

EARTH MOVING

- 1) PROJECT CONDITIONS
A. UTILITY LOCATOR SERVICE: NOTIFY UTILITY LOCATOR SERVICE FOR AREA WHERE PROJECT IS LOCATED BEFORE BEGINNING EARTH MOVING OPERATIONS.
B. DO NOT COMMENCE EARTH MOVING OPERATIONS UNTIL TEMPORARY EROSION- AND SEDIMENTATION-CONTROL MEASURES ARE IN PLACE.
C. DO NOT COMMENCE EARTH MOVING OPERATIONS UNTIL PLANT-PROTECTION MEASURES ARE IN PLACE.
D. DO NOT COMMENCE EARTH MOVING OPERATIONS WITHOUT REVIEWING AND MAKING PROVISIONS FOR ALL GEOTECHNICAL RECOMMENDATIONS MADE IN THE PROJECT GEOTECHNICAL REPORT.
E. RETAIN A COPY OF THE PROJECT GEOTECHNICAL REPORT AT THE WORK SITE AT ALL TIMES. ANY DISCREPANCIES BETWEEN THESE SPECIFICATIONS AND THE PROJECT GEOTECHNICAL REPORT SHALL BE RESOLVED IN FAVOR OF THE PROJECT GEOTECHNICAL REPORT.
F. PROTECT STRUCTURES, UTILITIES, SIDEWALKS, PAVEMENTS, AND OTHER FACILITIES FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUT, AND OTHER HAZARDS CREATED BY EARTH MOVING OPERATIONS.
G. PROTECT AND MAINTAIN EROSION AND SEDIMENTATION CONTROLS DURING EARTH MOVING OPERATIONS.
2) DEWATERING
A. PREVENT SURFACE WATER AND GROUND WATER FROM ENTERING EXCAVATIONS, FROM PONDING ON PREPARED SUBGRADES, AND FROM FLOODING PROJECT SITE AND SURROUNDING AREA.
B. PROTECT SUBGRADES FROM SOFTENING, UNDERMINING, WASHOUT, AND DAMAGE BY RAIN OR WATER ACCUMULATION.
C. DESIGN AND PROVIDE DEWATERING SYSTEM USING ACCEPTED AND PROFESSIONAL METHODS CONSISTENT WITH CURRENT INDUSTRY PRACTICE.
D. OPEN PUMPING WITH SUMPS AND DITCHES SHALL BE ALLOWED, PROVIDED IT DOES NOT RESULT IN BOILS, LOSS OF FINES, SOFTENING OF THE GROUND, OR INSTABILITY OF SLOPES.
E. WHEN CONSTRUCTION IS COMPLETE, PROPERLY REMOVE ALL DEWATERING EQUIPMENT FROM THE SITE, INCLUDING WELLS AND RELATED TEMPORARY ELECTRICAL SERVICE.
3) SUBGRADE
A. NOTIFY PROJECT GEOTECHNICAL ENGINEER WHEN EXCAVATIONS HAVE REACHED REQUIRED SUBGRADE.
B. PROTECT GEOTECHNICAL ENGINEER DETERMINES THAT UNSATISFACTORY SOIL IS PRESENT, CONTINUE EXCAVATION AND REPLACE WITH COMPACTED BACKFILL OR FILL MATERIAL AS DIRECTED.
C. PROOF-ROLL SUBGRADE BELOW THE BUILDING SLABS AND PAVEMENTS WITH A PNEUMATIC-TIRED AND LOADED 10-WHEEL, TANDEM-AXLE DUMP TRUCK WEIGHING NOT LESS THAN 15 TONS TO IDENTIFY SOFT POCKETS AND AREAS OF EXCESS YIELDING.
D. IN HEAVY DUTY PAVEMENT AREAS, THE GRAVEL AGGREGATE BASE SHALL BE EXTENDED UNDER THE CURB AND GUTTER SECTION TO PROVIDE ADDITIONAL STABILITY FOR TRUCK TRAVEL.
4) UTILITY TRENCH BEDDING AND BACKFILL
A. PLACE AND COMPACT BEDDING COURSE ON TRENCH BOTTOMS AND WHERE INDICATED, SHAPE BEDDING COURSE TO PROVIDE CONTINUOUS SUPPORT FOR BELLS, JOINTS, AND BARRELS OF PIPES AND FOR JOINTS, FITTINGS, AND BODIES OF CONDUITS.
B. USE CLASS B BEDDING UNDER ALL PVC PIPING.
C. CAREFULLY COMPACT INITIAL BACKFILL UNDER PIPE HAUNCHES AND COMPACT EVENLY UP ON BOTH SIDES AND ALONG THE FULL LENGTH OF PIPING OR CONDUIT TO AVOID DAMAGE OR DISPLACEMENT OF PIPING OR CONDUIT.
