATION 8+00

MATCH LINE B SEE PAGE 15 STATION 8+00

MATCH LINE SEE PAGE 14 STATION 16+00

REVISIONS

No.	DATE	DESCRIPTION	APPROVED

**TROY ROAD BIKEPATH  
(EASTWOOD AVE TO SMITH PARK)  
IMPROVEMENT PLAN**

**EROSION CONTROL PLAN**



DATE ISSUED:  
2/13/2015  
Sheet  
15/15