

Village of Salado, Texas

SALADO PLAZA PAVING PROJECT



2021

Board of Aldermen

Mayor

Michael Coggin

Mayor Pro-Tem

Rodney Bell

Board of Aldermen Members

Amber Dankert Alderman

John Cole Alderman

Paul Cox Alderman

Jason Howard Alderman

Village Administrator

Don Ferguson

Approved by the Village of Salado, Texas
this _____ day of _____, 2021.

Village Administrator Date

Submitted By:



KASBERG, PATRICK & ASSOCIATES, LP
CONSULTING ENGINEERS
TEMPLE, TEXAS
Firm Reg. No. F-510



4.23.2021

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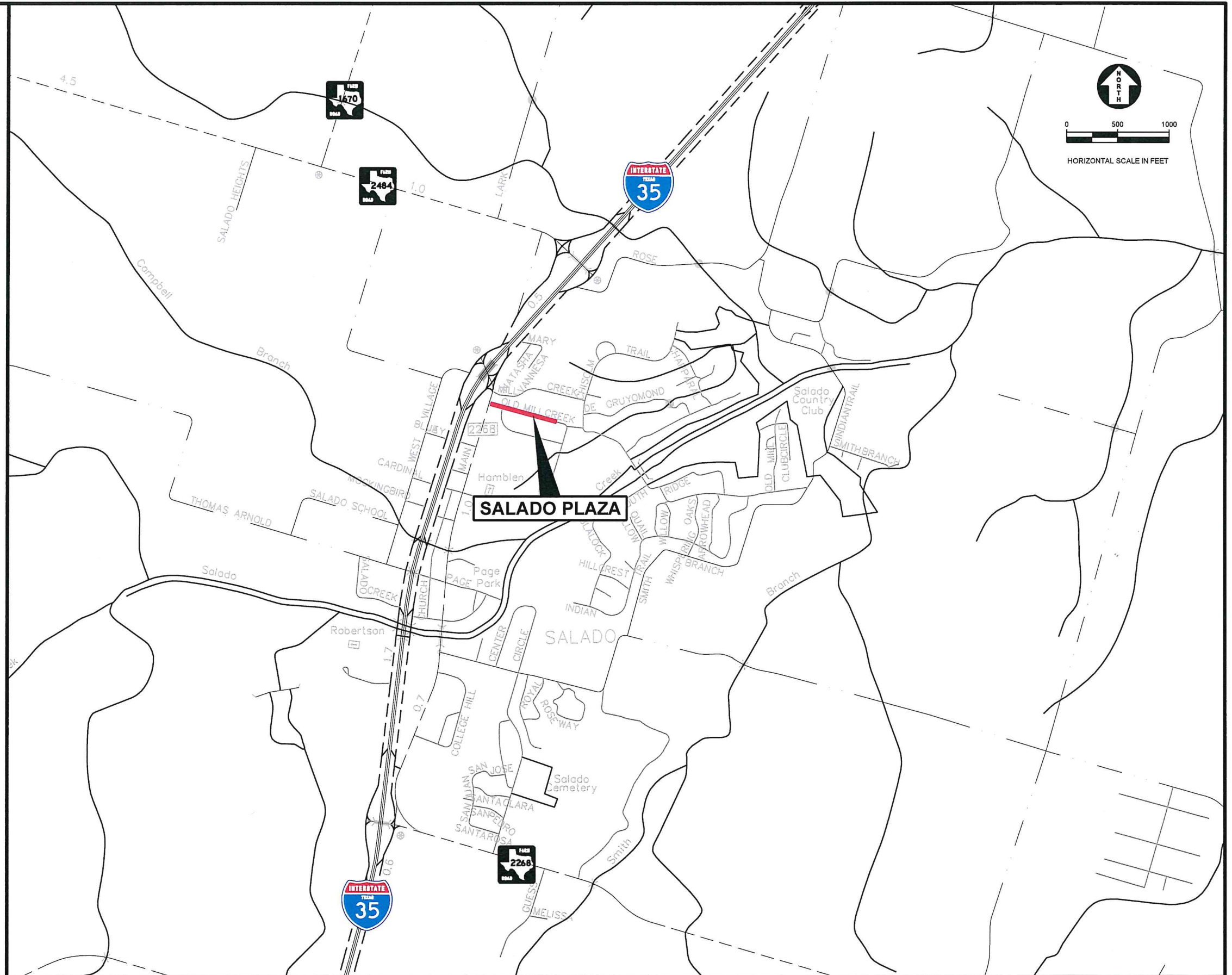
ADDENDA

- A-01 ADDENDA

* THE STANDARD SHEETS SPECIFICALLY IDENTIFIED ABOVE HAVE BEEN ISSUED BY JOHN A. SIMCIK, P.E. AND ARE APPLICABLE TO THIS PROJECT.

LEGEND

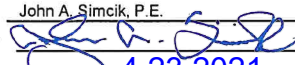
 PROJECT LOCATIONS



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NO.	DATE	REVISION	BY

Plot Date: May 04, 2021 - 8:22am
Plotted By: ZCOOPER

PROJECT NO. 2014-135
 DRAWN BY Chris I. Bell
 DESIGNED BY John A. Simcik, P.E.
 APPROVED BY 
 DATE 4.23.2021



KASBERG, PATRICK & ASSOCIATES, LP
 CONSULTING ENGINEERS
 TEMPLE, TEXAS 76501

VILLAGE OF SALADO, TEXAS
 SALADO PLAZA PAVING PROJECT

TABLE OF CONTENTS

SHEET NO. **G-01**
 OF **03**

A. GENERAL NOTES

- ALL CONSTRUCTION FOR THIS PROJECT SHALL GENERALLY CONFORM TO THE REQUIREMENTS OF THE TEXAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAYS, STREETS AND BRIDGES (2004 EDITION) UNLESS EXCEPTED OR NOTED ON THESE PLANS OR IN THE CONTRACT DOCUMENTS.
- ALL BARRICADES, SIGNS AND TRAFFIC CONTROL FOR THIS PROJECT SHALL CONFORM TO THE LATEST EDITION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
- THE BIDDERS FOR THIS PROJECT SHALL FAMILIARIZE THEMSELVES WITH ALL REQUIREMENTS OF WORKING IN VILLAGE OF SALADO RIGHTS-OF-WAY AND EASEMENTS. THE BIDDERS SHALL FAMILIARIZE THEMSELVES WITH ALL INSURANCE REQUIREMENTS FOR SAID WORK AND SHALL INCLUDE IN THEIR BIDS, INSURANCE COSTS AND INSURANCE PREMIUMS THAT PROVIDE FOR THE VILLAGE OF SALADO AND THE ENGINEER AS ADDITIONAL INSURED UNDER THE CONTRACTOR'S POLICIES.
- CONTRACTOR SHALL MAKE AN EXAMINATION OF THE PROJECT SITE AND COMPLETELY FAMILIARIZE HIMSELF WITH THE NATURE AND EXTENT OF THE WORK TO BE ACCOMPLISHED. NO EXTRA COMPENSATION WILL BE ALLOWED FOR ANY WORK MADE NECESSARY BY UNUSUAL CONDITIONS OR OBSTACLES ENCOUNTERED DURING THE PROGRESS OF THE WORK, WHICH CONDITIONS OR OBSTACLES ARE READILY APPARENT UPON A VISIT TO THE SITE. IF THERE ARE ANY QUESTIONS IN THIS REGARD OR IF THERE ARE ANY DISCREPANCIES BETWEEN THE PLANS AND ACTUAL SITE CONDITIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO THE SUBMISSION OF BIDS.
- ALL CONSTRUCTION OPERATIONS SHALL BE ACCOMPLISHED IN ACCORDANCE WITH APPLICABLE REGULATIONS OF THE U.S. OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION. COPIES OF THE OSHA STANDARDS MAY BE PURCHASED FROM THE U.S. GOVERNMENT PRINTING OFFICE; INFORMATION AND RELATED REFERENCE MATERIALS MAY BE OBTAINED FROM OSHA; 903 SAN JACINTO, AUSTIN, TEXAS.
- THESE PLANS PREPARED BY KASBERG, PATRICK & ASSOCIATES, LP, DO NOT EXTEND TO OR INCLUDE DESIGNS OR SYSTEMS PERTAINING TO THE SAFETY OF THE CONTRACTOR OR ITS EMPLOYEES, AGENTS OR REPRESENTATIVES IN THE PERFORMANCE OF THE WORK. THE SEAL OF KASBERG, PATRICK & ASSOCIATES, LP, REGISTERED PROFESSIONAL ENGINEER(S) HEREON DOES NOT EXTEND TO ANY SUCH SAFETY SYSTEMS THAT MAY NOW OR HEREAFTER BE INCORPORATED IN THE WORK. THE CONTRACTOR IS TO PREPARE OR OBTAIN THE APPROPRIATE SAFETY SYSTEMS, INCLUDING THE PLANS AND SPECIFICATIONS. CONTRACTOR SHALL BE RESPONSIBLE AND LIABLE FOR ALL JOB SITE SAFETY, MANAGEMENT OF JOB SITE PERSONNEL, SUPERVISION OF THE USE OF JOB SITE EQUIPMENT AND DIRECTION OF ALL CONSTRUCTION PROCEDURES, METHODS AND ELEMENTS REQUIRED TO COMPLETE THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS.
- CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL REQUIREMENTS REGARDING EXCESS AND WASTE MATERIAL, INCLUDING METHODS OF HANDLING AND DISPOSAL.
- CONTRACTOR TO MAINTAIN ACCESS TO PUBLIC AND PRIVATE FACILITIES DURING CONSTRUCTION. CONSTRUCTION ACTIVITIES TO BE COORDINATED WITH THE VILLAGE OF SALADO.
- CONTRACTOR TO NOTIFY THE VILLAGE OF SALADO A MINIMUM OF 72 HOURS IN ADVANCE OF CONSTRUCTION STARTUP. CONTRACTOR SHALL ALSO GIVE A MINIMUM OF 72 HOURS NOTICE TO ALL AUTHORIZED INSPECTORS, SUPERINTENDENTS OR PERSONS IN CHARGE OF PRIVATE AND PUBLIC UTILITIES AFFECTED BY HIS OPERATIONS PRIOR TO COMMENCEMENT OF WORK.
- ANY EXISTING PAVEMENT, CURBS, AND/OR SIDEWALK DAMAGED OR REMOVED BY THE CONTRACTOR THAT ARE NOT A PART OF THIS CONTRACT ARE TO BE REPAIRED BY THE CONTRACTOR TO AT LEAST THE PREEXISTING CONDITION AT HIS EXPENSE BEFORE ACCEPTANCE OF THE WORK.
- LOCATION OF EXISTING UTILITIES SHOWN ON THE PLANS WAS COMPILED FROM RECORD INFORMATION. NO WARRANTY IS IMPLIED AS TO THE ACTUAL LOCATION OF EXISTING UTILITIES. CONTRACTOR TO FIELD VERIFY LOCATIONS OF EXISTING UTILITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. CONTRACTOR SHOULD CALL THE VILLAGE OF SALADO IF THERE ARE ANY CONFLICTS BETWEEN PROPOSED AND EXISTING UTILITIES, OR IF THE EXISTING UTILITIES ARE IN ANY WAY DIFFERENT FROM WHAT IS SHOWN ON THE DRAWINGS, THEN IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE CITY OR OTHER AFFECTED UTILITY BEFORE PROCEEDING WITH ANY CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESOLVING ALL CONFLICTS AT HIS EXPENSE. THE OWNER WILL CONSIDER ANY CONFLICTS AT SAID LOCATIONS ON A CASE BY CASE BASIS IN ORDER TO DETERMINE IF THE CONTRACTOR SHOULD BE REIMBURSED FOR HIS EXPENSE IN SOLVING SAID CONFLICT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND PAY FOR ALL CHARGES OF TESTING LABORATORIES FOR SERVICES IN CONNECTION WITH INITIAL TESTS MADE ON ALL IMPORTED MATERIALS TO THE PROJECT. THE VILLAGE OF SALADO WILL PAY ALL THE CHARGES OF TESTING LABORATORIES FOR SERVICES IN CONNECTION WITH IN-PLACE FIELD DENSITIES, CONCRETE CYLINDERS TESTING, HACM DENSITY TESTS AND ANY IN-PLACE TEST REQUIRED FOR QUALITY ASSURANCE. RETESTING AFTER FAILURE OF IN PLACE TESTS SHALL BE AT THE EXPENSE OF THE CONTRACTOR.
- CONTRACTOR SHALL MAKE ALL DUE PRECAUTIONS TO PROTECT EXISTING FACILITIES FROM DAMAGE. ANY DAMAGE TO EXISTING FACILITIES INCURRED AS A RESULT OF THESE CONSTRUCTION OPERATIONS ARE TO BE REPAIRED IMMEDIATELY BY THE CONTRACTOR TO AT LEAST THE PRE-EXISTING CONDITION AT NO ADDITIONAL COST TO THE OWNER.
- WHEN UNLOCATED, INCORRECTLY LOCATED UNDERGROUND PIPING, A BREAK IN A LINE, OR OTHER UTILITIES AND SERVICES ARE ENCOUNTERED DURING SITE WORK OPERATIONS, THE CONTRACTOR SHALL NOTIFY THE APPLICABLE UTILITY COMPANY IMMEDIATELY TO OBTAIN PROCEDURE DIRECTIONS. CONTRACTOR TO COOPERATE WITH THE APPLICABLE UTILITY COMPANY IN MAINTAINING ACTIVE SERVICES IN OPERATION.
- CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE ENVIRONMENTAL LAWS. IN ADDITION TO SUBMITTING AND EXECUTING ON SW3P, CONTRACTOR SHALL DESIGNATE A SITE FOR CONCRETE WASHOUTS, THIS SITE SHALL BE SUBMITTED TO AND APPROVED BY THE VILLAGE OF SALADO PRIOR TO USE.
- EXISTING PAVING, BUILDINGS AND OTHER ITEMS SHOWN ON THE PLANS IS NOT SPECIFICALLY RELATED TO THE WORK OF THE CONTRACTOR AND IS FOR INFORMATION ONLY.
- A PRE-CONSTRUCTION CONFERENCE FOR THIS PROJECT WILL BE HELD PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. AT THE CONFERENCE THE CONTRACTOR SHALL HAVE A COMPLETE CONSTRUCTION SCHEDULE PREPARED ON MICROSOFT PROJECT THAT SHALL BE SUBMITTED FOR THE VILLAGE OF SALADO FOR REVIEW AND ACCEPTANCE. SUBMITTALS OF THE SCHEDULE SHALL BE SUBMITTED IN HARD COPY AS WELL AS DIGITAL CD. ALL APPLICABLE SUBMITTALS SHALL BE SUBMITTED AT THE PRE-CONSTRUCTION CONFERENCE AS WELL.
- THE PROJECT AREA AND SURROUNDING AREAS THAT ARE UTILIZED BY THE CONTRACTOR SHALL BE KEPT IN A NEAT AND ORDERLY MANNER. PROJECT CLEAN UP SHALL BE DONE ON A DAILY BASIS. AREAS THAT HAVE BEEN CHOSEN BY THE CONTRACTOR FOR STORING OF MATERIAL AND EQUIPMENT SHALL BE OUT OF PUBLIC ACCESS AND NOT CREATE HAZARDOUS CONDITIONS FOR THE PUBLIC. THESE AREAS SHALL BE KEPT IN A NEAT AND ORDERLY MANNER AND CLEANED ON A DAILY BASIS.

