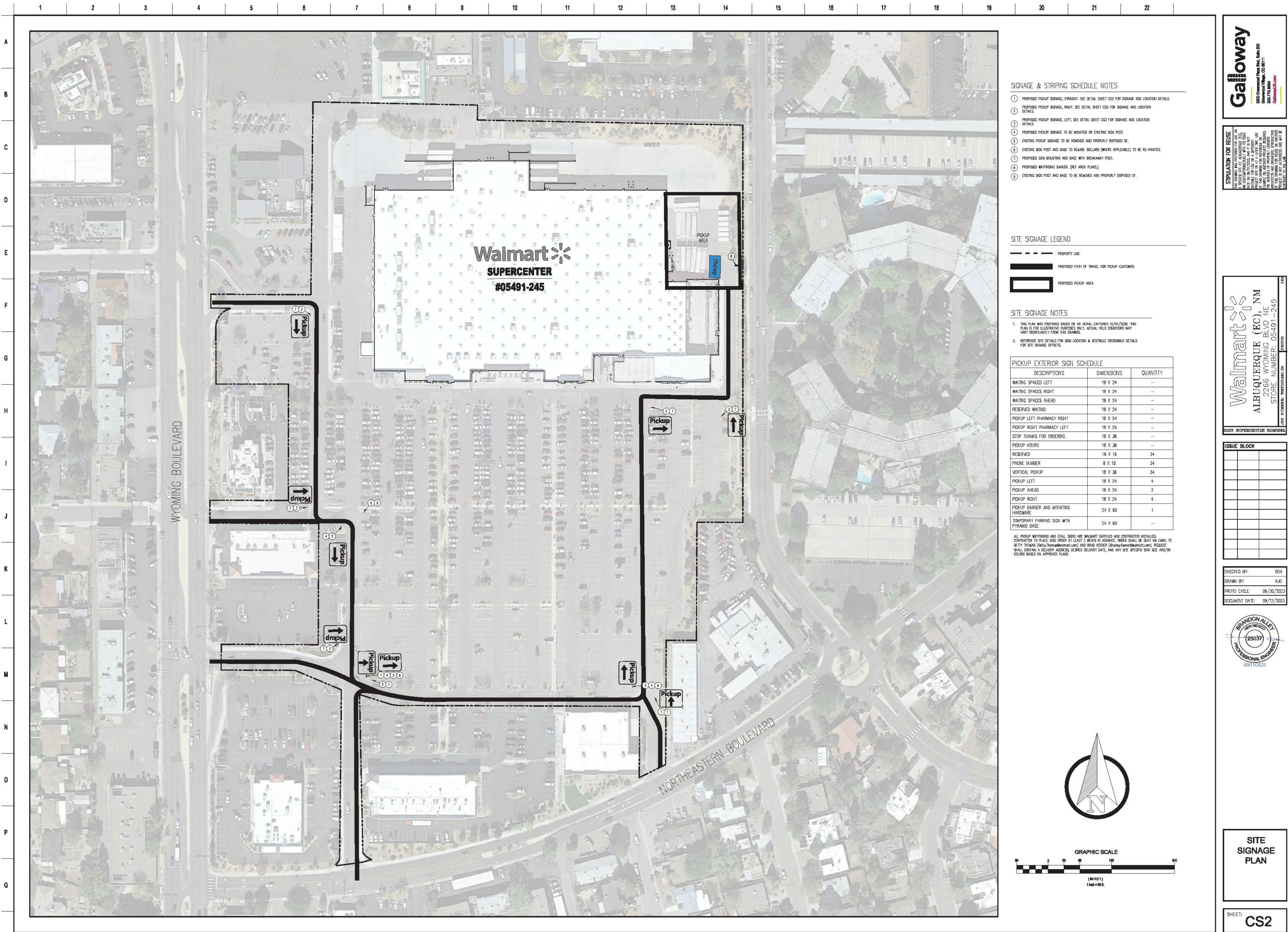


ADMINISTRATIVE AMENDMENT

FILE #: _____ PROJECT #: _____

APPROVED BY

DATE



SIGNAGE & STRIPING SCHEDULE NOTES

- PROPOSED PICKUP SIGNAGE, STRAIGHT. SEE DETAIL SHEET CS3 FOR SIGNAGE AND LOCATION DETAILS.
- PROPOSED PICKUP SIGNAGE, RIGHT. SEE DETAIL SHEET CS3 FOR SIGNAGE AND LOCATION DETAILS.
- PROPOSED PICKUP SIGNAGE, LEFT. SEE DETAIL SHEET CS3 FOR SIGNAGE AND LOCATION DETAILS.
- PROPOSED PICKUP SIGNAGE TO BE MOUNTED ON EXISTING SIGN POST.
- EXISTING PICKUP SIGNAGE TO BE REMOVED AND PROPERLY DISPOSED OF.
- EXISTING SIGN POST AND BASE TO REMAIN. BOLLARD (WHERE APPLICABLE) TO BE RE-PAINTED.
- PROPOSED SIGN MOUNTING AND BASE WITH BREAKAWAY POST.
- PROPOSED WAYFINDING BANNER. (SEE ARCH PLANS).
- EXISTING SIGN POST AND BASE TO BE REMOVED AND PROPERLY DISPOSED OF.

SITE SIGNAGE LEGEND

- PROPERTY LINE
- PROPOSED PATH OF TRAVEL FOR PICKUP CUSTOMER
- PROPOSED PICKUP AREA

SITE SIGNAGE NOTES

- THIS PLAN WAS PREPARED BASED ON AN AERIAL CAPTURED 10/04/2020. THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL FIELD CONDITIONS MAY VARY SIGNIFICANTLY FROM THIS DRAWING.
- REFERENCE SITE DETAILS FOR SIGN LOCATION & VESTIBULE CROSSWALK DETAILS FOR SITE SIGNAGE OFFSETS.

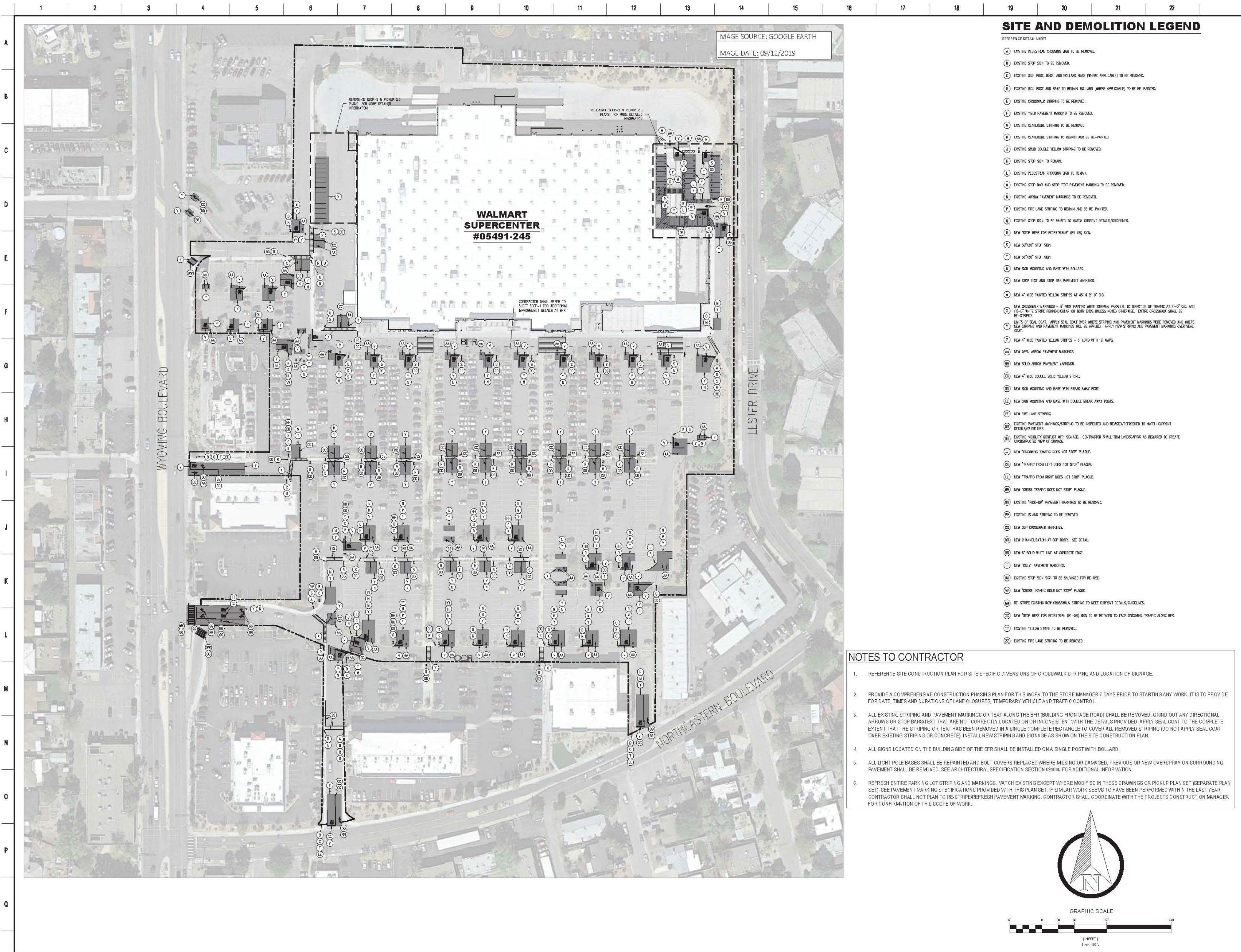
PICKUP EXTERIOR SIGN SCHEDULE

DESCRIPTIONS	DIMENSIONS	QUANTITY
WAITING SPACES LEFT	18 X 24	-
WAITING SPACES RIGHT	18 X 24	-
WAITING SPACES AHEAD	18 X 24	-
RESERVED WAITING	18 X 24	-
PICKUP LEFT PHARMACY RIGHT	18 X 24	-
PICKUP RIGHT PHARMACY LEFT	18 X 24	-
STOP THANKS FOR ORDERING	18 X 36	-
PICKUP HOURS	18 X 36	-
RESERVED	18 X 18	34
PHONE NUMBER	8 X 18	34
VERTICAL PICKUP	18 X 36	34
PICKUP LEFT	18 X 24	4
PICKUP AHEAD	18 X 24	2
PICKUP RIGHT	18 X 24	4
PICKUP BANNER AND MOUNTING HARDWARE	24 X 60	1
TEMPORARY PARKING SIGN WITH PYRAMID BASE	24 X 60	-

ALL PICKUP WAYFINDING AND STALL SIGNS ARE WALMART SUPPLIED AND CONTRACTOR INSTALLED. CONTRACTOR TO PLACE SIGN ORDER AT LEAST 3 WEEKS IN ADVANCE. ORDER SHALL BE SENT VIA EMAIL TO KETTY THOMAS (ketty.thomas@walmart.com) AND BRAND KEEPER (brand.keeper@walmart.com). REQUEST SHALL CONTAIN A DELIVERY ADDRESS, DESIRED DELIVERY DATE, AND ANY SITE SPECIFIC SIGN SIZE AND/OR COLORS BASED ON APPROVED PLANS.

