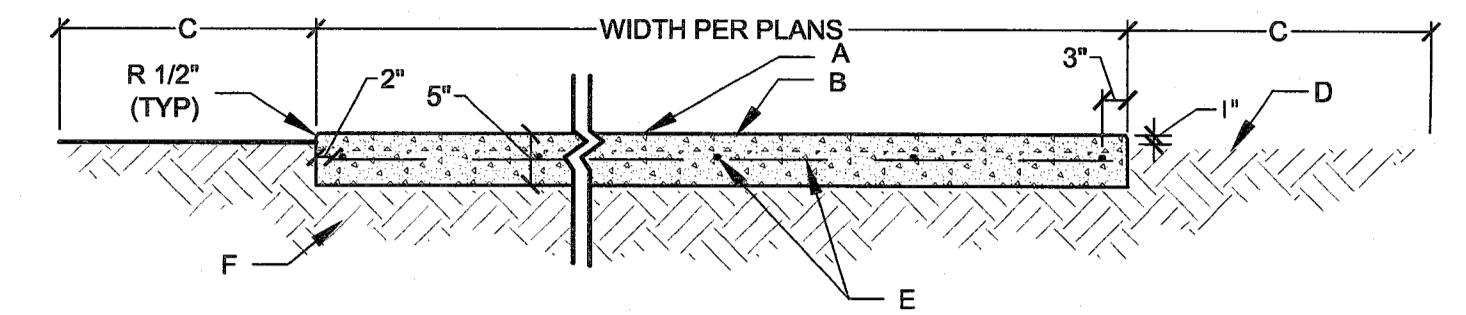


GENERAL TRAIL PAVING NOTES

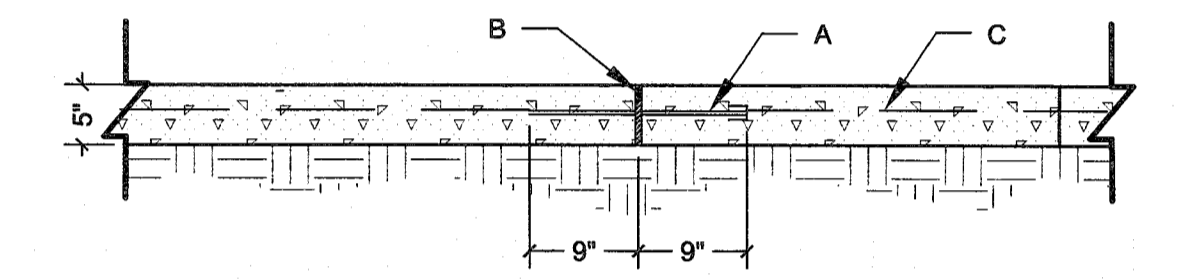
1. THE LAYOUT OF ALL PROPOSED PAVING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REVIEWED BY THE OWNER'S REPRESENTATIVE PRIOR TO CONSTRUCTION.
2. ALL PAVING CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CONSTRUCTION DETAILS SHOWN HEREIN.
3. THE SUB GRADE BENEATH ALL PAVING SHALL BE COMPACTED TO 95% STANDARD PROCTOR DENSITY.
4. THE EDGES OF ALL FINISHED TRAIL PAVING SHALL BE SMOOTH, GRACEFUL CURVILINEAR OR STRAIGHT FORMS WITH NO INTERRUPTIONS SUCH AS CHORDS, WAVES, JOGS, OR MISSED TANGENTS. ANY PAVEMENT WITH SUCH INTERRUPTIONS SHALL BE SUBJECT TO REPLACEMENT AT NO COST TO THE OWNER.
5. ALL CONCRETE FOR TRAILS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI @ 28 DAYS, AND SHALL HAVE A MEDIUM BROOM FINISH.
6. CONCRETE SHALL NOT BE POURED UNTIL THE OWNER'S OR CITY'S REPRESENTATIVE HAS INSPECTED THE FORMS AND REINFORCING. THE CONTRACTOR SHALL NOTIFY THE PROJECT MANAGER AT LEAST 48 HOURS IN ADVANCE OF ALL CONCRETE POURS.
7. PROVIDE AN UNDERCUT HEADER WHEREVER PROPOSED CONCRETE PAVING IS TO ABUT EXISTING CONCRETE PAVING.
8. TRAIL / SIDEWALK SHALL BE IN ACCORDANCE WITH TEXAS ACCESSIBILITY STANDARDS (TAS) AND ADA REQUIREMENTS.
9. TRAIL / SIDEWALK SLOPE TO BE MAX 5% LONGITUDINAL AND MAX 2% CROSS SLOPE.

