GENERAL
A. ALL STREET CONSTRUCTION SHALL BE IN ACCORDANCE WITH ODOT SPECIFICATIONS LATEST REVISION.
B. CONTRACTOR MUST APPLY FOR NECESSARY PERMITS, FEES WITH THE CITY BEFORE CONSTRUCTION OR DEMOLITION BEGINS.

PAVEMENT REPLACEMENT
A. IMMEDIATELY AFTER PLACEMENT OF BACKFILL IN EXISTING STREETS, A TEMPORARY PAVEMENT SHALL BE INSTALLED AND THE STREET OPENED. TEMPORARY PAVEMENT SHALL CONSIST OF 8" OF COMPACTED ODOT SPECIFIED 411 BASE AND A SURFACE COURSE APPROVED BY THE CITY. THE SURFACE COURSE IS KEPT PLUSH WITH THE EXISTING STREET.
B. PERMANENT PAVEMENT REPLACEMENT SHALL BE EQUAL TO OR EXCEED THE EXISTING PAVEMENT (MINIMUM PAVEMENT COMPOSITION, SEE PAGE 300.3).
C. ANY SETTLEMENT OF A TRENCH CAUSING A DEPRESSION SHALL BE REFILLED AS REQUIRED AT THE CONTRACTOR’S EXPENSE. THIS PROVISION APPLIES FOR ONE YEAR PERIOD AFTER THE WORK HAS BEEN ACCEPTED BY THE CITY.
D. ALL TEMPORARY PAVEMENT AND SIDEWALK SHALL BE MAINTAINED BY THE CONTRACTOR OR DEVELOPER AT THEIR OWN EXPENSE IN A SUITABLE AND SAFE CONDITION FOR TRAFFIC UNTIL PERMANENT REPLACEMENT IS MADE OR THE PROJECT IS FINALLY ACCEPTED BY THE CITY. COLD PACT ALL TRENCHES A MINIMUM OF 4" WHEN FINAL ASPHALT WILL NOT BE REPLACED WITHIN 24 HOURS.

TRAFFIC CONTROL
A. THE CONTRACTOR SHALL MAINTAIN TRAFFIC CONTROL AT ALL TIMES WITH THE PROPER BARRIERS AS PER THE ODOT MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THESE CONTROL DEVICES SHALL BE IN PLACE PRIOR TO ANY WORK COMMENCING.
B. TRAFFIC SHALL BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE APPROVED BY THE CITY.

CURB STAKING AND ROADWAY
A. LINE AND GRADE EVERY 25'-0" ON A CONVENIENT OFFSET.

PAVEMENT (ASPHALT)
A. THE CONTRACTOR SHALL PROVIDE THE CITY WITH A COPY OF THE NORMAL (MEDIUM TRAFFIC) ODOT 446 JOB MIX FORMULA FOR EACH PAVING THAT PROVIDES HOT MIXED ASPHALT TO THIS PROJECT. ALL MIXES SHALL FOLLOW ODOT JOB MIX FORMULA.
B. ALL WORK SHALL ADHERE TO ODOT'S LASTEST REVISIONS AND TO THE CITY SPECIFICATIONS WHICHEVER IS MORE STRINGENT SHALL PREVAIL UNLESS OTHERWISE APPROVED.
C. PATCHED AREAS SHALL BE SEALED ON THE PERIMETER OF THE PATCH WITH ASPHALT CEMENT.
D. ALL UTILITY ADJUSTMENTS, MANHOLES, WATER VALVES, SHALL BE RAISED TO FINISHED GRADE AFTER THE FINAL ASPHALT COURSE IS LACED. IF SMOOTHNESS DOESN'T MEET THE CITY’S REQUIREMENTS A REPAIR SIMILAR TO XR MANHOLE SHALL BE USED TO ADJUST THE MANHOLE OR VALVE.
E. ASPHALT CEMENT SHALL BE USED NEXT TO THE LIP OF GUTTER PRIOR TO THE FINAL ASPHALT LIFT BEING PLACED.
F. TACK COAT SHALL BE APPLIED PRIOR TO THE PLACEMENT OF THE FINAL LIFT OF ASPHALT IF THE EXISTING ASPHALT LIFT IS DIRTY, OR AFTER TEN DAYS UNLESS OTHERWISE APPROVED. TEMPERATURE MUST BE 50° F OR HIGHER. ALL TACK SHALL BE TRACKLESS.
G. PRIME COAT SHALL BE APPLIED ON NEW AGGREGATE WHEN TEMPERATURE IS 50° F OR HIGHER. ALL DRIVEWAYS SHALL BE PRIMED PRIOR TO PLACEMENT OF ASPHALT UNLESS OTHERWISE APPROVED.
H. NO ASPHALT SHALL BE PLACED OVER EXCAVATED TRENCHES HAVE BEEN COMPACTED AS PER CITY SPECIFICATIONS.
I. FINAL LIFT OF ASPHALT SHALL BE FINISHED TO 1/4" ABOVE THE LIP OF GUTTER.
J. ASPHALT CEMENT SHALL BE USED ON ALL JOINTS AND FEATHERED SURFACES PRIOR TO PLACEMENT OF THE NEXT COURSE OF ASPHALT TO THE ABUTTING JOINT, UNLESS OTHERWISE APPROVED.
K. ALL EDGES TO BE TRIMMED BACK TO SOLID MATERIAL BY SAWING AND BE STRAIGHT AND NEAT AS PER THE CITY’S INSTRUCTIONS.

