GENERAL CONSTRUCTION NOTES

(1) THESE STANDARD DRAWINGS ARE A SUPPLEMENT TO CITY OF DAYTON STANDARD DRAWINGS AND ARE TO BE USED IN CONJUNCTION WITH THEM.

(2) SHEETS 3-38 OF THE CITY OF DAYTON STANDARD DRAWINGS FOR STREET, SIDEWALK, AND ALLEY CONSTRUCTION, STREET LIGHTING APPURTENANCES,AND TRAFFIC SIGNAL UNDERGROUND CONSTRUCTION ARE TO BE USED FOR ADDITIONAL SPECIFICATIONS.

(3) SHEETS G1-G9, SA1-SA2 AND ST1-ST8 OF THE ENGIEERING DESIGN STANDARD FOR WATER, SANITARY SEWER AND STORM SEWER IS TO BE USED AS A PART OF THESE STANDARD DRAWINGS WHEN ANY SEWER INSTALLATIONS ARE MADE.

(4) THE CITY OF DAYTON DIVISION OF CIVIL ENGINEERING ENGINEERING CONSTRUCTION AND MATERIAL SPECIFICATIONS DATED JANUARY 1, 1990 OR ANY REVISION THEREOF, IS TO BE USED IN CONNECTION WITH THESE STANDARD DRAWINGS.

(5) NO CONSTRUCTION DRAWINGS ARE TO BE USED ON THE JOB UNLESS SUCH DRAWINGS HAVE BEEN SIGNED BY BOTH THE CITY ENGINEER AND THE DIRECTOR OF OF THE WATER DEPARTMENT.

(6) THE TOPS OF ALL MANHOLES ARE TO BE TEMPORARILY SET AT THE GRADE OF THE TOP OF THE GRAVEL BASE COURSE. AFTER THE ROADWAY HAS BEEN SURFACED WITH ASPHALT, THE MANHOLES SHALL BE RAISED TO FINISHED GRADE. THE ITEM RAISE MANHOLES WILL CONSIST OF CUTTING A CIRCLE 48" IN DIAMETER CENTERED ON THE MANHOLE AFTER THE ASPHALT IS LAID. EXCAVATING THE AREA WITHIN THIS CIRCLE, AND REPLACING WITH 10" REINFORCED CONCRETE, ITEM 451, AFTER THE MANHOLE HAS BEEN ADJUSTED TO THE FINISHED GRADE. REIFORCING IS TO CONSIST OF TWO EQUALLY SPACED 5/8" Ø DEFORMED BAR RINGS. CONCRETE SURFACE IS TO BE FINISHED 2" BELOW ASPHALT SURFACE. WITH NEW MANHOLES, RAISING AND PROVIDING CONCRETE RINGS SHALL BE CONSIDERED AS PART OF THE NEW MANHOLE COST.

(7) ALL CONCRETE WORK IS TO BE DONE WITH CITY OF DAYTON CLASS D CONCRETE (6.5 SACKS OF CEMENT PER CU.YD.)

(8) SIDEWALKS ON A PLATTED STREET WHICH IS A CONTINUATION OF AN EXISTING STREET SHALL CONFORM IN WIDTH TO THE EXISTING WALK BUT SHALL BE IN NO CASE LESS THAN FOUR FEET WIDE. IF A PLATTED STREET HAS A RIGHT-OF-WAY OF SIXTY FEET OR MORE, THE WALKS SHALL BE FIVE FEET WIDE. ALL OTHER WALKS ON RESIDENTIAL STREETS MAY BE FOUR FEET IN WIDTH. WALKS IN FRONT OF LOTS ZONED FOR BUSINESS SHALL BE DESIGNATED ON THE APPROVED PLANS. THE BACK OF OF SIDEWALKS ARE TO BE PLACED AS DETAILED ON THE TYPICAL STREET SECTIONS.

(9) COMBINED MOUNTABLE CURB AND GUTTER IS PERMITTED ONLY FOR LOCAL SINGLE FAMILY RESIDENTIAL STREETS. BARRIER TYPE CURB OR CURB AND GUTTER IS TO USED ON OTHER STREETS.

