

EXISTING SIGNAGE SCHEDULE (FOR REFERENCE ONLY)						NEW SIGNAGE SCHEDULE (FOR REFERENCE ONLY)					
SIGNAGE LOCATION	QTY	COLOR	SIZE	INDIVIDUAL AREA	TOTAL AREA	SIGNAGE LOCATION	QTY	COLOR	SIZE	INDIVIDUAL AREA	TOTAL AREA
FRONT SIGNAGE						FRONT SIGNAGE					
WALMART	1	WHITE	4'-0"	298.00 SF	298.00 SF	WALMART	1	WHITE	2'-1"	22.57 SF	22.57 SF
(*)	1	YELLOW	5'-10"		SF	SPARK	1	YELLOW	10'-3"	93.10 SF	93.10 SF
Outdoor Living	1	WHITE	2'-6"	77.17 SF	77.17 SF	OUTDOOR	1	WHITE	2'-6"	32.29 SF	32.29 SF
Home & Living	1	WHITE	2'-6"	72.60 SF	72.60 SF	HOME & LIVING	1	WHITE	2'-6"	73.08 SF	73.08 SF
Grocery & Pharmacy	1	WHITE	2'-6"	109.81 SF	109.81 SF	GROCERY & PHARMACY	1	WHITE	2'-6"	105.75 SF	105.75 SF
(*) Pickup	1	WHITE	2'-6"	66.76 SF	66.76 SF	< PICKUP	1	WHITE	2'-6"	32.37 SF	32.37 SF
TOTAL FRONT SIGNAGE				624.34 SF	624.34 SF	VISION	1	WHITE	1'-6"	8.19 SF	8.19 SF
PHARMACY DRIVE-THRU SIGNAGE						PHARMACY DRIVE-THRU SIGNAGE					
Pharmacy Drive-Thru	1	WHITE	1'-0"	17.78 SF	17.78 SF	ADDRESS	1	WHITE	1'-0"	0.0 SF	0.0 SF
Enter	1	WHITE	1'-0"	3.24 SF	3.24 SF	TOTAL FRONT SIGNAGE				367.33 SF	367.33 SF
Exit	1	WHITE	1'-0"	2.34 SF	2.34 SF	PHARMACY DRIVE-THRU SIGNAGE					
TOTAL				23.36 SF	23.36 SF	CLEARANCE 11'-1"	1	WHITE	0'-0"	2.69 SF	2.69 SF
TOTAL BUILDING SIGNAGE				647.70 SF	647.70 SF	PHARMACY DRIVE-THRU	2	WHITE	3'-17"	3.17 SF	6.34 SF
						ENTER	2	WHITE	1'-0"	2.25 SF	4.50 SF
						EXIT	2	WHITE	1'-0"	2.25 SF	4.50 SF
						TOTAL				126.03 SF	126.03 SF
						TOTAL BUILDING SIGNAGE				493.36 SF	493.36 SF

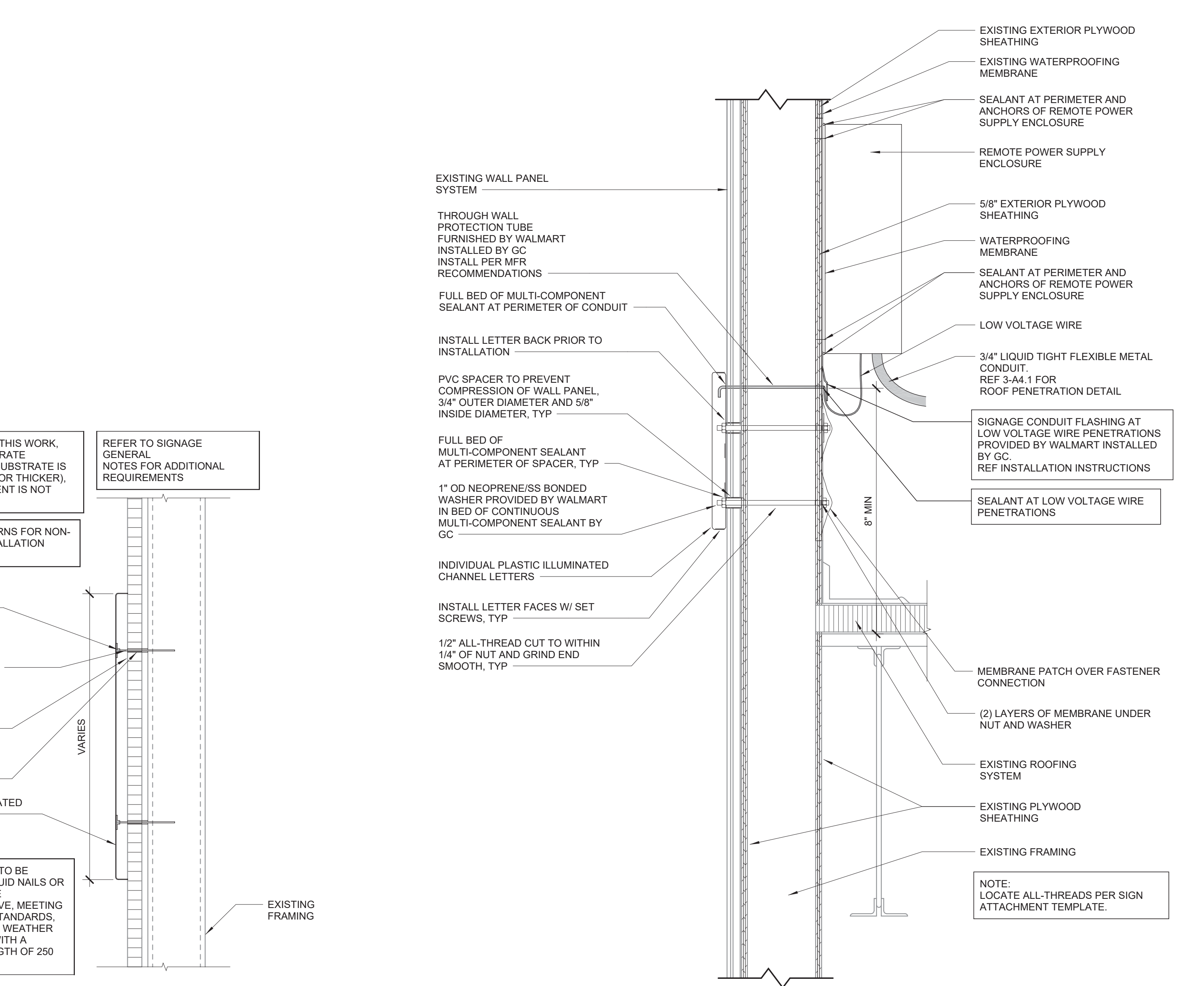
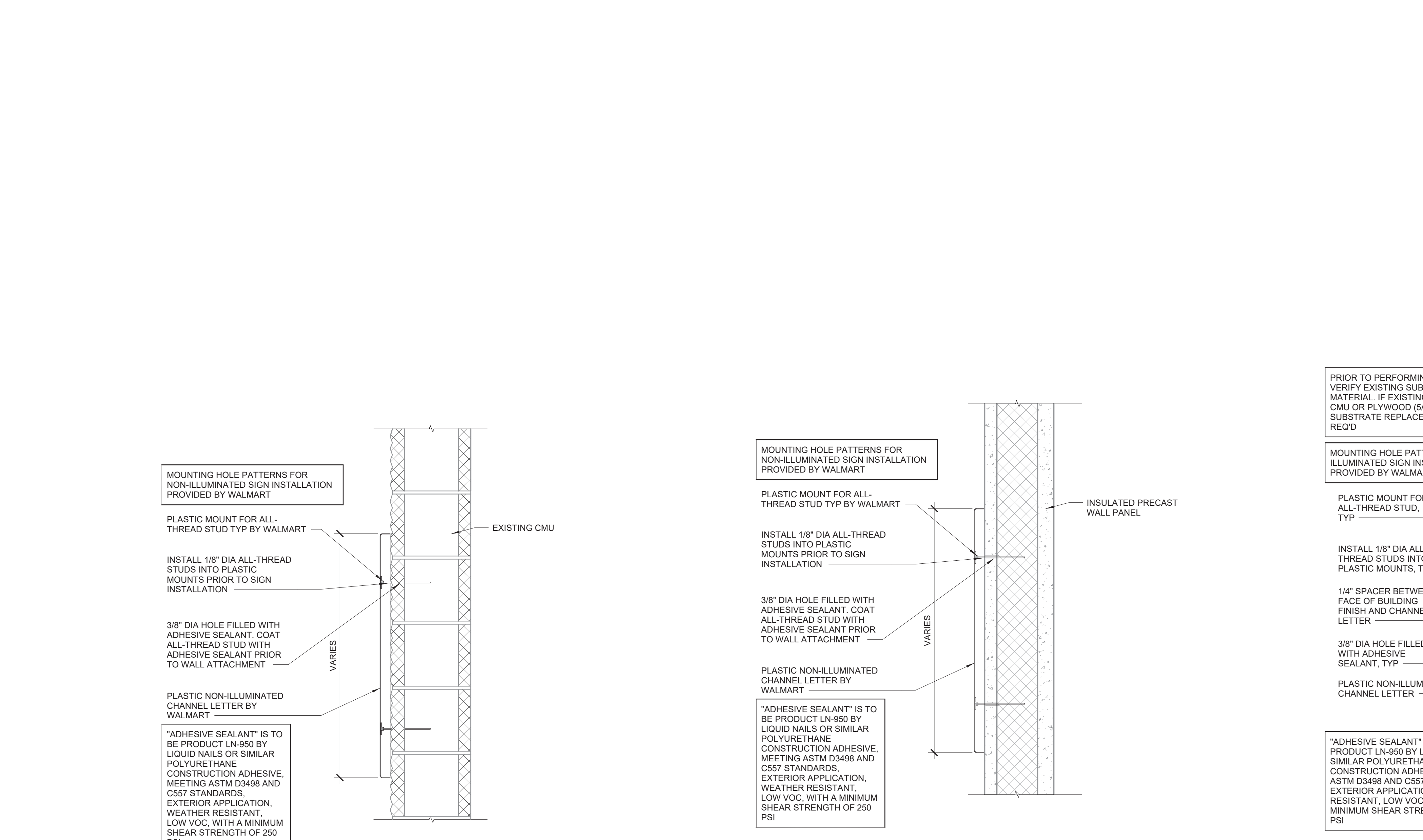
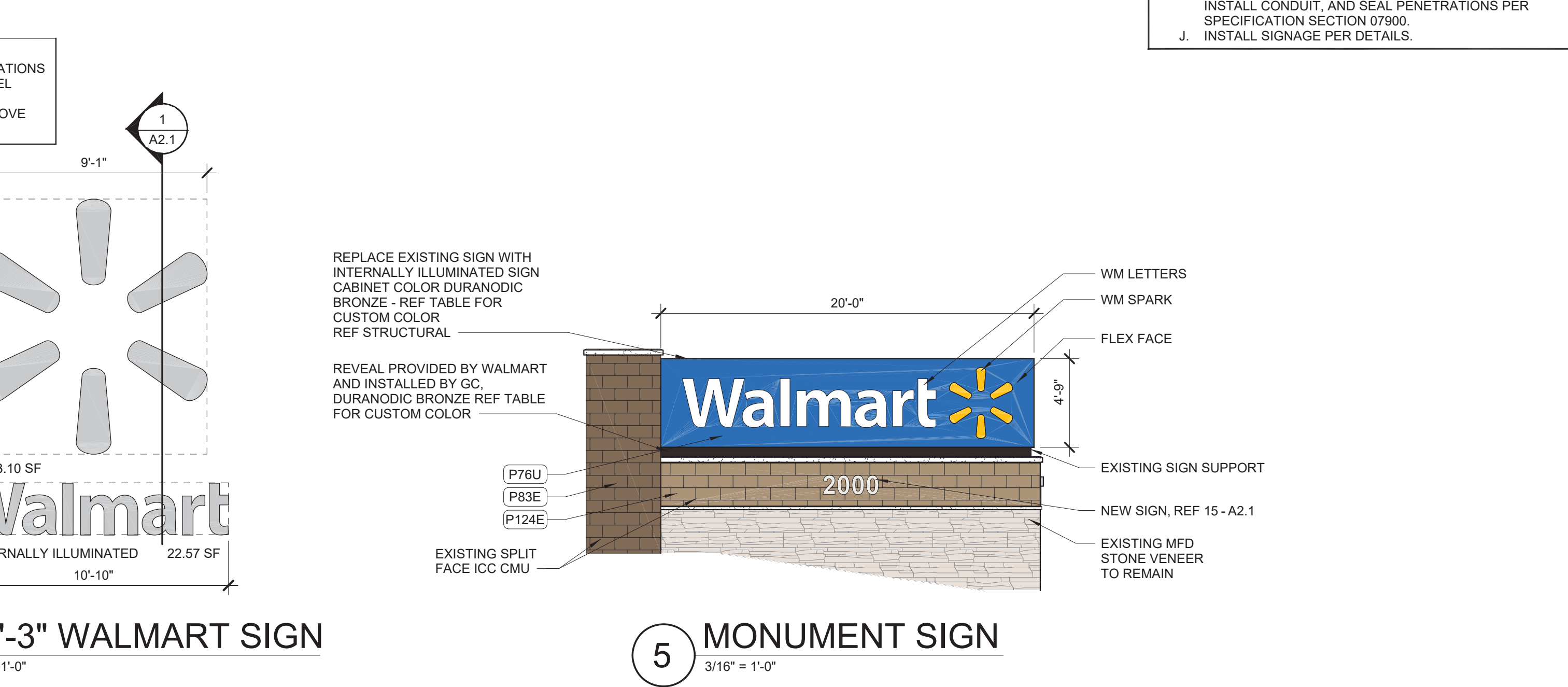
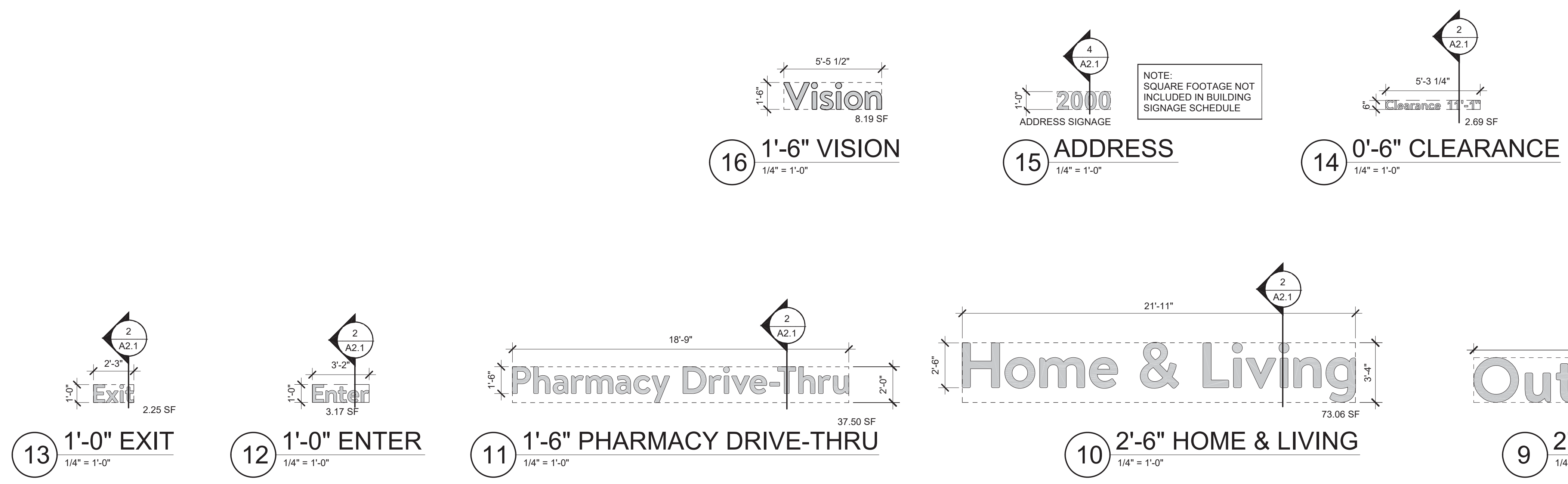
- ### SIGNAGE GENERAL NOTES
- SIGNAGE FURNISHED BY WAL-MART AND INSTALLED BY GC.
 - ALL EXISTING WALMART EXTERIOR SIGNAGE IS TO REMAIN IN PLACE ON THE BUILDING UNTIL THE GC SIGN COMPANY IS ON SITE. THE EXISTING SIGNAGE WILL THEN BE REMOVED, PATCH AND REPAIR WORK WILL BE COMPLETED AT SIGN LOCATIONS, AND SIGNAGE WILL BE INSTALLED PER PLANS.
 - A TEMPORARY BANNER WILL BE INSTALLED PRIOR TO REMOVAL OF EXISTING EXTERIOR SIGNAGE. BANNER WILL REMAIN IN PLACE UNTIL ALL MODIFICATIONS AND/OR REPAIRS HAVE BEEN COMPLETED AND SIGNAGE IS INSTALLED.
 - TEMPORARY BANNER WILL BE APPROXIMATELY 125 SF (5'X25').
 - EXTERIOR SIGN WORK NEEDS TO BE SCHEDULED, COORDINATED, AND COMPLETED DURING WEEK 6 OF THE CONSTRUCTION SCHEDULE.
 - GENERAL CONTRACTOR RESPONSIBILITIES
 - BY END OF FIRST WEEK OF CONSTRUCTION, REVIEW EXISTING CONSTRUCTION WHERE SIGNS WILL BE INSTALLED. IF EXISTING CONDITIONS DO NOT MATCH SIGN ATTACHMENT DETAILS SHOWN, REQUEST APPROVAL FROM CONSTRUCTION MANAGER TO SUBMIT RFI IN ACCORDANCE WITH SECTION 01255. NOTE DIFFERENCES IN CONSTRUCTION, INCLUDING DIMENSIONS, AND INCLUDE PHOTOGRAPHS FOR CLARIFICATION.
 - PROVIDE SUBSTRATE SUITABLE FOR INSTALLATION OF SIGNAGE. REFER TO SIGN DETAILS FOR LIGHTED ID/LOGO SIGNS.
 - PROVIDE JUNCTION BOXES AND CIRCUITRY TO "Walmart" and "spark" SIGNAGE. EXISTING (B) BOXES FROM "WAL-MART" SIGNAGE MAY BE REUSED.
 - PROVIDE JUNCTION BOXES AND CIRCUITRY TO TENANT SIGNAGE LOCATION SHOWN. REFER TO ELECTRICAL.
 - INSTALL ACCESS DOORS AND FRAMES IN GYPSUM BOARD CEILING(S) IF REQUIRED BY RELOCATION OF EXISTING TENANT SIGNAGE.
 - VERIFY VOLTAGE AT CIRCUITS FEEDING LIGHTED SIGNAGE. REFER TO ELECTRICAL.
 - MAKE FINAL TERMINATIONS ON LIGHTED SIGNAGE.
 - REMOVE ALL LIT ID/LOGO SIGNS AND UNLIT EXTERIOR STUD MOUNTED BUILDING SIGNS, UNLESS NOTED OTHERWISE.
 - MAKE REQUIRED EXTERIOR WALL PENETRATIONS, INSTALL CONDUIT, AND SEAL PENETRATIONS PER SPECIFICATION SECTION 07900.
 - INSTALL SIGNAGE PER DETAILS.

LKA Architecture, Inc.
346 RIVERVIEW WICHITA, KS 67203
T 316.268.0230 F 316.268.0205

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CONSULTANTS

Walmart
WUKESH, WI
2000 S. WEST AVE
STORE NO. 01655.231
JOB NUMBER: 22144 | PHOTO: 180



CHECKED BY: KS:HO
DRAWN BY: NM:HO
PROTO CYCLE: 12/16/22
DOCUMENT DATE: 03/13/23

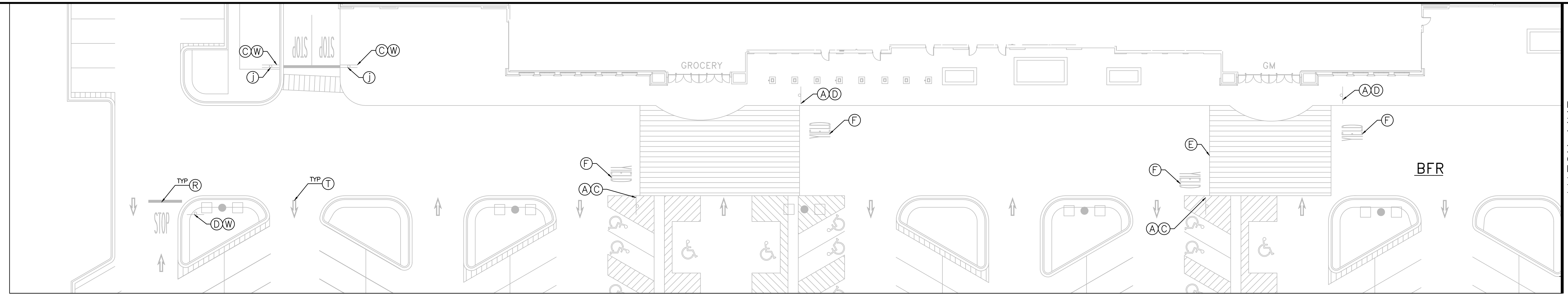
IMPORTANT NOTICE:
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS SEALED, SIGNED AND DATED BY THE LICENSEE IN RESPONSIBLE CHARGE (AOR/EOR).

