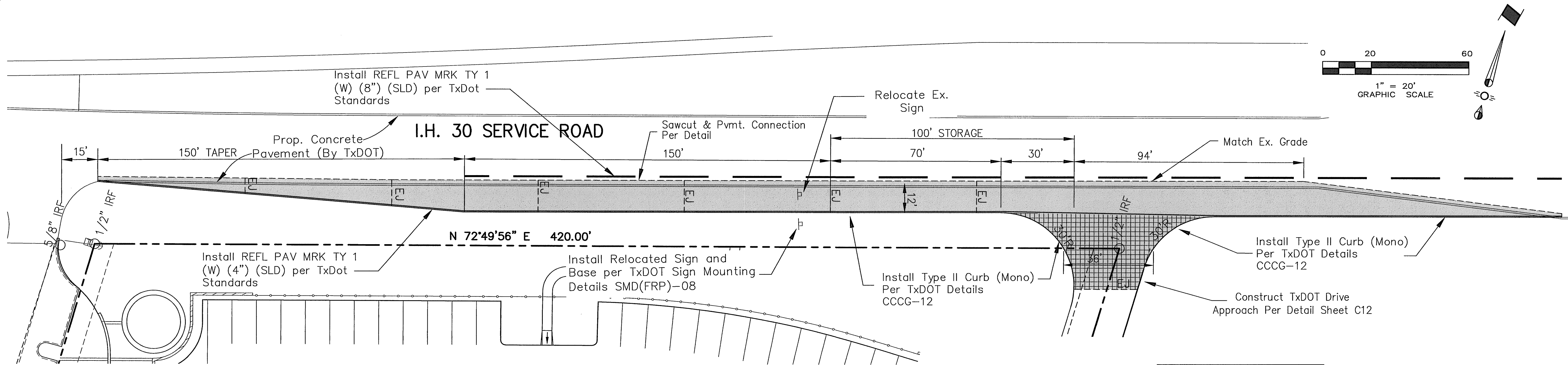


Plotted by: Kvaler Plot Date: 8/9/2013 8:47:57 AM

Drawing: 03011_C03S11-112 Honda of Rockwall 11-12 Decel-Paving.dwg Saved By: Bmurdal Save Time: 8/9/2013 8:04:59 AM



TXDOT GENERAL NOTES

- These notes shall apply to all work being performed within the TxDOT ROW.
- Install traffic marking signs prior to sealcoat application and remove within three days after placement of traffic markings.
- Leave all right of way areas undisturbed until actual construction is to be performed in said areas.
- For the project to be deemed complete, permanently stabilize all unpaved disturbed areas of the project with a vegetative cover at a minimum of 70% density for the control of erosion.
- Repair or replace any structures and utilities that might have been damaged by negligence or a failure to have utility located performed.
- Remove and replace existing roadway signs as shown on the plans, or as directed, during construction within the ROW.
- Earth embankment Type C2 is composed mainly of material other than shale. Furnish material that is free from vegetation or other objectionable material and that conforms to the requirements of Table 1. If necessary, add lime slurry in accordance with Item 260, "Lime Treatment (Road-Mixed)" in order to meet these requirements. Use Tex-121-E, figure 1, page 5 to calculate the amount of lime required. Furnish material containing sulfate at or below the threshold of 5000ppm. For material with sulfate levels greater than 3000ppm, allow the mixture to mellow for at least three days, or as directed. Test soil for sulfate levels in accordance with Tex-145-E. Use an approved laboratory to perform tests for sulfate and plasticity index and provide results on sources outside the ROW to the department. Contact the engineer for a list of approved laboratories. Notify the engineer 48 hours before sampling and testing material. Perform split-sample verification testing with the engineer when directed. The engineer will sample and test material produced by the construction project for specification requirements or material sources specified in the plans. The engineer will test material placed or excavated to a depth of one foot below and laterally to one foot outside the proposed treatment limit.
- Do not use shaley clays in embankment unless approved in writing.
- Provide liquid antistripping agents unless otherwise directed. Provide manufacturer's instruction for liquid antistripping agent.

Table 1: Soil Constants Requirements				
Item	Description	Plasticity Index		Note
		Max	Min	
132	Embk(Dens Cont) (Type C1)	40	8	1
132	Embk(Dens Cont) (Type C2)	25	10	2

Note 1: Material excavated from the project must meet the PI requirements when used in the top 10 feet of embankment that supports the pavement structure or other locations shown in the plans. Do not use shale and obtain approval to incorporate shaley clay produced by the construction project.

Note 2: Use as a non-select embankment backfill as defined under Item 423.2.C.1. Use as an embankment to backfill behind abutments to the extent of the approach slab or to backfill areas enclosed by an abutment and retaining walls or other locations as shown in the plans.

