

STREETS

1. All fill placed within the roadway prism shall be compacted to 90% of the modified proctor, with the exception of the top 12 inches of sub-grade that shall be compacted to 95% of the modified proctor (ASTM D-1557).
2. Prior to placing base material, the following shall be completed:
 - A. All public utilities shall be installed, tested and approved.
 - B. The Engineer of Record shall certify and provide copies of compaction test results to the City Engineer, for all trenches and sub-grade.
 - C. The line and grade of the sub-grade shall be inspected and approved.
 - D. A proof-roll of the sub-grade shall be performed and observed by the Engineer of Record and City Engineering Inspector.
 - E. Obtain authorization from the Engineer of Record and City Engineering Inspector, to proceed with placement of base material. The City Engineering Inspector shall be notified at least 24 hours prior to placement of base material.
3. Crushed aggregate base shall conform to the Idaho Standards for Public Works Construction, Section 802, (type 1) $\frac{3}{4}$ -inch maximum aggregate size, and shall be compacted to the following specifications:
 - A. Roadway: 95%-modified proctor.
 - B. Curb base and driveway approaches: 92%-modified proctor.
 - C. Sidewalks or trails: 90%-modified proctor.
4. Prior to placing asphalt concrete, the following shall be completed:
 - A. The Engineer of Record shall certify and provide compaction test results for base material to the City Engineer.
 - B. All utilities shall be adjusted to grade and thickened collars installed.
 - C. Obtain authorization from the Engineer of Record and City Engineer to proceed with asphalt paving. The City Engineering Inspector shall be notified at least 24 hours prior to placement of asphalt pavement.
5. Asphalt pavement shall conform with Idaho Transportation Department (ITD) specifications for Superpave. Pavement shall be SP3 PG 58-28 with $\frac{1}{2}$ " max aggregate size. Pavements with a Section of 3" or less may be placed with 1 lift. Pavements with a section greater than 3" shall be placed with multiple lifts. Minimum lift thickness of 1.5" and maximum thickness of 3".

6. No asphalt shall be placed on wet or frozen surfaces, or when the air or ground temperature is less than 40°F. Top courses or pavement thickness less than 2.5 inches shall not be placed when air or ground temperature is less than 50°F, without approval by the City Engineer.
7. A tack coat shall be applied to all adjacent curbs and joints, prior to placement of asphaltic concrete.
8. During paving operations, the Engineer of Record shall observe paving operations, and perform compaction and quality control testing.
9. The City Engineer may require the pavement sections shown on the plans to be verified by "R" value tests taken from exposed sub-grade.
10. Extraction, coring, and gradation tests may be required at the discretion of the City Engineer to verify pavement thickness, compaction, and or to verify compliance of materials to specifications.
11. Forms, sub-grade and string-line inspection is required prior to pouring concrete. A minimum notice of 24 hours is required prior to inspection.
12. Concrete shall not be placed on frozen surfaces, ice or snow, or surfaces with a temperature greater than 90°F. Unless otherwise authorized by the City Engineer, concrete placement shall be discontinued when air temperatures reach 35°F and falling.
13. Curb and gutter shall be constructed with full depth construction expansion joints adjacent to catch basins, at cold joints, and at all returns. Weakened plane joints are required every 10 feet.
14. Sidewalks shall be constructed with full depth expansion joints every 20 feet, at cold joints, and adjacent to structures. Weakened plane joints shall be located every 5 feet. Joints in the sidewalk shall be aligned with curb joints, as nearly as practical.