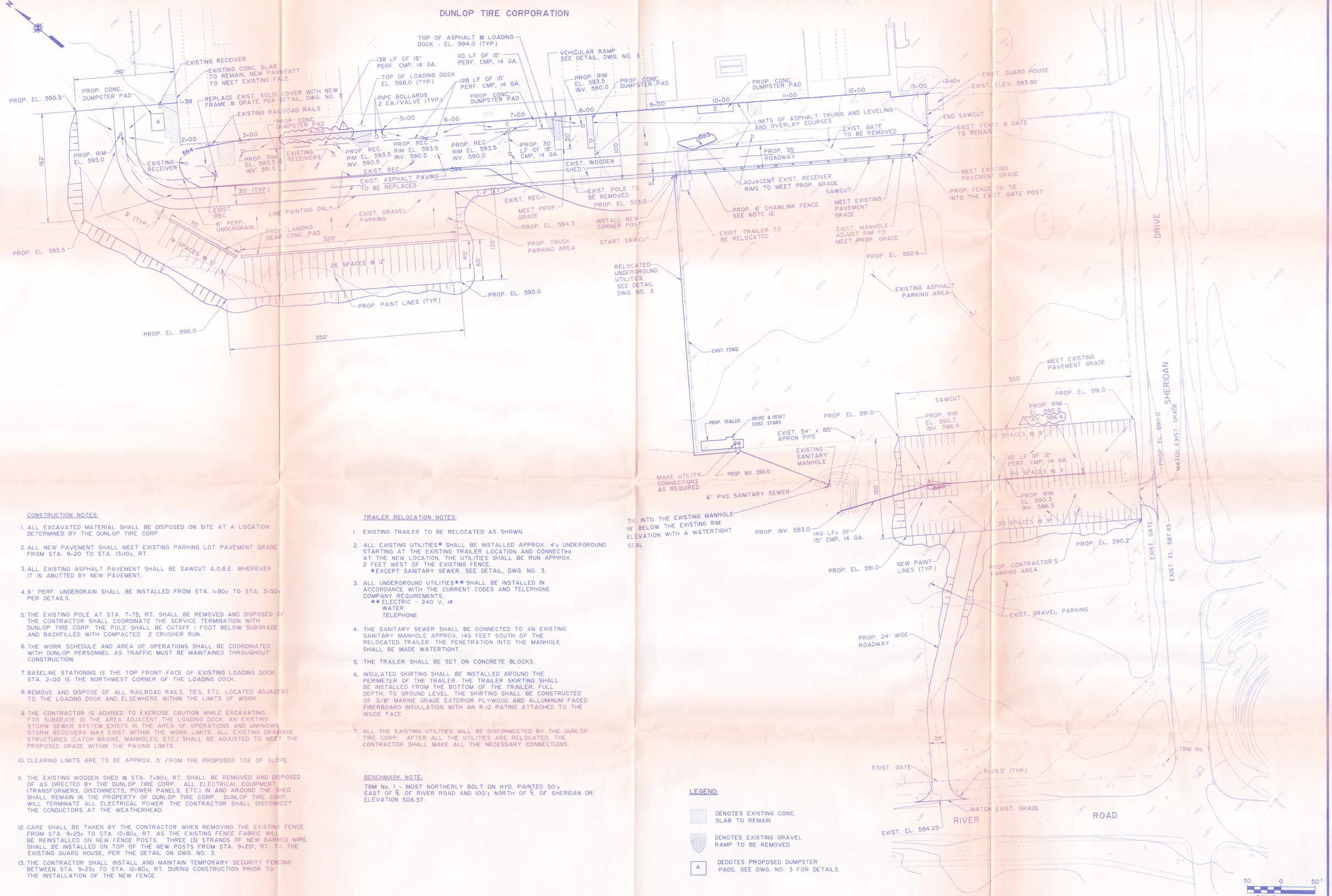
DUNLOP TIRE CORPORATION



CONSTRUCTION NOTES:

1. ALL EXCAVATED MATERIAL SHALL BE DISPOSED ON SITE AT A LOCATION DETERMINED BY THE DUNLOP TIRE CORP.
2. ALL NEW PAVEMENT SHALL MEET EXISTING PARKING LOT PAVEMENT GRADE FROM STA. 9+20 TO STA. 13+10±, RT.
3. ALL EXISTING ASPHALT PAVEMENT SHALL BE SAWCUT A.O.B.E. WHEREVER IT IS ABUTTED BY NEW PAVEMENT.
4. 6" PERF. UNDERDRAIN SHALL BE INSTALLED FROM STA. 1+80± TO STA. 2+50± PER DETAILS.
5. THE EXISTING POLE AT STA. 7+75, RT. SHALL BE REMOVED AND DISPOSED OF. THE CONTRACTOR SHALL COORDINATE THE SERVICE TERMINATION WITH DUNLOP TIRE CORP. THE POLE SHALL BE CUTOFF 1 FOOT BELOW SUBGRADE AND BACKFILLED WITH COMPACTED 2 CRUSHER RUN.
6. THE WORK SCHEDULE AND AREA OF OPERATIONS SHALL BE COORDINATED WITH DUNLOP PERSONNEL AS TRAFFIC MUST BE MAINTAINED THROUGHOUT CONSTRUCTION.
7. BASELINE STATIONING IS THE TOP FRONT FACE OF EXISTING LOADING DOCK. STA. 2+00 IS THE NORTHWEST CORNER OF THE LOADING DOCK.
8. REMOVE AND DISPOSE OF ALL RAILROAD RAILS, TIES, ETC. LOCATED ADJACENT TO THE LOADING DOCK AND ELSEWHERE WITHIN THE LIMITS OF WORK.
9. THE CONTRACTOR IS ADVISED TO EXERCISE CAUTION WHILE EXCAVATING FOR SUBGRADE IN THE AREA ADJACENT THE LOADING DOCK. AN EXISTING STORM SEWER SYSTEM EXISTS IN THE AREA OF OPERATIONS AND UNKNOWN STORM RECEIVERS MAY EXIST WITHIN THE WORK LIMITS. ALL EXISTING DRAINAGE STRUCTURES (CATCH BASINS, MANHOLES, ETC.) SHALL BE ADJUSTED TO MEET THE PROPOSED GRADE WITHIN THE PAVING LIMITS.
10. CLEARING LIMITS ARE TO BE APPROX. 5' FROM THE PROPOSED TOE OF SLOPE.
11. THE EXISTING WOODEN SHED @ STA. 7+80±, RT. SHALL BE REMOVED AND DISPOSED OF AS DIRECTED BY THE DUNLOP TIRE CORP. ALL ELECTRICAL EQUIPMENT (TRANSFORMERS, DISCONNECTS, POWER PANELS, ETC.) IN AND AROUND THE SHED SHALL REMAIN IN THE PROPERTY OF DUNLOP TIRE CORP. DUNLOP TIRE CORP. WILL TERMINATE ALL ELECTRICAL POWER. THE CONTRACTOR SHALL DISCONNECT THE CONDUCTORS AT THE WEATHERHEAD.
12. CARE SHALL BE TAKEN BY THE CONTRACTOR WHEN REMOVING THE EXISTING FENCE FROM STA. 9+25± TO STA. 12+80±, RT. AS THE EXISTING FENCE FABRIC WILL BE REINSTALLED ON NEW FENCE POSTS. THREE (3) STRANDS OF NEW BAREED WIRE SHALL BE INSTALLED ON TOP OF THE NEW POSTS FROM STA. 9+25±, RT. TO THE EXISTING GUARD HOUSE, PER THE DETAIL ON DWG. NO. 3.
13. THE CONTRACTOR SHALL INSTALL AND MAINTAIN TEMPORARY SECURITY FENCING BETWEEN STA. 9+25± TO STA. 12+80±, RT. DURING CONSTRUCTION PRIOR TO THE INSTALLATION OF THE NEW FENCE.

TRAILER RELOCATION NOTES:

1. EXISTING TRAILER TO BE RELOCATED AS SHOWN.
2. ALL EXISTING UTILITIES* SHALL BE INSTALLED APPROX. 4'± UNDERGROUND STARTING AT THE EXISTING TRAILER LOCATION AND CONNECTed AT THE NEW LOCATION. THE UTILITIES SHALL BE RUN APPROX. 2 FEET WEST OF THE EXISTING FENCE.
   *EXCEPT SANITARY SEWER. SEE DETAIL, DWG. NO. 3.
3. ALL UNDERGROUND UTILITIES** SHALL BE INSTALLED IN ACCORDANCE WITH THE CURRENT CODES AND TELEPHONE COMPANY REQUIREMENTS.
   **ELECTRIC - 240 V, 1Φ
   WATER
   TELEPHONE
4. THE SANITARY SEWER SHALL BE CONNECTED TO AN EXISTING SANITARY MANHOLE APPROX. 145 FEET SOUTH OF THE RELOCATED TRAILER. THE PENETRATION INTO THE MANHOLE SHALL BE MADE WATERTIGHT.
5. THE TRAILER SHALL BE SET ON CONCRETE BLOCKS.
6. INSULATED SKIRTING SHALL BE INSTALLED AROUND THE PERIMETER OF THE TRAILER. THE TRAILER SKIRTING SHALL BE INSTALLED FROM THE BOTTOM OF THE TRAILER, FULL DEPTH, TO GROUND LEVEL. THE SKIRTING SHALL BE CONSTRUCTED OF 3/8" MARINE GRADE EXTERIOR PLYWOOD AND ALLUMINUM FACED FIBERBOARD INSULLATION WITH AN R-12 RATING ATTACHED TO THE INSIDE FACE.
7. ALL THE EXISTING UTILITIES WILL BE DISCONNECTED BY THE DUNLOP TIRE CORP. AFTER ALL THE UTILITIES ARE RELOCATED, THE CONTRACTOR SHALL MAKE ALL THE NECESSARY CONNECTIONS.

BENCHMARK NOTE:

TBM No. 1 - MOST NORTHERLY BOLT ON HYD. PAINTED 50'± EAST OF ℄ OF RIVER ROAD AND 100'± NORTH OF ℄ OF SHERIDAN DR. ELEVATION 506.57.

LEGEND:

DENOTES EXISTING CONC. SLAB TO REMAIN

DENOTES EXISTING GRAVEL RAMP TO BE REMOVED

A — DEDOTES PROPOSED DUMPSTER PADS. SEE DWG. NO. 3 FOR DETAILS.

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	8/20/92	MISCELLANEOUS REVISIONS & ISSUED FOR CONSTRUCTION			
0	8/6/92	ISSUED FOR BIDS			

REVISIONS

DESIGNED BY: J.C.W.
DRAWN BY: R.A.L.
CHECKED BY: J.C.W.
PROJ. ENGR. C.W.H.

URS Consultants, Inc.
CONSULTING ENGINEERS
BUFFALO NEW YORK

JOB No. 35246

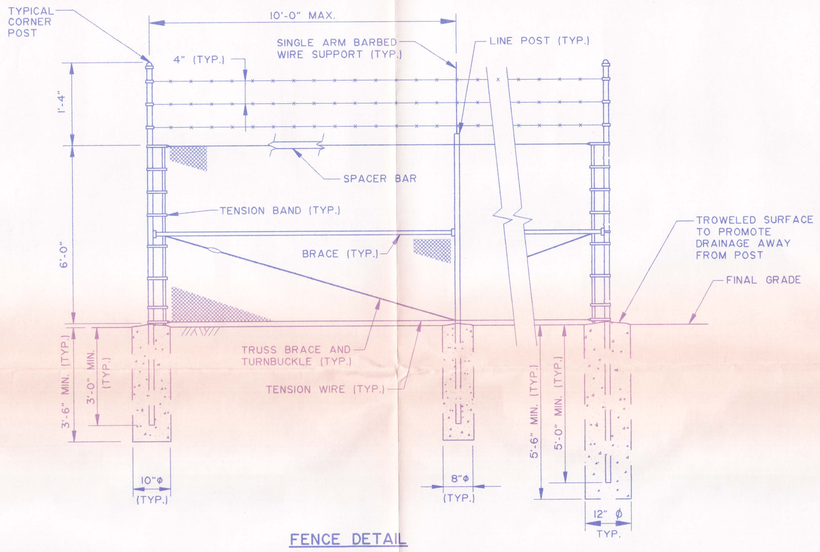
DUNLOP TIRE CORPORATION
TONAWANDA NEW YORK

DUNLOP PAVING

DUNLOP
SITE PLAN

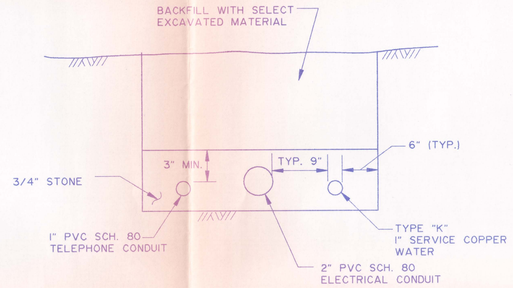
Scale: 1"=50' | Date: AUG. 1992 | DWG. NO. 2

