### **GENERAL NOTES- PAVING**

- 1. GENERAL CONSTRUCTION NOTES: REFER TO SHEET C1.1 "GENERAL CONSTRUCTION NOTES, LEGEND AND ABBREVIATIONS" FOR THE GENERAL CONSTRUCTION NOTES FOR THE PROJECT.
- 2. PROTECTION OF EXISTING IMPROVEMENTS: THE CONTRACTOR SHALL TAKE CARE NOT TO DISTURB EXISTING UTILITIES, BUILDING FOUNDATION OR OTHER SITE STRUCTURES DURING PAVEMENT OPERATIONS.
- 3. SUBGRADE PREPARATION: SUBGRADE SHALL BE SCARIFIED TO A DEPTH OF SIX INCHES (8") AND SHALL BE RECOMPACTED TO A (MIN.) OF 98% OF THE STANDARD PROCTOR (ASTM -D698) MAXIMUM DRY DENSITY AT A MOISTURE CONTENT WITHIN -1 TO +2% ABOVE OPTIMUM MOISTURE CONTENT. REFER TO GEOTECHNICAL REPORT AND SUPPLEMENTS BY ALLIANCE GEOTECHNICAL GROUP, REPORT NO. E16-1106, DATED DECEMBER 12, 2016.

PREPARATION OF THE SUBGRADE FOR PAVING WITHIN RIGHT-OF-WAY, ACCESS EASEMENTS AND/OR FIRE LANES SHALL NOT BE INITIATED UNTIL ALL TESTING OF UNDERGROUND UTILITIES HAS BEEN COMPLETED AND VERIFIED TO MEET THE GOVERNING AUTHORITIES' SPECIFICATIONS AND AUTHORIZATION TO PROCEED HAS BEEN RECEIVED FROM THE INSPECTOR.

PAVEMENT SUBGRADE SHALL NOT BE ALLOWED TO RETAIN WATER. WET MATERIAL SHALL BE REMOVED TO DRY, SOUND MATERIAL AND APPROPRIATE DENSITY ACHIEVED PRIOR TO PAVING OPERATIONS.

- 4. 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 RE-COMPACTED IN CONFORMANCE WITH THE GEOTECHNICAL REPORT.
- 5. HYDRATED LIME: HYDRATED LIME (IF REQUIRED) SHALL MEET THE REQUIREMENTS OF TXDOT ITEM 260, LIME TREATMENT USED AS SUBGRADE. LIME SHALL BE APPLIED AT THE RATE STATED IN THE GEOTECHNICAL REPORT, THOROUGHLY MIXED AND BLENDED WITH THE TOP 6" OF SUBGRADE AND UNIFORMLY COMPACTED TO A MINIMUM OF 95 PERCENT OF STANDARD PROCTOR (ASTM D698) AND 0 TO +4% OF OPTIMUM MOISTURE CONTENT DETERMINED BY THAT TEST. LIME STABILIZATION SHALL EXTEND ONE (1) FOOT OUTSIDE THE LIMITS OF THE PAVED AREA. IT SHOULD BE PROTECTED AND MAINTAINED IN A MOIST CONDITION UNTIL THE PAVEMENT IS PLACED.

