

GENERAL NOTES - PAVING

- STANDARDS AND SPECIFICATIONS: ALL MATERIALS, CONSTRUCTION METHODS, WORKMANSHIP, EQUIPMENT, SERVICES AND TESTING FOR ALL PUBLIC IMPROVEMENTS SHALL BE IN ACCORDANCE WITH THE GOVERNING AUTHORITIES' ORDINANCES, REGULATIONS, REQUIREMENTS, STATUTES, SPECIFICATIONS AND DETAILS, LATEST PRINTING AND AMENDMENTS THERE TO.
- GEOTECHNICAL REPORT: SUBGRADE PREPARATION AND PAVEMENT SHALL BE IN ACCORDANCE WITH THE GEOTECHNICAL REPORT PREPARED BY HBC (REPORT NO. 9403593), DATED JANUARY, 2004 AND SUPPLEMENTS AND/OR AMENDMENTS THERE TO.
- PAVEMENT WARRANTY: THE CONTRACTOR SHALL PROVIDE A TWO (2) YEAR UNCONDITIONAL MAINTENANCE FREE WARRANTY ON ALL PAVEMENT SURFACES.
- PAVEMENT SUBGRADE PREPARATION: PAVEMENT SUBGRADE SHALL BE SCARIFIED TO A DEPTH OF SIX INCHES (6") AND RECOMPACTED TO AT LEAST 95% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D 698) AND WITHIN THE RANGE OF 2% BELOW TO 3% ABOVE THE MATERIAL'S OPTIMUM MOISTURE CONTENT. REFER TO THE GEOTECHNICAL REPORT. DENSITY TESTS SHALL BE PERFORMED NO MORE THAN 72 HOURS PRIOR TO PLACEMENT OF CONCRETE.
- PROOF-ROLL SUBGRADE: THE SUBGRADE SHALL BE PROOF-ROLLED WITH HEAVY PNEUMATIC EQUIPMENT. ANY SOFT OR PUMPING AREAS SHALL BE EXCAVATED TO FIRM SUBGRADE AND BACKFILLED AND COMPACTED IN ACCORDANCE WITH THE GRADING GENERAL NOTES.
- SAND CUSHION PROHIBITED: THE USE OF "LEVEL UP" SAND UNDER PAVEMENT, INCLUDING SIDEWALKS, WILL NOT BE ACCEPTED.
- PAVEMENT DESIGN: ALL ON SITE CONCRETE PAVING SHALL BE THE THICKNESS, COMPRESSIVE STRENGTH (28 DAYS) AND REINFORCED AS SHOWN ON THE PAVING PLANDDETAILS. FLY ASH IN CONCRETE IS PROHIBITED.
- REINFORCING BARS: ALL REINFORCING BARS SHALL BE GRADE 60 KSI DEFORMED REINFORCING STEEL. SIZE AND SPACING SHALL BE IN ACCORDANCE WITH THE PAVING PLANDDETAILS.
- BAR CHAIRS: ALL REINFORCING STEEL AND DOWEL BARS IN PAVEMENT SHALL BE SUPPORTED AND MAINTAINED AT THE CORRECT CLEARANCES BY THE USE OF BAR CHAIRS OR OTHER APPROVED SUPPORT.
- TEMPERATURE CONDITIONS FOR CONCRETE PLACEMENT: CONCRETE SHALL NOT BE PLACED WHEN THE TEMPERATURE IS BELOW 40 DEGREES FAHRENHEIT AND FALLING, BUT MAY BE PLACED WHEN THE TEMPERATURE IS ABOVE 35 DEGREES FAHRENHEIT AND RISING. THE TEMPERATURE READING SHALL BE TAKEN IN THE SHADE AWAY FROM ARTIFICIAL HEAT.
- CONCRETE PAVEMENT CURING: CONCRETE SHALL BE BROOM FINISHED AND CURED FOR A MINIMUM OF 72 HOURS.

- 12. PAVEMENT JOINTING:**
- JOINT LAYOUT:** IF A PAVEMENT JOINT LAYOUT PLAN HAS BEEN PROVIDED BY THE ENGINEER, THE CONTRACTOR SHALL IMPLEMENT THAT PLAN OR PROVIDE AN ALTERNATE PLAN TO THE ENGINEER FOR REVIEW. IF A JOINT LAYOUT PLAN HAS NOT BEEN PROVIDED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND PROVIDING A PLAN AND SUBMITTING IT TO THE ENGINEER FOR REVIEW. THE JOINT LAYOUT PLAN SHALL BE PROVIDED TO THE ENGINEER FOR REVIEW A MINIMUM OF 2 WEEKS PRIOR TO BEGINNING PAVING.

CONTRACTION JOINTS SHALL BE SPACED AS FOLLOWS:

CONTRACTION JOINTS:	5' PAVEMENT:	12.5' MAX.
	6' PAVEMENT:	15' MAX.
EXPANSION JOINTS:		120' MAX.

- CONTRACTOR WILL MATCH LOCATION OF NEW EXPANSION & CONTROL JOINTS WITH JOINT PATTERN OF EXISTING CONCRETE.
- CONCRETE SHALL BE PLACED IN STRIPS NOT TO EXCEED 30' IN WIDTH, UNLESS PUMPED.
- SAW CUTTING:** SAW CUTTING SHALL BE DONE WITHIN 8 HOURS OF POUR OR AS SOON AS CONCRETE CAN SUPPORT WEIGHT. ALL SAWED JOINTS ARE TO BE TRUE IN ALIGNMENT AND SHALL CONTINUE THROUGH THE CURB. RADIAL JOINTS SHALL BE NO SHORTER THAN 18 INCHES.