TYPICAL ALLEY CONSTRUCTION
A. MINIMUM STANDARD (UNLESS OTHERWISE APPROVED).
B. FOR RENOVATION OF EXISTING ALLEYS ONLY. NO NEW ALLEYS WILL BE APPROVED WITHIN THE CITY.

MISCELLANEOUS ROADWAY NOTES AND ALLEY DETAIL
PERMIT REQUIRED
A RIGHT-OF-WAY PERMIT FOR ANY DIGGING OR
EXCAVATING WITHIN A PUBLIC RIGHT-OF-WAY FOR ANY
STREET OR ALLEY IS REQUIRED 48 HOURS IN ADVANCE OF
THE WORK. IN THE EVENT OF AN EMERGENCY, THE PERMIT
APPROVAL REQUIREMENT SHALL BE WAIVED AND THE
PROPER APPLICATION MUST BE SUBMITTED AS SOON AS
POSSIBLE, BUT NO LATER THAN THE END OF THE FIRST
WORKING WEEKDAY AFTER THE START OF WORK. AN
EMERGENCY IS DEFINED AS A REQUIREMENT TO
PROVIDE SERVICE TO UTILITY CUSTOMERS OR TO MITIGATE
A HAZARD WHICH THREATENS PUBLIC HEALTH OR SAFETY.

PERMIT FORMS ARE AVAILABLE FROM THE CITY STREET
DEPARTMENT. THE PERMIT FORM IS TO BE COMPLETED BY
THE PERSON OR FIRM PLANNING THE WORK WITHIN THE
RIGHT-OF-WAY. ALL FEES MUST BE PAID AND APPROVALS
OBTAINED BEFORE ANY WORK IS STARTED. A 72 WORKING
HOUR LEAD-TIME IS RECOMMENDED. A PERMIT FEE OF $25
WILL BE REQUIRED OF EACH APPLICANT, INCLUDING CITY
DEPARTMENTS.

PERFORMANCE BOND
ANY INDIVIDUAL OR FIRM WHO MAKES APPLICATION FOR A
RIGHT-OF-WAY OPENING PERMIT MUST PROVIDE A CURRENT
PERFORMANCE BOND TO THE CITY OF PIQUA IN THE AMOUNT OF
$3000.

NO BOND IS REQUIRED FOR PLUMBERS WHO HOLD A CURRENT
PLUMBING LICENSE IN THE CITY OF PIQUA AND HAVE A CURRENT
PERFORMANCE BOND ON FILE IN THE HEALTH DEPARTMENT.

IN THE EVENT THAT AFTER NOTIFICATION FROM THE CITY ANY
CONTRACTOR FAILS TO CORRECT PROBLEMS ASSOCIATED WITH
POOR TRENCH REPAIR OR MAINTENANCE WITHIN 24 HOURS OF
NOTIFICATION, THE CITY RESERVES EXCLUSIVE RIGHT TO
CORRECT THE PROBLEMS AND COLLECT ASSOCIATED COSTS FROM
THE PERFORMANCE BOND.

WORK REQUIREMENTS
THE APPLICANT SHALL HAVE SUFFICIENT BARRICADES, WARNING
SIGNS, AND LIGHTS DURING THE ENTIRE PERIOD THAT WORK IS
BEING PERFORMED AND SHALL ADHERE TO APPLICABLE SECTION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

MATERIAL SPECIFICATION
ALL WORK SHALL BE IN ACCORDANCE WITH THE ATTACHED
DRAWINGS AND SPECIFICATIONS AND APPROVED BY THE
ENGINEERING DEPARTMENT PRIOR TO COMMENCEMENT
OF WORK.