D. BACKFILL ALL UTILITIES UNDER ROADWAYS AND TRAFFIC AREAS WITH CRUSHED STONE.
5) COMPACTED SOIL BACKFILLS AND FILLS
A. PLACE BACKFILL AND FILL SOIL MATERIALS IN LAYERS NOT MORE THAN 8 INCHES IN LOOSE DEPTH FOR MATERIAL COMPACTED BY HEAVY COMPACTION EQUIPMENT, AND NOT MORE THAN 4 INCHES IN LOOSE DEPTH FOR MATERIAL COMPACTED BY HAND-OPERATED TAMPERS.
B. PLACE BACKFILL AND FILL SOIL MATERIALS EVENLY ON ALL SIDES OF STRUCTURES TO REQUIRED ELEVATIONS, AND UNIFORMLY ALONG THE FULL LENGTH OF EACH STRUCTURE.
C. PROVIDE CONSTRUCTION PHASE MONITORING AND TESTING AS RECOMMENDED IN THE PROJECT GEOTECHNICAL REPORT.
6) GRADING
A. GENERAL: UNIFORMLY GRADE AREAS TO A SMOOTH SURFACE, FREE OF IRREGULAR SURFACE CHANGES, COMPLY WITH COMPACTION REQUIREMENTS AND GRADE TO CROSS SECTIONS, LINES, AND ELEVATIONS INDICATED.
1. PROVIDE A SMOOTH TRANSITION BETWEEN ADJACENT EXISTING GRADES AND NEW GRADES.
2. CUT OUT SOFT SPOTS, FILL LOW SPOTS, AND TRIM HIGH SPOTS TO COMPLY WITH REQUIRED SURFACE TOLERANCES.
B. LANDSCAPE ISLANDS: FILL ALL CURBED ISLANDS TO TOP OF CURB WITH TOPSOIL AND APPLY SEED AND MULCH UNLESS DRAWINGS INDICATE OTHERWISE.
C. SLOPES: DO NOT CREATE CUT OR FILL SLOPES STEEPER THAN 2H:1V WITHOUT OBTAINING SPECIAL WRITTEN PERMISSION FROM THE ENGINEER OF RECORD AND PROJECT GEOTECHNICAL ENGINEER.
7) PROTECTION
A. PROTECTING GRADED AREAS: PROTECT NEWLY GRADED AREAS FROM TRAFFIC, FREEZING, AND EROSION. KEEP FREE OF TRASH AND DEBRIS. SEE EROSION AND SEDIMENT CONTROL PLAN AND NOTES FOR FURTHER INFORMATION.

ASPHALT PAVING

- 1) FIELD CONDITIONS
A. ENVIRONMENTAL LIMITATIONS: DO NOT APPLY ASPHALT MATERIALS IF SUBGRADE IS WET OR EXCESSIVELY DAMP. IF RAIN IS IMMINENT OR EXPECTED BEFORE TIME REQUIRED FOR ADEQUATE CURE, OR IF THE FOLLOWING CONDITIONS ARE NOT MET:
1. PRIME COAT: MINIMUM SURFACE TEMPERATURE OF 60 DEG F.
2. TACK COAT: MINIMUM SURFACE TEMPERATURE OF 60 DEG F.
3. SLURRY COAT: COMPLY WITH WEATHER LIMITATIONS IN ASTM D 3910.
4. ASPHALT BASE COURSE: MINIMUM SURFACE TEMPERATURE OF 40 DEG F AND RISING AT TIME OF PLACEMENT.
5. ASPHALT SURFACE COURSE: MINIMUM SURFACE TEMPERATURE OF 60 DEG F AT TIME OF PLACEMENT.
2) ASPHALT MATERIALS
A. REFER TO PROJECT GEOTECHNICAL REPORT AND PROJECT DRAWINGS FOR REQUIRED ASPHALT MATERIAL DESIGN.
B. AGGREGATES SHALL MEET THE REQUIREMENTS OF THE LOCAL DEPARTMENT OF TRANSPORTATION.
C. RECLAIMED ASPHALT PAVEMENT (RAP) SHALL NOT BE USED IN THE MIX DESIGN.
3) PATCHING
A. ASPHALT PAVEMENT: SAW CUT PERIMETER OF PATCH AND EXCAVATE EXISTING PAVEMENT SECTION TO SOUND BASE. EXCAVATE RECTANGULAR OR TRAPEZOIDAL PATCHES, EXTENDING 12 INCHES INTO PERIMETER OF ADJACENT SOUND PAVEMENT, UNLESS OTHERWISE INDICATED. CUT EXCAVATION FACES VERTICALLY. REMOVE EXCAVATED MATERIAL. RECOMPACT EXISTING UNBOUND-AGGREGATE BASE COURSE TO FORM NEW SUBGRADE.
B. TACK COAT: BEFORE PLACING PATCH MATERIAL, APPLY TACK COAT UNIFORMLY TO VERTICAL ASPHALT SURFACES ABUTTING THE PATCH. APPLY AT A RATE OF 0.06 TO 0.15 GAL./SQ. YD.