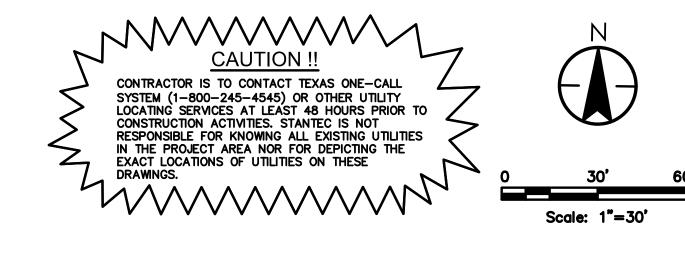
┌S 89°07'22" W

6. SAND CUSHION PROHIBITED: THE USE OF SAND CUSHION UNDER PAVEMENT, INCLUDING SIDEWALKS, IS STRICTLY PROHIBITED.

- REINFORCING BARS: ALL REINFORCING BARS SHALL BE GRADE 40 KSI DEFORMED REINFORCING STEEL. SIZE AND SPACING SHALL BE IN ACCORDANCE WITH THE DETAILS, PAVING LEGEND AND CITY OF PLANO STANDARDS...
- 8. 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.
- 9. CONNECTION TO EXISTING PAVEMENT: WHERE PROPOSED PAVEMENT TO EXISTING PAVEMENT IS TO BE CONSTRUCTED BY THE CONTRACTOR, AT LEAST 15" OF REINFORCING STEEL SHALL BE EXPOSED FROM THE EXISTING PAVEMENT, OR THE CONTRACTOR SHALL PROVIDE HORIZONTAL DOWEL BARS PER THE DETAILS.
- 10. 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 TEMPERATURE IS ABOVE 35 DEGREES FAHRENHEIT AND RISING. THE TEMPERATURE READING SHALL BE TAKEN IN THE SHADE AND AWAY FROM ARTIFICIAL HEAT.

11. CONCRETE PAVEMENT CURING: MEMBRANE CURING TYPE 2, WHITE PIGMENTED, SHALL BE USED FOR CURING ALL CONCRETE SURFACES IMMEDIATELY AFTER FINISHING OF SURFACES AND SHALL BE IN ACCORDANCE WITH THE TEXAS HIGHWAY DEPARTMENT STANDARD SPECIFICATIONS ITEM #526.

- 12. TESTING: SAMPLES FOR STRENGTH TESTS OF THE CONCRETE PAVEMENT WILL BE TAKEN BY THE GEOTECHNICAL ENGINEER TO VERIFY DESIGN STRENGTH. PAVEMENT AREAS FOUND TO BE DEFICIENT IN STRENGTH SHALL BE REMOVED AND REPLACED SOLELY AT THE EXPENSE OF THE CONTRACTOR. THE GEOTECHNICAL ENGINEER SHALL ALSO RANDOMLY CORE THE PAVEMENT TO VERIFY THE THICKNESS OF CONCRETE. ANY AREA FOUND TO BE DEFICIENT IN THICKNESS SHALL BE REMOVED AND REPLACED SOLELY AT THE EXPENSE OF THE CONTRACTOR.
- 13. SIDEWALKS AND RAMPS: CONSTRUCTION OF SIDEWALKS, WHEELCHAIR RAMPS AND ACCESSIBLE ROUTES SHALL BE IN ACCORDANCE WITH THE TEXAS ACCESSIBILITY STANDARDS (TAS) AND THE AMERICANS DISABILITY ACT (ADA) & PROWAG (2011).
- 14. 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 SYMBOLS, SIGNAGE AND PAVEMENT MARKINGS SHALL COMPLY WITH TAS, ADA STANDARDS & PROWAG (2011).



## GENERAL NOTES- PAVEMENT JOINTING

1. PAVEMENT JOINT LAYOUT: THE CONTRACTOR WILL BE RESPONSIBLE FOR PREPARATION OF THE PLAN AND SUBMITTAL TO THE ENGINEER FOR REVIEW. THE CONTRACTORS' JOINT LAYOUT PLAN SHALL BE PROVIDED TO THE ENGINEER FOR REVIEW A MINIMUM OF 2 WEEKS PRIOR TO BEGINNING PAVING CONSTRUCTION.

2. SAW CUTTING: SAW CUTTING SHALL BE DONE WITHIN EIGHT (8) HOURS OF POUR OR AS SOON AS CONCRETE CAN SUPPORT WEIGHT. THE CONTRACTOR SHALL MARK JOINT LOCATIONS AT THE CENTERLINE OF THE DOWEL LENGTH DURING HIS PAVING OPERATIONS. ALL SAWED JOINTS ARE TO BE TRUE IN ALIGNMENT AND SHALL CONTINUE THROUGH THE CURB. RADIAL JOINTS SHALL BE NO SHORTER THAN EIGHTEEN (18) INCHES.

- 3. JOINT SEALING: AFTER ALL CONCRETE CURES/ALL CONSTRUCTION JOINTS SHALL BE SAWN, CLEANED OF DEBRIS, DIRT, DUST, SCALE, CURING COMPOUND AND CONCRETE, BLOWN DRY AND IMMEDIATELY SEALED. JOINT SEALING MATERIAL SHALL BE SONNEBORN SL 2 OR AN APPROVED EQUAL
- 4. ODD SHAPED PANELS: ODD SHAPED PANELS SHALL BE REINFORCED WITH #3 BARS AT 18" EACH WAY. AN ODD SHAPED PANEL IS CONSIDERED TO BE ONE IN WHICH THE SLAB TAPERS TO A SHARP ANGLE WHEN THE LENGTH TO WIDTH RATIO EXCEEDS 3 TO 1 OR WHEN A SLAB IS NEITHER SQUARE NOR RECTANGULAR.
- 5. EXPANSION JOINTS: THE CONTRACTOR SHALL PROVIDE AN EXPANSION JOINT AROUND THE PERIMETER OF ANY BLOCKOUT IN THE CONCRETE PAVING.

