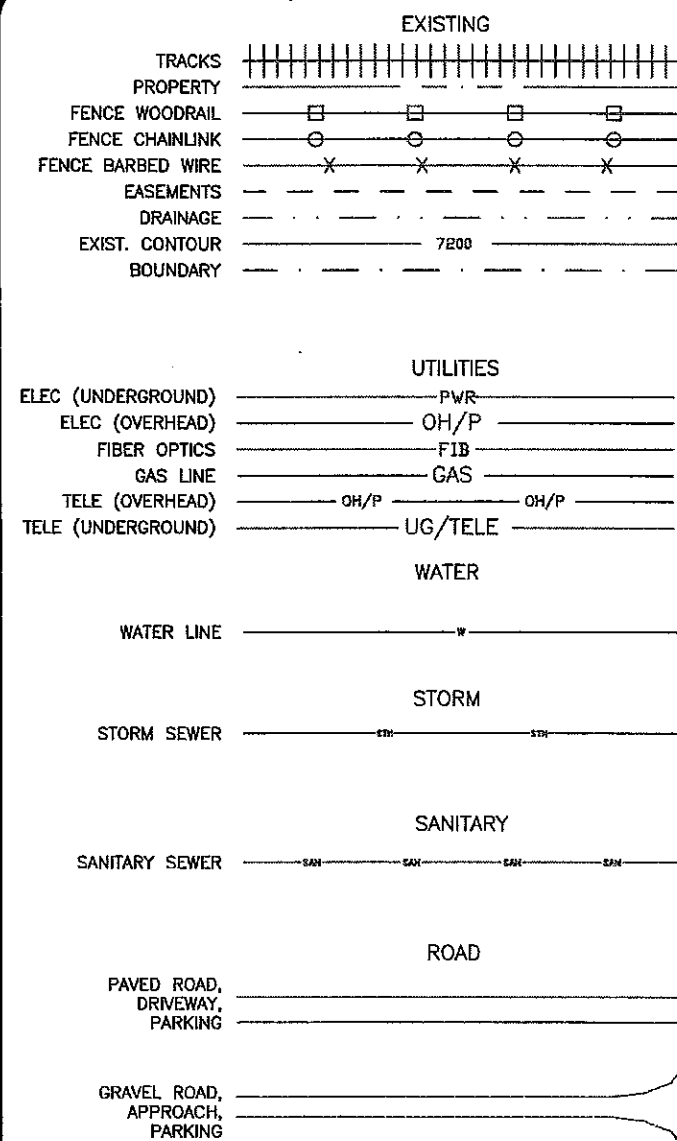


LEGEND



SYMBOL	EXISTING
FIRE HYDRANT	⊕
SANITARY SEWER MANHOLE	⊙
STORM SEWER MANHOLE	⊙
SURVEY MARKER: BENCHMARK	◆
SURVEY MARKER: CHISELED X	×
SURVEY MARKER: CONTROL POINT	△
SURVEY MARKER: REBAR	⊙
AIR RELEASE VALVE	△
BLOWOFF	⊙
WATER VALVE	⊕
TELEPHONE BOX	⊕
CATV BOX	⊕
ELECTRIC BOX	⊕
FIBER OPTICS BOX	⊕
GAS METER	⊕
LIGHT POLE	*
POWER POLE WITH LIGHT	*
POWER POLE	⊕
TRAFFIC SIGNAL	⊕
CONIFEROUS BUSH	⊕
CONIFEROUS TREE	⊕
DECIDUOUS BUSH	⊕
DECIDUOUS TREE	⊕
SIGN	—
QWEST MANHOLE	⊙
CATCH BASIN	⊕
BEND	⊕
TEE	⊕
CROSS	⊕
THRUST BLOCK	
PLUG	

