

**SECTION 32 10 00 _BASES, BALLASTS AND PAVING_
VEHICULAR**

University Contact: UD Assistant Director of Grounds:
Office (302) 831-2797
UD Landscape Planner: Office
(302) 831-1817

PART 1 – GENERAL

Information in this Section is to be followed unless otherwise directed by University of Delaware (UD) Owner Representative and UD Grounds Representative (Assistant Director of Grounds or Landscape Planner).

1.1 SUMMARY

- A. This section contains paving information for UD vehicular routes and parking areas.

1.2 RELATED DOCUMENTS AND REFERENCES

- A. 4C DIVISION 11_111223 Parking Meters, Signs and Posts for installation relative to paved areas;
- B. 4E DIVISION 32_321713 Parking Bumpers for installation standards.

1.3 DESIGN REQUIREMENTS

- A. Vehicular paving should take into consideration vehicle size (weight), volume of traffic, and type of existing sub-soil;
- B. Traffic Volume/Type: Heavy or Light; Parking Lot;
- C. Most vehicular paving areas need to support the following on a regular basis:
 - o Bus Routes;
 - o Trash Truck travel lanes;
 - o 80,000lb Dump Trucks;
 - o Tractor Trailers
 - o Cars;
 - o Pick-up Trucks & Small Dump Trucks;
 - o Emergency vehicles on a limited basis;
 - o Snow removal vehicles and related equipment.

D. Compaction of Subgrade:

1. Regarding compaction of subgrade: No pumping or unstable subgrade conditions will be permitted. Under pavements, prepared subgrade must be proof rolled to a visually firm and stable condition and to a minimum of 95% maximum dry density as determined by a standard proctor test (ASTM:D698) with a minimum 10-ton smooth-wheeled roller in presence of a qualified Geotechnical Engineer or Technician prior to the placing of any base material.
2. A qualified Geotechnical Engineer, paid for by Owner, shall monitor all site preparing, grading and fill construction, documenting and making appropriate field tests, as necessary, to verify that acceptable fill materials are being used and that construction is being done in accordance with applicable plans, specifications and construction practices.

E. Storm Water Management:

1. Storm Water Management Plan approved by the City of Newark should be provided as per DNREC regulations.
2. Permit to be obtained by the Contractor.

F. Parking Areas:

1. Paving standards for light traffic should be used for parking stalls and travel lanes only when travel lanes are not used for buses, trash trucks or heavy delivery vehicles.
2. Paving standards for heavy traffic should be used for parking lot travel lanes that are utilized on a regular basis by buses, trash trucks or heavy delivery vehicles.
3. All abutting joints should be hot seam sealed with a product that meets DelDot standards for same.
4. Lines and markings are to be applied as per Code and UD Requirements.
5. All sites where bollards, sign posts, or other vertical structures are placed through the asphalt, a 2" cap of the same type asphalt shall be placed over concrete foot supporting the structure. The area should be squared, saw cut, and final grade flush with the existing surface. Item #3 applies.

G. Material:

Asphalt (for Roadways) and Concrete (for aprons).

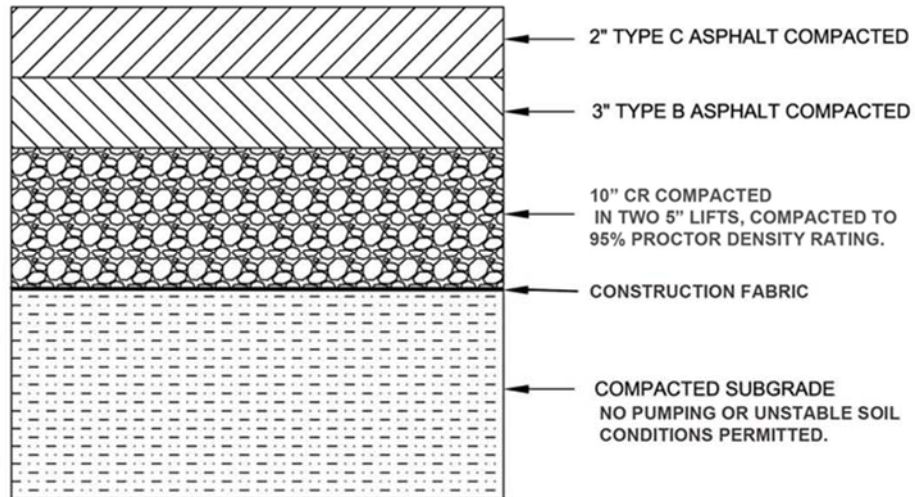
1. Concrete aprons shall be built in accordance with City of Newark specifications except to use 4500# strength concrete 6" thick with 6" x 6" no. 2 wire. Wire should be supported in a manner that prevents the wire from being pushed down to the bottom of the apron by wet concrete.