- GENERAL NOTES:**
1. TRAIL PAVING TO HAVE A MAX 2% CROSS SLOPE.
 2. THE MATERIALS AND WORKMANSHIP FOR CONCRETE PAVING SHALL BE IN ACCORDANCE WITH N.C.T.C.O.G. SPECIFICATIONS OR AS MODIFIED BY CITY STANDARD CONSTRUCTION DETAILS FOR PUBLIC IMPROVEMENTS.
- CONSTRUCTION NOTES:**
- A. 4,000 PSI CONCRETE TRAIL
 - B. HEAVY BROOM FINISH
 - C. AREA OF SOODING AS NOTED AND SHOWN ON THE PLANS.
 - D. FINISH GRADE
 - E. #3 BARS 18" O.C. MAX. BOTH WAYS
 - F. COMPACT SUBGRADE TO 95% STANDARD PROCTOR DENSITY



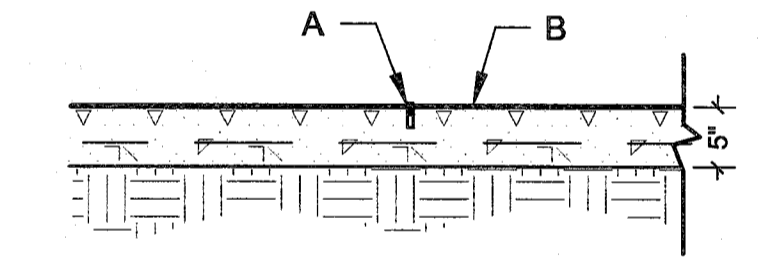
1 CONCRETE PAVING DETAIL
SCALE: 1/2" = 1'-0"

- GENERAL NOTES:**
1. LOCATE EXPANSION JOINTS ON MAXIMUM 40' CENTERS
- CONSTRUCTION NOTES:**
- A. #4 SMOOTH DOWEL 18" LONG EACH LUBRICATED, 10 PER JOINT @18" O.C. WITH CAP
 - B. FILL EXPANSION JOINTS WITH SELF LEVELING URETHANE SEALANT. COLOR TO BE GRAY. INSTALL REDWOOD EXPANSION JOINT 1/2" BELOW FINISHED GRADE OF TRAIL.
 - C. 5" CONCRETE PAVING WITH #3 BARS @ 18" O.C. BOTH WAYS