GENERAL NOTES

1. THE INTENT OF THE PROJECT IS TO REPLACE THE EXISTING STREET SURFACING. PROFILE GRADES SHALL BE MATCHED SO AS TO RETAIN THE ORIGINAL DRAINAGE CAPACITY OF THE EXISTING STREETS.
2. CONTRACTOR IS TO MATCH NEW STREET SURFACE WITH THE EXISTING LIP OF CURB AND ORIGINAL STREET SURFACING AT ALL PROJECT LIMITS.
3. CONCRETE SHALL BE TYPE II PORTLAND CEMENT, 3/4" MAX. AGGREGATE, 40% CRUSHED LIMESTONE OR GRANITE, MIN 28 DAY STRENGTH OF 4,500 PSI, 0.45 MAX WATER/CEMENT RATIO, 4-1/2" MAX SLUMP, AIR ENTRAINMENT 5 TO 7%. ALL PORTLAND CEMENT CONCRETE SHALL CONFORM TO SECTION 03304 OF THE WPWSS.
4. FIBER REINFORCEMENT SHALL BE FIBERMESH (OR APPROVED EQUAL), 3/4" LENGTH MINIMUM. POLYPROPYLENE FIBERS ADDED TO THE CONCRETE AT THE RATE OF 1.5 LBS PER CUBIC YARD.
5. AGGREGATE SOURCE TO BE APPROVED BY THE ENGINEER.
6. HOT PLANT MIX ASPHALT SHALL BE TYPE II, AND SHALL CONFORM TO SECTION 02512 OF THE WPWSS. THE ASPHALT CEMENT SHALL BE PG 58-28, COMPRISING 4 TO 7% OF THE MIXTURE. THE AGGREGATE SHALL CONFORM TO SECTION 02190 OF THE WPWSS SECTION 02190-2.07.
7. THE TACK COAT SHALL BE CSS1H, A MINIMUM OF 57% ASPHALT, APPLIED AT A RATE OF 0.05 TO 0.15 GAL/SQ YD, AND SHALL CONFORM TO SECTION 02551 OF THE WPWSS.
8. ACCESS TO RESIDENTIAL DRIVES AND ALLEYS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
9. CONCRETE PAVEMENT SECTIONS SHALL HAVE A LONGITUDINAL JOINT WHICH LIES ON THE ROAD CENTERLINE AND RUNS THE LIMITS OF THE PROJECT.
10. TRANSVERSE CONTRACTION JOINTS IN CONCRETE PAVING SHALL BE SPACED NO GREATER THAN 20 FEET IN ANY LINEAL DIRECTION UNLESS NOTED ON THE CONSTRUCTION DRAWINGS.
11. VALVE RISERS WITHIN THE PROJECT LIMITS SHALL BE RAISED OR LOWERED APPROPRIATELY TO BE FLUSH WITH THE FINISHED GRADE OF THE STREET AND HAVE A SQUARE STRIKE PAD AT 45 DEGREES TO THE DIRECTION OF TRAFFIC. CONCRETE COLLAR DIMENSIONS SHALL BE 2'X2' AND 6" THICK WITH MINIMUM 28-DAY STRENGTH OF 4500 PSI.
12. CONTRACTOR MAY CHOOSE TO PRIME BASE IN ASPHALT SECTIONS HOWEVER IT IS NOT REQUIRED.
13. TOP OF SUBGRADE SHALL BE LEVELED THEN GRADED AND COMPACTED TO PROVIDE A UNIFORM, STABLE SURFACE PRIOR TO PLACING FABRIC AND GRID.
14. EXISTING CURB AND GUTTER DAMAGED BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

AGGREGATE FOR HOT PLANT MIX ASPHALT

WPWSS 02190-2.07

Sieve Designation		% By Weight Passing
INCHES	MM	1/2" MAX
1"	25	-
3/4"	19	100
1/2"	12.5	97-100
3/8"	9.5	-
#4	4.75	45-70
#8	2.36	25-55
#30	0.60	15-40
#200	0.075	2-11

AGGREGATE FOR UNTREATED SUB-BASE AND BASE

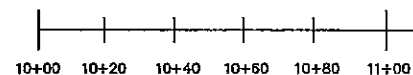
WPWSS 02190-2.03

Sieve Designation	Grading W
2"	-
1 1/2"	100
1"	95-100
3/4"	-
#4	45-65
#8	33-53
#200	3-12