- ANY WATER HAULED TO THE SITE DURING THE INSTALLATION SHALL BE PAID BY THE CONTRACTOR.
- THE CONTRACTOR SHALL KEEP "AS BUILT" DRAWINGS OF THE CONSTRUCTION ON A SET OF DRAWINGS RESERVED FOR "AS BUILT" DRAWINGS. THE "AS BUILT" PLANS SHALL BE SUBMITTED TO THE ENGINEER AT THE COMPLETION OF THE PROJECT.
- THE AREAS OF THE PUBLIC ROADWAYS WHICH HAVE BEEN DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE INSPECTED ON A DAILY BASIS WITH LOGS KEPT BY THE CONTRACTOR. ANY AREAS THAT PRESENT AN UNSAFE OR UNLEVEL RIDING SURFACE FOR THE PUBLIC SHALL BE REMEDIATED IMMEDIATELY TO THE SATISFACTION OF THE VILLAGE OF SALADO. LOGS SHALL BE AVAILABLE FOR CITY INSPECTION AT ALL TIMES.
- ALL AREAS WITHIN THE PROJECT THAT HAVE BEEN DISTURBED BY CONSTRUCTION SHALL BE SWEEP DAILY. DUST CONTROL ON THE PROJECT IS OF THE UTMOST IMPORTANCE. WATERING OF THE PROJECT AREAS SHALL BE DONE ROUTINELY AS NEEDED FOR CONTROLLING DUST AND/OR AS DIRECTED BY THE VILLAGE OF SALADO.
- THIS PROJECT IS A CALENDAR DAY PROJECT AND THEREFORE SHALL BE VOID OF RAIN DAYS AS CREDIT TO CONSTRUCTION TIME. THE VILLAGE OF SALADO WILL NOT ACCEPT RAIN DAYS UNLESS A MONTH WITHIN THE PROJECT TIME HAS HAD RAIN DAYS IN EXCESS OF THE AVERAGE RAIN DAYS FOR THAT MONTH. DAYS OF DRYING FOR THE PROJECT SITE WILL NOT BE CONSIDERED.
- THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF SALADO TWO WEEKS PRIOR TO ANY REQUIRED UTILITY SHUTS OFF. A MEETING WILL BE HELD BETWEEN THE VILLAGE OF SALADO, THE CONTRACTOR AND THE ENGINEER TO DISCUSS THE SHUTOFF AND A TEST OF THE SHUT OFF OPERATION WILL BE PERFORMED PRIOR TO THE CONSTRUCTION ACTIVITY.
- THE CONTRACTOR SHALL NOT USE ANY FACILITIES OF A PRIVATE PROPERTY OWNER WITHOUT A WRITTEN AGREEMENT THAT IS FURNISHED TO THE VILLAGE OF SALADO. THESE FACILITIES SHALL INCLUDE BUT NOT BE LIMITED TO PRIVATE PROPERTIES FOR STORAGE, WATER, TRASH RECEPTACLES, ETC. ALL CITY ORDINANCES MUST BE FOLLOWED.
- THE CONTRACTOR SHALL NOT PLACE SPOILS IN THE YARDS OF RESIDENCE OR PRIVATE BUSINESS WITHOUT A WRITTEN AGREEMENT THAT IS FURNISHED TO THE VILLAGE OF SALADO.
- CONTROL OF VEHICULAR AND PEDESTRIAN TRAFFIC IS OF THE UTMOST IMPORTANCE TO THE VILLAGE OF SALADO. A TRAFFIC CONTROL PLAN DESIGNED TO MEET THE SEQUENCE OF CONSTRUCTION ESTABLISHED BY THE CONTRACTOR AND DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER LICENSED IN THE STATE OF TEXAS SHALL BE SUBMITTED AND REVIEWED. THE PLAN SHALL BE DETAILED FOR THE SEQUENCE OF WORK AND NOT GENERIC. THE PLAN SHALL BE FOLLOWED AT ALL TIMES AND TO THE ORIGINAL PLAN. THE CONTRACTOR SHALL PLACE PERSONNEL IN CHARGE OF THE TRAFFIC CONTROL OPERATION WHO HAVE BEEN TRAINED IN FLAGGING PROCEDURES AND IN BARRICADE AND SIGNAGE OPERATIONS. IN THE EVENT THE TRAFFIC CONTROL PLAN OR THE TRAFFIC OPERATION IS NOT BEING CONDUCTED IN THE CORRECT MANNER OR ACCORDING TO THE APPROVED PLAN, CONSTRUCTION ACTIVITIES SHALL BE STOPPED UNTIL THE TRAFFIC CONTROL PROCEDURES ARE CORRECTED.
- ESTABLISHED STAGING AREAS SHALL BE IDENTIFIED FOR THE PROJECT. THE STAGING AREA SHALL BE RETURNED TO A CONDITION AS GOOD AS OR BETTER THAN THE CONDITION PRIOR TO CONSTRUCTION. VIDEO OF THE STAGING AREAS SHALL BE INCLUDED ON THE PRE-CONSTRUCTION VIDEO. REVEGETATION OF THE STAGING AREAS SHALL BE SUBSIDIARY TO THE WORK ITEMS.
- DURING THE PRE-CONSTRUCTION CONFERENCE THE PROJECT TEAM WILL ESTABLISH ONE POINT OF CONTACT FOR THE CONTRACTOR, THE VILLAGE OF SALADO AND THE ENGINEER.

B. CURB CONSTRUCTION

- CONTRACTOR SHALL TAKE EXTREME CARE WHEN FORMING AND PAVING CURBS. SLOPES FOR THE PROPOSED CURBS ARE CRITICAL TO THE STORM WATER DRAINAGE FOR THESE STREETS AND THE CONTRACTOR SHALL ENSURE THE CURBS HAVE POSITIVE DRAINAGE AS SHOWN ON THE PROPOSED ELEVATIONS.
- THE CONTRACTOR SHALL TAKE EXTREME CARE TO ENSURE THAT THE DRAINAGE OF YARDS IS IN A FINAL CONDITION AS GOOD AS OR BETTER THAN THE START OF THE CONSTRUCTION.
- ALL SAW CUTS SHALL BE AT FULL DEPTHS.
- ALL SURFACES THAT ARE CHIPPED OR OTHERWISE DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR.
- REINFORCING BARS SHALL BE LAPPED A MINIMUM OF 15-INCHES.
- REINFORCING BARS SHALL BE SUPPORTED WITH REBAR CHAIRS OR OTHER APPROVED METHODS.
- NEW CURB INSTALLATION SHALL HAVE 6" CRUSHED LIMESTONE BASE MATERIAL PLACED UNDER PROPOSED CURB TO 1'-0" BEHIND PROPOSED CURB. BASE MATERIAL SHALL BE COMPACTED TO A MINIMUM 95% OF ASTM D1557-91 WITHIN ±2% AT OR NEAR OPTIMUM MOISTURE.
- EXPANSION JOINTS SHALL BE INSTALLED A MAXIMUM OF EVERY 40-FEET. CONSTRUCTION JOINTS SHALL BE SPACED A MAXIMUM OF EVERY 10-FEET.
- YARDS ADJACENT TO CURB CONSTRUCTION SHALL BE FILLED AND/OR GRADED AS NECESSARY TO MAINTAIN POSITIVE DRAINAGE. ALL DISTURBED AREAS SHALL BE RESEEDDED WITH HULLED BERMLUDA GRASS AT A RATE OF 2 POUNDS PER 1,000 SQUARE FEET WITH A PURITY OF 45% AND 85% GERMINATION.
- SEEDDED AREAS SHALL BE WATERED TO A DEPTH OF 4 - INCHES EVERY 10 DAYS. RAINFALL OCCURRENCES OF AT LEAST 1/2 INCH SHALL POST PONE WATERING BY 1 - WEEK. REVEGETATION IS ACCEPTABLE WHEN GRASS HAS ACHIEVED HEIGHT OF 1 1/2 INCHES, 70% COVERAGE AN NO BARE SPOTS GREATER THAN 25 SQUARE FEET.

C. STRIPING NOTES

- ALL STRIPING SHALL BE THERMOPLASTIC.
- SEE SHEETS D-04 AND D-05 FOR STRIPING AND REFLECTIVE PAVEMENT MARKER DETAILS.
- BASELINE ALIGNMENT OF PLAN SHEETS IS APPROXIMATE CENTERLINE OF ROADWAY. CONTRACTOR TO VERIFY ACTUAL CENTER OF STREET PRIOR TO PLACING DOUBLE YELLOW STRIPING.
- CONTRACTOR SHALL FURNISH AND INSTALL BLUE REFLECTIVE BUTTONS AT THE CENTERLINE OF THE STREET IN FRONT OF ALL FIRE HYDRANTS.

D. CONSTRUCTION LAYOUT / PROJECT COORDINATION

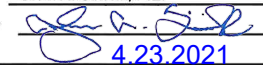
- CONSTRUCTION STAKING FOR THE PROJECT WILL BE PROVIDED BY THE CONTRACTOR. THIS WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE SUBSIDIARY TO THE WORK ITEMS.
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL MEET ONSITE WITH THE ENGINEER AND CITY STAFF TO VERIFY CURB PLACEMENT LOCATIONS.