ISSUE BLOCK

SITE
SIGNAGE
PLAN

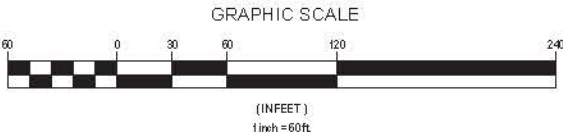
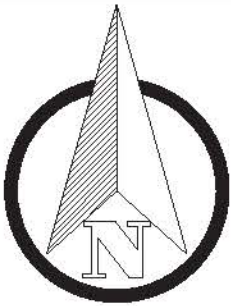


SITE AND DEMOLITION LEGEND

- REFERENCE DETAIL SHEET
- (A) EXISTING PEDESTRIAN CROSSING SIGN TO BE REMOVED.
 - (B) EXISTING STOP SIGN TO BE REMOVED.
 - (C) EXISTING SIGN POST, BASE, AND BOLLARD BASE (WHERE APPLICABLE) TO BE REMOVED.
 - (D) EXISTING SIGN POST AND BASE TO REMAIN BOLLARD (WHERE APPLICABLE) TO BE RE-PAINTED.
 - (E) EXISTING CROSSWALK STRIPING TO BE REMOVED.
 - (F) EXISTING YIELD PAVEMENT MARKING TO BE REMOVED.
 - (G) EXISTING CENTERLINE STRIPING TO BE REMOVED.
 - (H) EXISTING CENTERLINE STRIPING TO REMAIN AND BE RE-PAINTED.
 - (I) EXISTING SOLID DOUBLE YELLOW STRIPING TO BE REMOVED.
 - (J) EXISTING STOP SIGN TO REMAIN.
 - (K) EXISTING PEDESTRIAN CROSSING SIGN TO REMAIN.
 - (L) EXISTING STOP BAR AND STOP TEXT PAVEMENT MARKING TO BE REMOVED.
 - (M) EXISTING ARROW PAVEMENT MARKINGS TO BE REMOVED.
 - (N) EXISTING FIRE LANE STRIPING TO REMAIN AND BE RE-PAINTED.
 - (O) EXISTING STOP SIGN TO BE RAISED TO MATCH CURRENT DETAILS/GUIDELINES.
 - (P) NEW "STOP HERE FOR PEDESTRIAN" (R1-20) SIGN.
 - (Q) NEW 30"x30" STOP SIGN.
 - (R) NEW 24"x24" STOP SIGN.
 - (S) NEW SIGN MOUNTING AND BASE WITH BOLLARD.
 - (T) NEW STOP TEXT AND STOP BAR PAVEMENT MARKINGS.
 - (U) NEW 4" WIDE PAINTED YELLOW STRIPES AT 45° @ 2'-0" O.C.
 - (V) NEW CROSSWALK MARKINGS - 6" WIDE PAINTED WHITE STRIPING PARALLEL TO DIRECTION OF TRAFFIC AT 2'-0" O.C. AND (2'-0" WIDE STRIPES PERPENDICULAR ON BOTH ENDS UNLESS NOTED OTHERWISE. ENTIRE CROSSWALK SHALL BE RE-STRIPED.
 - (W) LIMITS OF SEAL COAT. APPLY SEAL COAT OVER WHERE STRIPING AND PAVEMENT MARKINGS WERE REMOVED AND WHERE NEW STRIPING AND PAVEMENT MARKINGS WILL BE APPLIED. APPLY NEW STRIPING AND PAVEMENT MARKINGS OVER SEAL COAT.
 - (X) NEW 4" WIDE PAINTED YELLOW STRIPES - 6" LONG WITH 1/8" GAPS.
 - (AA) NEW OPEN ARROW PAVEMENT MARKINGS.
 - (BB) NEW SOLID ARROW PAVEMENT MARKINGS.
 - (CC) NEW 4" WIDE DOUBLE SOLID YELLOW STRIPES.
 - (DD) NEW SIGN MOUNTING AND BASE WITH BREAK AWAY POST.
 - (EE) NEW SIGN MOUNTING AND BASE WITH DOUBLE BREAK AWAY POSTS.
 - (FF) NEW FIRE LANE STRIPING.
 - (GG) EXISTING PAVEMENT MARKINGS/STRIPING TO BE INSPECTED AND REPAIRED/REFRESHED TO MATCH CURRENT DETAILS/GUIDELINES.
 - (HH) EXISTING VISIBILITY CONFLICT WITH SIGNAGE. CONTRACTOR SHALL TRIM LANDSCAPING AS REQUIRED TO CREATE UNOBSTRUCTED VIEW OF SIGNAGE.
 - (II) NEW "ONCOMING TRAFFIC DOES NOT STOP" PLAQUE.
 - (JJ) NEW "TRAFFIC FROM LEFT DOES NOT STOP" PLAQUE.
 - (KK) NEW "TRAFFIC FROM RIGHT DOES NOT STOP" PLAQUE.
 - (LL) NEW "CROSS TRAFFIC DOES NOT STOP" PLAQUE.
 - (MM) EXISTING "PICK-UP" PAVEMENT MARKINGS TO BE REMOVED.
 - (NN) EXISTING ISLAND STRIPING TO BE REMOVED.
 - (OO) NEW ODP CROSSWALK MARKINGS.
 - (PP) NEW CHANNELIZATION AT ODP DOOR. SEE DETAIL.
 - (QQ) NEW 8" SOLID WHITE LINE AT CONCRETE EDGE.
 - (RR) NEW "ONLY" PAVEMENT MARKINGS.
 - (SS) EXISTING STOP SIGN SIGN TO BE SALVAGED FOR RE-USE.
 - (TT) NEW "CROSS TRAFFIC DOES NOT STOP" PLAQUE.
 - (UU) RE-STRIPING EXISTING ROW CROSSWALK STRIPING TO MEET CURRENT DETAILS/GUIDELINES.
 - (VV) NEW "STOP HERE FOR PEDESTRIAN (R1-20) SIGN TO BE ROTATED TO FACE ONCOMING TRAFFIC ALONG BFR.
 - (WW) EXISTING YELLOW STRIPES TO BE REMOVED.
 - (XX) EXISTING FIRE LANE STRIPING TO BE REMOVED.

NOTES TO CONTRACTOR

- REFERENCE SITE CONSTRUCTION PLAN FOR SITE SPECIFIC DIMENSIONS OF CROSSWALK STRIPING AND LOCATION OF SIGNAGE.
- PROVIDE A COMPREHENSIVE CONSTRUCTION PHASING PLAN FOR THIS WORK TO THE STORE MANAGER 7 DAYS PRIOR TO STARTING ANY WORK. IT IS TO PROVIDE FOR DATE, TIMES AND DURATIONS OF LANE CLOSURES, TEMPORARY VEHICLE AND TRAFFIC CONTROL.
- ALL EXISTING STRIPING AND PAVEMENT MARKINGS OR TEXT ALONG THE BFR (BUILDING FRONTAGE ROAD) SHALL BE REMOVED. GRIND OUT ANY DIRECTIONAL ARROWS OR STOP BARS/TEXT THAT ARE NOT CORRECTLY LOCATED ON OR INCONSISTENT WITH THE DETAILS PROVIDED. APPLY SEAL COAT TO THE COMPLETE EXTENT THAT THE STRIPING OR TEXT HAS BEEN REMOVED IN A SINGLE COMPLETE RECTANGLE TO COVER ALL REMOVED STRIPING (DO NOT APPLY SEAL COAT OVER EXISTING STRIPING OR CONCRETE). INSTALL NEW STRIPING AND SIGNAGE AS SHOWN ON THE SITE CONSTRUCTION PLAN.
- ALL SIGNS LOCATED ON THE BUILDING SIDE OF THE BFR SHALL BE INSTALLED ON A SINGLE POST WITH BOLLARD.
- ALL LIGHT POLE BASES SHALL BE REPAINTED AND BOLT COVERS REPLACED WHERE MISSING OR DAMAGED. PREVIOUS OR NEW OVERSPRAY ON SURROUNDING PAVEMENT SHALL BE REMOVED. SEE ARCHITECTURAL SPECIFICATION SECTION 039000 FOR ADDITIONAL INFORMATION.
- REFRESH ENTIRE PARKING LOT STRIPING AND MARKINGS. MATCH EXISTING EXCEPT WHERE MODIFIED IN THESE DRAWINGS OR PICKUP PLAN SET (SEPARATE PLAN SET). SEE PAVEMENT MARKING SPECIFICATIONS PROVIDED WITH THIS PLAN SET. IF SIMILAR WORK SEEMS TO HAVE BEEN PERFORMED WITHIN THE LAST YEAR, CONTRACTOR SHALL NOT PLAN TO RE-STRIP/REFRESH PAVEMENT MARKING. CONTRACTOR SHALL COORDINATE WITH THE PROJECTS CONSTRUCTION MANAGER FOR CONFIRMATION OF THIS SCOPE OF WORK.



Galloway

1800 Commerce Plaza Blvd, Suite 200
Commerce Village, CO 80111
303.770.8844
gallowayco.com

Walmart*

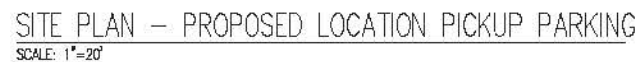
ALBUQUERQUE (EC), NM
2266 WYOMING BLVD NE
STORE NUMBER: 05491-245
JOB NUMBER: WMT05491-245
PROJECT: SIGN - STOP

CHECKED BY: BDA
DRAWN BY: NAG
PROTO CYCLE: 06/30/2023
DOCUMENT DATE: 08/12/2023

BRANDON ALLEY
25037
PROFESSIONAL ENGINEER
08/17/2023

STOP SIGNS
AND
MARKINGS
PLAN

SHEET
SSM-1



- ## SITE & DEMOLITION SCHEDULE

-

KEY MAP
APPROX. 1" = 500'

DEMOLITION NOTES

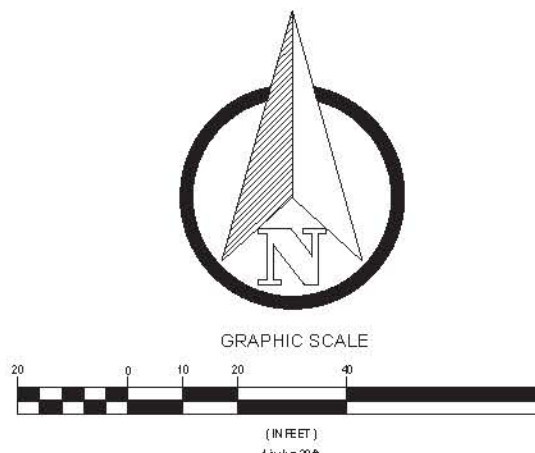
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SITE NOTES

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CAUTION - NOTICE TO CONTRACTOR

1. ALL UTILITY LOCATIONS SHOWN ARE BASED ON MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE FIELD LOCATION OF ALL UTILITIES, PUBLIC OR PRIVATE, WHETHER SHOWN ON THE PLANS OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO CONSTRUCTION.
2. WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POINHLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.



Galloway
9500 Greenwood Plaza Blvd, Suite 200
Greenwood Village, CO 80111
303.770.9884
gallowayus.com

STIPULATION FOR REUSE

THIS DRAWING WAS PREPARED FOR USE ON A SPECIFIC SITE AT ALBUQUERQUE (CZ). IT IS NOT TO BE USED CONTEMPORANEOUSLY WITH ITS ISSUE DATE OF 06/12/2003, AND IT IS NOT RELEASABLE FOR USE ON A DIFFERENT PROJECT SITE OR AT A LATER DATE. USE OF THIS DRAWING FOR PURPOSES OF, FOR EXAMPLE, ANOTHER PROJECT REQUIRES THE SERVICES OF PROFESSIONAL ARCHITECTS AND ENGINEERS. REPRODUCTION OF THIS DRAWING FOR REUSE ON ANOTHER PROJECT IS NOT AUTHORIZED AND MAY BE IN VIOLATION OF THE LAW.