1. ALLOW TACK COAT TO CURE UNDISTURBED BEFORE APPLYING HOT-MIX ASPHALT PAVING.
2. AVOID SMEARING OR STAINING ADJOINING SURFACES, APPURTENANCES, AND SURROUNDINGS. REMOVE SPILLAGES AND CLEAN AFFECTED SURFACES.
C. PLACING PATCH MATERIAL: FILL EXCAVATED PAVEMENT AREAS WITH HOT-MIX ASPHALT BASE MIX FOR FULL THICKNESS OF PATCH AND, WHILE STILL HOT, COMPACT FLUSH WITH ADJACENT SURFACE.
4) SURFACE PREPARATION
A. REMOVE LOOSE MATERIAL FROM COMPACTED SUBBASE SURFACE IMMEDIATELY BEFORE PLACING CONCRETE.
B. CLEAN REINFORCEMENT OF LOOSE RUST AND MILL SCALE, EARTH, ICE, OR OTHER BOND-REDUCING MATERIALS.
C. TACK COAT: APPLY UNIFORMLY TO SURFACES OF EXISTING PAVEMENT AT A RATE OF 0.02 TO 0.08 GAL./SQ. YD.
5) PLACING HOT-MIX ASPHALT
A. MACHINE PLACE HOT-MIX ASPHALT ON PREPARED SURFACE. SPREAD UNIFORMLY, AND STRIKE OFF. PLACE ASPHALT MIX BY HAND IN AREAS INACCESSIBLE TO EQUIPMENT IN A MANNER THAT PREVENTS SEGREGATION OF MIX. PLACE EACH COURSE TO REQUIRED GRADE, CROSS SECTION, AND THICKNESS WHEN COMPACTED.
1. PLACE HOT-MIX ASPHALT BASE COURSE IN NUMBER OF LIFTS AND THICKNESSES INDICATED.
2. PLACE HOT-MIX ASPHALT SURFACE COURSE IN SINGLE LIFT.
3. SPREAD MIX AT A MINIMUM TEMPERATURE OF 290 DEG F.
4. BEGIN APPLYING MIX ALONG CENTERLINE OF CROWN FOR CROWNED SECTIONS AND ON HIGH SIDE OF ONE-WAY SLOPES UNLESS OTHERWISE INDICATED.
5. REGULATE PAVING MACHINE SPEED TO OBTAIN SMOOTH, CONTINUOUS SURFACE FREE OF PULLS AND TEARS IN ASPHALT-PAVING MAT.
B. PLACE PAVING IN CONSECUTIVE STRIPS NOT LESS THAN 10 FEET WIDE UNLESS INFILL EDGE STRIPS OF A LESSER WIDTH ARE REQUIRED.
6) JOINTS
A. CONSTRUCT JOINTS TO ENSURE A CONTINUOUS BOND BETWEEN ADJOINING PAVING SECTIONS. CONSTRUCT JOINTS FREE OF DISCONTINUITIES, WITH SAME TEXTURE AND SMOOTHNESS AS OTHER SECTIONS OF HOT-MIX ASPHALT COURSE.
B. CONSTRUCT SMOOTH TRANSITIONS BETWEEN NEW AND EXISTING PAVING SECTIONS.
7) COMPACTION
A. GENERAL: BEGIN COMPACTION AS SOON AS PLACED HOT-MIX PAVING WILL BEAR ROLLER WEIGHT WITHOUT EXCESSIVE DISPLACEMENT. COMPACT HOT-MIX PAVING WITH HOT, HAND TAMPERS OR WITH VIBRATORY-PLATE COMPACTORS IN AREAS INACCESSIBLE TO ROLLERS. COMPLETE COMPACTION BEFORE MIX TEMPERATURE COOLS TO 185 DEG F.
1. INITIAL LIFT: AVERAGE OF 92% OF MAXIMUM THEORETICAL DENSITY.
2. TOP SURFACE LIFT: AVERAGE OF 93% OF MAXIMUM THEORETICAL DENSITY.
3. TOLERANCE: +2%, -1.0% OF ANY INDIVIDUAL TEST.
B. FINISH ROLLING: FINISH ROLL PAVED SURFACES TO REMOVE ROLLER MARKS WHILE HOT-MIX ASPHALT IS STILL WARM.
C. ERECT BARRICADES TO PROTECT PAVING FROM TRAFFIC FOR AT LEAST 24 HOURS AFTER PLACEMENT FOR THE BINDER COURSE, AND AT LEAST 72 HOURS AFTER PLACEMENT FOR THE FINAL WEARING SURFACE.
D. IF THE AMBIENT AIR TEMPERATURE IS IN EXCESS OF 90 DEGREES FAHRENHEIT DURING THE 72 HOUR PROTECTION PERIOD, THE PAVEMENT SURFACE SHALL BE FLOODED WITH WATER TO RAPIDLY COOL THE PAVEMENT AT LEAST ONCE PER DAY.