STREET OPENINGS: THE MATERIAL USED TO FILL IN A DITCH
OR A HOLE SHALL BE ODOT 603, GRANULAR MATERIAL (#304 #411)
OR ODOT ITEM 613, LOW STRENGTH MORTAR BACKFILL. OTHER
APPROVED GRANULAR MATERIALS MAY BE USED ONLY UPON THE
CONTRACTOR RECEIVING PRIOR WRITTEN APPROVAL FROM THE
ENGINEERING DEPARTMENT IF EXISTING CIRCUMSTANCES
EXIST. CONTRACTORS CONCERNED WITH THE CONTACT OF THE
LOW STRENGTH MORTAR BACKFILL WITH THE FITTINGS AND THE
PIPE MAY PLACE A MAXIMUM OF 12 INCHES OF ODOT TYPE 603 BACKFILL
ABOVE THE TOP OF THE PIPE.

FOR RIGHT-OF-WAY OPENINGS BEYOND THE LIMITS OF THE
PAVEMENT THE BACKFILL SHALL BE IN ACCORDANCE WITH THE
ATTACHED DRAWINGS AND SPECIFICATIONS.

ASPHALT SURFACE: ASPHALT SURFACE SHALL BE PLACED TO A
DEPTH AS STATED IN ITEM 3, PAVEMENT RESTORATION, AS
DETAILED IN THE ATTACHED SPECIFICATIONS.

CONSTRUCTION
REPAIR AREAS SHALL BE RECTANGULAR IN SHAPE WITH
DIMENSIONS AS REQUIRED TO ENVELOP THE SURFACE
DETERIORATION. AT THE DIRECTION OF THE CITY THE LIMITS
OF THE REPAIRED REPLACEMENT MAY BE EXTENDED AS DEEMED
NECESSARY. PAVEMENT SHALL BE REMOVED BY METHODS THAT
WILL NOT DAMAGE ADJACENT PAVEMENT.

ALL JOINTS AND VERTICAL FACES SHALL BE SAW CUT, CLEANED
AND COATED WITH BITUMINOUS MATERIAL (TACK COAT) PRIOR
TO PLACEMENT OF BITUMINOUS CONCRETE.

ALL JOINTS SHALL BE SEALED WITH ASPHALT SEALER AFTER THE
FINAL SURFACE MATERIAL IS PLACED.

IF LOW STRENGTH MORTAR BACKFILL IS USED, LOW STRENGTH
MORTAR BACKFILL SHALL BE BROUGHT UP UNIFORMLY TO THE
FILL LINE SHOWN ON THE PLANS OR THE BOTTOM OF THE EXISTING
PAVEMENT.
CONCRETE RESTORATION
ALL CONCRETE DRIVEWAYS, DRIVE APPROACHES, AND SIDEWALKS WITHIN THE STREET RIGHT-OF-WAY SHALL BE REPLACED WITH ODOT CLASS G01 OR G03 CONCRETE FOR THE FOLLOWING:
SIDEWALKS — MINIMUM THICKNESS OF 4 INCHES OF CONCRETE.
• MATCH ORIGINAL WIDTH OF SIDEWALK
• MINIMUM WIDTH OF 4 FEET REQUIRED
• MINIMUM THICKNESS OF 4 INCHES
• DRIVEWAYS AND DRIVE APPROACHES
• RESIDENTIAL: MINIMUM THICKNESS OF 6 INCHES OF CONCRETE
• BUSINESS: MINIMUM THICKNESS OF 8 INCHES OF CONCRETE
• INDUSTRIAL: MINIMUM THICKNESS 10 INCHES OF CONCRETE
ALL CONCRETE DRIVEWAYS, DRIVE APPROACHES, AND SIDEWALKS OUTSIDE OF THE STREET RIGHT-OF-WAY SHALL BE REPLACED EQUAL TO THE EXISTING MATERIAL COMPOSITION.

COMPACTING GUIDELINES
THE CONTRACTOR MAY OPERATE SMALL COMPACTING EQUIPMENT WITH LESS THAN A TOTAL WEIGHT OF 1 TON OVER THE CONDUIT TO COMPACT THE BACKFILL. DO NOT USE HOE RAMS ON TOP OF THE CONDUIT UNTIL 2 FEET OF BACKFILL IS COMPACTED ON TOP OF THE CONDUIT. THE CONTRACTOR MAY OPERATE COMPACTING EQUIPMENT WITH LESS THAN A TOTAL WEIGHT OF 8 TONS BUT MORE THAN 1 TON OVER THE CONDUIT AFTER PLACING AND COMPACTING 2 FEET OF BACKFILL. DO NOT OPERATE EQUIPMENT WITH A TOTAL WEIGHT OF 8 TONS OR MORE UNTIL PLACING AND COMPACTING A COVER OF 4 FEET OVER THE TOP OF THE CONDUIT. THE ABOVE RESTRICTIONS APPLY WHEN WORKING WITHIN ONE SPAN ON EACH SIDE OF THE CONDUIT OR 6 FEET, WHICHEVER IS LESS.

