

BOARD OF ZONING APPEALS STAFF REPORT

То:	Members of the Board of Zoning Appeals
From:	Tom Vander Woude, Planning Director
Meeting Date:	October 13, 2020
Agenda Item:	BZA Docket No. 20-012
Hearing:	PRELIMINARY HEARING
Summary:	BCORE Corridor Chicago LLC represented by Kimley-Horn requesting approval of developmental standards variances from Table 26-6.405.A-7 of the Munster zoning ordinance to expand a driveway beyond the maximum permitted width, to permit off-street parking in the first lot layer, to permit off-street loading in the first lot layer, and to waive the required screening for loading areas and from Table 26-6.405.O-3 to waive the minimum dimensions for a parking area.
Applicant:	BCORE Corridor Chicago LLC represented by Kimley-Horn
Property Address:	475 Superior Avenue
Current Zoning:	CD-4.B General Urban B Character District
Adjacent Zoning:	North: CD-4.B South: CD-4.B East: SD-PUD West: CZ – Civic Zone
Action Requested:	Schedule public hearing
Additional Actions Req	uired: Approval of Variances Findings of Fact
Staff Recommendation	: <u>Schedule public hearing</u>
Attachments:	BZA 20-012 variance application GE Driveway Improvement plan set prepared by Kimley-Horn dated 10.07.2020

1005 Ridge Road • Munster, IN 46321 • (219) 836-8810 • Police/Fire Emergencies 911 Police Non-Emergency (219) 836-6600 • Fire Non-Emergency (219) 836-6960

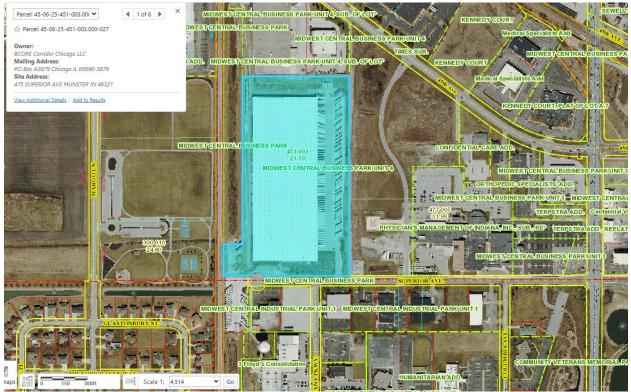


Figure 1: Subject property highlighted in blue.

BACKGROUND

Kimley-Horn, on behalf of BCORE Corridor Chicago LLC and its tenant GE Appliances, has submitted plans to expand the driveway at the GE Appliance distribution center at 475 Superior Avenue. The project will expand the driveway from 41 feet to 60 feet wide, with a 75-foot-wide apron at the front property line. The widened driveway will serve as additional truck queuing area to prevent the stacking of semi-trucks on Superior Avenue. To make room for the widened driveway, two parking spaces will be eliminated on the east side of the employee parking lot that is located south of the building. The employee parking lot will be expanded to the west to replace the parking spaces.

Modifications to the parking lot and loading area require the installation of screening. The parking lot will be screened with a fence, hedge, and shade trees in compliance with code standards. The loading area to the east of the building, which is currently screened with a chain link fence, will be screened with a solid wood fence along the frontage.

The proposed widening of the driveway will create space for a total of six trucks to be parked off-street as they wait to enter the loading area. The owners and operators of the GE Appliance Distribution Center are seeking to solve the problem of trucks stacking on Superior Ave. The lack of space within the yard leads trucks to idle in the west bound lane of Superior Ave., blocking westbound movements, reducing Superior to a single lane roadway, and preventing access into and out of adjacent businesses. The problem has been well documented and the subject of complaints from neighbors including the Franciscan Hospital Campus. The problem is particularly serious because Superior Avenue serves as ambulance and emergency access to the hospital as well as an access route for the School Town of Munster bus barn.

In 2017, GE Appliances applied for and received a variance to use the lot at 406 Superior Avenue as additional truck trailer storage. The lot was developed and is routinely full.

This project also will need to receive approval of the development plan from the Plan Commission.

DISCUSSION

Code Section	Standard	Permitted	Proposed
Table 26-6.405.A-7	Driveway/Vehicular Entrance Maximum Width	24 ft. maximum in 1 st lot layer	60 feet wide
Table 26-6.405.A-7	Off-Street Parking Location	In 3 rd lot layer only	In 1 st lot layer
Table 26-6.405.A-7	Off-Street Loading	In 3 rd lot layer only	In 1 st lot layer
Table 26-6.405.A-7	Screens: Loading Areas	Screening shall be by Building or opaque Wall Screen, Hedge Screen, or Fence Screen	No screening of loading area within driveway
Table 26-6.405.O-3	Off-Street Vehicular Parking Space Dimensions: 90 degree	Stall Width: 9'0" Minimum Stall Length: 18'0" Aisle Width: 21'0"	Stall Width: 9'0" Minimum Stall Length: 16'0" Aisle Width: 23'0

Multiple variances are being requested in connection with this project.

In general, these variances are required because the project proposes to use the driveway as an extension of the loading area. Loading areas are not permitted in the front yard/1st lot layer and commercial driveways are limited in width because they are not intended to be used for queuing and loading.

The current parking lot is only 55' from curb to curb and the stalls are only 16' in length, which does not meet current code standards. The two new spaces on the west side of the parking lot are proposed to be identical in length to the existing spaces which necessitates a variance.

VARIANCE STANDARDS

The variance process is established to provide relief to a property owner when, due to unique circumstances, compliance with the zoning code imposes a hardship or practical difficulty on a property owner. The BZA is under no obligation to grant a variance. It is the petitioner's responsibility to prove a hardship or practical difficulty. The BZA should ask the petition to address the criteria listed below.

Sec. 26-6.804.1 of the Munster Zoning Code states that the basis for a variance is as follows:

g. General Standards.

A Variance may be granted only if the Decision-Making Authority has made the following determinations for such Variance:

- the practical difficulties or unnecessary hardships that would be incurred by strict application of the Use or Development standard, as applicable, are unique and not shared by all properties in the vicinity and are not self-imposed;
- ii. such Variance is the minimum Variance that will relieve such practical difficulties or unnecessary hardships, as applicable;
- iii. such Variance is in the spirit of the general purposes and intent of this Article as stated in Division 1; and
- iv. such Variance is so designed as to provide reasonable consideration to, among other things, the character of the neighborhood, District, or Civic Zone, the conservation of property values in the vicinity, and the guidance of Development in accordance with the Comprehensive Plan.
- h. Specific to Development standards Variances:

A Variance from Development Standards may be approved or approved with conditions only if:

- i. it will not be injurious to the public health, safety, morals, and general welfare of the community;
- ii. the use and value of the area Adjacent to the property included in the Variance will not be affected in a substantially adverse manner; and
- iii. the strict application of the Development standards will result in practical difficulties in the use of the property.

The applicant has addressed these criteria in the attached application.

RECOMMENDATION

The Board of Zoning Appeals may wish to consider the following motion:

Motion to schedule a public hearing for BZA Docket No. 20-012.



Petition BZA 20 - 012

Date: 9/24/2020

Sign Fee: \$

□ Use □ Developmental Standards

Application Fee: \$ 325

Town of Munster Board of Zoning Appeals Petition Application

OWNER INFORMATION:	
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Joe Conroy (CBRE)	(847) 706-4037
Name of Owner	Phone Number
700 Commerce Drive, Ste. 450, Oak Brook, IL 60523	joe.conroy@cbre.com
Street address, City, ST, ZIP Code	Email address

APPLICANT OR PETITIONER INFORMATION (if different than above):

Nate Groff, P.E. (Kimley-Horn and Associates, Inc.)	630-487-5557
Name of Applicant/Petitioner	Phone Number
4201 Winfield Road, Suite 600, Warrenville, IL 60555	nate.groff@kimley-horn.com
Street address, City, ST, ZIP Code	Email address

PROPERTY INFORMATION:

GE Chicago Distribution Center	
Business or Development Name (if applicable)	
475 Superior St, Munster, IN, 46321	CD-4.B
Address of Property or Legal Description	Current Zoning

APPLICATION INFORMATION:

Please select what this Application is for:

Variance If yes, select one of the following:

□ Conditional Use

Administrative Appeal

Brief Description of Project and List of Variances or Conditional Uses Being Requested (if applicable): Proposed improvements consist of widening the existing truck entrance drive on Superior Street to accommodate trucking staging area not in conflict with inbound/outbound traffic, as well as modifications to the entrance gate and relocation of several trees. Impacted parking will be replaced within the west portion of the employee lot. Variances requested are 1) for screening of the trucks that will be parked and staging on the driveway entrance, and 2) for increasing the driveway width beyond the 24 ft code standard.

630-487-5557
Phone Number
nate.groff@kimley-horn.com
Email address

DEVELOPMENTAL VARIANCE CONDITIONS OF APPROVAL

The Munster Board of Zoning Appeals is authorized to hear petitions for developmental standards variances and to approve or deny. The Board of Zoning Appeals may also impose reasonable conditions and restrictions. Indiana Code 36-7-4-918.5 lists the legal criteria for a developmental standards variance:

1. The approval will not be injurious to the public health, safety, morals, and general welfare of the community. Explain why this statement is true in this case:

The driveway expansion will provide additional truck staging space for the facility. This will help alleviate the concern from neighbors with trucks parking on Superior Street.

2. The use and value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner. Explain why this statement is true in this case:

The proposed improvements will take trucks from staging on Superior Street, helping to alleviate a traffic concern of the neighbors. The buildings use will not change and operations will actually be more efficient, with no adverse affects.

3. The strict application of the terms of the zoning ordinance will result in practical difficulties in the use of the property. Explain why this statement is true in this case:

- The strict application of the zoning ordinance does not allow for a driveway larger than
- 24 ft in width, which is essential for large truck traffic at a distribution facility. Additionally,
- the ordinance would not allow staging of trucks on the driveway, which is desirable not only for the tenant, but also for the neighbors and Town to keep those trucks off of
- Superior Street.

Attach additional pages if necessary

FINAL ENGINEERING PLANS GE DRIVEWAY IMPROVEMENTS **475 SUPERIOR AVENUE MUNSTER, IN 46321**

UTILITY AND GOVERNING AGENCY CONTACTS

ENGINEERING DEPARTMENT SEH OF INDIANA, LLC 9200 CALUMET AVENUE, SUITE N300 MUNSTER, IN 46321 TEL: (219) 688-0497 CONTACT: JILL E. DITOMMASO, P.E.

