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. COMPLY WITH RECOMMENDATIONS IN THE GEOTECHNICAL REPORT REGARDING GENERAL SITE PREPARATION, BUILDING PAD PREPARATION, PAVEMENT SECTIONS, FILL, AND EXCAVATION.
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. PROVIDE DEWATERING SYSTEM OF SUFFICIENT SIZE AND CAPACITY TO CONTROL GROUNDWATER IN A MANNER THAT PRESERVES STRENGTH OF FOUNDATION SOILS, DOES NOT CAUSE INSTABILITY OR RAVELING OF EXCAVATION SLOPES, AND DOES NOT RESULT IN DAMAGE TO EXISTING STRUCTURES. LOWER WATER LEVEL IN ADVANCE OF EXCAVATION BY UTILIZING WELLS, WELLPOINTS, OR SIMILAR POSITIVE CONTROL METHODS. MAINTAIN THE GROUNDWATER LEVEL TO A MINIMUM OF TWO (2) FEET BELOW EXCAVATIONS. PROVIDE PIEZOMETERS AS DIRECTED BY THE ENGINEER TO DOCUMENT THAT THE GROUNDWATER LEVEL IS BEING MAINTAINED.
D. BY ACCEPTABLE MEANS, CONTRACTOR SHALL CONTROL ALL WATER REGARDLESS OF SOURCE AND IS RESPONSIBLE FOR PROPER DISPOSAL OF THE WATER. NO ADDITIONAL PAYMENT WILL BE MADE FOR ANY SUPPLEMENTAL MEASURES TO CONTROL SEEPAGE, GROUNDWATER, OR ARTESIAN HEAD.
E. 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. SUMPS SHALL BE LOCATED OUTSIDE OF LOAD BEARING AREAS SO THE BEARING SURFACES WILL NOT BE DISTURBED. WATER CONTAINING SILT IN SUSPENSION SHALL NOT BE PUMPED INTO SEWER LINES OR ADJACENT WATER BODIES. DURING NORMAL PUMPING AND UPON DEVELOPMENT OF WELL(S), LEVELS OF FINE SAND OR SILT IN THE DISCHARGE OF WATER SHALL NOT EXCEED FIVE (5) PPM.
F. CONTINUOUSLY MAINTAIN EXCAVATIONS IN A DRY CONDITION WITH POSITIVE DEWATERING METHODS DURING PREPARATION OF SUBGRADE, INSTALLATION OF PIPE, AND CONSTRUCTION OF STRUCTURES UNTIL THE CRITICAL PERIOD OF CONSTRUCTION AND/OR BACKFILL IS COMPLETED TO PREVENT DAMAGE OF SUBGRADE SUPPORT, PIPING, STRUCTURE, SIDE SLOPES, OR ADJACENT FACILITIES FOR FLOTATION OR OTHER HYDROSTATIC PRESSURE IMBALANCE.
G. 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. IF PROJECT 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. DO NOT PROOF-ROLL WET OR SATURATED SUBGRADES. EXCAVATE SOFT SPOTS, UNSATISFACTORY SOILS, AND AREAS OF EXCESSIVE PUMPING OR RUTTING, AS DETERMINED BY PROJECT GEOTECHNICAL ENGINEER, AND REPLACE WITH COMPACTED BACKFILL OR FILL AS DIRECTED.
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.) COMPACTION OF 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. COMPACT SOIL MATERIALS AS INDICATED ON DRAWINGS OR AS INDICATED IN THE PROJECT GEOTECHNICAL REPORT.
C. PROVIDE CONSTRUCTION PHASE MONITORING AND TESTING AS RECOMMENDED IN THE PROJECT GEOTECHNICAL REPORT. PROVIDE TEST REPORTS TO THE ENGINEER FOR REVIEW AND APPROVAL.