8) FIELD QUALITY CONTROL
A. TESTING AGENCY: ENGAGE A QUALIFIED TESTING AGENCY TO PERFORM TESTS AND INSPECTIONS.
B. CONDUCT TESTS AND REPORTS SPECIFIED IN THE PROJECT GEOTECHNICAL REPORT.
C. TESTING AGENCY MUST INSPECT AND APPROVE THE SUBGRADE, EACH FILL LAYER, AND THE SUBBASE AND BASE COURSE.
D. PROMPTLY SEND TEST REPORTS TO THE ENGINEER FOR REVIEW AND APPROVAL.
E. REMOVE AND REPLACE OR INSTALL ADDITIONAL HOT-MIX ASPHALT WHERE TEST RESULTS OR MEASUREMENTS INDICATE THAT IT DOES NOT COMPLY WITH SPECIFIED REQUIREMENTS.

CONCRETE PAVING

- 1) PROJECT CONDITIONS
A. TRAFFIC CONTROL: MAINTAIN ACCESS FOR VEHICULAR AND PEDESTRIAN TRAFFIC AS REQUIRED FOR OTHER CONSTRUCTION ACTIVITIES.
2) STEEL REINFORCEMENT
A. PLAIN-STEEL WELDED WIRE REINFORCEMENT: ASTM A 185/A 185M, FABRICATED FROM AS-DRAWN LENGTHS INTO FLAT SHEETS.
B. REINFORCING BARS: ASTM A 615/A 615M, GRADE 60, DEFORMED.
C. JOINT DOWEL BARS: ASTM A 615/A 615M, GRADE 60 PLAIN-STEEL BARS. CUT BARS TRUE TO LENGTH AND END SQUARE AND FREE OF BURRS.
D. BAR SUPPORTS: BOLSTERS, CHAIRS, SPACERS, AND OTHER DEVICES FOR SPACING, SUPPORTING, AND FASTENING REINFORCING BARS, WELDED WIRE REINFORCEMENT, AND DOWELS IN PLACE. MANUFACTURE BAR SUPPORTS ACCORDING TO CRSIS' MANUAL OF STANDARD PRACTICE' FROM STEEL WIRE, PLASTIC, OR PRECAST CONCRETE OF GREATER COMPRESSIVE STRENGTH THAN CONCRETE SPECIFIED, AND AS FOLLOWS:
3) CONCRETE MATERIALS
A. CEMENTITIOUS MATERIALS: USE CEMENTITIOUS MATERIALS, OF SAME TYPE, BRAND, AND SOURCE THROUGHOUT PROJECT.
B. NORMAL-WEIGHT AGGREGATES: ASTM C 33, UNIFORMLY GRADED. PROVIDE AGGREGATES FROM A SINGLE SOURCE.
1. MAXIMUM COARSE-AGGREGATE SIZE: 1 INCH NOMINAL.
2. FINE AGGREGATE: FREE OF MATERIALS WITH DELETERIOUS REACTIVITY TO ALKALI IN CEMENT.
4) RELATED MATERIALS
A. JOINT FILLERS: ASTM D 1751, ASPHALT-SATURATED CELLULOSE FIBER IN PREFORMED STRIPS.
5) WHEEL STOPS
A. WHEEL STOP: PRECAST, AIR-ENTRAINED CONCRETE, 2500-PSI MINIMUM COMPRESSIVE STRENGTH. PROVIDE CHAMFERED CORNERS AND DRAINAGE SLOTS ON UNDERSIDE AND HOLES FOR ANCHORING TO SUBSTRATE.
6) SIDEWALKS
A. SIDEWALKS: SLOPE SIDEWALKS AWAY FROM BUILDING WITH A 1.5% CROSS-SLOPE UNLESS DRAWINGS INDICATE OTHERWISE.
7) PREPARATION
A. REMOVE LOOSE MATERIAL FROM COMPACTED SUBBASE SURFACE IMMEDIATELY BEFORE PLACING CONCRETE.
8) STEEL REINFORCEMENT
A. GENERAL: COMPLY WITH CRSIS' MANUAL OF STANDARD PRACTICE' FOR FABRICATING, PLACING, AND SUPPORTING REINFORCEMENT.
B. CLEAN REINFORCEMENT OF LOOSE RUST AND MILL SCALE, EARTH, ICE, OR OTHER BOND-REDUCING MATERIALS.
C. TACK COAT: APPLY UNIFORMLY TO SURFACES OF EXISTING PAVEMENT AT A RATE OF 0.02 TO 0.08 GAL./SQ. YD.
9) GENERAL: FORM CONSTRUCTION, ISOLATION, AND CONNECTION JOINTS AND TOOL EDGES TRUE TO LINE, WITH FACES PERPENDICULAR TO SURFACE PLANE OF CONCRETE. CONSTRUCT TRANSVERSE JOINTS AT RIGHT ANGLES TO CENTERLINE UNLESS OTHERWISE INDICATED.
1. WHEN JOINING EXISTING PAVING, PLACE TRANSVERSE JOINTS TO ALIGN WITH PREVIOUSLY PLACED JOINTS UNLESS OTHERWISE INDICATED.