NORTH ARROW AND SCALE



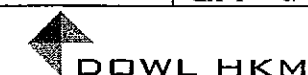
CONTROL ALIGNMENT



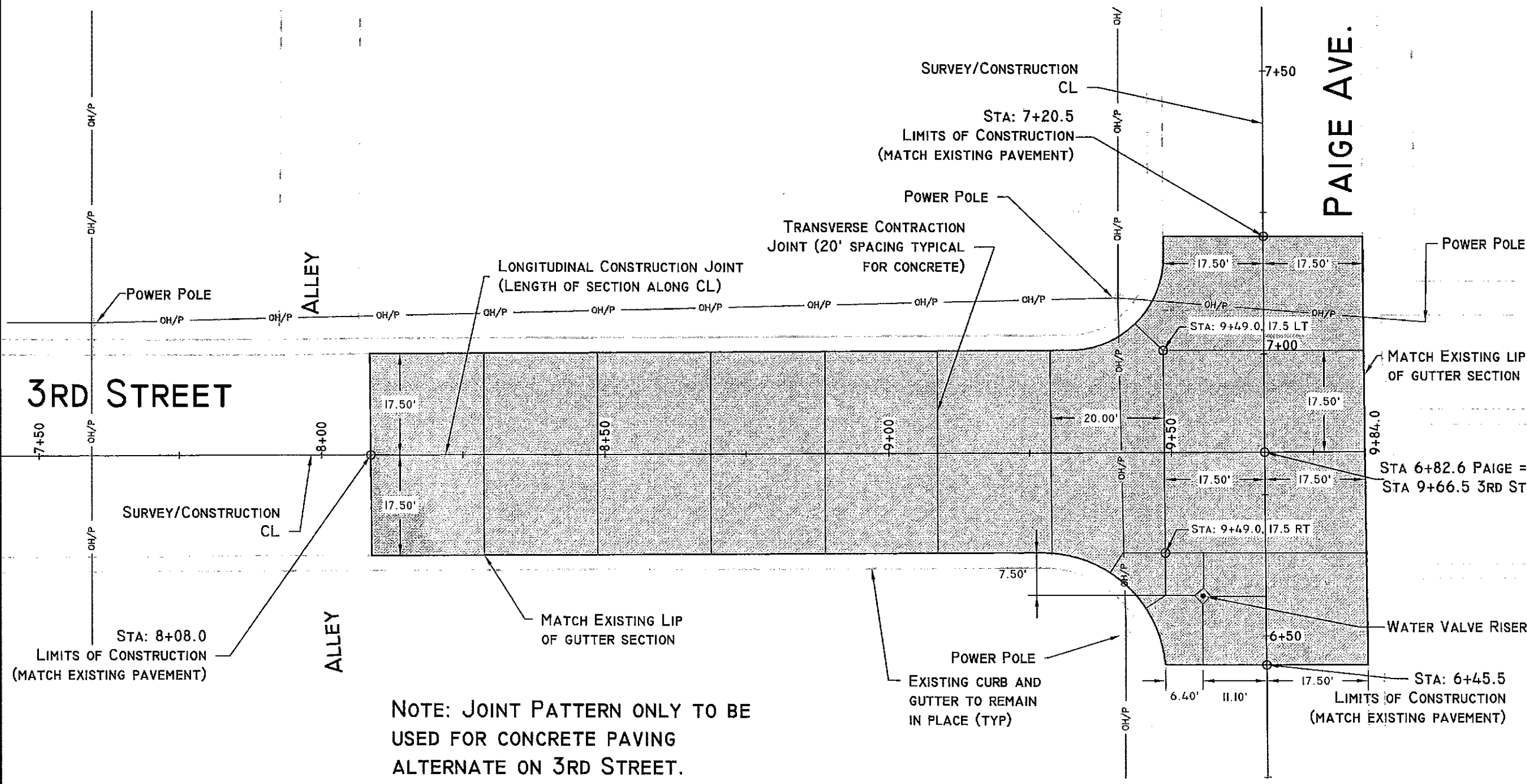
TOWN OF GLENDO STREET REPAIR PROJECT-PHASE I

GENERAL NOTES

DESIGNED CDF	DRAWN CDF	CHECKED LCH
PROJECT No. 5122.26130.01	DRAWING GENERAL NOTES	
DATE AUGUST 2011	SHEET GN-1	OF 6



COPYRIGHT © 2011 ALL RIGHTS RESERVED.