### GENERAL NOTES- CONDUIT AND SLEEVING

- 1. GENERAL CONSTRUCTION NOTES: REFER TO SHEET C1.1 "GENERAL CONSTRUCTION NOTES. LEGEND AND ABBREVIATIONS" FOR THE GENERAL CONSTRUCTION NOTES FOR THE PROJECT.
- 2. PLACEMENT OF CONDUIT AND SLEEVES: ALL UNDERGROUND CONDUIT AND SLEEVES ARE TO BE PLACED BEFORE SITE PAVING CONSTRUCTION COMMENCES AND SHALL BE BURIED A MINIMUM OF 24" BELOW THE BOTTOM OF PAVEMENT, EXCEPT ELECTRICAL CONDUIT WHICH REQUIRE A MINIMUM COVER OF 36". ALL CONDUIT AND SLEEVES SHALL EXTEND TWO (2) FEET BEYOND THE BACK OF CURB OR EDGE OF SIDEWALK. TURN CONDUIT UPWARD AND CAP EACH CONDUIT 6" ABOVE FINISH GRADE. THE CONTRACTOR SHALL FURNISH DETAILED AS-BUILT LOCATION INFORMATION FOR ALL CONDUIT AND SLEEVES TO THE DEVELOPER.
- 3. TELEPHONE CONDUIT: FURNISH AND INSTALL TWO (2) 4" DIAMETER SCHEDULE 40 PVC TELEPHONE CONDUIT WITH PULL WIRES FROM THE SITE PROPERTY LINE TO 5' OUTSIDE THE BUILDING WALL AT THE TELEPHONE ROOM IN THE BUILDING. CONDUIT SHALL BE CAPPED AT BOTH ENDS. THE CONTRACTOR SHALL COORDINATE WITH THE LOCAL TELEPHONE COMPANY TO VERIFY THE EXACT LOCATION OF CONDUIT TO BE INSTALLED FOR THEIR USE. MARK LOCATIONS OF CONDUIT WITH #3 X 36" REBAR INSTALLED 2' INTO THE GROUND AT EACH END LOCATION.
- 4. ELECTRIC AND GAS CONDUIT: THE CONTRACTOR SHALL COORDINATE WITH THE LOCAL ELECTRIC AND GAS PROVIDER TO VERIFY THE EXACT SIZE, TYPE, NUMBER AND LOCATION OF CONDUIT AND/OR SLEEVING REQUIRED TO BE PROVIDED BY THE CONTRACTOR FOR GAS AND ELECTRIC FACILITIES TO SERVE THIS SITE. MARK LOCATIONS OF CONDUIT WITH #3 X 36" REBAR INSTALLED 2' INTO THE GROUND AT EACH END LOCATION.
- 5. SITE LIGHTING SIGNAGE CONDUIT: REFERENCE MEP PLANS FOR SITE LIGHTING AND ALL RELATED CONDUIT, WIRING, PULL BOXES, POLE BASES AND ASSOCIATED ELECTRICAL WORK TO BE COORDINATED AND/OR PROVIDED FOR BY THE CONTRACTOR PRIOR TO PAVING OPERATIONS.
- 6. IRRIGATION CONDUIT: ALL IRRIGATION CONDUIT AND SLEEVES SHALL BE SCHEDULE 40 PVC, INSTALLED WITH A MINIMUM OF 24" COVER. REFERENCE THE PAVING PLAN AND/OR LANDSCAPE PLANS FOR NUMBER OF CONDUIT, SIZE AND LOCATIONS OF PROPOSED IRRIGATION CONDUITS AND SLEEVES.
- 7. PULL WRES: ALL UNDERGROUND CONDUIT AND SLEEVES SHALL BE INSTALLED WITH PULL WIRES.
- 8. CONFLICTS: IN THE EVENT OF A CONFLICT BETWEEN CONDUIT AND STORM DRAIN AND/OR UTILITY PIPING, THE CONTRACTOR SHALL ADJUST CONDUIT DOWNWARD FOR CLEARANCE.