35246/52A 1=50 8/19/92-9



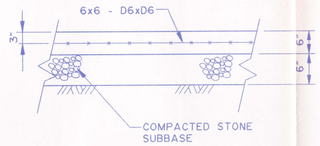
FENCE DETAIL

NOT TO SCALE



TYPICAL RELOCATED UNDERGROUND UTILITY INSTALLATION DETAIL

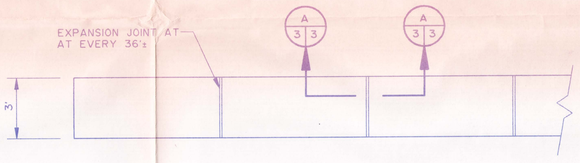
NOT TO SCALE



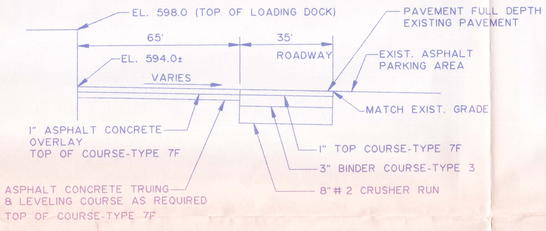
PAD FOR DUMPSTER DETAIL

SCALE: 3/4"=1'-0"

TYPICAL SLAB REINFORCING		
DESIGNATION/SIZE	SECTION / SIZE	REMARKS
A - 20 X 25 STA. 1+70, RT.	2 UNIT - A) 20 X 10 - B) 20 X 15	ONE EXPANSION JOINT
B - 35 X 10 STA. 3+45, RT.	2 UNIT - A) 10 X 15 - B) 10 X 20	ONE EXPANSION JOINT
C - 12 X 75 STA. 6+90, RT.	3 UNIT - 12 X 25 EACH	TWO EXPANSION JOINT @ 35' O.C.
D - 15 X 10 STA. 8+00, RT.	1 UNIT - 15 X 10	ONE EXPANSION JOINT @ WITH EXISTING PAD
E - 12 X 50 STA. 9+95, RT.	2 UNIT - 12 X 25 EACH	ONE EXPANSION JOINT @ 25' O.C.

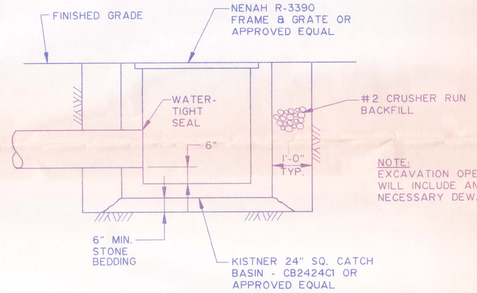


PLAN



TYPICAL PAVEMENT SECTION
STA. 8+10 TO STA. 13+10

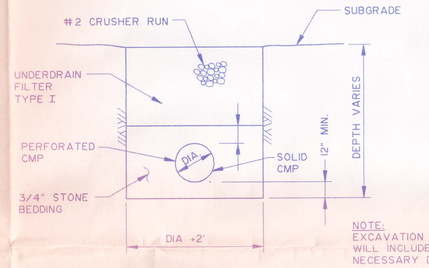
NOT TO SCALE



NOTE:
EXCAVATION OPERATIONS WILL INCLUDE ANY NECESSARY DEWATERING.

TYPICAL STORM RECEIVER

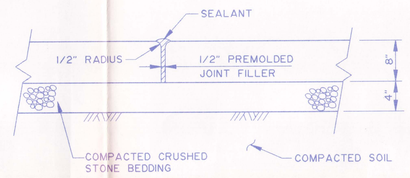
NOT TO SCALE



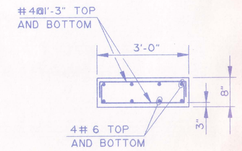
NOTE:
EXCAVATION OPERATIONS WILL INCLUDE ANY NECESSARY DEWATERING.