2. ENSURE FORMS PROVIDE CORRECT HORIZONTAL AND VERTICAL ALIGNMENT BETWEEN NEW AND EXISTING PAVEMENTS, SIDEWALKS, CURBS AND GUTTERS, ETC.
B. CONSTRUCTION JOINTS: SET CONSTRUCTION JOINTS AT SIDE AND END TERMINATIONS OF PAVING AND AT LOCATIONS WHERE PAVING OPERATIONS ARE STOPPED FOR MORE THAN ONE-HALF HOUR UNLESS PAVING TERMINATES AT ISOLATION JOINTS.
1. CONTINUE STEEL REINFORCEMENT ACROSS CONSTRUCTION JOINTS UNLESS OTHERWISE INDICATED. DO NOT CONTINUE REINFORCEMENT THROUGH SIDES OF PAVING STRIPS UNLESS OTHERWISE INDICATED.
2. KEYED JOINTS: PROVIDE PREFORMED KEYWAY-SECTION FORMS OR BULKHEAD FORMS WITH KEYS UNLESS OTHERWISE INDICATED. EMBED KEYS AT LEAST 1-1/2 INCHES INTO CONCRETE.
3. REGULATE THE BARS AT SIDES OF PAVING STRIPS WHERE INDICATED.
4. FURNISH JOINT FILLERS IN ONE-PIECE LENGTHS WHERE MORE THAN ONE LENGTH IS REQUIRED; LACE OR CLIP JOINT FILLER SECTIONS TOGETHER.
5. DURING CONCRETE PLACEMENT, PROTECT TOP EDGE OF JOINT FILLER. IF CONCRETE HAS BEEN PLACED ON BOTH SIDES OF JOINT, REMOVE PROTECTIVE CAP AFTER PLACEMENT.
D. CONNECTION JOINTS: FORM ISOLATION JOINTS FOR A DEPTH EQUAL TO AT LEAST ONE-FOURTH OF THE CONCRETE THICKNESS.
1. FINISHED JOINTS: FORM ISOLATION JOINTS WITH POWER SAWS EQUIPPED WITH SHATTERPROOF ABRASIVE OR DIAMOND-TIPPED BLADES. CUT 1/8-INCH-WIDE JOINTS INTO CONCRETE WHEN CUTTING ACTION WILL NOT TEAR, ABRASE, OR OTHERWISE DAMAGE SURFACE AND BEFORE DEVELOPING RANDOM CONTRACTION CRACKS.
2. DOWEL CONNECTION JOINTS: INSTALL DOWEL BARS AND SUPPORT ASSEMBLIES AT JOINTS WHERE INDICATED. LUBRICATE OR COAT WITH ASPHALT ONE-HALF OF DOWEL LENGTH TO PREVENT CONCRETE BONDING TO ONE SIDE OF JOINT.
E. EDGES: AFTER INITIAL FLOATING, TOOL EDGES OF PAVING, GUTTERS, AND JOINTS IN CONCRETE WITH AN EDGING TOOL TO A 1/4-INCH RADIUS. REPEAT TOOLING OF EDGES AFTER PAVING SURFACE FINISHES. ELIMINATE EDGING-TOOL MARKS ON CONCRETE SURFACES.

FIELD QUALITY CONTROL

- A. TESTING AGENCY: ENGAGE A QUALIFIED TESTING AGENCY TO PERFORM TESTS AND INSPECTIONS.
B. PROMPTLY SEND TEST REPORTS TO THE ENGINEER FOR REVIEW AND APPROVAL.
C. TESTING SERVICES: TESTING OF COMPOSITE SAMPLES OF FRESH CONCRETE OBTAINED ACCORDING TO ASTM C 172 SHALL BE PERFORMED BY THE GENERAL CONTRACTOR'S TESTING AGENCY ACCORDING TO THE FOLLOWING REQUIREMENTS:
1. TESTING FREQUENCY: OBTAIN AT LEAST ONE COMPOSITE SAMPLE FOR EACH 100 CU. YD. OR FRACTION THEREOF OF EACH CONCRETE MIXTURE PLACED EACH DAY. WHEN FREQUENCY OF TESTING WILL PROVIDE FEWER THAN FIVE COMPOSITE-STRENGTH TESTS FOR EACH CONCRETE MIXTURE, TESTING SHALL BE CONDUCTED FROM AT LEAST FIVE RANDOMLY SELECTED BATCHES OR FROM EACH BATCH IF FEWER THAN FIVE ARE USED.
2. SLUMP: ASTM C 143C 143M; ONE TEST AT POINT OF PLACEMENT FOR EACH COMPOSITE SAMPLE, BUT NOT LESS THAN ONE TEST FOR EACH DAY'S POUR OF EACH CONCRETE MIXTURE. PERFORM ADDITIONAL TESTS WHEN CONCRETE CONSISTENCY APPEARS TO CHANGE.
3. AIR CONTENT: ASTM C 231, PRESSURE METHOD; ONE TEST FOR EACH COMPOSITE SAMPLE, BUT NOT LESS THAN ONE TEST FOR EACH DAY'S POUR OF EACH CONCRETE MIXTURE.