EMISSON SIGNED
DENNIS D. SMITH
REGISTERED PROFESSIONAL ARCHITECT
STATE OF KANSAS
NO. 40858

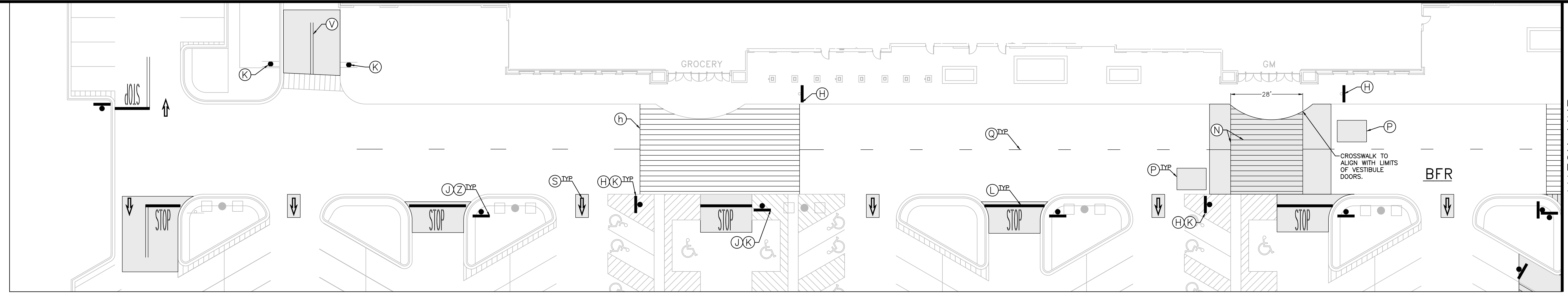
EXTERIOR SIGNAGE

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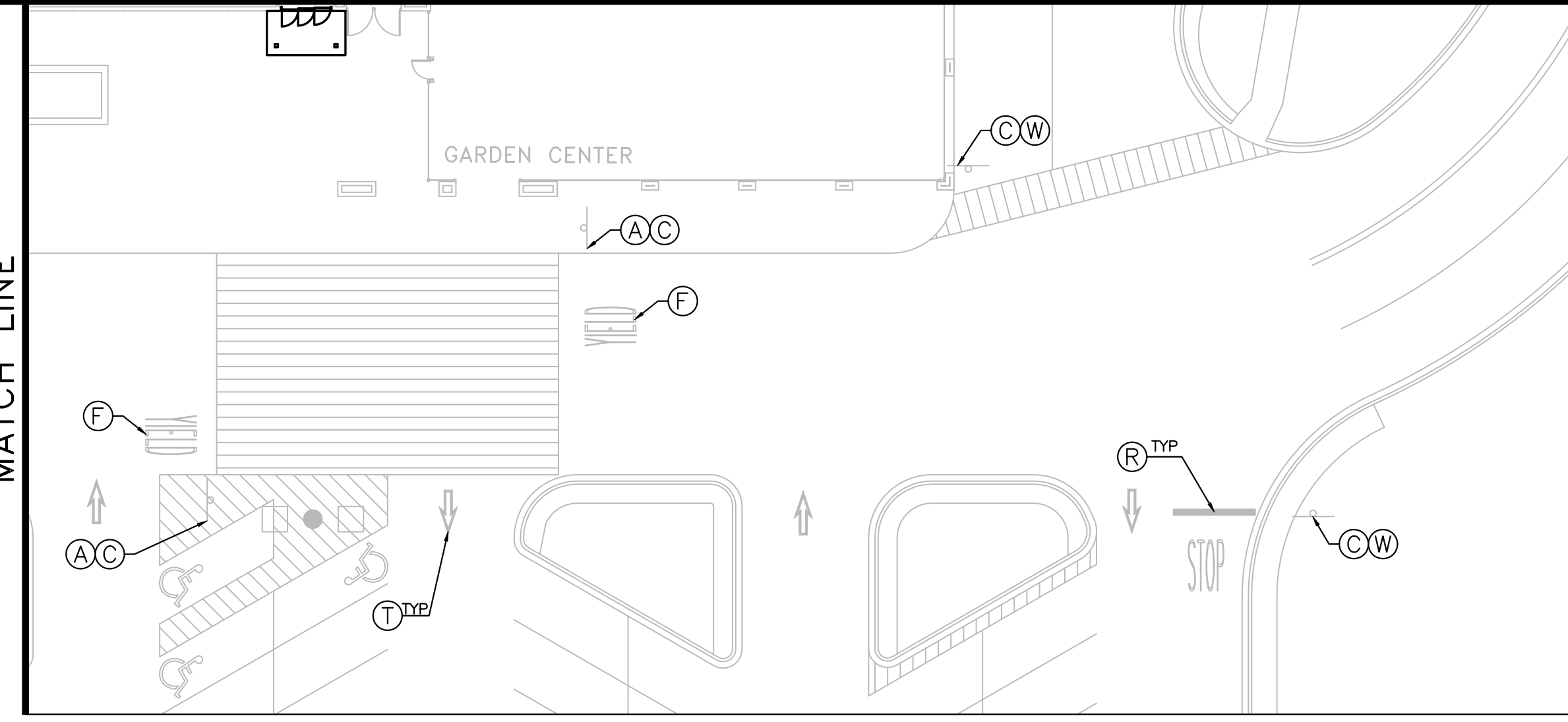
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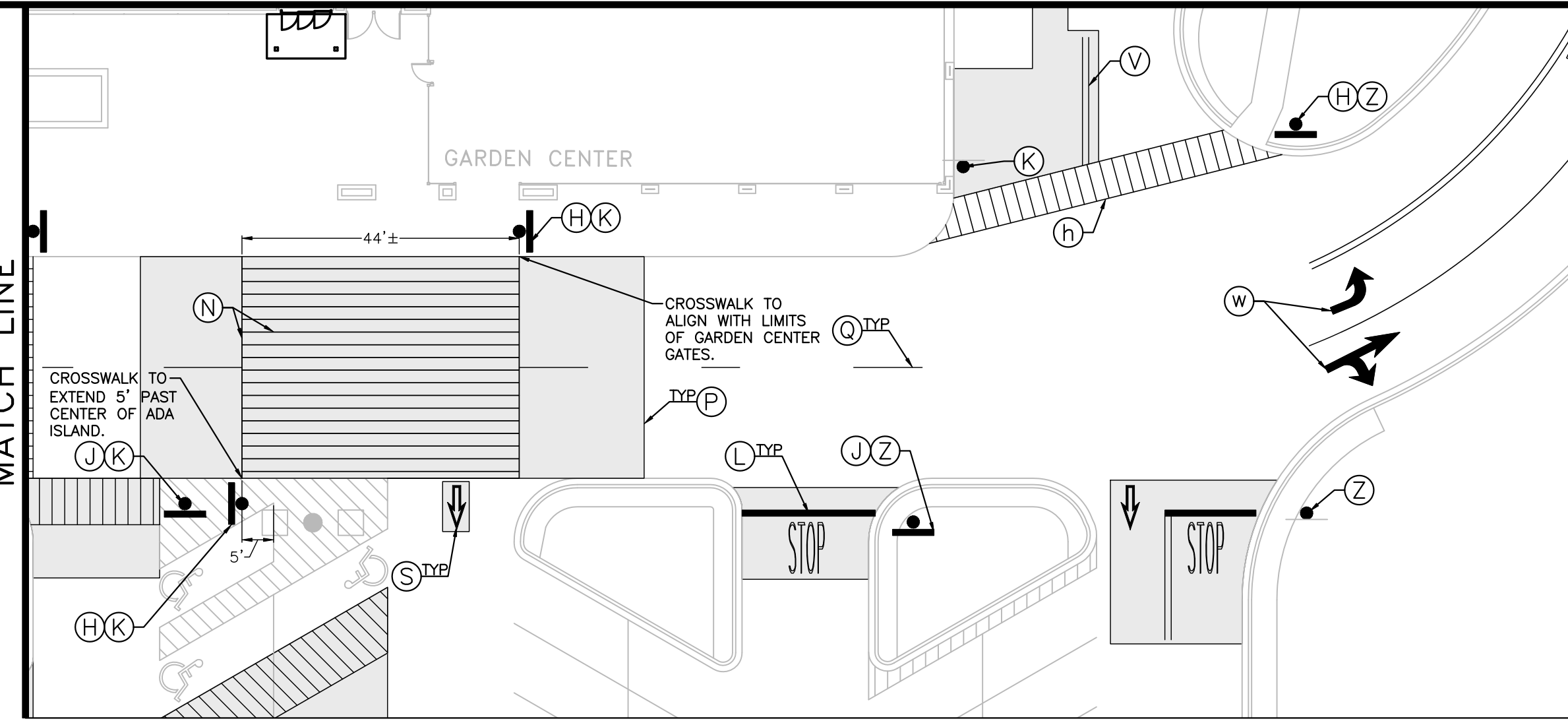
DEMOLITION PLAN



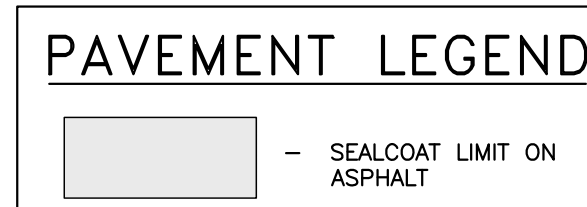
SITE CONSTRUCTION PLAN



DEMOLITION PLAN



SITE CONSTRUCTION PLAN



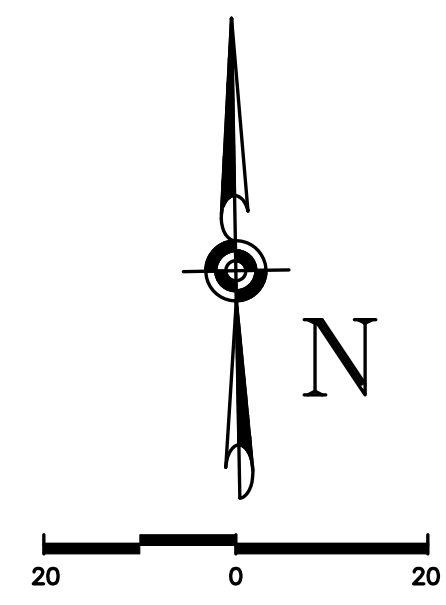
SITE AND DEMOLITION LEGEND

- REFERENCE DETAIL SHEET
- (A) EXISTING PEDESTRIAN CROSSING SIGN TO BE REMOVED.
 - (B) EXISTING STOP SIGN TO BE REMOVED.
 - (C) EXISTING SIGN POST AND BASE TO BE REMOVED.
 - (D) EXISTING SIGN POST AND BASE TO REMAIN.
 - (E) EXISTING CROSSWALK STRIPING TO BE REMOVED.
 - (F) EXISTING YIELD PAVEMENT MARKING TO BE REMOVED.
 - (G) EXISTING CENTERLINE STRIPING TO REMAIN AND BE REPAINTED.
 - (H) NEW "STOP HERE FOR PEDESTRIANS" SIGN.
 - (J) NEW 30"x30" STOP SIGN.
 - (K) NEW SIGN MOUNTING AND BASE WITH BOLLARD.
 - (L) NEW STOP AND/OR "ONLY" TEXT AND/OR STOP BAR WITH 4" WIDE DOUBLE SOLID YELLOW STRIPE.
 - (M) NEW 4" WIDE PAINTED YELLOW STRIPES AT 45° @ 2'-0" O.C.
 - (N) NEW CROSSWALK MARKINGS - 6" WIDE PAINTED WHITE STRIPING PARALLEL TO DIRECTION OF TRAFFIC AT 2'-0" O.C. AND (1)-8" WHITE STRIPE PERPENDICULAR ON BOTH ENDS UNLESS NOTED OTHERWISE. SEE SITE PLAN FOR DIMENSIONS. ENTIRE CROSSWALK SHALL BE RE-STRIPED.
 - (P) LIMITS OF SEAL COAT. APPLY SEAL COAT OVER WHERE STRIPING AND PAVEMENT MARKINGS WERE REMOVED AND WHERE NEW STRIPING AND PAVEMENT MARKINGS WILL BE APPLIED. APPLY NEW STRIPING AND PAVEMENT MARKINGS OVER SEAL COAT.
 - (Q) NEW 4" WIDE PAINTED YELLOW STRIPES - 6' LONG WITH 18" GAPS.
 - (R) EXISTING STOP BAR/STOP TEXT PAVEMENT MARKINGS/DOUBLE YELLOW STRIPE TO BE REMOVED.
 - (S) NEW OPEN ARROW PAVEMENT MARKINGS.
 - (T) EXISTING ARROW PAVEMENT MARKINGS TO BE REMOVED.
 - (U) EXISTING FIRE LANE STRIPING AND/OR YELLOW STRIPING TO REMAIN/BE REFRESHED.
 - (V) NEW 4" WIDE DOUBLE SOLID YELLOW STRIPE AND/OR SINGLE WHITE.
 - (W) EXISTING STOP SIGN TO REMAIN/BE REUSED.
 - (X) EXISTING STOP SIGN TO BE RAISED TO MATCH CURRENT DETAILS/SUBELEMENTS.
 - (Y) EXISTING SIGN POST AND BOLLARD TO BE REPAINTED.
 - (Z) NEW SIGN MOUNTING AND BASE WITH BREAK AWAY POST.
 - (A) EXISTING PICKUP PAVEMENT MARKINGS TO BE REMOVED.
 - (B) NEW 36"x36" STOP SIGN WITH DOUBLE SIGN MOUNTING, BREAK AWAY POSTS, AND BASES.
 - (C) NEW PICK UP CROSSWALK MARKINGS. SEE DETAIL.
 - (D) EXISTING ISLAND STRIPING TO BE REMOVED.
 - (E) NEW CHANNELIZATION AT PICK UP DOOR. SEE DETAIL.
 - (F) EXISTING STOP PAVEMENT MARKINGS, "STOP" TEXT AND/OR "ONLY" TEXT TO BE REVISED/REFRESHED TO MATCH CURRENT DETAILS.
 - (G) EXISTING CROSSWALK TO REMAIN/BE REFRESHED.
 - (H) EXISTING OPEN ARROW PAVEMENT MARKING TO BE REVISED/REFRESHED TO MATCH CURRENT DETAILS.
 - (I) EXISTING MISCELLANEOUS TRAFFIC AND/OR INFORMATION SIGN TO REMAIN/BE REUSED.
 - (J) NEW TRAFFIC FROM THE LEFT DOES NOT STOP PLAQUE.
 - (K) NEW TRAFFIC FROM RIGHT DOES NOT STOP PLAQUE.
 - (L) NEW ONGOING TRAFFIC DOES NOT STOP PLAQUE.
 - (M) NEW CROSS TRAFFIC DOES NOT STOP PLAQUE.
 - (N) EXISTING SOLID ARROW PAVEMENT MARKINGS TO BE REVISED/REFRESHED TO MATCH CURRENT DETAILS.
 - (O) EXISTING 4" WIDE DOUBLE YELLOW AND/OR WHITE SINGLE STRIPE TO REMAIN/BE REFRESHED.
 - (P) NEW SOLID ARROW PAVEMENT MARKING.
 - (Q) EXISTING NO PARKING FIRE LANE LANE SIGN TO REMAIN.
 - (R) EXISTING PICKUP GRAPHIC AND ORANGE PAVEMENT MARKINGS TO REMAIN (NOT TO BE REFRESHED).
 - (S) EXISTING PICKUP SIGN TO REMAIN.
 - (T) EXISTING YELLOW STRIPING TO BE REFRESHED.
 - (U) EXISTING PAVEMENT MARKINGS ON CONCRETE TO BE REMOVED BY SEABLASTING.

NOTICE TO CONTRACTOR:

STOP SIGNS MUST BE LOCATED A MINIMUM OF 4' OFF THE DRIVE AISLE AND 4' OFF THE BUILDING FRONTAGE ROAD. PEDESTRIAN CROSSING SIGNS MUST BE A MINIMUM OF 9' OFF THE DRIVE AISLE AND 4' OFF THE BUILDING FRONTAGE ROAD. THIS SHALL BE MEASURED FROM THE FACE OF CURB OR THE EDGE OF THE STRIPED ISLAND. REFER TO DETAILS FOR ADDITIONAL INFORMATION. SIGNS NOT INSTALLED IN THE PROPER LOCATIONS WILL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

- NOTES TO CONTRACTOR:
- REFERENCE SITE CONSTRUCTION PLAN FOR SITE SPECIFIC DIMENSIONS OF CROSSWALK STRIPING AND LOCATION OF SIGNAGE.
 - PROVIDE A COMPREHENSIVE CONSTRUCTION PHASING PLAN FOR THIS WORK TO THE STORE MANAGER 7 DAYS PRIOR TO STARTING ANY WORK. IT IS TO PROVIDE FOR DATES, TIMES AND DURATION OF LANE CLOSURES, TEMPORARY VEHICLE AND PEDESTRIAN TRAFFIC CONTROL.
 - WHERE SHOWN, EXISTING STRIPING AND PAVEMENT MARKINGS OR TEXT ALONG THE BFR (BUILDING FRONTAGE ROAD) SHALL BE REMOVED BY SODA BLASTING OR DUSTLESS BLASTING. REMOVE ANY DIRECTIONAL ARROWS OR STOP BARS/TEXT THAT ARE NOT CORRECTLY LOCATED OR INCONSISTENT WITH THE DETAILS PROVIDED. APPLY SEAL COAT TO THE COMPLETE EXTENT THAT THE STRIPING OR TEXT HAS BEEN REMOVED IN A SINGLE COMPLETE RECTANGLE TO COVER ALL REMOVED STRIPING (DO NOT APPLY SEAL COAT OVER EXISTING STRIPING OR CONCRETE). INSTALL NEW STRIPING AND SIGNAGE AS SHOWN ON THE SITE CONSTRUCTION PLAN.
 - ALL SIGNS LOCATED ON THE BUILDING SIDE OF THE BFR SHALL BE INSTALLED ON A SINGLE POST WITH BOLLARD.
 - EXISTING CONDITIONS INFORMATION OBTAINED FROM GOOGLE EARTH AERIAL, DATED APRIL 1, 2021. LIMITED FIELD DATA INFORMATION WAS OBTAINED FOR THIS PROJECT. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS PRIOR TO INSTALLING IMPROVEMENTS.



DEMOLITION AND SITE CONSTRUCTION PLAN

CONSULTANTS
CARLSON ENGINEERS, INC.
 1000 WISCONSIN STREET
 WISCONSIN CONSTRUCTION AREA 11

CONSULTANTS
CARLSON ENGINEERS, INC.
 1000 WISCONSIN STREET
 WISCONSIN CONSTRUCTION AREA 11

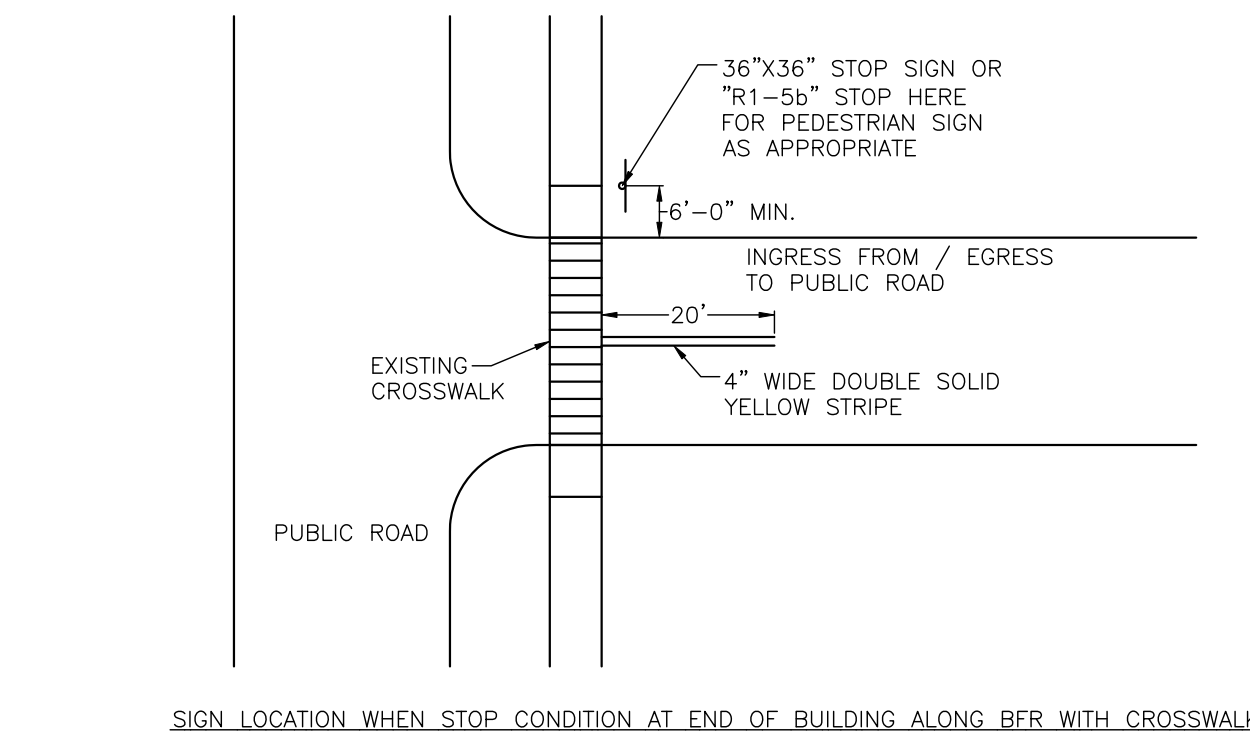
Walmart
 WAUKESHA, WISCONSIN
 STORE NO. 1635-231

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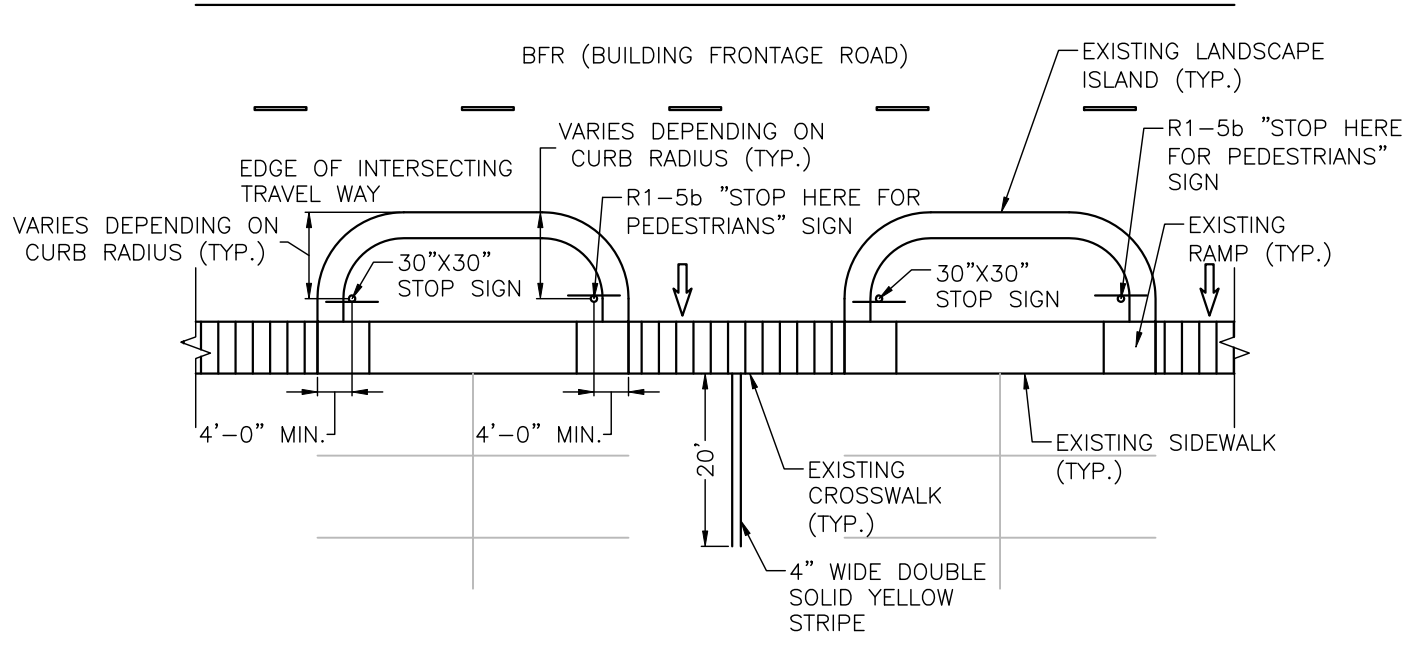
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WISCONSIN
 DEAN L. CARLSON
 E-39705
 BARTLETT
 TN
 PROFESSIONAL ENGINEER
 1/22