Walmart
ALBUQUERQUE (EC), NM
2266 WYOMING BLVD NE
STORE NUMBER: 05491-245

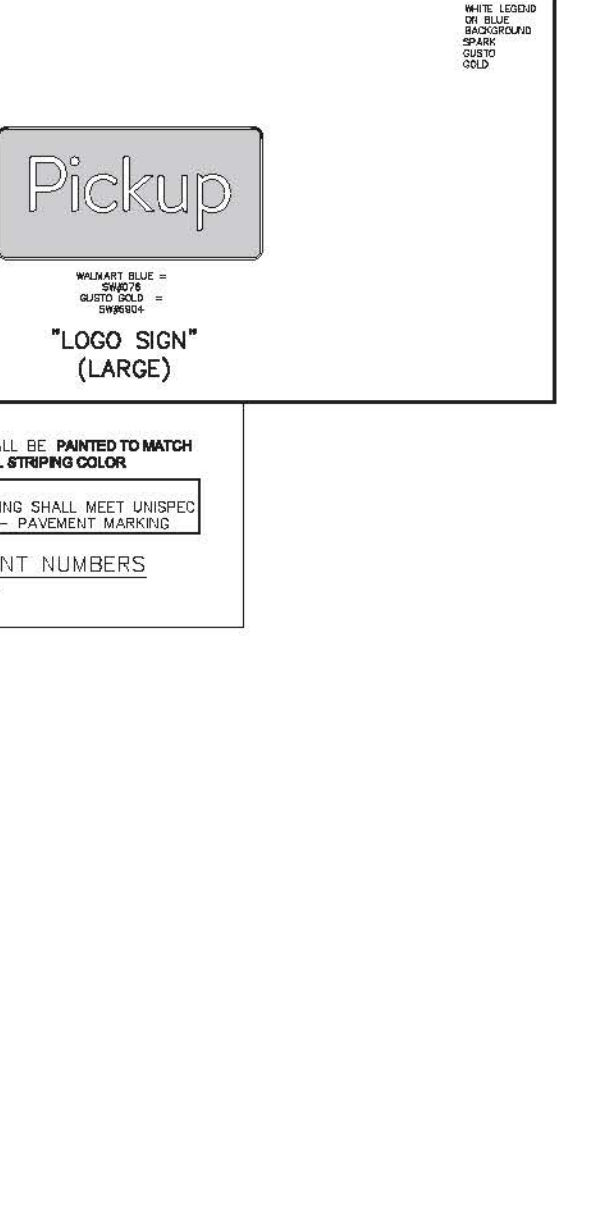
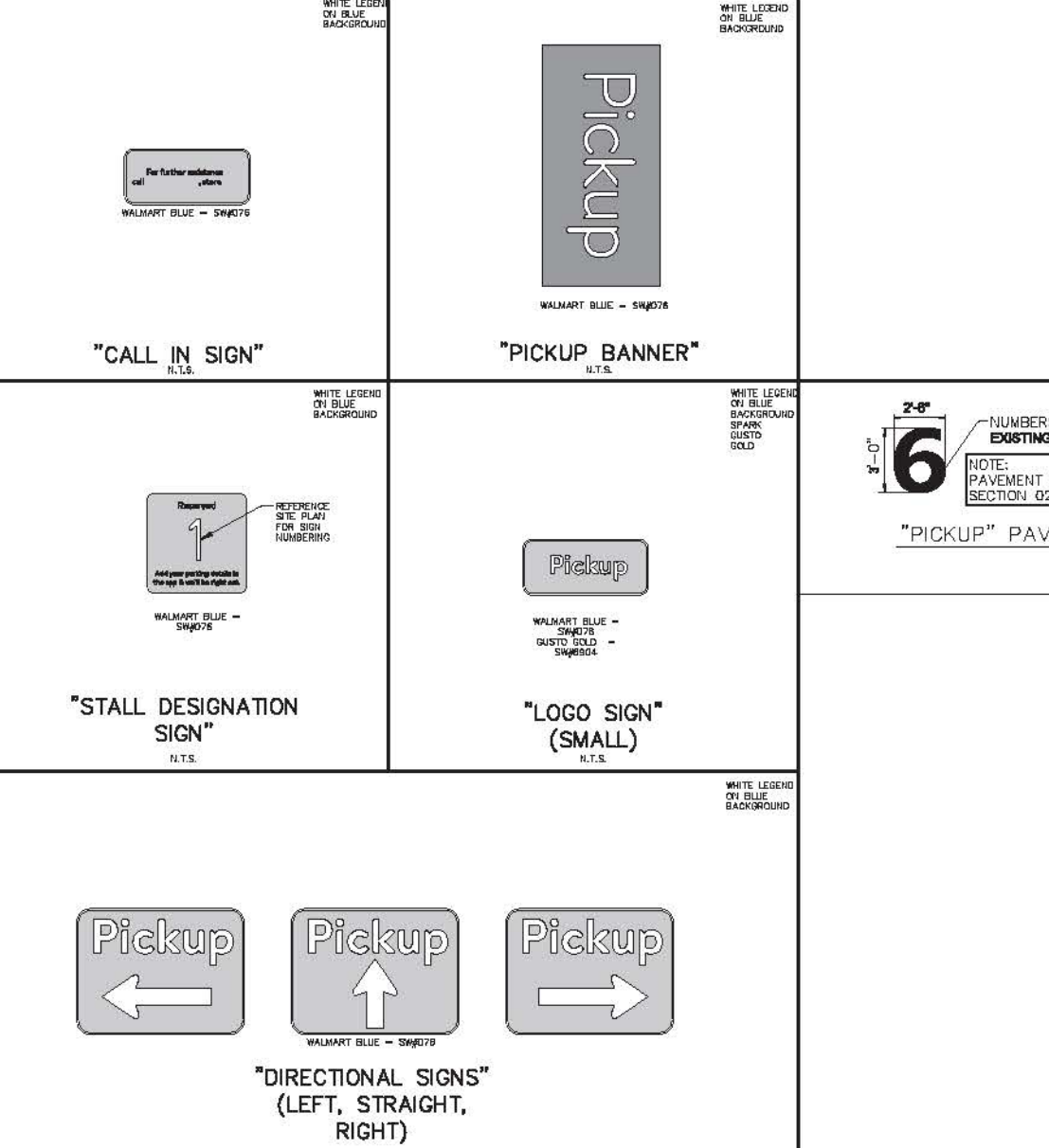
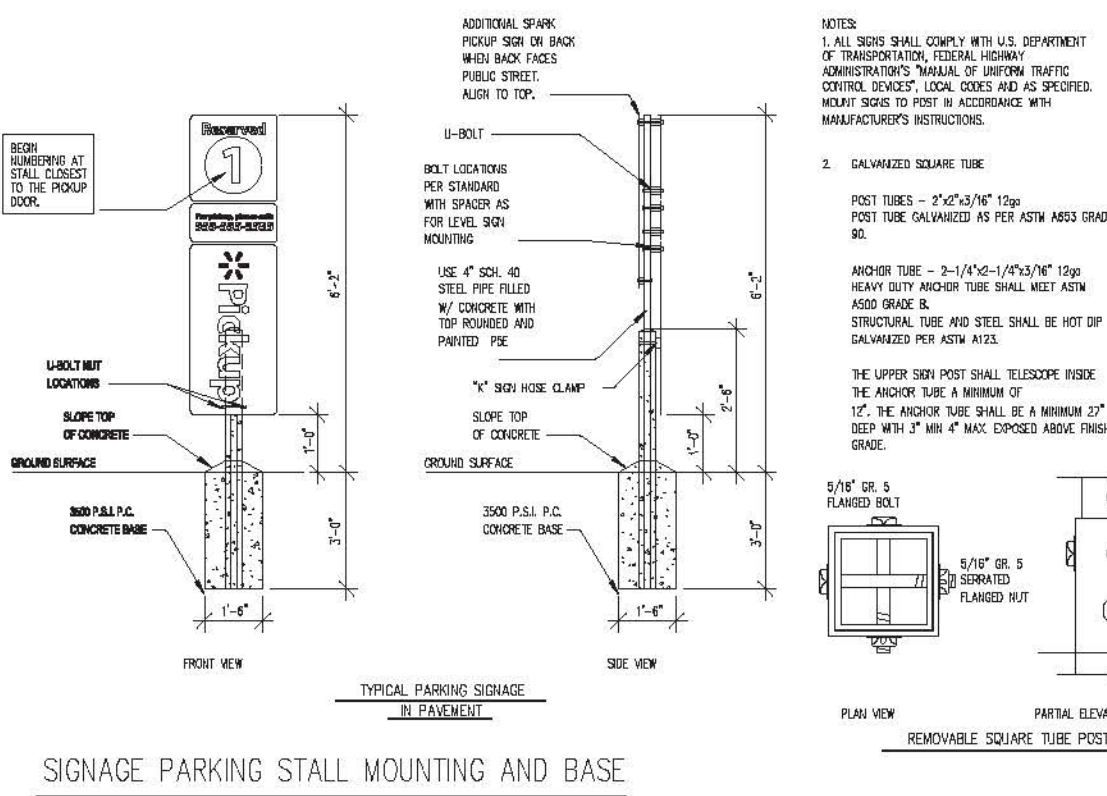
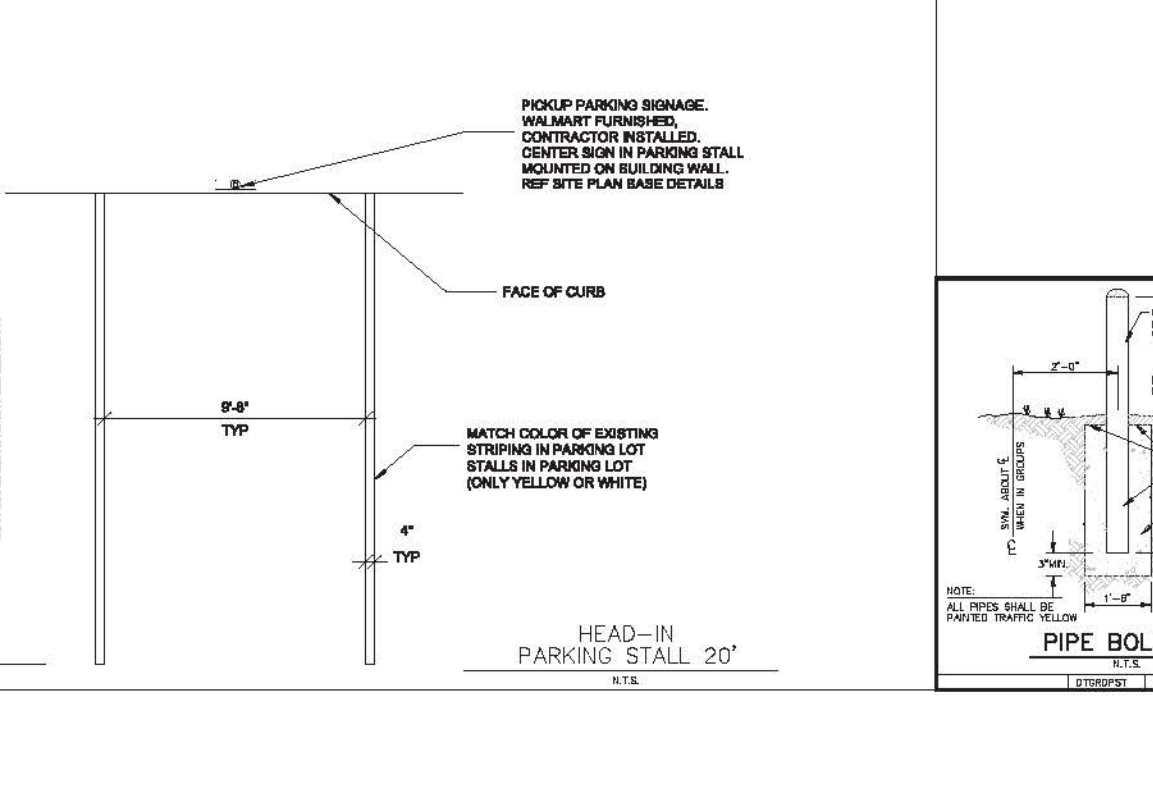
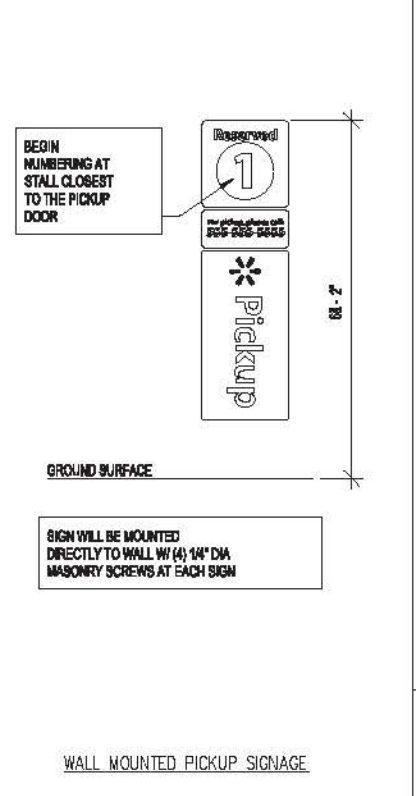
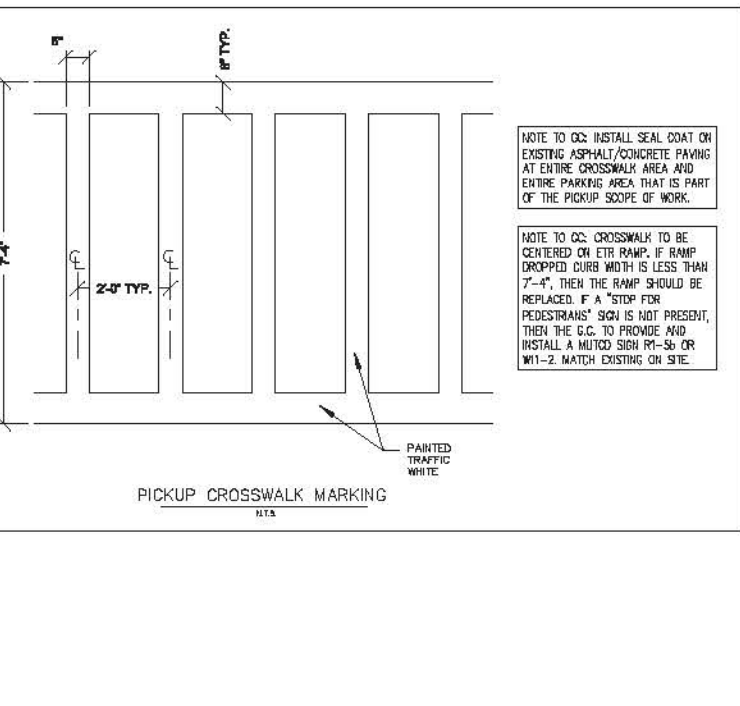