4. CONCRETE TEMPERATURE: ASTM C 1064/C 1064M; ONE TEST HOURLY WHEN AIR TEMPERATURE IS 40 DEG F AND BELOW AND WHEN IT IS 80 DEG F AND ABOVE, AND ONE TEST FOR EACH COMPOSITE SAMPLE.
5. COMPRESSION TEST SPECIMENS: ASTM C 311C 311M; CAST AND LABORATORY CURE ONE SET OF THREE STANDARD CYLINDER SPECIMENS FOR EACH COMPOSITE SAMPLE.
6. COMPRESSIVE-STRENGTH TESTS: ASTM C 39/C 39M; TEST ONE SPECIMEN AT SEVEN DAYS AND TWO SPECIMENS AT 28 DAYS. A COMPRESSIVE-STRENGTH TEST SHALL BE THE AVERAGE COMPRESSIVE STRENGTH FROM TWO SPECIMENS OBTAINED FROM SAME COMPOSITE SAMPLE AND TESTED AT 28 DAYS.
7. STRENGTH OF EACH CONCRETE MIXTURE WILL BE SATISFACTORY IF AVERAGE OF ANY THREE CONSECUTIVE COMPRESSIVE-STRENGTH TESTS EQUALS OR EXCEEDS SPECIFIED COMPRESSIVE STRENGTH AND NO COMPRESSIVE-STRENGTH TEST VALUE FALLS BELOW SPECIFIED COMPRESSIVE STRENGTH BY MORE THAN 500 PSI.
8. TEST RESULTS SHALL BE REPORTED IN WRITING TO ENGINEER, CONCRETE MANUFACTURER, AND CONTRACTOR WITHIN 48 HOURS OF TESTING. REPORTS OF COMPRESSIVE-STRENGTH TESTS SHALL CONTAIN PROJECT IDENTIFICATION NAME AND NUMBER, DATE OF CONCRETE PLACEMENT, NAME OF CONCRETE TESTING AND INSPECTING AGENCY, LOCATION OF CONCRETE BATCH IN WORK, DESIGN COMPRESSIVE STRENGTH AT 28 DAYS, CONCRETE MIXTURE PROPORTIONS AND MATERIALS, COMPRESSIVE-BREAKING STRENGTH, AND TYPE OF BREAK FOR BOTH 7- AND 28-DAY TESTS.
9. ADDITIONAL TESTS: TESTING AND INSPECTING AGENCY SHALL MAKE ADDITIONAL TESTS OF CONCRETE WHEN TEST RESULTS INDICATE THAT SLUMP, AIR ENTRAINMENT, COMPRESSIVE STRENGTH, OR OTHER REQUIREMENTS HAVE NOT BEEN MET, AS DIRECTED BY ENGINEER. CONCRETE PAVING WILL BE CONSIDERED DEFECTIVE IF IT DOES NOT PASS TESTS AND INSPECTIONS.
10. ADDITIONAL TESTING AND INSPECTING, AT CONTRACTOR'S EXPENSE, WILL BE PERFORMED TO DETERMINE COMPLIANCE OF REPLACED OR ADDITIONAL WORK WITH SPECIFIED REQUIREMENTS.
11) REPAIRS AND PROTECTION
A. REMOVE AND REPLACE CONCRETE PAVING THAT IS BROKEN, DAMAGED, OR DEFECTIVE THAT DOES NOT COMPLY WITH REQUIREMENTS IN THIS SECTION. REPAIR WORK IN COMPLETE SECTIONS FROM JOINT TO JOINT UNLESS OTHERWISE APPROVED BY ENGINEER.
B. DRILL TEST CORES WHERE DIRECTED BY ENGINEER, WHEN NECESSARY TO DETERMINE MAGNITUDE OF CRACKS OR DEFECTS. FILL DRILLED CORES WITH SATISFACTORY PAVING AREAS WITH PORTLAND CEMENT CONCRETE BONDED TO PAVEMENT WITH EPOXY ADHESIVE.
C. PROTECT CONCRETE PAVING FROM DAMAGE. EXCLUDE TRAFFIC FROM PAVING AREAS AT LEAST 14 DAYS AFTER PLACEMENT. WHEN CONSTRUCTION TRAFFIC IS PERMITTED, PAVING SHALL BE CLEAN AS POSSIBLE BY REMOVING SURFACE STAINS AND SPILLAGES OF OIL OR GREASE.
D. MAINTAIN CONCRETE PAVING FREE OF STAINS, DISCOLORATION, CRACKS, AND OTHER FOREIGN MATERIAL. SWEEP PAVING NOT MORE THAN 72 HOURS BEFORE CONCRETE SCHEDULED FOR SUBSTANTIAL COMPLETION INSPECTIONS.

PAVEMENT MARKINGS

- 1) QUALITY ASSURANCE
A. ENVIRONMENTAL REQUIREMENTS: COMPLY WITH MATERIALS, WORKMANSHIP, AND OTHER APPLICABLE REQUIREMENTS OF STATE DOT OR LOCAL MUNICIPALITY FOR PAVEMENT-MARKING WORK.