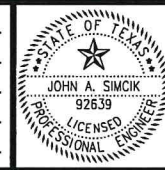
AVERAGE DAYS OF PRECIPITATION

MONTH	YEARS OF STUDY	RAIN DAYS
JANUARY	52 YEARS	8 DAYS
FEBRUARY	52 YEARS	8 DAYS
MARCH	52 YEARS	7 DAYS
APRIL	52 YEARS	7 DAYS
MAY	52 YEARS	9 DAYS
JUNE	52 YEARS	7 DAYS
JULY	52 YEARS	5 DAYS
AUGUST	52 YEARS	5 DAYS
SEPTEMBER	52 YEARS	7 DAYS
OCTOBER	52 YEARS	6 DAYS
NOVEMBER	52 YEARS	7 DAYS
DECEMBER	52 YEARS	8 DAYS

P:\Salado, Village of\2014\2014-135C-AD\PLAZA PAVING\INDEX-DETAIL.S.dwg - GEN-NOTE

NO.	DATE	REVISION	BY

PROJECT NO. 2014-135
 DRAWN BY Chris I. Bell
 DESIGNED BY John A. Simcik, P.E.
 APPROVED BY 
 DATE 4.23.2021

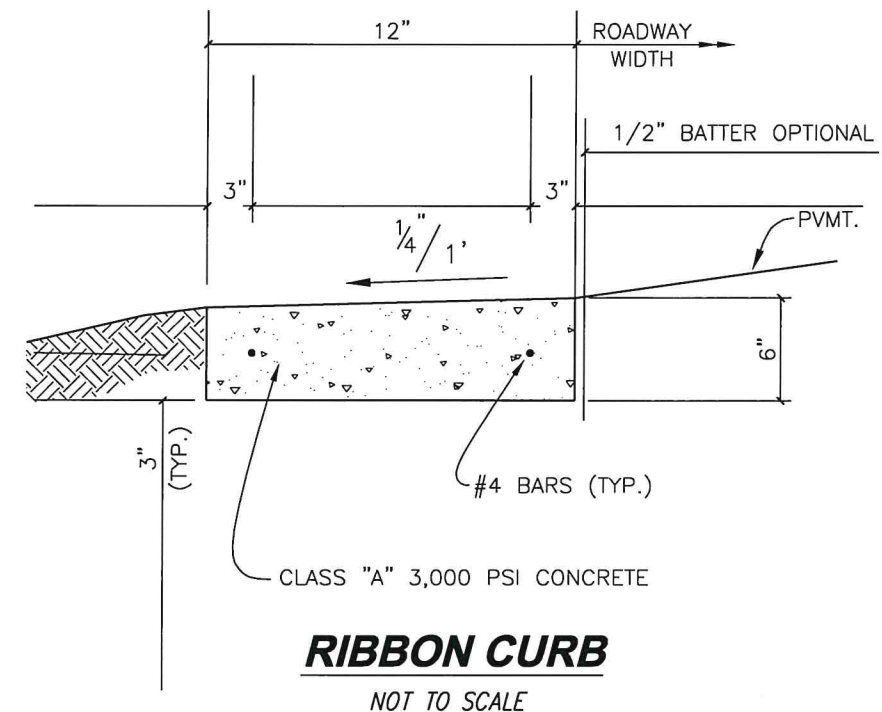
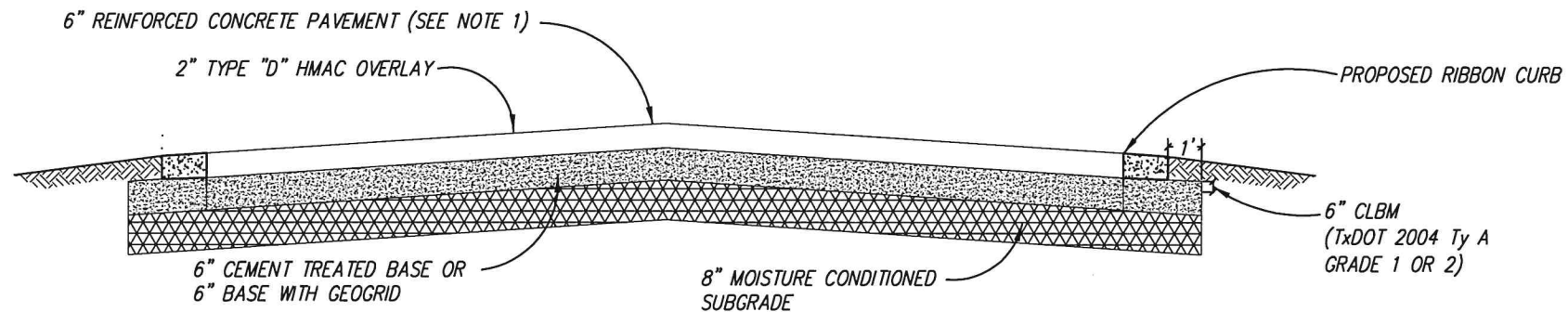


KASBERG, PATRICK & ASSOCIATES, LP
CONSULTING ENGINEERS
 TEMPLE, TEXAS 76501

VILLAGE OF SALADO, TEXAS
 SALADO PLAZA PAVING PROJECT

GENERAL NOTES

SHEET NO. **G-02**
 OF **03**



CONCRETE PAVING - SALADO PLAZA DRIVE

NOTES:

- REFER TO SHEETS D-01 - D-03 FOR CONCRETE PAVING DETAILS. USE A 7" SLAB THICKNESS FOR DETERMINING BAR SIZING AND SPACING.
- REFER TO GEOTECHNICAL REPORT (LFE PROJECT No. W21-014) FOR PAVEMENT RECOMMENDATIONS AND SPECIFICATIONS.

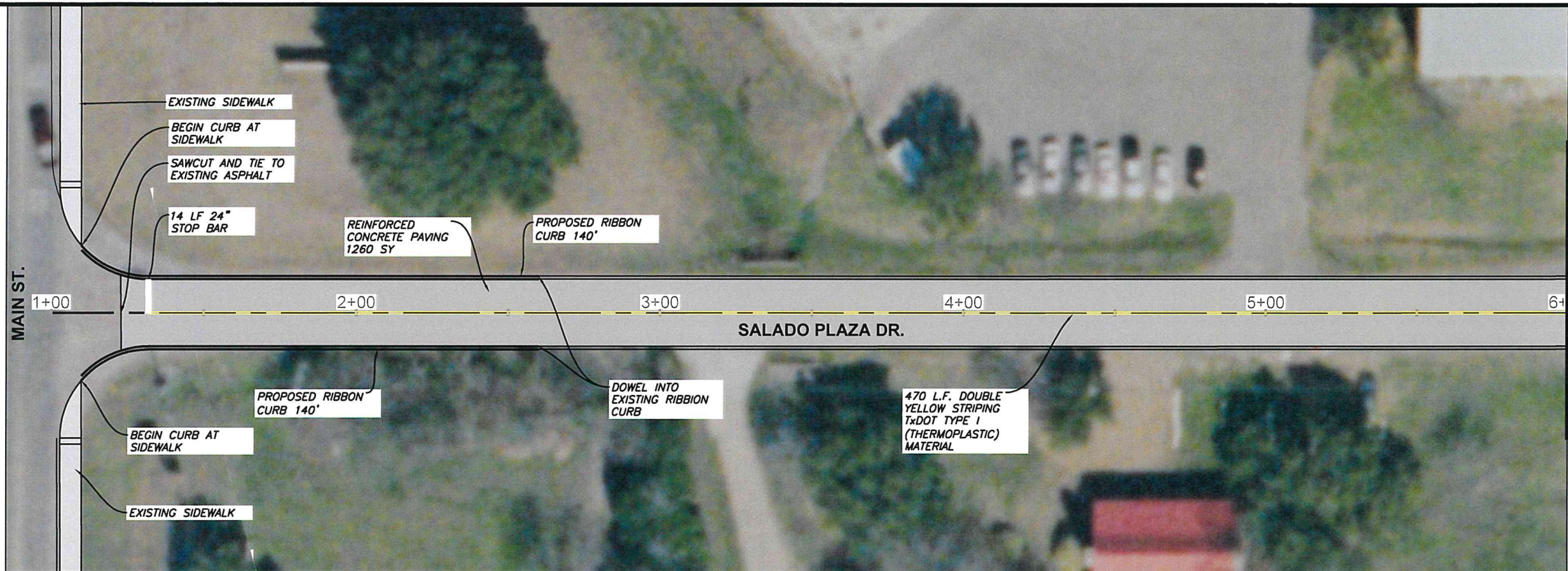
PAVEMENT SPECIFICATIONS. THE TXDOT CITATIONS BELOW REFERENCE THE 2014 EDITION UNLESS STATED OTHERWISE.

- CRUSHED LIMESTONE BASE OR CRUSHED CONCRETE BASE (CLB): TXDOT ITEM 247, TYPE A OR D, GRADE 1-2 (OR 2004 TXDOT GRADE 2). COMPACT TO AT LEAST 95% OF ASTM D1557 (OR 100% OF TEX-113) AT A MOISTURE CONTENT RANGE OF 0% TO +3% OF OPTIMUM MOISTURE CONTENT IN 6-INCH COMPACTED LIFTS.
- CEMENT TREATED RECYCLED BASE (CTRB): TXDOT ITEM 275. CONSISTS OF A MIXTURE OF RECYCLED ASPHALT/BASE/FILL AND PORTLAND CEMENT. USE THE APPROXIMATE WEIGHT OF 40 LBS. PER SQUARE YARDS OF CEMENT FOR A 6-INCH LIFT (PROVIDED IN THE CTRB SECTION OF THIS REPORT) FOR PLANNING PURPOSES. A COMPRESSIVE STRENGTH OF ABOUT 250 TO 500 PSI AT 7 DAYS IS DESIRED, ALTHOUGH VARIATIONS WILL OCCUR DUE TO THE MIXED NATURE OF THE BASE MATERIALS. TRIAL MIXTURES WILL BE NEEDED TO ASSESS THE APPROPRIATE PERCENTAGE OF CEMENT TO ADD. DURING FIELD PLACEMENT, STRENGTH SAMPLES SHOULD BE TAKEN TWICE PER DAY. PRE-CRACKING SHOULD BE PERFORMED IN ACCORDANCE WITH TXDOT ITEM 275.4.7.
IF THERE IS A SHORTAGE OF AVAILABLE ASPHALT/BASE MATERIAL WITHIN THE EXISTING ROADWAYS, THEN IMPORTED MATERIALS CAN ALSO BE USED. IN GENERAL, PIT RUN SANDS/GRAVELS WITH LOW PERCENTAGES OF FINES ARE PREFERRED. SOURCES AND MATERIALS WILL NEED TO BE EVALUATED ON A CASE-BY-CASE BASIS.
- REINFORCED CONCRETE PAVEMENT (RCP): TXDOT ITEM 360, CONCRETE PAVEMENT. THE CONCRETE CLASS SHOULD BE SPECIFIED AS CLASS P IN ACCORDANCE WITH TXDOT ITEM 421, PORTLAND CEMENT CONCRETE. JOINTING AND REINFORCEMENT SHOULD FOLLOW TXDOT STANDARDS, OR AS SPECIFIED BY THE CIVIL ENGINEER.
WHEN SAWCUT JOINTS ARE USED, THE CUTS MUST BE MADE WITHIN A FEW HOURS OF CONCRETE PLACEMENT. SAWCUTS CANNOT BE DELAYED TO THE FOLLOWING DAY.
- SUBGRADE: SCARIFY AND RE-COMPACT THE EXISTING SUBGRADE TO AT LEAST 95% OF ASTM D698 (OR TEX-113-E) MAXIMUM DRY DENSITY AT A MOISTURE CONTENT RANGE OF 0% TO +3% OF OPTIMUM MOISTURE CONTENT. EACH SECTION OF ROAD SHOULD BE PROOF-ROLLED, AND ANY SOFT, WEAK, OR OTHERWISE PROBLEMATIC MATERIAL SHOULD BE EITHER RE-WORKED OR REPLACED WITH BETTER MATERIAL. THIS DOES NOT APPLY IF LIME STABILIZATION IS USED, UNLESS THE SUBGRADE IS BUILT UP TO ACCOMMODATE GRADE CHANGES.
- GEOGRID: TENSAR TX1305 INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
- PAVEMENT TRANSITIONS: TRANSITIONS FROM AN ASPHALT PAVEMENT TO A RIGID PAVEMENT ARE OFTEN PROBLEMATIC IN THAT OVER TIME A DEPRESSION USUALLY FORMS IN THE ASPHALT AT THE JOINT. THIS IS CAUSED WHEN VEHICLE TIRES PASS FROM THE RIGID CONCRETE PAVEMENT TO THE FLEXIBLE ASPHALT PAVEMENT. ONE METHOD TO REDUCE THIS EFFECT IS TO CONTINUE A "LIP" OF CONCRETE UNDER THE ASPHALT.
- DRAINAGE: THE PAVEMENT MUST HAVE POSITIVE DRAINAGE, AND WATER MUST NOT POND IN AREAS DIRECTLY ADJOINING PAVED SECTIONS.