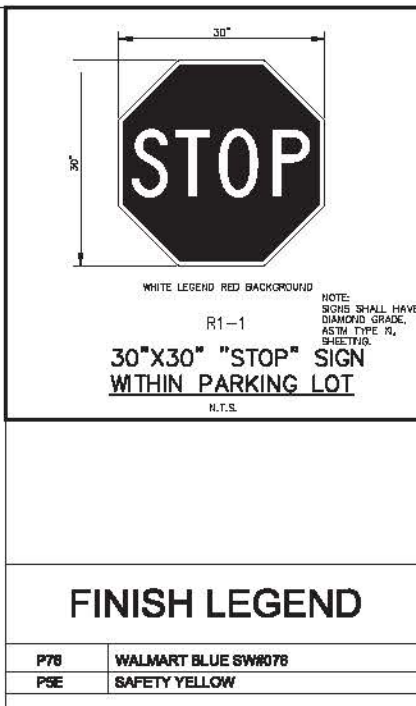
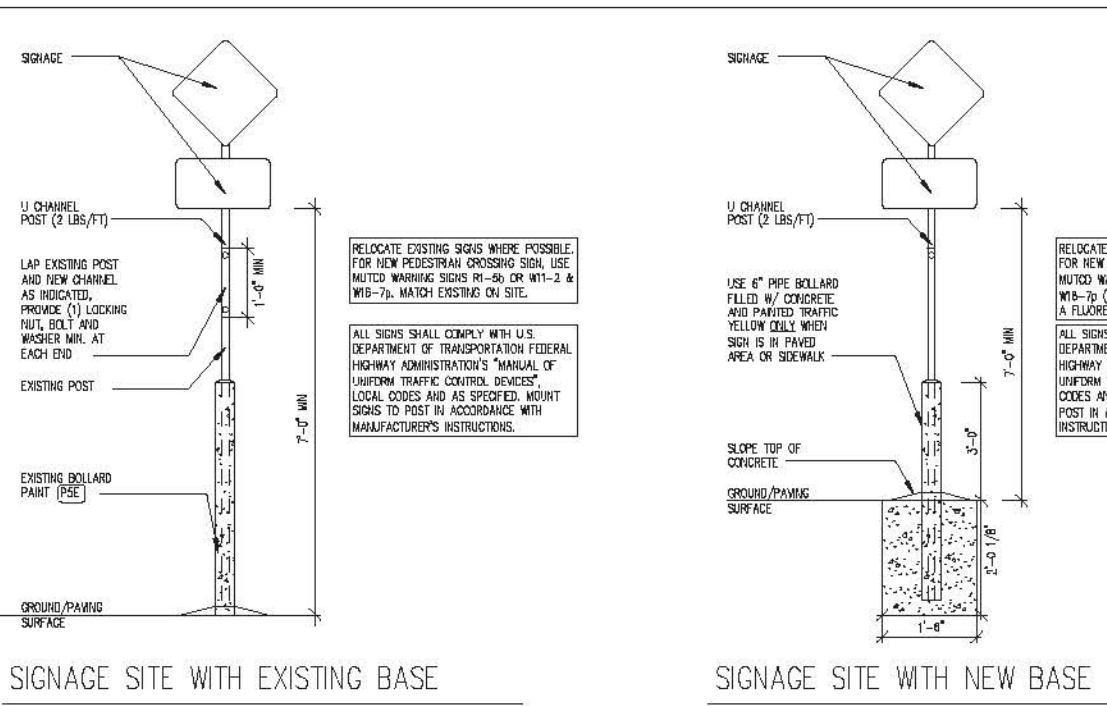
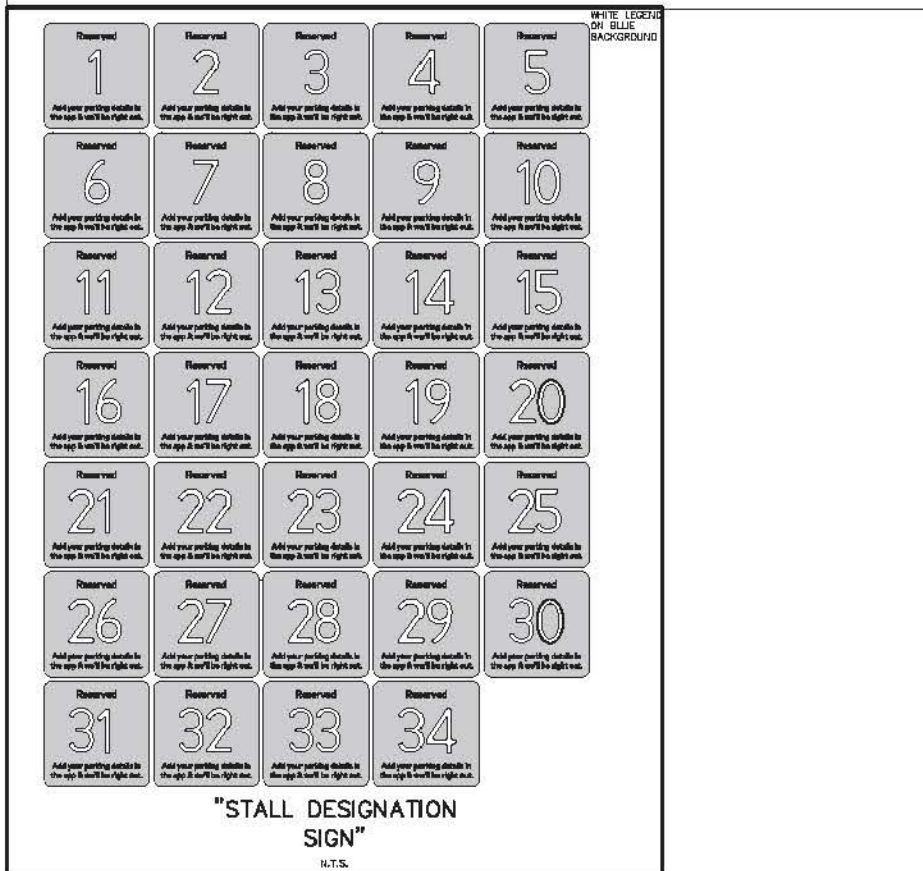
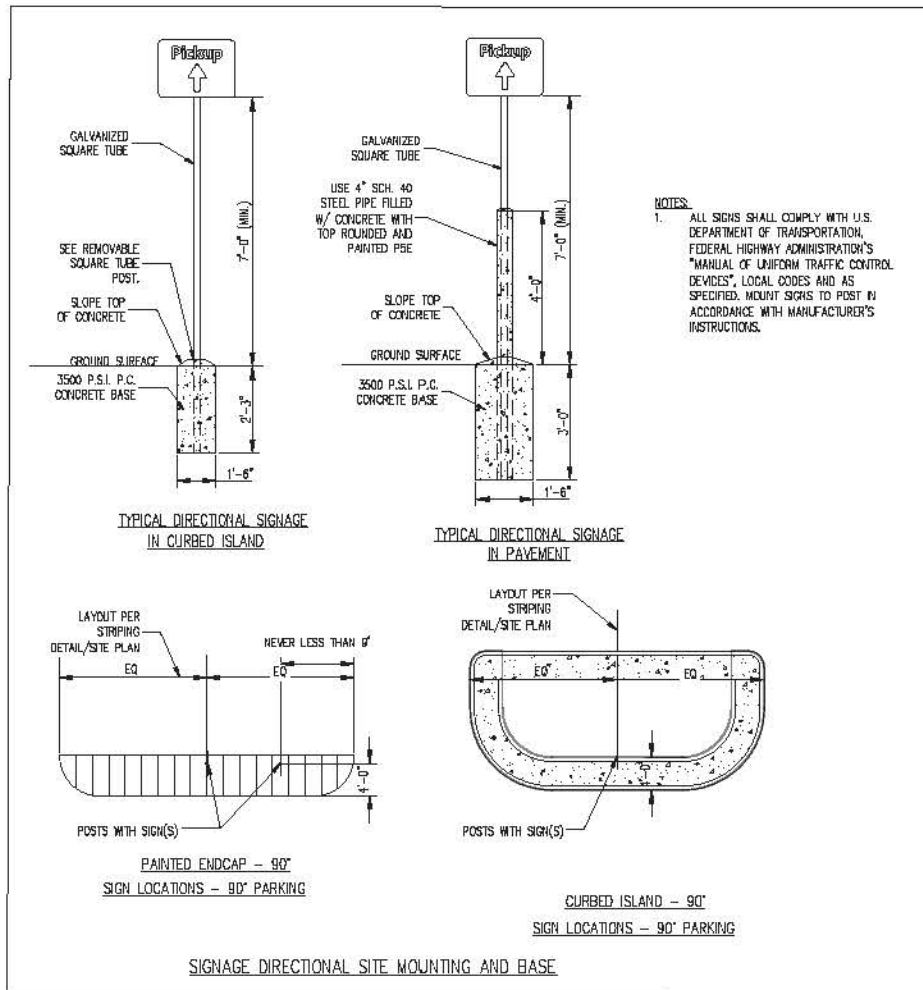
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CHECKED BY:	BDA
DRAWN BY:	NJG
PROTO CYCLE:	06/30/2023
DOCUMENT DATE:	09/12/2023