(10) ASPHALT CONCRETE COURSES, ITEM 403 AND 404, SHALL BE LAID IN TWO COURSES. THE FIRST ONE INCH COURSE MAY BE LAID FIVE DAYS AFTER THE PRIME COAT. THE FINAL TWO INCH COURSE IS TO BE APPLIED AFTER A WAITING PERIOD OF NOT LESS THAN NINE MONTHS AFTER THE ONE INCH COURSE IS LAID.

(11) INDUSTRIAL, COMMERICAL AND THOROUGHFARE TYPE STREETS SHALL HAVE A 3" COURSE OF ASPHALT CONCRETE BASE, ITEM 301, ADDED TO THE STANDARD SECTION SHOWN. OTHER ITEMS REMAIN THE SAME.

(12) IF THE DEVELOPER HAS TO MAKE AN ADJUSTMENT TO THE ADJACENT PRIVATE PROPERTY (GRADING,SIDE-SLOPING,DRIVEWAYS,STEPS,ETC.), THEY SHALL SUBMIT WRITTEN EVIDENCE THE PROPERTY OWNER HAS GIVEN PERMISSION TO THE DEVELOPER TO ENTER THE PRIVATE PROPERTY AND MAKE THE NECESSARY ADJUSTMENTS.

(13) IF RETAINING WALLS ARE REQUIRED TO SUPPORT THE ADJACENT PROPERTY, THE DEVELOPER'S ENGINEER SHALL SUBMIT DETAILED WALL PLANS SHOWING THE COMPLETE WORK.

(14) WHENEVER THE CONSTRUCTION OF STREETS AND NECESSARY STORM WATER SYSTEM IN A SUBDIVDIVISION IS SUCH THAT THE DIRECTION OF STORM WATER FLOW IS DIVERTED TO AFFECT SURROUNDING PROPERTIES, THE THE DEVELOPER SHALL OBTAIN SUFFICIENT DRAINAGE EASEMENTS TO ENABLE THEM TO PERFORM WHATEVER WORK IS NECESSARY TO PROVIDE FOR THE ADEQUATE DISPOSAL OF THE STORM WATER.

(15) WHENEVER THE DEVELOPER CHANGES THE GRADE OF AN EXISTING STREET OUTSIDE THE LIMITS OF THE PLAT AND THE GRADE CHANGE REQUIRES ADJUSTMENT TO EXISTING IMPROVEMENTS (STREETS, DRIVEWAYS,WALKS,ETC.) SUCH ADJUSTMENTS AS ARE REQUIRED WILL BE THE RESPONSIBILITY OF THE DEVELOPER.

(16) ON 1/2 STREET DEDICATIONS, IF THE EXISTING ℄ PROFILE OF THE EXISTING ROADWAY IS NOT ACCEPTABLE, THE DEVELOPER'S ENGINEER MUST ESTABLISH A NEW GRADE WHICH IS ACCEPTABLE, EVEN IF IMPROVEMENT OF FULL WIDTH OF THE ROADWAY IS MADE NECESSARY THEREBY.

(17) ON 1/2 STREET DEDICATIONS, THE DEVELOPER'S ENGINEER SHALL SUBMIT,AS PART OF THE CONSTRUCTION DRAWINGS, CROSS SECTIONS FOR THE FULL WIDTH OF THE FUTURE STREET RIGHT-OF-WAY. THESE CROSS SECTIONS SHALL HAVE 50 FT. MAXIMUM INTERVALS BETWEEN SECTIONS AND SHALL BE CHOSEN THAT ANY ADJUSTMENTS TO THE PHYSICAL FEATURES (SUCH AS DRIVEWAYS) WILL BE CLEARLY SHOWN. THESE CROSS SECTIONS SHALL EXTEND BEYOND THE FUTURE RIGHT--OF-WAY WHERE NECESSARY AND SHALL BE EXTENDED A MINIMUN OF 200' BEYOND THE PLAT IN EACH DIRECTION IN ORDER TO DETERMINE A SUITABLE JOIN WITH THE EXISTING PAVEMENT.

FOR NOTES PERTAINING TO DRIVEWAY CONSTRUCTION, SEE SHEETS NO. 14-15.

REVISIONS

STANDARDS FOR PLAT CONSTRUCTION
GENERAL CONSTRUCTION NOTES

CITY OF DAYTON, OHIO
STREET IMPROVEMENTS

NO SCALE 14A-17113