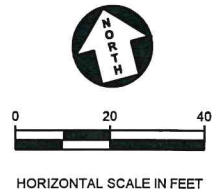
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PROJECT NO. 2014-135		DRAWN BY Chris I. Bell		DESIGNED BY John A. Simcik, P.E.		APPROVED BY		DATE 4.23.2021			
NO.		DATE		REVISION		BY					
© 2021 Kasberg, Patrick & Associates, LP		Plot Date: Apr 23, 2021 - 9:18am		Plotted By: CBELL		KPA Firm Registration Number F-510					
				KASBERG, PATRICK & ASSOCIATES, LP CONSULTING ENGINEERS TEMPLE, TEXAS 76501				VILLAGE OF SALADO, TEXAS 2015 STREET REHABILITATION PROJECT			
								TYPICAL SECTION			
								SHEET NO. G-03			
								OF 03			

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MATCHLINE STATION 6+00



LEGEND	
	CONCRETE PAVING

MATCHLINE STATION 11+00

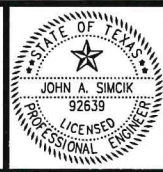


NO.	DATE	REVISION	BY

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KPA Firm Registration Number F-510

Plot Date: Apr 23, 2021 - 9:21am
Plotted By: CBELL

PROJECT NO. 2002-105
 DRAWN BY Chris I. Bell
 DESIGNED BY John A. Simcik, P.E.
 APPROVED BY
 DATE 4.23.2021



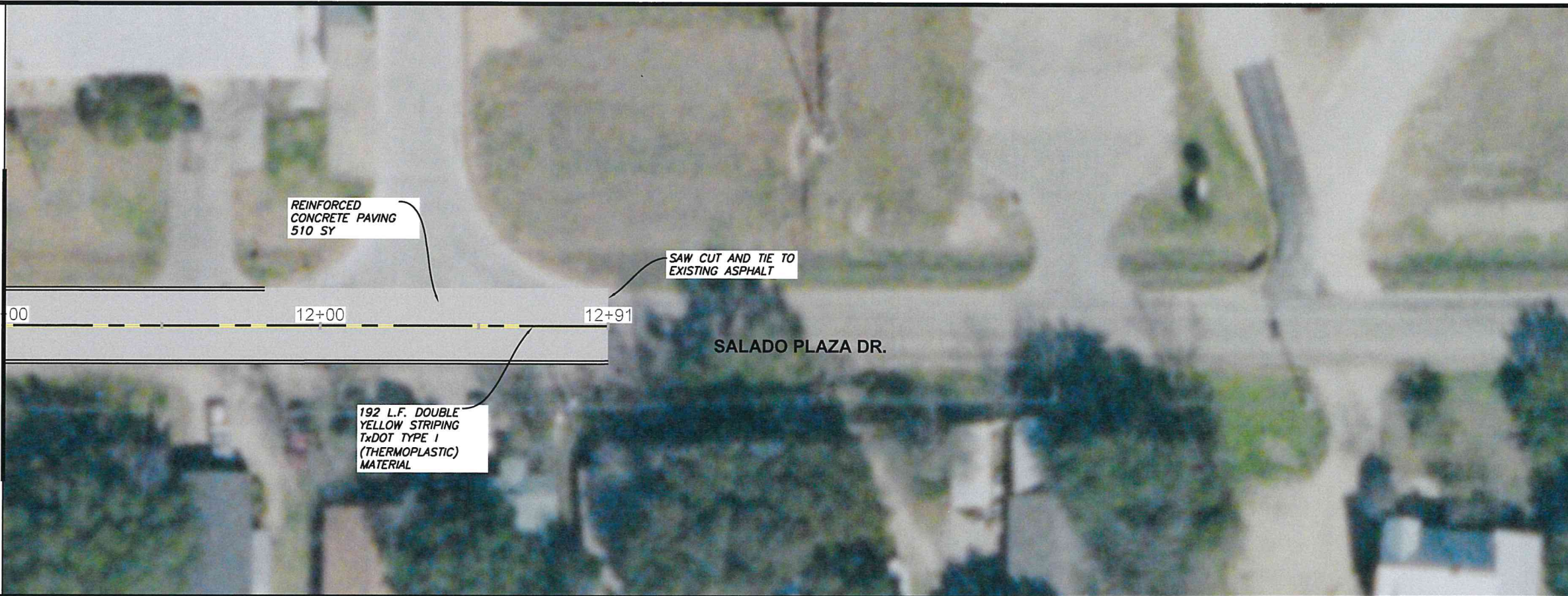

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 TEMPLE, TEXAS 76501

VILLAGE OF SALADO, TEXAS
 SALADO PLAZA PAVING PROJECT

SALADO PLAZA DRIVE
 STA. 1+00 TO STA. 11+00

SHEET NO. **PP-01**
 OF **02**

MATCHLINE STATION 11+00



MATCHLINE STATION 16+00



HORIZONTAL SCALE IN FEET

LEGEND

CONCRETE PAVING

REINFORCED
CONCRETE PAVING
510 SY

SAW CUT AND TIE TO
EXISTING ASPHALT

192 L.F. DOUBLE
YELLOW STRIPING
TxDOT TYPE I
(THERMOPLASTIC)
MATERIAL

SALADO PLAZA DR.

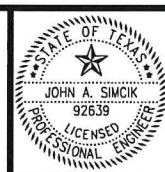
P:\Salado_Village\02014\2014-135\CAD\PLAZA PAVING\WORKING.dwg - P&P- 2

NO.	DATE	REVISION	BY

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Plot Date:
May 04, 2021 - 4:47pm
Plotted By:
ZCOOPER

PROJECT NO.	2002-105
DRAWN BY	Chris I. Bell
DESIGNED BY	John A. Simcik, P.E.
APPROVED BY	
DATE	4.23.21



KASBERG, PATRICK & ASSOCIATES, LP
CONSULTING ENGINEERS
TEMPLE, TEXAS 76501

VILLAGE OF SALADO, TEXAS SALADO PLAZA PAVING PROJECT
SALADO PLAZA DRIVE STA. 11+00 TO END

SHEET NO. PP-02
OF 02

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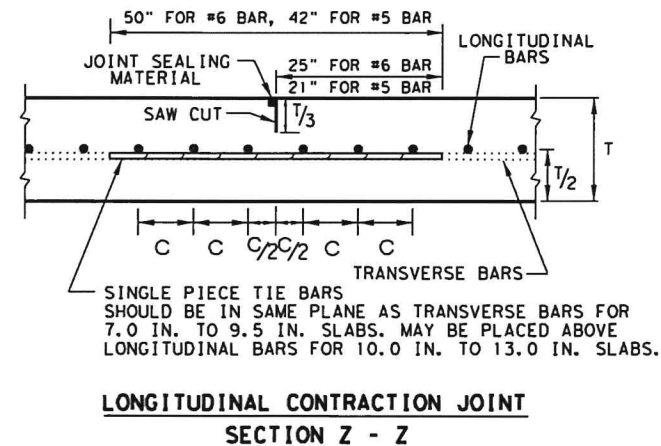
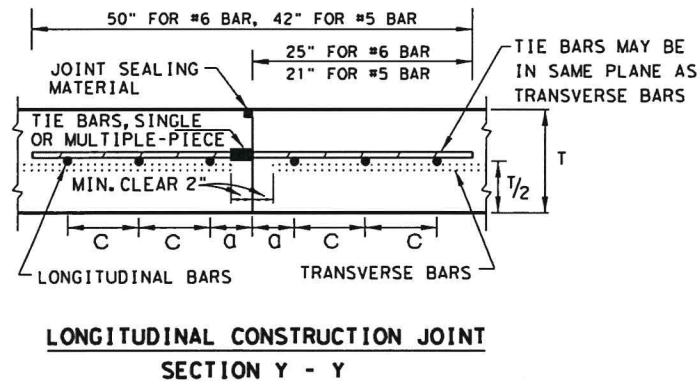
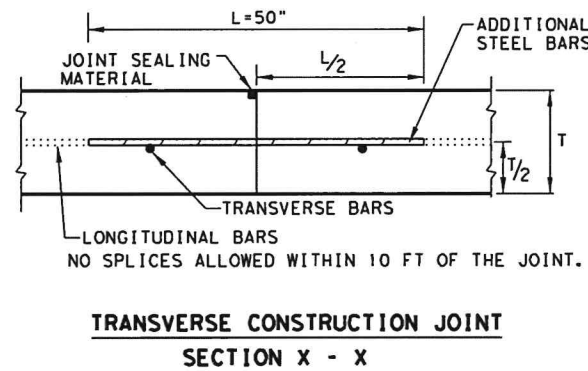
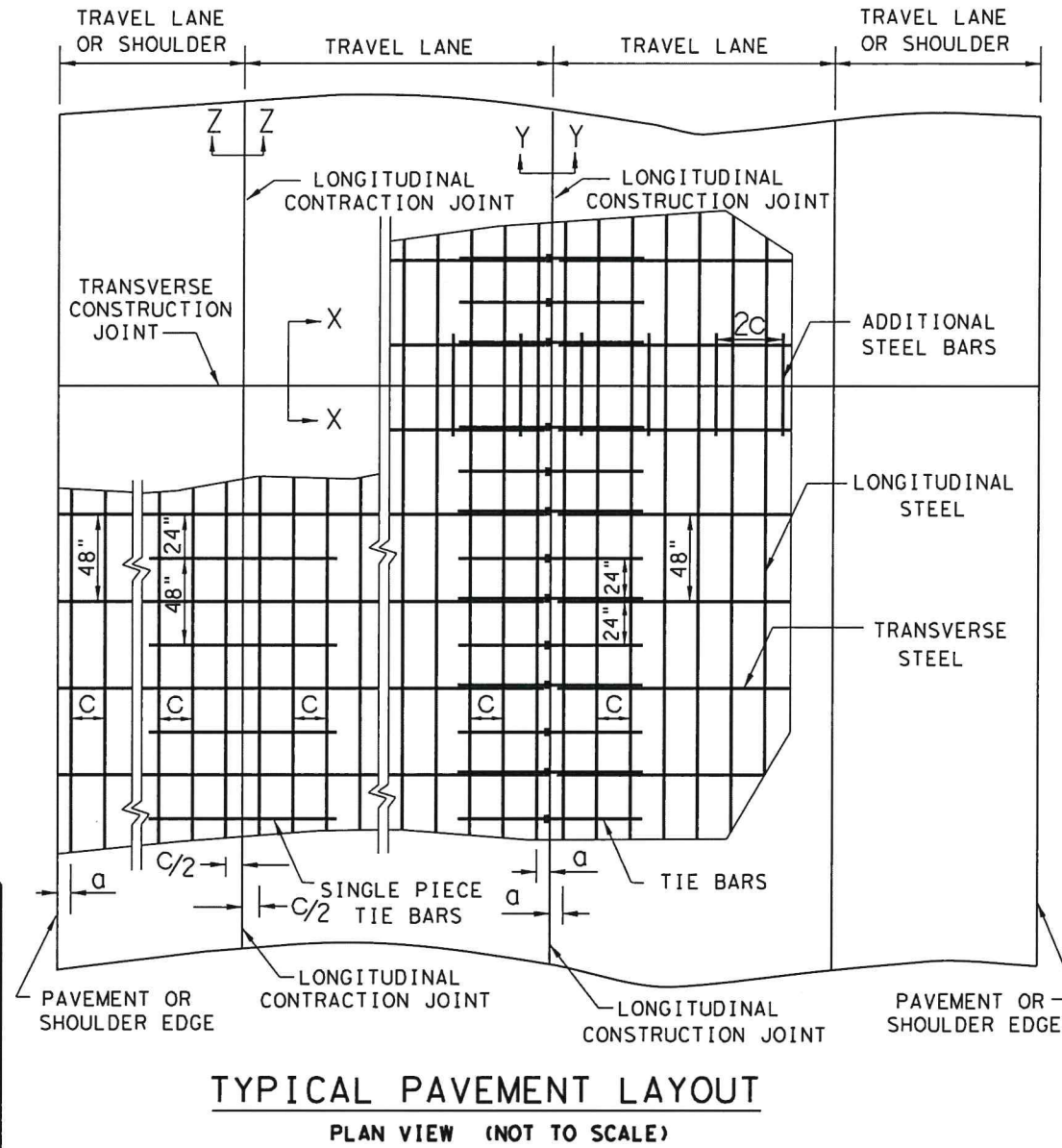
DATE: FILE:

GENERAL NOTES

1. DETAILS FOR PAVEMENT WIDTH, PAVEMENT THICKNESS AND THE CROWN CROSS-SLOPE SHALL BE SHOWN ELSEWHERE IN THE PLANS. PAVEMENTS WIDER THAN 100 FT. WITHOUT A FREE LONGITUDINAL JOINT ARE NOT COVERED BY THIS STANDARD.
2. USE COARSE AGGREGATES WITH A RATED COEFFICIENT OF THERMAL EXPANSION (C_{OTE}) OF NOT MORE THAN 5.5×10^{-6} IN/IN/°F AS LISTED IN THE CONCRETE RATED SOURCE QUALITY CATALOG (CRSQC).
3. ALL THE REINFORCING STEEL AND TIE BARS SHALL BE DEFORMED STEEL BARS CONFORMING TO ASTM A 615 (GRADE 60) OR ASTM A 996 (GRADE 60) OR ABOVE. STEEL BAR SIZES AND SPACINGS SHALL CONFORM TO TABLE NO.1 AND TABLE NO.2.
4. STEEL BAR PLACEMENT TOLERANCE SHALL BE +/- 1 IN. HORIZONTALLY AND +/- 0.5 IN. VERTICALLY. CALCULATED AVERAGE BAR SPACING (CONCRETE PLACEMENT WIDTH / NUMBER OF LONGITUDINAL BARS) SHALL CONFORM TO TABLE NO.1
5. PAVEMENT WIDTHS OF MORE THAN 15 FT. SHALL HAVE A LONGITUDINAL JOINT (SECTION Z-Z OR SECTION Y-Y). THESE JOINTS SHALL BE LOCATED WITHIN 6 IN. OF THE LANE LINE UNLESS THE JOINT LOCATION IS SHOWN ELSEWHERE ON THE PLANS.
6. THE SAW CUT DEPTH FOR THE LONGITUDINAL CONTRACTION JOINT (SECTION Z-Z) SHALL BE ONE THIRD OF THE SLAB THICKNESS ($T/3$).
7. WHEN TYING CONCRETE GUTTER AT A LONGITUDINAL JOINT, THE TIE BAR LENGTH OR POSITION MAY BE ADJUSTED. PROVIDE 3 IN. OF CONCRETE COVER FROM THE BACK OF GUTTER TO THE END OF TIE BAR.
8. REPLACE MISSING OR DAMAGED TIE BARS WITHOUT ADDITIONAL COMPENSATION BY DRILLING MIN. 10 IN. DEEP AND GROUTING TIE BARS WITH TYPE III, CLASS C EPOXY. MEET THE PULL-OUT TEST REQUIREMENTS IN ITEM 361.
9. OMIT TIE BARS LOCATED WITHIN 18-IN. OF THE TRANSVERSE CONSTRUCTION JOINTS (SECTION X-X). USE HAND-OPERATED IMMERSION VIBRATORS TO CONSOLIDATE THE CONCRETE ADJACENT TO ALL FORMED JOINTS.
10. LONGITUDINAL REINFORCING STEEL SPLICES SHALL BE A MINIMUM OF 25 IN. STAGGER THE LAP LOCATIONS SO THAT NO MORE THAN 1/3 OF THE LONGITUDINAL STEEL IS SPLICED IN ANY GIVEN 12-FT. WIDTH AND 2-FT. LENGTH OF THE PAVEMENT.
11. THE DETAIL FOR THE JOINT SEALANT AND RESERVOIR IS SHOWN ON STANDARD SHEET "CONCRETE PAVING DETAILS, JOINT SEALS."

SLAB THICKNESS AND BAR SIZE		REGULAR STEEL BARS	FIRST SPACING AT EDGE OR JOINT	ADDITIONAL STEEL BARS AT TRANSVERSE CONSTRUCTION JOINT (SECTION X-X)	
T (IN.)	BAR SIZE	SPACING C (IN.)	SPACING a (IN.)	SPACING 2 x C (IN.)	LENGTH L (IN.)
7.0	#5	6.5	3 TO 4	13	50
7.5	#5	6.0	3 TO 4	12	50
8.0	#6	9.0	3 TO 4	18	50
8.5	#6	8.5	3 TO 4	17	50
9.0	#6	8.0	3 TO 4	16	50
9.5	#6	7.5	3 TO 4	15	50
10.0	#6	7.0	3 TO 4	14	50
10.5	#6	6.75	3 TO 4	13.5	50
11.0	#6	6.5	3 TO 4	13	50
11.5	#6	6.25	3 TO 4	12.5	50
12.0	#6	6.0	3 TO 4	12	50
12.5	#6	5.75	3 TO 4	11.5	50
13.0	#6	5.5	3 TO 4	11	50

SLAB THICKNESS (IN.)	TRANSVERSE STEEL		TIE BARS AT LONGITUDINAL CONTRACTION JOINT (SECTION Z-Z)		TIE BARS AT LONGITUDINAL CONTRACTION JOINT (SECTION Y-Y)	
	BAR SIZE	SPACING (IN.)	BAR SIZE	SPACING (IN.)	BAR SIZE	SPACING (IN.)
7.0 - 7.5	#5	48	#5	48	#5	24
8.0 - 13.0	#5	48	#6	48	#6	24



SHEET 1 OF 2

Design Division Standard

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

ONE LAYER STEEL BAR PLACEMENT

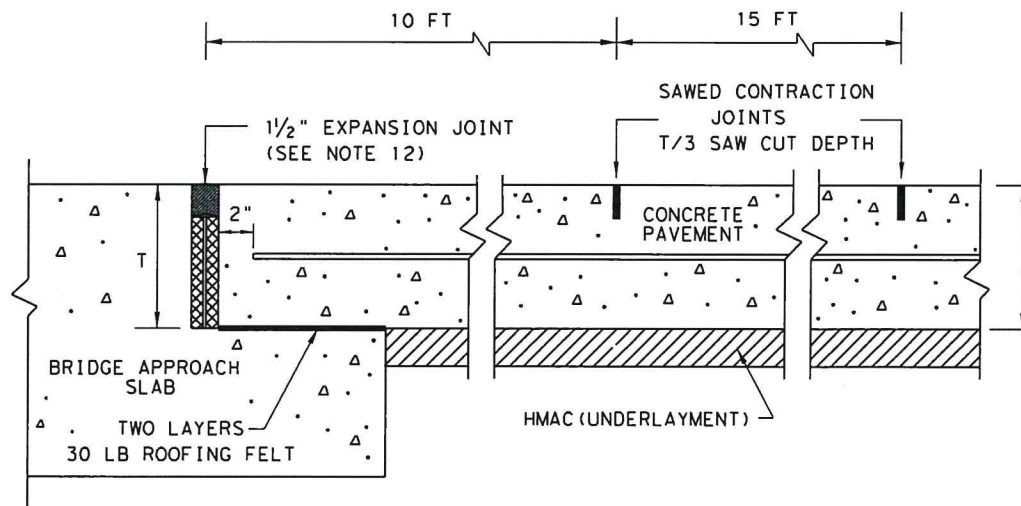
T - 7 TO 13 INCHES

CRCP (1) - 20

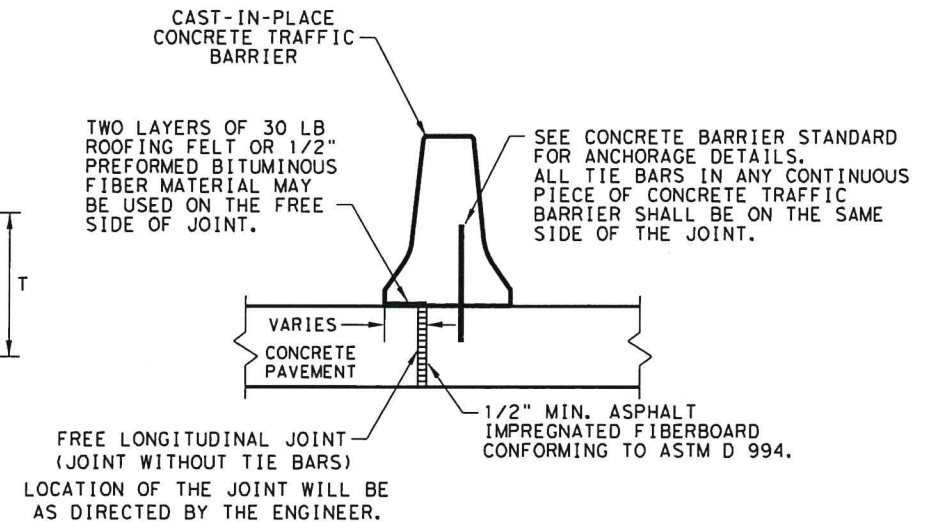
FILE: crcp120.dgn	DW: TxDOT	CK: KM	DW: AN	CK: VP
© TxDOT: APRIL 2020	CONT	SECT	JOB	HIGHWAY
10/10/2011 ADD CH #12	REVISORS			
04/05/2013 REMOVE 6" AND 6.5" ADD CTE REQUIREMENTS				
05/05/2017 COTE AS RATED 4.3	DIST	COUNTY	SHEET NO.	
			D-01	

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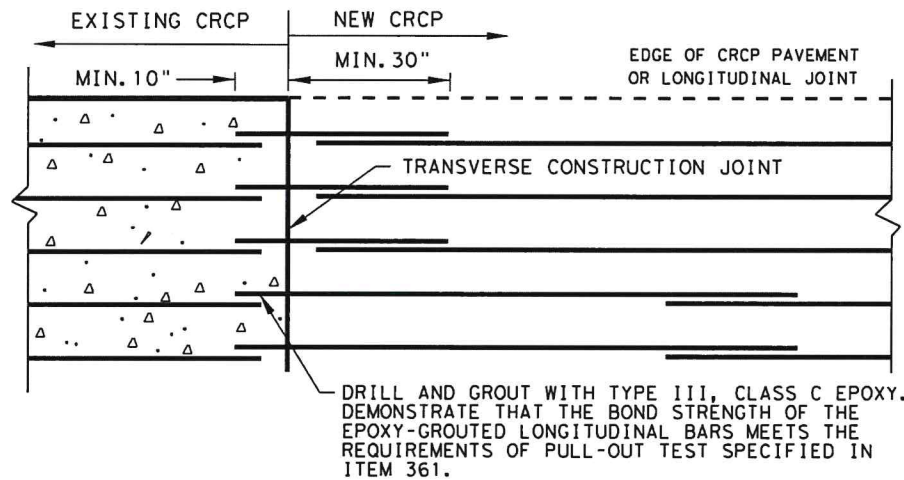
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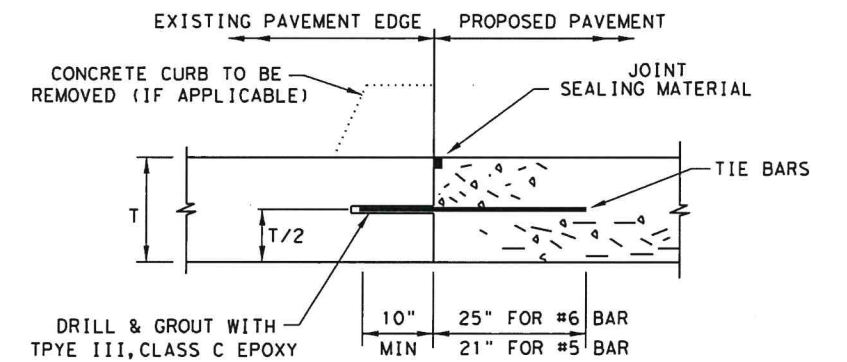
**TRANSVERSE EXPANSION JOINT DETAIL
AT BRIDGE APPROACH**