DEMOLITION
&
SITE PLAN

SHEET: CS1



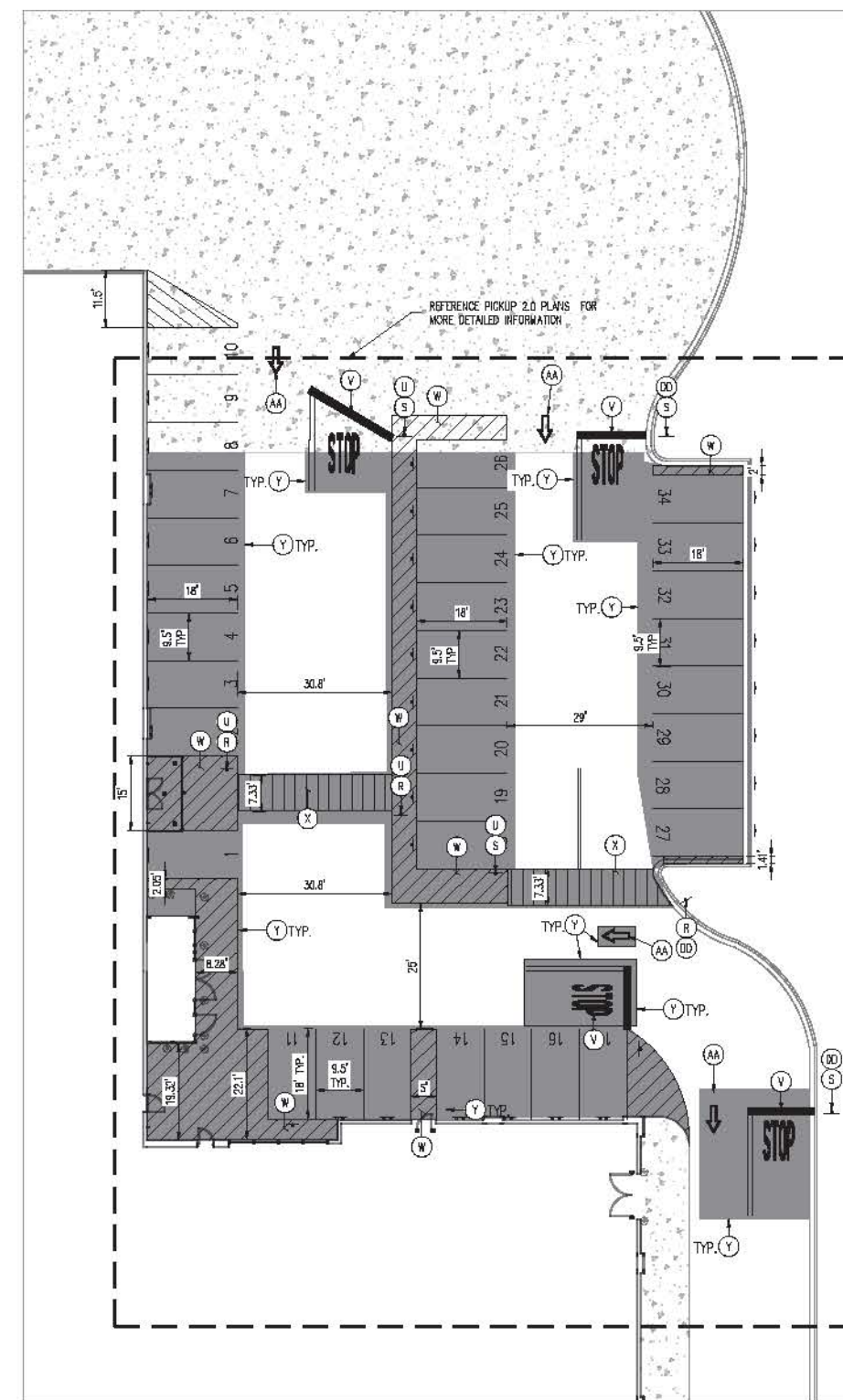
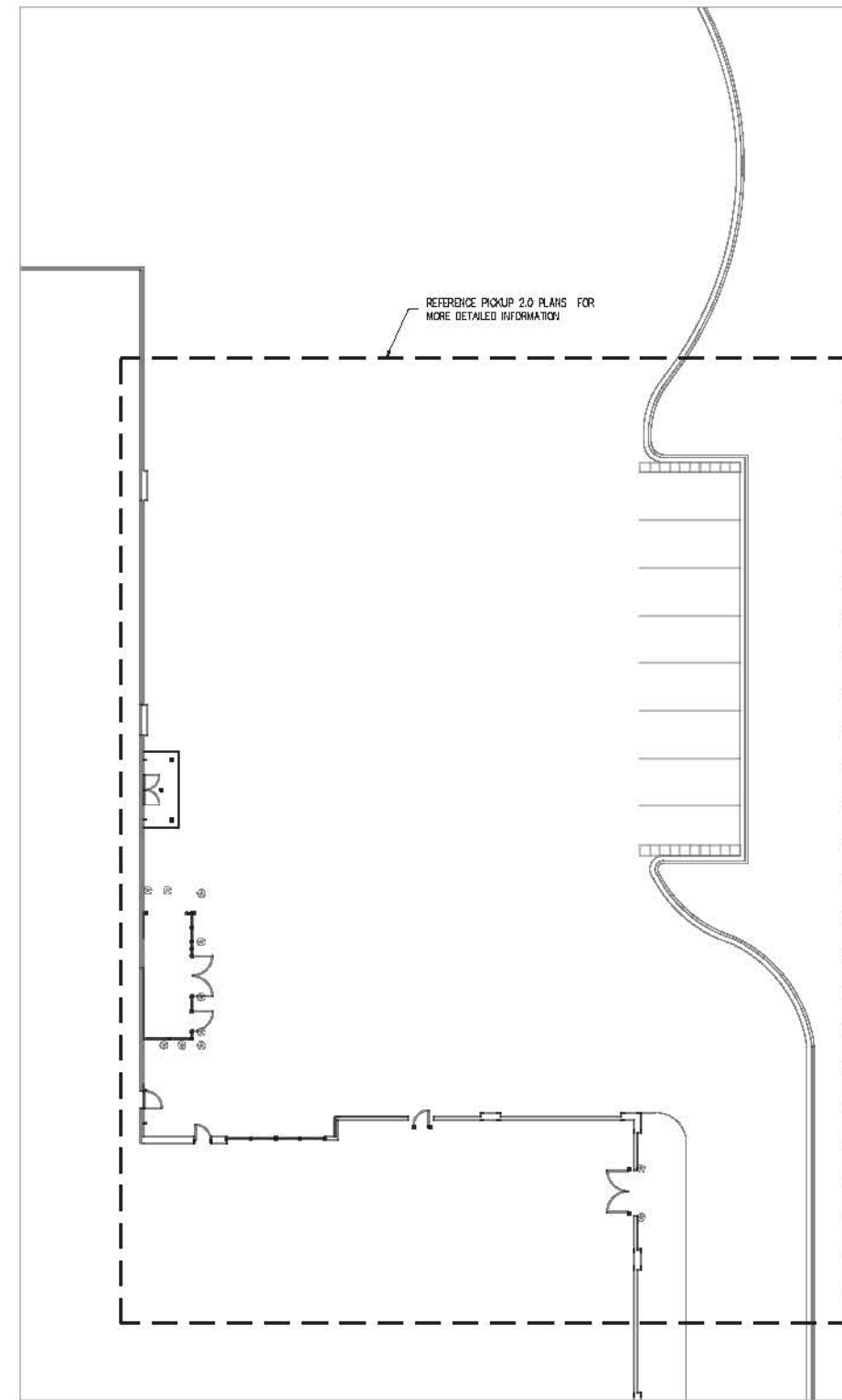
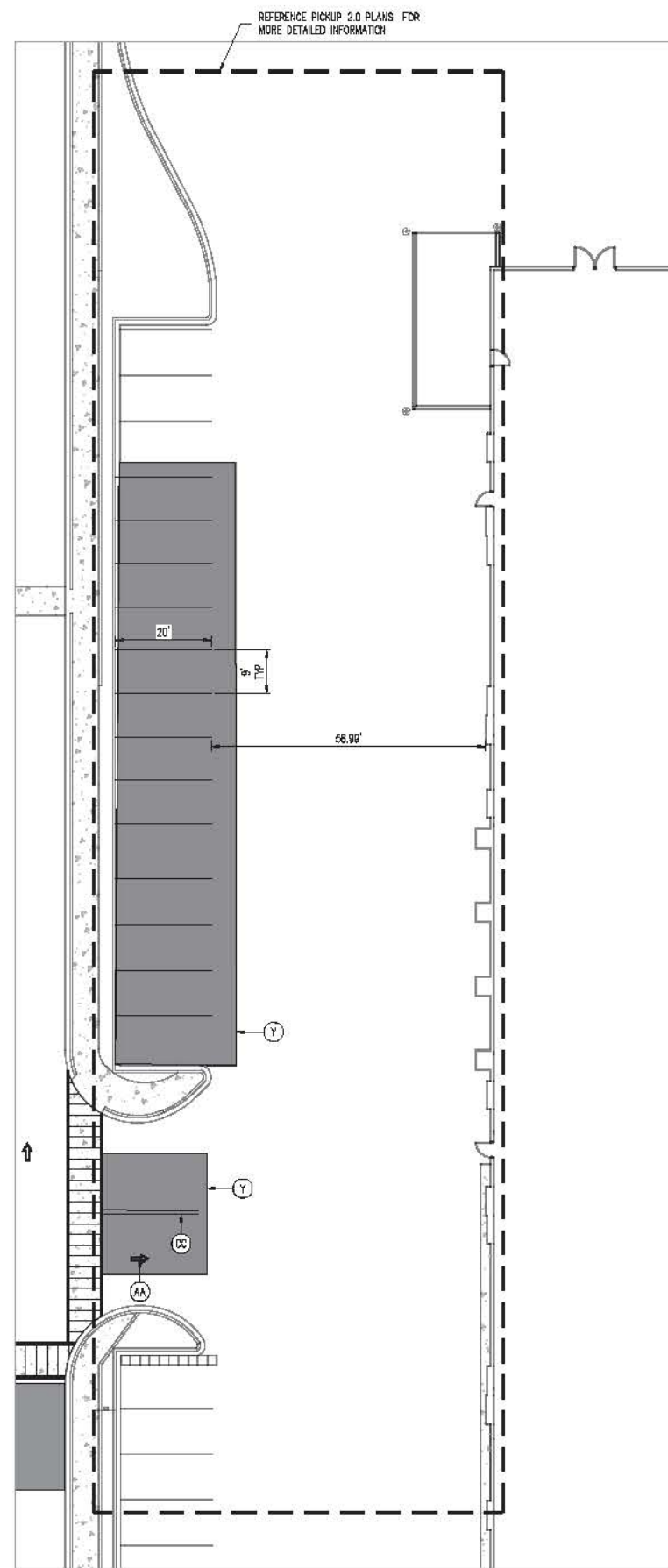
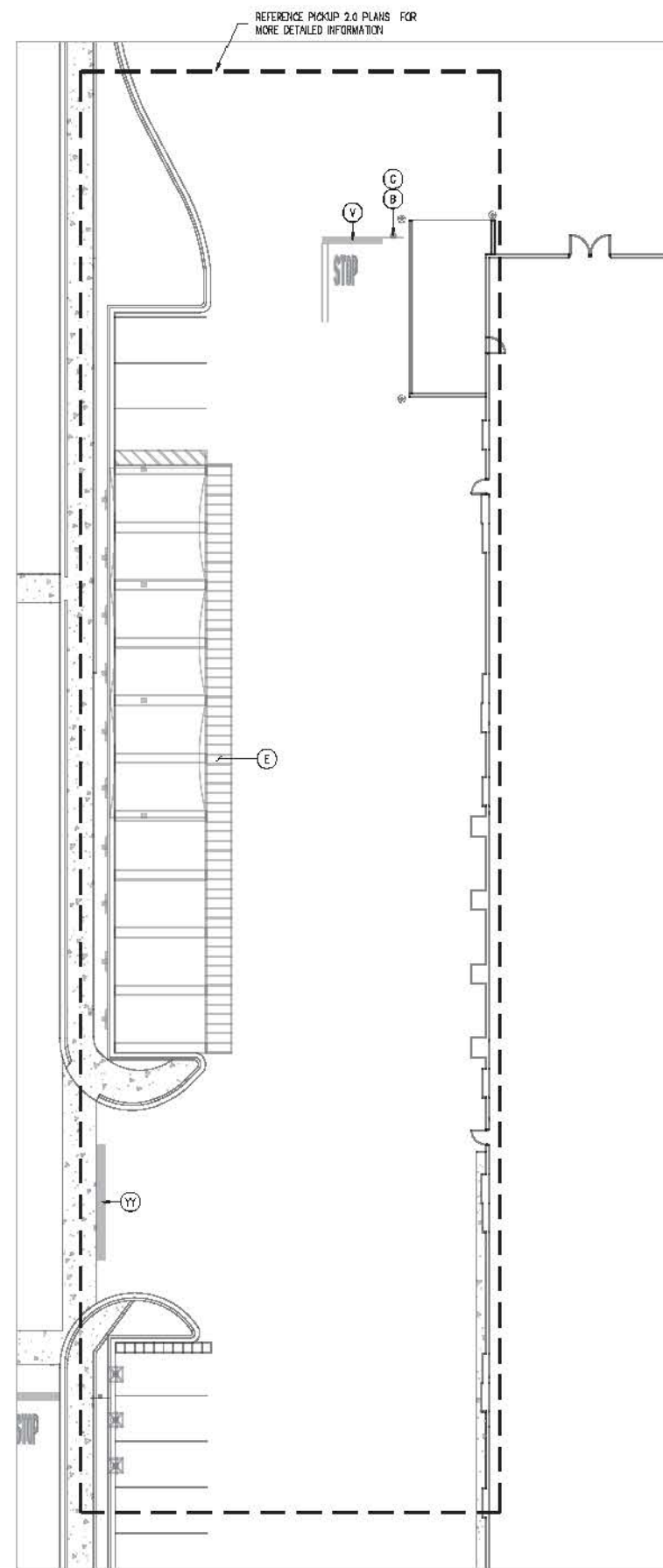
A