STORM SEWER SERVICE MUNSTER PUBLIC WORKS DEPARTMENT 1005 RIDGE ROAD MUNSTER, IN 46321 TEL: (219) 836-6900 CONTACT: TONY PETRASHEVICH

SANITARY SEWER SERVICE MUNSTER PUBLIC WORKS DEPARTMENT 1005 RIDGE ROAD MUNSTER, IN 46321 TEL: (219) 836-6900 CONTACT: TONY PETRASHEVICH

WATER SERVICE MUNSTER PUBLIC WORKS DEPARTMENT 1005 RIDGE ROAD MUNSTER, IN 46321 TEL: (219) 836-6900 CONTACT: TONY PETRASHEVICH

PROJECT TEAM

<u>OWNER</u> GE APPLIANCES. A HAIER COMPANY 475 SUPERIOR STREET MUNSTER, IN 46321 TEL: (XXX) XXX-XXXX CONTACT: JONATHAN GOCKE

<u>GEOTECH</u> COMPANY NAME STREET ADDRESS CITY, STATE ZIP-CODE TEL: (XXX) XXX-XXXX CONTACT: FIRST LAST NAME PLANNING DEPARTMENT TOWN OF MUNSTER 1005 RIDGE ROAD MUNSTER, IN 46321 TEL: (219) 836-6995 CONTACT: THOMAS VANDER WOUDE, AICP

POWER COMPANY NORTHERN INDIANA PUBLIC SERVICE COMPANY 801 E. 86TH AVE MERRILLVILLE, IN 46410 TEL: (800) 426-6619

NATURAL GAS COMPANY NORTHERN INDIANA PUBLIC SERVICE COMPANY 801 E. 86TH AVE MERRILLVILLE. IN 46410 TEL: (800) 426-6619

<u>TELEPHONE</u> COMCAST 844 169TH STREET HAMMOND, IN 46324 TEL: (219) 852-4700

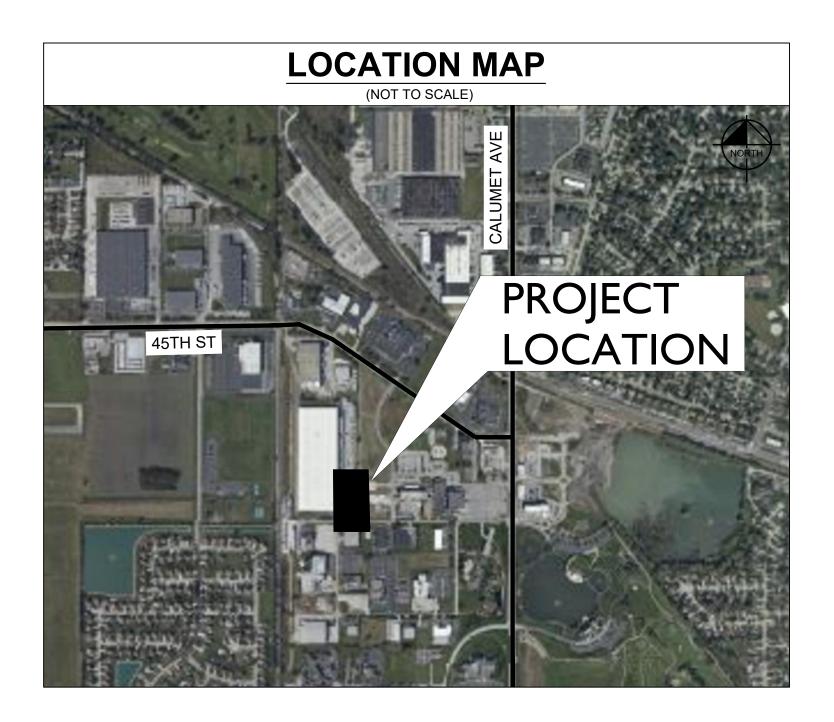
CIVIL ENGINEER KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE RD, SUITE 350 LISLE, IL 60532 TEL: (630) 487-5550 EMAIL: NATE.GROFF@KIMLEY-HORN.COM CONTACT: NATHAN GROFF, PE

LANDSCAPE ARCHITECT KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE RD, SUITE 350 LISLE, IL 60532 TEL: (630) 487-5550 EMAIL: DANIEL.GROVE@KIMLEY-HORN.COM CONTACT: DANIEL GROVE, PLA

<u>SURVEYOR</u> TORRENGA SURVEYING, LLC 907 RIDGE ROAD MUNSTER, IN 46321 TEL: (219) 836-8918 CONTACT: JOHN STUART ALLEN

LEGAL DESCRIPTION

LOT 1 IN MIDWEST CENTRAL BUSINESS PARK, UNIT 4, AS PER PLAT THEREOF, RECORDED IN PLAT BOOK 06, PAGE 25, IN THE OFFICE OF THE RECORDER OF LAKE COUNTY, INDIANA.



Sheet Numbe	r
C0.0	
V0.0	
C1.0	
C2.0	
C3.0	
C4.0	
C5.0	
L1.0	
L2.0	



Know	what's	below.	Call	before	you	dig
Know	what's	below.	caii	before	you	dig

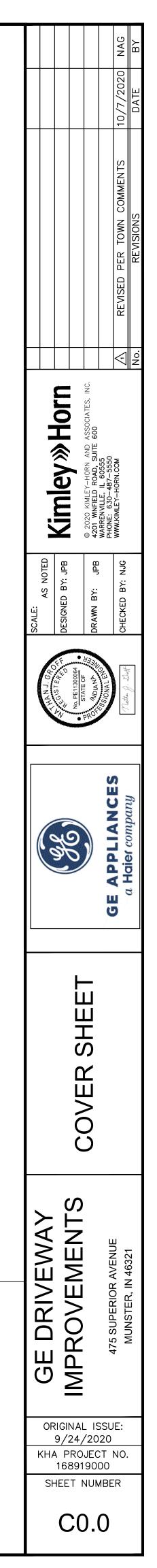
Sheet List Table
Sheet Title
COVER SHEET
TOPOGRAPHIC SURVEY (BY OTHERS)
GENERAL NOTES
EXISTING CONDITIONS AND DEMOLITION PLAN
SITE PLAN
GRADING AND EROSION CONTROL
CONSTRUCTION DETAILS
LANDSCAPE PLAN
LANDSCAPE NOTES AND DETAILS

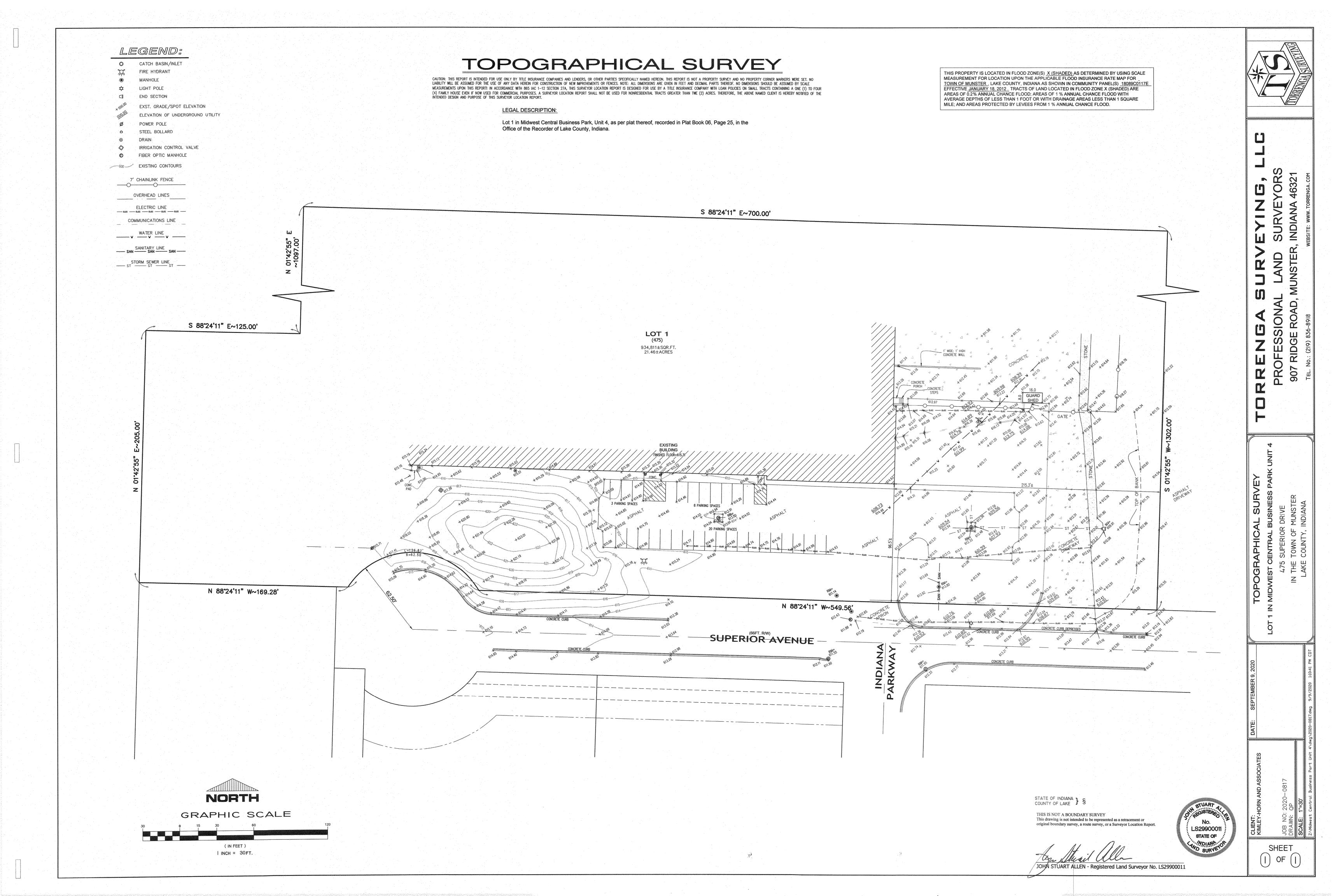
PROFESSIONAL ENGINEER'S CERTIFICATION

I, NATHAN GROFF, A LICENSED PROFESSIONAL ENGINEER OF INDIANA, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE BUT EXCLUDING DETAILS PREPARED BY OTHERS, WAS PREPARED ON BEHALF OF GE APPLIANCES, A HAIER COMPANY BY KIMLEY-HORN AND ASSOCIATES, INC. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS 7 DAY OF OCTOBER , A.D., 2020.

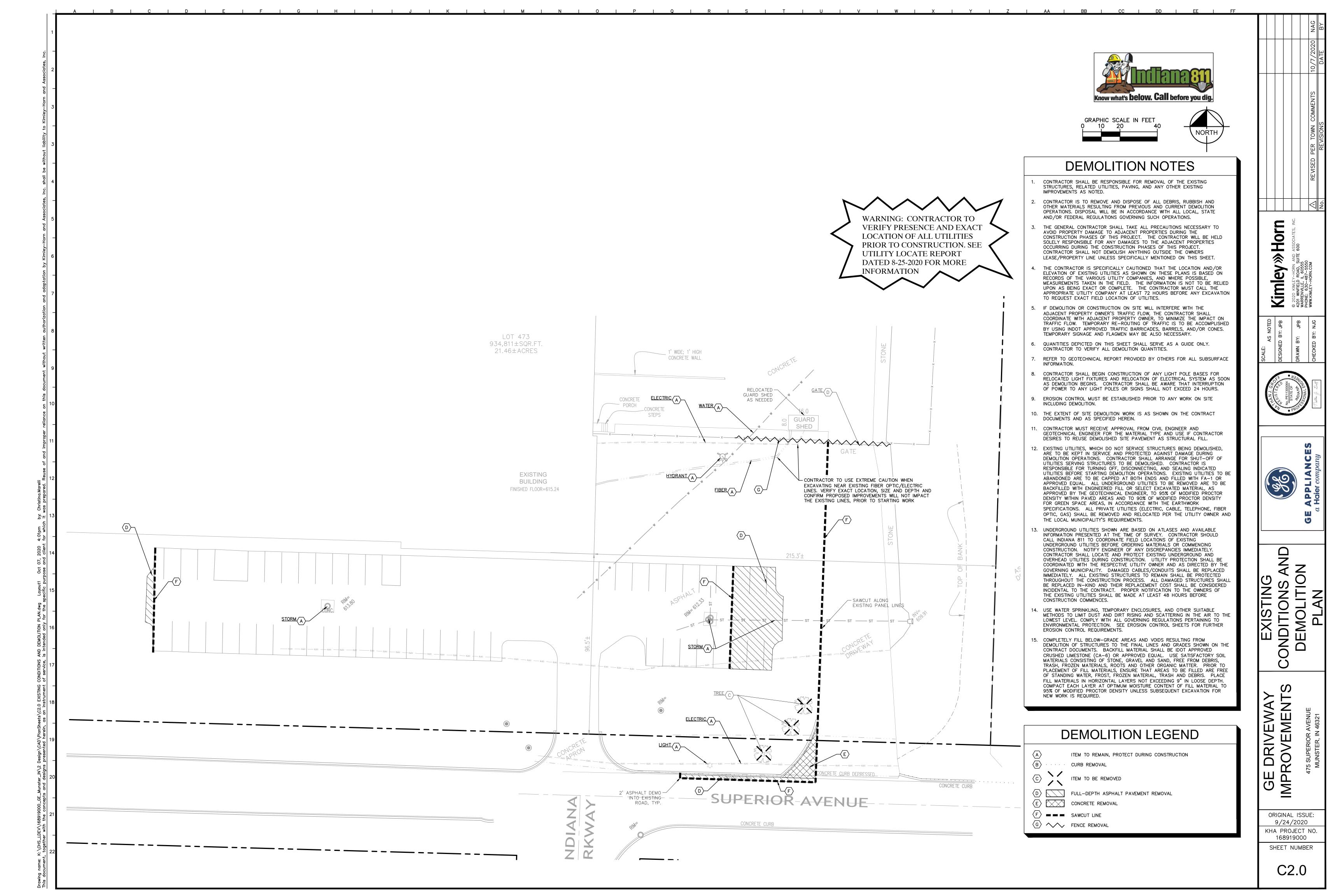
Lathan INDIANA LICENSED PROFESSIONAL ENGINEER 11300064 MY LICENSE EXPIRES ON JULY 31, 2022 DESIGN FIRM REGISTRATION NUMBER: 184002012-0006