- JOINT SEALING:** ALL CONSTRUCTION JOINTS SHALL BE SAWN, CLEANED OF DEBRIS, DIRT, DUST, SCALE, CURING COMPOUND AND CONCRETE, BLOWN DRY AND IMMEDIATELY SEALED. THE CONTRACTOR SHALL SUBMIT SEALANT SPECIFICATIONS TO THE ENGINEER FOR REVIEW PRIOR TO PLACEMENT. ALL JOINTS TO BE SEALED & PREPARED PER STD_03_R.
- EXPANSION JOINTS:** EXPANSION JOINTS SHALL BE PROVIDED AROUND THE PERIMETER OF ANY BLOCKOUT IN THE CONCRETE PAVING. (TO INCLUDE AROUND THROATS OF CURB INLETS.)

- PAVEMENT REMOVAL: BREAKOUTS FOR REMOVAL OF EXISTING PAVEMENT AND CURBS SHALL BE MADE BY FULL DEPTH SAW CUT WHEN ADJACENT TO PROPOSED PAVEMENT AND/OR CURBS.
- CONNECTION TO EXISTING PAVEMENT: PROPOSED PAVEMENT AND/OR CURBS SHALL MATCH THE ELEVATION OF EXISTING PAVEMENT AND/OR CURBS.

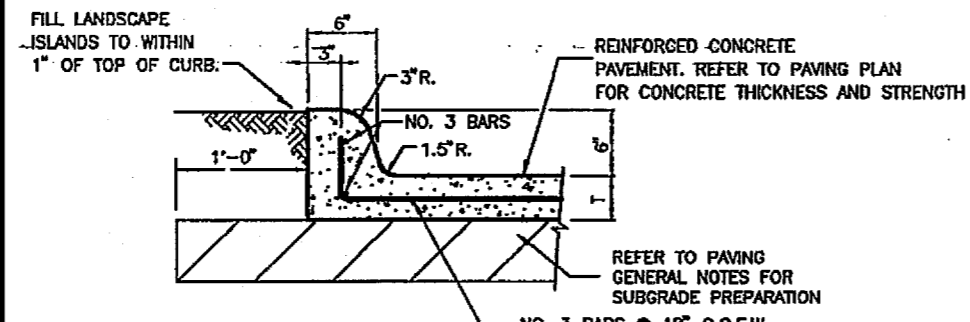
- PAVEMENT MARKINGS: PAVEMENT MARKINGS SHALL BE PROVIDED IN ACCORDANCE WITH THE TEXAS "UNIFORM TRAFFIC MANUAL FOR PAVEMENT MARKINGS". FIRE LANES SHALL BE STRIPED IN ACCORDANCE WITH THE GOVERNING AUTHORITIES REQUIREMENTS. ALL HANDICAP PAVEMENT MARKINGS SHALL COMPLY WITH TAS AND ADA STANDARDS. ALL PARKING SPACES SHALL BE MARKED WITH 4" WIDE WHITE PAINT. PAINT SHALL BE SHERWIN WILLIAMS SERIES B-29W2 OR APPROVED EQUIVALENT. A SECOND COAT OF PAINT SHALL BE APPLIED NO EARLIER THAN 7 DAYS PRIOR TO STORE OPENING. EXISTING CONCRETE PAVEMENT WITH EXISTING STRIPING TO BE REPAINTED WITH ONE COAT OF PAINT NO EARLIER THAN 7 DAYS BEFORE STORE OPENING.

- CONDUIT: CONTRACTOR SHALL REFER TO THE SITE MEP PLAN AND LANDSCAPE IRRIGATION PLAN FOR CONDUIT TO BE INSTALLED UNDER PAVEMENT PRIOR TO COMMENCING PAVEMENT SUBGRADE PREPARATION.

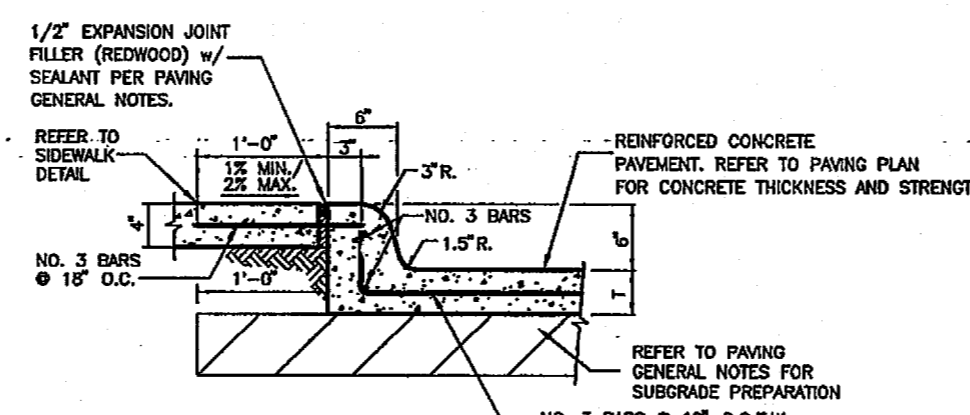
- ACCESSIBLE ROUTES: SIDEWALKS AND RAMPS ALONG ACCESSIBLE ROUTES SHALL BE CONSTRUCTED IN ACCORDANCE WITH TAS AND ADA STANDARDS. PAVEMENT ALONG ACCESSIBLE ROUTES SHALL HAVE A MAXIMUM RUN SLOPE OF 5% AND A MAXIMUM CROSS SLOPE OF 2%.

- TESTING: SAMPLES FOR STRENGTH TESTS OF CONCRETE PAVEMENT SHALL BE TAKEN BY THE TESTING LABORATORY. PAVEMENT AREAS FOUND TO BE DEFICIENT IN STRENGTH SHALL BE REMOVED AND REPLACED SOLELY AT THE EXPENSE OF THE CONTRACTOR. THE TESTING LABORATORY SHALL RANDOMLY CORE THE PAVEMENT TO VERIFY THE THICKNESS OF THE CONCRETE PAVEMENT. ANY AREAS FOUND TO BE DEFICIENT IN THICKNESS SHALL BE REMOVED AND REPLACED SOLELY AT THE EXPENSE OF THE CONTRACTOR.