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 0.05 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. GENERAL: IMMEDIATELY BEFORE PLACING ASPHALT MATERIALS, REMOVE LOOSE AND DELETERIOUS MATERIAL FROM SUBSTRATE SURFACES. ENSURE THAT PREPARED SUBGRADE IS READY TO RECEIVE PAVING. SAWCUT EXISTING PAVEMENT TO THE JOINED TO PROVIDE VERTICAL FACES BETWEEN NEW AND EXISTING SURFACES.
B. EMULSIFIED ASPHALT PRIME COAT: APPLY UNIFORMLY OVER SURFACE OF COMPACTED UNBOUND-AGGREGATE BASE COURSE AT A RATE OF 0.10 TO 0.30 GAL./SQ. YD. PER INCH DEPTH . APPLY ENOUGH MATERIAL TO PENETRATE AND SEAL, BUT NOT FLOOD, SURFACE. ALLOW PRIME COAT TO CURE.
1. IF PRIME COAT IS NOT ENTIRELY ABSORBED WITHIN 24 HOURS AFTER APPLICATION, SPREAD SAND OVER SURFACE TO BLOT EXCESS ASPHALT. USE ENOUGH SAND TO PREVENT PICKUP UNDER TRAFFIC. REMOVE LOOSE SAND BY SWEEPING BEFORE PAVEMENT IS PLACED AND AFTER VOLATILES HAVE EVAPORATED.
2. PROTECT PRIMED SUBSTRATE FROM DAMAGE UNTIL READY TO RECEIVE PAVING.
C. TACK COAT: APPLY UNIFORMLY TO SURFACES OF EXISTING PAVEMENT AT A RATE OF 0.02 TO 0.08 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.

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 250 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 PAVER 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 DEPRESSIONS, 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: +2.0%, -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 STEEL WIRE 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 WITH ENDS 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 CRSI'S "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 MATERIAL: 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 CELLULOSIC FIBER IN PREFORMED STRIPS.

5.) WHEEL STOPS
A. WHEEL STOPS: 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 CRSI'S "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. ARRANGE, SPACE, AND SECURELY TIE BARS AND BAR SUPPORTS TO HOLD REINFORCEMENT IN POSITION DURING CONCRETE PLACEMENT. MAINTAIN MINIMUM COVER TO REINFORCEMENT.
D. INSTALL WELDED WIRE REINFORCEMENT IN LENGTHS AS LONG AS PRACTICABLE. LAP ADJOINING PIECES AT LEAST ONE FULL MESH, AND LACE SPLICES WITH WIRE. OFFSET LAPS OF ADJOINING WIDTHS TO PREVENT CONTINUOUS LAPS IN EITHER DIRECTION.
E. ZINC-COATED REINFORCEMENT: USE GALVANIZED-STEEL WIRE TIES TO FASTEN ZINC-COATED REINFORCEMENT. REPAIR CUT AND DAMAGED ZINC COATINGS WITH ZINC REPAIR MATERIAL.

