

RULE NO.: R161-23.02

NOTICE OF PROPOSED RULE

POSTING DATE: February 3, 2023

The Director of the Department of Public Works proposes to adopt the following rule on or after March 7, 2023.

Comments on the proposed rule are requested from the public. A summary of the written comments received will be included in the notice of rule adoption that must be posted for the rule to become effective.

An affordability impact statement regarding the proposed rule has been obtained and is available for inspection or copying by contacting Kristie Sandoval at Kristie.Sandoval@austintexas.gov.

EFFECTIVE DATE OF PROPOSED RULE

A rule proposed in this notice may not become effective before the effective date established by a separate notice of rule adoption. A notice of rule adoption may not be posted before March 7, 2023 (the 32nd day after the date of this notice) or not after April 14, 2023 (the 70th day after the date of this notice).

If a proposed rule is not adopted on or before April 14, 2023 it is automatically withdrawn and cannot be adopted without first posting a new notice of a proposed rule.

REQUEST FOR COMMENTS ON PROPOSED RULES

The City requests comments from the public with respect to the proposed rules included in this Notice. Comments must be submitted and received to the contact person below no later than March 7, 2023 (the 32nd day after the date of this notice).

Contact Person:

Kristie Sandoval, Public Works Rules Posting Manager
Public Works, Quality Management Division
6800 Burleson Rd, BLDG 312 STE 250
Austin, TX 78744
kristie.sandoval@austintexas.gov
512-974-7992

TEXT OF PROPOSED RULE

The text of the proposed rule, indicating changes from the current text, is attached to this notice.

BRIEF EXPLANATION OF PROPOSED RULE

R161-23.02: Proposed revisions to the Standard Manual 1000-7:

ITEM NO. 1000-7 – BUS STOP PAVING: Old concrete pavement detail uses antiquated design no longer recommended by industry. Reinforced jointed concrete pavements have been virtually eliminated in 49 of 50 US states. Combined marked up standard detail submittal includes both new redlined version and old highlighted strike-thru version due to the excessive number of changes. **Significant revision of the concrete pavement design to accommodate transit bus traffic at bus stops. Removed reinforcing steel, decreased transverse joint spacing, added improved jointing notes & details, added ties to curb & gutter, added approach and departure transition, added special precautions for sensitive underlying utilities.**

AUTHORITY FOR ADOPTION OF PROPOSED RULE

The authority and procedure for adoption of a rule to assist in the implementation, administration, or enforcement of a provision of the City Code is provided in Chapter 1-2 of the City Code. The authority to regulate construction requirements is established in Sections 25-6-267 and 25-6-268 of the City Code.

CERTIFICATION BY CITY ATTORNEY

By signing this Notice of Proposed Rule (R161-23.02), the City Attorney certifies the City Attorney has reviewed the rule and finds that adoption of the rule is a valid exercise of the Director's administrative authority.