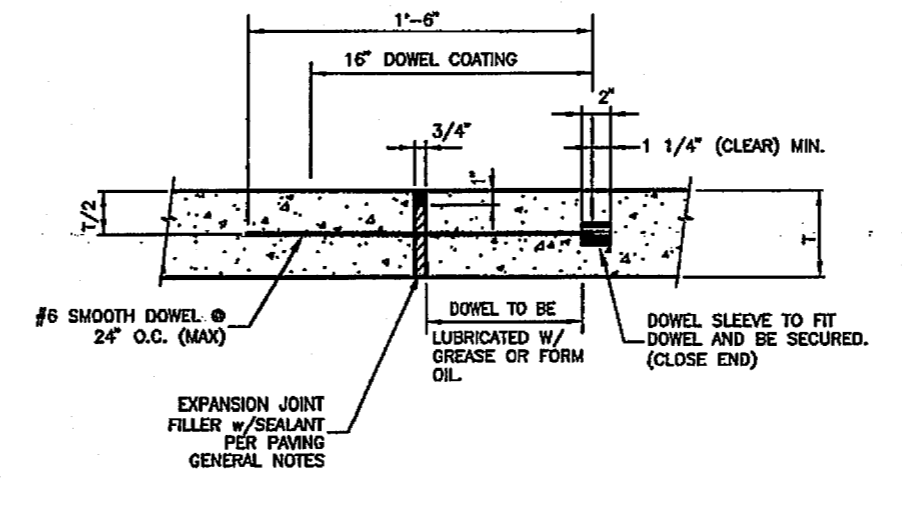
- TOWN OF ADDISON NOTES SUPERSEDE ANY NOTES OR DETAILS IN CONFLICT UNLESS THEY ARE MORE STRINGENT.



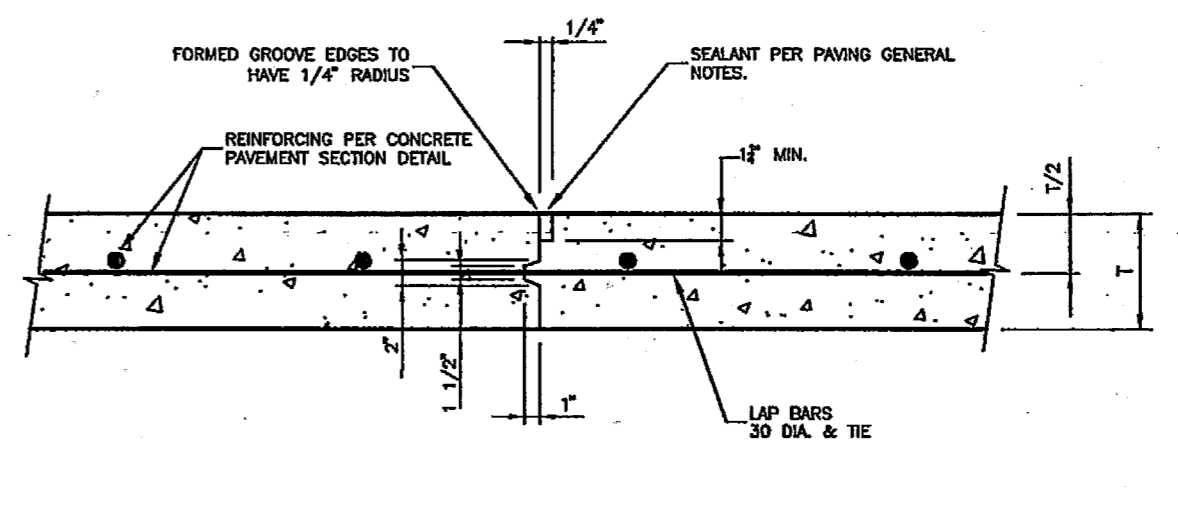
0.1 INTEGRAL CURB DETAIL
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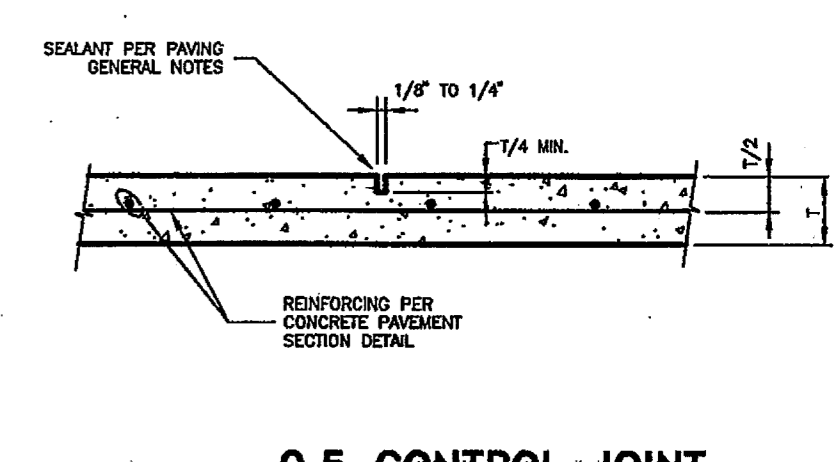
0.2 INTEGRAL CURB DETAIL W/ SIDEWALK
N.T.S.