# **LEGEND**

**MEDIUM DUTY PAVEMENT:** 7" 4,000 PSI REINFORCED CONCRETE PVMT. W/#3 BARS 18" O.C.E.W. ON 8" SCARIFIED AND COMPACTED SUBGRADE AT A MINIMUM OF 98% MAXIMUM STANDARD PROCTOR DRY DENSITY (ASTM D 698) WITHIN -1% TO +2% OF OPTIMUM MOISTURE

# **DUMPSTER PAVEMENT:**

7" 4,000 PSI REINFORCED CONCRETE PVMT. W/#3 BARS @ 18" O.C.E.W. ON 8" SCARIFIED AND COMPACTED SUBGRADE AT A MINIMUM OF 98% MAXIMUM STANDARD PROCTOR DRY DENSITY (ASTM D 698) WITHIN -1% TO +2% OF OPTIMUM MOISTURE CONTENT.

# **PARKING AREAS:**

5" 3,600 PSI REINFORCED CONCRETE PVMT. W/#3 BARS @ 18" O.C.E.W. ON 8" SCARIFIED AND COMPACTED SUBGRADE AT A MINIMUM OF 98% MAXIMUM STANDARD PROCTOR DRY DENSITY (ASTM D 698) WITHIN -1% TO +2% OF OPTIMUM MOISTURE CONTENT

# PUBLIC SIDEWALK (DNT. FRONTAGE):

6' WIDE, 5" REINFORCED CONCRETE SIDEWALK FLATWORK (3,000 PSI AT 28 DAYS) W/#3 BARS @ 18" O.C.E.W. ON COMPACTED SUBGRADE TO 98% AT -1% TO +2% OF OPTIMUM MOISTURE CONTENT. (ASTM D 698)

FIRE LANE PAVEMENT: 7" 4,000 PSI REINFORCED CONCRETE PVMT. W/#3 BARS @ 18" O.C.E.W. ON 6" LIME STABILIZED SUBGRADE AT A MINIMUM OF 98% MAXIMUM STANDARD PROCTOR DRY DENSITY (ASTM D 698) WITHIN -1% TO +2% OF OPTIMUM MOISTURE CONTENT.

- REFER TO SHEET C6.2 FOR PAVING
- ALL ON-SITE PAVEMENT IS PRIVATE EXCEPT NOTED FIRE LANES.

# SIDEWALK & FLATWORK (PRIVATE):

4" REINFORCED CONCRETE SIDEWALK FLATWORK (3,000 PSI AT 28 DAYS) W/#3 BARS @ 18" O.C.E.W. ON COMPACTED SUBGRADE TO 98% AT -1% TO +2% OF OPTIMUM MOISTURE CONTENT. (ASTM D 698)

# FARMERS BRANCH HIKE & BIKE TRAIL

4" REINFORCED CONCRETE SIDEWALK FLATWORK (3,000 PSI AT 28 DAYS) W/#3 BARS @ 18" O.C.E.W. ON COMPACTED SUBGRADE TO 98% AT -1% TO +2% OF OPTIMUM MOISTURE CONTENT. (ASTM D 698)

SAWCUT, REMOVE AND DISPOSE OF EXISTING CURB, GUTTER & PAVEMENT 

**BENCHMARKS:** 

ELEVATION = 623.19'

CORNER OF SUBJECT TRACT ELEVATION = 616.60'

SITE BENCHMARK:

REFERENCE BENCHMARK:

REFER TO SHEET C6.2 FOR SECTION DETAILS.

TOWN OF ADDISON CONTROL POINT NO. COA-14 LOCATED 1,730'

SOUTH EAST FROM THE INTERSECTION OF LANDMARK PLACE AND LANDMARK BOULEVARD THEN 40.6' WEST OF STREET SIGN, 8.15'

3-1/4" ALUMINUM DISK IN STAMPED "STANTEC" FOUND LOCATED APPROXIMATELY 1000' WEST FROM THE CENTERLINE OF THE

SOUTHBOUND SERVICE ROAD OF THE DALLAS NORTH TOLLWAY,

LANDMARK BOULEVARD. POINT ALSO BEING THE SOUTHWEST

APPROXIMATELY 730' SOUTH FROM THE CENTERLINE OF

NORTH OF CHAINLINK FENCE AND 70.5' EAST OF STREET SIGN.