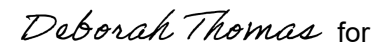
REVIEWED AND APPROVED



for

Richard Mendoza, Director
Public Works

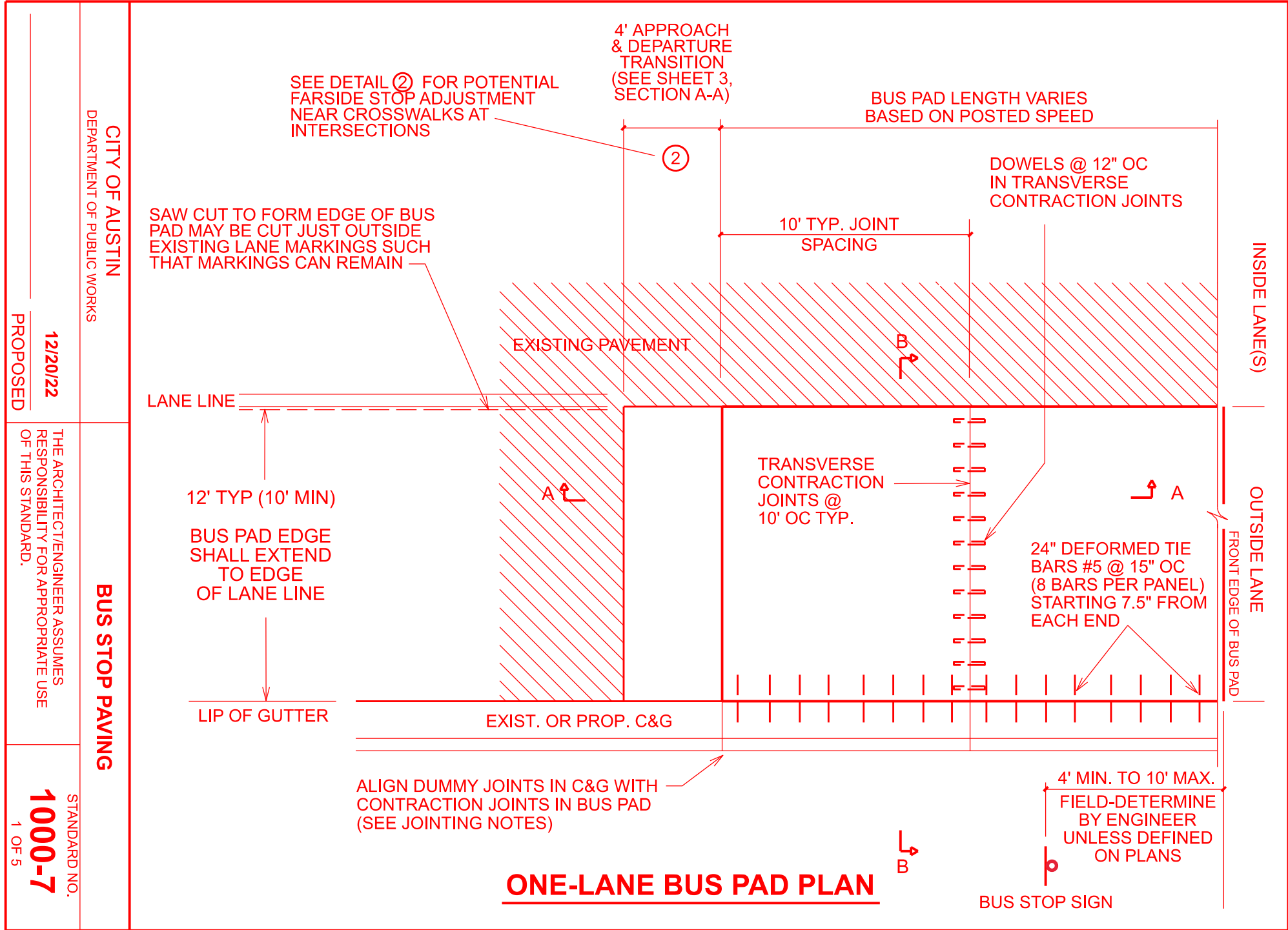
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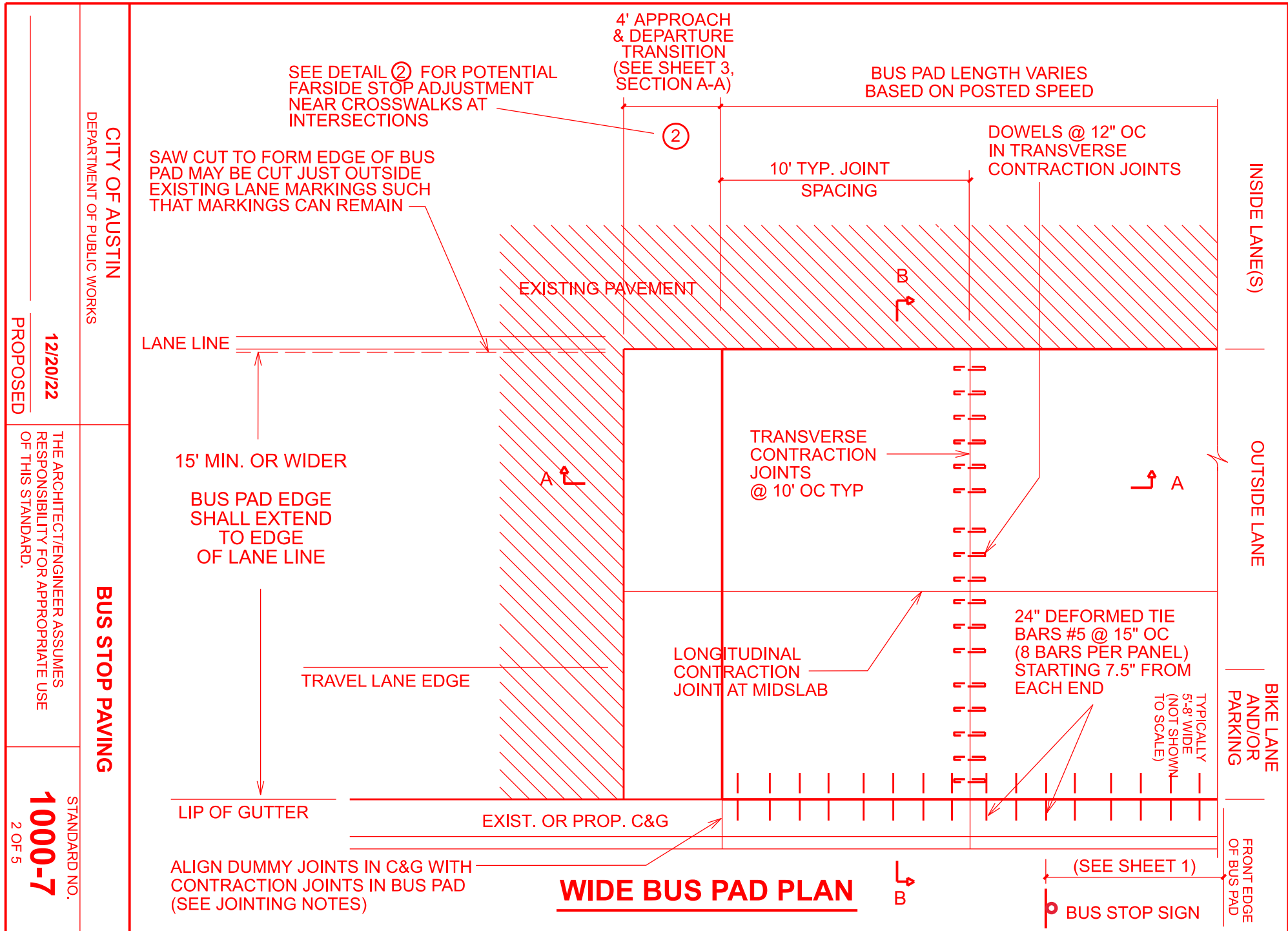