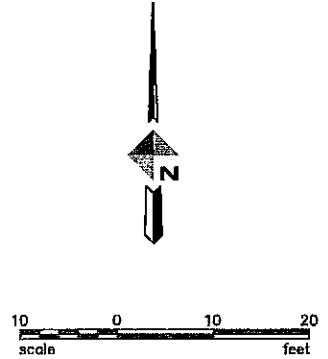


EXISTING PAVEMENT, BASE AND EXCAVATION SHALL BE DISPOSED OF BY THE CONTRACTOR.

EXISTING PAVEMENT SHALL BE SAW CUT TO A NEAT VERTICAL LINE AT MATCH POINTS.

NOTE:
UNDERGROUND UTILITIES MAY EXIST BUT ARE NOT SHOWN ON DRAWINGS.

CONTRACTOR SHALL CONTACT ONE-CALL AND ALL UTILITY COMPANIES AND DETERMINE THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES BEFORE COMMENCING WORK. CONTRACTOR SHALL VERIFY AND NOTIFY ENGINEER OF CONFLICTS.



**TOWN OF GLENDO
STREET REPAIR
PROJECT-PHASE I**

**PLAN SHEET
3rd Street**

DESIGNED CDF	DRAWN CDF	CHECKED LCH
PROJECT NO. 5122.26130.01	DRAWING 3RD STREET	
DATE: AUGUST 2011	PP-1	SHEET OF 6

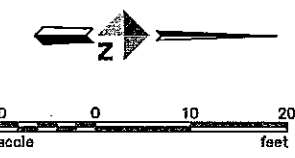
EXISTING PAVEMENT, BASE AND EXCAVATION SHALL BE DISPOSED OF BY THE CONTRACTOR.

EXISTING PAVEMENT SHALL BE SAW CUT TO A NEAT VERTICAL LINE AT MATCH POINTS.

NOTE:
UNDERGROUND UTILITIES MAY EXIST BUT ARE NOT SHOWN ON DRAWINGS.

CONTRACTOR SHALL CONTACT ONE-CALL AND ALL UTILITY COMPANIES AND DETERMINE THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES BEFORE COMMENCING WORK. CONTRACTOR SHALL VERIFY AND NOTIFY ENGINEER OF CONFLICTS.

REPLACE GUTTER IN KIND TO BE PAID FOR THE SAME AS INSTALL CONCRETE SURFACING, PAIGE AVE BY THE SY.