E

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E

F



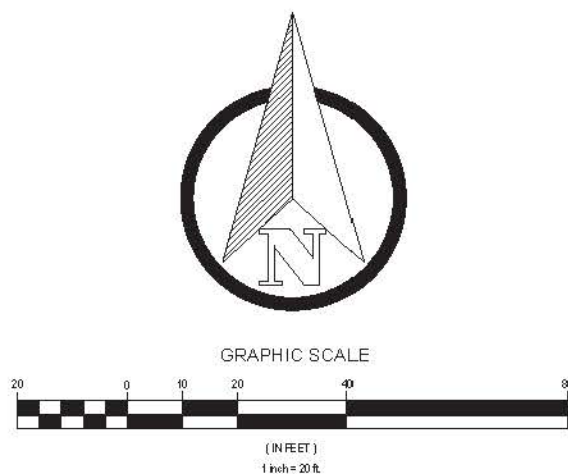
SITE AND DEMOLITION LEGEND

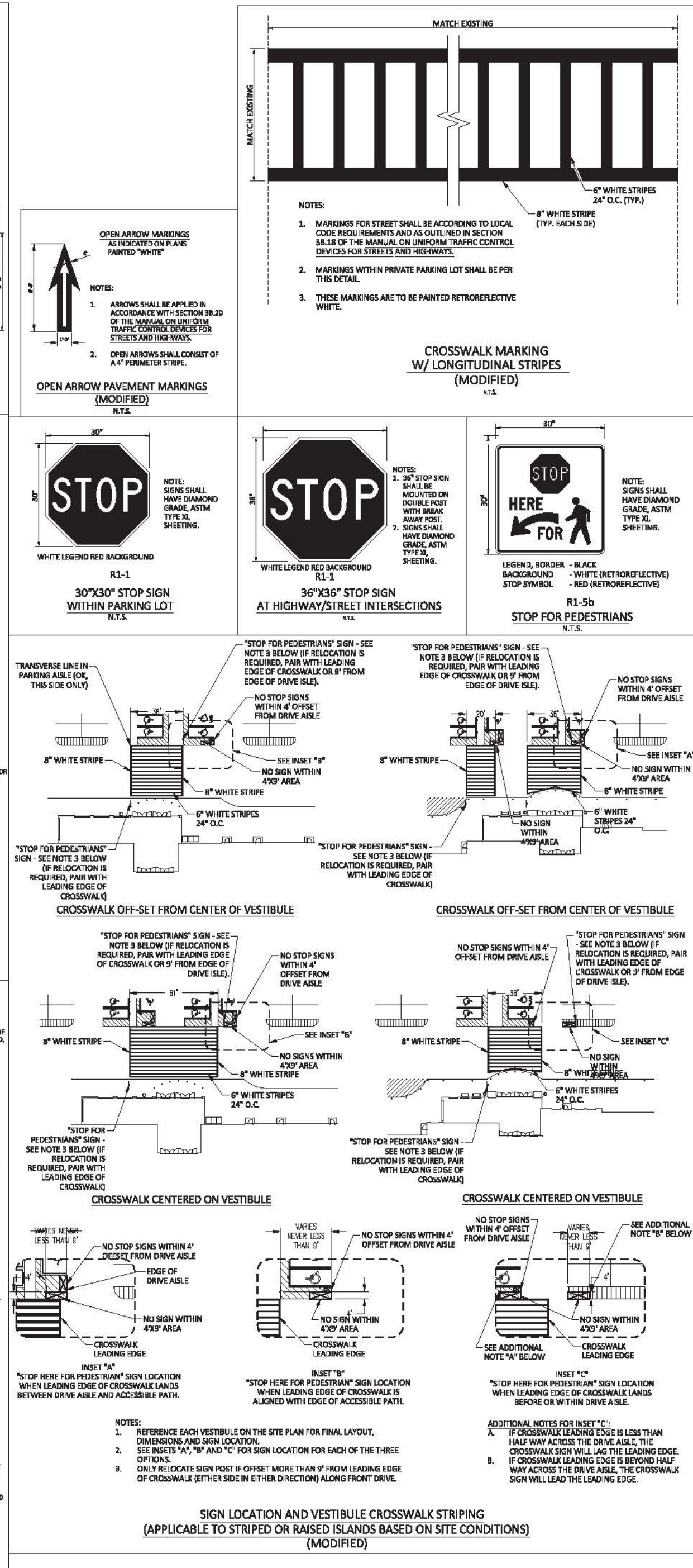
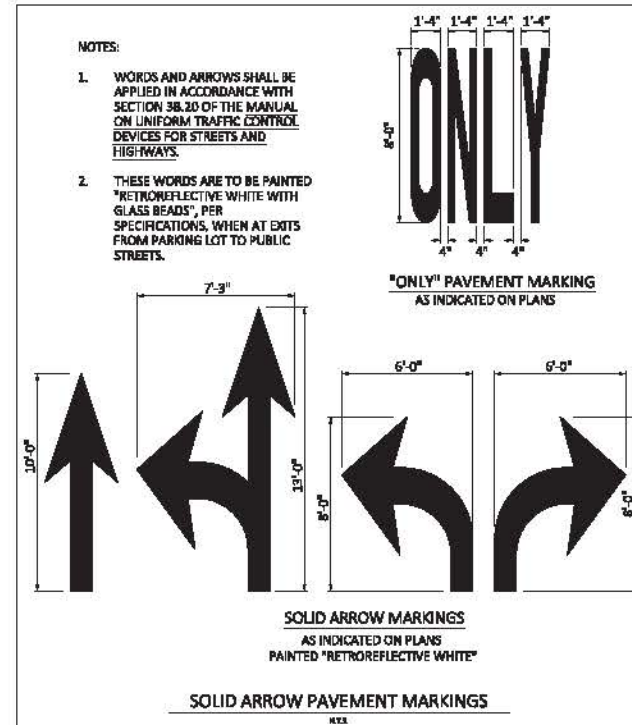
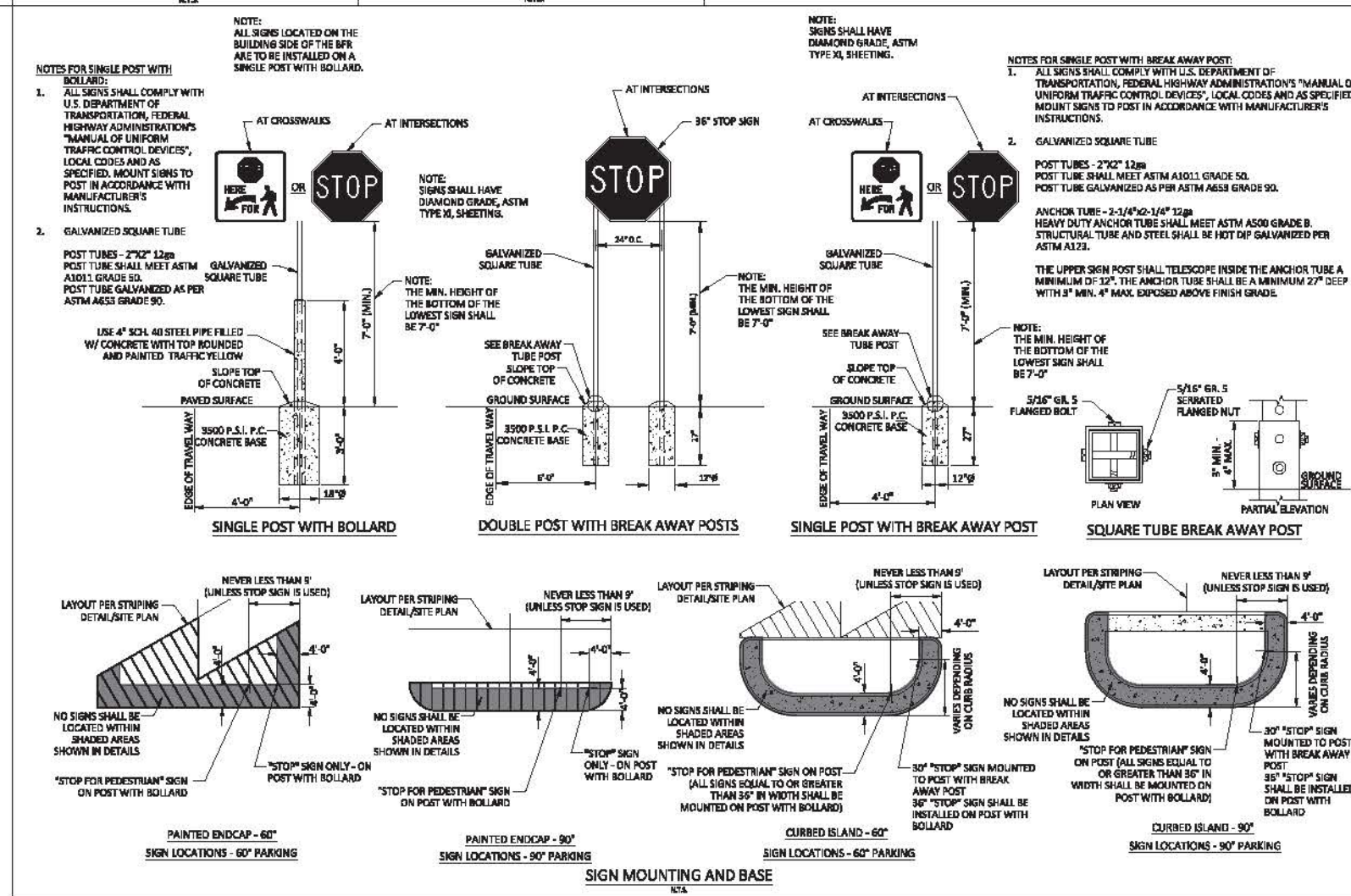
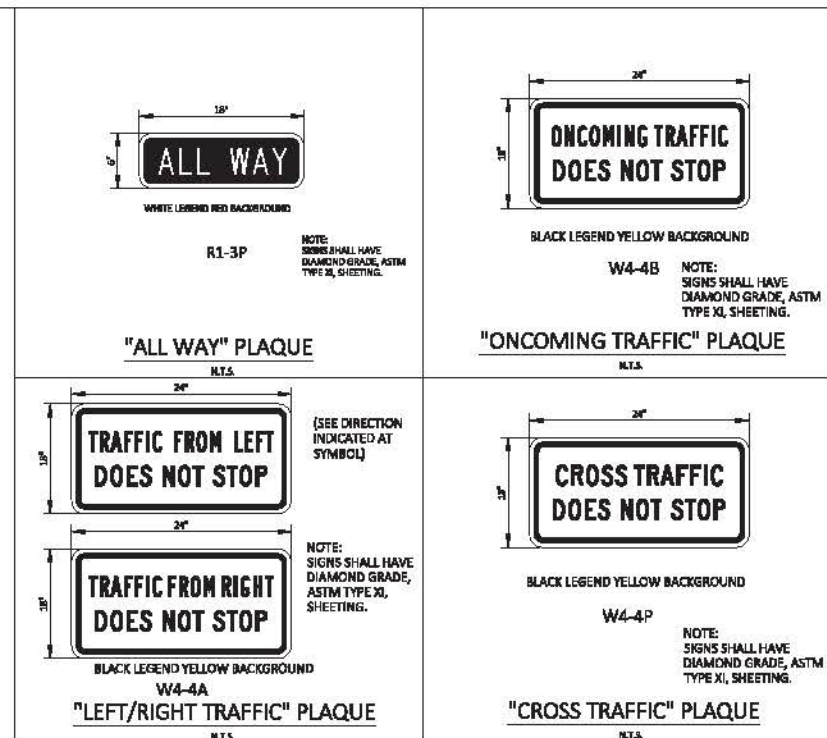
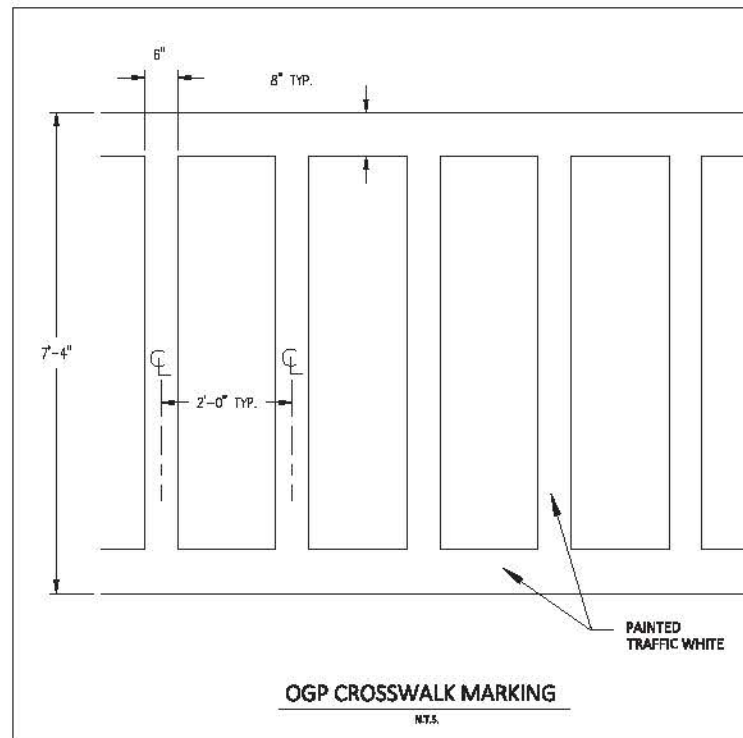
REFERENCE DETAIL SHEET