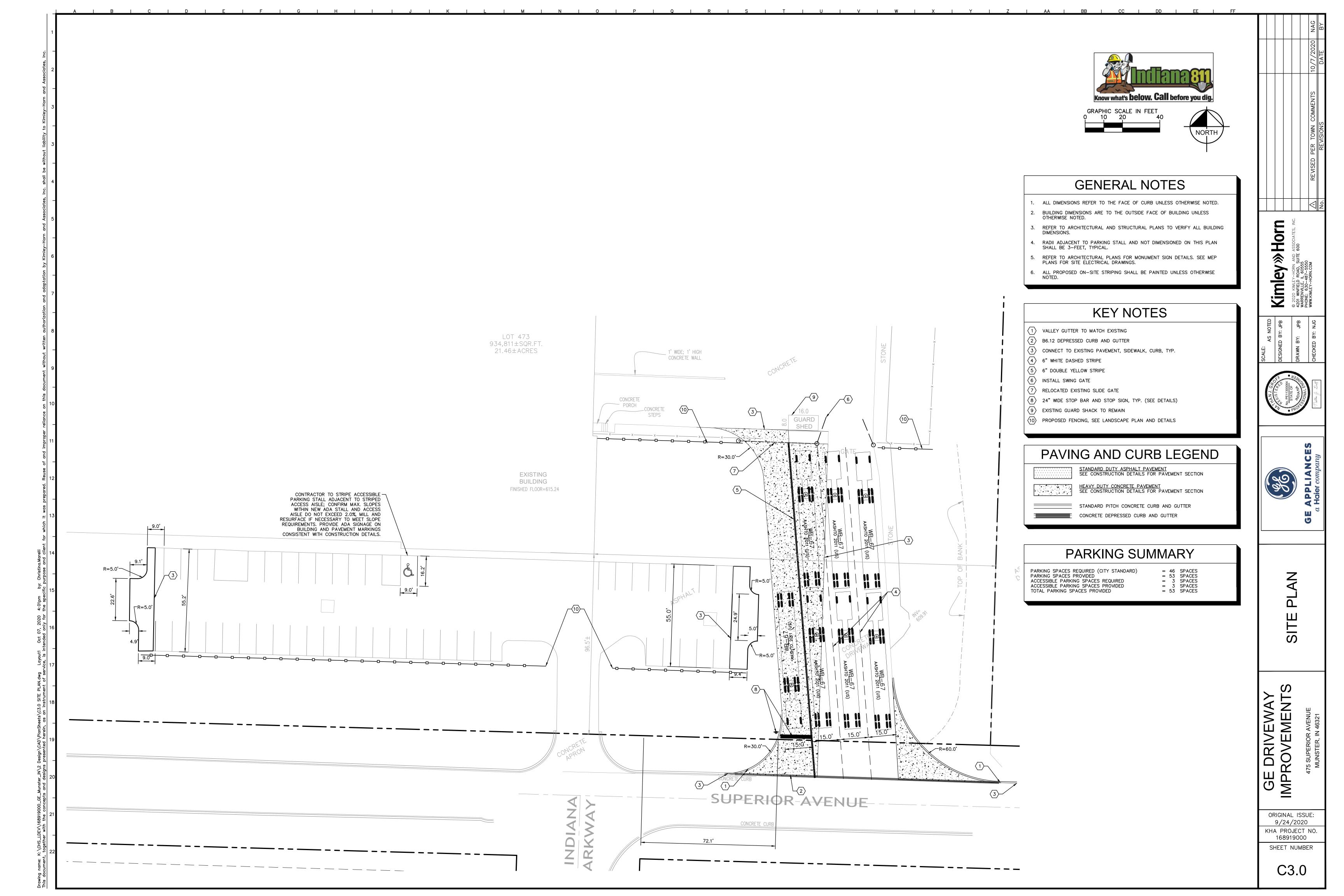


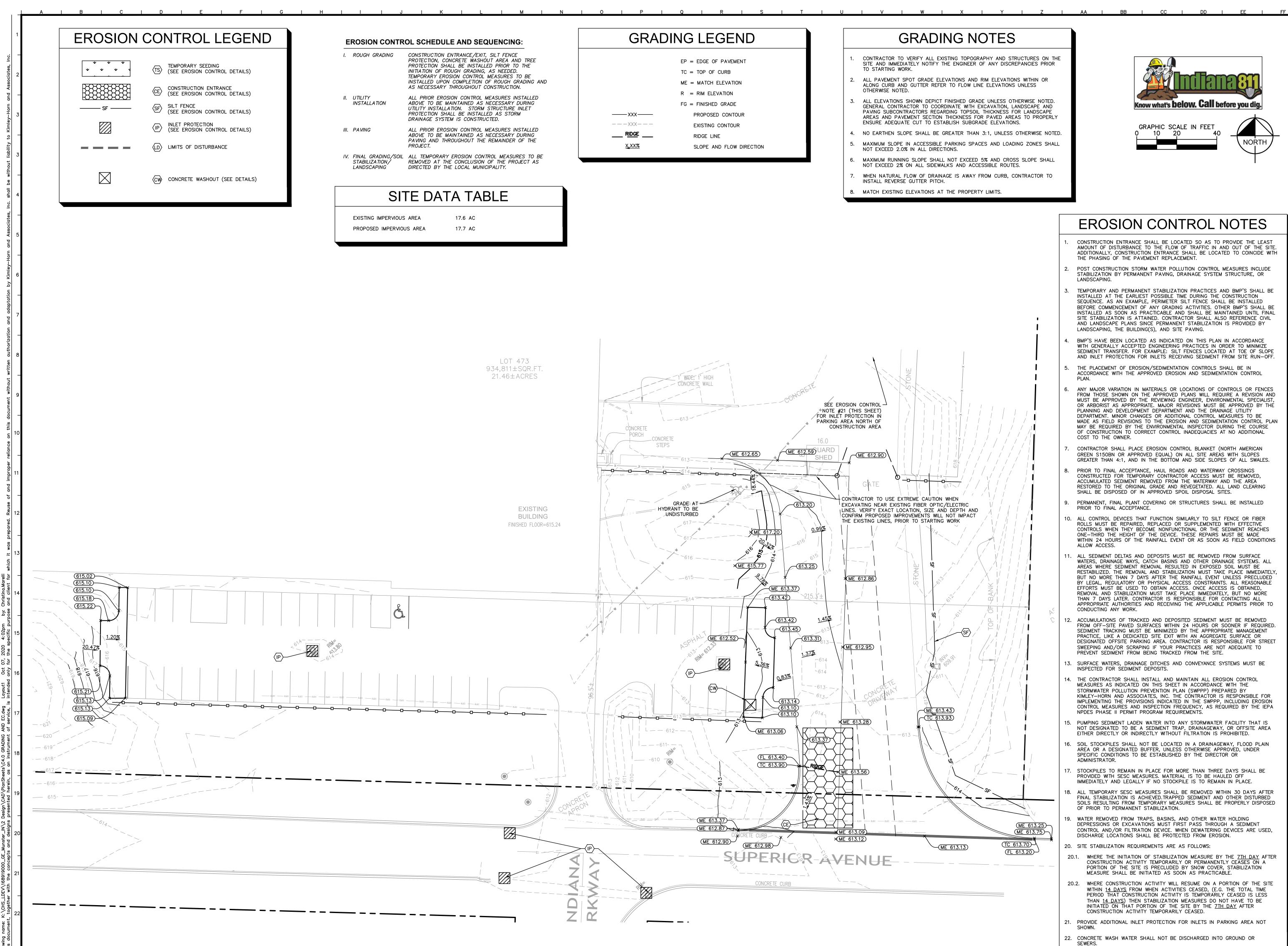


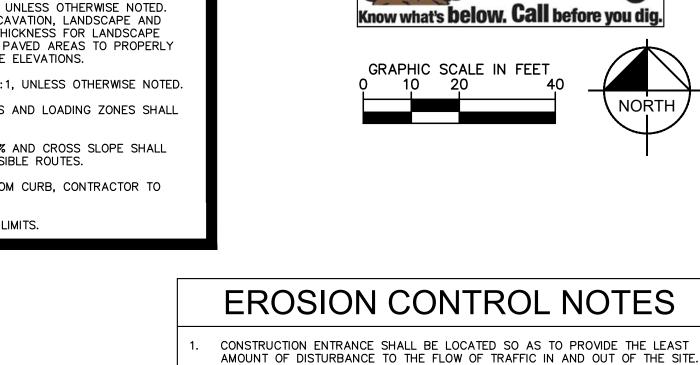
ERAL NOTES	PAVING NOTES	EARTHWORK NOTES
MUNICIPALITY REQUIREMENTS AND THE LATEST INDIANA DEPARTMENT OF TRANSPORTATION OT) STANDARD SPECIFICATIONS INCLUDING CHANGES SHALL GOVERN ALL CONSTRUCTION IS THAT ARE A PART OF THIS PLAN UNLESS OTHERWISE NOTED. WHEN CONFLICTS ARISE	1. GENERAL 1.1. PAVING WORK INCLUDES FINAL SUBGRADE SHAPING, PREPARATION, AND COMPACTION:	1. GENERAL 1.1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE SOIL AND GROUNDWATER
WEEN ABOVE LISTED SPECIFICATIONS, THE MORE STRINGENT SHALL TAKE PRECEDENCE. NDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND RECURRING SPECIAL	PLACEMENT OF SUBBASE OR BASE COURSE MATERIALS; BITUMINOUS INTERMEDIATE AND/OR SURFACE COURSES; FORMING, FINISHING, AND CURING CONCRETE PAVEMENT, CURBS, AND WALKS; AND FINAL CLEAN-UP AND ALL RELATED WORK.	CONDITIONS AT THE SITE. 1.2. ANY QUANTITIES IN THE BID PROPOSAL ARE INTENDED AS A GUIDE FOR THE CONTRACTOR'S
VISIONS, CONSTRUCTION PLANS, AND SUBSEQUENT DETAILS ARE ALL TO BE CONSIDERED AS T OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS K MAY NOT BE SPECIFICALLY NOTED, BUT ARE CONSIDERED A PART OF THIS CONTRACT.	2. SUBGRADE PREPARATION 2.1. EARTHWORK FOR PROPOSED PAVEMENT SUBGRADE SHALL BE FINISHED TO WITHIN 0.1 FOOT.	USE IN DETERMINING THE SCOPE OF THE COMPLETED PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ALL MATERIAL QUANTITIES AND APPRISE HIMSELF/HERSELF OF ALL SITE CONDITIONS. THE CONTRACT PRICE SUBMITTED BY THE CONTRACTOR SHALL BE CONSIDERED AS LUMP SUM FOR THE COMPLETE PROJECT. NO CLAIMS FOR EXTRA WORK WILL
CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR ILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE ITENANCE AND PRESERVATION OF THESE FACILITIES. THE ENGINEER DOES NOT WARRANT	2.1. EARTHWORK FOR PROPOSED PAVEMENT SUBGRADE SHALL BE FINISHED TO WITHIN 0.1 FOUT, PLUS OR MINUS, OF PLAN ELEVATION. THE CONTRACTOR SHALL SATISFY HIMSELF THAT THE SUBGRADE HAS BEEN PROPERLY PREPARED AND THAT THE FINISH TOP SUBGRADE ELEVATION HAS BEEN GRADED WITHIN TOLERANCES ALLOWED IN THESE SPECIFICATIONS, UNLESS THE	BE RECOGNIZED.
LOCATION OF ANY EXISTING UTILITIES SHOWN ON THE PLAN. THE CONTRACTOR SHALL CALL ANA UTILITIES PROTECTION SERVICE (811 OR 1.800.362.2764) AND THE MUNICIPALITY FOR ITY LOCATIONS.	CONTRACTOR ADVISES THE ENGINEER IN WRITING PRIOR TO FINE GRADING FOR BASE COURSE CONSTRUCTION. IT IS UNDERSTOOD THAT HE/SHE HAS APPROVED AND ACCEPTS THE RESPONSIBILITY FOR THE SUBGRADE.	FINISHED GRADE AND SUBGRADE ELEVATIONS (AS NOTED) AND THAT PAVEMENT THICKNESS, TOPSOIL, ETC., MUST BE ACCOUNTED FOR.
CONSTRUCTION PLANS SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED R CONSTRUCTION" PRIOR TO COMMENCEMENT OF CONSTRUCTION. THE CONTRACTOR SHALL FY ALL DIMENSIONS AND CONDITIONS AFFECTING THE WORK WITH THE ACTUAL CONDITIONS	2.2. AFTER STRIPPING TO THE PROPOSED SUBGRADE LEVEL, THE BUILDING AND PARKING AREA SHOULD BE PROOF-ROLLED WITH A TANDEM AXLE DUMP TRUCK OR SIMILAR HEAVY RUBBER TIRED VEHICLE TYPICALLY WITH AN AXIAL LOAD GREATER THAN NINE (9) TONS OR MEETING	1.4. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE DURING CONSTRUCTION AND PREVENT STORMWATER FROM RUNNING INTO OR STANDING IN EXCAVATED AREAS. THE FAILURE TO PROVIDE PROPER DRAINAGE WILL NEGATE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT THEREOF. FINAL GRADES SHALL
THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE SURVEYOR'S LINE AND DE STAKES. IF THERE ARE ANY DISCREPANCIES WITH WHAT IS SHOWN ON THE STRUCTION PLANS, HE/SHE MUST IMMEDIATELY REPORT THEM TO THE SURVEYOR OR	SPECIFICATIONS OUTLINED IN INDOT CMS ITEM 204 FOR ROADWAY SUBGRADE COMPACTION AND PROOF-ROLLING.	BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION, AND TRAFFIC. 1.5. PLANS FOR THE SITE DEWATERING, IF EMPLOYED, SHALL BE SUBMITTED AND APPROVED PRIOR
INEER BEFORE DOING ANY WORK. OTHERWISE, THE CONTRACTOR ASSUMES FULL PONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, CIFICATIONS, AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN PLATION FROM THE ENDINEER DEDICATE DEDICATION FOR MULTI-ANY DATA OF THE WORK	2.3. MAXIMUM DEFLECTION ALLOWED IN ISOLATED AREAS MAY BE ONE (1) INCH IF NO DEFLECTION OCCURS OVER THE MAJORITY OF THE AREA.	CONSTRUCTION.
RUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK ECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE TRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT THE CONTRACTOR'S OWN RISK AND ENSE. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE	2.4. PRIOR TO THE CONSTRUCTION OF THE CURB AND GUTTER AND THE PLACEMENT OF THE BASE MATERIAL, THE PAVEMENT AREA SHALL BE FINE-GRADED TO WITHIN 0.04 FEET (1/2 INCH) OF FINAL SUBGRADE ELEVATION, TO A POINT TWO (2) FEET BEYOND THE BACK OF THE CURB, SO AS TO ENSURE THE PROPER THICKNESS OF PAVEMENT COURSES. NO CLAIMS FOR EXCESS	OF SEDIMENTATION CONTROL MEASURES. THE INITIAL ESTABLISHMENT OF EROSION CONTROL PROCEDURES AND THE PLACEMENT OF SILT AND FILTER FENCING, ETC., TO PROTECT ADJACENT
NING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER LL BE FINAL AND CONCLUSIVE.	QUANTITY OF BASE MATERIALS DUE TO IMPROPER SUBGRADE PREPARATION WILL BE HONORED.	1.7. PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES, THE CONTRACTOR SHALL ERECT A CONSTRUCTION FENCE AROUND ANY TREE DESIGNATED TO BE PRESERVED. SAID FENCE SHALL
FICATION OF COMMENCING CONSTRUCTION: THE CONTRACTOR SHALL NOTIFY AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. IN ADDITION. THE	 2.5. PRIOR TO PLACEMENT OF THE BASE COURSE, THE SUBGRADE SHALL BE APPROVED BY THE TESTING ENGINEER. 3. CONCRETE WORK 	BE PLACED IN A CIRCLE CENTERED AROUND THE TREE, THE DIAMETER OF WHICH SHALL BE SUCH THAT THE ENTIRE DRIP ZONE (EXTENT OF FURTHEST EXTENDING BRANCHES) SHALL BE WITHIN THE FENCE LIMITS. THE EXISTING GRADE WITHIN THE FENCED AREA SHALL NOT BE DISTURBED.
CONTRACTOR SHALL NOTIFY, AS NECESSARY, ALL TESTING AGENCIES, THE MUNICIPALITY, AND THE OWNER SUFFICIENTLY IN ADVANCE OF CONSTRUCTION.	3.1. ALL EXTERIOR CONCRETE SHALL BE PORTLAND CEMENT CONCRETE CLASS S1 OR PV. CONCRETE SHALL BE A MINIMUM OF SIX (6) BAG MIX AND SHALL DEVELOP A MINIMUM OF	2. TOPSOIL EXCAVATION INCLUDES:
AILURE OF THE CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN THE TESTING COMPANIES TO BE UNABLE TO VISIT THE SITE AND PERFORM TESTING WILL CAUSE THE CONTRACTOR TO SUSPEND THE OPERATION TO BE TESTED UNTIL THE TESTING ACENCY CAN SOLVED TO SUSPEND THE OPERATION TO BE TESTED UNTIL THE TESTING	BROOM-FINISHED PERPENDICULAR TO THE DIRECTION OF TRAVEL.	2.1. EXCAVATION OF TOPSOIL AND OTHER STRUCTURALLY UNSUITABLE MATERIALS WITHIN THOSE AREAS THAT WILL REQUIRE EARTH EXCAVATION OR COMPACTED EARTH FILL MATERIAL. EXISTING VEGETATION SHALL BE REMOVED PRIOR TO STRIPPING TOPSOIL OR FILLING AREAS.
AGENCY CAN SCHEDULE TESTING OPERATIONS. COST OF SUSPENSION OF WORK SHALL BE BORNE BY THE CONTRACTOR. CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL EMERGENCY	3.2. CONCRETE CURB AND/OR COMBINATION CURB AND GUTTER SHALL BE OF THE TYPE SHOWN ON THE PLANS. THE CONTRACTOR IS CAUTIONED TO REFER TO THE CONSTRUCTION STANDARDS AND THE PAVEMENT CROSS SECTION TO DETERMINE THE GUTTER FLAG THICKNESS AND THE AGGREGATE BASE COURSE THICKNESS BENEATH THE CURB AND GUTTER.	2.2. PLACEMENT OF EXCAVATED MATERIAL IN OWNER-DESIGNATED AREAS FOR FUTURE USE WITHIN
FIC, AS DIRECTED BY THE MUNICIPALITY. PROPOSED GRADES SHOWN ON PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS NOTED	PRE-MOLDED FIBER EXPANSION JOINTS, WITH TWO 3/4-INCH BY 18-INCH EPOXY-COATED STEEL DOWEL BARS, SHALL BE GREASED AND FITTED WITH METAL EXPANSION TUBES. SAWED OR FORMED CONTRACTION JOINTS SHALL BE PROVIDED AT NO GREATER THAN TEN TO	2.3. TOPSOIL STOCKPILED FOR RESPREAD SHALL BE FREE OF CLAY AND SHALL NOT CONTAIN ANY OF THE TRANSITIONAL MATERIAL BETWEEN THE TOPSOIL AND CLAY. THE TRANSITIONAL