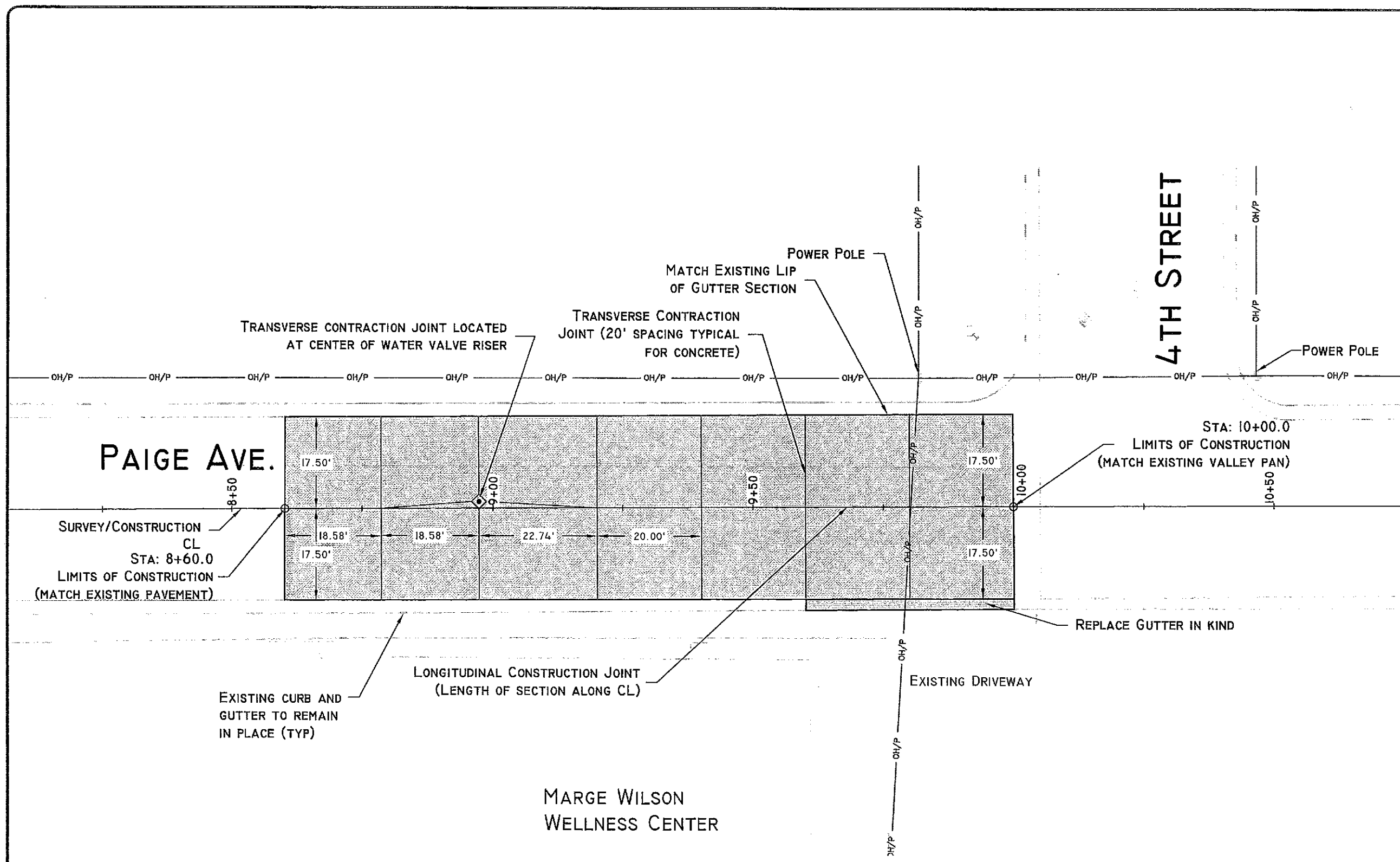


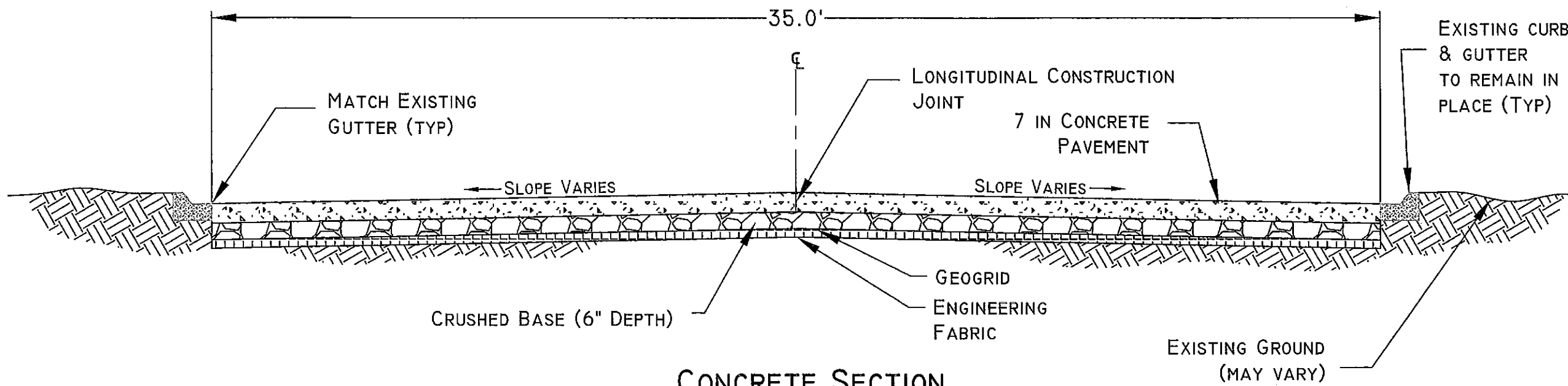
**TOWN OF GLENDON
STREET REPAIR
PROJECT-PHASE I**

**PLAN SHEET
PAIGE AVE.**

DESIGNED CDF	DRAWN CDF	CHECKED LCH
PROJECT NO. 5122.28130.01	DRAWING PAIGE AVE.	
DATE: AUGUST 2011	SHEET PP-2	OF 6

DOWL HKM
COPYRIGHT © 2011 ALL RIGHTS RESERVED.