9.) JOINTS
A. GENERAL: FORM CONSTRUCTION, ISOLATION, AND CONTRACTION 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, CURB AND GUTTER, 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. PROVIDE TIE BARS AT SIDES OF PAVING STRIPS WHERE INDICATED.
3. 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.
4. DOWELED 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.
C. ISOLATION JOINTS: FORM ISOLATION JOINTS OF PREFORMED JOINT-FILLER STRIPS ABUTTING CONCRETE CURBS, CATCH BASINS, MANHOLES, INLETS, STRUCTURES, OTHER FIXED OBJECTS, AND WHERE INDICATED.
1. LOCATE EXPANSION JOINTS AT INTERVALS OF [illegible] FEET UNLESS OTHERWISE INDICATED.
2. EXTEND JOINT FILLERS FULL WIDTH AND DEPTH OF JOINT.
3. TERMINATE JOINT FILLER NOT LESS THAN 1/2 INCH OR MORE THAN 1 INCH BELOW FINISHED SURFACE IF JOINT SEALANT IS INDICATED.
4. PLACE TOP OF JOINT FILLER FLUSH WITH FINISHED CONCRETE SURFACE IF JOINT SEALANT IS NOT INDICATED.
5. FURNISH JOINT FILLERS IN ONE-PIECE LENGTHS. WHERE MORE THAN ONE LENGTH IS REQUIRED, LACE OR CLIP JOINT-FILLER SECTIONS TOGETHER.
6. DURING CONCRETE PLACEMENT, PROTECT TOP EDGE OF JOINT FILLER WITH METAL, PLASTIC, OR OTHER TEMPORARY PREFORMED CAP. REMOVE PROTECTIVE CAP AFTER CONCRETE HAS BEEN PLACED ON BOTH SIDES OF JOINT.
D. CONTRACTION JOINTS: FORM WEAKENED-PLANE CONTRACTION JOINTS, SECTIONING CONCRETE INTO AREAS AS INDICATED. CONSTRUCT CONTRACTION JOINTS FOR A DEPTH EQUAL TO AT LEAST ONE-FOURTH OF THE CONCRETE THICKNESS, AS FOLLOWS:
1. GROOVED JOINTS: FORM CONTRACTION JOINTS AFTER INITIAL FLOATING BY GROOVING AND FINISHING EACH EDGE OF JOINT WITH GROOVING TOOL TO A 1/4-INCH RADIUS. REPEAT GROOVING OF CONTRACTION JOINTS AFTER APPLYING SURFACE FINISHES. ELIMINATE GROOVING-TOOL MARKS ON CONCRETE SURFACES.
2. SAWED JOINTS: FORM CONTRACTION JOINTS WITH POWER SAWS EQUIPPED WITH SHATTERPROOF ABRASIVE OR DIAMOND-RIMMED BLADES. CUT 1/8-INCH- WIDE JOINTS INTO CONCRETE WHEN CUTTING ACTION WILL NOT TEAR, ABRADE, OR OTHERWISE DAMAGE SURFACE AND BEFORE DEVELOPING RANDOM CONTRACTION CRACKS.
3. DOWELED CONTRACTION 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. EDGING: AFTER INITIAL FLOATING, TOOL EDGES OF PAVING, GUTTERS, CURBS, AND JOINTS IN CONCRETE WITH AN EDGING TOOL TO A 1/4-INCH RADIUS. REPEAT TOOLING OF EDGES AFTER APPLYING SURFACE FINISHES. ELIMINATE EDGING-TOOL MARKS ON CONCRETE SURFACES.

10.) 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 COMPRESSIVE-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 143/C 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 31/C 31M; 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.
D. 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.
E. 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.
F. ADDITIONAL TESTS: TESTING AND INSPECTING AGENCY SHALL MAKE ADDITIONAL TESTS OF CONCRETE WHEN TEST RESULTS INDICATE THAT SLUMP, AIR ENTRAINMENT, COMPRESSIVE STRENGTHS, OR OTHER REQUIREMENTS HAVE NOT BEEN MET, AS DIRECTED BY ENGINEER.
G. CONCRETE PAVING WILL BE CONSIDERED DEFECTIVE IF IT DOES NOT PASS TESTS AND INSPECTIONS.
H. ADDITIONAL TESTING AND INSPECTING, AT CONTRACTOR'S EXPENSE, WILL BE PERFORMED TO DETERMINE COMPLIANCE OF REPLACED OR ADDITIONAL WORK WITH SPECIFIED REQUIREMENTS.
I. PREPARE TEST AND INSPECTION REPORTS.

11.) REPAIRS AND PROTECTION
A. REMOVE AND REPLACE CONCRETE PAVING THAT IS BROKEN, DAMAGED, OR DEFECTIVE OR THAT DOES NOT COMPLY WITH REQUIREMENTS IN THIS SECTION. REMOVE 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 DEFECTIVE AREAS. FILL DRILLED CORE HOLES IN SATISFACTORY PAVING AREAS WITH PORTLAND CEMENT CONCRETE BONDED TO PAVING WITH EPOXY ADHESIVE.
C. PROTECT CONCRETE PAVING FROM DAMAGE. EXCLUDE TRAFFIC FROM PAVING FOR AT LEAST 14 DAYS AFTER PLACEMENT. WHEN CONSTRUCTION TRAFFIC IS PERMITTED, MAINTAIN PAVING AS CLEAN AS POSSIBLE BY REMOVING SURFACE STAINS AND SPILLAGE OF MATERIALS AS THEY OCCUR.
D. MAINTAIN CONCRETE PAVING FREE OF STAINS, DISCOLORATION, DIRT, AND OTHER FOREIGN MATERIAL. SWEEP PAVING NOT MORE THAN TWO DAYS BEFORE DATE SCHEDULED FOR SUBSTANTIAL COMPLETION INSPECTIONS.