RWISE. CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES UNTIL THEY ARE NO LONGER DED. ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE	TWENTY-FIVE FOOT INTERVALS BETWEEN EXPANSION JOINTS. NO HONEY-COMBING OF THE CURB AND GUTTER WILL BE ACCEPTED. 3.3. CURBS SHALL BE DEPRESSED AT LOCATIONS WHERE PUBLIC WALKS INTERSECT CURB LINES	MATERIAL SHALL BE USED IN NON-STRUCTURAL FILL AREAS OR DISPOSED OF OFF-SITE. 2.4. TOPSOIL RESPREAD SHALL INCLUDE HAULING AND SPREADING OF TOPSOIL DIRECTLY OVER AREAS TO BE LANDSCAPED WHERE SHOWN ON THE PLANS OR AS DIRECTED BY THE OWNER.
L BE RESET BY THE SURVEYOR AT THE CONTRACTOR'S EXPENSE. FRAMES AND LIDS FOR STORM AND SANITARY SEWERS, VALVE VAULT COVERS, FIRE	AND OTHER LOCATIONS, AS DIRECTED, FOR THE PURPOSE OF PROVIDING ACCESSIBILITY. 3.4. THE CURBS SHALL BE BACKFILLED AFTER THEIR CONSTRUCTION AND PRIOR TO THE	3. EARTH EXCAVATION INCLUDES:
RANTS, AND B-BOXES ARE TO BE ADJUSTED TO MEET FINISHED GRADE. THIS ADJUSTMENT O BE MADE BY THE SEWER AND WATER CONTRACTOR, AND THE COST IS TO BE SIDERED INCIDENTAL. THESE ADJUSTMENTS TO FINISHED GRADE WILL NOT ALLEVIATE THE	PLACEMENT OF THE BASE COURSE. 3.5. CONCRETE SIDEWALK SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. PROVIDE	
IRACTOR FROM ANY ADDITIONAL ADJUSTMENTS AS REQUIRED BY THE MUNICIPALITY UPON L INSPECTION OF THE PROJECT. FINAL GRADES MAY BE DETERMINED BY THE MUNICIPALITY MAY VARY FROM PLAN GRADE.	SCORED JOINTS AT MAXIMUM 6-FOOT INTERVALS AND 1/2-INCH PRE-MOLDED FIBER EXPANSION JOINTS AT 50-FOOT MAXIMUM INTERVALS AND ADJACENT TO CONCRETE CURBS, DRIVEWAYS, FOUNDATIONS, AND OTHER STRUCTURES.	SHALL BE SUCH THAT THE EARTH MATERIALS SHALL "BALANCE" DURING THE FINE GRADING OPERATION. 3.2. PLACEMENT OF SUITABLE MATERIALS SHALL BE WITHIN THOSE AREAS REQUIRING STRUCTURAL
EXISTING SIGNS, LIGHT STANDARDS, AND UTILITY POLES THAT INTERFERE WITH STRUCTION OPERATIONS AND ARE NOT NOTED ON THE PLANS FOR DISPOSAL SHALL BE OVED AND RESET BY THE CONTRACTOR AT HIS/HER OWN EXPENSE, AS DIRECTED BY THE	3.6. CONCRETE DRIVEWAY APRONS SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. PROVIDE 6-INCH BY 6-INCH NO. 6 WELDED WIRE MESH IN ALL DRIVEWAYS. PROVIDE 1/2-INCH PRE-MOLDED FIBER EXPANSION JOINT ADJACENT TO CURBS AND CONCRETE	FILL IN ORDER TO ACHIEVE THE PLAN SUBGRADE ELEVATIONS TO WITHIN A TOLERANCE OF 0.1 FEET. THE FILL MATERIALS SHALL BE PLACED IN LOOSE LIFTS THAT SHALL NOT EXCEED EIGHT (8) INCHES IN THICKNESS, AND THE WATER CONTENT SHALL BE ADJUSTED IN ORDER TO
NEER. ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED OR REPLACED BY THE TRACTOR AT HIS/HER OWN EXPENSE TO THE SATISFACTION OF THE OWNER. ANY SIGNS REQUIRED TO BE RESET SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.	SIDEWALKS. PROVIDE SAWED OR FORMED CONTRACTIONS JOINT AT MID-POINT AND 15-FOOT MAXIMUM.	3.3. STRUCTURAL FILL MATERIAL MAY BE PLACED WITHIN THOSE PORTIONS OF THE SITE NOT
DVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, 3 AND GUTTER, CULVERTS, ETC., SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR HE CONTRACTOR'S OWN EXPENSE. THE CONTRACTOR IS RESPONSIBLE FOR ANY PERMITS	3.7. STANDARD REINFORCED CONCRETE PAVEMENT SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. SAWED OR FORMED CONTRACTION EXPANSION JOINTS SHALL BE AS SHOWN ON THE PLANS.	REQUIRING STRUCTURAL FILL, WITHIN SIX (6) INCHES OF THE PLAN FINISHED GRADE ELEVATION. I IN AREAS REQUIRING STRUCTURAL FILL, HOWEVER, THIS MATERIAL SHALL NOT BE PLACED OVER TOPSOIL OR OTHER UNSUITABLE MATERIALS UNLESS SPECIFICALLY DIRECTED BY A SOILS ENGINEER WITH THE CONCURRENCE OF THE OWNER.
JIRED FOR SUCH DISPOSAL. FIELD TILES ENCOUNTERED SHALL BE INSPECTED BY THE MUNICIPALITY. THE DRAIN TILE	3.8. CONCRETE CURING AND PROTECTION SHALL BE PER INDOT STANDARDS. TWO (2) COATS OF INDOT APPROVED CURING AGENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES.	3.4. COMPACTION OF SUITABLE MATERIALS SHALL BE TO AT LEAST 93% OF THE MODIFIED PROCTOR DRY DENSITY WITHIN PROPOSED PAVEMENT AREAS, SIDEWALK, ETC. COMPACTION SHALL BE AT
LL BE CONNECTED TO THE STORM SEWER SYSTEM AND A RECORD KEPT BY THE TRACTOR OF THE LOCATIONS AND TURNED OVER TO THE MUNICIPALITY UPON COMPLETION THE PROJECT. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE TRACT. AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.	 3.9. THE COST OF AGGREGATE BASE OR SUBBASE UNDER CONCRETE WORK SHALL BE INCLUDED IN THE COST OF THE RESPECTIVE CONCRETE ITEM. 4. FLEXIBLE PAVEMENT 	IN LEAST 95% OF THE MODIFIED PROCTOR WITHIN PROPOSED BUILDING PAD AREAS. 4. UNSUITABLE MATERIAL: UNSUITABLE MATERIALS SHALL BE CONSIDERED MATERIAL THAT IS NOT SUITABLE FOR THE SUPPORT OF PAVEMENT AND BUILDING CONSTRUCTION. AND IS ENCOUNTERED
	4. FLEXIBLE FAVEMENT 4.1. THE PAVEMENT MATERIALS FOR BITUMINOUS STREETS, PARKING LOTS, AND DRIVE AISLES SHALL BE AS DETAILED ON THE PLANS. UNLESS OTHERWISE SHOWN ON THE PLANS, THE	BELOW NORMAL TOPSOIL DEPTHS AND THE PROPOSED SUBGRADE ELEVATION. THE DECISION TO REMOVE SAID MATERIAL AND TO WHAT EXTENT SHALL BE MADE BY THE GEOTECHNICAL ENGINEER OR SOILS TESTING AGENCY WITH THE CONCURRENCE OF THE OWNER.
MENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN IC RIGHT-OF-WAYS ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE IRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF THESE	FLEXIBLE PAVEMENTS SHALL CONSIST OF AGGREGATE BASE, ASPHALT INTERMEDIATE COURSE TYPE 2, AND ASPHALT SURFACE COURSE TYPE 1, OF THE THICKNESS AND MATERIALS SPECIFIED ON THE PLANS. THICKNESSES SPECIFIED SHALL BE CONSIDERED TO BE THE	5. MISCELLANEOUS. THE CONTRACTOR SHALL:
TY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF TING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT WITH LOCATIONS THE NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE FLICT MAY BE RESOLVED.	4.2. ALL TRAFFIC SHALL BE KEPT OFF THE COMPLETED AGGREGATE BASE UNTIL THE INTERMEDIATE	5.1. SPREAD AND COMPACT UNIFORMLY TO THE DEGREE SPECIFIED ALL EXCESS TRENCH SPOIL AFTER COMPLETION OF THE UNDERGROUND IMPROVEMENTS. TE 5.2. SCARIFY, DISC. AERATE, AND COMPACT. TO THE DEGREE SPECIFIED. THE UPPER TWELVE (12)
ER SHALL OBTAIN EASEMENTS AND APPROVAL OF PERMITS NECESSARY TO FACILITATE STRUCTION OF THE PROPOSED UTILITIES. THE CONTRACTOR, HOWEVER, SHALL FURNISH ALL	0.4 TO 0.5 GALLONS PER SQUARE YARD PRIOR TO PLACING THE INTERMEDIATE COURSE. PRIME COAT MATERIALS SHALL BE INDOT APPROVED.	INCHES OF THE SUITABLE SUBGRADE MATERIAL IN ALL AREAS THAT MAY BE SOFT DUE TO EXCESS MOISTURE CONTENT. THIS APPLIES TO CUT AREAS AS WELL AS FILL AREAS.
JIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THESE PERMITS AND EMENTS. CONTRACTORS SHALL PLAN THEIR WORK BASED ON THEIR OWN BORINGS. EXPLORATIONS.	4.3. PRIOR TO PLACEMENT OF THE SURFACE COURSE, THE INTERMEDIATE COURSE SHALL BE CLEANED AND TACK-COATED IF DUSTY OR DIRTY. ALL DAMAGED AREAS IN THE INTERMEDIATE COURSE, BASE, OR CURB SHALL BE REPAIRED TO THE SATISFACTION OF THE OWNER PRIOR TO LAYING THE SURFACE COURSE. THE CONTRACTOR SHALL PROVIDE WHATEVER EQUIPMENT	
OBSERVATIONS TO DETERMINE SOIL CONDITIONS AT THE LOCATION OF THE PROPOSED <.	AND STAFF NECESSARY, INCLUDING THE USE OF POWER BROOMS IF REQUIRED BY THE OWNER, TO PREPARE THE PAVEMENT FOR APPLICATION OF THE SURFACE COURSE. THE TACK COAT SHALL BE UNIFORMLY APPLIED TO THE BINDER COURSE AT A RATE OF 0.05 TO 0.10	
CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFETY ON THE JOB PER OSHA REGULATIONS. HALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROVIDE PROPER BARRICADING,	GALLONS PER SQUARE YARD. TACK COAT SHALL BE AS PER INDOT STANDARDS. 4.4. SEAMS IN SURFACE AND BASE COURSES SHALL BE STAGGERED A MINIMUM OF 6 INCHES.	6.1. THE CONTRACTOR SHALL PROVIDE AS A MINIMUM A FULLY LOADED SIX-WHEEL TANDEM AXLE TRUCK FOR PROOF ROLLING THE PAVEMENT SUBGRADE PRIOR TO THE PLACEMENT OF THE OUTPEN AND AUTOED AND THE DAVEMENT SUBGRADE PRIOR TO THE PLACEMENT OF THE
NING DEVICES, AND THE SAFE MANAGEMENT OF TRAFFIC WITHIN THE AREA OF STRUCTION. ALL SUCH DEVICES AND THEIR INSTALLATION SHALL CONFORM TO THE MANUAL JNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS, LATEST EDITION, AND IN ORDANCE WITH THE MUNICIPAL ORDINANCES.	5. TESTING AND FINAL ACCEPTANCE. 5.1. THE CONTRACTOR SHALL FOLLOW THE QUALITY CONTROL TESTING PROGRAM FOR CONCRETE	CURB AND GUTTER AND THE BASE MATERIAL. THIS SHALL BE WITNESSED BY THE ENGINEER OR SOILS TESTING AGENCY AND THE OWNER. (SEE PAVING SPECIFICATION.) 6.2. ANY UNSUITABLE AREA ENCOUNTERED AS A RESULT OF PROOF ROLLING SHALL BE REMOVED
CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS ERIALS, TRASH, OIL AND GREASE RESIDUE, MACHINERY, TOOLS, AND OTHER MISCELLANEOUS	AND PAVEMENT MATERIALS ESTABLISHED BY THE ENGINEER. 5.2. PRIOR TO PLACEMENT OF THE BITUMINOUS CONCRETE SURFACE COURSE, THE CONTRACTOR,	AND REPLACED WITH SUITABLE MATERIAL OR OTHERWISE CORRECTED AND APPROVED BY THE ENGINEER OR SOILS TESTING AGENCY.
S WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCEMENT AT NO ADDITIONAL INSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND PERMITS NECESSARY FOR THE HAULING AND DISPOSAL REQUIRED FOR CLEANUP, AS CTED BY THE ENGINEER OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.	WHEN REQUIRED BY THE TOWN OF MUNSTER, SHALL OBTAIN SPECIMENS OF THE INTERMEDIATE COURSE WITH A CORE DRILL WHERE DIRECTED, FOR THE PURPOSE OF THICKNESS VERIFICATION.	DEMOLITION NOTES
UNDERGROUND WORK SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE CIPALITY. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE MUNICIPALITY PRIOR TO	5.3. WHEN REQUIRED BY THE TOWN OF MUNSTER, THE CONTRACTOR SHALL OBTAIN SPECIMENS OF THE FULL DEPTH BITUMINOUS CONCRETE PAVEMENT STRUCTURE WITH A CORE DRILL WHERE DIRECTED IN ORDER TO CONFIRM THE PLAN THICKNESS. DEFICIENCIES IN THICKNESS SHALL BE	1. THE INTENT OF THE DEMOLITION PLAN IS TO DEPICT EXISTING FEATURES THAT ENCUMBER THE
ALLING PAVEMENT BASE, BINDER, AND SURFACE, AND PRIOR TO POURING ANY CONCRETE IR FORMS HAVE BEEN SET, AS NECESSARY.	ADJUSTED FOR BY THE METHOD REQUIRED BY INDOT STANDARDS. 5.4. FINAL ACCEPTANCE OF THE TOTAL PAVEMENT INSTALLATION SHALL BE SUBJECT TO THE	MAY HAVE BEEN INADVERTENTLY OMITTED FROM THE PLAN. THE CONTRACTOR IS ENCOURAGED TO THOROUGHLY INSPECT THE SITE AS WELL AS REVIEW THE PLANS AND SPECIFICATIONS PRIOR TO SUBMITTING PRICING. CONTRACTOR WILL NOT RECEIVE ADDITIONAL COMPENSATION FOR INCIDENTAL
EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT, AND (WAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO R RESPECTIVE ORIGINAL CONDITION. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE TRACT UNLESS A PAY ITEM IS LISTED ON THE BID LIST.	TESTING AND CHECKING REQUIREMENTS CITED ABOVE.5.5. ALL MATERIAL AND CONSTRUCTION SHALL CONFORM TO THE TOWN OF MUNSTER CITY CODE. WHEN CONFLICTS ARISE BETWEEN TOWN OF MUNSTER CODE, AND GENERAL NOTES, THE MORE	ITEMS NOT SHOWN ON THE DEMOLITION PLAN. 2. THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE
HE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION RATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND	STRINGENT SHALL TAKE PRECEDENCE.	ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO COMMENCING ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR ONSITE LOCATIONS OF EXISTING UTILITIES AND FIELD VERIFY ALL UNDERGROUND UTILITIES.
RIS. S NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND L BE PROTECTED, AS PER MUNICIPAL STANDARDS.	1. ALL SIGNING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE INDIANA DEPARTMENT OF TRANSPORTATION (INDOT)	3. THE CONTRACTOR SHALL MAINTAIN ALL UTILITY SERVICES TO THE EXISTING BUILDING AT ALL TIMES. UTILITY SERVICES SHALL NOT BE INTERRUPTED WITHOUT APPROVAL FROM THE
PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF AN APPROVED LANDSCAPE HITECT, FORESTER, OR ARBORIST AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS	STANDARDS. 2. SIGNS: SIGNS SHALL BE CONSTRUCTED OF 0.080-INCH THICK FLAT ALUMINUM PANELS WITH	4. CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY DEMOLITION PERMITS.
TO INTERFERE WITH CONSTRUCTION. ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING M THIS WORK SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS/HER OWN ENSE. ALL CUTS OVER ONE (1) INCH IN DIAMETER SHALL BE PAINTED WITH AN APPROVED E PAINT.	REFLECTORIZED LEGEND ON THE FACE. LEGEND SHALL BE IN ACCORDANCE WITH THE MUTCD. 3. POSTS: SIGN POSTS SHALL BE NEW GALVANIZED STEEL PIPE IN ACCORDANCE WITH ASTM A 53	 THE CONTINUOUS ACCESS SHALL BE MAINTAINED FOR THE TRUCKS AT ALL TIMES DURING DEMOLITION OF THE EXISTING FACILITIES. CONTRACTOR MAY LIMIT SAW-CUT AND PAVEMENT REMOVAL TO ONLY THOSE AREAS WHERE IS IS
. PAINT. RE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING DRAINAGE ICTURES AND PIPE SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO	OR ASTM F 1083. USE STANDARD WEIGHT, SCHEDULE 40 PIPE PER THE INDOT STANDARDS. 4. SIGNS AND POSTS SHALL BE INSTALLED IN ACCORDANCE WITH INDOT STANDARDS.	REQUIRED AS SHOWN ON THESE CONSTRUCTION PLANS BUT IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC., THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL AND REPAIR.
JRE INTEGRITY OF THE STRUCTURE. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT LL BE MERGED INTO THE CONTRACT UNIT PRICE EACH FOR STRUCTURES AND CONTRACT PRICE PER LINEAL FOOT FOR STORM SEWERS, WHICH SHALL BE PAYMENT IN FULL FOR	5. PAVEMENT MARKINGS: ALL PAVEMENT MARKINGS IN THE ROADWAY LIMITS, SUCH AS STOP LINES, CENTERLINES, CROSSWALKS, AND DIRECTIONAL ARROWS, SHALL BE REFLECTORIZED THERMOPLASTIC HOT ROLLED INTO PAVEMENT OR PAINT PER INDOT STANDARDS.	
ANING, PATCHING, REMOVAL, AND DISPOSAL OF DEBRIS AND DIRT. DRAINAGE STRUCTURES STORM SEWERS CONSTRUCTED AS PART OF THIS PROJECT SHALL BE MAINTAINED BY THE TRACTOR AT HIS EXPENSE. NO EXTRA PAYMENT WILL BE MADE FOR CLEANING STRUCTURES STORM SEWERS CONSTRUCTED AS PART OF THIS PROJECT.		CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S FORCES AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR
RANTS SHALL NOT BE FLUSHED DIRECTLY ONTO THE ROAD SUBGRADES. WHENEVER SIBLE, HOSES SHALL BE USED TO DIRECT THE WATER INTO LOT AREAS OR THE STORM	7. COLOR, WIDTH, STYLE, AND SIZE OF ALL MARKINGS SHALL BE IN ACCORDANCE WITH THE MUTCD AND TOWN OF MUNSTER CODE.	PAYING ALL FEES AND CHARGES. 8. THE CONTRACTOR SHALL USE DUE CARE IN HAULING DEBRIS FROM SITE TO ENSURE THE SAFETY
ER SÝSTEM, IF AVAILABLE. DAMAGE TO THE ROAD SUBGRADE OR LOT GRADING DUE TO ESSIVE WATER SATURATION AND/OR EROSION FROM HYDRANT FLUSHING, OR FROM LEAKS IN WATER DISTRIBUTION SYSTEM, WILL BE REPAIRED BY THE CONTRACTOR FLUSHING OR USING	$\mathbf{D} = \mathbf{D} = $	OF THE PUBLIC. 9. DAMAGE TO ALL EXISTING CONDITIONS TO REMAIN WILL BE REPLACED AT CONTRACTOR'S EXPENSE.
HYDRANT AT THE CONTRACTOR'S OWN EXPENSE. LEAKS IN THE WATER DISTRIBUTION TEM SHALL BE THE RESPONSIBILITY OF THE WATER MAIN CONTRACTOR AND SHALL BE AIRED AT HIS EXPENSE.		10. CONTRACTOR SHALL LIMIT ALL DEMOLITION ACTIVITIES TO THOSE AREAS DELINEATED ON THE CONSTRUCTION DRAWINGS UNLESS OTHERWISE DIRECTED BY THE CONSTRUCTION MANAGER. 11. CONTRACTOR IS RESPONSIBLE FOR CONTROLLING AIRBORNE DUST AND POLLUTANTS BY USING
ER THE STORM SEWER SYSTEM HAS BEEN CONSTRUCTED, THE CONTRACTOR SHALL PLACE SION CONTROL AT LOCATIONS INDICATED BY THE ENGINEER. THE PURPOSE OF THE EROSION TROL WILL BE TO MINIMIZE THE AMOUNT OF SILTATION THAT NORMALLY WOULD ENTER THE		WATER SPRINKLING OR OTHER SUITABLE MEANS OF CONTROL. 12. CONTRACTOR TO USE CARE IN HANDLING DEBRIS FROM SITE TO ENSURE THE SAFETY OF THE
RM SEWER SYSTEM FROM ADJACENT AND/OR UPSTREAM DRAINAGE AREAS. TRENCHES FOR PIPE INSTALLATION SHALL BE KEPT DRY AT ALL TIMES DURING PIPE CEMENT. APPROPRIATE FACILITIES TO MAINTAIN THE DRY TRENCH SHALL BE PROVIDED BY		PUBLIC. HAUL ROUTE TO BE CLOSELY MONITORED FOR DEBRIS OR MATERIALS TRACKED ONTO ADJOINING ROADWAYS, ETC. ROADWAYS AND WALKWAYS TO BE CLEARED DAILY OR AS NECESSARY TO MAINTAIN PUBLIC SAFETY.
CONTRACTOR, AND THE COST OF SUCH SHALL BE INCIDENTAL TO THE UNIT PRICE BID FOR ITEM. PLANS FOR THE SITE DEWATERING, IF EMPLOYED, SHALL BE SUBMITTED TO AND ROVED BY THE ENGINEER PRIOR TO IMPLEMENTATION. NO ADDITIONAL COMPENSATION SHALL		13. DEWATERING SHOULD BE ANTICIPATED AND INCLUDED. DEWATERING SHALL BE DONE IN ACCORDANCE WITH LOCAL AND REGIONAL REQUIREMENTS.
MADE FOR DEWATERING DURING CONSTRUCTION UNLESS APPROVED IN WRITING BY THE ER.		
SION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH OEPA REGULATIONS STANDARDS FOR SOIL EROSION AND SEDIMENTATION CONTROL AND SHALL BE MAINTAINED THE CONTRACTOR AND REMAIN IN PLACE UNTIL A SUITABLE GROWTH OF GRASS,		