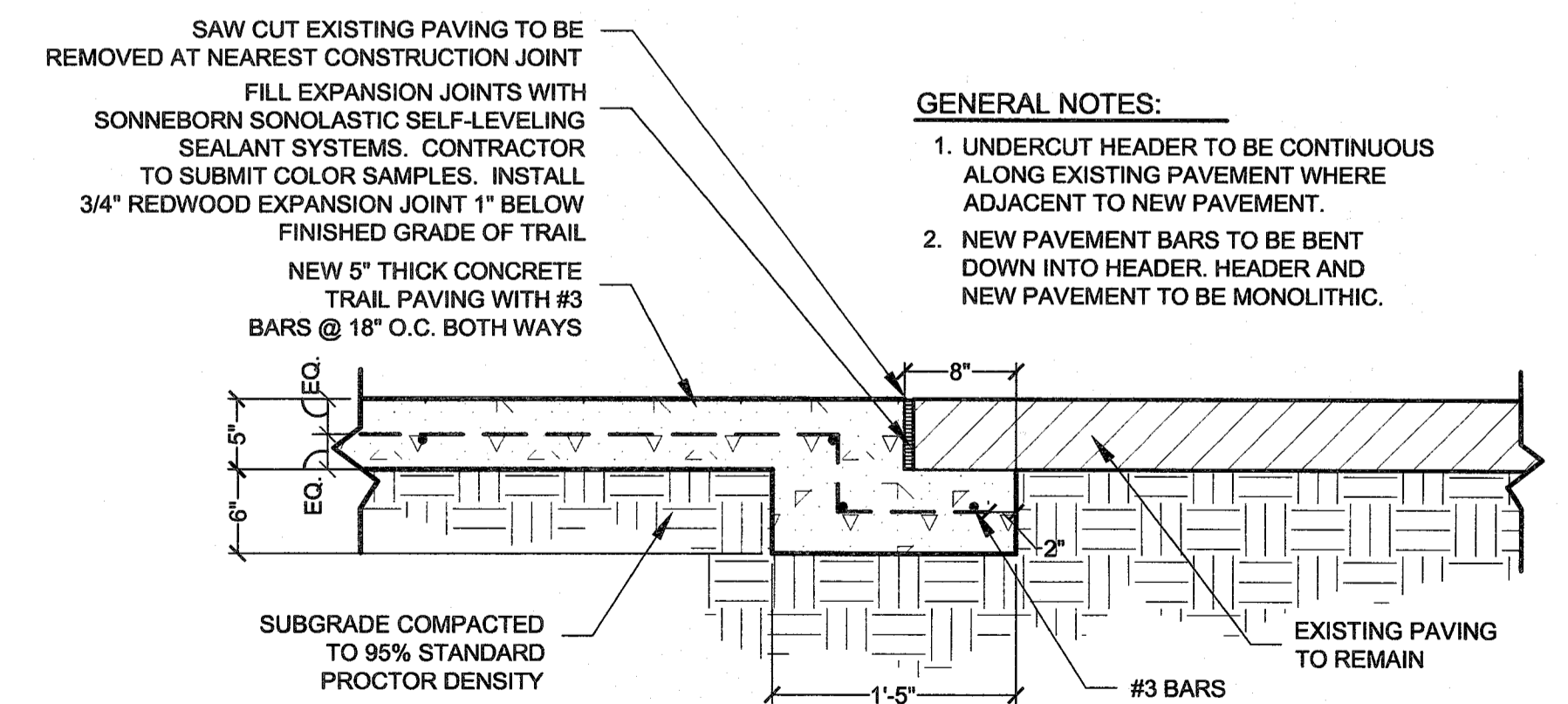


2 DOWELED EXPANSION JOINT
SCALE: 3/4" = 1'-0"

- GENERAL NOTES:**
- CONTROL JOINT SPACING SHALL BE WIDTH OF PAVING OR AS SHOWN ON THE PLANS.
- CONSTRUCTION NOTES:**
- A. SAWS CONTROL JOINTS 1" DEEP X 1/8" WIDE ON 10'-0" CENTERS MAX. OR AS SHOWN ON PLANS.
 - B. 5" CONCRETE TRAIL WITH #3 BARS @ 18" O.C. BOTH WAYS



3 TYPICAL CONTROL JOINT
SCALE: 3/4" = 1'-0"



- SAW CUT EXISTING PAVING TO BE REMOVED AT NEAREST CONSTRUCTION JOINT
- FILL EXPANSION JOINTS WITH SONNEBORN SONOLASTIC SELF-LEVELING SEALANT SYSTEMS. CONTRACTOR TO SUBMIT COLOR SAMPLES. INSTALL 3/4" REDWOOD EXPANSION JOINT 1" BELOW FINISHED GRADE OF TRAIL
- NEW 5" THICK CONCRETE TRAIL PAVING WITH #3 BARS @ 18" O.C. BOTH WAYS
- SUBGRADE COMPACTED TO 95% STANDARD PROCTOR DENSITY
- EXISTING PAVING TO REMAIN
- GENERAL NOTES:**
1. UNDERCUT HEADER TO BE CONTINUOUS ALONG EXISTING PAVEMENT WHERE ADJACENT TO NEW PAVEMENT.
 2. NEW PAVEMENT BARS TO BE BENT DOWN INTO HEADER. HEADER AND NEW PAVEMENT TO BE MONOLITHIC.

4 UNDERCUT HEADER DETAIL
SCALE: 1" = 1'-0"

AS-BUILT DRAWINGS:
TO THE BEST OF JBI PARTNERS, INC.'S KNOWLEDGE, JBI HEREBY STATES THAT THIS PLAN IS AS-BUILT. THE INFORMATION PROVIDED IS BASED ON CONSTRUCTION STAKING AND PAD VERIFICATION AT THE SITE AND INFORMATION PROVIDED BY THE CONTRACTOR.

Daniel Dewey 4/11/2014
Name Date

NO.	REVISIONS DURING CONSTRUCTION	BY	DATE	NO.	REVISIONS DURING PLAN REVIEW	BY	DATE
				1	PER CITY COMMENTS & REVISED TRAIL RAMP	CBM	5/7/12

DESIGNED BY:
JBI

DRAWN BY:
JBI

CHECKED BY:
CBM



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MISCELLANEOUS DETAILS - TRAIL	PROJECT NO.
PHASES 7B AND 8A	HOE132
CARUTH LAKES	SHEET NO.
CITY OF ROCKWALL, TEXAS	L11