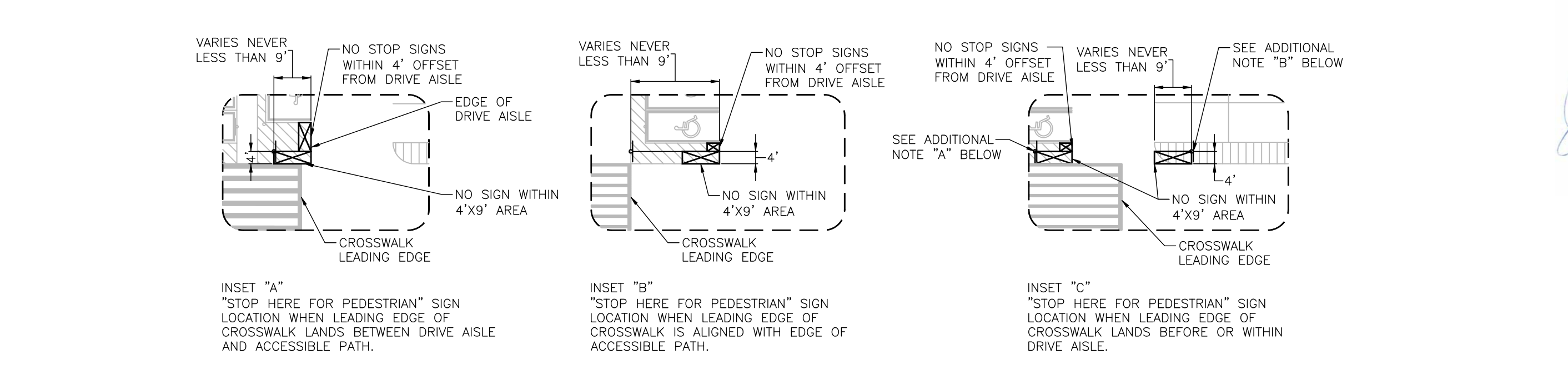
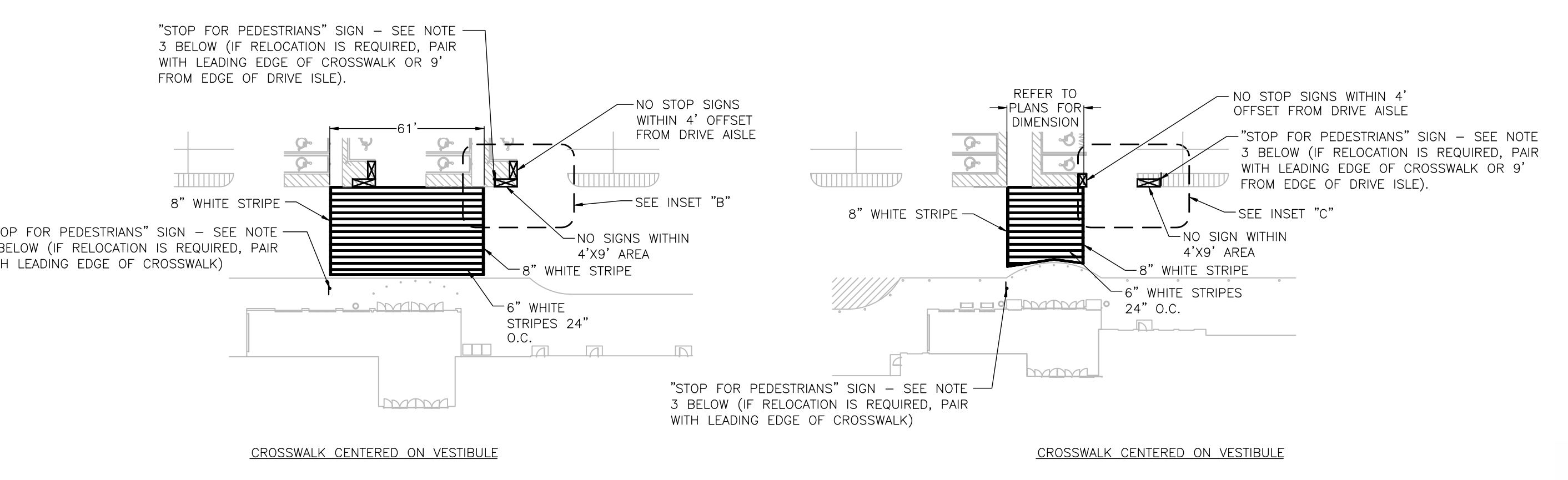
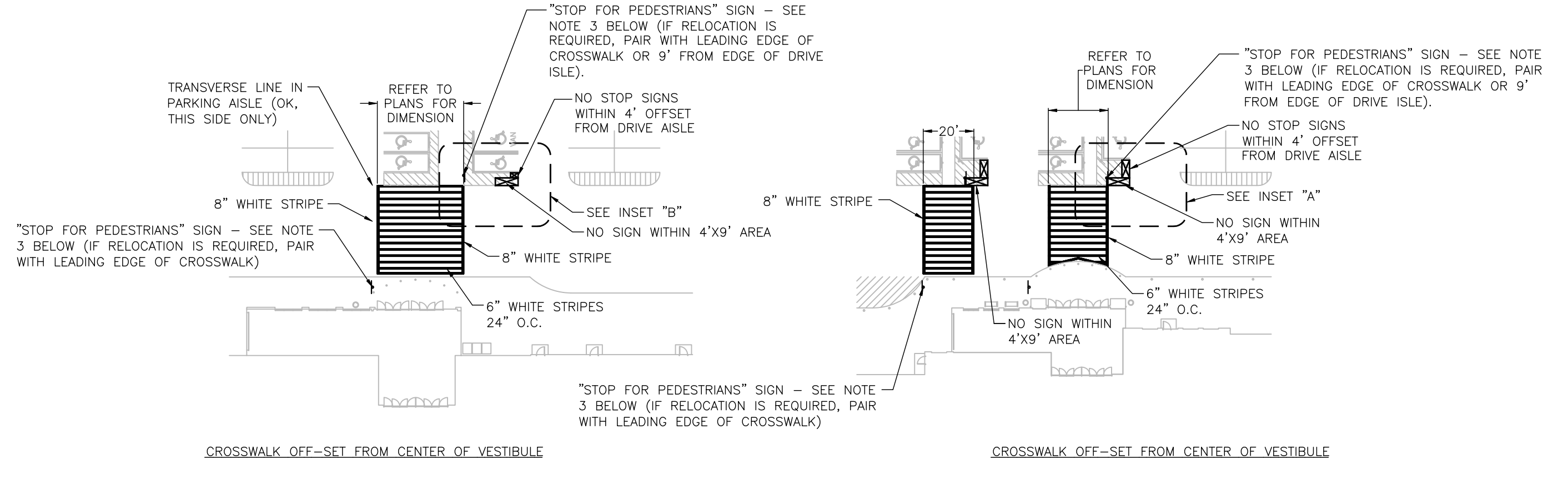
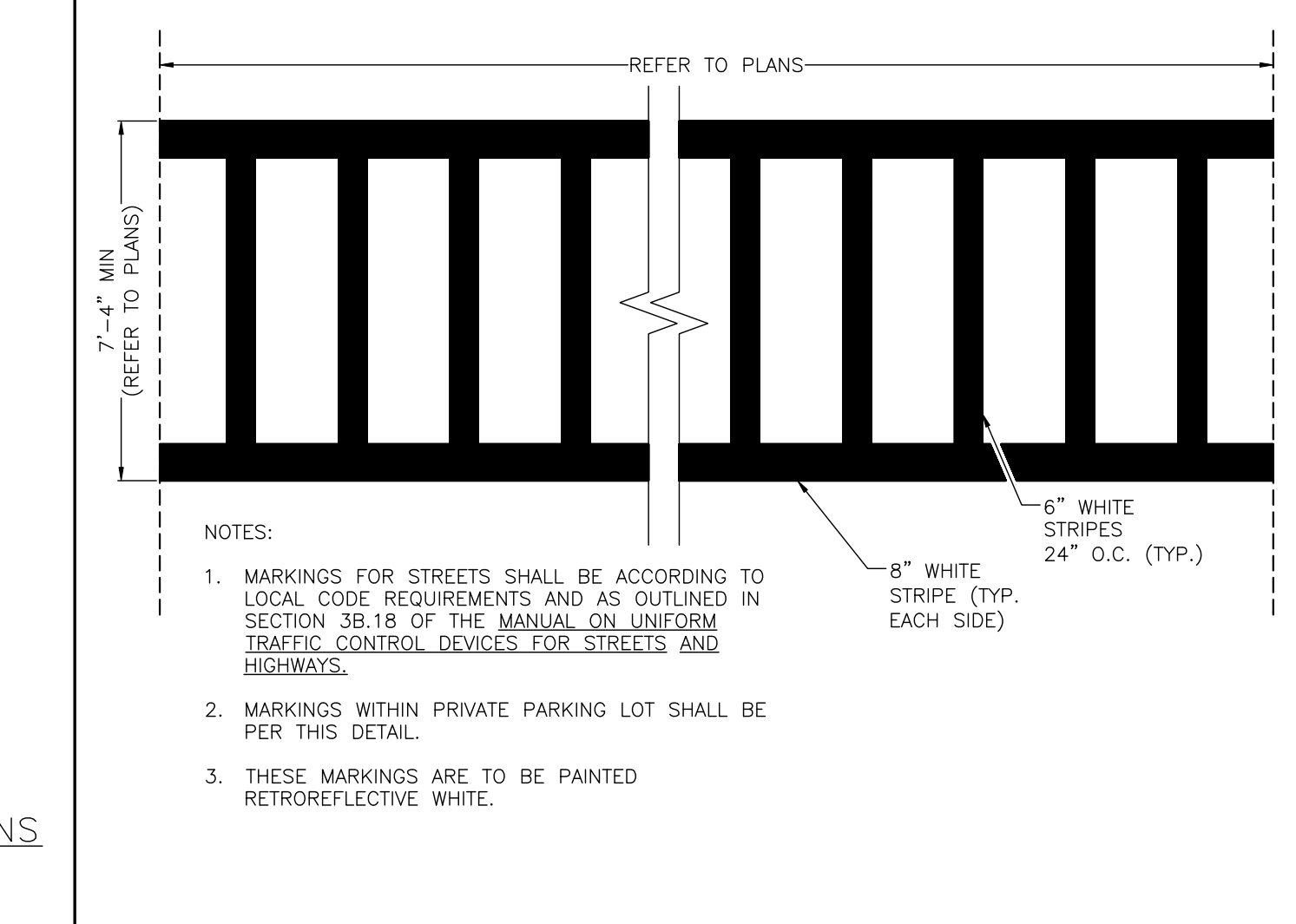
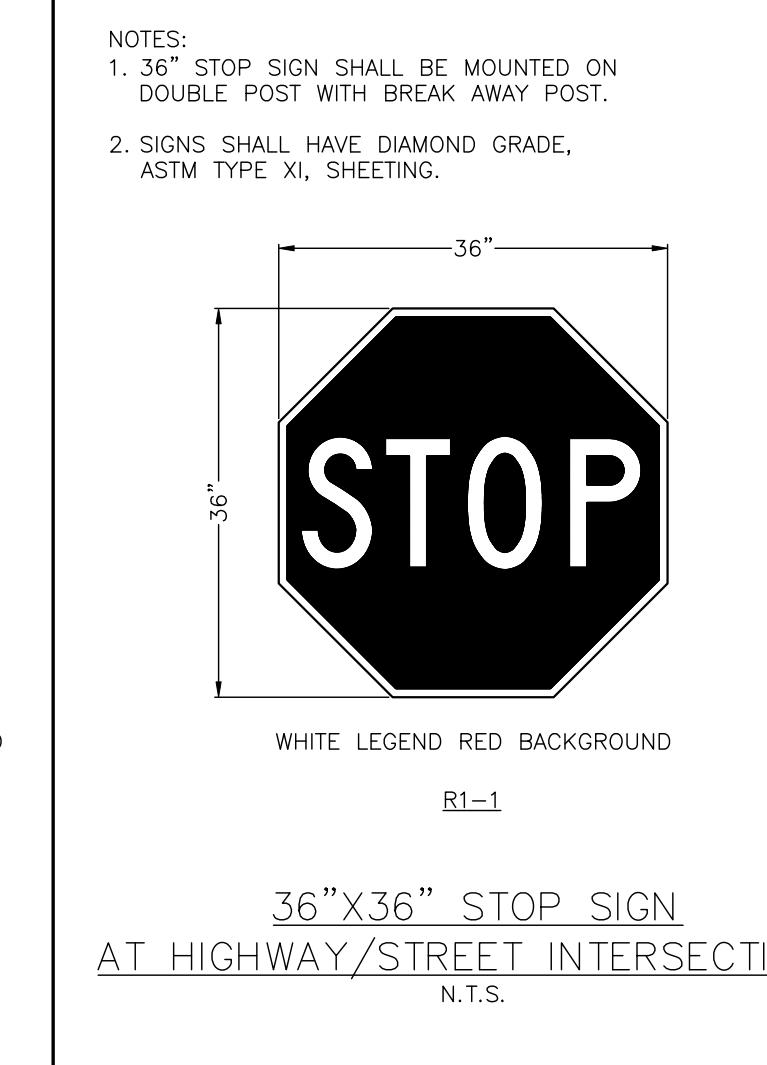
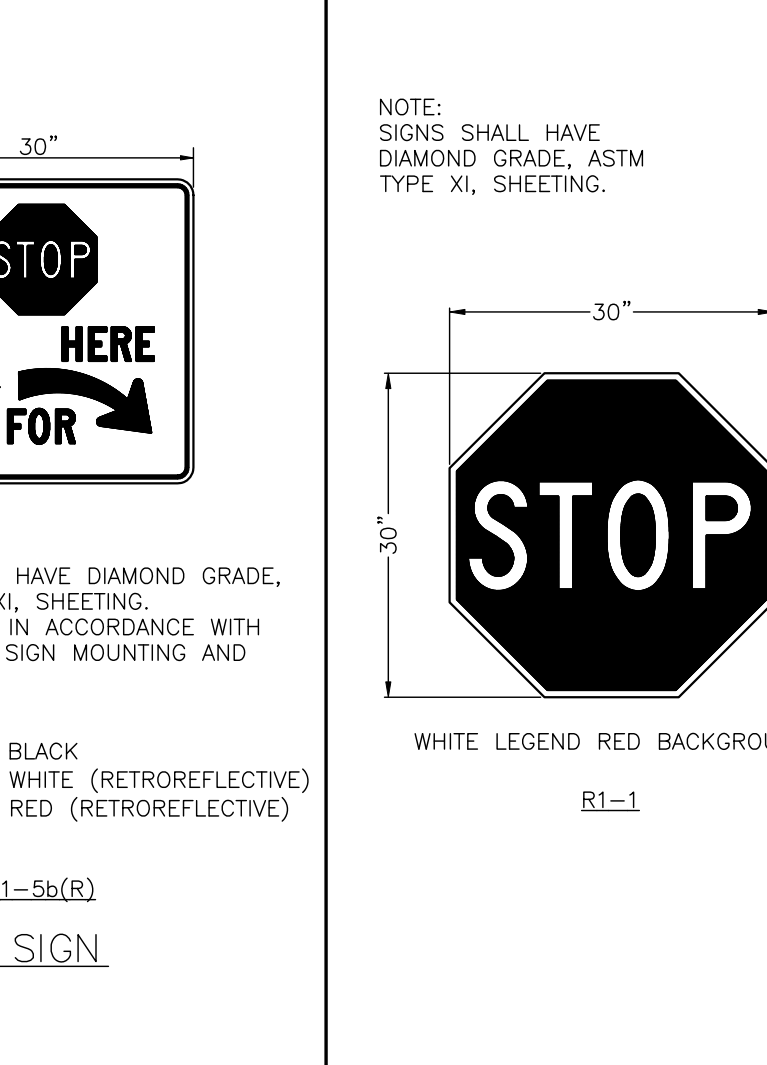
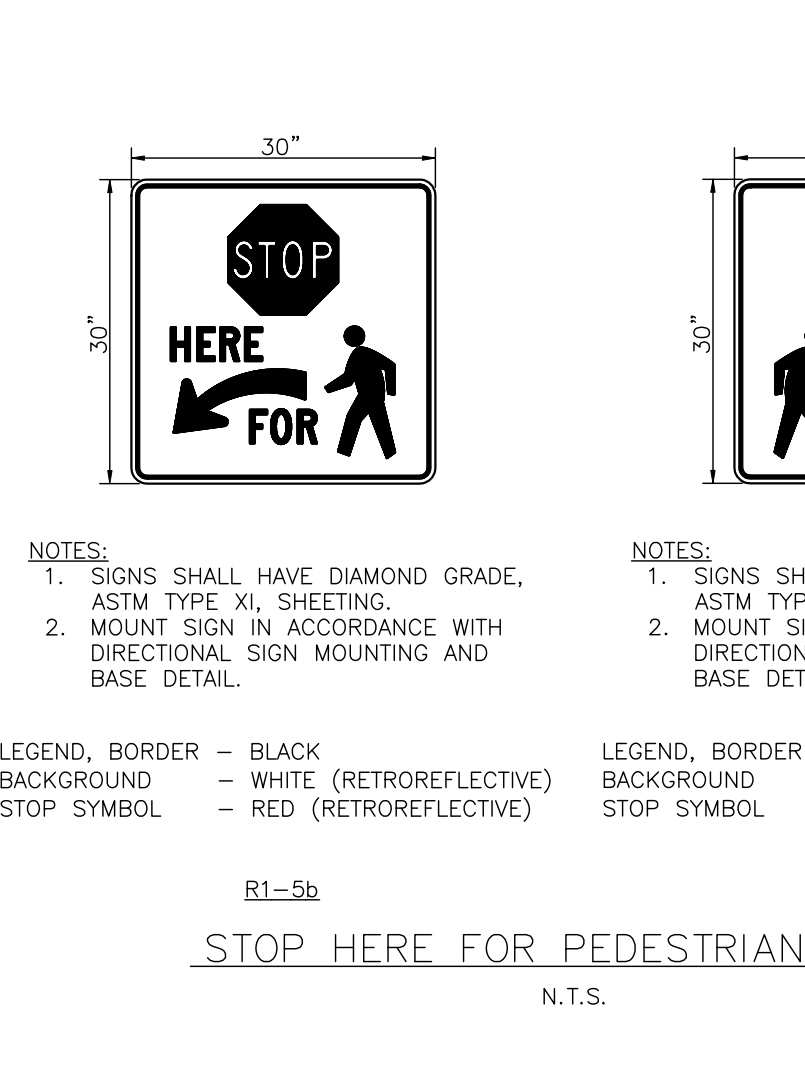
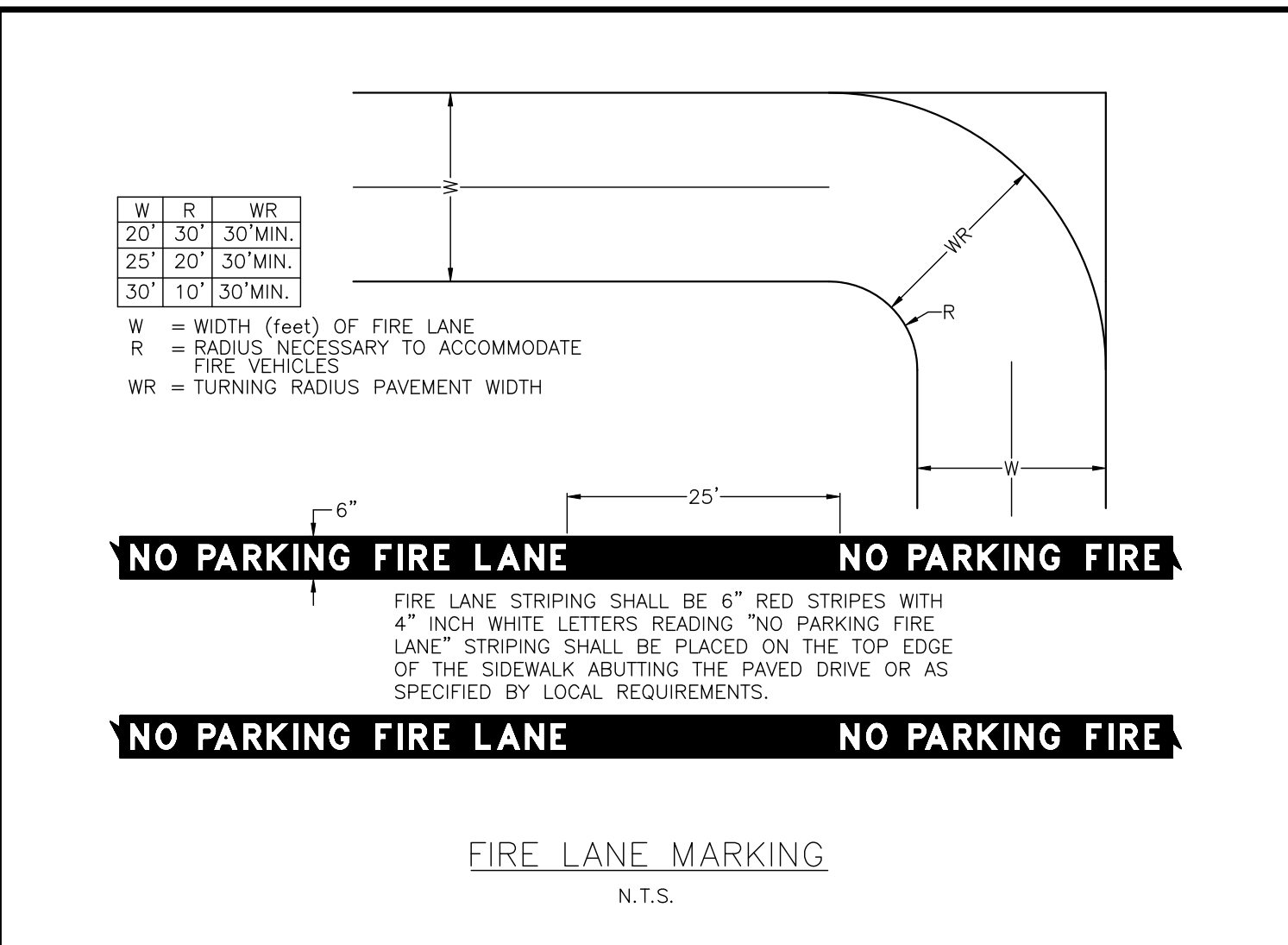
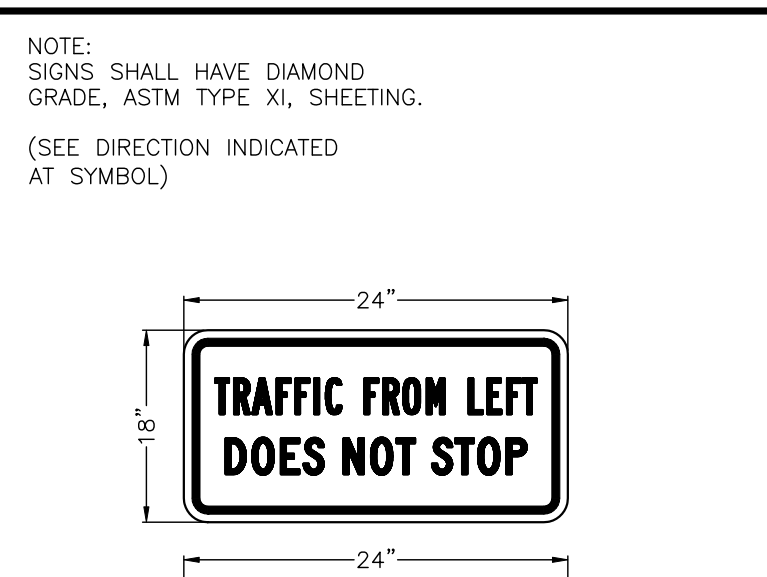
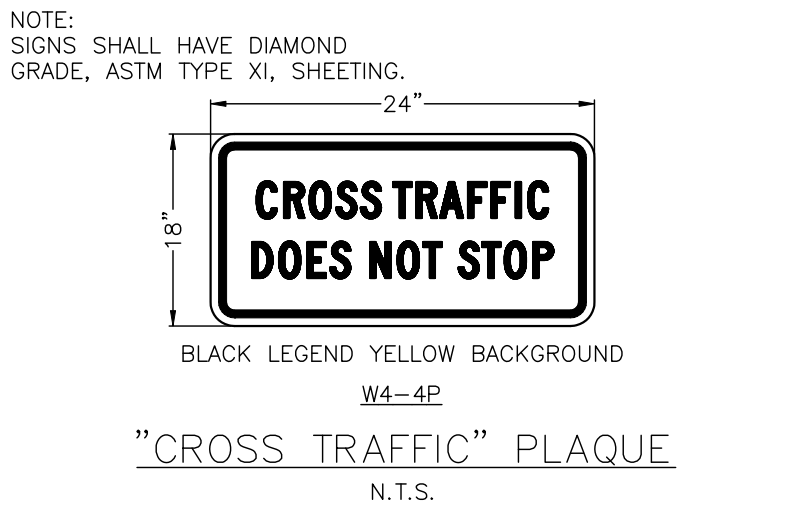
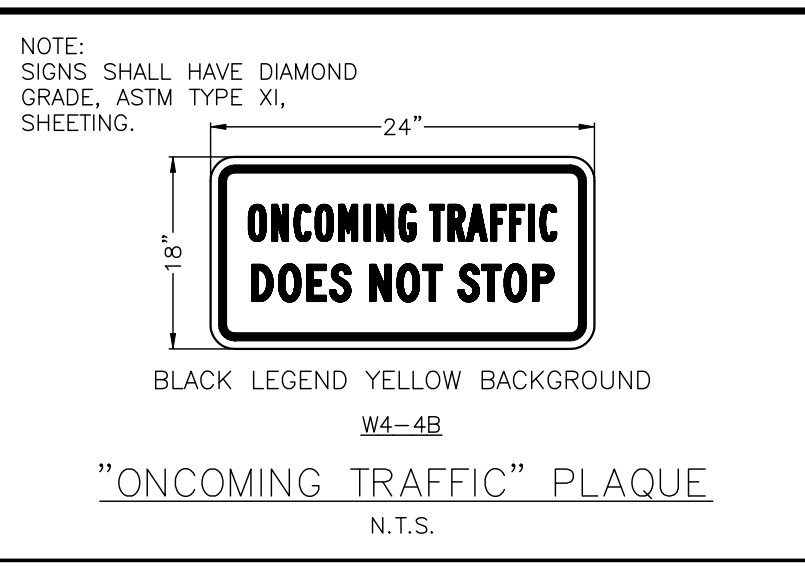
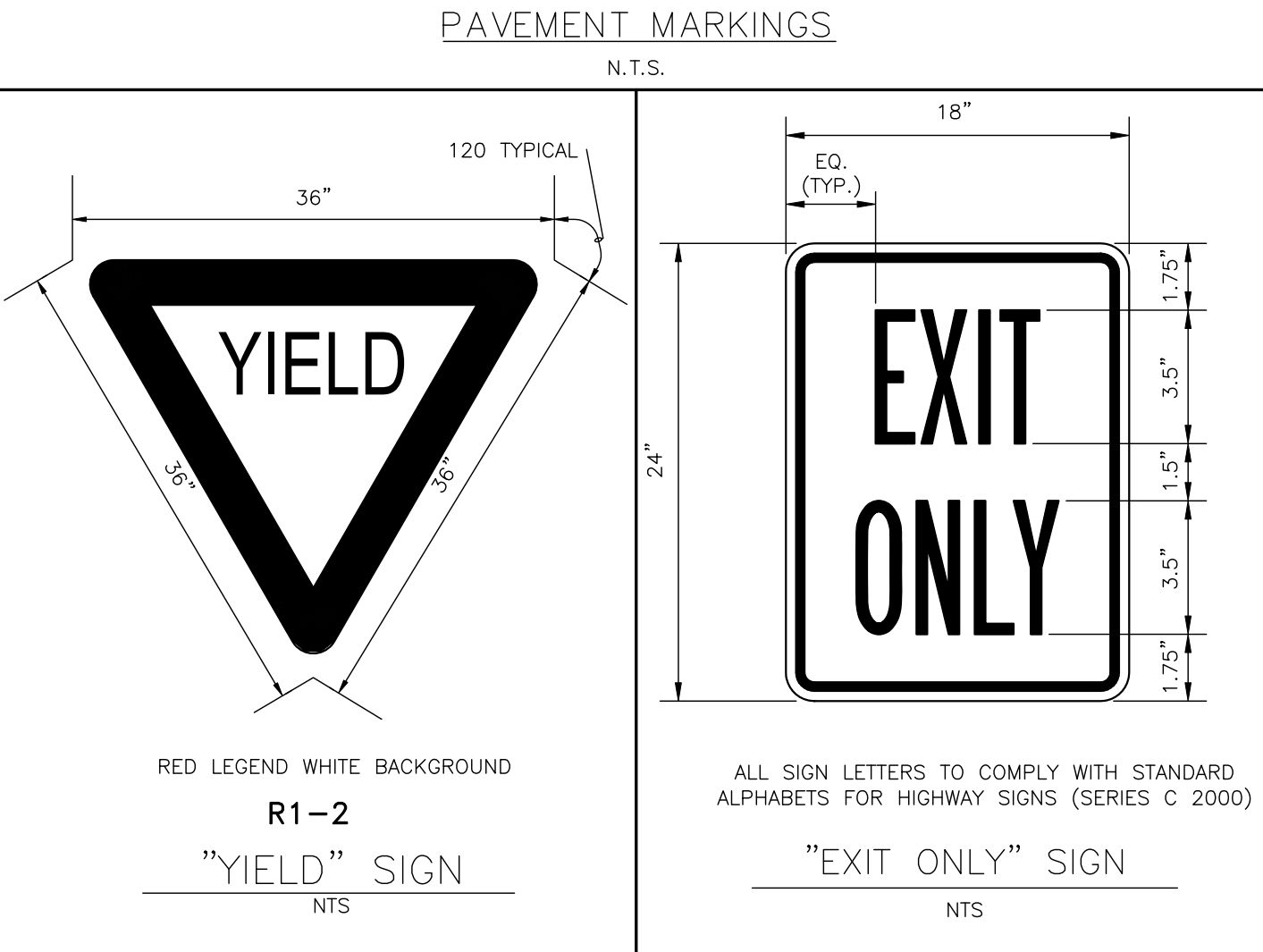
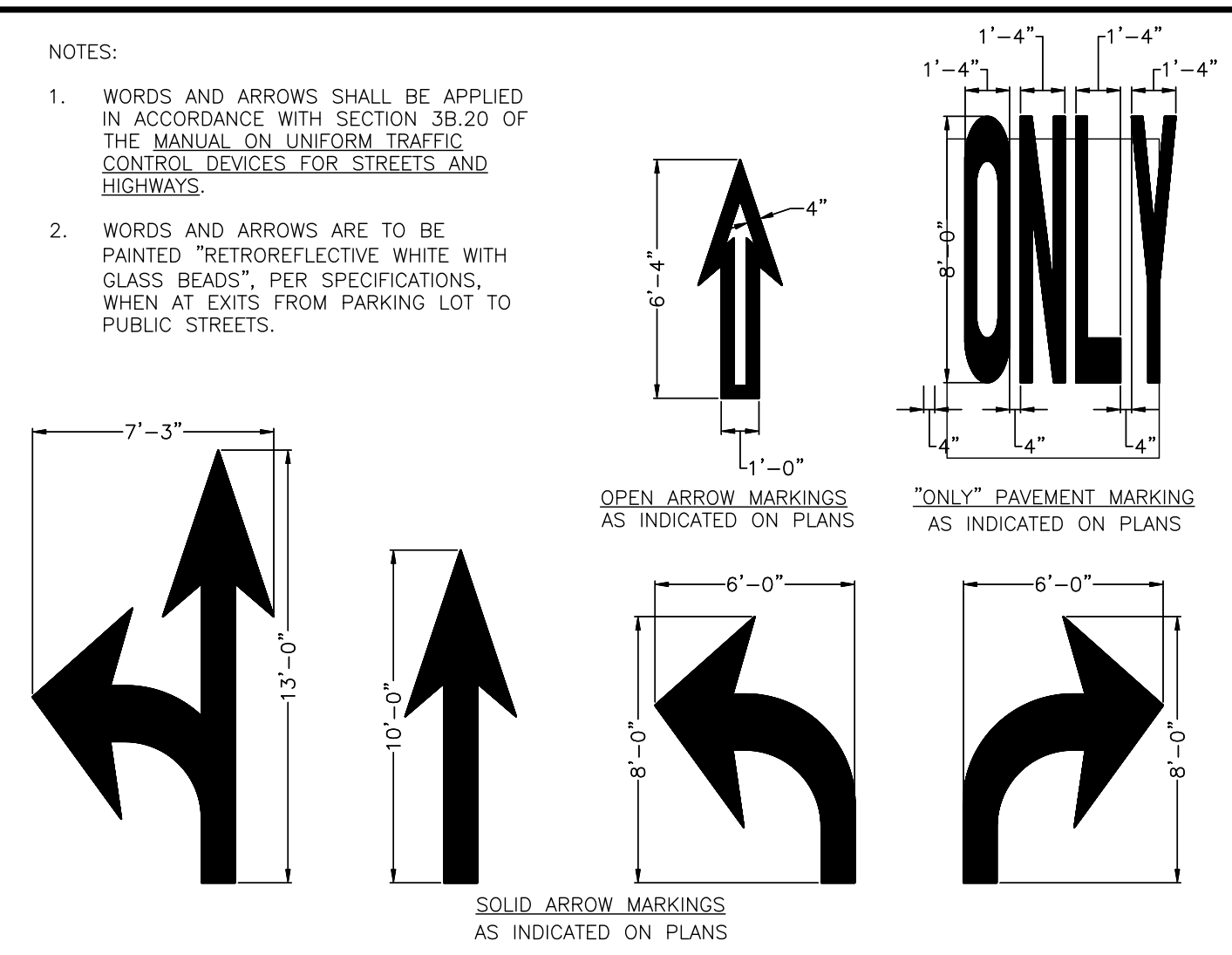