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- ADDITIONALLY, CONSTRUCTION ENTRANCE SHALL BE LOCATED TO COINCIDE WITH THE PHASING OF THE PAVEMENT REPLACEMENT.
- POST CONSTRUCTION STORM WATER POLLUTION CONTROL MEASURES INCLUDE STABILIZATION BY PERMANENT PAVING, DRAINAGE SYSTEM STRUCTURE, OR LANDSCAPING.
- TEMPORARY AND PERMANENT STABILIZATION PRACTICES AND BMP'S SHALL BE INSTALLED AT THE EARLIEST POSSIBLE TIME DURING THE CONSTRUCTION SEQUENCE. AS AN EXAMPLE, PERIMETER SILT FENCE SHALL BE INSTALLED BEFORE COMMENCEMENT OF ANY GRADING ACTIVITIES. OTHER BMP'S SHALL BE INSTALLED AS SOON AS PRACTICABLE AND SHALL BE MAINTAINED UNTIL FINAL SITE STABILIZATION IS ATTAINED. CONTRACTOR SHALL ALSO REFERENCE CIVIL AND LANDSCAPE PLANS SINCE PERMANENT STABILIZATION IS PROVIDED BY LANDSCAPING, THE BUILDING(S), AND SITE PAVING.
- BMP'S HAVE BEEN LOCATED AS INDICATED ON THIS PLAN IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES IN ORDER TO MINIMIZE SEDIMENT TRANSFER. FOR EXAMPLE: SILT FENCES LOCATED AT TOE OF SLOPE AND INLET PROTECTION FOR INLETS RECEIVING SEDIMENT FROM SITE RUN-OFF
- THE PLACEMENT OF EROSION/SEDIMENTATION CONTROLS SHALL BE IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENTATION CONTROL
- ANY MAJOR VARIATION IN MATERIALS OR LOCATIONS OF CONTROLS OR FENCES FROM THOSE SHOWN ON THE APPROVED PLANS WILL REQUIRE A REVISION AND MUST BE APPROVED BY THE REVIEWING ENGINEER, ENVIRONMENTAL SPECIALIST OR ARBORIST AS APPROPRIATE. MAJOR REVISIONS MUST BE APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT AND THE DRAINAGE UTILITY DEPARTMENT. MINOR CHANGES OR ADDITIONAL CONTROL MEASURES TO BE MADE AS FIELD REVISIONS TO THE EROSION AND SEDIMENTATION CONTROL PLAN MAY BE REQUIRED BY THE ENVIRONMENTAL INSPECTOR DURING THE COURSE OF CONSTRUCTION TO CORRECT CONTROL INADEQUACIES AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR SHALL PLACE EROSION CONTROL BLANKET (NORTH AMERICAN GREEN S150BN OR APPROVED EQUAL) ON ALL SITE AREAS WITH SLOPES GREATER THAN 4:1, AND IN THE BOTTOM AND SIDE SLOPES OF ALL SWALES.
- PRIOR TO FINAL ACCEPTANCE, HAUL ROADS AND WATERWAY CROSSINGS CONSTRUCTED FOR TEMPORARY CONTRACTOR ACCESS MUST BE REMOVED, ACCUMULATED SEDIMENT REMOVED FROM THE WATERWAY AND THE AREA RESTORED TO THE ORIGINAL GRADE AND REVEGETATED. ALL LAND CLEARING SHALL BE DISPOSED OF IN APPROVED SPOIL DISPOSAL SITES.
- PERMANENT, FINAL PLANT COVERING OR STRUCTURES SHALL BE INSTALLED PRIOR TO FINAL ACCEPTANCE.
- ALL CONTROL DEVICES THAT FUNCTION SIMILARLY TO SILT FENCE OR FIBER ROLLS MUST BE REPAIRED, REPLACED OR SUPPLEMENTED WITH EFFECTIVE CONTROLS WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES ONE-THIRD THE HEIGHT OF THE DEVICE. THESE REPAIRS MUST BE MADE WITHIN 24 HOURS OF THE RAINFALL EVENT OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.
- ALL SEDIMENT DELTAS AND DEPOSITS MUST BE REMOVED FROM SURFACE WATERS. DRAINAGE WAYS, CATCH BASINS AND OTHER DRAINAGE SYSTEMS. ALL AREAS WHERE SEDIMENT REMOVAL RESULTED IN EXPOSED SOIL MUST BE RESTABILIZED. THE REMOVAL AND STABILIZATION MUST TAKE PLACE IMMEDIATELY BUT NO MORE THAN 7 DAYS AFTER THE RAINFALL EVENT UNLESS PRECLUDED BY LEGAL, REGULATORY OR PHYSICAL ACCESS CONSTRAINTS. ALL REASONABLE EFFORTS MUST BE USED TO OBTAIN ACCESS. ONCE ACCESS IS OBTAINED, REMOVAL AND STABILIZATION MUST TAKE PLACE IMMEDIATELY, BUT NO MORE THAN 7 DAYS LATER. CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL APPROPRIATE AUTHORITIES AND RECEIVING THE APPLICABLE PERMITS PRIOR TO CONDUCTING ANY WORK.
- ACCUMULATIONS OF TRACKED AND DEPOSITED SEDIMENT MUST BE REMOVED FROM OFF-SITE PAVED SURFACES WITHIN 24 HOURS OR SOONER IF REQUIRED. SEDIMENT TRACKING MUST BE MINIMIZED BY THE APPROPRIATE MANAGEMENT PRACTICE, LIKE A DEDICATED SITE EXIT WITH AN AGGREGATE SURFACE OR DESIGNATED OFFSITE PARKING AREA. CONTRACTOR IS RESPONSIBLE FOR STREET SWEEPING AND/OR SCRAPING IF YOUR PRACTICES ARE NOT ADEQUATE TO PREVENT SEDIMENT FROM BEING TRACKED FROM THE SITE.
- 13. SURFACE WATERS, DRAINAGE DITCHES AND CONVEYANCE SYSTEMS MUST BE INSPECTED FOR SEDIMENT DEPOSITS.
- THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL EROSION CONTROL MEASURES AS INDICATED ON THIS SHEET IN ACCORDANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED BY KIMLEY-HORN AND ASSOCIATES, INC. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING THE PROVISIONS INDICATED IN THE SWPPP, INCLUDING EROSION CONTROL MEASURES AND INSPECTION FREQUENCY, AS REQUIRED BY THE IEPA NPDES PHASE II PERMIT PROGRAM REQUIREMENTS.
- 5. PUMPING SEDIMENT LADEN WATER INTO ANY STORMWATER FACILITY THAT IS NOT DESIGNATED TO BE A SEDIMENT TRAP. DRAINAGEWAY, OR OFFSITE AREA EITHER DIRECTLY OR INDIRECTLY WITHOUT FILTRATION IS PROHIBITED.
- SOIL STOCKPILES SHALL NOT BE LOCATED IN A DRAINAGEWAY, FLOOD PLAIN AREA OR A DESIGNATED BUFFER, UNLESS OTHERWISE APPROVED, UNDER SPECIFIC CONDITIONS TO BE ESTABLISHED BY THE DIRECTOR OR ADMINISTRATOR.
- STOCKPILES TO REMAIN IN PLACE FOR MORE THAN THREE DAYS SHALL BE PROVIDED WITH SESC MEASURES. MATERIAL IS TO BE HAULED OFF IMMEDIATELY AND LEGALLY IF NO STOCKPILE IS TO REMAIN IN PLACE.
- ALL TEMPORARY SESC MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED.TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.
- WATER REMOVED FROM TRAPS, BASINS, AND OTHER WATER HOLDING DEPRESSIONS OR EXCAVATIONS MUST FIRST PASS THROUGH A SEDIMENT CONTROL AND/OR FILTRATION DEVICE. WHEN DEWATERING DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION.