FREE LONGITUDINAL JOINT DETAIL

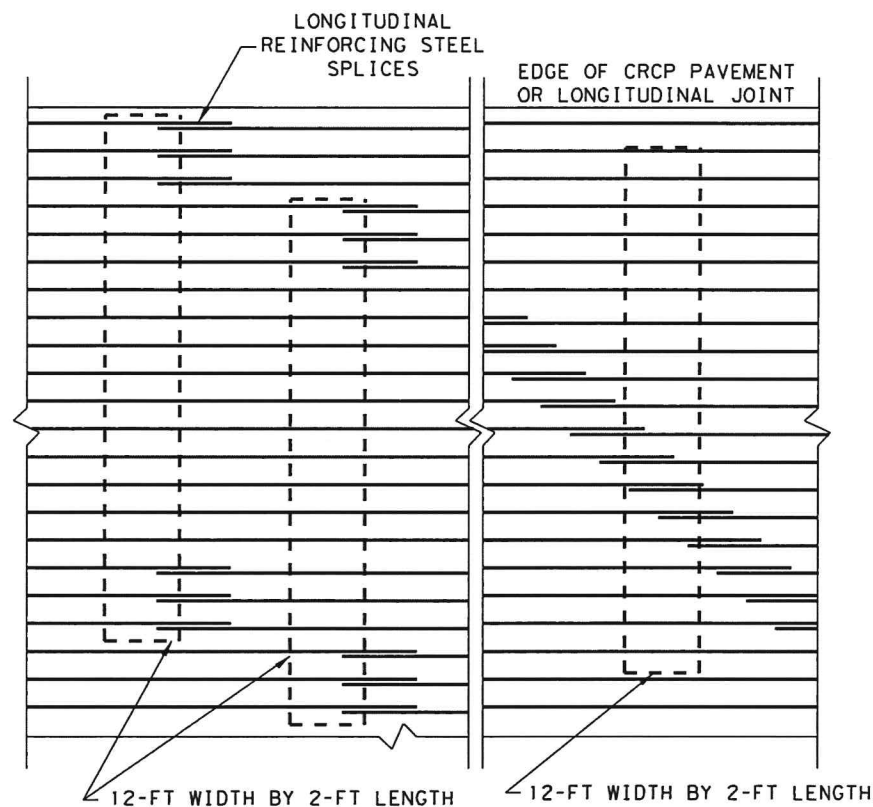


**OPTION A: DRILL AND EPOXY
PLAN VIEW (NOT TO SCALE)**

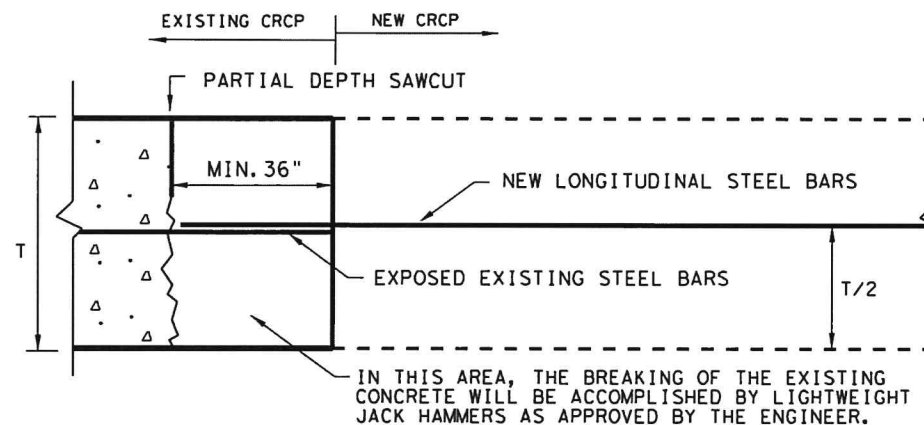


1. BEFORE WIDENING WORK, DEMONSTRATE THAT THE BOND STRENGTH OF THE EPOXY-GROUTED TIE BARS MEETS THE REQUIREMENTS OF PULL-OUT TEST SPECIFIED IN ITEM 361.
2. SPACE TIE BARS AT 24" SPACING. USE #6 TIE BARS FOR 8" AND THICKER SLABS, USE #5 TIE BARS FOR LESS THAN 8" THICK SLABS.

LONGITUDINAL WIDENING JOINT DETAIL



**EXAMPLES OF LAP CONFIGURATION
PLAN VIEW (NOT TO SCALE)**



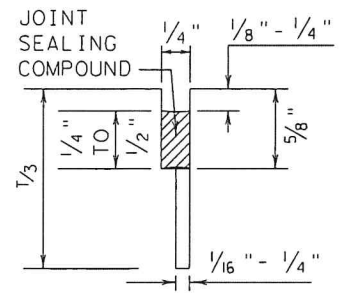
**OPTION B: BREAKBACK AND LAP
TRANSVERSE TIE JOINT DETAIL
EXISTING CRCP TO NEW CRCP**

SHEET 2 OF 2

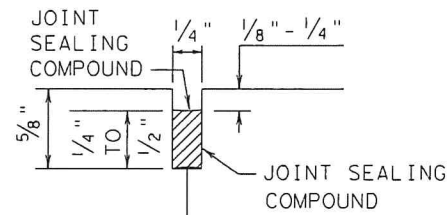
		Design Division Standard		
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT ONE LAYER STEEL BAR PLACEMENT T - 7 to 13 INCHES CRCP (1) - 20				
FILE: crcp120.dgn	DW: TxDOT	CK: KM	DW: AN	CK: VP
© TxDOT: APRIL 2020	CONT	SECT	JOB	HIGHWAY
03/16/2020 REMOVED TABLE 1A	REVISIONS			
DIST	COUNTY			SHEET NO.
				D-02

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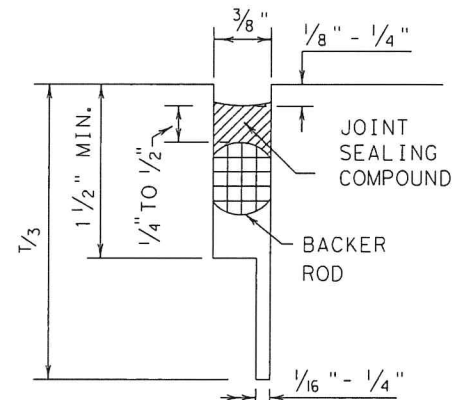
METHOD B: JOINT SEALING COMPOUND



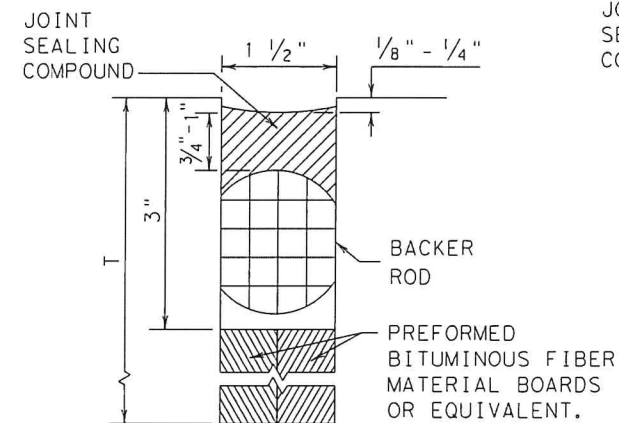
LONGITUDINAL SAWED CONTRACTION JOINT



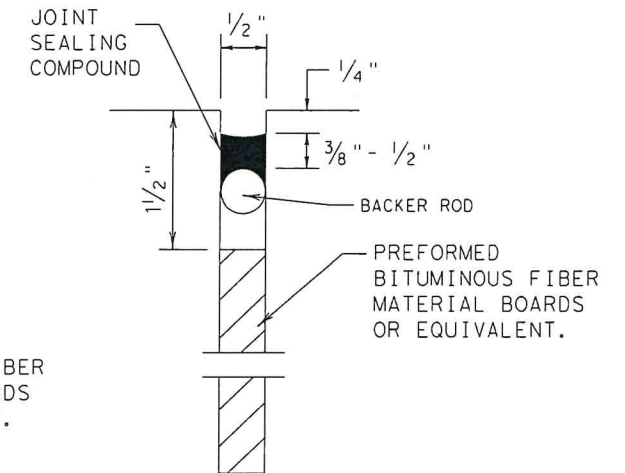
LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT



TRANSVERSE SAWED CONTRACTION JOINT

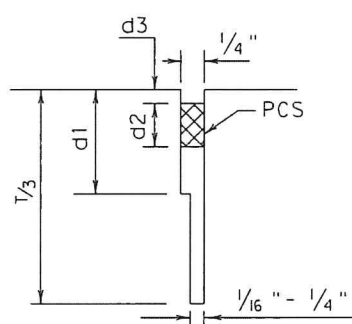


TRANSVERSE FORMED EXPANSION JOINT

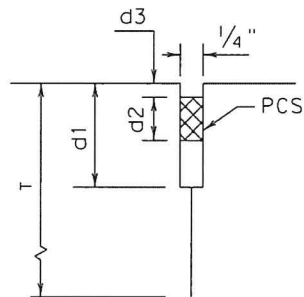


FORMED ISOLATION JOINT

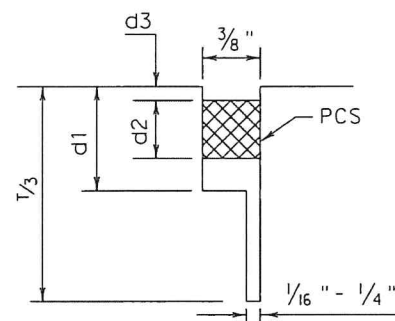
METHOD A: PREFORMED COMPRESSION SEALS (PCS) (DMS-6310 CLASS 6)



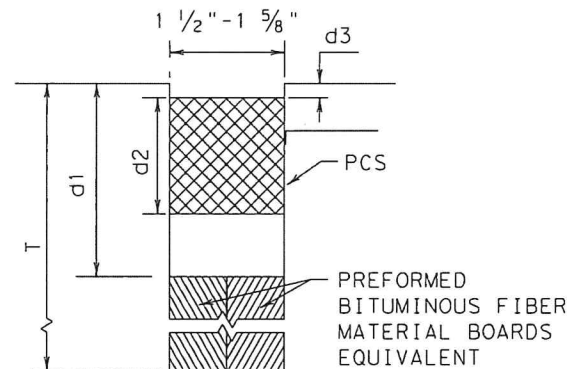
LONGITUDINAL SAWED CONTRACTION JOINT



LONGITUDINAL CONSTRUCTION JOINT



TRANSVERSE SAWED CONTRACTION JOINT



TRANSVERSE FORMED EXPANSION JOINT

GENERAL NOTES

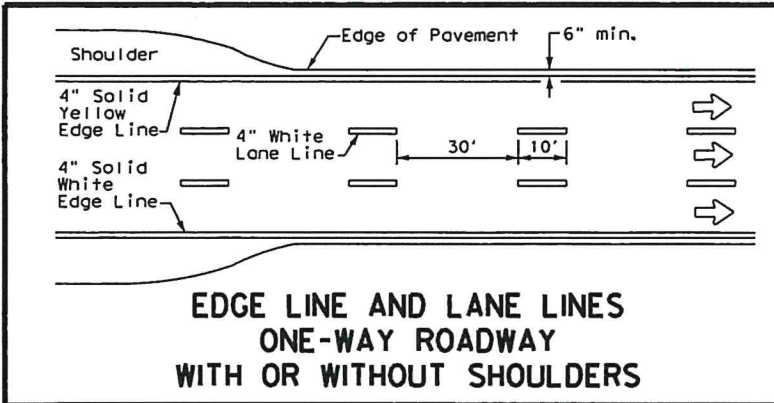
- UNLESS OTHERWISE SHOWN IN THE PLANS, EITHER METHOD "A" OR METHOD "B" MAY BE USED.
- THE LOCATION OF JOINTS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
- THE JOINT RESERVOIR FOR SEALANT OR PCS SHALL BE SAWED UNLESS OTHERWISE SHOWN ON THE PLANS FOR THE LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINTS AND THE SAWED JOINTS.
- DIMENSIONS d1, d2, AND d3 SHOWN IN METHOD A SHALL BE IN ACCORDANCE WITH THE PREFORMED COMPRESSION SEAL MANUFACTURER'S RECOMMENDATION.
- REFER TO DMS-6310 "JOINT SEALANTS AND FILLERS" FOR THE CLASSIFICATIONS.
- FOR SAWED LONGITUDINAL JOINT, LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT, USE JOINT SEALANT CLASS 5 OR 8 UNLESS OTHERWISE SHOWN ON THE PLAN OR APPROVED.
- FOR TRANSVERSE SAWED CONTRACTION, TRANSVERSE FORMED EXPANSION JOINT, AND ISOLATION JOINT USE JOINT SEALANT CLASS 5 OR 8 AT NEW JOINTS. USE JOINT SEALANT CLASS 4, 5, 7, OR 8 FOR MAINTAINING EXISTING JOINTS.
- THE JOINTS SHALL BE CLEANED IN ACCORDANCE WITH THE ITEM 438 "CLEANING AND SEALING JOINTS" OR ITEM 713 "CLEANING AND SEALING JOINTS AND CRACKS (CONCRETE PAVEMENT)".
- ISOLATION JOINTS ACCOMMODATE HORIZONTAL AND VERTICAL MOVEMENTS THAT OCCUR BETWEEN A PAVEMENT AND A STRUCTURE. ISOLATION JOINTS MAY BE USED FOR BRIDGE ABUTMENTS, INTERSECTIONS, CURB AND GUTTER, OLD AND NEW PAVEMENTS, OR AROUND DRAINAGE INLETS, MANHOLES, FOOTINGS AND LIGHTING STRUCTURES.