SIGN LOCATION WHEN STOP CONDITION AT END OF BUILDING ALONG BFR WITH CROSSWALK



SIGN LOCATION WHEN STOP CONDITION AT BFR WITH CROSSWALK ON PARKING LOT SIDE

STOP SIGN LOCATION WHERE STOP BAR AND TEXT CONFLICTS WITH CROSSWALK MARKINGS
N.T.S.



NOTES:
1. REFERENCE EACH VESTIBULE ON THE SITE PLAN FOR FINAL LAYOUT, DIMENSIONS AND SIGN LOCATION.
2. SEE INSETS "A", "B" AND "C" FOR SIGN LOCATION FOR EACH OF THE THREE OPTIONS.
3. ONLY RELOCATE SIGN POST IF OFFSET MORE THAN 9' FROM LEADING EDGE OF CROSSWALK (EITHER SIDE IN EITHER DIRECTION) ALONG FRONT DRIVE.

ADDITIONAL NOTES FOR INSET "C":
A. IF CROSSWALK LEADING EDGE IS LESS THAN HALF WAY ACROSS THE DRIVE AISLE, THE CROSSWALK SIGN WILL LAG THE LEADING EDGE.
B. IF CROSSWALK LEADING EDGE IS BEYOND HALF WAY ACROSS THE DRIVE AISLE, THE CROSSWALK SIGN WILL LEAD THE LEADING EDGE.

SIGN LOCATION AND VESTIBULE CROSSWALK STRIPING
(APPLICABLE TO STRIPPED OR RAISED ISLANDS BASED ON SITE CONDITIONS) (MODIFIED)
N.T.S.

NOTE:
SEE PICKUP SIGNAGE AND STRIPING DETAILS FOR ADDITIONAL SIGNAGE AND MARKINGS DETAILS

SECP AND STOP SIGNS AND MARKINGS DETAIL SHEET

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CARLSON ENGINEERS, INC.
1000 WISCONSIN AVENUE
WISCONSIN, WISCONSIN 53090

Walmart
WAUKESHA, WISCONSIN
STORE NO. 1635-231

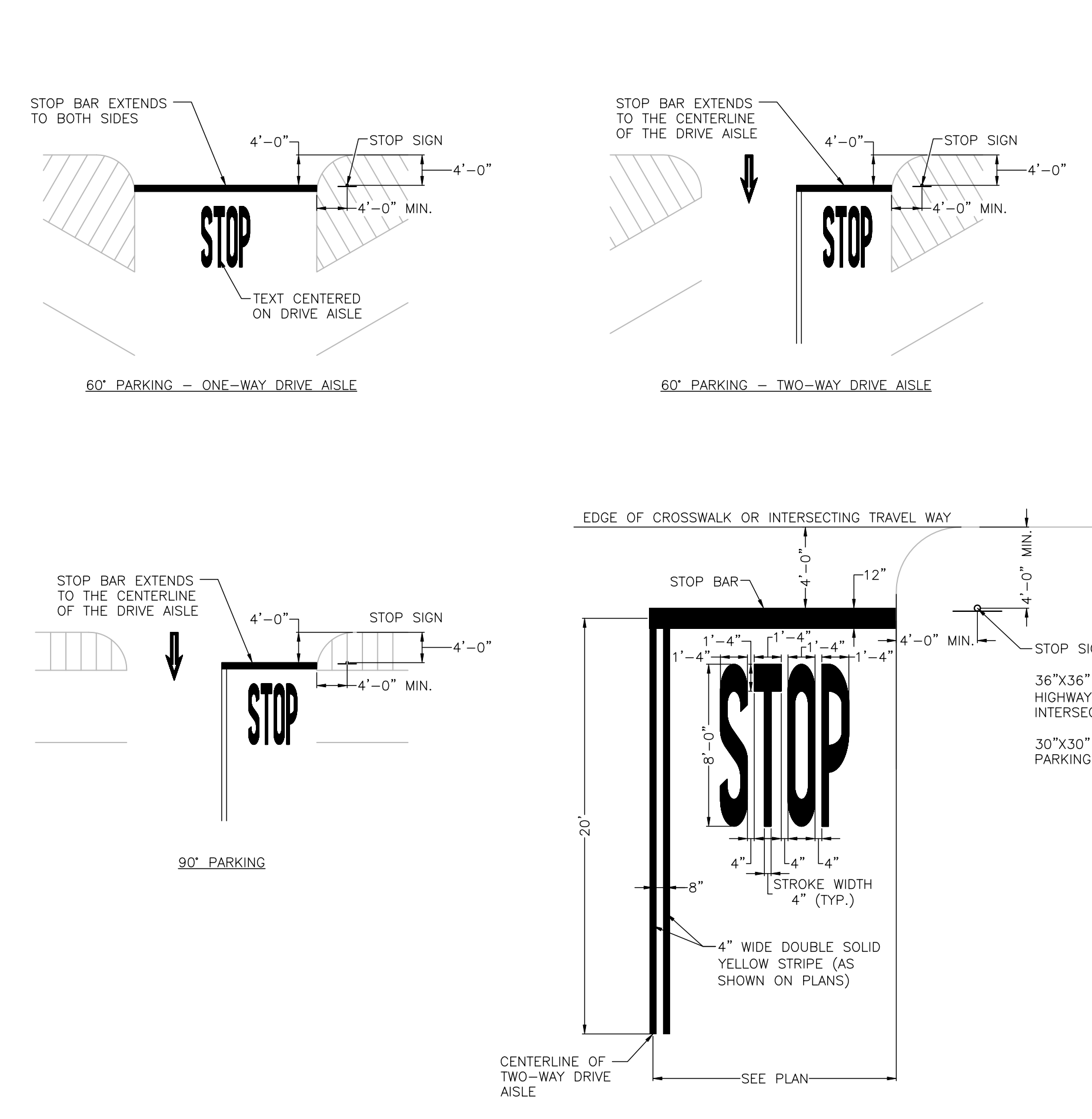
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WISCONSIN
DEAN L. CARLSON
E-39705
BARTLETT
TN
PROFESSIONAL ENGINEER
1992

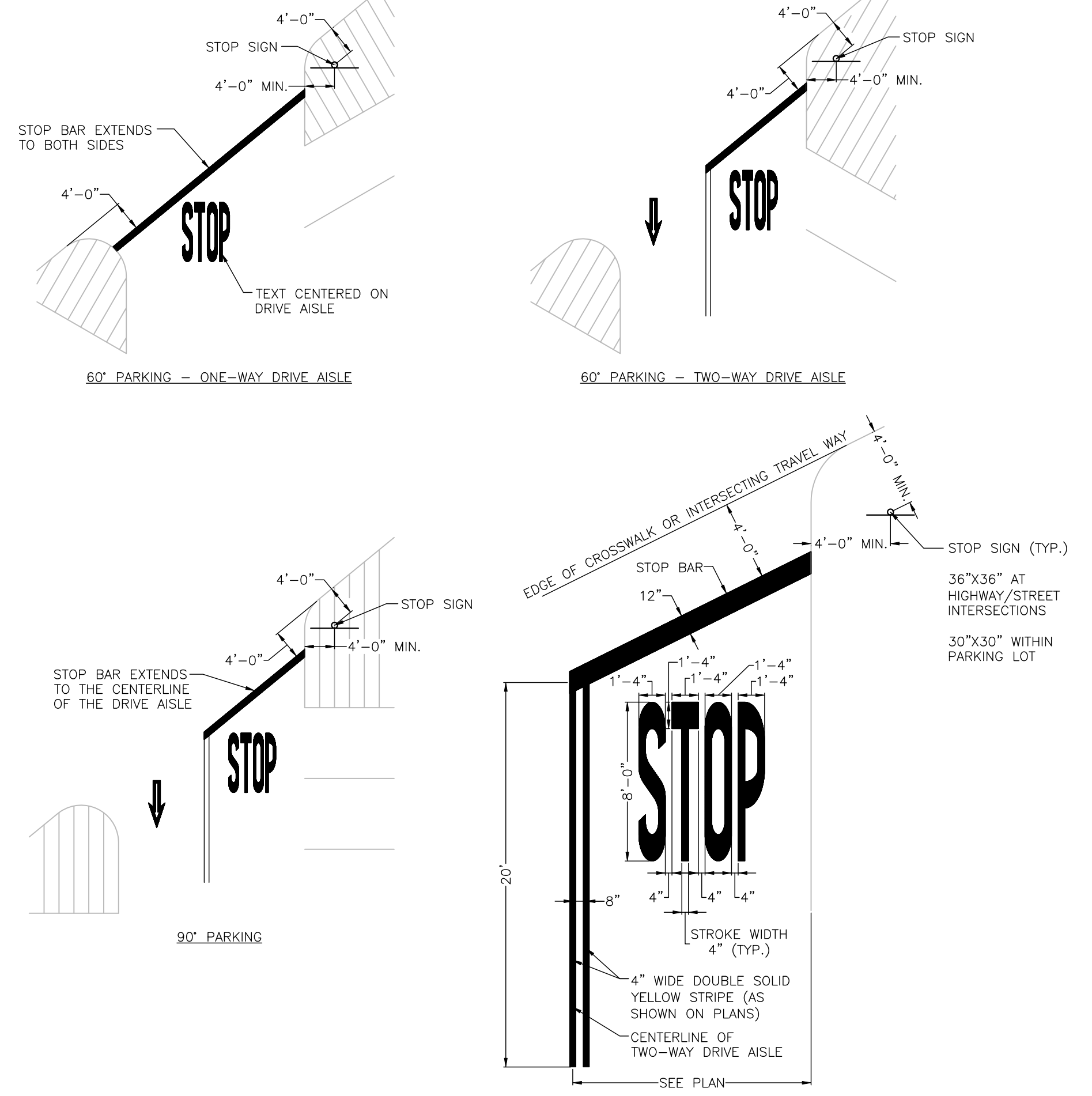
- NOTE:
- WORDS AND LINES SHALL BE APPLIED IN ACCORDANCE WITH SECTIONS 3B.16 AND 3B.20 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
 - THESE WORDS AND BAR ARE TO BE PAINTED "WHITE" WHEN IN PARKING LOT AND "RETROREFLECTIVE WHITE WITH GLASS BEADS", PER SPECIFICATIONS, WHEN AT EXITS FROM PARKING LOT TO PUBLIC STREETS.



STOP PAVEMENT MARKINGS – PARKING LOT WHERE INTERSECTING DRIVES ARE AT 90° WITH STOP SIGN (AS SHOWN ON PLANS)

N.T.S.

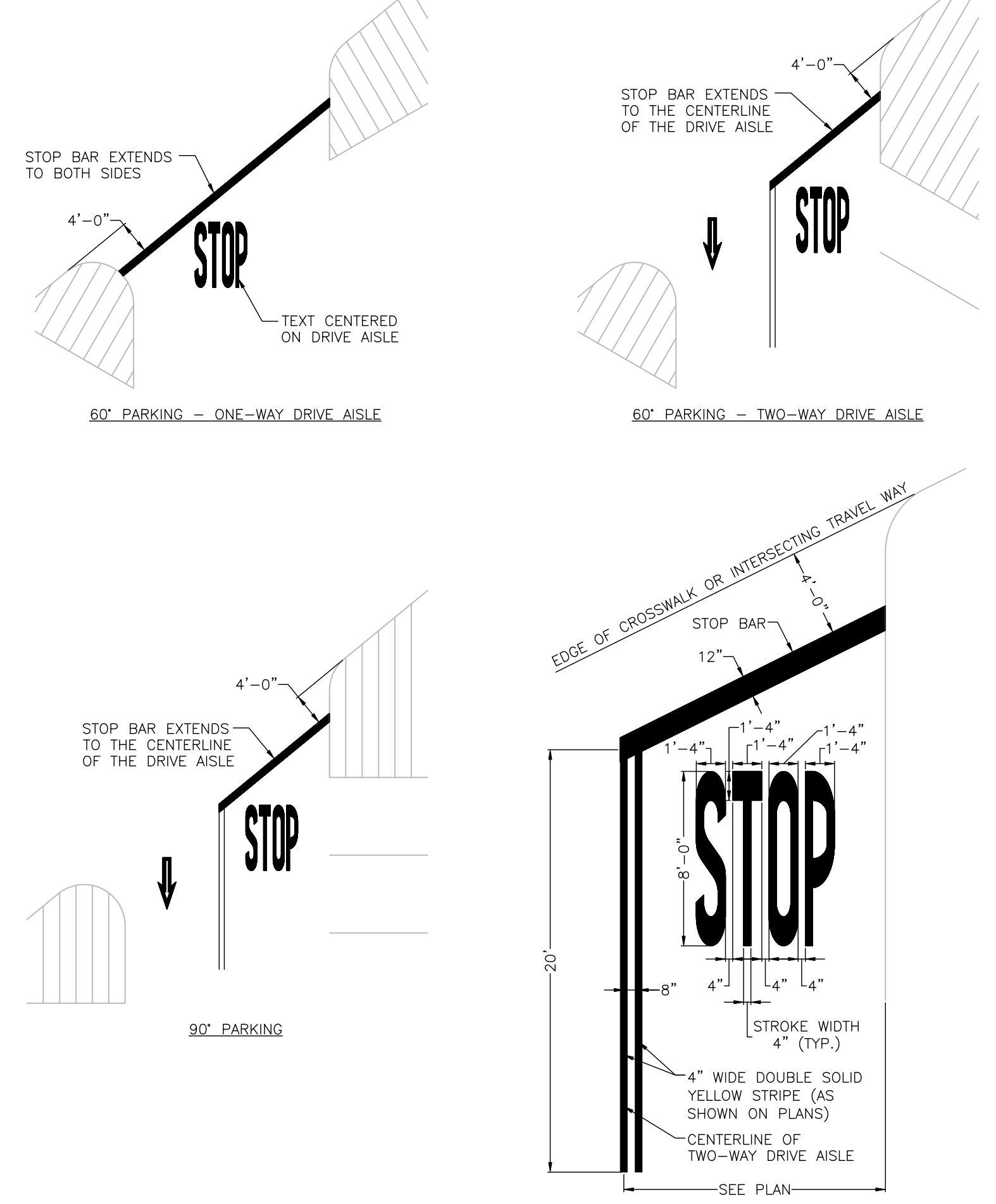
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 - THESE WORDS AND BAR ARE TO BE PAINTED "WHITE" WHEN IN PARKING LOT AND "RETROREFLECTIVE WHITE WITH GLASS BEADS", PER SPECIFICATIONS, WHEN AT EXITS FROM PARKING LOT TO PUBLIC STREETS.



STOP PAVEMENT MARKINGS – PARKING LOT WHERE INTERSECTING DRIVES ARE NOT AT 90° WITH STOP SIGN (AS SHOWN ON PLANS)

N.T.S.

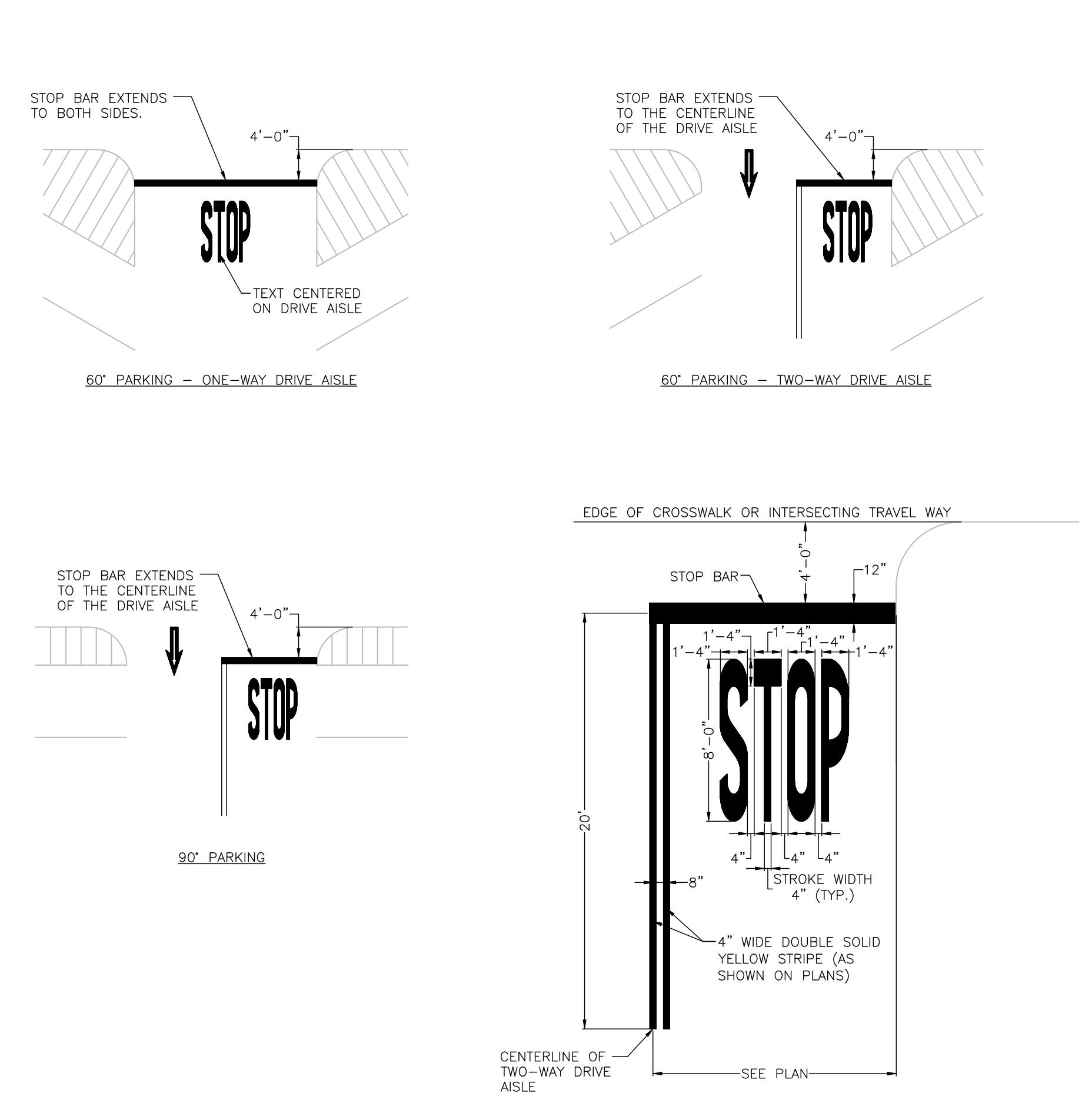
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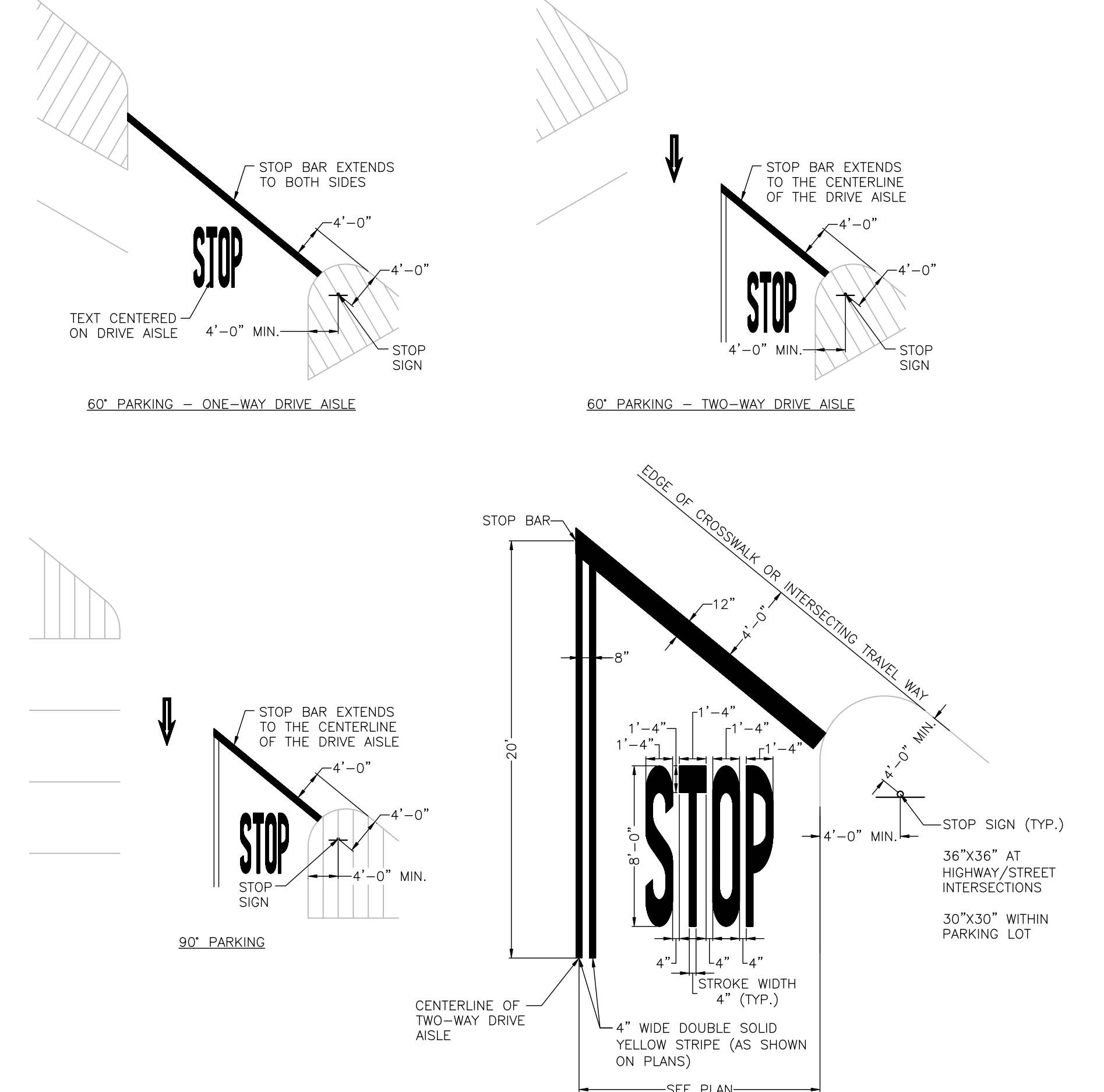
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STOP PAVEMENT MARKINGS – PARKING LOT WHERE INTERSECTING DRIVES ARE AT 90° WITHOUT STOP SIGN (AS SHOWN ON PLANS)

N.T.S.