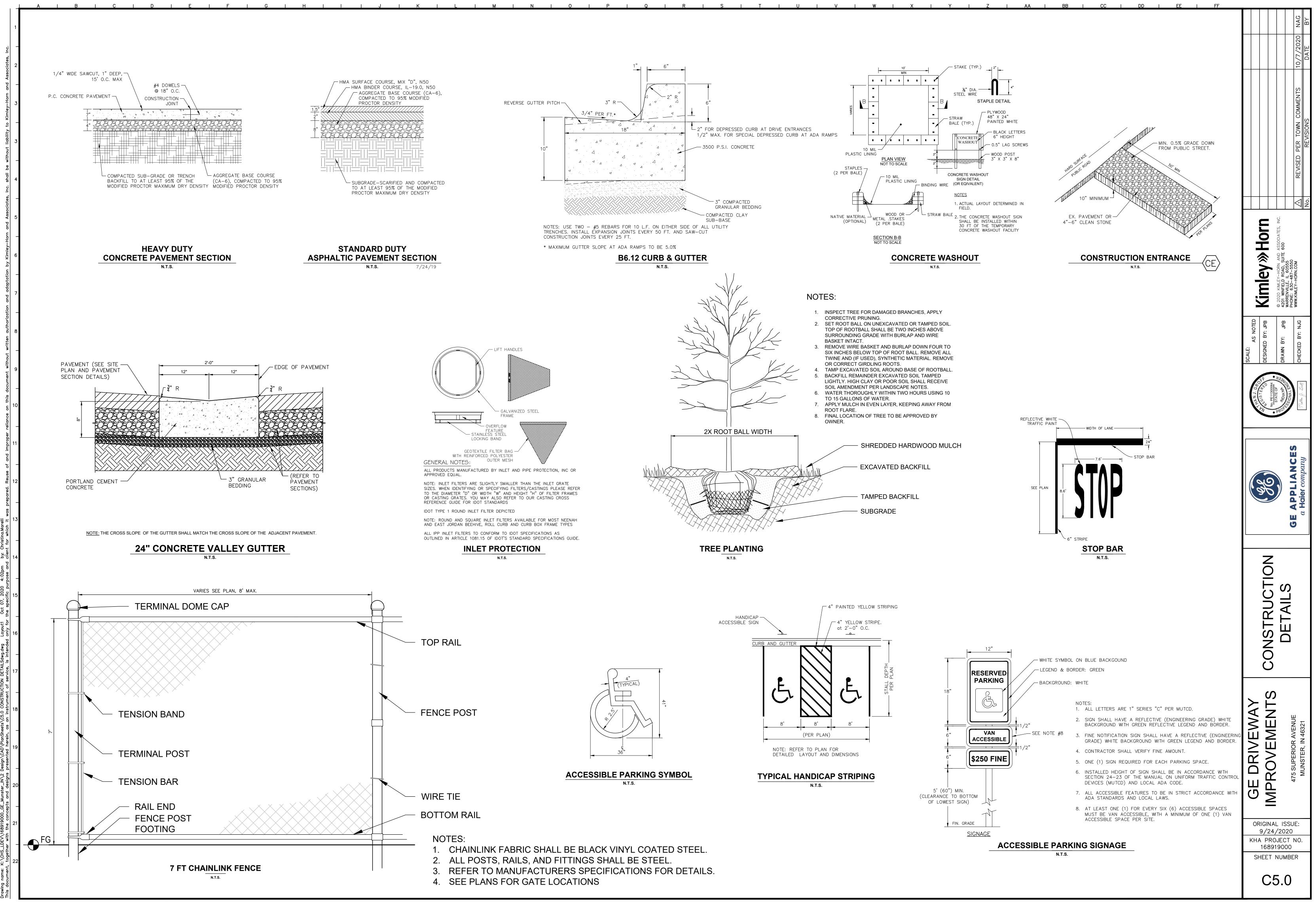
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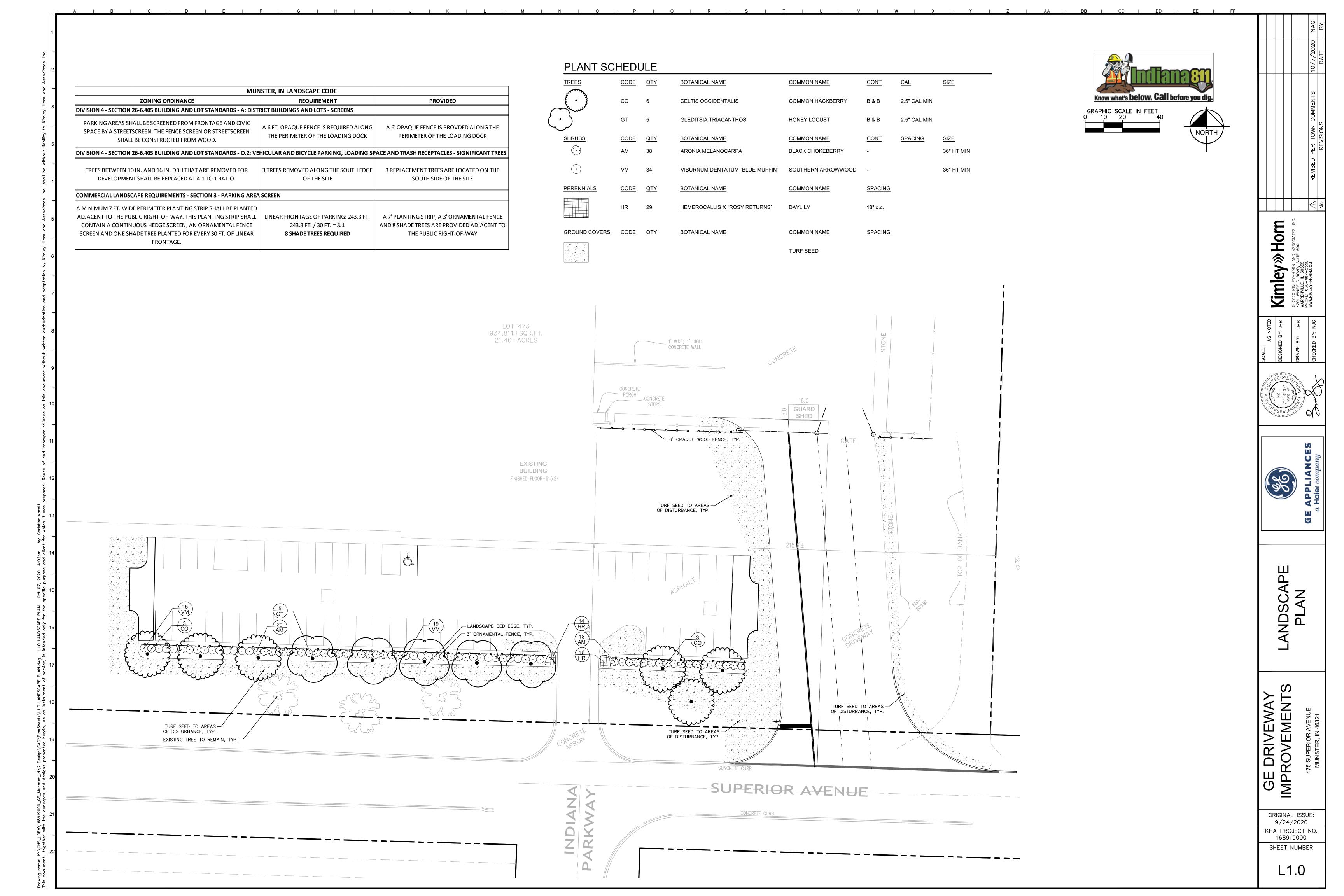
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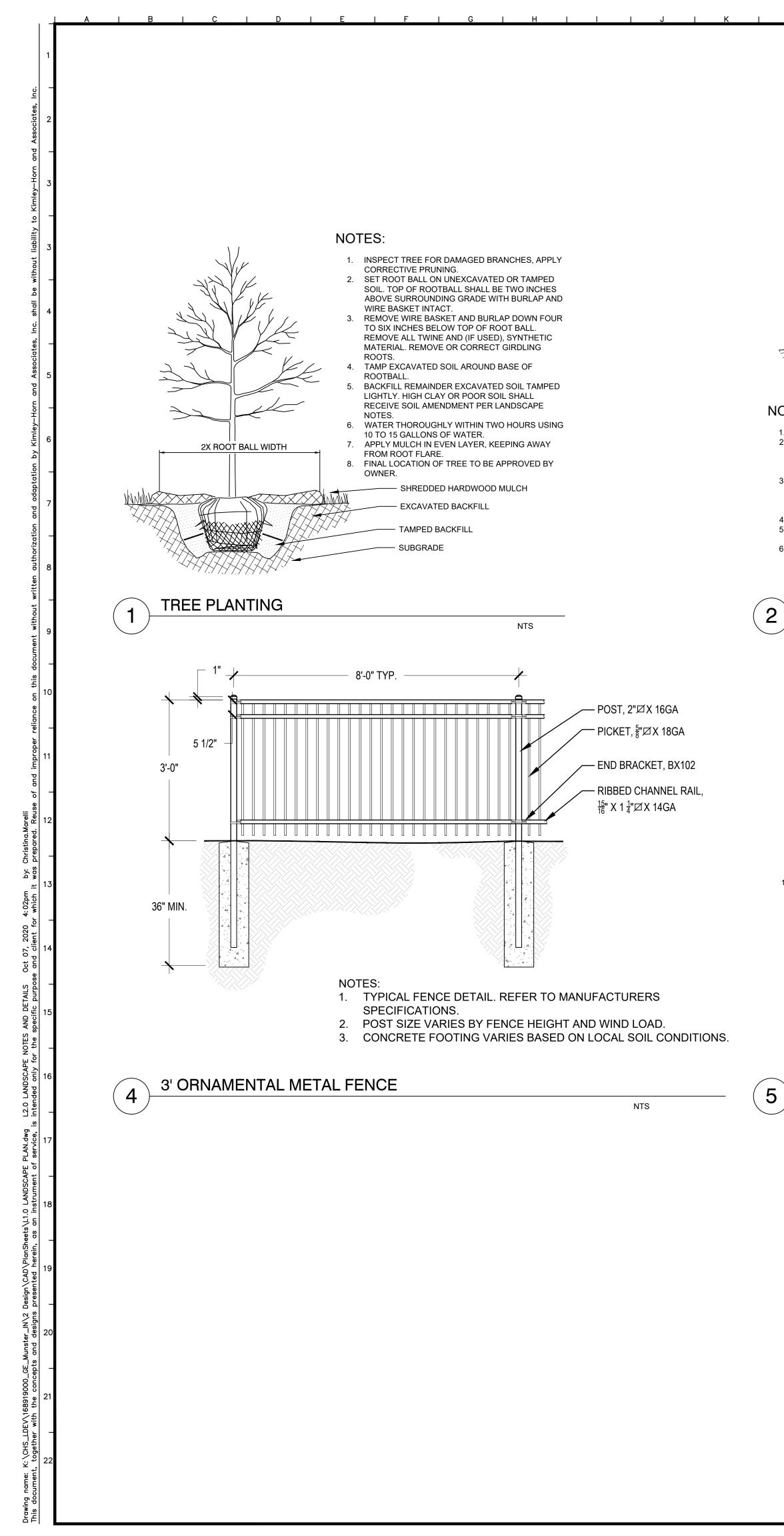
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- 20. SITE STABILIZATION REQUIREMENTS ARE AS FOLLOWS: WHERE THE INITIATION OF STABILIZATION MEASURE BY THE <u>7TH DAY</u> AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES ON A 20.1. PORTION OF THE SITE IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURE SHALL BE INITIATED AS SOON AS PRACTICABLE.
- 20.2. WHERE CONSTRUCTION ACTIVITY WILL RESUME ON A PORTION OF THE SITE WITHIN 14 DAYS FROM WHEN ACTIVITIES CEASED, (E.G. THE TOTAL TIME PERIOD THAT CONSTRUCTION ACTIVITY IS TEMPORARILY CEASED IS LESS THAN 14 DAYS) THEN STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY CEASED.
- 21. PROVIDE ADDITIONAL INLET PROTECTION FOR INLETS IN PARKING AREA NOT SHOWN.
- 22. CONCRETE WASH WATER SHALL NOT BE DISCHARGED INTO GROUND OR SEWERS.
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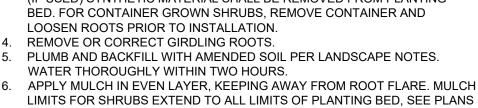


