Commercial Drive Approach Inspection Checklist
General Design Standard
Section #2I4 and 010 General Notes A Section 2-J2, Section 10E2, Section 2-6
GDS Paving Details P-15, P-11, P-12

- All pavements saw cut and removal shall extend to the limits of “good” concrete as defined by the city of Carrollton, extended minimum 1' 6".

- Concrete thickness shall match thickness of existing street per GDS (further review).

- Reinforcing steel shall be #3 deformed bars 18" o.c.e.w. Tied at every intersection 100% tie.

- 6” crest to contain curb flow (best engineering practice).

- Expansion joint material shall be redwood strips with approved joint sealing compound and shall be free of open knots, splinters or breaks.

- Grades, breaks and driveway widths (Driveway Ordinance).

- Construction joints shall be #4 deformed bar, 2'- 6" long set in epoxy grout 18" on center, embedded minimum 1'- 3" into existing concrete, and all reinforcing bars shall have wire ties at every intersection 100% tie. Where new concrete is poured against old concrete, old concrete shall have a coat of epoxy bonding agent applied at manufacturer’s specified rates.

- Random drying shrinkage cracks or stress cracks of any nature in recently placed concrete are unacceptable and are subject to removal. (Recently placed is any concrete for which the two year bond has not expired). Sealing of random cracks is NOT permitted.

- Test cylinders are required to verify compressive strength – minimum of 3 cylinders to break at the required strength of 4000 p.s.i. or greater. Slump shall be verified by the material testing firm per GDS.