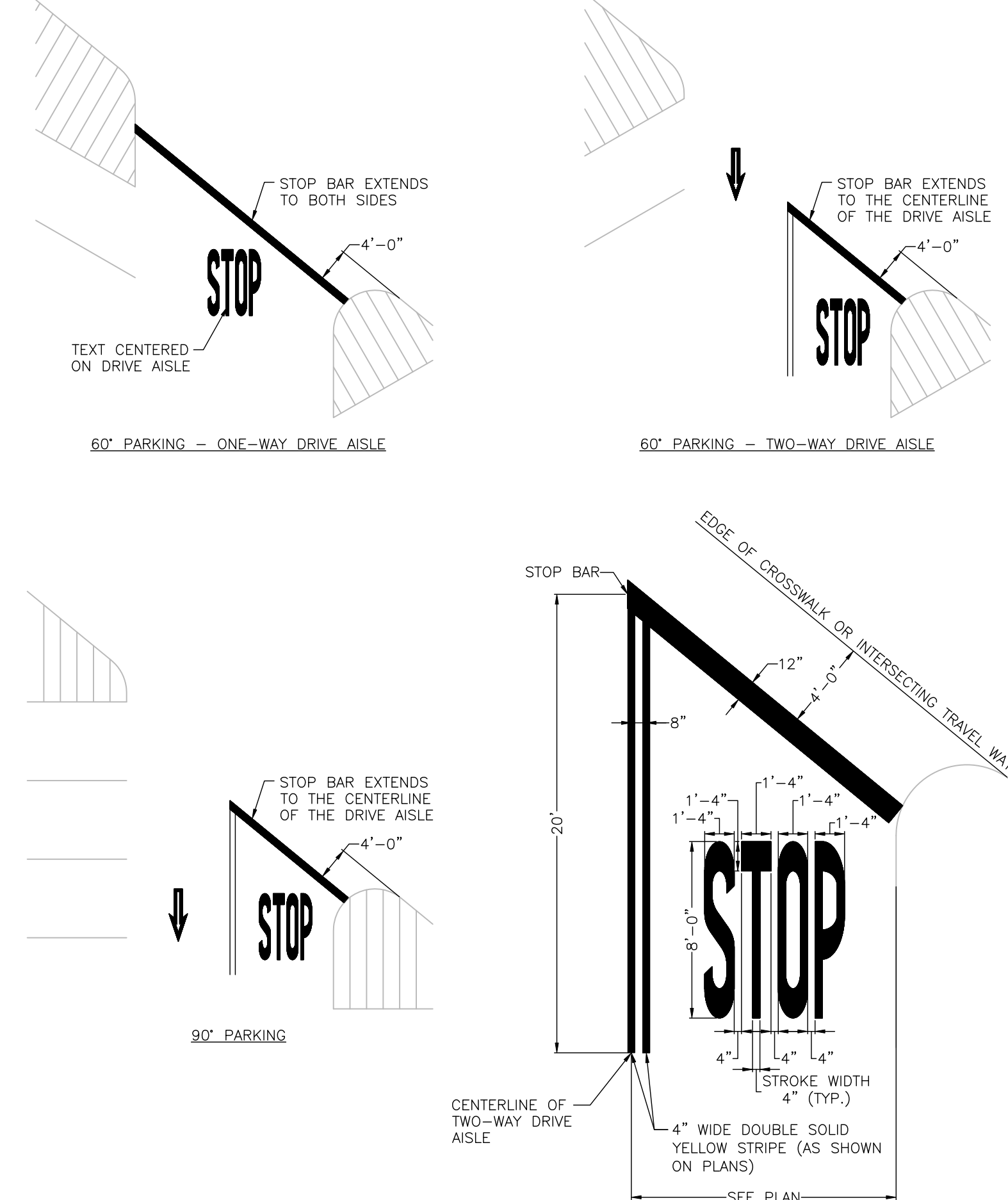
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 - THESE WORDS AND BAR ARE TO BE PAINTED "WHITE" WHEN IN PARKING LOT AND "RETROREFLECTIVE WHITE WITH GLASS BEADS", PER SPECIFICATIONS, WHEN AT EXITS FROM PARKING LOT TO PUBLIC STREETS.



STOP PAVEMENT MARKINGS – PARKING LOT WHERE INTERSECTING DRIVES ARE NOT AT 90° WITHOUT STOP SIGN (AS SHOWN ON PLANS)

N.T.S.

- NOTE:
- WORDS AND LINES SHALL BE APPLIED IN ACCORDANCE WITH SECTIONS 3B.16 AND 3B.20 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
 - THESE WORDS AND BAR ARE TO BE PAINTED "WHITE" WHEN IN PARKING LOT AND "RETROREFLECTIVE WHITE WITH GLASS BEADS", PER SPECIFICATIONS, WHEN AT EXITS FROM PARKING LOT TO PUBLIC STREETS.



STOP PAVEMENT MARKINGS – PARKING LOT WHERE INTERSECTING DRIVES ARE NOT AT 90° WITHOUT STOP SIGN (AS SHOWN ON PLANS)

N.T.S.

CONSULTANTS

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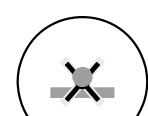
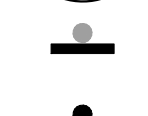

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DRAWN BY: MBN
DOCUMENT DATE: 03/02/2023

WISCONSIN
DEAN L. CARLSON
E-39705
BARTLETT
TN
PROFESSIONAL ENGINEER
1/19/23

SECP AND STOP SIGNS AND MARKINGS DETAIL SHEET

LEGEND:

-  - EXISTING SIGN TO BE REMOVED
-  - NEW SIGN ON EXISTING BASE (EXISTING SIGNAGE TO BE REMOVED)
-  - NEW SIGN AND BASE

PATH OF TRAVEL FOR PICKUP CUSTOMER (FROM RIGHT-OF-WAY TO PICKUP ENTRANCE)

PICKUP EXTERIOR SIGN SCHEDULE	DESCRIPTION	DIMENSIONS	QTY
PICKUP RIGHT	18" X 24"	1	
PICKUP LEFT	18" X 24"	0	
PICKUP AHEAD	18" X 24"	2	
PICKUP BANNER AND MOUNTING HARDWARE	24" X 60"	1	

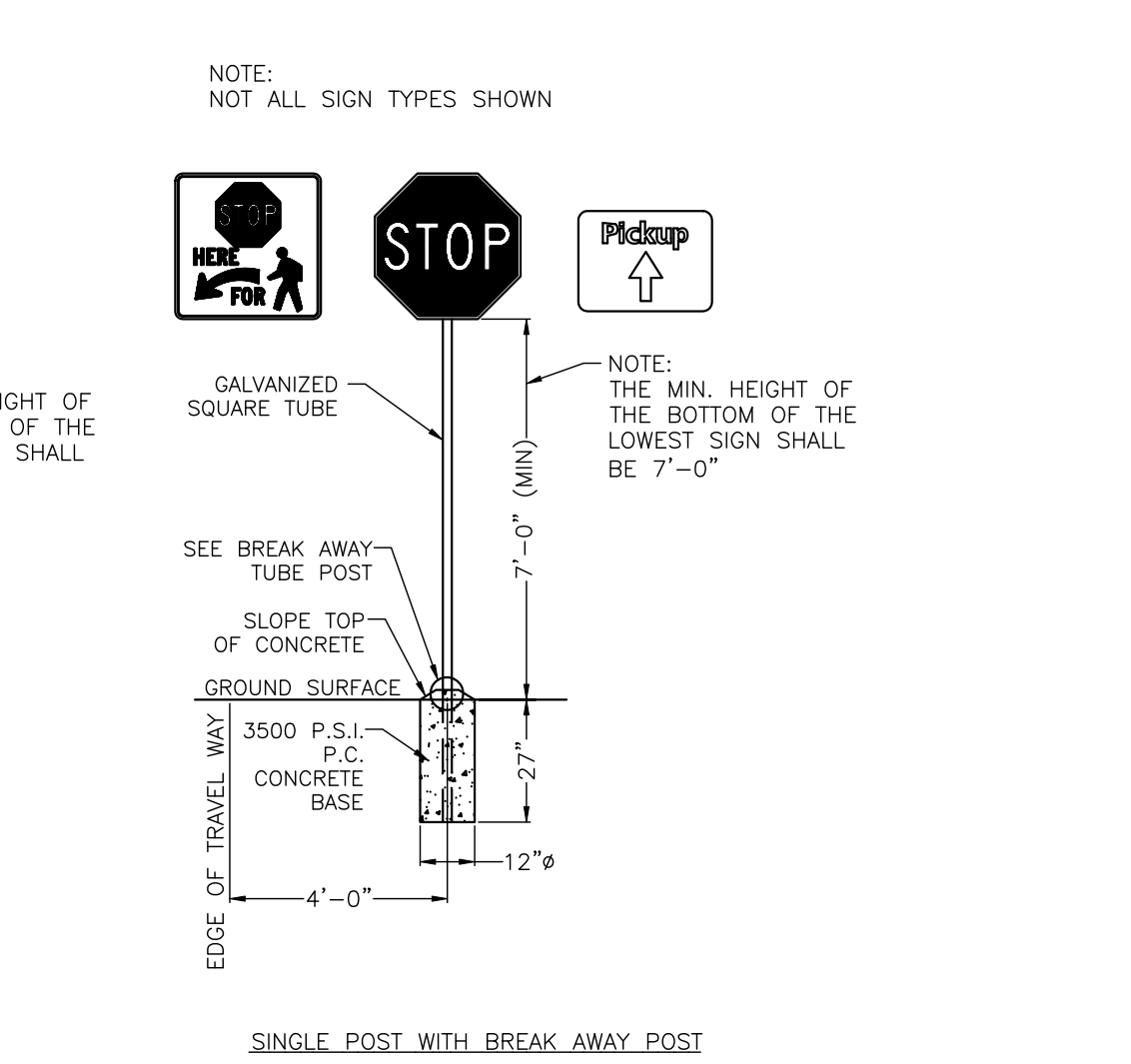
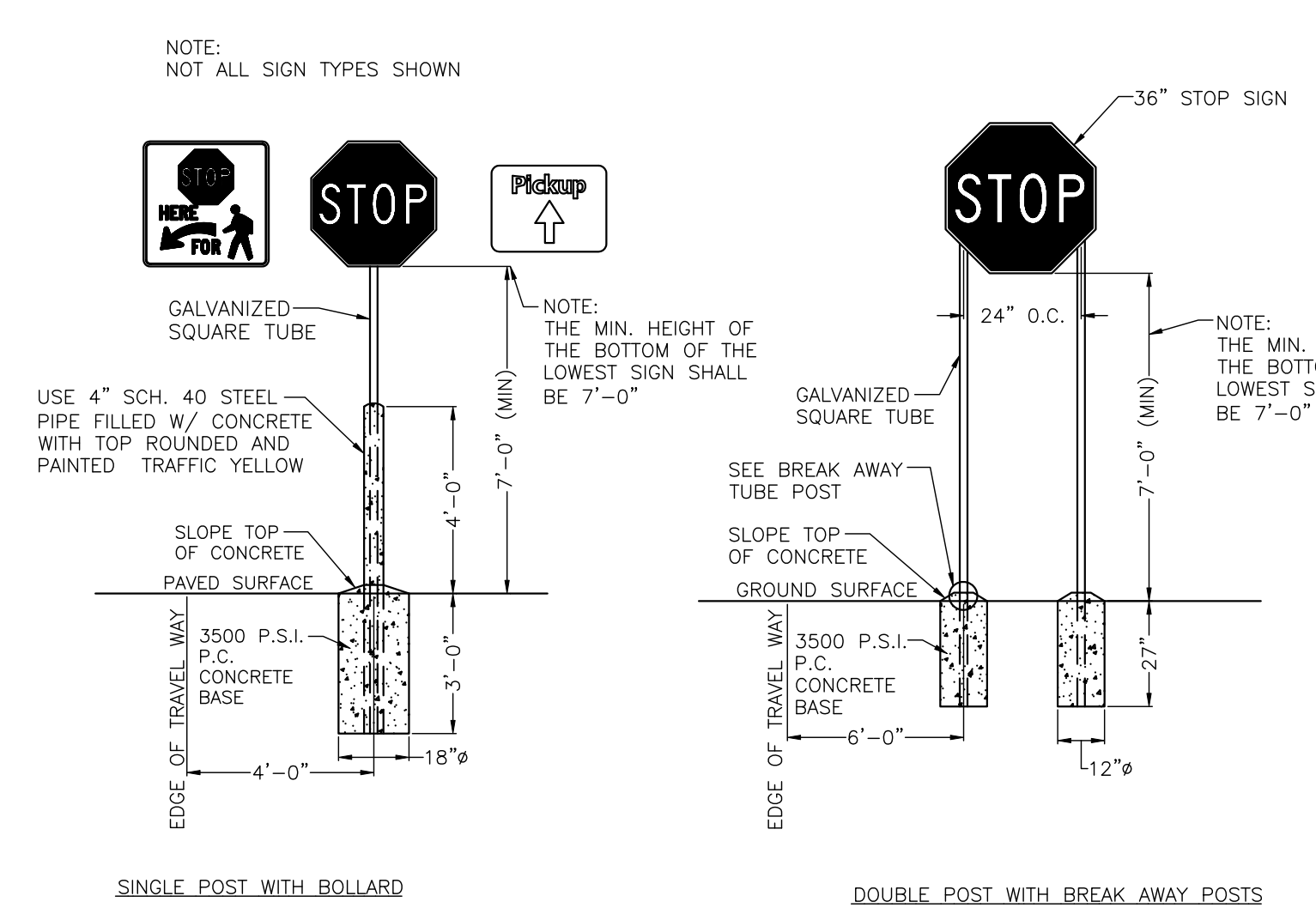
- NOTES:**
- SIGNAGE LOCATIONS ARE APPROXIMATE. CONTRACTOR SHALL ENSURE EXISTING IMPROVEMENTS DO NOT CONFLICT WITH THE SIGNS AND/OR SIGN VISIBILITY. IF IT IS DETERMINED THAT CONFLICTS EXIST, CONTRACTOR SHALL COORDINATE WITH WALMART CONSTRUCTION MANAGER PRIOR TO CHANGING SIGN LOCATION AND/OR EXISTING IMPROVEMENTS.
 - ALL PICKUP WAY FINDING AND STALL SIGNS ARE WALMART SUPPLIED AND CONTRACTOR INSTALLED. CONTRACTOR TO PLACE SIGN ORDER AT LEAST 3 WEEKS IN ADVANCE. ORDER SHALL BE SENT VIA EMAIL TO GETTY THOMAS (Getty.Thomas@walmart.com) AND BRAD KEENER (Bradley.Keener@walmart.com). REQUEST SHALL CONTAIN A DELIVERY ADDRESS, DESIRED DELIVERY DATE, AND ANY SITE SPECIFIC SIGN SIZE AND/OR COLORS BASED ON APPROVED PLANS. POSSIBLE.
 - NEW DIRECTIONAL SIGNAGE TO BE INSTALLED ON EXISTING POSTS WHEN POSSIBLE.
 - EXISTING PICKUP PAVEMENT MARKINGS TO BE REMOVED.



DIRECTIONAL SIGNAGE OVERALL SITE PLAN
N.T.S.

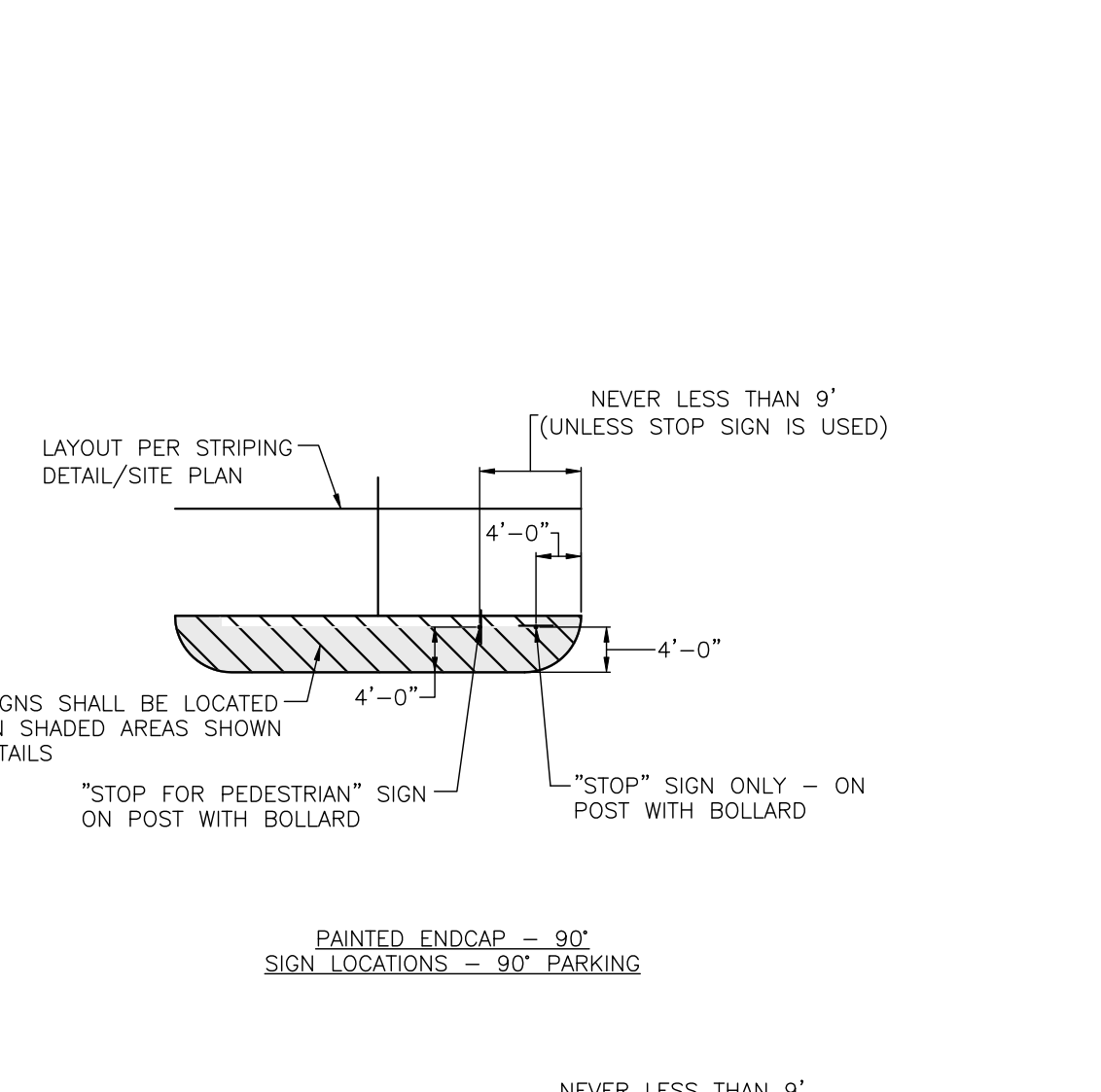
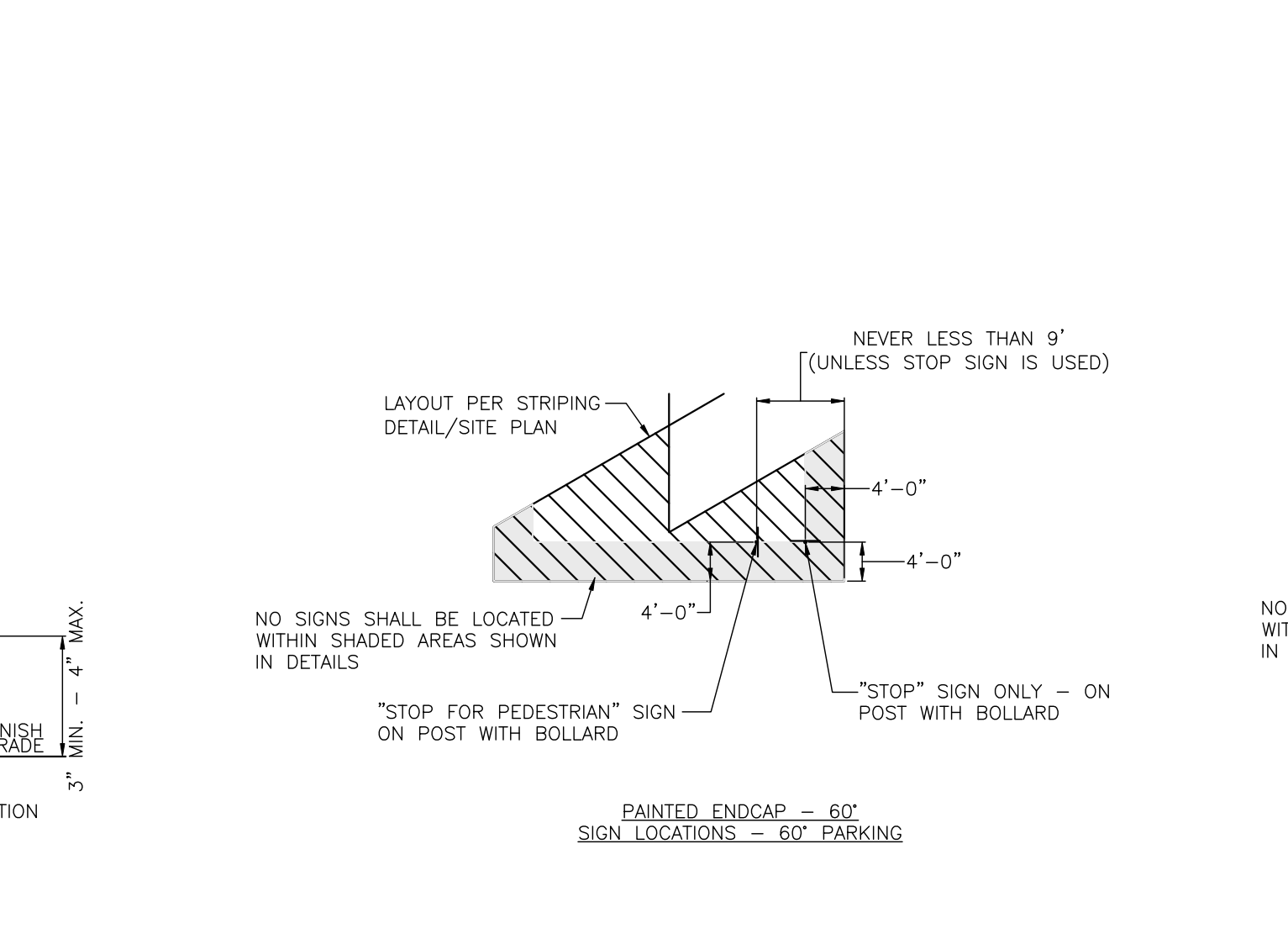
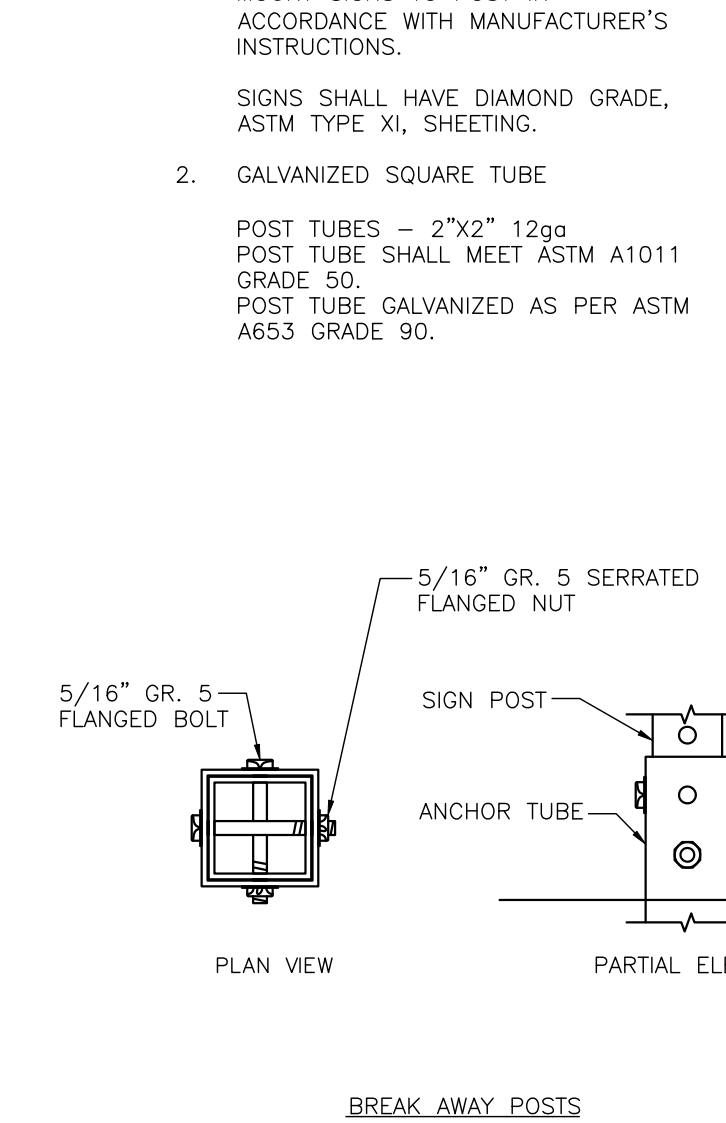
NOTES FOR SINGLE POST WITH BOLLARD:

- SIGNS
- ALL SIGNS SHALL COMPLY WITH U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", LOCAL CODES AND AS SPECIFIED.
- MOUNT SIGNS TO POST IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
2. GALVANIZED SQUARE TUBE
- POST TUBES - 2"x2" 12ga
- POST TUBE SHALL MEET ASTM A1011 GRADE 90.
- POST TUBE GALVANIZED AS PER ASTM A653 GRADE 90.
3. ALL SIGNS LOCATED ON THE BUILDING SIDE OF THE BFR ARE TO BE INSTALLED ON A SINGLE POST WITH BOLLARD.



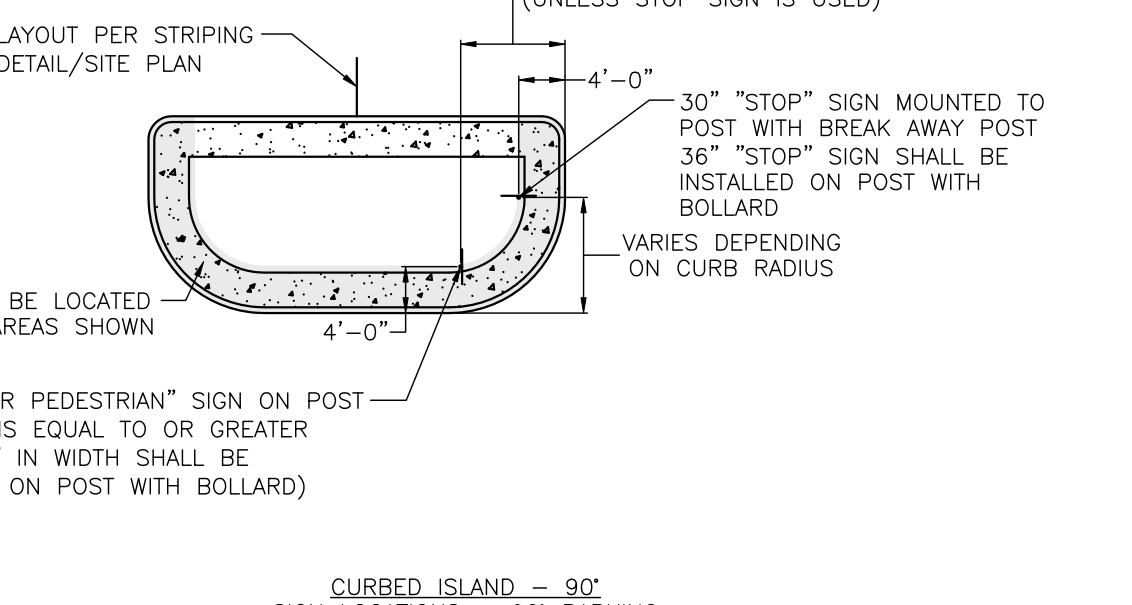
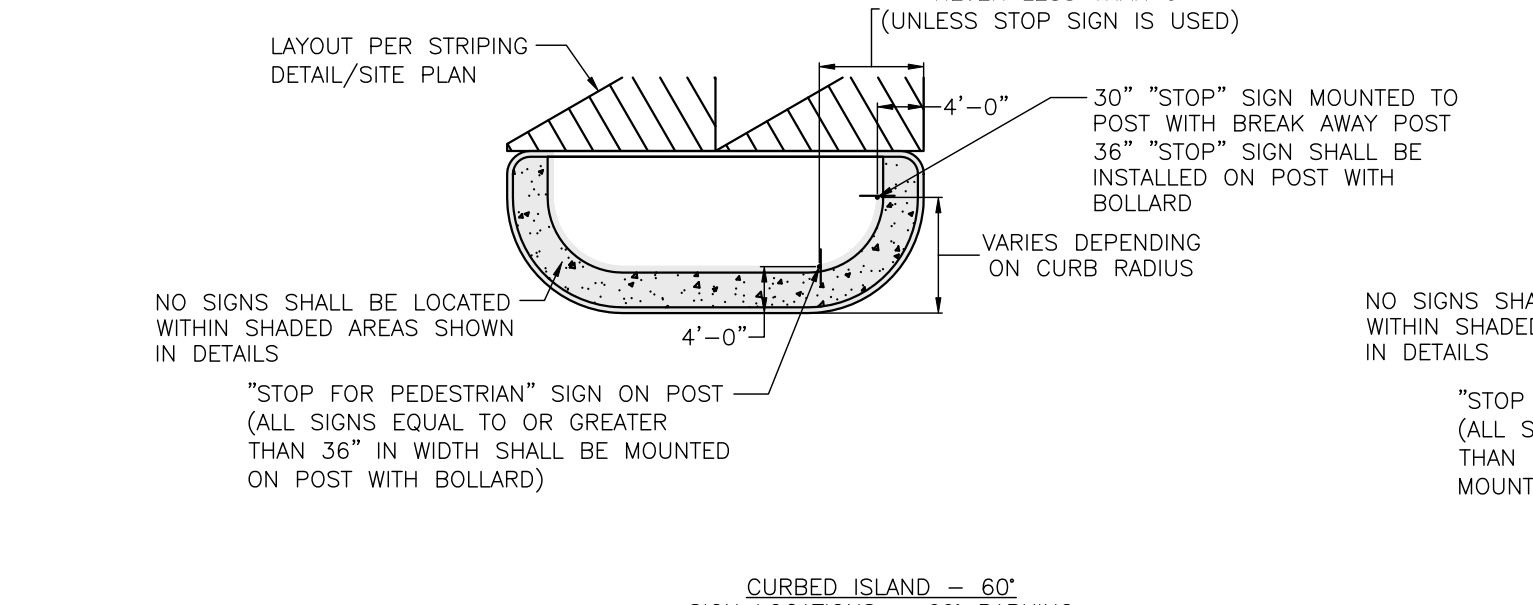
NOTES FOR SINGLE POST WITH BREAK AWAY POST:

- SIGNS
- ALL SIGNS SHALL COMPLY WITH U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", LOCAL CODES AND AS SPECIFIED.
- MOUNT SIGNS TO POST IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
- SIGNS SHALL HAVE DIAMOND GRADE, ASTM TYPE XI, SHEETING.
2. GALVANIZED SQUARE TUBE
- POST TUBES - 2"x2" 12ga
- POST TUBE SHALL MEET ASTM A1011 GRADE 90.
- POST TUBE GALVANIZED AS PER ASTM A653 GRADE 90.

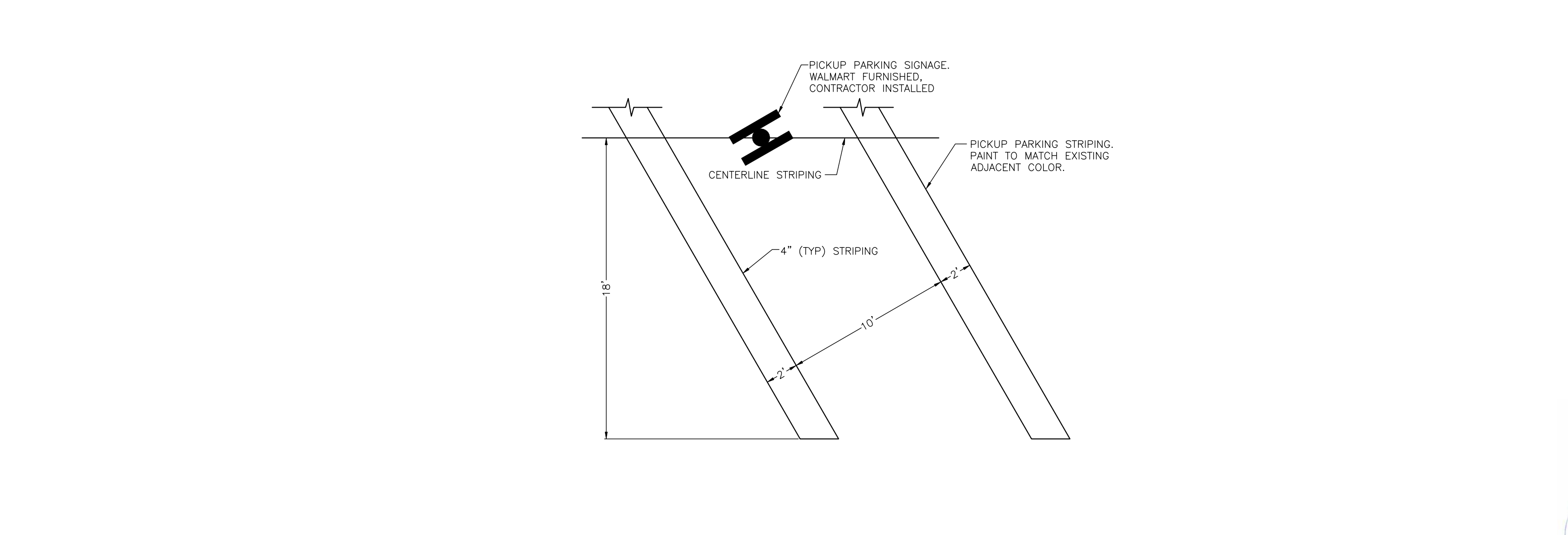


NOTES FOR BREAK AWAY POST:

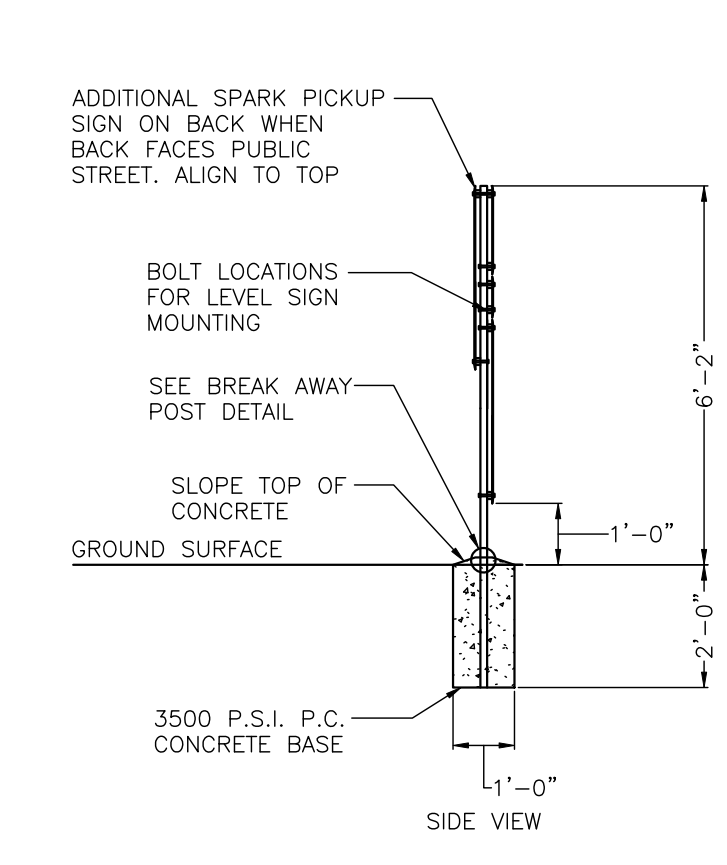
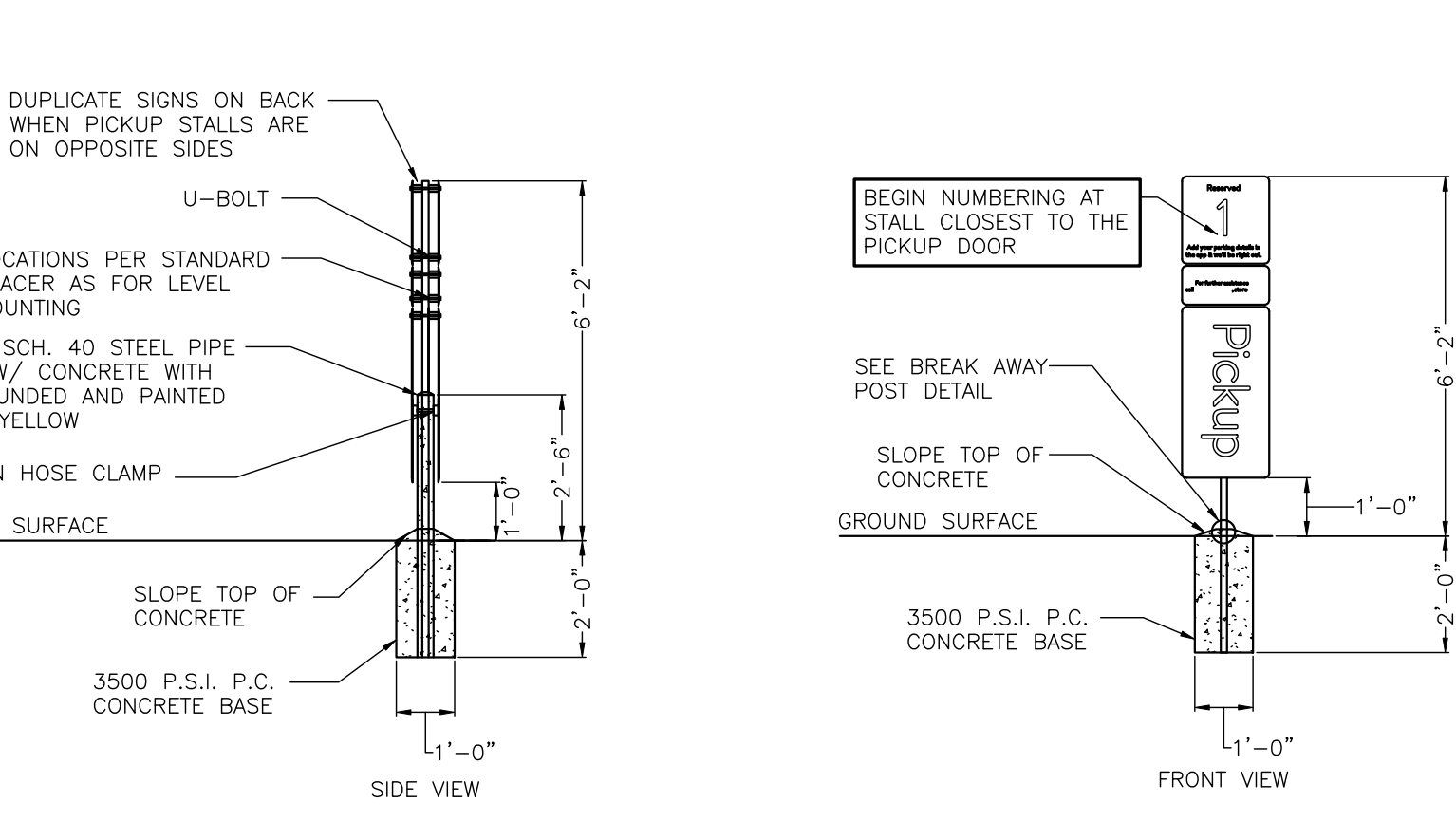
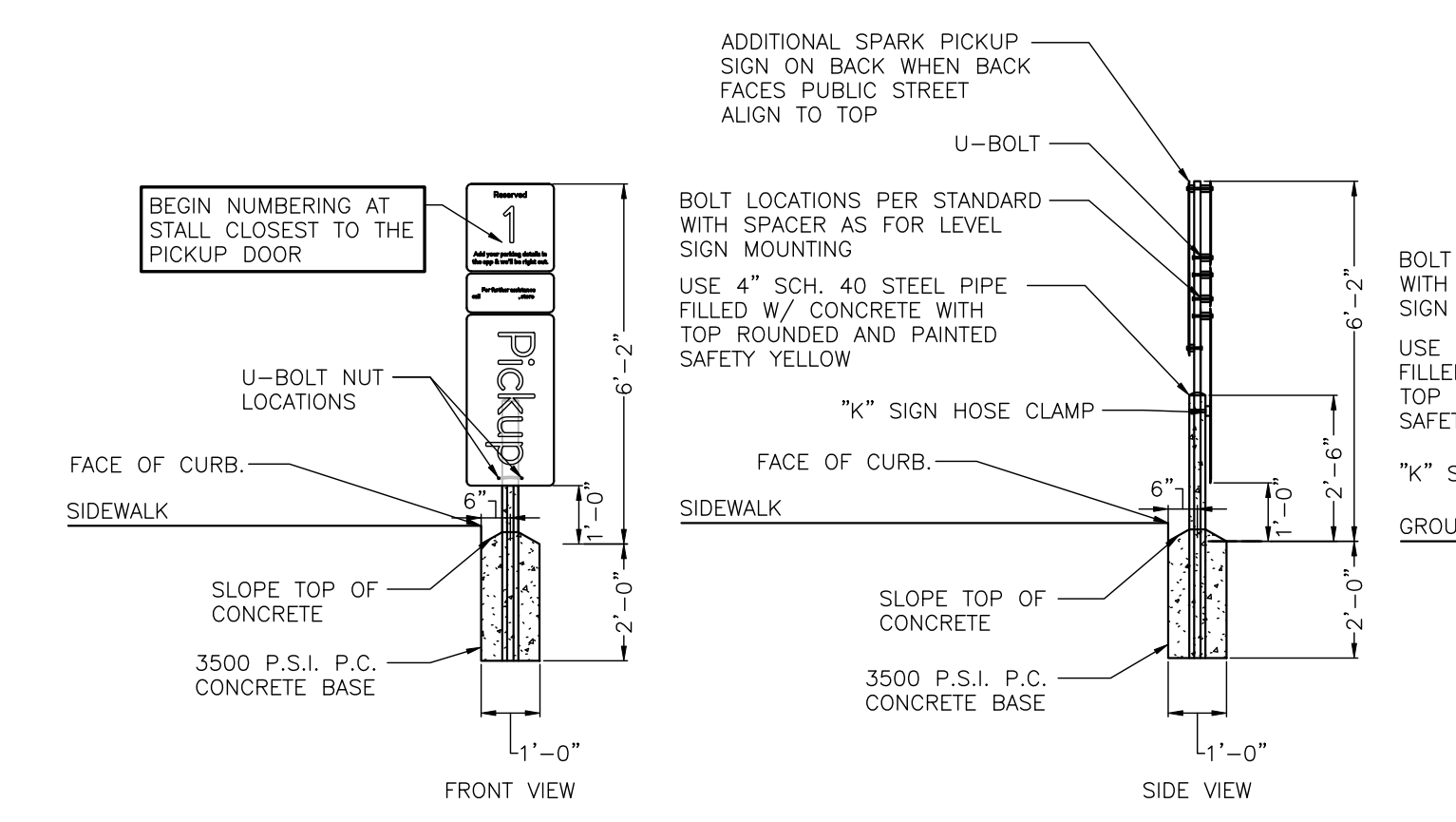
- GALVANIZED SQUARE TUBE
- POST TUBES - 2"x2" 12ga
- POST TUBE SHALL MEET ASTM A1011 GRADE 90.
- POST TUBE GALVANIZED AS PER ASTM A653 GRADE 90.
- ANCHOR TUBE - 2-1/4"x2-1/4" 12ga
- HEAVY DUTY ANCHOR TUBE SHALL MEET ASTM A500 GRADE B.
- STRUCTURAL TUBE AND STEEL SHALL BE HOT DIP GALVANIZED PER ASTM A123.
- THE UPPER SIGN POST SHALL TELESCOPE INSIDE THE ANCHOR TUBE A MINIMUM OF 12". THE ANCHOR TUBE SHALL BE A MINIMUM 27" DEEP WITH 3" MIN. 4" MAX. EXPOSED ABOVE FINISH GRADE.