PART 2 – PRODUCTS (NO CONTENT)

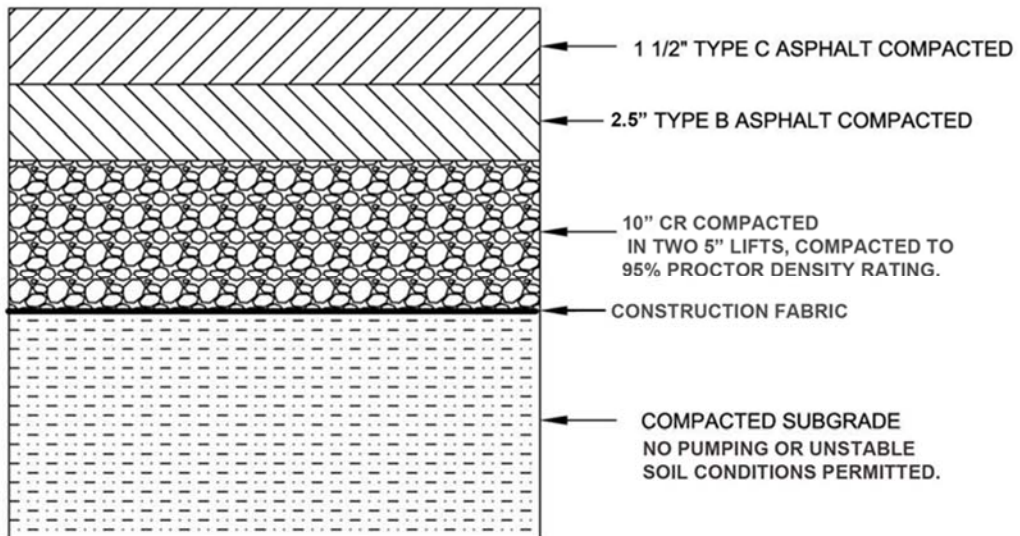
PART 3 – EXECUTION (NO CONTENT)

PART 4 - ATTACHMENTS

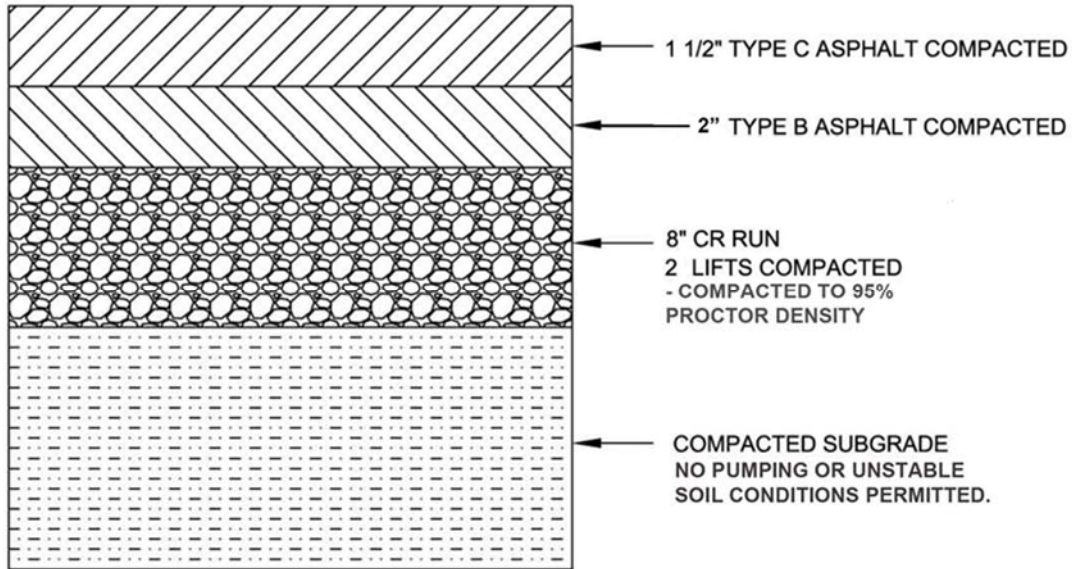
4.1 Asphalt Paving – Heavy Traffic



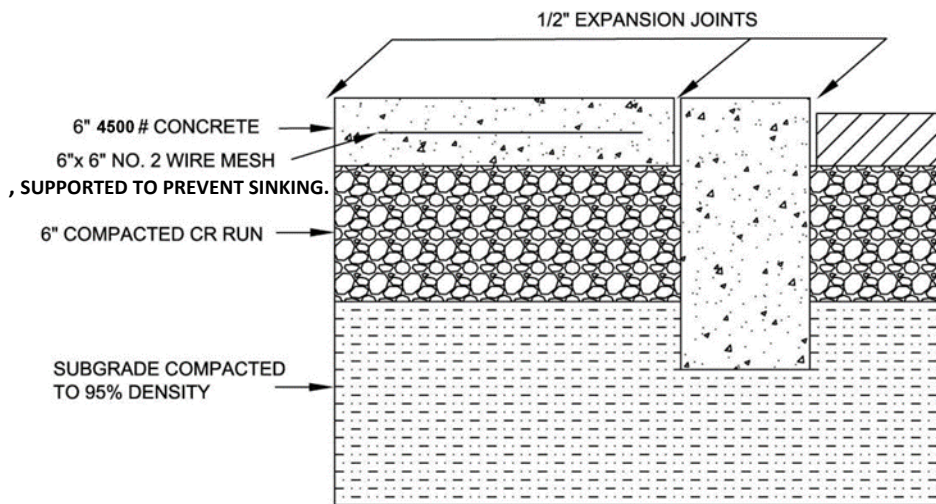
4.2 Asphalt Paving – Light Traffic



4.3 Asphalt Paving – Parking Lots



4.4 Concrete Aprons



SIDEWALKS:

1. SHALL BE BUILT IN ACCORDANCE WITH THE CITY OF NEWARK SPECIFICATIONS
2. SHALL BE A MINIMUM OF 6' WIDE

END OF SECTION