



- 8 GENERAL NOTES**
- ON ALL CONCRETE PAVEMENT, THE CONTRACTOR SHALL INSTALL SUPPORTING CHAIRS OF PLASTIC OR METAL ON A MINIMUM SPACING OF ONE PER SQUARE YARD. NO BRICK OR MASONRY SUPPORTS WILL BE PERMISSIBLE. METAL OR PLASTIC CHAIRS SHALL BE OF A DESIGN AND STRENGTH ADEQUATE TO SUPPORT THE REINFORCING STEEL MAT.
 - TRANSVERSE CONTRACTION JOINTS SHALL BE SAWS JOINTS ON 15' CENTERS LONGITUDINAL. LONGITUDINAL CONTRACTION JOINTS SHALL BE SAWS ALONG THE CENTERLINE OF EACH LANE. A SAWS JOINT SHALL BE PLACED DOWN CENTER OF STREET TO SIMULATE CENTER STRIPE. SAWS JOINTS SHALL BE AS SHOWN IN THE TYPICAL SECTION. PRIOR TO PLACEMENT OF ANY CONCRETE, A CONCRETE SAWS MUST BE PRESENT ON THE SITE. ALL JOINTS SHALL BE SAWS WITHIN AN EIGHTEEN (18) HOUR PERIOD FROM THE TIME OF POUR. TRANSVERSE JOINTS SHALL BE GIVEN PRIORITY.
 - AFTER THOROUGH CLEANING, ALL JOINTS SHALL BE SEALED WITH A HOT Poured POLYMER COMPOUND IN ACCORDANCE WITH THE LATEST VERSION OF NCTCOG STANDARDS.
 - WHERE REINFORCING BARS ARE SPLICED, A 30" DIAMETER LAP SHALL BE USED.
 - REFER TO THE LATEST VERSION OF NCTCOG STANDARDS FOR CONCRETE, SUBGRADE AND CUT/FILL TESTING REQUIREMENTS.
 - WHERE CURB IS REQUIRED, IT IS TO BE PLACED MONOLITHICALLY WITH THE CONCRETE PAVEMENT.
 - PAVEMENT CROSS-SLOPE MAY VARY FROM 1/8" PER FOOT (MIN) TO 1/2" PER FOOT (MAX).
 - LAYDOWN CURBS SHALL NOT BE ALLOWED WITHOUT SPECIFIC CITY APPROVAL.
 - FOR SLIP-FORM PAVING, CONCRETE SLUMP SHALL NOT BE LESS THAN 1" AND NO MORE THAN 3". UNLESS SPECIFIED OTHERWISE, ALL OTHER CONCRETE SHALL HAVE A SLUMP OF NO LESS THAN 3" AND NO MORE THAN 5".
 - CURING COMPOUND IS REQUIRED. REFER TO NCTCOG STANDARDS FOR ALLOWABLE TYPES OF COMPOUNDS.
 - PARKING LOTS, FIRE LANES, AND DRIVES FOR ALL NON-RESIDENTIAL DEVELOPMENT SHALL CONFORM WITH SAME CONCRETE, REBAR, AND SUBGRADE REQUIREMENTS AS LOCAL STREET. TYPICAL SECTION MAY BE MODIFIED BASED UPON SOIL TESTING AND SITE SPECIFIC PAVEMENT DESIGN PREPARED BY A REGISTERED PROFESSIONAL ENGINEER, SUBJECT TO APPROVAL BY CITY ENGINEER.
 - NON-PUBLIC (INCLUDING RESIDENTIAL) SIDEWALKS AND DRIVE APPROACHES SHALL BE IN ACCORDANCE WITH THESE DESIGN CRITERIA, INCLUDING REBAR SIZE AND SPACING. WELDED WIRE SHALL NOT BE ALLOWED ON ANY SIDEWALKS OR DRIVEWAYS.
 - THE SUBGRADE STABILIZATION AND PAVEMENT REQUIREMENTS CONTAINED WITHIN THESE STANDARDS APPLY TO DEVELOPMENT WITHIN THE AUSTIN CHALK FORMATION. DEVELOPMENT WITHIN THE EAGLE FORD GROUP MUST COMPLY WITH THE REQUIREMENTS CONTAINED IN THE SPECIAL DESIGN AND CONSTRUCTION STANDARDS FOR THE EAGLE FORD GROUP.
 - THE USE OF SLIP-FORM PAVING EQUIPMENT OR MECHANICAL SCREED IS REQUIRED FOR PAVING OPERATIONS OF LOCAL STREETS. UNLESS OTHERWISE PERMITTED, ALL OTHER STREET CLASSIFICATIONS SHALL USE SLIP-FORM PAVING EQUIPMENT. HAND FINISHING IS PERMITTED ONLY AT INTERSECTIONS, DRIVE APPROACHES AND OTHER AREAS NOT ACCESSIBLE TO PAVING EQUIPMENT AND MACHINES.
 - CONCRETE COMPRESSIVE TESTS SHALL BE PERFORMED BY AN ACCREDITED TESTING LAB AND IN ACCORDANCE WITH NCTCOG STANDARDS.
 - CONCRETE MIX DESIGNS MUST BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO PLACEMENT. ANY CONCRETE PLACED WITHOUT APPROVAL IS SUBJECT TO REMOVAL.

NOTE: THIS IS SHT. SD-1 OF THE STANDARD CONSTRUCTION DETAILS, ORDINANCE NO. 2013-51 EFFECTIVE DATE: JANUARY 1, 2014

<i>CITY OF MIDLOTHIAN, TEXAS DEPARTMENT OF ENGINEERING, UTILITIES, AND PUBLIC WORKS</i>			
STANDARD CONSTRUCTION DETAILS PAVING			
CONCRETE PAVEMENT TYPICAL SECTIONS			
NO:	REVISION:	DATE:	SHEET:
			SD-1

