

**13.III.3 BERMS**

The berm area excavated at the edges of existing sidewalks for the construction of the new work, shall be backfilled and graded to conform to the existing ground elevation. Selected excavated fill material or material approved by the Engineer shall be used for backfill. Existing sod previously removed shall be carefully replaced with sufficient earth placed along the edges to prevent premature drying.

Berm restoration and backfilling shall be completed within two days after the concrete placement and approved by the Engineer.

**13.III.4 CURB REMOVAL**

Existing curbs which are to be removed will be designated in the field by the Engineer. The required removal shall be done in a manner that will avoid damage to property and to any existing sidewalks that are to remain.

Where existing curb is located over a gas service line, the use of a drop-weight type pavement breaker, crane and ball type breaker, hydraulic ram, or breaker called a "Woodpecker" shall not be used for curb removal.

Separate type curb shall be completely removed, including existing concrete backing or fill, unless otherwise directed by the Engineer.

Curb removal for integral curb and sidewalk and modified separate type curb shall be done in accordance with the requirements shown on the Standard Plans.

Earth removal at the back of and adjacent to existing curbs shall be limited to that reasonably required for the subsequent concrete construction including the necessary form work.

**13.III.5 CURB FORMS**

Forms for curbs shall conform to the applicable provisions of sidewalk forms as specified in 12.III.7. Curb forms shall be of metal, except that wood forms may be used on sharp turns and for special sections when approved by the Engineer. The forms shall be of an approved section, the full depth of the curb, and shall be so constructed to permit the inside forms to be securely fastened to the outside forms.

The forms shall be securely staked and braced to the required line and grade, and sufficiently tight to prevent leakage of mortar. The forms shall be oiled with a light clean paraffin oil which will not stain the concrete.

Slip forms for curbs will be permitted upon approval of the Engineer as to methods and equipment.

PERMANENT (SPRINGTIME) RESTORATION CORE BORE & SAW CUT NOTES:-

PERMANENT (SPRINGTIME) RESTORATION FOR GRASS:-

-2" TOPSOIL, GRASS SEED, & STRAW

PERMANENT (SPRINGTIME) RESTORATION FOR PAVEMENT:-

-EXCAVATED LOOSE MATERIAL REMOVED FROM SITE VIA HYDROVAC

-CONCRETE RESTORATION PAVEMENT SHALL BE MDOT P1 MIX (3,500 PSI)

-RESTORED CONCRETE PAVEMENT SHALL MATCH THICKNESS OF EXISTING CONCRETE PAVEMENT IN CONFORMANCE WITH MDOT STANDARDS DETAIL R-44-F

-RESTORED CONCRETE SHALL BE ANCHORED TO EXISTING CONCRETE PAVEMENT IN CONFORMANCE WITH MDOT STANDARD DETAIL R-44-F

-APPLY HMA TACK COAT PER MDOT STANDARD SPECIFICATIONS SECTION 904

-RESTORE HMA PAVEMENT 3.5" TO MATCH EXISTING, IN 2 LIFTS:

1ST LIFT-2" MDOT HMA 4E3 (13A RESIDENTIAL), COMPACTED, EXTENDED 1' BEYOND BASE CONCRETE REPAIR

2ND LIFT-1.5" MDOT HMA 5E3 (36A RESIDENTIAL), COMPACTED, EXTENDED 1' BEYOND 1ST LIFT  
-BITUMINOUS JOINT SEALER SHALL BE PLACED AT ALL FINISHED HMA JOINTS

-ALL DISTURBED PAVEMENT MARKINGS AND OTHER ASSETS, INCLUDING BIKE LANE DELINEATORS, WILL HAVE TO BE REPLACED AT THE COST OF THE PERMIT HOLDER, AND SHALL CONFORM TO THE LATEST CED/TED STANDARDS

-FOR OTHER RELATED SPECIFICATIONS (BACKFILL COMPACTION, MATERIALS, ETC....), REFER TO DIVISION 15 OF THE STANDARD SPECIFICATIONS FOR PAVING AND RELATED CONSTRUCTION