- | | | | |
|------|--|-------|--|
| (A) | EXISTING PEDESTRIAN CROSSING SIGN TO BE REMOVED. | (90) | NEW GOLD ARROW PAVEMENT MARKINGS. |
| (B) | EXISTING STOP SIGN TO BE REMOVED. | (91) | NEW 4" WIDE DOUBLE SOLID YELLOW STRIPE. |
| (C) | EXISTING SIGN POST, BASE, AND BOLLARD BASE (WHERE APPLICABLE) TO BE REMOVED. | (92) | NEW SIGN MOUNTING AND BASE WITH BREAK AWAY POST. |
| (D) | EXISTING SIGN POST AND BASE TO REMAIN, BOLLARD (WHERE APPLICABLE) TO BE RE-PAINTED. | (93) | NEW SIGN MOUNTING AND BASE WITH DOUBLE BREAK AWAY POSTS. |
| (E) | EXISTING CROSSWALK STRIPING TO BE REMOVED. | (94) | NEW FIRE LANE STRIPING. |
| (F) | EXISTING YIELD PAVEMENT MARKING TO BE REMOVED. | (95) | EXISTING PAVEMENT MARKINGS/STRIPING TO BE INSPECTED AND REVISED/REFRESHED TO MATCH CURRENT DETAILS/GUIDELINES. |
| (G) | EXISTING CENTERLINE STRIPING TO BE REMOVED. | (96) | EXISTING VISIBILITY CONFLICT WITH SIGNAGE. CONTRACTOR SHALL TRIM LANDSCAPING AS REQUIRED TO CREATE UNOBSTRUCTED VIEW OF SIGNAGE. |
| (H) | EXISTING CENTERLINE STRIPING TO REMAIN AND BE RE-PAINTED. | (97) | NEW "CHINING TRAFFIC DOES NOT STOP" PLAQUE. |
| (J) | EXISTING SOLID DOUBLE YELLOW STRIPING TO BE REMOVED. | (98) | NEW "TRAFFIC FROM LEFT DOES NOT STOP" PLAQUE. |
| (K) | EXISTING STOP SIGN TO REMAIN. | (99) | NEW "TRAFFIC FROM RIGHT DOES NOT STOP" PLAQUE. |
| (L) | EXISTING PEDESTRIAN CROSSING SIGN TO REMAIN. | (100) | NEW "CROSS TRAFFIC DOES NOT STOP" PLAQUE. |
| (M) | EXISTING STOP BAR AND STOP TEXT PAVEMENT MARKING TO BE REMOVED. | (101) | EXISTING "POCK-UP" PAVEMENT MARKINGS TO BE REMOVED. |
| (N) | EXISTING ARROW PAVEMENT MARKINGS TO BE REMOVED. | (102) | EXISTING ISLAND STRIPING TO BE REMOVED. |
| (P) | EXISTING FIRE LANE STRIPING TO REMAIN AND BE RE-PAINTED. | (103) | NEW OVP CROSSWALK MARKINGS. |
| (Q) | EXISTING STOP SIGN TO BE RAISED TO MATCH CURRENT DETAILS/GUIDELINES. | (104) | NEW CHANNELIZATION AT OVP DOOR. SEE DETAIL. |
| (R) | NEW "STOP HERE FOR PEDESTRIANS" (R1-6B) SIGN. | (105) | NEW 8" SOLID WHITE LINE AT CONCRETE EDGE. |
| (S) | NEW "JURY" STOP SIGN. | (11) | NEW "ONLY" PAVEMENT MARKINGS. |
| (T) | NEW "JURY" STOP SIGN. | (91) | EXISTING STOP SIGN SIGN TO BE SALVAGED FOR RE-USE. |
| (U) | NEW SIGN MOUNTING AND BASE WITH BOLLARD. | (99) | NEW "CROSS TRAFFIC DOES NOT STOP" PLAQUE. |
| (V) | NEW STOP TEXT AND STOP BAR PAVEMENT MARKINGS. | | |
| (W) | NEW 4" WIDE PAINTED YELLOW STRIPES AT 45° @ 2'-0" O.C. | | |
| (X) | NEW CROSSWALK MARKINGS - 6" WIDE PAINTED WHITE STRIPING PARALLEL TO DIRECTION OF TRAFFIC AT 2'-0" O.C. AND (1)-8" WHITE STRIPE PERPENDICULAR OF BOTH ENDS UNLESS NOTED OTHERWISE. EXISTE CROSSWALK SHALL BE RE-STRIPPED. | (99) | RE-STRIP EXISTING ROW CROSSWALK STRIPING TO MEET CURRENT DETAILS/GUIDELINES. |
| (Y) | LIMITS OF SEAL COAT. APPLY SEAL COAT OVER WHERE STRIPING AND PAVEMENT MARKINGS WERE REMOVED AND WHERE NEW STRIPING AND PAVEMENT MARKINGS WILL BE APPLIED. APPLY NEW STRIPING AND PAVEMENT MARKINGS OVER SEAL COAT. | (10) | NEW "STOP HERE FOR PEDESTRIAN (R1-6B) SIGN TO BE ROTATED TO FACE ONCOMING TRAFFIC ALONG BFR. |
| (Z) | NEW 4" WIDE PAINTED YELLOW STRIPES - 8' LONG WITH 18' GAPS. | (19) | EXISTING YELLOW STRIPE TO BE REMOVED. |
| (AA) | NEW OPEN ARROW PAVEMENT MARKINGS. | (22) | EXISTING FIRE LANE STRIPING TO BE REMOVED. |

NOTES TO CONTRACTOR

1. REFERENCE SITE CONSTRUCTION PLAN FOR SITE SPECIFIC DIMENSIONS OF CROSSWALK STRIPING AND LOCATION OF SIGNAGE.
2. PROVIDE A COMPREHENSIVE CONSTRUCTION PHASING PLAN FOR THIS WORK TO THE STORE MANAGER 7 DAYS PRIOR TO STARTING ANY WORK. IT IS TO PROVIDE FOR DATE, TIMES AND DURATIONS OF LANE CLOSURES, TEMPORARY VEHICLE AND TRAFFIC CONTROL.
3. ALL EXISTING STRIPING AND PAVEMENT MARKINGS OR TEXT LONGER THAN THE BFR (BUILDING FRONTAGE ROAD) SHALL BE REMOVED. GRIND OUT ANY DIRECTIONAL ARROWS OR STOP BAR/TEXT THAT ARE NOT CORRECTLY LOCATED ON OR INCONSISTENT WITH THE DETAILS PROVIDED. APPLY SEAL COAT TO THE COMPLETE EXTENT THAT THE STRIPING OR TEXT HAS BEEN REMOVED IN A SINGLE COMPLETE RECTANGLE TO COVER ALL REMOVED STRIPING (DO NOT APPLY SEAL COAT OVER EXISTING STRIPING OR CONCRETE). INSTALL NEW STRIPING AND SIGNAGE AS SHOWN ON THE SITE CONSTRUCTION PLAN.
4. ALL SIGNS LOCATED ON THE BUILDING SIDE OF THE BFR SHALL BE INSTALLED ON A SINGLE POST WITH BOLLARD.
5. ALL LIGHT POLE BASES SHALL BE REPAINTED AND BOLT COVERS REPLACED WHERE MISSING OR DAMAGED. PREVIOUS OR NEW OVERSPRAY ON SURROUNDING PAVEMENT SHALL BE REMOVED. SEE ARCHITECTURAL SPECIFICATION SECTION 093000 FOR ADDITIONAL INFORMATION.
6. REFRESH ENTIRE PARKING LOT STRIPING AND MARKINGS. MATCH EXISTING EXCEPT WHERE MODIFIED IN THESE DRAWINGS OR PICKUP PLAN SET (SEPARATE PLAN SET). SEE PAVEMENT MARKING SPECIFICATIONS PROVIDED WITH THIS PLAN SET. IF SIMILAR WORK SEEMS TO HAVE BEEN PERFORMED WITHIN THE LAST YEAR, CONTRACTOR SHALL NOT PLAN TO RE-STRIP/REFRESH PAVEMENT MARKING. CONTRACTOR SHALL COORDINATE WITH THE PROJECTS CONSTRUCTION MANAGER FOR CONFIRMATION OF THIS SCOPE OF WORK.