- Place hot mix asphalt when the roadway surface temperature is equal to or higher than the temperatures listed in Table 4 unless otherwise approved. Measure the roadway surface temperature with a handheld infrared thermometer. The Engineer may allow mixture placement to begin prior to the roadway surface reaching the required temperature requirements if conditions are such that the roadway surface will reach the required temperature within 2 hours of beginning placement operations. Unless otherwise shown on the plans, place mixtures only when weather conditions and moisture conditions of the roadway surface are suitable in the opinion of the Engineer.
- Use aggregate that meets the Surface Aggregate Classification (SAC) requirement of Class B.
- Provide the engineer the opportunity to witness all mixture design tests. The engineer may require a retest if not given the opportunity to witness.
- Provide PG binder 64-22 in Type B asphalt mixture.
- Hamburg Wheel Test requirements for mixes with PG 64-22 shall meet Table 4. The use of RAP is permitted to meet these requirements.
- Use of multiple piece tiebars will be required. Provide chairs for multiple piece tiebars, threaded connectors or other adequate devices, used in concrete paving, or tie them to the pavement reinforcing steel. If approved by the engineer for specific areas, in lieu of multiple piece tiebars, drill holes into the pavement and grout straight tiebars in place with epoxy. Use a non-impact, rotary core drill to prevent damage to the pavement unless otherwise directed. Clean the drill holes and then completely fill with epoxy before inserting the tiebar. Do not bend the tiebars or insert them into plastic concrete without the approval of the engineer.
- Provide curbs monolithically constructed with the concrete pavement. If continuous monolithic curb has to be temporarily omitted for any reason, provide dowelled curbs in the proposed areas, as detailed in the plans, and apply an approved epoxy resin to the pavement to receive the curb as directed.
- Provide pavement widening joints, as detailed in the plans, at all locations where concrete pavement is placed adjacent to existing concrete pavement.
- Provide tiebars in longitudinal joints but do not place them within 15 inches of transverse joints.

Table 4: Hamburg Wheel Test Requirements			
High-Temperature Binder Grade	Test Method	Laboratory Mixture Design or Trial Batch	Production and Placement Test ¹
		Minimum # of Passes @ 0.5" Rut Depth, Tested @122°F	Minimum # of Passes @ 0.5" Rut Depth, Tested @122°F
PG 64-22 or lower	Tex-242-F	7,000	7,000

- The Engineer may accept if no more than 1 of the 5 most recent Hamburg Wheel tests is below the specified number of passes and the failing test is no more than 2000 passes below the specified number of passes.

- Provide written proposed lane closure information by 1:00 pm on the business day prior to the proposed closures. Do not close lanes when this requirement is not met.
- When excavation is required next to a pavement lane carrying traffic and the widening is not completed by the end of the work day, backfill against the edge of the pavement with at least a 3:1 slope using an acceptable material to support vehicular traffic. Carefully remove and dispose of this material when work resumes.
- Erect a Type III barricade immediately in front of or at each end of all stockpiles that are less than 30 feet from the edge of any traveled lane. Place on Type 2 Object Marker (OM-2Y) alongside the stockpile for every 100 feet of stockpile length.
- Place barricades and signs in locations that do not obstruct the sight distance of drivers entering the highway from driveways or side streets.
- Do not commence work on the road before sunrise. Do not operate or park any equipment/machinery closer than 30 feet from the traveled roadway after sunset unless authorized by the engineer.
- When moving unlicensed equipment on or across any pavement or public highways, protect the pavement from all damage using an acceptable method.
- Saw joints in the same location as on the existing pavement.
- Furnish one type of post throughout the project except as specifically noted in the plans.
- Grinding of pavements is not allowed to eliminate pavement markings.
- Placement of paint or thermo is not allowed to eliminate markings.

Note:

All work within TxDOT ROW shall conform to TxDOT Standards and Specifications.

PAVING LEGEND

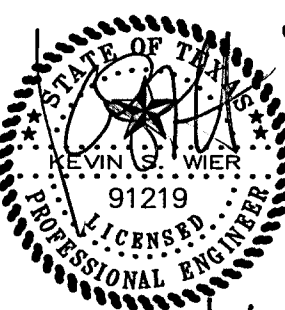
- 10" 3,600 PSI Concrete Pavement Reinforced w/ #3 @ 18" O.C.E.W.
- 3,600 PSI Conc Pav (Conc Rein - CRCP)(12") Over 4" D-CR HMA (METH) TY B PG64-22 Over LIME TRT (12") (7% Lime) Over Embankment (DENS CONT) (TY C2) (20")

RECORD DRAWINGS

NOTE:
To the best of our knowledge Spars Engineering, Inc. hereby states that this plan is a Record Drawing. The information provided is based on field surveying at the site and information provided by the contractor.

BENCHMARK:
FOUND "X" CUT IN A CONCRETE DRIVE WAY LOCATED SOUTH 07°44'40" WEST, A DISTANCE OF 35.19 FEET FROM THE NORTHEAST CORNER OF CONCRETE DRIVEWAY AND NORTH 04°59'13" EAST, A DISTANCE OF 130.54' FROM THE NORTH CORNER OF AN EXISTING BUILDING LOCATED AT THE SOUTH END OF CONCRETE DRIVEWAY.

BENCHMARK:
TOP OF RM OF A SANITARY SEWER MANHOLE LOCATED SOUTH 01°25'30" WEST, A DISTANCE OF 1,705.71 FEET FROM THE FROM A FOUND "X" WHICH IS LOCATED IN A CONCRETE DRIVEWAY SOUTH 17°15'49" EAST, A DISTANCE OF 31.19 FEET FROM EDGE OF ASPHALT.



HONDA OF ROCKWALL ADDITION
LOT 1, BLOCK 1
ROCKWALL, TEXAS
DECELERATION LANE PAVING PLAN

Revisions	Date
1	
2	
3	
4	
5	
6	
7	
8	
9	

Issue Dates:

Addendum 4 - Nov. 12, 2012

Scale: 1" = 20'

Drawn By: AO

Checked by: KSW

Sheet
C 3
of 12

SEI No. 11-112
11-112-Decel-Pav