-2" LEVELING COURSE 4E3 HMA AND 1.5" WEARING COURSE OF 5E3 HMA

PERMANENT (SPRINGTIME) RESTORATION FOR SIDEWALK:-

-ANY HANDICAP RAMP ENCROACHMENT WILL BE REPLACED TO MEET CURRENT ADA STANDARDS IMMEDIATELY FOLLOWING SITE DISRUPTION

-FULL CONCRETE RESTORATION IN ACCORDANCE WITH CITY STANDARDS

PERMANENT (SPRINGTIME) RESTORATION OPEN TRENCH NOTES:-

PERMANENT (SPRINGTIME) RESTORATION FOR GRASS:-

-2" TOPSOIL, GRASS SEED, & STRAW

PERMANENT (SPRINGTIME) RESTORATION FOR PAVEMENT:-

-2" LEVELING COURSE 4E3 HMA AND 1.5" WEARING COURSE OF 5E3 HMA

PERMANENT (SPRINGTIME) RESTORATION FOR BRICK PAVERS:-

-CONSULT CERTIFIED BRICK PAVING CONTRACTOR APPROVED BY CITY

-RESURFACE BRICK PAVERS TO ORIGINAL CONDITION OR BETTER

TEMPORARY (WINTER) RESTORATION CORE BORE & SAW CUT NOTES:-

TEMPORARY (WINTER) RESTORATION FOR GRASS:-

-REFILL EXCAVATED AREA, COMPACTED TO ROUGH GRADE

TEMPORARY (WINTER) RESTORATION FOR PAVEMENT:-

-LANE DISRUPTION - SEE "STEEL PLATE & OPEN BORE PIT NOTES"

-HMA SHALL NOT BE APPLIED FOR TEMPORARY (WINTER) RESTORATION

-CONCRETE SHALL BE PLACED 1.5" FROM THE FINISHED GRADE:

-VISQUEEN LAYER SHALL BE APPLIED ON TOP OF THIS AND THEN FILLED WITH CONCRETE

-THE 1.5" CONCRETE SHALL BE REMOVED AND REPLACED WITH THE WEARING COURSE IN THE SPRING.

-TEMPORARY PAVEMENT MARKINGS MADE IN WINTER SHALL BE APPLIED AND REPLACED WEATHER PERMITTING

TEMPORARY (WINTER) RESTORATION FOR SIDEWALK:-

L SINGLE SIDEWALK SLAB (5'X5' OR 6'X6' TYP) REMOVAL AREA PREFERRED VS CORE BORE

L REFILL WITH CLASS II COMPACTED SAND & 21AA GRAVEL

L COLD PATCH TEMPORARY SURFACE FILL

TEMPORARY (WINTER) RESTORATION OPEN TRENCH NOTES:-

TEMPORARY (WINTER) RESTORATION FOR GRASS:-

-REFILL EXCAVATED AREA, COMPACTED TO ROUGH GRADE

-SOIL MOUNDED IN EXCESS WHERE PERMISSIBLE

TEMPORARY (WINTER) RESTORATION FOR PAVEMENT:-

-SEE "STEEL PLATE & OPEN BORE PIT NOTES"

-SEE ABOVE "CORE BORE & SAW CUT NOTES"

TEMPORARY (WINTER) RESTORATION FOR BRICK PAVERS:-

-BRICKS SHALL BE REMOVED AND PRESERVED WHERE POSSIBLE

-BACKFILL TRENCH AREA WITH 6" CLASS II COMPACTED SAND & 4" 21AA GRAVEL

-RESURFACE WITH 4" (MINIMUM) COLD PATCH

ALL TEMPORARY (WINTER) RESTORATION SHALL BE COMPLETED WITHIN 48 HOURS OF WORK.

STEEL PLATE NOTES:-

OPEN TRENCHING OPERATIONS:-

- PLATES SHALL BE USED TO RETAIN TRAFFIC FLOW IN WORK AREA
- PLATES SHALL ADEQUATELY COVER 36" MINIMUM TRENCH WIDTH
- PLATES SHALL REMAIN ON WORKSITE FOR 24 HOURS MAXIMUM
- PLATES SHALL BE SECURELY ANCHORED AND EXTEND A MINIMUM 15" BEYOND THE EDGES OF THE TRENCH
- PLATES SHALL HAVE A NON-SKID SURFACE IF ACROSS OR IN THE CROSSWALK
  
- FOR MAJOR STREETS, PLATES SHALL BE RECESSED TO BE FLUSH WITH THE PAVEMENT
- FOR RESIDENTIAL STREETS, PLATES SHALL BE WEDGED WITH COLD PATCH TO PROVIDE A SMOOTH TRANSITION
  
- ANY ROAD DISRUPTION THAT CANNOT BE IMMEDIATELY RESURFACED SHALL BE COVERED BY STEEL PLATES OVERNIGHT
  
- OWNER OF THE PLATES SHALL BE CLEARLY MARKED ON THE PLATE

BORE PIT & VAULT NOTES:-

- STANDARD BORE PIT DIMENSION IS 2'X3'X2' (SEE D1 "TYPICAL" DETAIL)
- ANY PIT NEEDING A LARGER AREA MAY BE STEPPED DOWN TO MAINTAIN EARTHEN INTEGRITY (SHORING METHOD)
- ALL VAULT LOCATIONS BEGIN THEIR LIFECYCLE AS A BORE PIT
- ANY BORE PIT NEEDING TO REMAIN OPEN OVERNIGHT SHALL BE COVERED IN PLYWOOD AND SECTIONED OFF VIA SNOW FENCE & STAKING