2) FIELD CONDITIONS
A. ENVIRONMENTAL LIMITATIONS: PROCEED WITH PAVEMENT MARKING ONLY ON CLEAN, DRY SURFACES AND AT A MINIMUM AMBIENT OR SURFACE TEMPERATURE OF 40 DEG F FOR ALKYD MATERIALS, 55 DEG F FOR WATER-BASED MATERIALS, AND NOT EXCEEDING 95 DEG F.
B. PAVEMENT-MARKING PAINT: ALKYD-RESIN TYPE, LEAD AND CHROMATE FREE, READY MIXED, COMPLYING WITH AASHTO M 248; COLORS COMPLYING WITH FS T1-P-1952. COLOR: AS INDICATED.
C. PAVEMENT MARKING WITHIN D.O.T. RIGHT-OF-WAY SHALL BE THERMOPLASTIC AND IN ACCORDANCE WITH D.O.T. SPECIFICATIONS.
4) PAVEMENT MARKING
A. APPLY TEMPORARY PAVEMENT MARKING BEFORE TRAFFIC IS ALLOWED ON ANY NEWLY PAVED AREA OR SITE CONDITIONS DICTATE. ALLOW FINAL WEARING SURFACE TO ACHIEVE A MINIMUM OF 30 DAYS BEFORE APPLYING FINAL PERMANENT PAVEMENT MARKING.
5) PROTECTING AND CLEANING
A. PROTECT PAVEMENT MARKINGS FROM DAMAGE AND WEAR DURING REMAINDER OF CONSTRUCTION PERIOD.
B. CLEAN SPILLAGE AND SOLING FROM ADJACENT CONSTRUCTION AREAS DURING CLEANING AND PROCEDURES RECOMMENDED BY MANUFACTURER OF EFFECTIVE CLEANING PRODUCT.
CHAIN LINK FENCES AND GATES
1) PROJECT CONDITIONS
A. FIELD MEASUREMENTS: VERIFY LOCATION OF CHAIN-LINK FENCES AND GATES SHOWN ON DRAWINGS IN RELATION TO PROPERTY SURVEY AND EXISTING STRUCTURES. VERIFY DIMENSIONS BY FIELD MEASUREMENTS.
2) SPECIAL WARRANTY: MANUFACTURER'S STANDARD WARRANTY WHICH INSTALLER AGREES TO REPAIR OR REPLACE COMPONENTS OF CHAIN-LINK FENCES AND GATES THAT FAIL IN MATERIALS OR WORKMANSHIP WITHIN A SPECIFIED WARRANTY PERIOD.
A. CHAIN-LINK FENCE FABRIC:
GENERAL: PROVIDE FABRIC WITH SPECIFIED HEIGHTS MEASURED BETWEEN TOP AND BOTTOM OF EDGE OF SELF-WEAVING KNOTS, PER TWIST. COMPLY WITH CLFM PRODUCT MANUAL AND REQUIREMENTS IN THIS SECTION.
1. FABRIC HEIGHT: AS INDICATED ON DRAWINGS.
2. CHAIN-LINK WIRE FABRIC: WIRE WITH A DIAMETER OF 0.148 INCH.
3. ZINC COATING: GALVANIZED FABRIC: ASTM F 668, OVER ZINC-COATED STEEL WIRE. COLOR: BLACK.
4. LINE POST: TWISTED TOP AND KNUCKLED BOTTOM.
5. FENCE FRAMING:
A. LINE POST: 1.9 INCHES IN DIAMETER.
B. END, CORNER AND PULL POST: 2.375 INCHES.
C. HORIZONTAL FRAMEWORK MEMBERS: TOP RAILS COMPLYING WITH ASTM F 1043. TOP RAIL: 1.68 INCHES IN DIAMETER.
D. BRACE RAILS: COMPLY WITH ASTM F 1043.
E. METALLIC COATING FOR STEEL FRAMING:
GENERAL: A CONSISTING OF NOT LESS THAN MINIMUM 2.0-OZ./SQ. FT. AVERAGE ZINC COATING THICKNESS ACCORDING TO ASTM F 2324 123M OR 4.0-OZ./SQ. FT. ZINC COATING PER ASTM A 653/A 653M.
6) TENSION WIRE
A. METALLIC-COATED STEEL WIRE: 0.177-INCH- DIAMETER, MARCELLED TENSION WIRE COMPLYING WITH ASTM A 490 AND ASTM A 624, WITH THE FOLLOWING METALLIC COATINGS: TYPE II, ZINC COATING GALVANIZED BY HOT-DIP PROCESS, WITH THE FOLLOWING MINIMUM COATING WEIGHT, MATCHING CHAIN-LINK FABRIC COATING WEIGHT.