PAVEMENT MARKINGS

1.) QUALITY ASSURANCE
A. REGULATORY 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.

3.) PAVEMENT-MARKING PAINT
A. PAVEMENT-MARKING PAINT: ALKYD-RESIN TYPE, LEAD AND CHROMATE FREE, READY MIXED, COMPLYING WITH AASHTO M 248; COLORS COMPLYING WITH FS TT-P-1952. COLOR: AS INDICATED.
B. ALL 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 AS SITE CONDITIONS DICTATE. ALLOW FINAL WEARING SURFACE TO AGE FOR 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 SOILING FROM ADJACENT CONSTRUCTION USING CLEANING AGENTS AND PROCEDURES RECOMMENDED BY MANUFACTURER OF AFFECTED CONSTRUCTION.

LIFE STORAGE SPECIFICATIONS

SITE IMPROVMENTS (32 31 00)

GATES AND FENCING

PEDESTRIAN GATES:
- 36"- 48" OPENING WIDTH
- MINIMUM HEIGHT – 6'
- PRE-FRAMED
- AUTO CLOSER (HYDRAULIC OR SPRING)
- SCREENED WITH EXPANDED METAL (ADDITIONALLY, ANY FENCING OR VEHICULAR GATES WITHIN 36" OF LEADING EDGE MUST ALSO BE SCREENED)
- STOREROOM CLOSET LOCKSET WITH LEVER HANDLES (OUTSIDE LEVER IS ALWAYS FIXED AND REQUIRES KEY FOR ENTRY, INSIDE IS ALWAYS FREE EGRESS) LOCATED 34" TO 48" ABOVE THE GROUND
- GATE FABRICATIONS
  - ORNAMENTAL STEEL - HOT DIPPED GALVANIZED UNDERCOAT WITH BAKED ON POWDER COAT FINISH
  - ORNAMENTAL ALUMINUM – POWDER COAT FINISH
  - CHAIN LINK – GALVANIZED OR VINYL COATED
- MUST BE LOCATED A MINIMUM OF 18" AWAY FROM THE AUTOMATIC VEHICULAR GATE
- PEDESTRIAN GATE SHALL OPEN FROM THE PUBLIC SIDE INTO THE PRIVATE SIDE OF THE PROPERTY AND LEAD THE PEDESTRIAN AWAY FROM THE VEHICULAR GATE TRAFFIC PATH

SIDE GATES:
- ALL SLIDE GATES AND ADJACENT FENCE MUST BE SCREENED WITH EXPANDED METAL IF THE PICKET SPACING IS LESS THAN 2 ¼"
- GATE FABRICATIONS
  - ORNAMENTAL STEEL - HOT DIPPED GALVANIZED UNDERCOAT WITH BAKED ON POWDER COAT FINISH
  - ORNAMENTAL ALUMINUM – POWDER COAT FINISH
  - CHAIN LINK – GALVANIZED OR VINYL COATED
- MINIMUM HEIGHT – 6'
- ALL ROLLERS MUST HAVE COVERS TO PREVENT PINCH POINTS
- PHYSICAL GATE STOPS MUST BE INSTALLED TO AVOID OVER-TRAVEL IN BOTH DIRECTIONS
- NO PROTRUSIONS CAN EXIST ALONG THE TOP OF THE GATE
- NO PROTRUSIONS CAN EXIST ALONG THE BOTTOM OF THE GATE
- GUARD POSTS SHALL BE INSTALLED TO PREVENT GATE FROM FALLING OVER IN THE EVENT OF ROLLER FAILURE
- NO MORE THAN 8" GAP FROM BOTTOM OF GATE TO GROUND
- CATCH BRACKET/YOKE INSTALLED ON RECEIVING POST
- CANTILEVER SLIDE GATE - GATE PANEL MUST BE 50% LARGER THAN THE DRIVE AISLE WIDTH TO ALLOW FOR PROPER COUNTERBALANCE
- V-TRACK SLIDE GATE
  - DO NOT USE IN AREAS PRONE TO ICE AND/OR SNOW
- PIPE TRACK SLIDE GATE