SIGN MOUNTING AND BASE

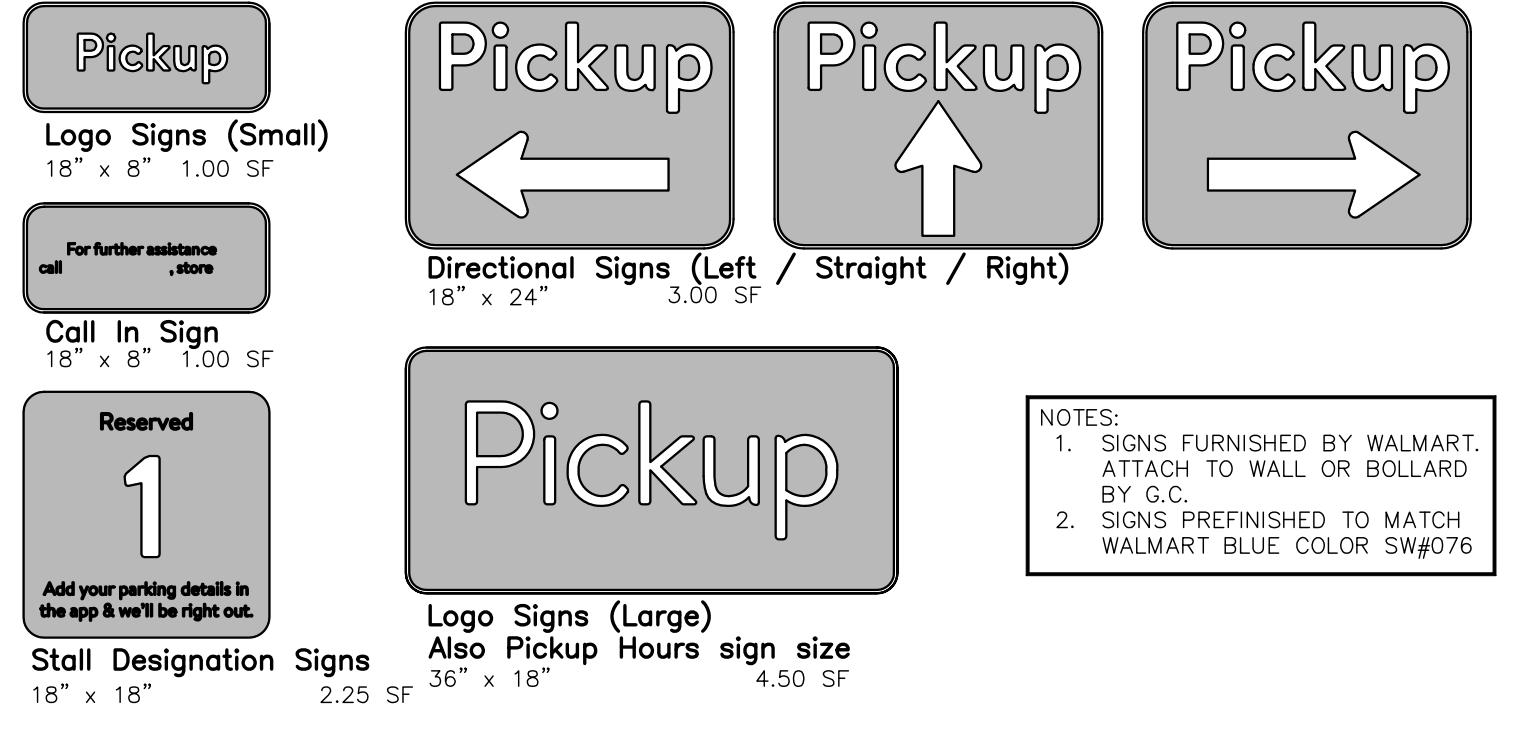


"PICKUP" PARKING STALL PAVEMENT MARKINGS



NOTE:
SEE SSM/SECP DETAILS FOR ADDITIONAL SIGNAGE AND MARKINGS DETAILS

PARKING SIGN MOUNTING AND BASE

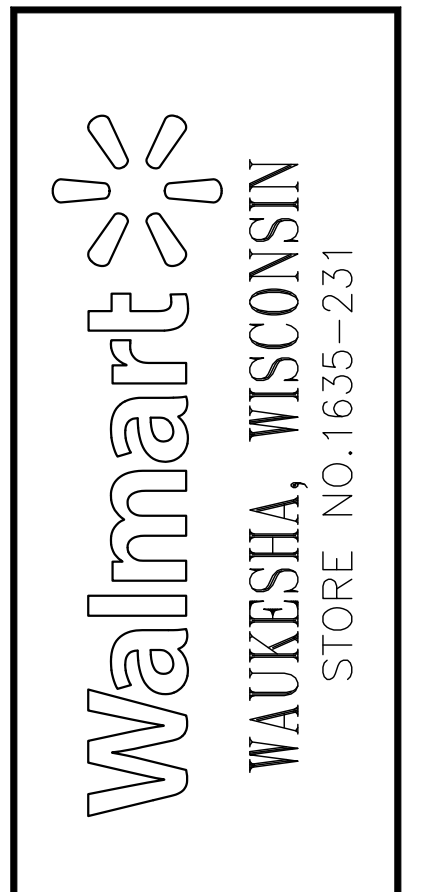


"PICKUP" SIGNAGE

PICKUP STRIPING AND SIGNAGE DETAILS

CONSULTANTS
CARLSON ENGINEERS, INC.
WISCONSIN PROFESSIONAL ENGINEERS
E-39705
BARTLETT TN

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CARLSON ENGINEERS, INC.
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SITE DEMOLITION SPECIFICATION

PART 1 – GENERAL

1.1 SUMMARY

A. SECTION INCLUDES:

- DEMOLITION OF STRUCTURES, PAVING, AND UTILITIES.
- PATCHING AND FILLING VOIDS CREATED AS A RESULT OF REMOVALS OR DEMOLITION.

1.2 REGULATORY REQUIREMENTS

A. COMPLIANCE WITH ALL LAWS, INCLUDING SAFETY LAWS, ENVIRONMENTAL LAWS, STORMWATER LAWS AND WORKER VERIFICATION LAWS AS WELL AS REQUIREMENTS FOUND WITHIN THE CONTRACT DOCUMENTS AND THESE SPECIFICATIONS THAT PERTAIN TO SAFETY COMPLIANCE, ENVIRONMENTAL COMPLIANCE, STORMWATER COMPLIANCE AND WORKER VERIFICATION COMPLIANCE. OBTAIN REQUIRED PERMITS AND LICENSES FROM APPROPRIATE AUTHORITIES. PAY ASSOCIATED FEES INCLUDING DISPOSAL CHARGES.

B. NOTIFY AFFECTED UTILITY COMPANIES BEFORE STARTING WORK AND COMPLY WITH THEIR REQUIREMENTS.

C. DO NOT CLOSE OR OBSTRUCT PUBLIC OR PRIVATE ROADWAYS, SIDEWALKS, OR FIRE HYDRANTS WITHOUT APPROPRIATE PERMITS OR WRITTEN AUTHORIZATION.

D. IF HAZARDOUS, CONTAMINATED MATERIALS OR OTHER ENVIRONMENTAL RELATED CONDITIONS ARE DISCOVERED, STOP WORK IMMEDIATELY AND NOTIFY THE WAL-MART CONSTRUCTION MANAGER FOR ACTION TO BE TAKEN. DO NOT RESUME WORK UNTIL SPECIFICALLY AUTHORIZED BY THE CONSTRUCTION MANAGER.

1.3 PROJECT CONDITIONS

A. CONDITIONS EXISTING AT TIME OF INSPECTION FOR BIDDING PURPOSES WILL BE MAINTAINED BY OWNER AS REASONABLY PRACTICAL.

B. UNLESS OTHERWISE INDICATED IN CONTRACT DOCUMENTS OR SPECIFIED BY THE OWNER, ITEMS OF SALVAGEABLE VALUE TO CONTRACTOR SHALL BE REMOVED FROM SITE AND STRUCTURES. STORAGE OR SALE OF REMOVED ITEMS ON SITE WILL NOT BE PERMITTED AND SHALL NOT INTERFERE WITH OTHER WORK SPECIFIED.

PART 2 – PRODUCTS

2.1 FILL MATERIALS

A. FILL MATERIAL SHALL BE AGGREGATE FILL MATERIALS CONSISTING OF STONE, GRAVEL, OR SAND FREE FROM DEBRIS, TRASH, FROZEN MATERIALS, ROOTS, AND OTHER ORGANIC MATTER.

2.2 CONCRETE

A. MIX CONCRETE AND DELIVER IN ACCORDANCE WITH ASTM C 94.

B. DESIGN MIX TO PRODUCE NORMAL WEIGHT CONCRETE CONSISTING OF PORTLAND CEMENT, AGGREGATE, WATER, REDUCING ADMIXTURE, AIR-ENTRAINING ADMIXTURE, AND WATER TO PRODUCE FOLLOWING:

- COMPRESSIVE STRENGTH: 3,500 PSI, MINIMUM AT 28 DAYS, UNLESS OTHERWISE INDICATED ON THE DRAWINGS.
- SUMP RANGE: 1 TO 3-INCHES AT TIME OF PLACEMENT
- AIR ENTRAINMENT: 5 TO 8 PERCENT

PART 3 – EXECUTION

3.1 PREPARATION

A. PROVIDE, ERECT, AND MAINTAIN EROSION CONTROL DEVICES, TEMPORARY BARRIERS, AND SECURITY DEVICES AT LOCATIONS INDICATED ON CONSTRUCTION DRAWINGS. PROVIDE A COMPREHENSIVE CONSTRUCTION PHASING PLAN FOR THIS WORK TO THE STORE MANAGER 7 DAYS PRIOR TO STARTING ANY WORK. IT IS TO BE USED TO PHASE FOR DATES, TIMES AND DURATION OF LANE CLOSURES, TEMPORARY VEHICLE AND PEDESTRIAN TRAFFIC CONTROL.

B. PROTECT EXISTING LANDSCAPING MATERIALS, APPURTENANCES, AND STRUCTURES, WHICH ARE NOT TO BE DEMOLISHED. REPAIR DAMAGE TO EXISTING ITEMS TO REMAIN CAUSED BY DEMOLITION OPERATIONS.

C. PREVENT MOVEMENT OR SETTLEMENT OF ADJACENT STRUCTURES. PROVIDE BRACING AND SHORING AS NECESSARY.

D. MARK LOCATION OF UTILITIES. PROTECT AND MAINTAIN IN SAFE AND OPERABLE CONDITION UTILITIES THAT ARE TO REMAIN. PREVENT INTERRUPTION OF EXISTING UTILITY SERVICE TO OCCUPIED OR USED FACILITIES, EXCEPT WHEN AUTHORIZED IN WRITING BY AUTHORITIES HAVING JURISDICTION. PROVIDE TEMPORARY SERVICES DURING INTERRUPTIONS TO EXISTING UTILITIES AS ACCEPTABLE TO GOVERNING AUTHORITIES AND OWNER.

E. FOR WORK ON OPERATING WALMART SITES, PRIOR TO ANY UNDERGROUND EXCAVATION, CONTRACTOR IS EXPECTED TO OBTAIN CURRENT AND REPRESENTATIVE UNDERGROUND UTILITY PLANS FROM WALMART FOR PRIVATE UTILITIES THAT ARE NOT LOCATED BY OTHERS. THIS IS SPECIFICALLY INTENDED TO PROVIDE APPROXIMATE LOCATIONS FOR WALMART PRIVATE UTILITIES INCLUDING WATER, SEWER, ELECTRICAL, TELEPHONE AND DATA SERVICES.

F. REQUIRE REMOVAL, CONDUCT GRINDING, SODA BLASTING OR OTHER OPERATIONS IN SUCH A MANNER THAT THE FINISHED PAVEMENT SURFACE IS NOT INTERFERED OR LEFT IN A PATTERN THAT IS MISLEADING OR CONFUSING. USE DUST COLLECTION SYSTEM WHEN REMOVING EXISTING PAVEMENT MARKINGS. COMPLY WITH THE REQUIREMENTS OF SECTION 01351 REGULATORY COMPLIANCE SUPPLEMENT FOR MANAGEMENT AND DISPOSAL OF HAZARDOUS WASTES.

3.2 GENERAL DEMOLITION REQUIREMENTS

A. CONDUCT DEMOLITION TO MINIMIZE INTERFERENCE WITH ADJACENT STRUCTURES OR PAVEMENTS TO REMAIN.

B. CEASE OPERATIONS IMMEDIATELY IF ADJACENT STRUCTURES APPEAR TO BE IN DANGER. NOTIFY AUTHORITY HAVING JURISDICTION. DO NOT RESUME OPERATIONS UNTIL DIRECTED BY AUTHORITY.

C. CONDUCT OPERATIONS WITH MINIMUM OF INTERFERENCE TO PUBLIC OR PRIVATE ACCESS. MAINTAIN INGRESS AND EGRESS AT ALL TIMES OTHER THAN IN SPECIFIC AREAS WHERE WORK IS IN PROGRESS.

D. SPRINKLE WORK WITH WATER TO MINIMIZE DUST. PROVIDE HOSES AND WATER CONNECTIONS FOR THIS PURPOSE.

E. COMPLY WITH GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION.

F. CLEAN ADJACENT STRUCTURES AND IMPROVEMENTS OF DUST, DIRT, AND DEBRIS CAUSED BY DEMOLITION OPERATIONS. RETURN ADJACENT AREAS TO CONDITION EXISTING PRIOR TO START OF WORK.

3.3 DEMOLITION

A. DEMOLISH SITE IMPROVEMENTS DESIGNATED TO BE REMOVED AS SHOWN ON THE DRAWINGS. SITE IMPROVEMENTS SHALL INCLUDE BUT NOT BE LIMITED TO STRUCTURES, FOUNDATIONS, PAVEMENTS, CURBS AND GUTTERS, DRAINAGE STRUCTURES, UTILITIES, SIGNAGE OR LANDSCAPING.

B. DISCONNECT AND CAP OR REMOVE UTILITIES TO BE ABANDONED AS SHOWN ON THE DRAWINGS.

C. FILL OR REMOVE PIPING AND APPURTENANCES AS SHOWN.

D. DEMOLISH CONCRETE AND MASONRY IN SMALL SECTIONS. BREAK UP CONCRETE SLABS ON GRADE THAT ARE 2- FEET OR MORE BELOW PROPOSED SUBGRADE TO PERMIT MOISTURE DRAINAGE. REMOVE SLABS-ON-GRADE AND BELOW GRADE CONSTRUCTION WITHIN 2- FEET OF PROPOSED SUBGRADE.

3.4 PATCHING

A. WHERE IMPROVEMENTS ARE REMOVED FROM PAVED AREAS, PAVEMENTS SHALL BE SAWCUT IN STRAIGHT LINES AT THE PERIMETER AND PATCHED. DAMAGED PAVEMENT ADJACENT TO REMOVED IMPROVEMENTS SHALL ALSO BE REMOVED AND PATCHED.

B. PAVEMENT PATCHES SHALL BE PAVED WITH MINIMUM 6" CONCRETE, BROOM FINISHED AND FLUSH WITH ADJACENT GRADES.

3.5 FILLING VOIDS

A. COMPLETELY FILL BELOW GRADE AREAS AND VOIDS RESULTING FROM DEMOLITION OR REMOVAL OF STRUCTURES, ETC., USING AGGREGATE FILL MATERIALS CONSISTING OF STONE, GRAVEL, OR SAND FREE FROM DEBRIS, TRASH, FROZEN MATERIALS, ROOTS, AND OTHER ORGANIC MATTER.

B. AREAS TO BE FILLED SHALL BE FREE OF STANDING WATER, FROST, FROZEN OR UNSUITABLE MATERIAL, TRASH, AND DEBRIS PRIOR TO FILL PLACEMENT.

C. PLACE FILL MATERIALS IN LIFTS NOT TO EXCEED 6 INCHES LOOSE MEASURE AND COMPACTED TO 98 PERCENT OF MAXIMUM LABORATORY DENSITY PER ASTM D939 WITH MOISTURE CONTENT OF NOT LESS THAN 1 PERCENT BELOW AND NOT MORE THAN 3 PERCENT ABOVE OPTIMUM MOISTURE CONTENT.

D. GRADE SURFACE TO MATCH ADJACENT GRADES AND TO PROVIDE FLOW OF SURFACE DRAINAGE AFTER FILL PLACEMENT AND COMPACTION.

3.6 DISPOSAL OF DEMOLISHED MATERIALS

A. REMOVE FROM SITE DEBRIS, RUBBISH, AND OTHER MATERIALS RESULTING FROM DEMOLITION OPERATIONS. LEAVE AREAS OF WORK IN CLEAN CONDITION.

B. NO BURNING OF ANY MATERIAL, DEBRIS, OR TRASH ON SITE OR OFF SITE WILL BE ALLOWED.

C. TRANSPORT MATERIALS REMOVED FROM DEMOLISHED STRUCTURES WITH APPROPRIATE VEHICLES AND DISPOSE OFF-SITE TO AREAS THAT ARE APPROVED FOR DISPOSAL BY GOVERNING AUTHORITIES AND APPROPRIATE PROPERTY OWNERS.

END OF SECTION

PAVEMENT MARKINGS SPECIFICATION

PART 1 – GENERAL

1.1 SUMMARY

A. SECTION INCLUDES:

- PAINTING AND MARKING OF PAVEMENTS, CURBS, AND GUARD POSTS (BOLLARDS).

1.2 REFERENCES

A. THE PUBLICATIONS LISTED BELOW FORM A PART OF THIS SPECIFICATION TO THE EXTENT REFERENCED. PUBLICATIONS ARE REFERENCED WITHIN THE TEXT BY THE BASIC DESIGNATION ONLY.

B. AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION (AASHTO):

- AASHTO M248 – READY-MIXED WHITE AND YELLOW TRAFFIC PAINTS
- MASTER PAINTER'S INSTITUTE (MPI)
- MPI 32 – TRAFFIC MARKING PAINT, SOLVENT BASED.
- MPI 97 – TRAFFIC MARKING PAINT, LATEX.

C. ASTM INTERNATIONAL (ASTM):

- ASTM D4414 – STANDARD PRACTICE FOR MEASUREMENT OF WET FILM THICKNESS BY NOTCHED GAUGES.
- FEDERAL SPECIFICATIONS (FS):

 - FS A-2886 – PAINT, TRAFFIC, SOLVENT BASED (SUPERSEDES FS TT-P-85 AND FS TT-P-115, TYPE I)
 - FS TT-B-1325 – BEADS (GLASS SPHERES) RETRO-REFLECTIVE.
 - FS TT-P-1952 – PAINT, TRAFFIC AND AIRFIELD MARKING, WATERBORNE

1.3 PROJECT CONDITIONS

A. MAINTAIN ACCESS FOR VEHICULAR AND PEDESTRIAN TRAFFIC AS REQUIRED FOR OTHER CONSTRUCTION ACTIVITIES. UTILIZE FLAGMEN, BARRICADES, WARNING SIGNS, AND WARNING LIGHTS AS REQUIRED.

PART 2 – PRODUCTS

2.1 MATERIALS

A. PAINT SHALL BE WATERBORNE OR SOLVENT BORNE, COLORS AS SHOWN OR SPECIFIED HEREIN. PAVEMENT MARKING PAINTS SHALL COMPLY WITH APPLICABLE STATE AND LOCAL LAWS ENACTED TO ENSURE COMPLIANCE WITH FEDERAL CLEAR AIR STANDARDS. PAINT MATERIALS SHALL CONFORM TO THE RESTRICTIONS OF THE LOCAL AIR POLLUTION CONTROL DISTRICT.

B. WATERBORNE PAINT: PAINTS SHALL CONFORM TO FS TT-P-1952 AND HAVE MPI 97 APPROVAL.

C. SOLVENT BORNE PAINT: PAINT SHALL CONFORM TO FS A-A-2886 OR AASHTO M248 AND HAVE MPI 32 APPROVAL. PAINT SHALL BE NON-BLEEDING, QUICK-DRYING, AND ALKYL PETROLEUM BASE PAINT SUITABLE FOR TRAFFIC-BEARING SURFACE AND BE MIXED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS BEFORE APPLICATION FOR COLORS WHITE, YELLOW, BLUE, AND RED.

D. GLASS BEADS: AASHTO M 247, TYPE I OR FS TT-B-1325, TYPE 1, GRADATION A.

PART 3 – EXECUTION

3.1 EXAMINATION

A. EXAMINE THE WORK AREA AND CORRECT CONDITIONS DETRIMENTAL TO TIMELY AND PROPER COMPLETION OF THE WORK. DO NOT PROCEED UNTIL UNSATISFACTORY CONDITIONS ARE CORRECTED.

3.2 PREPARATION

A. SWEEP AND CLEAN SURFACE TO ELIMINATE LOOSE MATERIAL AND DUST.

B. WHERE EXISTING PAVEMENT MARKINGS ARE INDICATED ON CONSTRUCTION DRAWINGS TO BE REMOVED OR WOULD INTERFERE WITH ADHESION OF NEW PAINT, SODA BLASTING OR DUSTLESS BLASTING SHALL BE USED TO REMOVE THE MARKINGS. EQUIPMENT EMPLOYED SHALL NOT DAMAGE EXISTING PAVING OR CREATE SURFACES HAZARDOUS TO VEHICLE OR PEDESTRIAN TRAFFIC.

3.3 CLEANING EXISTING PAVEMENT MARKINGS

A. REMOVE EXISTING PAVEMENT MARKINGS WHICH ARE IN GOOD CONDITION BUT INTERFERE OR CONFLICT WITH THE NEWLY APPLIED MARKING PATTERNS AND AS NOTED ON PLANS, DETERIORATED OR OBSCURED MARKINGS THAT ARE NOT MISLEADING OR CONFUSING OR DO NOT INTERFERE WITH THE ADHESION OF THE NEW MARKING MATERIAL. DO NOT REQUIRE REMOVAL. CONDUCT GRINDING, SODA BLASTING OR OTHER OPERATIONS IN SUCH A MANNER THAT THE FINISHED PAVEMENT SURFACE IS NOT INTERFERED OR LEFT IN A PATTERN THAT IS MISLEADING OR CONFUSING. USE DUST COLLECTION SYSTEM WHEN REMOVING EXISTING PAVEMENT MARKINGS. COMPLY WITH THE REQUIREMENTS OF SECTION 01351 REGULATORY COMPLIANCE SUPPLEMENT FOR MANAGEMENT AND DISPOSAL OF HAZARDOUS WASTES.

3.4 APPLICATION

A. APPLY TWO COATS OF SAME COLOR OF PAINT AS SPECIFIED BELOW, AT MANUFACTURER'S RECOMMENDED RATE, WITHOUT ADDITION OF THINNER, WITH MAXIMUM OF 100 SQUARE FEET PER GALLON OR AS REQUIRED TO PROVIDE A MINIMUM WET FILM THICKNESS OF 15 MILS AND DRY FILM THICKNESS OF 7 MILS PER COAT. PAINT SHALL BE APPLIED FOR A TOTAL DRY FILM THICKNESS OF 15 MILS. APPLY WITH MECHANICAL EQUIPMENT TO PRODUCE UNIFORM STRIPE EDGES. AT SIDEWALK CURBS AND CROSOWALKS, USE STRAIGHTEDGE TO ENSURE UNIFORM, CLEAN, AND STRAIGHT STRIPES.

B. INSTALL PAVEMENT MARKINGS ACCORDING TO MANUFACTURER'S RECOMMENDED PROCEDURES FOR THE SPECIFIED MATERIAL.

C. FOLLOWING ITEMS SHALL BE PAINTED WITH COLORS NOTED BELOW:

- PEDESTRIAN CROSOWALKS: WHITE
- EXTERIOR SIDEWALK CURBS AND GUARD POSTS: YELLOW
- EXTERIOR LIGHT POLE BASES: YELLOW (UNLESS OTHERWISE NOTED ON CONSTRUCTION DETAIL).
- FIRE LANES: RED OR PER LOCAL CODE.
- LANE STRIPING WHERE SEPARATING TRAFFIC MOVING IN OPPOSITE DIRECTIONS: YELLOW.
- LANE STRIPING WHERE SEPARATING TRAFFIC MOVING IN THE SAME DIRECTION: WHITE.
- ADA SYMBOLS: BLUE OR PER LOCAL CODE.
- ADA PARKING SPACE MARKINGS AS SHOWN ON THE DRAWINGS.
- PARKING STALL STRIPING: YELLOW UNLESS OTHERWISE NOTED ON CONSTRUCTION DRAWINGS.
- ASSOCIATE PARKING AREA: WHITE, UNLESS OTHERWISE NOTED ON CONSTRUCTION DRAWINGS.
- APPLY GLASS BEADS AT PEDESTRIAN CROSOWALK STRIPING AND AT LANE STRIPING AND ARROWS AT DRIVEWAYS CONNECTING TO PUBLIC STREETS. BROADCAST GLASS BEADS UNIFORMLY INTO WET MARKINGS AT A RATE OF 6 LB/GAL.

3.5 FIELD QUALITY CONTROL

A. FIELD QUALITY CONTROL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. FIELD QUALITY CONTROL TESTING AND INSPECTION SHALL BE AT THE DISCRETION OF THE CONTRACTOR AS NECESSARY TO ASSURE COMPLIANCE WITH CONTRACT REQUIREMENTS.

3.6 CLEANING

A. WASTE MATERIALS SHALL BE REMOVED AT THE END OF EACH WORKDAY. UPON COMPLETION OF THE WORK, ALL CONTAINERS AND DEBRIS SHALL BE REMOVED FROM THE SITE. PAINT SPOTS UPON ADJACENT SURFACES SHALL BE CAREFULLY REMOVED BY APPROVED PROCEDURES THAT WILL NOT DAMAGE THE SURFACES AND THE ENTIRE JOB LEFT CLEAN AND ACCEPTABLE.

END OF SECTION

TRAFFIC SIGNS AND SIGNALS SPECIFICATION

PART 1 – GENERAL

1.1 SUMMARY

A. SECTION INCLUDES:

- TRAFFIC CONTROL SIGNS.

B. RELATED REQUIREMENTS:

- SECTION 09000 – PAINTING. PAINTING FOR PAINTED POSTS WHERE SHOWN ON THE DRAWINGS.