6) SWING GATES
A. GENERAL: COMPLY WITH ASTM F 900 FOR GATE POSTS AND SINGLE OR DOUBLE SWING GATE TYPES.
1. GATE LEAF WIDTH: AS INDICATED.
2. GATE FABRIC HEIGHT: AS INDICATED.
B. PIPE AND TUBING.
1. ZINC-COATED STEEL: COMPLY WITH ASTM F 1043 AND ASTM F 1083; PROTECTIVE COATING AND FINISH TO MATCH FENCE FRAMING.
2. GATE POSTS: ROUND TUBULAR STEEL.
C. FRAME CORNER CONSTRUCTION: ASSEMBLED WITH CORNER FITTINGS.
D. HARDWARE.
1. HINGES: 360-DEGREE INWARD AND OUTWARD SWING.
2. LATCHES PERMITTING OPERATION FROM BOTH SIDES OF GATE WITH PROVISION FOR UNLOCKING ACCESSIBLE FROM BOTH SIDES OF GATE.
7) FITTINGS
A. GENERAL: COMPLY WITH ASTM F 626.
B. POST CAPS: PROVIDE FOR EACH POST. PROVIDE LINE POST CAPS WITH LOOP TO RECEIVE TENSION WIRE OR TOP RAIL.
C. RAIL AND BRACE ENDS: FOR EACH GATE, CORNER, PULL, AND END POST.
D. RAIL FITTINGS: PROVIDE THE FOLLOWING:
1. TOP RAIL SLEEVES: PRESSED-STEEL OR ROUND-STEEL TUBING NOT LESS THAN 6 INCHES LONG.
2. RAIL CLAMPS: LINE AND CORNER BOULEVARD CLAMPS FOR CONNECTING RAILS IN THE FENCE LINE-TO-LINE POSTS.
E. TENSION AND BRACE BANDS: PRESSED STEEL.
F. TENSION BARS: STEEL, LENGTH NOT LESS THAN 2 INCHES SHORTER THAN FULL HEIGHT OF CHAIN-LINK FABRIC. PROVIDE ONE BAR FOR EACH GATE AND END POST, AND TWO FOR EACH CORNER AND PULL POST, UNLESS FABRIC IS INTEGRALLY WOVEN INTO POST.
G. TRUSS ROD ASSEMBLIES: STEEL, HOT-DIP GALVANIZED AFTER THREADING ROD AND TURNBUCKLE OR OTHER MEANS OF ADJUSTMENT.
H. TIE WIRES, CLIPS, AND FASTENERS: ACCORDING TO ASTM F 626. STANDARD ROUND WIRE TIES: FOR ATTACHING CHAIN-LINK FABRIC TO POSTS, RAILS, AND FRAMES; COMPLYING WITH THE FOLLOWING: HOT-DIP GALVANIZED STEEL: 0.148-INCH- DIAMETER WIRE; GALVANIZED COATING THICKNESS MATCHING COATING THICKNESS OF CHAIN-LINK FENCE FABRIC.
8) GROUT AND ANCHORING CEMENT
A. NONSHRINK, NONMETALLIC GROUT: PREMIXED, FACTORY-PACKAGED, NONSTAINING, NONCORROSIVE, NONAGGREGIOUS GROUT COMPLYING WITH ASTM C 1107. PROVIDE GROUT, RECOMMENDED BY WRITER BY MANUFACTURER, FOR EXTERIOR APPLICATIONS.
B. EROSION-RESISTANT ANCHORING CEMENT: FACTORY-PACKAGED, NONSHRINK, NONSTAINING, HYDRAULIC-CONTROLLED EXPANSION CEMENT FORMULATION FOR MIXING WITH POTABLE WATER AT PROJECT SITE TO CREATE POURABLE ANCHORING, PATCHING, AND GROUTING COMPOUND. PROVIDE FORMULATION THAT IS RESISTANT TO EROSION FROM WATER EXPOSURE WITHOUT NEEDING PROTECTION BY A SEALER OR WATERPROOF COATING AND THAT IS RECOMMENDED IN WRITING BY MANUFACTURER, FOR EXTERIOR APPLICATIONS.
9) ADJUSTING
A. GATES: ADJUST GATES TO OPERATE SMOOTHLY, EASILY, AND QUIETLY, FREE OF BINDING, WARP, EXCESSIVE DEFLECTION, DISTORTION, NONALIGNMENT, MISPLACEMENT, DISRUPTION, OR MALFUNCTION, THROUGHOUT ENTIRE OPERATIONAL RANGE. CONFIRM THAT LATCHES AND LOCKS ENGAGE ACCURATELY AND SECURELY WITHOUT FORCING OR BINDING.

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DAVID H. STONICKS
03/05/18

Table with 2 columns: REVISIONS, DATE. Includes JURISDICTIONAL COMMENTS: 03-05-2018. PROJECT MANAGER: DMS. DRAWING BY: JAM. JURISDICTION: ATHENS-CLARKE COUNTY, GA. DATE: 2017-11-01. SCALE: AS SHOWN. TITLE:

GENERAL NOTES
G-2.1
COMMENTS: NOT RELEASED FOR CONSTRUCTION
JOB/FILE NUMBER: 930.007

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