VERTICAL PIVOT LIFT GATES:
- MINIMUM HEIGHT – 6'
- NO PROTRUSIONS CAN EXIST ALONG THE TOP OF THE GATE
- NO PROTRUSIONS CAN EXIST ALONG THE BOTTOM OF THE GATE
- GATE FABRICATIONS
  - ORNAMENTAL STEEL - HOT DIPPED GALVANIZED UNDERCOAT WITH BAKED ON POWDER COAT FINISH
  - ORNAMENTAL ALUMINUM – POWDER COAT FINISH
  - CHAIN LINK – GALVANIZED OR VINYL COATED
- NO MORE THAN 8" GAP FROM BOTTOM OF GATE TO GROUND – GATE CAN BE CONTOURED TO FILL IN AN UNEVEN GRADE
- CATCH BRACKET/YOKE INSTALLED ON RECEIVING POST
- PREFERRED MANUFACTURER - AUTOGATE

SWING GATES:
- MINIMUM HEIGHT – 6'
- NO PROTRUSIONS CAN EXIST ALONG THE TOP OF THE GATE
- NO PROTRUSIONS CAN EXIST ALONG THE BOTTOM OF THE GATE
- GATE FABRICATIONS
  - ORNAMENTAL STEEL - HOT DIPPED GALVANIZED UNDERCOAT WITH BAKED ON POWDER COAT FINISH
  - ORNAMENTAL ALUMINUM – POWDER COAT FINISH
  - CHAIN LINK – GALVANIZED OR VINYL COATED
- NO MORE THAN 8" GAP FROM BOTTOM OF GATE TO GROUND
- CATCH BRACKET/YOKE INSTALLED ON RECEIVING POST
- SINGLE SWING GATE
  - MAXIMUM 16'
- DOUBLE SWING GATE
  - MINIMUM 16'

BARRIER GATES - NOT TO BE USED IN LIEU OF SECURITY GATES. PLEASE CONTACT THE LIFE STORAGE ACCESS CONTROL PROJECT MANAGER FOR SPECIFICATIONS AND PLACEMENT APPROPRIATE TO THE APPLICATION.

GATE OPERATORS
- PLEASE CONTACT LIFE STORAGE ACCESS CONTROL PROJECT MANAGER FOR RECOMMENDED VENDOR AND MODELS.

PERIMETER FENCE:

ORNAMENTAL FENCE:
- COLOR: BLACK.
- HORIZONTAL RAILS: RAILS SHALL BE A MINIMUM OF 1 5/8".
- PICKETS: PICKETS SHALL BE A MINIMUM OF 3/4" SQUARE. TOP OF PICKETS MUST BE CRIMPED SPEAR POINTS. NO PICKETS ON THE TOP OF THE SLIDING GATE.
- INTERMEDIATE POST SHALL BE 2-1/2" SQUARE AT 8' INTERVALS. THE POST SHALL BE 6' HIGH EMBEDDED 3'. GATE POST SHALL BE 4" SQUARE. EACH GATE REQUIRES A GATE POST ON BOTH SIDES.
- STRENGTH: SUPPORT A MINIMUM OF 1000 POUNDS OF VERTICAL LOAD AT THE MIDPOINT OF ANY
- HORIZONTAL RAIL
- HEIGHT: MINIMUM HEIGHT IS 6 FEET.
- CLEARANCE: MAXIMUM CLEARANCE IS 6 INCHES.