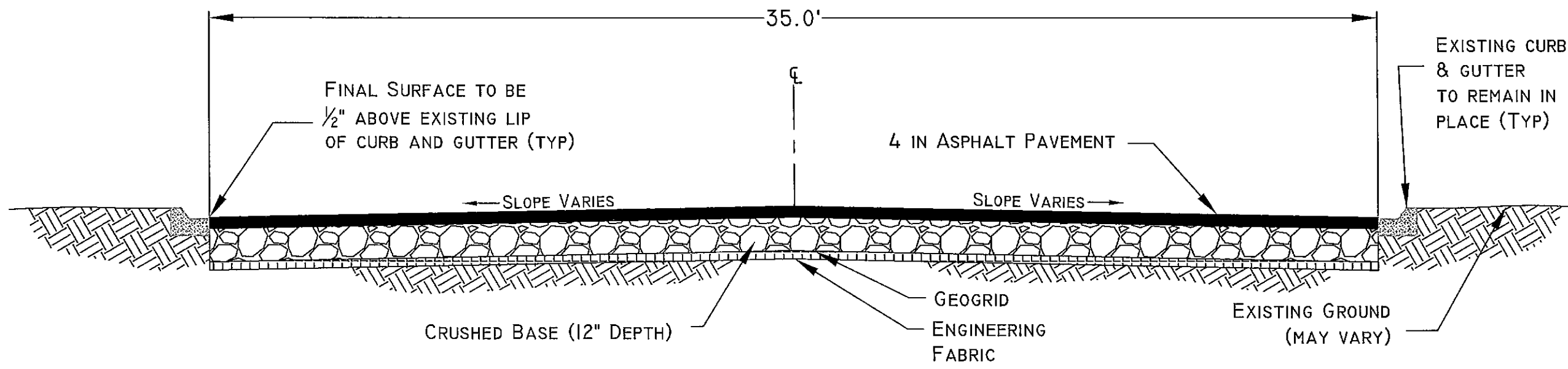


**CONCRETE SECTION
(TYPICAL)**


CONCRETE PAVEMENT SHALL HAVE A TINED FINISH PERPENDICULAR TO THE DIRECTION OF TRAVEL.

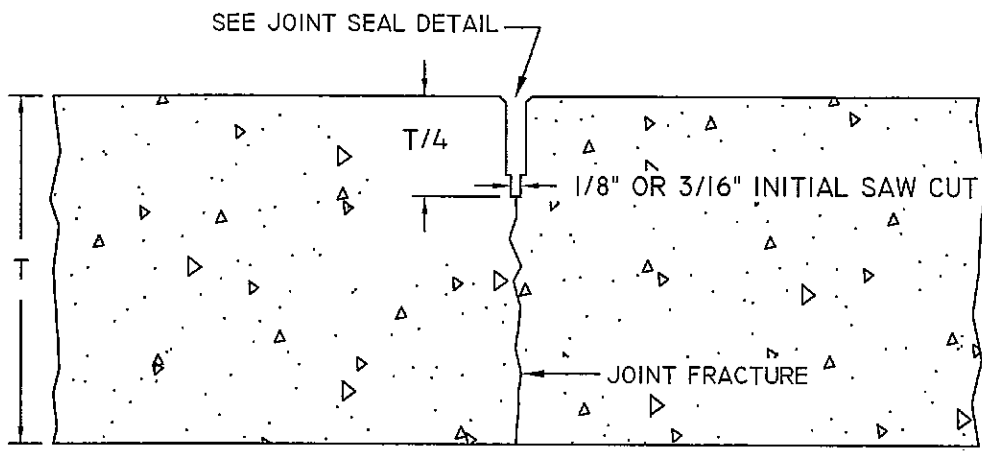
ASPHALT PAVEMENT SHALL HAVE A FINAL GRADE 1/2" ABOVE THE LIP OF EXISTING CURB TO MITIGATE DAMAGE TO CURB BY ROLLER COMPACTION.