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**PHASE** 

JRTEEN555 PARKWAY

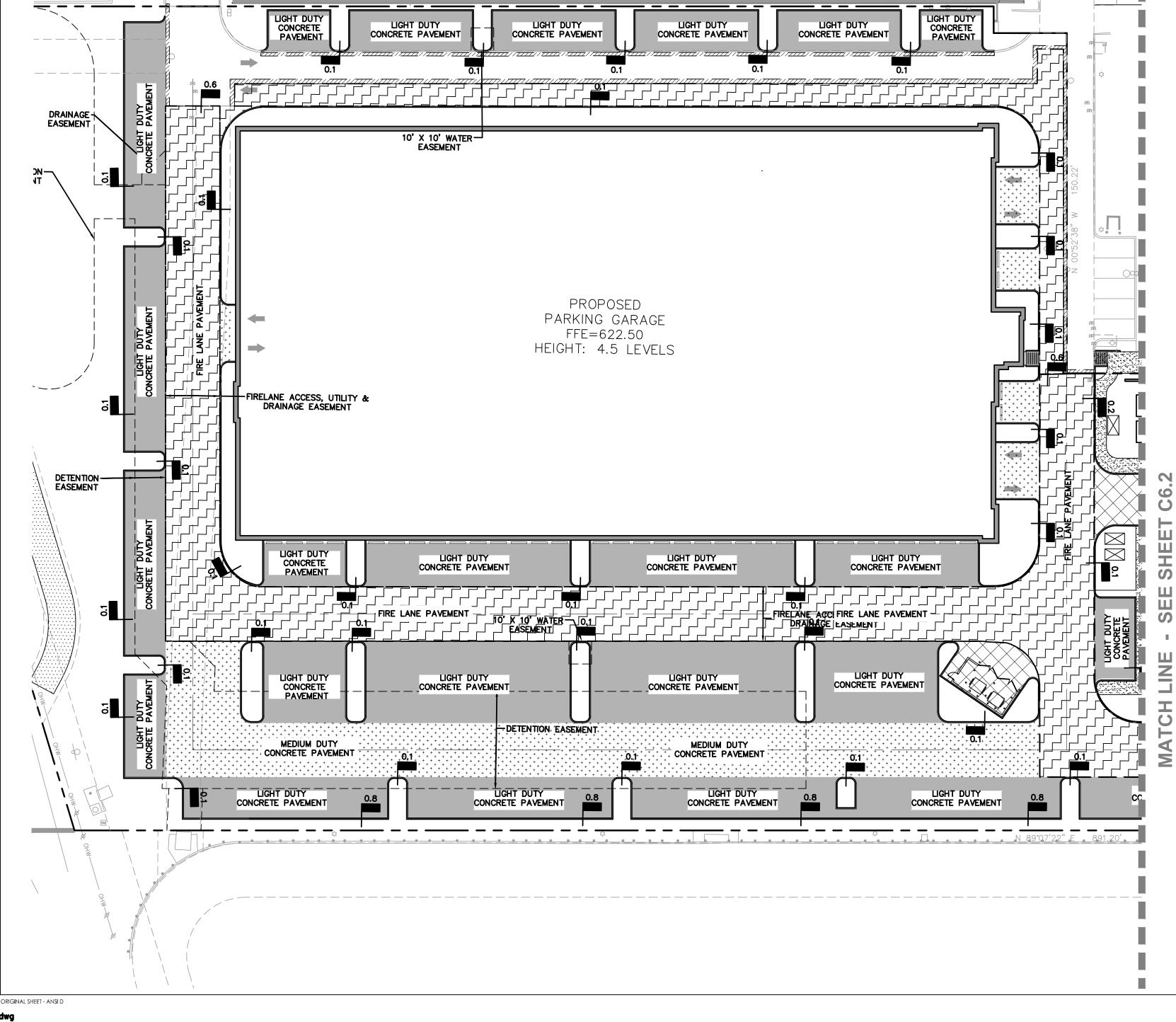
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Drawing No. C6.1 Revision

C6.1



EXISTING

PARKING GARAGE

NOTE:

DETAILS.

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