1.1 SUMMARY

A. Section Includes:

- A. Section Includes:
 - 1. Seal coats using a polymer-modified asphalt emulsion blended with fine aggregate
- B. Related Requirements:
 - 1. Site Demolition Specification
 - 2. Pavement Markings Specification
 - 3. Traffic Signs and Signals Specification

A. The publications listed below form a part of this specification to the extent referenced. Publications are referenced within the text by the basic designation only.

B. ASTM International (ASTM)

1. ASTM C 136 - Method of Sieve Analysis of Fine and Coarse Aggregate
2. ASTM D 217 - Method for Cone Penetration of Lubricating Grease
3. ASTM D 244 - Test Methods for Emulsified Asphalts
4. ASTM D 562 - Method for Consistency of Paints Measuring Krebs Unit (KU) Viscosity Using a Stormer-Type Viscometer
5. ASTM D 977 - Emulsified Asphalt
6. ASTM D 2397 - Cationic Emulsified Asphalt
7. ASTM D 2434 - Method for solubility of Asphalt Materials in Trichloroethylene
8. ASTM D 3910 - Practice for Design, Testing, and Construction of Slurry Seal
9. ASTM D 6690 - Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements

A. Pre-installation Meeting: Convene a pre-installation meeting at the site at least two weeks prior to commencing work of this Section. Require attendance of parties directly affecting work of this Section, including, but not limited to, the store manager, Contractor, and job foreman.

1. Contact Wal-Mart Construction Manager three weeks prior to pre-installation conference to confirm schedule.
2. Record discussions of meeting and decisions, agreements reached, and furnish copy of record to each party attending. Review foreseeable methods and procedures related to paving work, including the following:
 - a. Review preparation and installation procedures and coordinating and scheduling required with related work (including all required striping).
 - b. Review proposed sources of materials.
 - c. Tour, inspect, and discuss condition of existing pavement and other preparatory work such as patching and crack sealing. If crack sealing is needed (reference section 2.4.C below) or other areas of pavement distress are noted during tour, submit appropriate RFI to project team for review.
 - d. Review requirements for protecting paving work, including restriction and redirection of traffic during installation and curing period.
 - e. Review and finalize construction schedule and verify availability of materials, installer's personnel, equipment, traffic control devices, and facilities needed to make progress and avoid delays.
 - f. Review paving requirements (drawings, specifications, and other contract documents).
 - g. Review weather and forecasted weather conditions, and procedures for coping with unfavorable conditions.
- h. Review health and safety precautions relating to handling and placement of seal coat.

A. Contractor Qualifications: The seal coat applicator shall have not less than 3 years documented experience in the application of emulsion seal coats.

- A. Weather Limitation: Apply seal coat only under the following weather conditions:
 1. The atmospheric temperature is between 50 and 90 F and is expected to remain above 50 F for 24 hours
 2. Pavement temperature is above 55 F.
 3. Surface is dry and no moisture is expected within 24 hours
 4. Weather and wind conditions are such that overspray is preventable and will allow proper curing and open reasonable time.
- B. Maintain access for vehicular and pedestrian traffic as required by the Wal-Mart Store and Construction striping, flagmen, barricades, warning signs, and warning lights as required.

2.1 MATERIALS

- A. Aggregates: Aggregate shall be 100 percent passing the No. 16 (1.18 mm) sieve when tested in accordance with ASTM C 136. Aggregate shall consist of hard, washed, dry natural or manufactured particles free of dust, trash, clay, organic materials or other contaminants.
- B. Asphalt Emulsion: Comply with ASTM D977 or ASTM D3297 for SS-1 or CSS-1H. The penetration of the residue from the distillation test shall be 20 to 60. Clay stabilized emulsion, with a pH not greater than 7.0, and solids content not less than 45 percent may be used. The polymer material shall be milled or blended into the asphalt or emulsifier solution prior to the emulsification process. The minimum amount and type of polymer modifier shall be determined by the laboratory performing the mix design.
- C. Coal Tar: Coal tar emulsion or coal tar/asphalt emulsion shall not be used as a substitute for asphalt emulsion.
- D. Water: Water shall be potable and free of harmful soluble salts or reactive chemicals and any other contaminants and at least 50 F.
- E. Additives: Additives shall be included and approved as part of the mix design and be compatible with the other components of the mix.
- F. Crack Sealant: Crack sealant shall conform to ASTM D6690, Type II or higher and compatible with the specified seal coat emulsion.

A. Composition. Seal coat shall consist of a mixture of the specified emulsion, water, aggregate, and additives and be proportioned to meet the requirements shown in the following Table 1.

TABLE 1 - Undiluted Seal Coat Design Properties

Method	Minimum	Maximum
Weight (per gallon), ASTM D 244, lbs	9.0	
Cone Penetration, ASTM D 217, mm	340	700
% Non-Volatile ¹	50	
% Non-Volatile Residue Soluble in Trichloroethylene, ASTM D 2042	10	35
Wet Track Abrasion Loss, ASTM D 3910, g		35
Viscosity, ASTM D 562, KU	75	
Dried Film Color	Black	

¹Weigh 10 g of homogeneous product into a previously tared, small pintment can. Place in an oven at 325°F for 90 minutes. Cool, reweigh and calculate non-volatile residue as a percent of the original mass.

- A. Distributors. Distributors or spray units used for the spray application of the seal coat shall be self-propelled and capable of uniformly applying 0.10 to 0.30 gallons per square yard of material over the required width of application. Distributors shall be equipped with tachometers, pressure gauges, and volume measuring devices. The mix tank shall have a mechanically powered, full sweep, mixer with sufficient power to move and homogeneously mix the entire contents of the tank.
- B. Spray Nozzles. Nozzles shall be free from clogs and debris and set at the same angle.
- C. Mixing Equipment. The mixing machine shall have a continuous flow mixing unit capable of accurately delivering a predetermined proportion of aggregate, water, and emulsion, and of discharging the thoroughly mixed product on a continuous basis. The mixing unit shall be capable of thoroughly blending all ingredients together and discharging the material without segregation.
- D. Spreading Equipment. Spreading equipment shall be a mechanical type squeegee/brush distributor attached to the mixing machine, equipped with flexible material in contact with the surface to prevent loss of slurry from the spreader box. It shall be maintained to prevent loss of slurry on varying grades and adjusted to assure uniform spread. There shall be a lateral control device and a flexible strike-off capable of being adjusted to lay the slurry at the specified rate of application. The spreader box shall have an adjustable width. The box shall be kept clean. Emulsion and aggregate build up on the box shall not be permitted.
- E. Clean equipment with a petroleum solvent if previously used with a different material.
- F. Hand Squeegee or Brush Application. Hand spreading application shall be used only in places not accessible to the mechanized equipment or to accommodate near trim work at curbs, etc. Material that is applied by hand shall meet the same standards as that applied by machine.
- G. Calibration. Spreading equipment shall be provided with a method of calibration by the manufacturer. Equipment shall be calibrated to assure that it will produce and apply a mix that conforms to the job mix formula. Calibrations shall be made with the approved job materials prior to application of the seal coat.

- A. Remove all existing striping in areas subject to seal coating as noted in plans. Reference applicable specification section in Site Demolition.
- B. Remediate distressed areas of existing pavement by saw-cutting and removing existing pavement, reggrading and compacting the underlying base course and replacing with full depth asphalt at locations and as shown on the drawings.
 - 1. Repairs not specifically shown on the plans but considered necessary by the contractor, store manager or construction manager (CM) shall be identified and submitted as an RFI to the project team prior to commencement of repairs.
 - 2. Repairs submitted by RFI and approved shall be performed as directed by the CEC. Cost for such work directed and performed will be paid for in accordance with the "Changes in the Work" Clause of the General Conditions.
- C. Longitudinal and transverse cracks in excess of 0.25 inch, but less than 1 inch shall be sealed with a crack sealant. Cracks that contain weed or other live vegetable matter shall be treated with a locally approved, non-oil based sterilant prior to applying the crack filler.
- D. Existing crack sealants in the parking lot shall be evaluated for compatibility with the specified emulsion. If not compatible with each other they can't be used together. Immediately prior to applying the seal coat, the surface shall be cleared of all loose material, dirt, dust, grease, oil, vegetation and other objectionable material. If water is used, cracks shall be allowed to dry thoroughly before applying the seal coat.
- E. Protect existing manholes, inlets, vaults, valve boxes, meter boxes, etc. as necessary to maintain free accessibility upon completion of seal coat application. Surfaces adjacent to seal coat application areas such as sidewalks, curb and/or gutter, storefronts, etc. shall be protected by use of felt paper anchored with clean aggregate, or by shielding components with plywood during application.
- F. Coordinate limits of seal coat application with the Construction Manager to avoid creating a disruption to store operations. Protect adjacent areas of the parking lot outside of current seal coat application limits to avoid tracking onto adjacent areas. Partition off limits of current seal coat operations until surface is traffic ready.
- G. Coordinate with Store Manager to deactivate lawn sprinkler systems least 48 hours prior to placing the seal coat and remain off for at least 24 hours after the seal coat application.

- A. Apply seal coat at a total rate (undiluted) of 0.17 gal./SY.
- B. Dampen pavement with a fog spray of water if ambient temperatures exceed 80°F. No standing water shall remain on the surface.
- C. Apply the coat uniformly in a manner such that the combined application of the coat equals the total rate specified above.
- D. Suspend application when the distribution tank has less than 100 gallons left and refill to prevent irregular patterns or misses.
- E. The coat shall be allowed to dry and cure initially a minimum of 2-4 hours before applying any markings. The initial drying shall allow evaporation of water of the applied mixture, resulting in the coating being able to sustain light foot traffic. The initial curing shall enable the mixture to withstand vehicle traffic without damage to the seal coat.
- F. The finished surface shall present a uniform texture with no streaks.
- G. The single coat shall be allowed to dry a minimum of eight hours in dry daylight conditions before opening to traffic, and initially cure enough to support non-vehicular traffic without damage to the seal coat.

Where marginal weather conditions exist during the eight hour drying time, additional drying time shall be allowed. The length of time shall be as specified by the supplier. The surface shall be checked after the additional drying time for trafficability before opening the section to vehicle traffic.

END OF SECTION