SAW CUT EXISTING PAVEMENT AS NECESSARY ALONG GUTTER FACE PRIOR TO EXISTING PAVEMENT REMOVAL, TO PREVENT DAMAGE TO EXISTING CURB AND GUTTER.

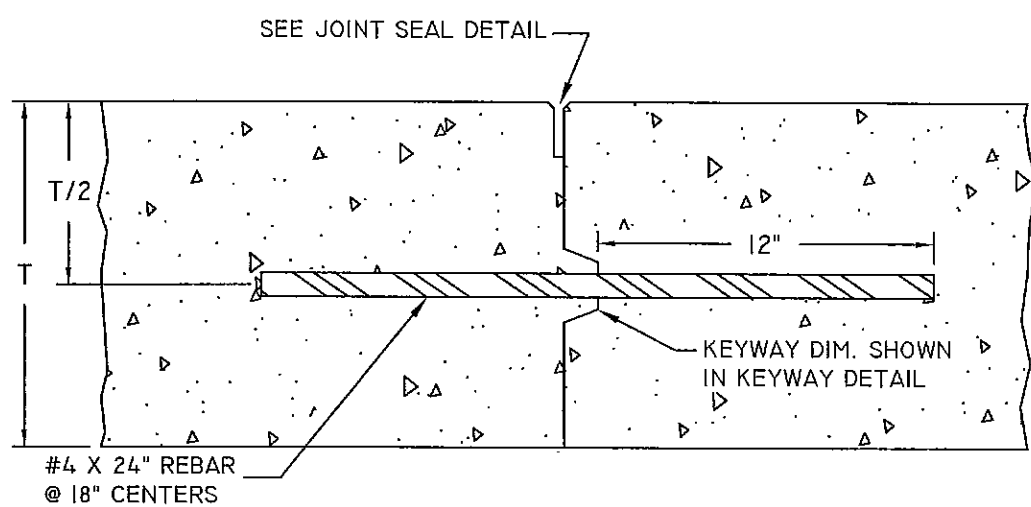


**ASPHALT SECTION
(TYPICAL)**

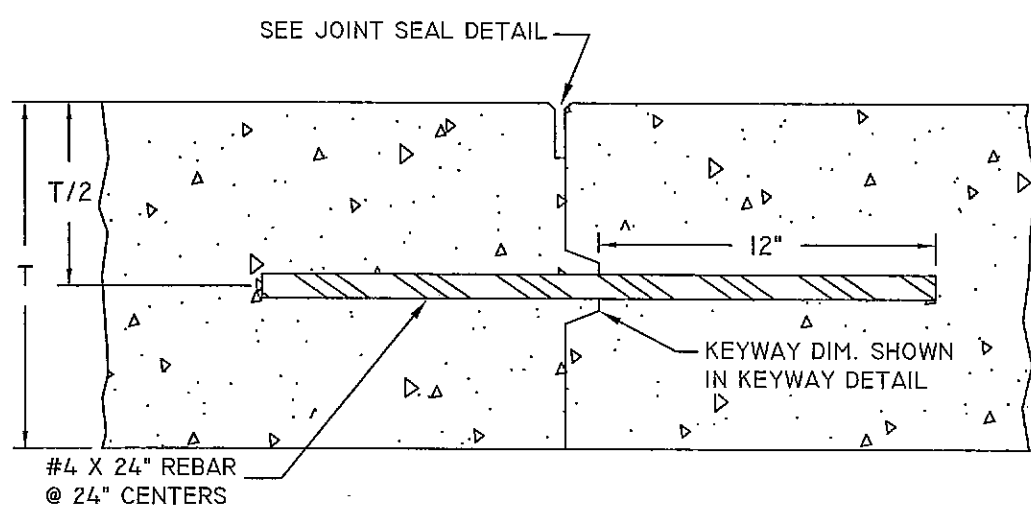
TOWN OF GLENDO STREET REPAIR PROJECT-PHASE I		
TYPICAL SECTIONS		
DESIGNED CDF	DRAWN CDF	CHECKED LCH
PROJECT No. 5122.26130.01	DRAWING TYP SECTIONS	
DATE AUGUST 2011	DS-1	SHEET OF 6
 DOWL HKM COPYRIGHT © 2011 ALL RIGHTS RESERVED.		