DATE:
FILE:

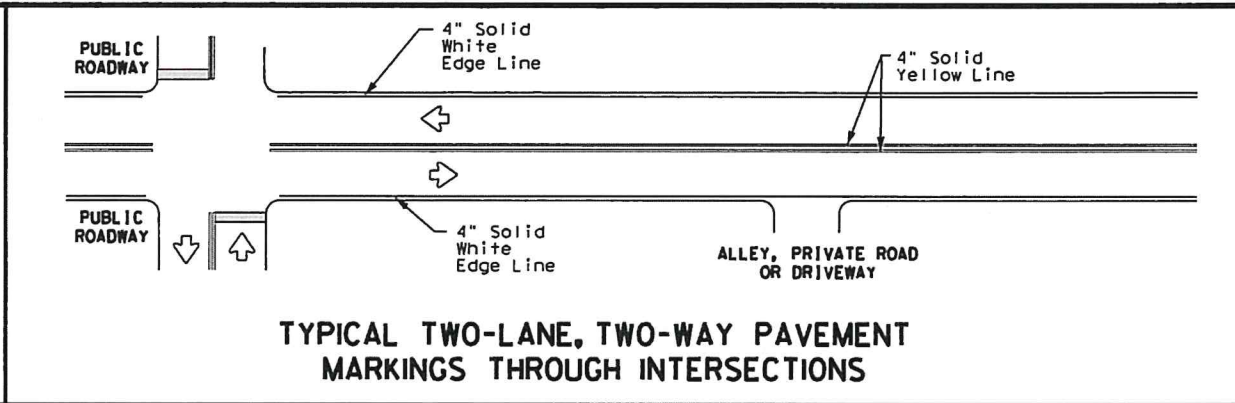
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CONCRETE PAVING DETAILS JOINT SEALS JS-14			
FILE: js14.dgn	DN: TxDOT	DN: HC	CR: AN
© TxDOT: DECEMBER 2014	CONT	SECT	JOB
REVISIONS			
DIST	COUNTY		SHEET NO.
			D-03

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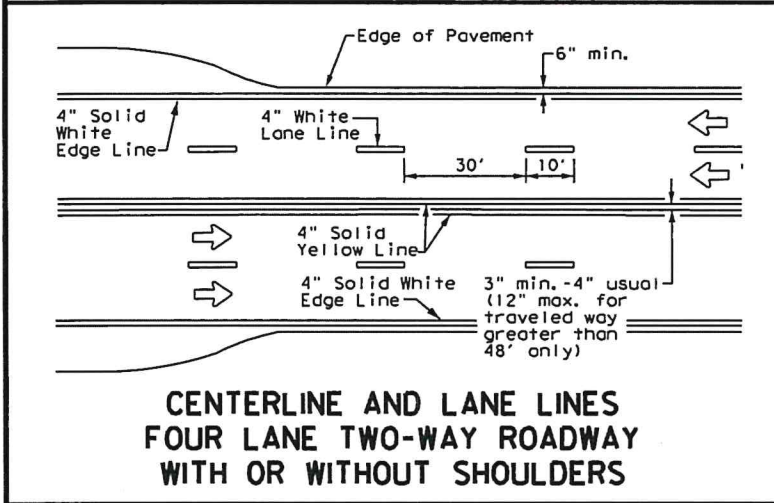
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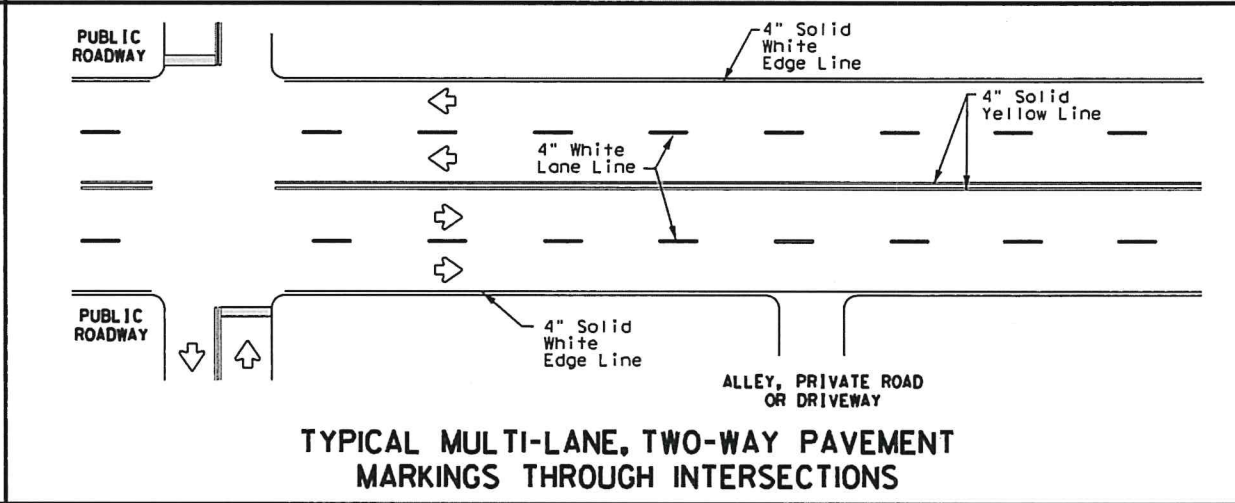
**EDGE LINE AND LANE LINES
ONE-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**



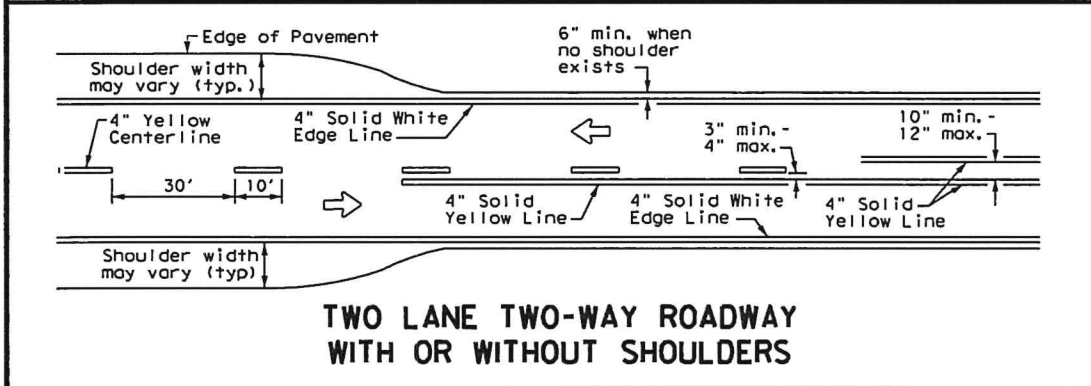
**TYPICAL TWO-LANE, TWO-WAY PAVEMENT
MARKINGS THROUGH INTERSECTIONS**



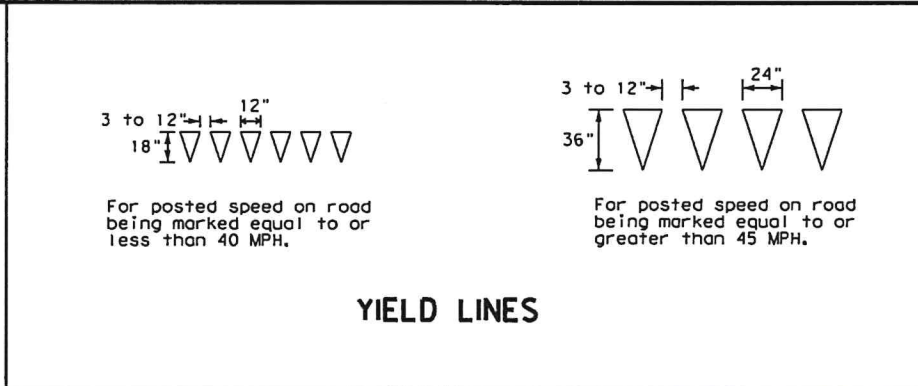
**CENTERLINE AND LANE LINES
FOUR LANE TWO-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**



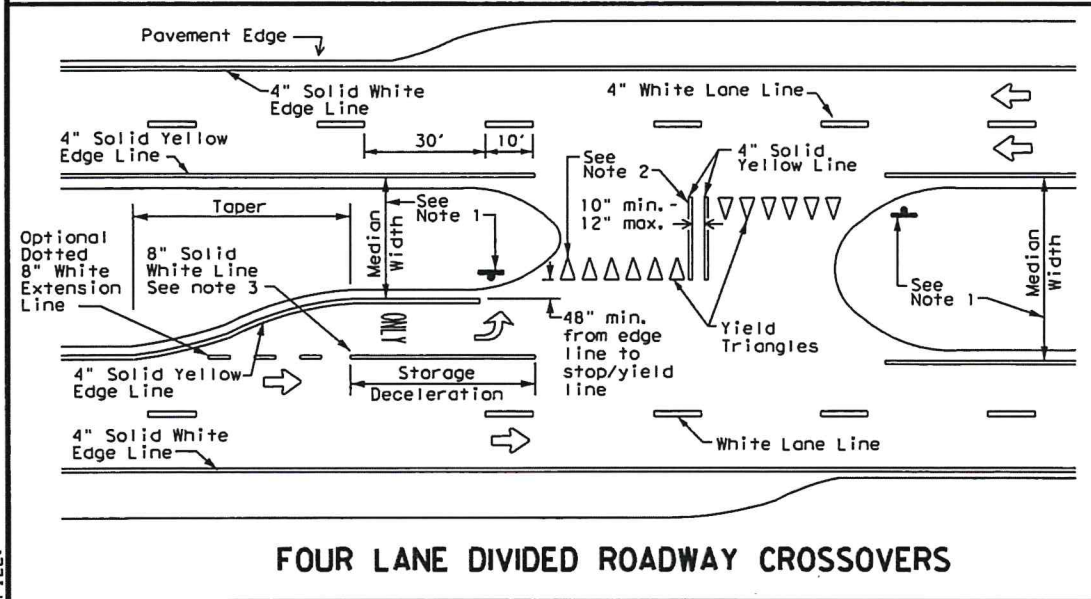
**TYPICAL MULTI-LANE, TWO-WAY PAVEMENT
MARKINGS THROUGH INTERSECTIONS**



**TWO LANE TWO-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**



YIELD LINES



FOUR LANE DIVIDED ROADWAY CROSSOVERS

NOTES

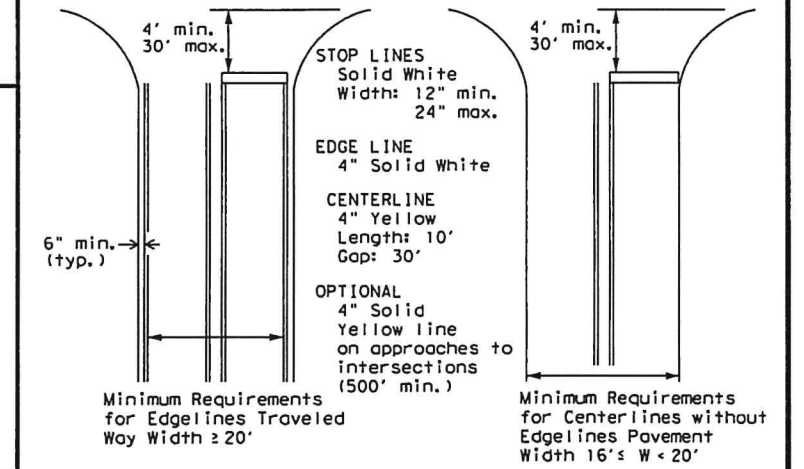
- Where divided highways are separated by median widths at the median opening itself of 30 feet or more, median openings shall be signed as two separate intersections. Each median opening has two width measurements, with one measurement for each approach. The narrow median width will be the controlling width to determine if signs are required. Yield signs are the typical intersection control. Stop signs are optional as determined by the Engineer.
- Install median striping (double yellow centerlines and stop bars/yield triangles) when a 50' or greater median centerline can be placed. Stop bars shall only be used with stop signs. Yield triangles shall only be used with yield signs.
- Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer.