TYPICAL PERFORATED CMP INSTALLATION

NOT TO SCALE



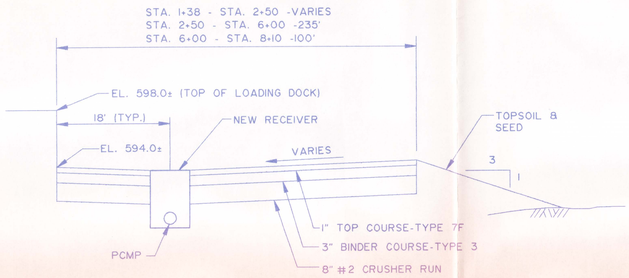
SECTION A-A (A 3 3)



TYPICAL REINFORCING

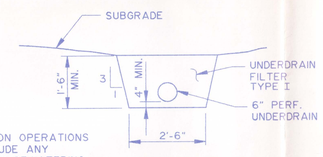
LANDING GEAR PAD

NOT TO SCALE



TYPICAL PAVEMENT SECTION
STA. 1+38 TO STA. 8+10

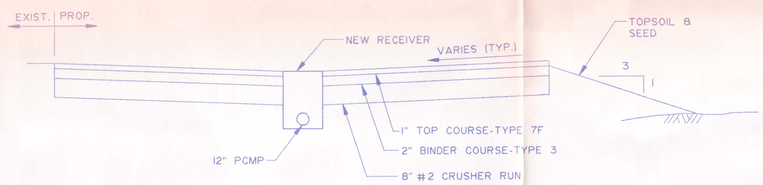
NOT TO SCALE



NOTE:
EXCAVATION OPERATIONS WILL INCLUDE ANY NECESSARY DEWATERING.

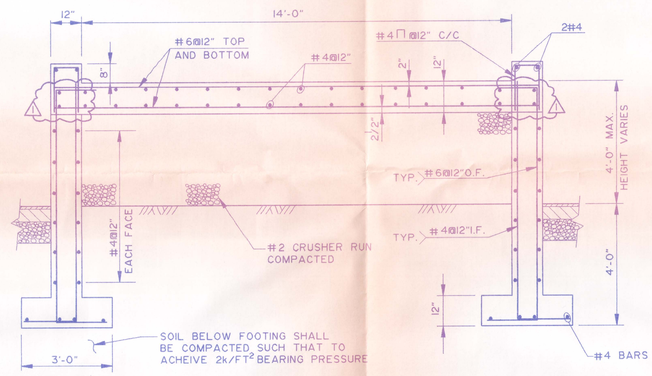
TYPICAL 6" PERFORATED UNDERDRAIN DETAIL

NOT TO SCALE



TYPICAL PAVEMENT SECTION
(CONTRACTOR'S LOT)

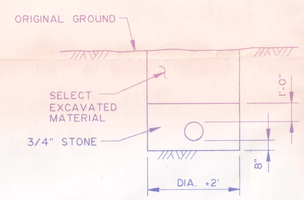
NOT TO SCALE



NOTE:
RAMP TO BE 50' LONG AND TAPER FROM 4' HIGH AT THE EXISTING LOADING DOCK AND TERMINATE AT FINISH ASPHALT GRADE.

VEHICULAR RAMP @ STA. 7+55, RT.

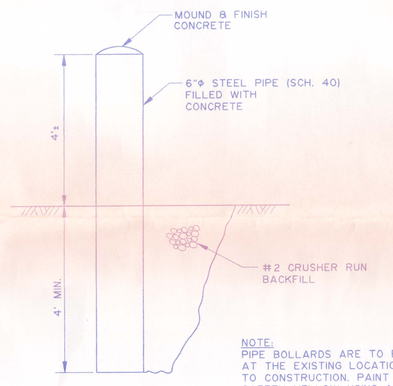
NOT TO SCALE



NOTE:
EXCAVATION OPERATIONS WILL INCLUDE ANY NECESSARY DEWATERING.

TYPICAL SANITARY SEWER INSTALLATION

NOT TO SCALE



NOTE:
PIPE BOLLARDS ARE TO BE PLACED AT THE EXISTING LOCATIONS PRIOR TO CONSTRUCTION. PAINT BOLLARDS SAFETY YELLOW USING A RUST PROOF, EXTERIOR GRADE ENAMEL AND PRIMER.

TYPICAL PIPE BOLLARD

NOT TO SCALE

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	8/20/92	ADDED JOINT & ISSUED FOR CONSTRUCTION			
0	8/6/92	ISSUED FOR BIDS			

REVISIONS

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DRAWN BY: R.A.L.
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DUNLOP TIRE CORPORATION
TONAWANDA NEW YORK

DUNLOP PAVING

DUNLOP
MISCELLANEOUS DETAILS

Scale: AS NOTED | Date: AUG. 1992 | DWG. NO. 3

35246\DUNDET2 jul 8/19/92-7