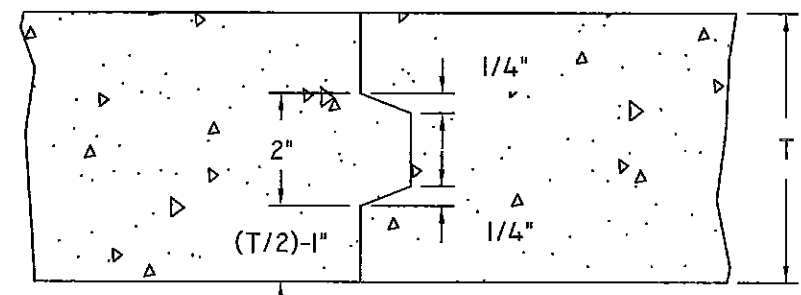
TRANSVERSE CONTRACTION JOINT



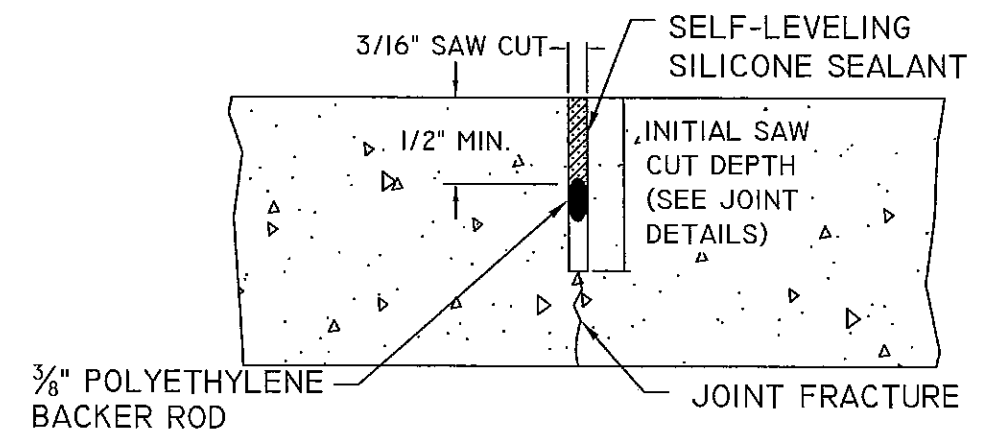
TRANSVERSE CONSTRUCTION JOINT



LONGITUDINAL CONSTRUCTION JOINT



TYPICAL KEYWAY DETAIL



JOINT SEAL DETAIL

T = SLAB THICKNESS

BEGIN PLACING REBARS (DEFORMED REBAR) 6 IN FROM EDGE OF PAVEMENT AND PERPENDICULAR TO THE JOINT OR AS SPECIFIED.

CONSTRUCTION JOINTS SHALL BE USED WHEN ENDING A CONTINUOUS POUR OR WHEN CALLED FOR BY THE ENGINEER.

WHEN TRANSVERSE JOINTS DO NOT FRACTURE IN THE JOINT AT THE EDGE OF THE SLAB, SAW DEPTH MAY BE INCREASED AS APPROVED BY THE ENGINEER AT NO ADDITIONAL COST TO THE OWNER.

TAPE OR CLOSE JOINT ENDS AS APPROVED BY ENGINEER TO PREVENT LOSS OF JOINT SEALANT.

SEALANT SHALL BE PLACED IN ALL CONCRETE PAVING JOINTS.

**TOWN OF GLENDO
STREET REPAIR
PROJECT-PHASE I**

JOINT DETAILS

DESIGNED CDF	DRAWN CDF	CHECKED LCH
PROJECT No. 5122.28130.01		DRAWING GEN DETAILS
DATE AUGUST 2011		SHEET DS-2 OF 6

DOWL HKM
COPYRIGHT © 2011 ALL RIGHTS RESERVED.