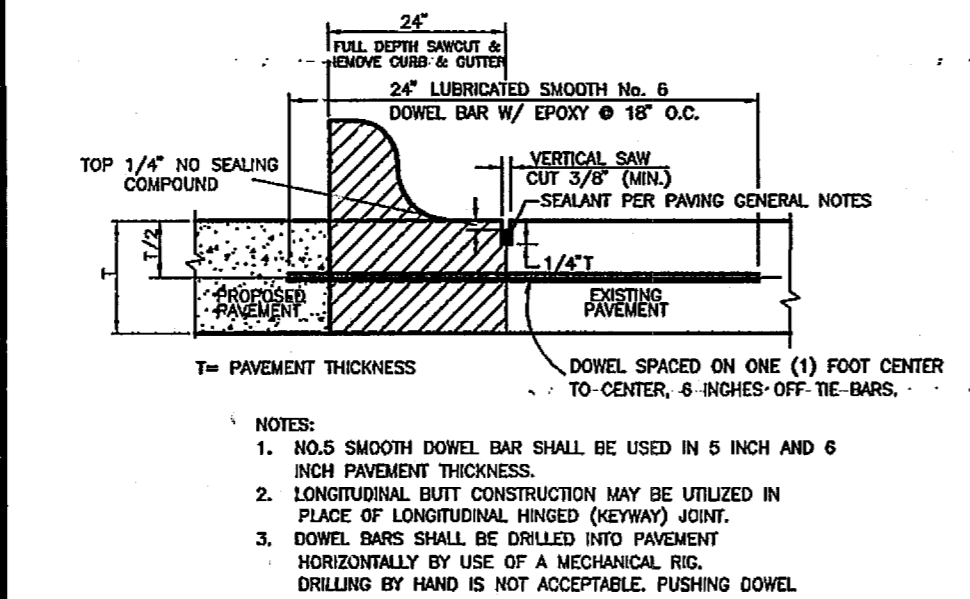
0.3 EXPANSION JOINT
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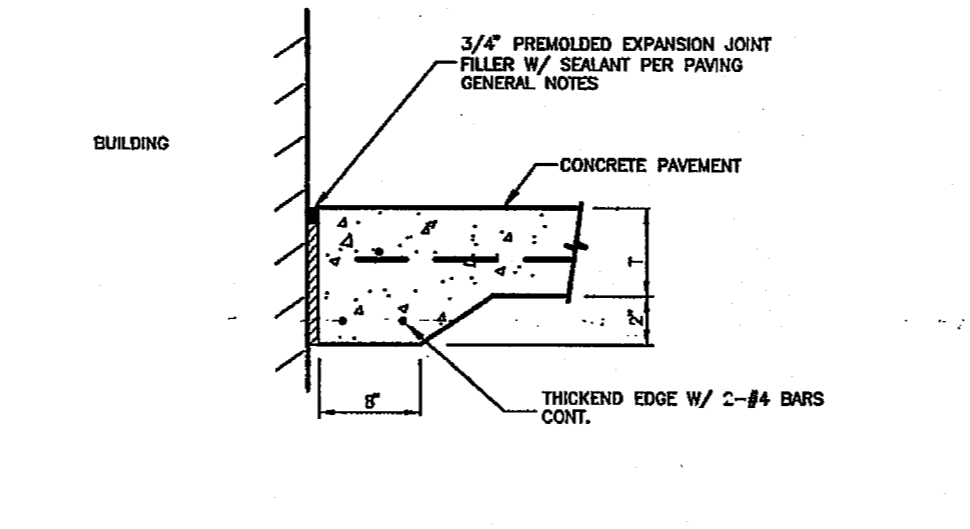
0.4 CONSTRUCTION JOINT
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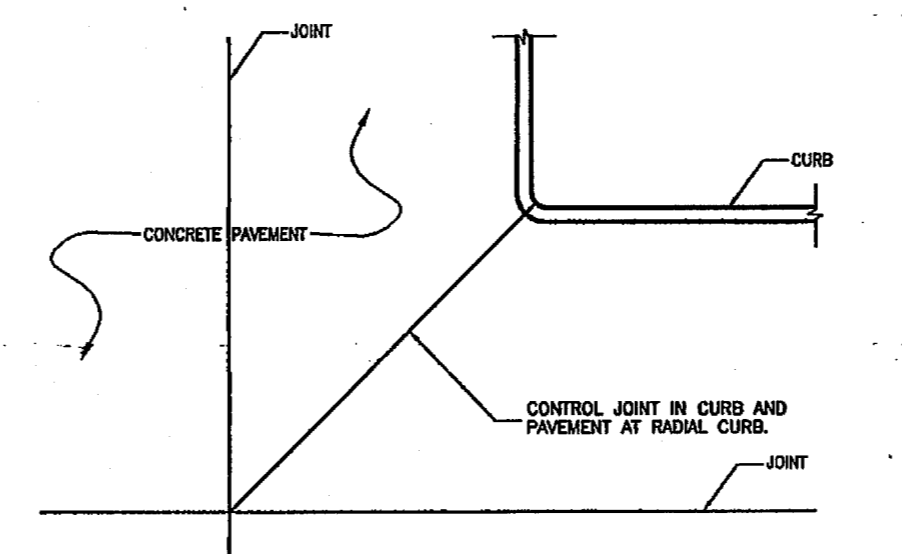
0.5 CONTROL JOINT
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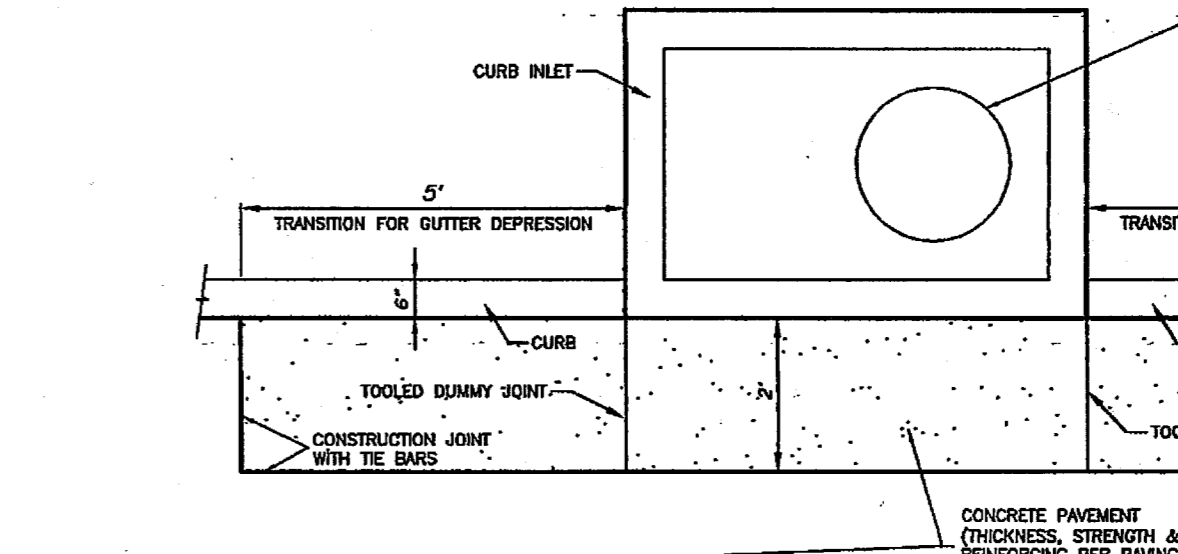
0.6 LONGITUDINAL BUTT JOINT
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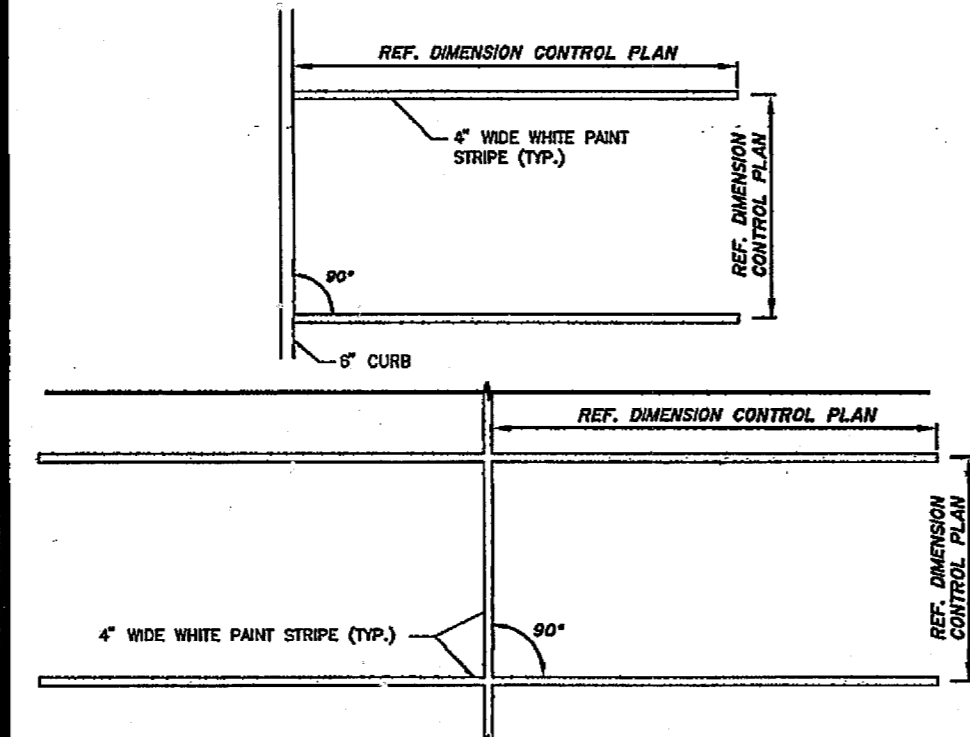