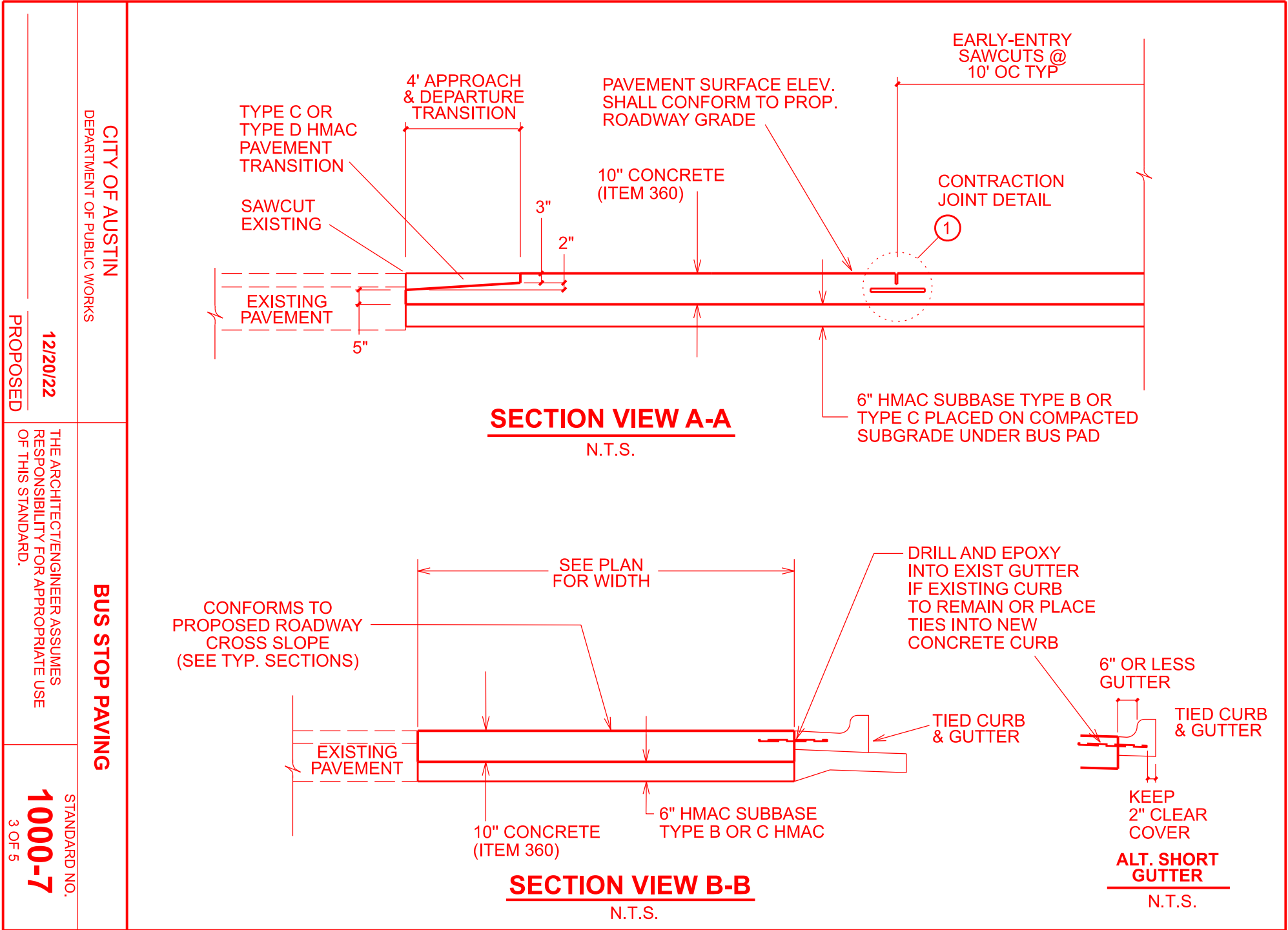
for

Anne L. Morgan, City Attorney

Date: 2/1/2023

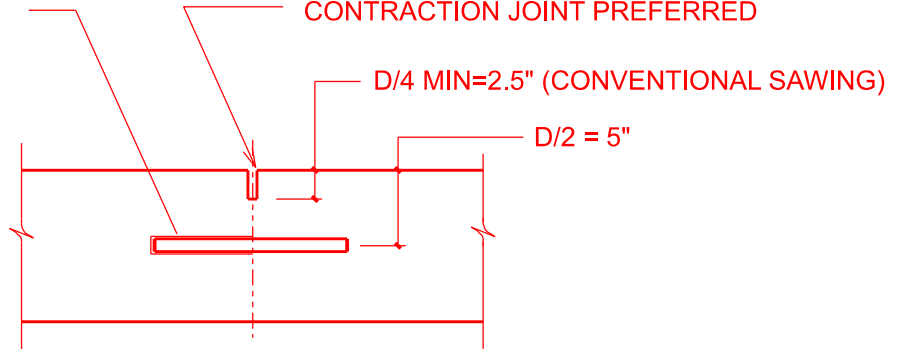






1 1/4" SMOOTH DOWELS
ROUND, 14" LONG @ 12" OC
ONE SIDE LUBRICATED

EARLY-ENTRY SAWCUT
CONTRACTION JOINT PREFERRED

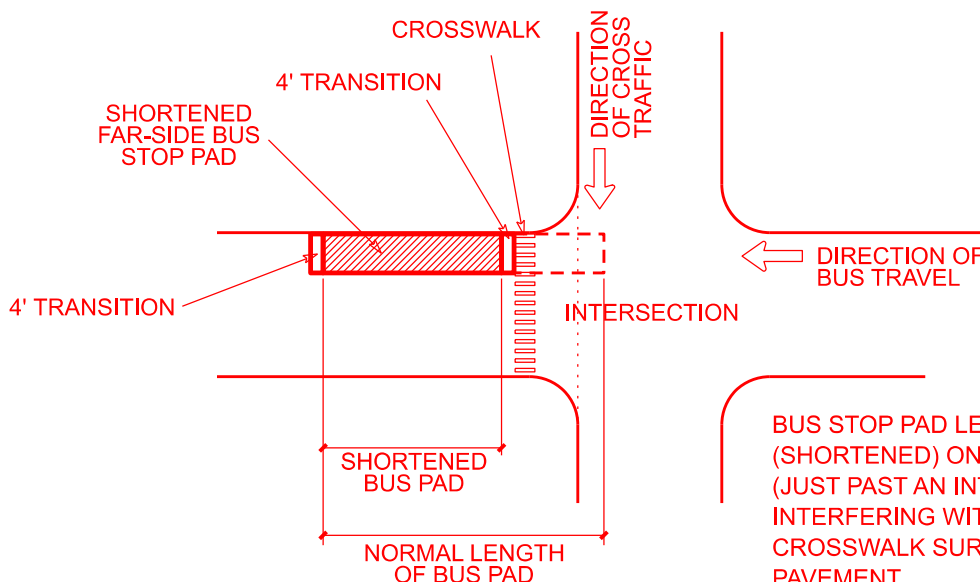


1 CONTRACTION JOINT DETAIL

N.T.S.

JOINTING NOTES:

1. CONTRACTION JOINTS SHALL BE MADE USING EARLY-ENTRY SAW CUTTING OR A 2.5" TO 3" PRE-FORMED CONTRACTION JOINT MATERIAL (ZIP STRIP OR APPROVED EQUIV) UNLESS OTHERWISE APPROVED. 1.5" DEEP EARLY-ENTRY SAWING SHALL TYPICALLY BE DONE 2 TO 6 HOURS AFTER PLACEMENT, BUT NOT UNTIL CONCRETE HAS ATTAINED ENOUGH STRENGTH TO RESIST SPALLING AND RAVELLING DAMAGE.
2. IF CONVENTIONAL SAWING IS APPROVED BY ENGINEER, SAWCUTS SHALL BE A MINIMUM OF 2.5" DEEP AND TYPICALLY AT 12 TO 24 HOURS AFTER PLACEMENT, BUT NOT UNTIL CONCRETE HAS ATTAINED ENOUGH STRENGTH TO RESIST SPALLING AND RAVELLING DAMAGE.
3. ALIGN DUMMY JOINTS IN C&G WITH CONTRACTION JOINTS IN BUS PAD BY PLACEMENT IN NEW CURB AND/OR BY SAWCUTTING EXISTING CURB AS NECESSARY.
4. NO CONSTRUCTION JOINTS SHALL BE ALLOWED UNLESS APPROVED BY THE ENGINEER OR DESIGNATED REPRESENTATIVE.