6' BOARD-ON-BOARD SCREEN FENCE



POSTS 8' O.C. 1" CHAMFER - 2"X4" TOP RAIL 4"X4" CEDAR POST – 2"X4" RAIL (TYP.) 🛏 1"X6" CEDAR PICKET -REAR FRONT 2"X4" BOTTOM RAIL -4"X4" CEDAR POST 1"x6" CEDAR PICKET — 2"x4" BOTTOM RAIL - CONCRETE FOOTING 12"

NTS

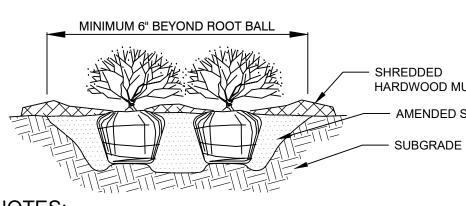


- LOOSEN ROOTS PRIOR TO INSTALLATION. WATER THOROUGHLY WITHIN TWO HOURS.
- BED. FOR CONTAINER GROWN SHRUBS, REMOVE CONTAINER AND REMOVE OR CORRECT GIRDLING ROOTS 5. PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES.
- (IF USED) SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING
- ONLY FOR THOSE SHRUBS. 3. REMOVE BURLAP FROM TOP HALF THE LENGTH OF ROOTBALL. TWINE AND
- GRADE. FOR LARGER SHRUBS WITHIN PLANTING BED DIG A DEEPER PIT
- 2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL (CONTAINER) SHALL BE ONE INCH ABOVE SURROUNDING
- . APPLY CORRECTIVE PRUNING.

NOTES:

FOR BED LAYOUTS.

SHRUB PLANTING



SHREDDED HARDWOOD MULCH - AMENDED SOIL



LANDSCAPE NOTES

- PRIOR TO ANY EXCAVATION.
- WORK
- **EXCAVATIONS THAT SETTLE.**
- DATE OF FINAL INSPECTION.

- AS DRAWN.
- TIMES.

1. EXCAVATE PLANTING BED. AS PLAUSIBLE

- NOTES:



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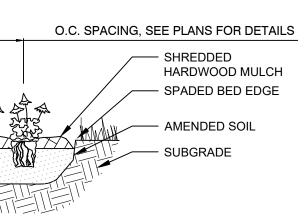
2. BED HEIGHT IS TO BE 2" ABOVE FINISH GRADE AND WELL DRAINED. 3. REMOVE CONTAINER, SCORE SOIL MASS TO REDIRECT AND PREVENT CIRCLING

X I Y I 7

ROOTS. CORRECT GIRDLING ROOTS. 2. PLANT MATERIAL SHALL BE LAID OUT BY FOLLOWING THE BED EDGE, WORKING TOWARDS THE CENTER OF THE BED USING TRIANGULAR (STAGGERED) SPACING

3. PLUMB AND BACKFILL WITH PLANTING MIX AS SPECIFIED IN LANDSCAPE NOTES. 4. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR PERENNIALS/GROUNDCOVER EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.

5. SPACING TO BE AS SPECIFIED IN THE PLANT LIST. PERENNIALS SHALL BE PLACED WITH THEIR CENTER 24" FROM EDGE OF BED.



PLAN VIEW

SECTION

NTS

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS

2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS

IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR

4. ALL NURSERY STOCK SHALL BE WELL BRANCHED, HEALTHY, FULL, PRE-INOCULATED AND FERTILIZED. DECIDUOUS TREES SHALL BE FREE OF FRESH SCARS. TRUNKS WILL BE WRAPPED IF NECESSARY TO PREVENT SUN SCALD AND INSECT DAMAGE. THE LANDSCAPE CONTRACTOR SHALL REMOVE THE WRAP AT THE PROPER TIME AS A PART OF THIS CONTRACT. 5. ALL NURSERY STOCK SHALL BE GUARANTEED, BY THE CONTRACTOR, FOR ONE YEAR FROM

6. AMENDED SOIL SHALL BE PROVIDED AND GRADED BY THE GENERAL CONTRACTOR UP TO 6 INCHES BELOW FINISHED GRADE IN TURF AREAS AND 18 INCHES IN PLANTING AREAS 7. PLANTING AREA SOIL SHALL BE AMENDED WITH 25% SPHANGUM PEATMOSS, 5% HUMUS AND 65% PULVERIZED SOIL FOR ALL SHRUB, ORNAMENTAL GRASS, PERENNIAL AND ANNUAL BEDS. AMENDED TURF AREA SOIL SHALL BE STANDARD TOPSOIL

8. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES. 9. CONTRACTOR SHALL INSTALL SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES,

SHRUB, PERENNIAL, AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.

10. WEED FABRIC SHALL ONLY BE APPLIED UNDER DECORATIVE STONE APPLICATIONS. 11. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES. 12. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.

13. PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES

14. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.

15. THE CONTINUED MAINTENANCE OF ALL REQUIRED LANDSCAPING SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY ON WHICH SAID MATERIALS ARE REQUIRED. ALL PLANT MATERIALS REQUIRED BY THIS SECTION SHALL BE MAINTAINED AS LIVING VEGETATION AND SHALL BE PROMPTLY REPLACED IF THE PLANT MATERIAL HAS DIED PRIOR TO FINAL ACCEPTANCE. PLANTING AREAS SHALL BE KEPT FREE OF TRASH, LITTER, AND WEEDS AT ALL