0.7 ISOLATION JOINT AT BUILDING
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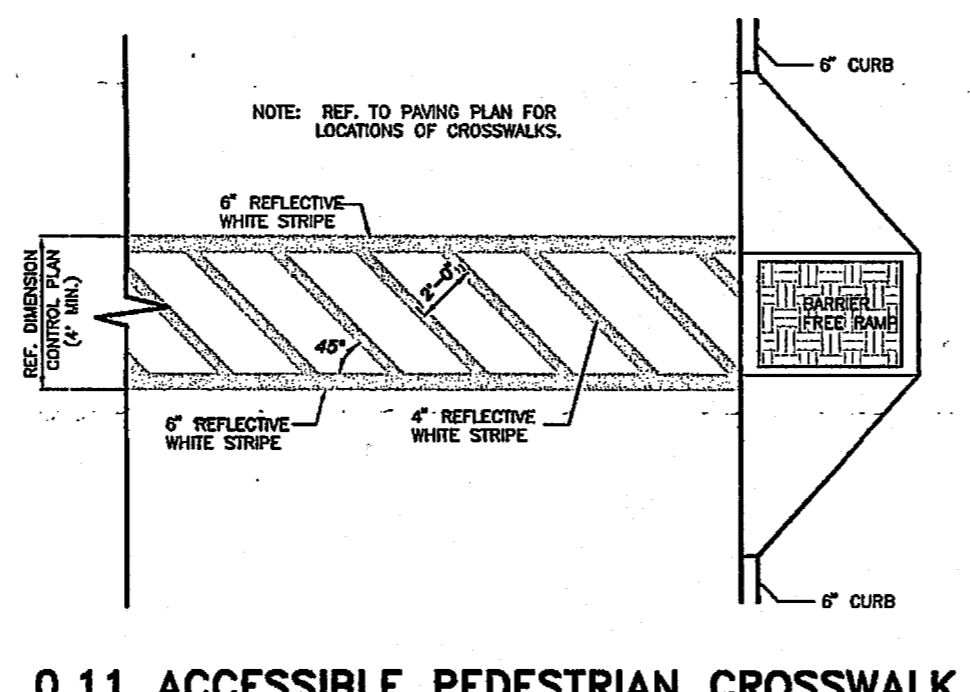
0.8 JOINT AT RADIAL CURB
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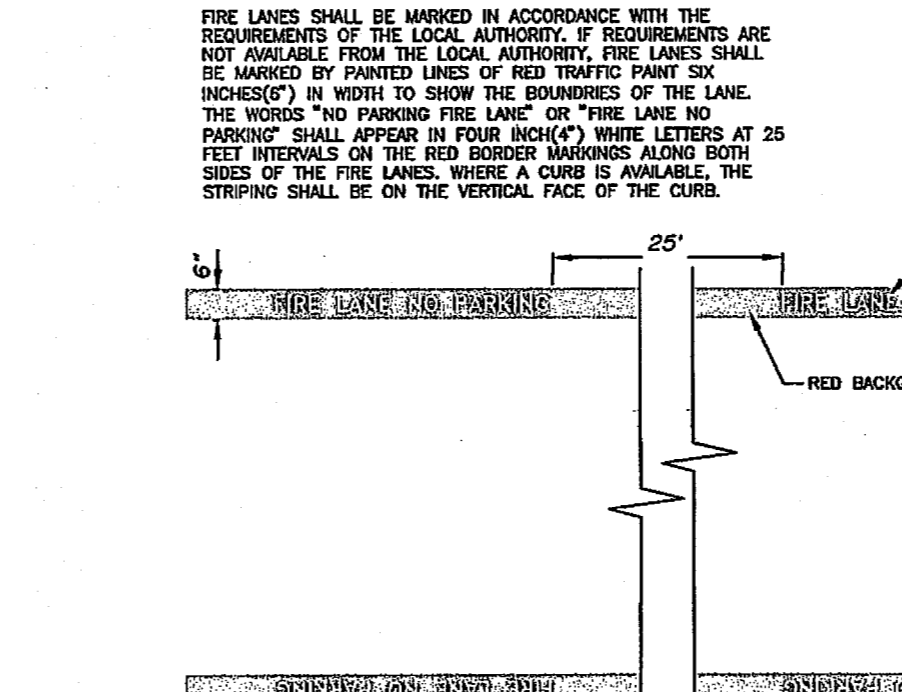
0.9 CURB INLET BLOCKOUT
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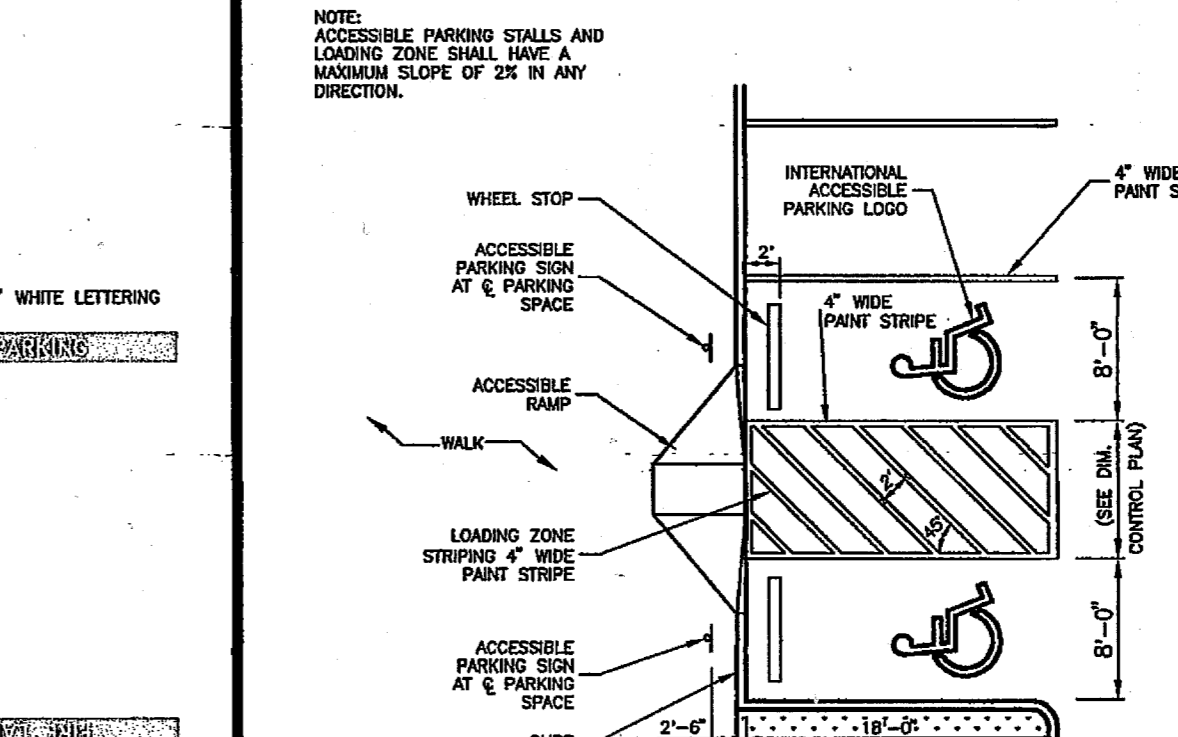
0.10 PARKING STALL STRIPING
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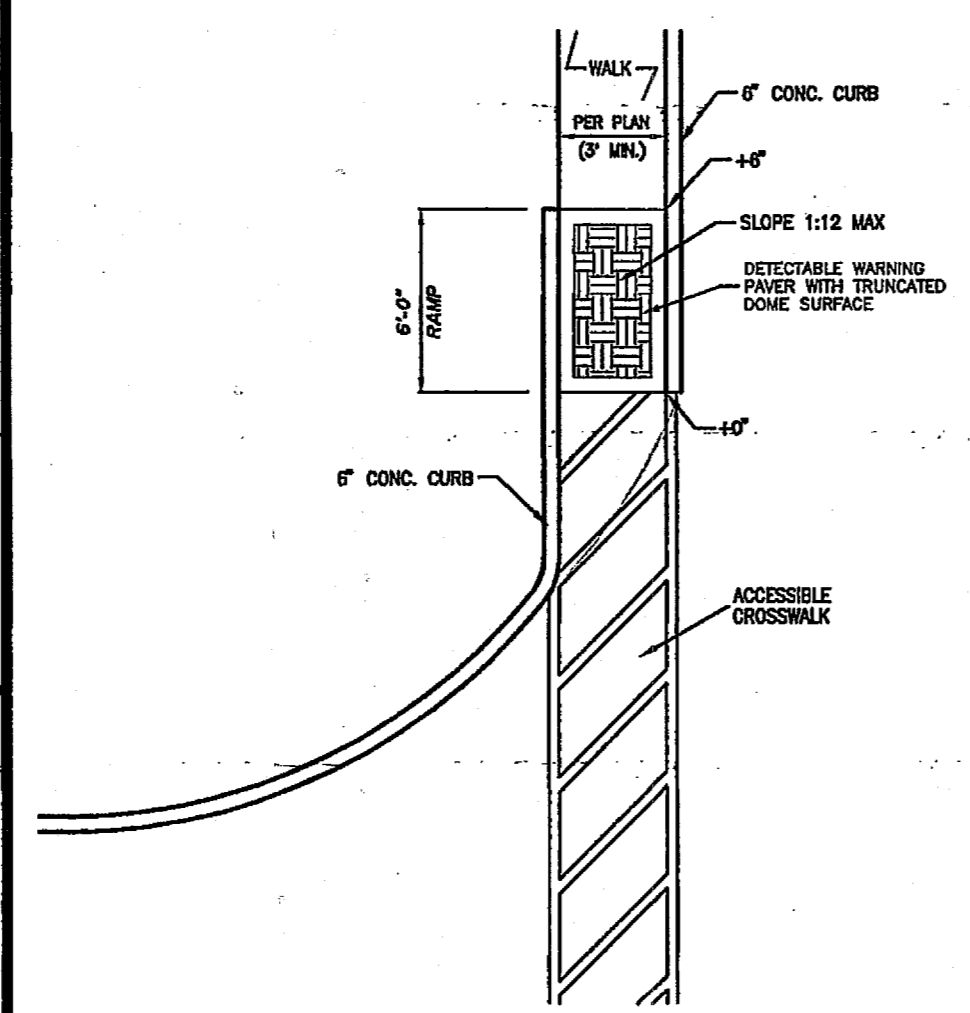
0.11 ACCESSIBLE PEDESTRIAN CROSSWALK
N.T.S.