BUS STOP PAD LENGTH MUST BE ADJUSTED (SHORTENED) ON "FAR-SIDE" BUS STOPS (JUST PAST AN INTERSECTION) TO AVOID INTERFERING WITH EITHER THE ACCESSIBLE CROSSWALK SURFACE OR CROSS TRAFFIC PAVEMENT.

2 SHORTENED FAR-SIDE BUS STOP PAD DETAIL

N.T.S.

CITY OF AUSTIN
DEPARTMENT OF PUBLIC WORKS

BUS STOP PAVING

12/20/22
PROPOSED

THE ARCHITECT/ENGINEER ASSUMES
RESPONSIBILITY FOR APPROPRIATE USE
OF THIS STANDARD.

STANDARD NO.
1000-7
4 OF 5

DETERMINATION OF PAD LENGTH

SINGLE BUS STOP: Length = PadL (chart at right)

- 1) Allow extra bus pad length for longer braking, deceleration, or multiple buses as needed.
- 2) Allow extra bus pad length for lane shifting with bike lanes and/or wider travel lanes.

Speed	40' Bus PadL	60' MetroRapid PadL
30	80'	100'
35	100'	120'
40+	120'	140'

GENERAL NOTES:

1. BUS PAD SHALL COMPLY WITH SPECIFICATION ITEM NO. 360, "CONCRETE PAVEMENT".
2. PAVEMENT GRADE AND CROSS SLOPE SHALL CONFORM TO THE PROPOSED ASPHALT ROADWAY GRADE AND CROSS SLOPE. THE RESULTING CONCRETE PAVEMENT CROSS SLOPE MAY NOT BE UNIFORM ACROSS THE WIDTH OF SLAB.
3. CONTRACTOR SHALL SAW-CUT OR USE ENGINEER APPROVED ALTERNATE METHOD TO REMOVE EXISTING PAVEMENT AND BASE MATERIALS TO ACHIEVE A SMOOTH VERTICAL FACE UPON EXCAVATING BASE - DO NOT ROUT. CONTRACTOR SHALL SEAL POROUS SUBGRADE AND BASE WITH CEMENT GROUT PRIOR TO PLACING CONCRETE PAVEMENT.
4. CONCRETE BUS PAD SHALL BE PLACED SUCH THAT THERE IS A SMOOTH INTERFACE BETWEEN THE PROPOSED ROADWAY SURFACE AND THE FINISHED BUS PAD SURFACE.
5. SURFACE OF CONCRETE BUS PAD SHALL BE A BURLAP OR ASTRO-TURF DRAG FINISH.
6. CONTRACTOR SHALL MINIMIZE THE POTENTIAL FOR BONDING BETWEEN THE CONCRETE AND HMAC SUBBASE BY:
 - a) ASSURING THE SURFACE OF THE HMAC SUBBASE IS SMOOTH, AND
 - b) APPLICATION OF AN APPROPRIATE BOND BREAKER. BOND BREAKER MAY BE TWO (2) HEAVY SPRAY APPLICATIONS OF WAX-BASED CURING COMPOUND, A LIGHT DUSTING OF SAND AT 12 LBS/SY, OR SIMILAR APPROVED ITEM.