GENERAL NOTES

- Edgeline striping shall be as shown in the plans or as directed by the Engineer. The edgeline should not be placed less than 6 inches from the edge of pavement. This distance may vary due to pavement leveling or other conditions. Edgelines are not required in curb and gutter sections of roadways.
- The traveled way includes only that portion of the roadway used for vehicular travel. It does not include the parking lanes, sidewalks, berms and shoulders. The traveled ways shall be measured from the inside of edgeline to the inside of edgeline of a two lane roadway.

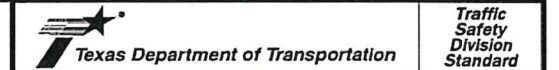
MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



**GUIDE FOR PLACEMENT OF STOP LINES,
EDGE LINE & CENTERLINE**

Based on Traveled Way and Pavement Widths for Undivided Highways



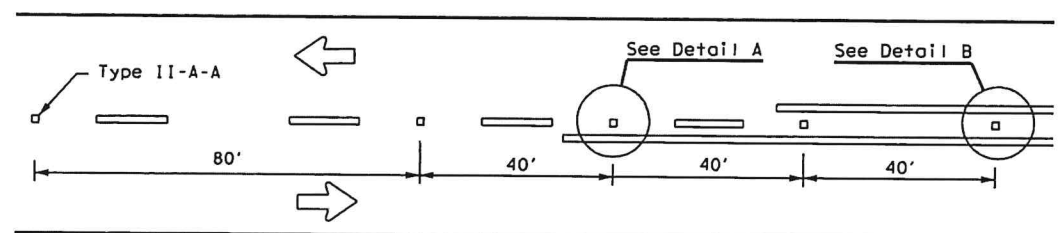
**TYPICAL STANDARD
PAVEMENT MARKINGS**

PM(1)-20

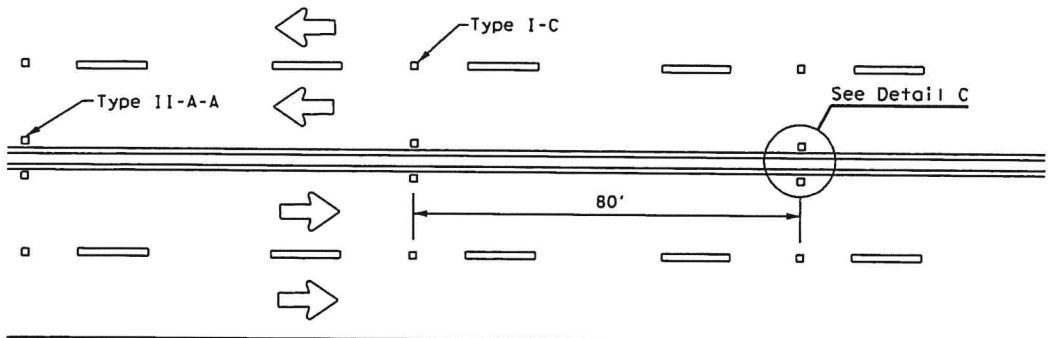
FILE: pm1-20.dgn	DN:	CK:	DN:	CK:
© TxDOT November 1978	CONT	SECT	JOB	HIGHWAY
8-95 3-03	REVISIONS			
5-00 2-12				
8-00 6-20				
	DIST	COUNTY	SHEET NO.	
			D-04	

REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE

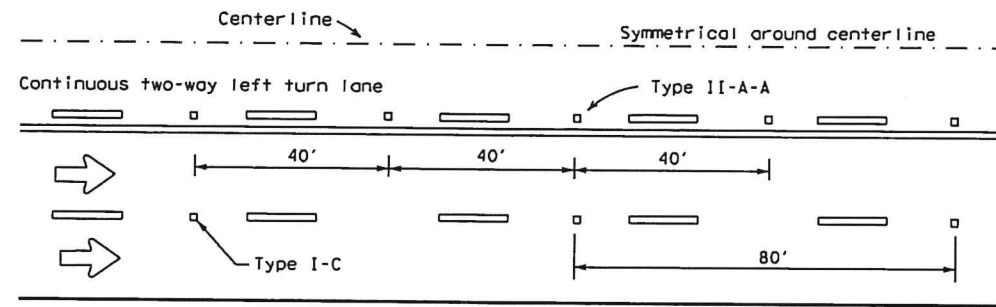
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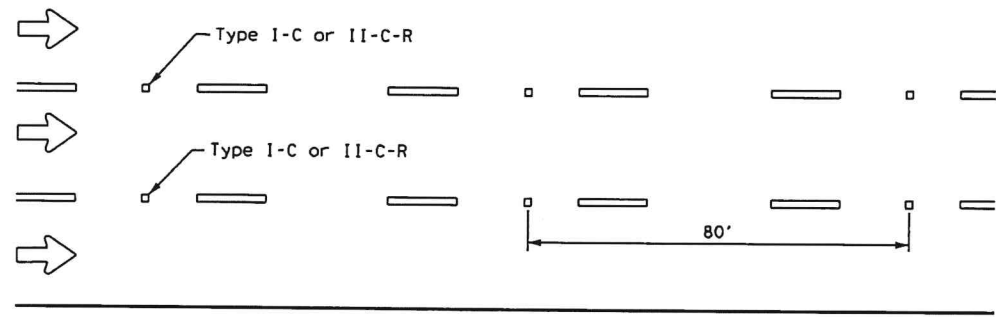
CENTERLINE FOR ALL TWO LANE ROADWAYS



CENTERLINE & LANE LINES FOR FOUR LANE TWO-WAY HIGHWAYS

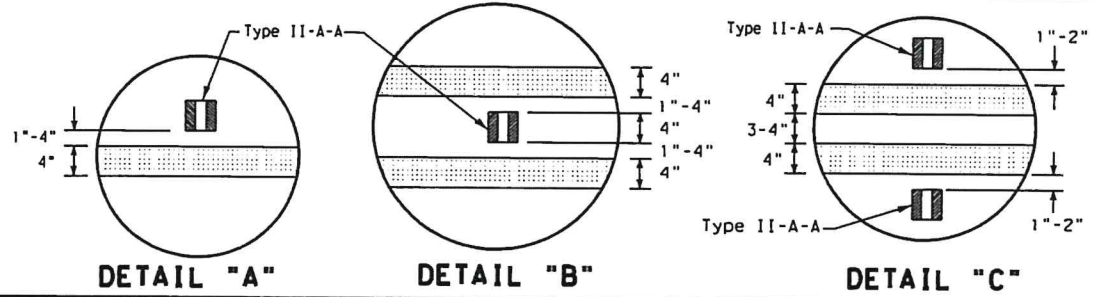


CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE



LANE LINES FOR ONE-WAY ROADWAY (NON-FREEWAY FACILITIES)

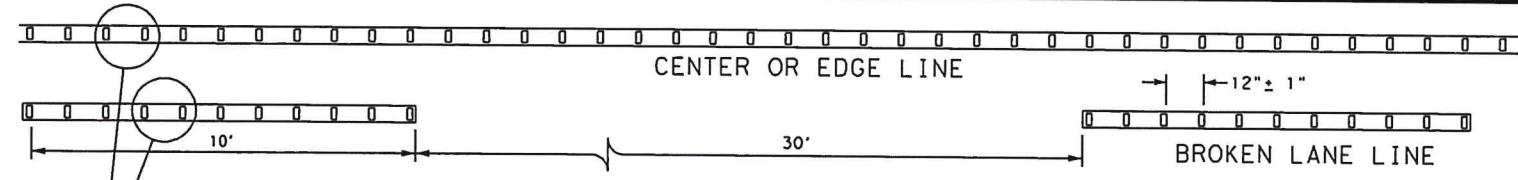
Raised pavement markers Type II-C-R shall have clear face toward normal traffic and red face toward wrong-way traffic.



DETAIL "A"

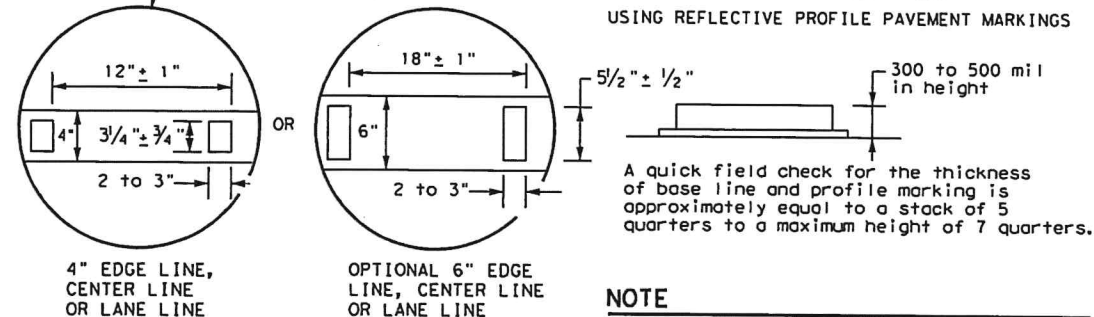
DETAIL "B"

DETAIL "C"



REFLECTORIZED PROFILE PATTERN DETAIL

USING REFLECTIVE PROFILE PAVEMENT MARKINGS



4" EDGE LINE, CENTER LINE OR LANE LINE

OPTIONAL 6" EDGE LINE, CENTER LINE OR LANE LINE

NOTE

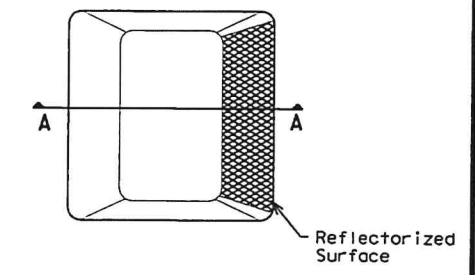
Profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.

GENERAL NOTES

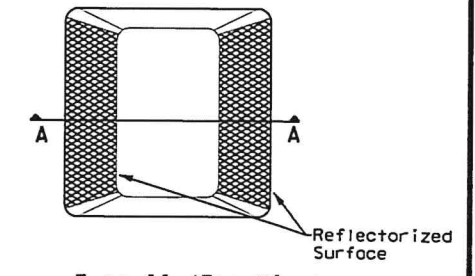
- All raised pavement markers placed in broken lines shall be placed in line with and midway between the stripes.
- On concrete pavements the raised pavement markers should be placed to one side of the longitudinal joints.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

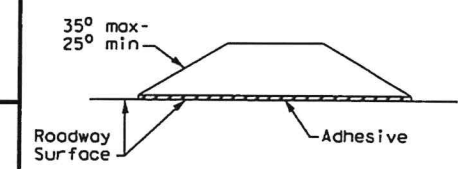
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



Type I (Top View)

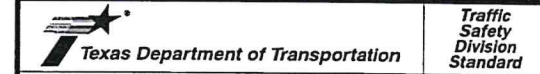


Type II (Top View)



SECTION A

RAISED PAVEMENT MARKERS



POSITION GUIDANCE USING RAISED MARKERS RELECTORIZED PROFILE MARKINGS PM(2) - 20

FILE: pm2-20.dgn	DWG:	CHK:	DES:	CR:
© TxDOT April 1977	CONT	SECT	JOB	HIGHWAY
4-92 2-10	REVISIONS			
5-00 2-12	DIST	COUNTY	SHEET NO.	
8-00 6-20			D-05	