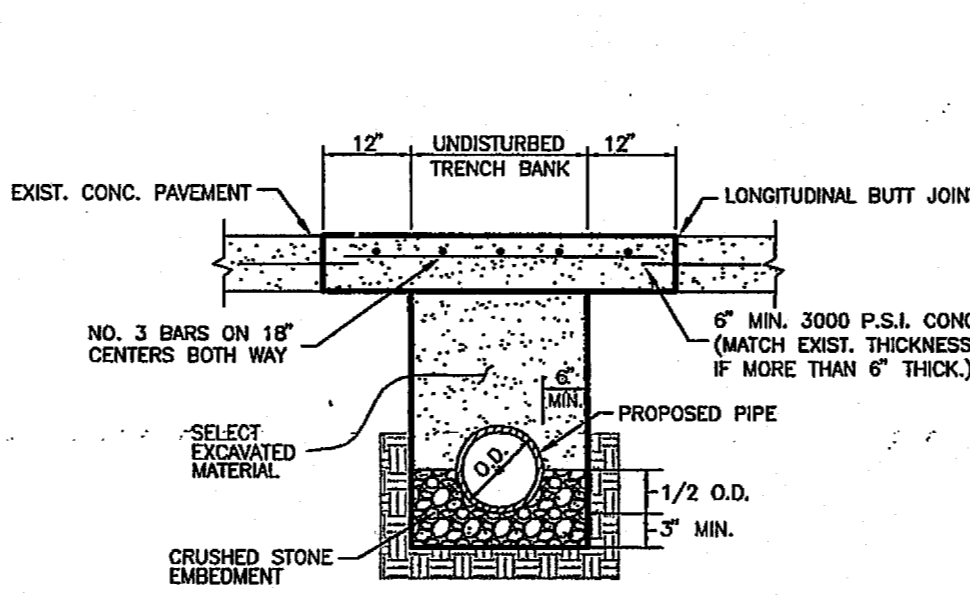
0.12 FIRE LANE MARKING
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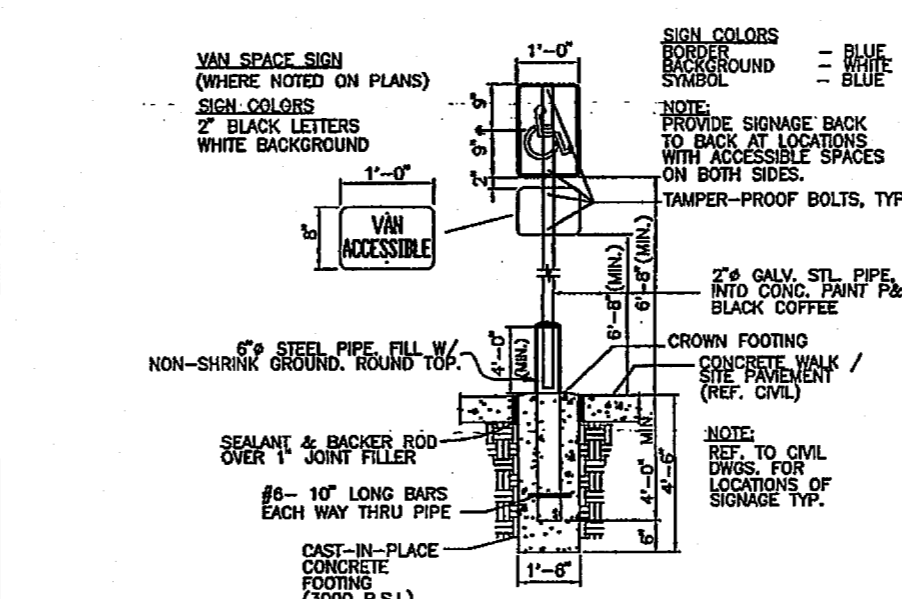
0.13 ACCESSIBLE PARKING STALLS W/ TYPE 'A' RAMP
N.T.S.