ALL TRENCHES AND EXCAVATION SHALL BE BACKFILLED IMMEDIATELY AFTER THE Placement of the CONDUIT, UNLESS DIRECTED OTHERWISE BY THE CITY ENGINEER. UNDER NO CIRCUMSTANCES SHALL WATER BE PERMITTED TO RISE IN BACKFILLED TRENCHES AFTER THE CONDUIT HAS BEEN PLACED.

INTERMEDIATE COURSE, TYPE 2

STREET CUT AND RIGHT-OF-WAY OPENING
STANDARD DRAWINGS AND SPECIFICATIONS
PERMIT TO BLOCK WAY

1. NO STREET, ALLEY, PARKING LANE, OR SIDEWALK SHALL BE BLOCKED WITHOUT THE CITY FIRST APPROVING A PERMIT TO BLOCK WAY. APPLICATIONS FOR A PERMIT TO BLOCK WAY CAN BE OBTAINED AT THE CITY OF PIQUA ENGINEERING DEPARTMENT OR ONLINE AT THE CITY OF PIQUA WEBSITE: WWW.PQUIAQUALG.OG E-GOV SERVICES ONLINE DOCUMENTS.

2. APPLICATIONS FOR A PERMIT TO BLOCK WAY SHALL BE SUBMITTED TO THE CITY OF PIQUA ENGINEERING A MINIMUM OF 3 WORKING DAYS PRIOR TO THE REQUESTED BLOCKAGE.

3. APPLICATION SHALL INCLUDE A DETAILED DRAWING OF THE WORK ZONE LAYOUT AND INCLUDE SIGNAGE, CONES, BARRICADES, BARRELS ETC. ALL WORK ZONES SHALL CONFORM TO THE CURRENT EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

4. IT SHALL BE THE APPLICANT/CONTRACTORS RESPONSIBILITY FOR PROVIDING AND MAINTAINING ALL NECESSARY SAFETY MATERIALS FOR THE SET UP OF THE WORK ZONE.

5. THE CITY OF PIQUA ENGINEERING DEPARTMENT SHALL INSPECT THE WORK ZONE PERIODICALLY TO ASSURE THE MAINTENANCE OF THE DEVICES.

6. ALL EXCAVATION/REPAIR SHALL COMPLY WITH RIGHT-OF-WAY OPENING PERMIT REQUIREMENTS.

STREET OR ALLEY CLOSING PERMIT

1. NO STREET, ALLEY OR PARKING LANE SHALL BE CLOSED TO THRU TRAFFIC WITHOUT THE CITY FIRST APPROVING A STREET OR ALLEY CLOSING PERMIT. APPLICATIONS FOR A STREET OR ALLEY CLOSING PERMIT CAN BE OBTAINED AT THE CITY OF PIQUA ENGINEERING DEPARTMENT OR ONLINE AT THE CITY OF PIQUA WEBSITE: WWW.PQUIAQUALG.OG E-GOV SERVICES ONLINE DOCUMENTS.

2. APPLICATIONS FOR A STREET OR ALLEY CLOSING PERMIT SHALL BE SUBMITTED TO THE CITY OF PIQUA ENGINEERING DEPARTMENT A MINIMUM OF 5 WORKING DAYS PRIOR TO THE REQUESTED BLOCKAGE, EXCLUDING WEEKENDS AND HOLIDAYS.

3. APPLICANT SHALL BE RESPONSIBLE FOR NOTIFYING IN WRITING ALL ADJACENT PROPERTY OWNERS TO BE AFFECTED BY THE CLOSURE. THE CITY SHALL RECEIVE A COPY OF THE WRITTEN NOTICE AND A LIST OF THE PROPERTY OWNERS AND THEIR ADDRESS THAT HAVE BEEN NOTIFIED.

4. APPLICATION SHALL INCLUDE A DETAILED DRAWING OF THE WORK ZONE LAYOUT AND INCLUDE SIGNAGE, CONES, BARRICADES, BARRELS ETC. ALL WORK ZONES SHALL CONFORM TO THE CURRENT EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

5. IT SHALL BE THE APPLICANT/CONTRACTORS RESPONSIBILITY FOR PROVIDING AND MAINTAINING NECESSARY SAFETY MATERIALS FOR THE SET UP OF THE WORK ZONE.

6. THE CITY OF PIQUA ENGINEERING DEPARTMENT SHALL INSPECT THE WORK ZONE PERIODICALLY TO ASSURE THE MAINTENANCE OF THE DEVICES.

7. ALL EXCAVATION/REPAIR SHALL COMPLY WITH RIGHT-OF-WAY OPENING PERMIT REQUIREMENTS.