SPECIAL UTILITY CONSIDERATIONS

THE FOLLOWING SPECIAL CONDITIONS FOR SUBGRADE AND SUBBASE COMPACTION, REWORKING SUBGRADE, AND PROOF ROLLING SHALL APPLY TO ANY AREA DESIGNATED ON THE PLANS OR DOCUMENTS AS EITHER UTILITY SENSITIVE, SHALLOW UTILITIES, OR FRAGILE UTILITIES:

- 1) ISOLATION JOINTS – ISOLATION JOINTS SHALL BE PROVIDED AROUND ALL UTILITY CASTINGS PENETRATING THE BUS PAD. ISOLATION JOINTS SHALL MEET THE REQUIREMENTS SPECIFIED BY THE APPLICABLE AUSTIN WATER STANDARD DETAILS FOR WATER AND WASTEWATER APPURTENANCES. SIMILAR UTILITY CASTING ISOLATION DETAILING SHALL BE INSTALLED WITHIN THE BUS PAD AS APPROPRIATE FOR OTHER UTILITIES.
- 2) SUBGRADE PREPARATION – SPECIFICATION ITEM NO. 201S "SUBGRADE PREPARATION" REQUIRES SCARIFYING, BLADING, AND ROLLING THE SUBGRADE TO OBTAIN A UNIFORM TEXTURE AND PROVIDE AS NEARLY AS PRACTICABLE A UNIFORM DENSITY FOR THE TOP 6 INCHES OF SUBGRADE. HOWEVER, HEAVY ROLLERS (PNEUMATIC TIRED PROOF ROLLERS OF 25 AND UP TO 50 TONS) OR HEAVY TRUCKS WILL NOT BE ALLOWED OVER THESE SENSITIVE UTILITY AREAS AFTER ANY PORTION OF THE OVERLYING EXISTING PAVEMENT HAS BEEN REMOVED. INSTEAD, LIGHTER EQUIPMENT MUST BE USED FOR SUBGRADE PREPARATION WHICH MAY INCLUDE SMALL NON-VIBRATORY ROLLERS (10 TON OR LESS), MINI-ROLLERS (5 TON OR LESS), VIBRATORY WALK BEHIND ROLLERS (500 LBS), JUMPING JACKS (PLATE COMPACTORS), OR SIMILAR. CONTRACTOR SHALL SUBMIT A SUBGRADE PREPARATION AND COMPACTION PLAN INCLUDING ALTERNATE EQUIPMENT TO THE CITY'S CONSTRUCTION SERVICES INSPECTOR, ENGINEER, OR DESIGNATED REPRESENTATIVE FOR APPROVAL.
- 3) PROOF ROLLING – THE SUBGRADE SHALL BE TESTED BY PROOF ROLLING IN CONFORMITY WITH STANDARD SPECIFICATION ITEM NO. 236S "PROOF ROLLING" PRIOR TO PLACEMENT OF THE FIRST COURSE OF BASE MATERIAL. PROOF ROLLING NORMALLY REQUIRES HEAVY EQUIPMENT; HOWEVER, ALTERNATIVE METHODS AND EQUIPMENT SHALL BE USED. CONTRACTOR SHALL SUBMIT A PROOF ROLLING PLAN INCLUDING ALTERNATE PROOF ROLLING EQUIPMENT TO THE CITY'S CONSTRUCTION SERVICES INSPECTOR, ENGINEER, OR DESIGNATED REPRESENTATIVE FOR APPROVAL.
- 4) REWORK SUBGRADE – ANY UNSTABLE OR SPONGY SUBGRADE AREAS IDENTIFIED BY PROOF ROLLING SHALL BE CORRECTED EITHER BY ADDITIONAL RE-WORKING, DRYING AND COMPACTION, OR BY REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIALS. SIMILAR CARE AS THAT OUTLINED IN SUBGRADE PREPARATION ABOVE MUST BE USED IN THESE AREAS WHILE FOLLOWING THE REQUIREMENTS IN SPECIFICATION ITEM 201S. CONTRACTOR SHALL SUBMIT A RE-WORKING SUBGRADE PLAN TO THE CITY'S CONSTRUCTION SERVICES INSPECTOR, ENGINEER, OR DESIGNATED REPRESENTATIVE FOR APPROVAL.

CITY OF AUSTIN DEPARTMENT OF PUBLIC WORKS		BUS STOP PAVING	
12/20/22 PROPOSED		THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.	STANDARD NO. 1000-7 5 OF 5