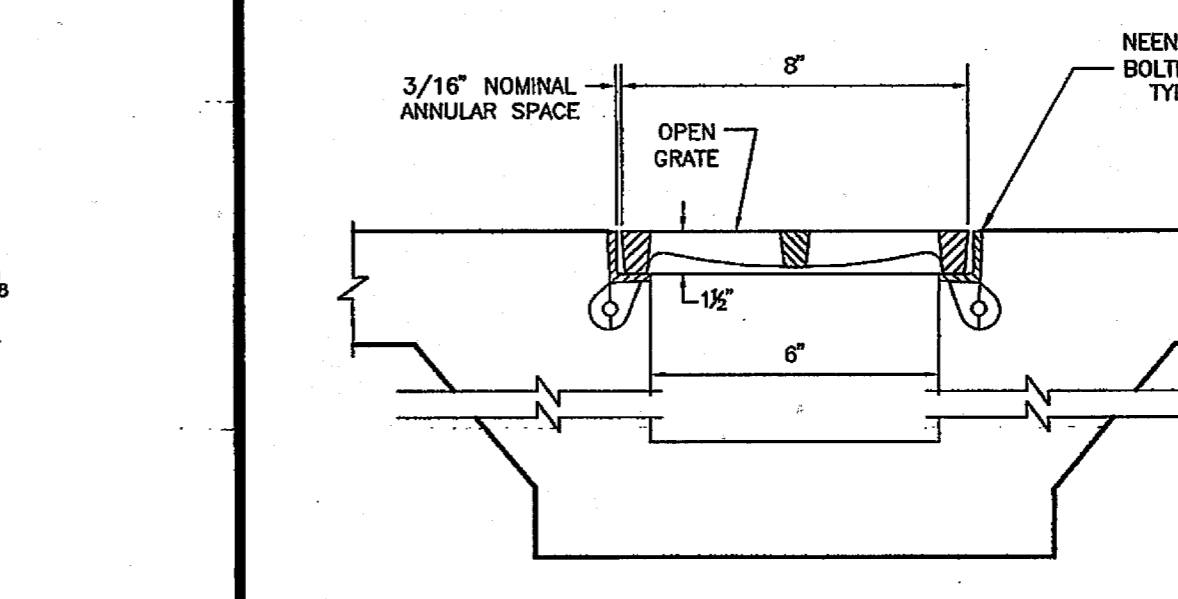
0.14 ACCESSIBLE RAMP - TYPE 'E'
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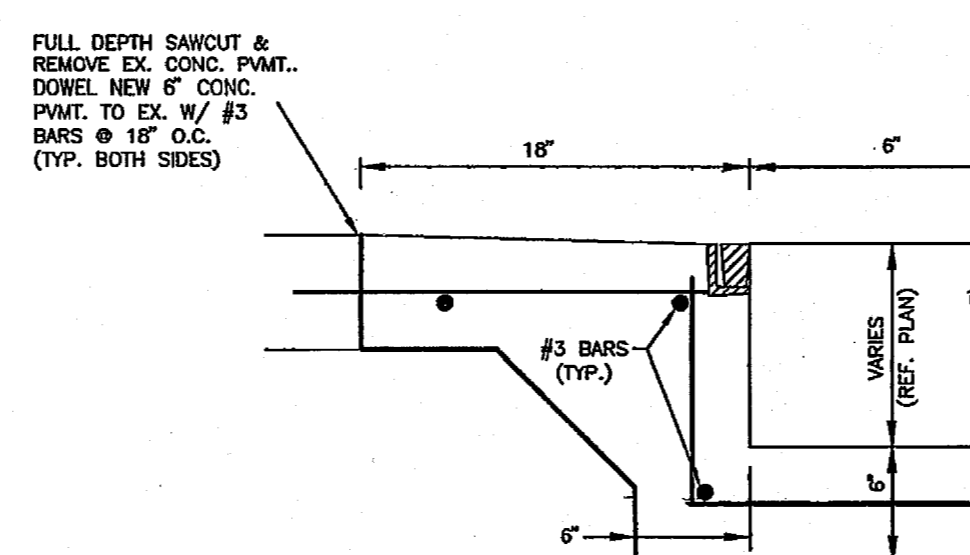
0.15 CONCRETE PAVEMENT REPLACEMENT TRENCH
N.T.S.