1.2 REFERENCES

A. THE PUBLICATIONS LISTED BELOW FORM A PART OF THIS SPECIFICATION TO THE EXTENT REFERENCED. PUBLICATIONS ARE REFERENCED WITHIN THE TEXT BY THE BASIC DESIGNATION ONLY.

B. ASTM INTERNATIONAL (ASTM):

- ASTM A63 – PIPE, STEEL, BLACK AND HOT-DIPPED, ZINC-COATED WELDED AND SEAMLESS.
- ASTM C94 – MIX CONCRETE
- ASTM D4956 – RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL.

C. US DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION:

- MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)

PART 2 – PRODUCTS

2.1 SIGNS

A. CONFORM TO US DEPARTMENT OF TRANSPORTATION MUTCD. SIGN CLASSIFICATION, TYPE, SIZE, AND COLOR SHALL BE AS SHOWN ON THE DRAWINGS.

B. RETROREFLECTIVITY: MICROPRISMATIC TYPE, DIAMOND GRADE REFLECTIVE SHEETING CONFORMING TO ASTM D 4956, TYPE XL.

2.2 POSTS

A. SQUARE POST: SQUARE TUBULAR STEEL SIGN POST, GALVANIZED, 12 GA PERFORATED FULL-LENGTH WITH 7/16 INCH HOLES ON FOUR SIDES. POST SIZE SHALL BE AS SHOWN ON THE DRAWINGS.

B. STEEL PIPE: ASTM A 53, TYPE E (ELECTRIC-RESISTANCE WELDED) OR TYPE S (SEAMLESS), GRADE B, SCHEDULE 40, SIZE AS SHOWN ON THE DRAWINGS.

2.3 CONCRETE

A. MIX CONCRETE AND DELIVER IN ACCORDANCE WITH ASTM C 94.

B. DESIGN MIX TO PRODUCE NORMAL WEIGHT CONCRETE CONSISTING OF PORTLAND CEMENT, AGGREGATE, WATER, REDUCING ADMIXTURE, AIR-ENTRAINING ADMIXTURE, AND WATER TO PRODUCE FOLLOWING:

- COMPRESSIVE STRENGTH: 3,500 PSI, MINIMUM AT 28 DAYS, UNLESS OTHERWISE INDICATED ON THE DRAWINGS.
- SUMP RANGE: 1 TO 3-INCHES AT TIME OF PLACEMENT
- AIR ENTRAINMENT: 5 TO 8 PERCENT

PART 3 – EXECUTION

3.1 PREPARATION

A. FIELD VERIFY UNDERGROUND UTILITIES PRIOR TO SIGN INSTALLATION. PRIMARY UTILITIES OF CONCERN OF SHALLOW DEPTHS ARE LAWN SPRINKLER SYSTEMS, ELECTRIC, TELEPHONE, FIBER OPTIC, CABLE AND GAS.

3.2 INSTALLATION

A. INSTALL SIGNS AS SHOWN ON THE DRAWINGS AND IN ACCORDANCE WITH MUTCD AND MANUFACTURER'S INSTRUCTIONS.

B. INSTALL SIGNS OF THE TYPE AND AT LOCATIONS SHOWN ON THE DRAWINGS.

C. INSTALL POSTS OF THE TYPE AS SHOWN ON THE DRAWING.

D. WHERE SHOWN AS PAINTED, FIELD PAINT STEEL PIPE POSTS IN ACCORDANCE WITH SECTION 09000.

END OF SECTION

SMALL PROJECT SEAL COAT SPECIFICATION:

PART 1 – GENERAL:

1.1 NOTES

A. CRACK FILLING AND OIL SPOT TREATMENTS ARE NOT REQUIRED PRIOR TO SEAL COAT.

B. PREPARE AND CLEAN AREA TO BE SEAL COATED CONSISTENT WITH MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS.

C. SEAL COAT SHALL BE APPLIED WHERE EXISTING MARKINGS ARE REMOVED.

D. COAL TAR-BASED SEAL COAT MATERIALS IN ANY FORM ARE PROHIBITED.

PART 2 – PRODUCTS

2.1 APPROVED MATERIALS:

A. STAR PRODUCTS: MICRO-PAVE PRO-BLEND

- WITH ADDED SAND
- SINGLE COAT

B. SEAL MASTER: POLYMER-MODIFIED MASTERSEAL

- WITH ADDED SAND
- SINGLE COAT

C. GEM SEAL: BLACK DIAMOND XL

- WITH ADDED SAND
- SINGLE COAT

END OF SECTION

SEAL COAT SPECIFICATION

PART 1 – GENERAL

1.1 SUMMARY

A. SECTION INCLUDES:

- SEAL COATS USING A POLYMER-MODIFIED ASPHALT EMULSION BLENDED WITH FINE AGGREGATE.

B. RELATED REQUIREMENTS:

- SITE DEMOLITION SPECIFICATION
- PAVEMENT MARKINGS SPECIFICATION
- TRAFFIC SIGNS AND SIGNALS SPECIFICATION

1.2 REFERENCES

A. THE PUBLICATIONS LISTED BELOW FORM A PART OF THIS SPECIFICATION TO THE EXTENT REFERENCED. PUBLICATIONS ARE REFERENCED WITHIN THE TEXT BY THE BASIC DESIGNATION ONLY.

B. ASTM INTERNATIONAL (ASTM)

- ASTM C 136 – METHOD OF SIEVE ANALYSIS OF FINE AND COARSE AGGREGATE
- ASTM D 217 – METHOD FOR CONE PENETRATION OF LUBRICATING GREASE
- ASTM D 244 – TEST METHODS FOR EMULSIFIED ASPHALTS
- ASTM D 562 – METHOD FOR CONSISTENCY OF PAINTS MEASURING KREBS UNIT (KU) VISCOSITY USING A STORMER-TYPE VISCOMETER
- ASTM D 977 – EMULSIFIED ASPHALT
- ASTM D 2397 – CATING EMULSIFIED ASPHALT
- ASTM D 2042 – METHOD FOR SOLUBILITY OF ASPHALT MATERIALS IN TRICHLOROETHYLENE
- ASTM D 3910 – PRACTICE FOR DESIGN, TESTING, AND CONSTRUCTION OF SLURRY SEAL
- ASTM D 6690 – JOINT AND CRACK SEALANTS, HOT APPLIED, FOR CONCRETE AND ASPHALT PAVEMENTS

1.3 ADMINISTRATIVE REQUIREMENTS

A. PRE-INSTALLATION MEETING: CONVENE A PRE-INSTALLATION MEETING AT THE SITE AT LEAST TWO WEEKS PRIOR TO COMMENCING WORK OF THIS SECTION. REQUIRE ATTENDANCE OF PARTIES DIRECTLY AFFECTING WORK OF THIS SECTION INCLUDING, BUT NOT LIMITED TO, THE STORE MANAGER, CONTRACTOR, AND JOB FOREMAN.

B. CONTACT WAL-MART CONSTRUCTION MANAGER THREE WEEKS PRIOR TO PRE-INSTALLATION CONFERENCE TO CONFIRM SCHEDULE.

C. DISCUSSIONS OF MEETING AND DECISIONS, AGREEMENTS REACHED, AND FURNISH COPY OF RECORD TO EACH PARTY ATTENDING. REVIEW FORESEEABLE METHODS AND PROCEDURES RELATED TO PAVING WORK, INCLUDING THE FOLLOWING:

- REVIEW PREPARATION AND INSTALLATION PROCEDURES AND COORDINATING AND SCHEDULING REQUIRED WITH RELATED WORK (INCLUDING ALL REQUIRED STRIPING).
- REVIEW PROPOSED SOURCES OF MATERIALS.
- TOUR, INSPECT, AND DISCUSS CONDITION OF EXISTING PAVEMENT AND OTHER PREPARATORY WORK SUCH AS PATCHING AND CRACK SEALING. IF CRACK SEALING IS NEEDED, REFERENCE SECTION 2.4.6 (SEAL) FOR OTHER AREAS OF PAVEMENT DISTRESS ARE NOTED DURING TOUR, SUBMIT APPROPRIATE RFI TO PROJECT TEAM FOR REVIEW.
- REVIEW REQUIREMENTS FOR PROTECTING PAVING WORK, INCLUDING RESTRICTION AND REDIRECTION OF TRAFFIC DURING INSTALLATION AND CURING PERIOD.
- REVIEW AND FINALIZE CONSTRUCTION SCHEDULE AND VERIFY AVAILABILITY OF MATERIALS, INSTALLER'S PERSONNEL, EQUIPMENT, TRAFFIC CONTROL DEVICES, AND FACILITIES NEEDED TO MAKE PROGRESS AND AVOID DELAYS.
- REVIEW PAVING REQUIREMENTS (DRAWINGS, SPECIFICATIONS, AND OTHER CONTRACT DOCUMENTS).
- REVIEW WEATHER AND FORECASTED WEATHER CONDITIONS, AND PROCEDURES FOR COPING WITH UNFAVORABLE CONDITIONS.
- REVIEW HEALTH AND SAFETY PRECAUTIONS RELATING TO HANDLING AND PLACEMENT OF SEAL COAT.

1.4 QUALITY ASSURANCE

A. CONTRACTOR QUALIFICATIONS: THE SEAL COAT APPLICATOR SHALL HAVE NOT LESS THAN 3 YEARS DOCUMENTED EXPERIENCE IN THE APPLICATION OF EMULSION SEAL COATS.

1.5 SITE CONDITIONS

A. WEATHER LIMITATIONS: APPLY SEAL COAT ONLY UNDER THE FOLLOWING WEATHER CONDITIONS:

- THE ATMOSPHERIC TEMPERATURE IS BETWEEN 50 AND 90 F AND IS EXPECTED TO REMAIN ABOVE 50 F FOR 24 HOURS.
- PAVEMENT TEMPERATURE IS ABOVE 55 F.
- PAVEMENT IS DRY AND NO MOISTURE IS EXPECTED WITHIN 24 HOURS.
- WEATHER AND WIND CONDITIONS ARE SUCH THAT OVERSPRAY IS PREVENTABLE AND WILL ALLOW PROPER CURING AND OPENING TO TRAFFIC WITHIN A REASONABLE TIME.

B. MAINTAIN ACCESS FOR VEHICULAR AND PEDESTRIAN TRAFFIC AS REQUIRED BY THE WAL-MART STORE AND CONSTRUCTION MANAGER. UTILIZE TEMPORARY STRIPING, FLAGMEN, BARRICADES, WARNING SIGNS, AND WARNING LIGHTS AS REQUIRED.

PART 2 – PRODUCTS

2.1 MATERIALS

A. AGGREGATE: AGGREGATE SHALL BE 100 PERCENT PASSING THE NO. 16 (1.18 MM) SIEVE WHEN TESTED IN ACCORDANCE WITH ASTM C 136. AGGREGATE SHALL CONSIST OF ALL-NATURAL OR MANUFACTURED PARTICLES FREE OF DUST, TRASH, CLAY, ORGANIC MATERIALS OR OTHER CONTAMINANTS.

B. ASPHALT EMULSION: COMPLY WITH ASTM D977 OR ASTM D2397 FOR SS-1H OR CSS-1H. THE PENETRATION OF THE RESIDUE FROM THE DISTILLATION TEST SHALL BE 20 TO 60. CLAY STABILIZED EMULSION WITH A PH NOT GREATER THAN 7.0, AND SOLIDS CONTENT NOT LESS THAN 45 PERCENT MAY BE USED. THE POLYMER MATERIAL SHALL BE MILLED OR BLENDED INTO THE ASPHALT OR EMULSION PRIOR TO THE EMULSIFICATION PROCESS. THE MINIMUM AMOUNT AND TYPE OF POLYMER MODIFIER SHALL BE DETERMINED BY THE LABORATORY PERFORMING THE MIX DESIGN.

C. COAL TAR: COAL TAR EMULSION OR COAL TAR/ASPHALT EMULSION SHALL NOT BE USED AS A SUBSTITUTE FOR ASPHALT EMULSION.

D. WATER: WATER SHALL BE POTABLE AND FREE OF HARMFUL SOLUBLE SALTS OR REACTIVE CHEMICALS AND ANY OTHER CONTAMINANTS AND AT LEAST 50 F.

E. ADDITIVES: ADDITIVES SHALL BE INCLUDED AND APPROVED AS PART OF THE MIX DESIGN AND BE COMPATIBLE WITH THE OTHER COMPONENTS OF THE MIX.

F. CRACK SEALANT: CRACK SEALANT SHALL CONFORM TO ASTM D6690, TYPE II OR HIGHER AND COMPATIBLE WITH THE SPECIFIED SEAL COAT EMULSION.

2.2 COMPOSITION

A. COMPOSITION: SEAL COAT SHALL CONSIST OF A MIXTURE OF THE SPECIFIED EMULSION, WATER, AGGREGATE, AND ADDITIVES AND BE PROPORTIONED TO MEET THE REQUIREMENTS SHOWN IN THE FOLLOWING TABLE 1.

TABLE 1 – UN-DILUTED SEAL COAT DESIGN PROPERTIES

METHOD	MINIMUM	MAXIMUM
WEIGHT (PER GALLON), ASTM D 244, LBS	9.0	
WET TRACK ABRASSION LOSS, ASTM D 3910, G	340	700
% NON-VOLATILE ¹	50	
% NON-VOLATILE RESIDUE SOLUBLE IN TRICHLOROETHYLENE, ASTM D 2042	10	35
WET TRACK ABRASION LOSS, ASTM D 3910, G		35
VISCOSITY, ASTM D 562, KU	75	
DRIED FILM COLOR		BLACK

¹WEIGH 10 G OF HOMOGENEOUS PRODUCT INTO A PREVIOUSLY TARED, SMALL OINTMENT CAN. PLACE IN AN OVEN AT 325°F FOR 90 MINUTES. COOL, REWEIGH AND CALCULATE NON-VOLATILE RESIDUE AS A PERCENT OF THE ORIGINAL MASS.

2.3 EQUIPMENT

A. DISTRIBUTORS: DISTRIBUTORS OR SPRAY UNITS USED FOR THE SPRAY APPLICATION OF THE SEAL COAT SHALL BE SELF-PROPELLED AND CAPABLE OF UNIFORMLY APPLYING UNTER 50 TO 100 GALLONS PER SQUARE YARD OF MATERIAL OVER THE REQUIRED WIDTH OF APPLICATION. DISTRIBUTORS SHALL BE EQUIPPED WITH TACHOMETERS, PRESSURE GAUGES, AND VOLUME MEASURING DEVICES. THE MIX TANK SHALL HAVE A MECHANICALLY POWERED, FULL SWEEP, MIXER WITH SUFFICIENT POWER TO MOVE AND HOMOGENEOUSLY MIX THE ENTIRE CONTENTS OF THE TANK.

B. SPRAY NOZZLES: NOZZLES SHALL BE FREE FROM CLOGS AND DEBRIS AND SET AT THE SAME ANGLE.

C. MIXING EQUIPMENT: THE MIXING MACHINE SHALL HAVE A FLOW MIXING UNIT CAPABLE OF ACCURATELY DELIVERING A PREDETERMINED PROPORTION OF AGGREGATE, WATER, AND EMULSION, AND OF DISCHARGING THE THOROUGHLY MIXED PRODUCT ON A CONTINUOUS BASIS.

D. SPREADING EQUIPMENT: THE SPREADING UNIT SHALL BE CAPABLE OF THOROUGHLY BLENDING ALL INGREDIENTS TOGETHER AND DISCHARGING THE MATERIAL WITHOUT SEGREGATION.

E. SPREADING EQUIPMENT: SPREADING EQUIPMENT SHALL BE A MECHANICAL, TYPE SQUEEZE/BRUSH DISTRIBUTOR ATTACHED TO THE MIXING MACHINE, EQUIPPED WITH FLEXIBLE TUBING WITH SURFACE TO PREVENT LOSS OF SLURRY FROM THE SPREADER BOX. IT SHALL BE MAINTAINED TO PREVENT LOSS OF SLURRY ON VARYING GRADES AND ADJUSTED TO ASSURE UNIFORM SPREAD. THERE SHALL BE A LATERAL CONTROL DEVICE AND A FLEXIBLE STRIKE OFF CAPABLE OF BEING ADJUSTED TO LAY THE SLURRY AT THE SPECIFIED RATE OF APPLICATION. THE SPREADER BOX SHALL HAVE AN ADJUSTABLE WIDTH. THE BOX SHALL BE KEPT CLEAN. EMULSION AND AGGREGATE BUILD UP ON THE BOX SHALL NOT BE PERMITTED.

F. CLEAN EQUIPMENT WITH A PETROLEUM SOLVENT IF PREVIOUSLY USED WITH A DIFFERENT MATERIAL.

G. HAND SQUEEZES OR BRUSH APPLICATION SHALL BE USED ONLY IN PLACES NOT ACCESSIBLE TO THE MECHANIZED EQUIPMENT OR TO ACCOMMODATE NEAT TRIM WORK AT CURBS, ETC. MATERIAL FILL IS APPLIED BY HAND SHALL MEET THE SAME STANDARDS AS THAT APPLIED BY MACHINE.

H. CALIBRATION: SPREADING EQUIPMENT SHALL BE PROVIDED WITH A METHOD OF CALIBRATION BY THE MANUFACTURER. EQUIPMENT SHALL BE CALIBRATED TO ASSURE THAT IT WILL PRODUCE AND APPLY A MIX THAT CONFORMS TO THE JOB MIX FORMULA. CALIBRATIONS SHALL BE MADE WITH THE APPROVED JOB MATERIALS PRIOR TO APPLICATION OF THE SEAL COAT.

2.4 PREPARATION

A. REMOVE ALL EXISTING STRIPING IN AREAS SUBJECT TO SEAL COATING AS NOTED IN PLANS. REFERENCE APPLICABLE SPECIFICATION SECTION IN SITE DEMOLITION.

B. REMEDIATE DISTRESSED AREAS OF EXISTING PAVEMENT BY SAW-CUTTING AND REMOVING EXISTING PAVEMENT, REGRADE AND COMPACTING THE UNDERLYING BASE COURSE AND REPLACING WITH FULL DEPTH ASPHALT AT LOCATIONS AS SHOWN ON THE DRAWINGS.

C. REPAIRS NOT SPECIFICALLY SHOWN ON THE PLANS BUT CONSIDERED NECESSARY BY THE CONTRACTOR, STORE MANAGER OR CONSTRUCTION MANAGER (CM) SHALL BE IDENTIFIED AND SUBMITTED AS AN RFI TO THE PROJECT TEAM PRIOR TO COMMENCEMENT OF REPAIRS.

D. REPAIRS SUBMITTED BY RFI AND APPROVED SHALL BE PERFORMED AS DIRECTED BY THE CEC. COST FOR SUCH WORK DIRECTED AND PERFORMED WILL BE PAID FOR IN ACCORDANCE WITH THE CHANGES IN THE WORK CHANGE ORDER.

E. LONGITUDINAL AND TRANSVERSE CRACKS IN EXCESS OF 0.25 INCH, BUT LESS THAN 1 INCH SHALL BE SEALED WITH A CRACK SEALANT. CRACKS THAT CONTAIN WEED OR OTHER LIVE VEGETABLE MATTER SHALL BE TREATED WITH A LOCALLY APPROVED, NON-OIL BASED STERILANT PRIOR TO APPLYING THE CRACK FILLER.

F. EXISTING CRACK SEALANTS IN THE PARKING LOT SHALL BE REMOVED FOR COMPATIBILITY WITH THE SPECIFIED EMULSION. IF NOT COMPATIBLE WITH EACH OTHER THEY CAN'T BE USED TOGETHER. IMMEDIATELY PRIOR TO APPLYING THE SEAL COAT, THE SURFACE SHALL BE CLEARED OF ALL LOOSE MATERIAL, DIRT, DUST, GREASE, OIL, RESIDUE AND OTHER OBSCURABLE MATERIAL. IF WATER IS USED, CRACKS SHALL BE ALLOWED TO DRY THOROUGHLY BEFORE APPLYING THE SEAL COAT.

G. PROTECT EXISTING MANHOLES, INLETS, VAULTS, VALVE BOXES, METER BOXES, ETC. AS NECESSARY TO MAINTAIN FREE ACCESSIBILITY UPON COMPLETION OF SEAL COAT APPLICATION. SURFACES ADJACENT TO SEAL COAT APPLICATION AREAS SUCH AS SIDEWALKS, CURB AND/OR GUTTER, STOREFRONTS, ETC. SHALL BE PROTECTED BY USE OF FELT PAPER ANCHORED WITH CLEAN AGGREGATE, OR BY SHELLOW COMPONENTS WITH PLYWOOD DURING APPLICATION.

H. COORDINATE LIMITS OF SEAL COAT APPLICATION OPERATIONS WITH OWNER'S CONSTRUCTION MANAGER AND STORE MANAGER TO AVOID INTERRUPTION TO STORE OPERATIONS. PROTECT ADJACENT AREAS OF THE PARKING LOT OUTSIDE OF CURRENT SEAL COAT APPLICATION LIMITS TO AVOID TRACKING ONTO ADJACENT AREAS. PARTITION OFF LIMITS OF CURRENT SEAL COAT OPERATIONS UNTIL SURFACE IS TRAFFIC READY.

I. COORDINATE WITH STORE MANAGER TO DEACTIVATE LAWN SPRINKLER SYSTEMS LEAST 48 HOURS PRIOR TO PLACING THE SEAL COAT AND REMAIN OFF FOR AT LEAST 24 HOURS AFTER THE SEAL COAT APPLICATION.

2.5 APPLICATION

A. APPLY SEAL COAT AT A TOTAL RATE (UNDILUTED) OF 0.17 GAL./SQ.

B. DAMPEN PAVEMENT WITH A FOG SPRAY OF WATER IF AMBIENT TEMPERATURES EXCEED 80°F. NO STANDING WATER SHALL REMAIN ON THE SURFACE.

C. APPLY THE COAT UNIFORMLY IN A MANNER SUCH THAT THE COMBINED APPLICATION OF THE COAT EQUALS THE TOTAL RATE SPECIFIED ABOVE.

D. SUSPEND APPLICATION WHEN THE DISTRIBUTION TANK HAS LESS THAN 100 GALLONS LEFT AND REFILL TO PREVENT IRREGULAR PATTERNS OR MISSES.

E. THE COAT SHALL BE ALLOWED TO DRY AND CURE INITIALLY A MINIMUM OF 2-4 HOURS BEFORE APPLYING ANY MARKINGS. THE INITIAL DRYING SHALL ALLOW EVAPORATION OF WATER OF THE APPLIED MIXTURE, RESULTING IN THE COATING BEING ABLE TO SUSTAIN LIGHT FOOT TRAFFIC. THE INITIAL CURING SHALL ENABLE THE MIXTURE TO WITHSTAND VEHICLE TRAFFIC WITHOUT DAMAGE TO THE SEAL COAT.

F. THE FINISHED SURFACE SHALL PRESENT A UNIFORM TEXTURE WITH NO STREAKS.

G. THE SINGLE COAT SHALL BE ALLOWED TO DRY A MINIMUM OF EIGHT HOURS IN DRY DAYLIGHT CONDITIONS BEFORE OPENING TO TRAFFIC, AND INITIALLY CURE ENOUGH TO SUPPORT VEHICULAR TRAFFIC WITHOUT DAMAGE TO THE SEAL COAT.

H. WHERE MARITAL WEATHER CONDITIONS EXIST DURING THE EIGHT HOUR DRYING TIME, ADDITIONAL DRYING TIME SHALL BE ALLOWED. THE LENGTH OF TIME SHALL BE AS SPECIFIED BY THE SUPPLIER. THE SURFACE SHALL BE CHECKED AFTER THE ADDITIONAL DRYING TIME FOR TRAFFICABILITY BEFORE OPENING TO VEHICLE TRAFFIC.

END OF SECTION

SEAL COAT SPECIFICATION FOR USE ON A PAVED SURFACE AT WAL-MART STORES AND CENTERS. THIS SPECIFICATION IS SUBJECT TO CHANGE WITHOUT NOTICE. THE USER OF THIS SPECIFICATION SHALL BE RESPONSIBLE FOR VERIFYING THE APPLICABILITY OF THIS SPECIFICATION TO THEIR PROJECT. LOCAL, STATE, AND FEDERAL REGULATIONS, ORDINANCES, AND OTHER APPLICABLE REQUIREMENTS SHALL BE OBSERVED AND COMPLIED WITH. THIS SPECIFICATION IS NOT INTENDED TO BE A SUBSTITUTE FOR THE USER'S OWN ENGINEERING AND PROFESSIONAL LIABILITY INSURANCE. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND LICENSES FROM THE APPROPRIATE AUTHORITIES. THIS SPECIFICATION IS NOT INTENDED TO BE A SUBSTITUTE FOR THE USER'S OWN ENGINEERING AND PROFESSIONAL LIABILITY INSURANCE.

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SPECIFICATIONS