CHAIN LINK FENCE:
- CHAIN LINK MESH: 2" MESH 9 GAUGE CHAIN LINK FABRIC WITH A CLASS 2 ZINC COATING.
- LINE POSTS SHALL BE 2 3/8" SCHEDULE 40 HOT DIPPED ZINC COATED POSTS SPACED A MAXIMUM OF
- 10'-0" OC EMBEDDED 3'. THE POST SHALL HAVE A CAP.
- TOP RAIL SHALL BE 2" SCHEDULE 40 HOT DIPPED ZINC RAILS IN LENGTHS GREATER THAN 18' CONNECTED WITH 6" COUPLINGS, SECURED TO THE CHAIN LINK FABRIC WITH 9 GAUGE HOG RINGS SPACED NOT GREATER THAN 18".
- GATE FRAMES SHALL BE FABRICATED FROM 2"O.D. PIPING WELDED AT ALL CORNERS.
- GATE HINGES SHALL BE A MINIMUM OF THREE AND SHALL BE STRUCTURALLY CAPABLE OF SUPPORTING THE GATE AND ALLOW THE GATE TO OPEN 180 DEGREES.
- GATE LATCH SHALL BE A DROP BAR ENGAGED TO STOP THE GATE WITH PROVISION FOR A PADLOCK.

TRASH ENCLOSURE:
- LOCATE INSIDE SECURITY GATE AND OUT OF VIEW OF MAIN TRAFFIC PATTERN. WALLS SHALL BE CONCRETE BLOCK WITH BLACK VINYL CHAIN LINK WITH BLACK VINYL SLATS. SEE CHAIN LINK FENCE SECTION. CONCRETE PAD SHALL EXTEND OUT MIN 15' IN FRONT OF ENCLOSURE. LOCATE (2) 6" DIAMETER STEEL PIPE BOLLARDS ON THE INSIDE IN THE REAR AND (1) BOLLARD CENTERED ON EACH SIDE OF THE ENCLOSURE.
- SEE DET-1B, DET-1C, DET-1D

BOLLARD AND COVERS:
- 1/8" THICK POLYETHYLENE COVERS WITH DOMED TOPS DESIGNED TO FIT STANDARD 6" DIA. STEEL PIPE BOLLARDS, SAFETY YELLOW COLOR; "BOLLARDGARD" BY INNOPLAST, OR APPROVED SUBSTITUTE. INSTALL IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS. SEE DET-1A
- BOLLARDS ARE TO BE LOCATED TO PROTECT AGAINST VEHICULAR DAMAGE TO BUILDING CORNERS, HVAC CONDENSERS, KEYPADS, GATE, GATE OPERATORS, TRASH ENCLOSURES,

* IF CONFLICTS EXIST BETWEEN THESE NOTES AND NOTES ON PLAN SHEETS, DEFER TO NOTES ON PLAN SHEETS.

* THESE NOTES AND SPECIFICATIONS ONLY APPLY IN THE EVENT THERE ARE NO JURISDICTIONAL SPECIFICATIONS.

* ALL WATER AND SEWER INFRASTRUCTURE SHALL MEET THE REQUIREMENTS OF MONTGOMERY WW & SSB

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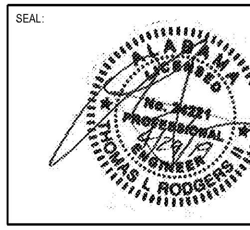
SEAL:


REVISIONS	DATE
BID PLANS	04/22/2019

PROJECT MANAGER:	TLR
DRAWING BY:	JFG
JURISDICTION:	MONTGOMERY, AL
DATE:	04/29/2019
SCALE:	AS SHOWN

TITLE:
GENERAL CIVIL SPECS

SHEET NUMBER:
G-0.2

COMMENTS:
RELEASED FOR CONSTRUCTION

JOB/FILE NUMBER:
1208.002