0.16 ACCESSIBLE PARKING SIGN
N.T.S.

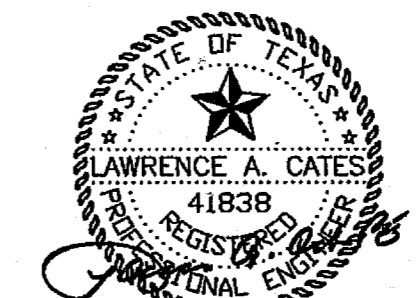


0.17 HEAVY DUTY TRENCH DRAIN DETAIL
N.T.S.



0.18 TRENCH SECTION
N.T.S.

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY LAWRENCE A. CATES, P.E. 41836 ON 09-03-10



1 09.03.10 ADDED HEAVY DUTY TRENCH DRAIN DETAIL.					
REV N/A/ REMARKS					
PAVING DETAILS					
ADDISON WALK					
LOT 1 - PLAZA AT THE QUORUM					
THE TOWN OF ADDISON, TEXAS					
LCA Lawrence A. Cates & Associates, LLP 14800 Quorum Drive, Suite 200 Dallas, Texas 75244					
Office: 972-385-2272 Fax: 972-980-1027 TWP: R-3751					
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE NO.
LCA	CAC/HDS	9.03.10	1"=20'	D.P.	010-001 DETAILS C-4.1