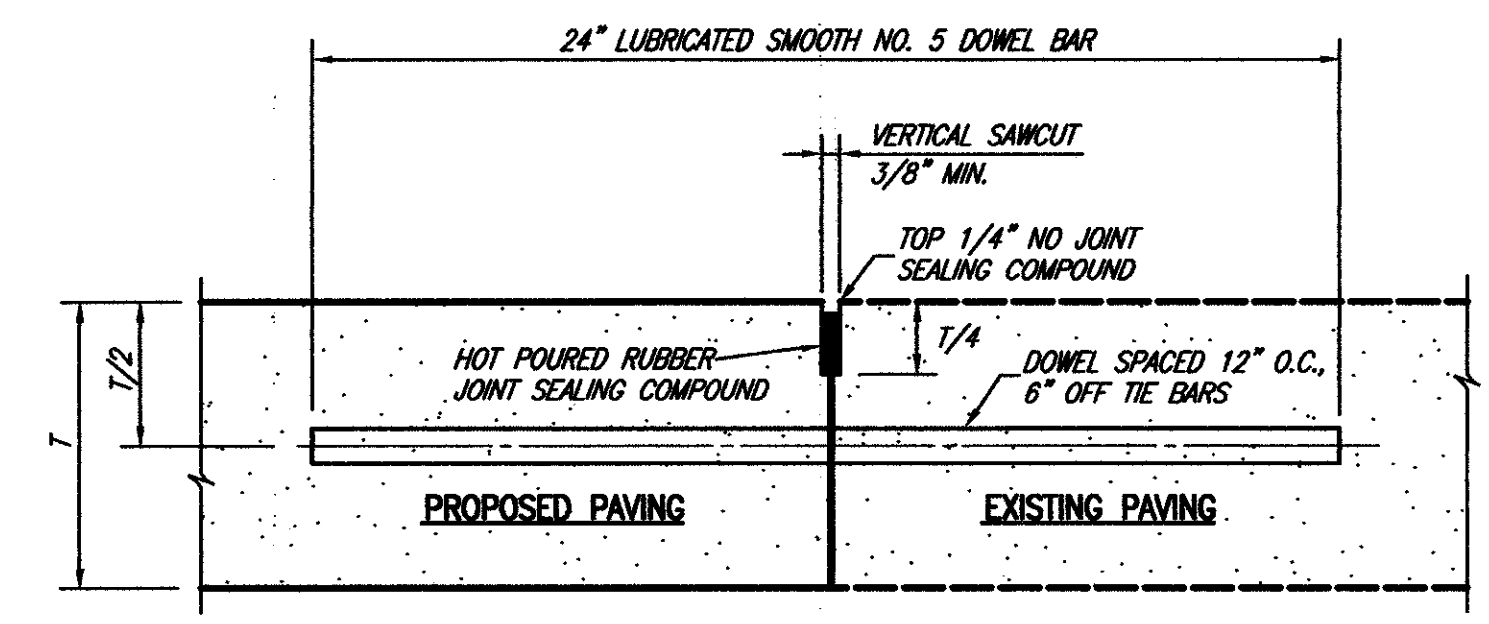


**TRANSVERSE EXPANSION JOINT NOTES:**

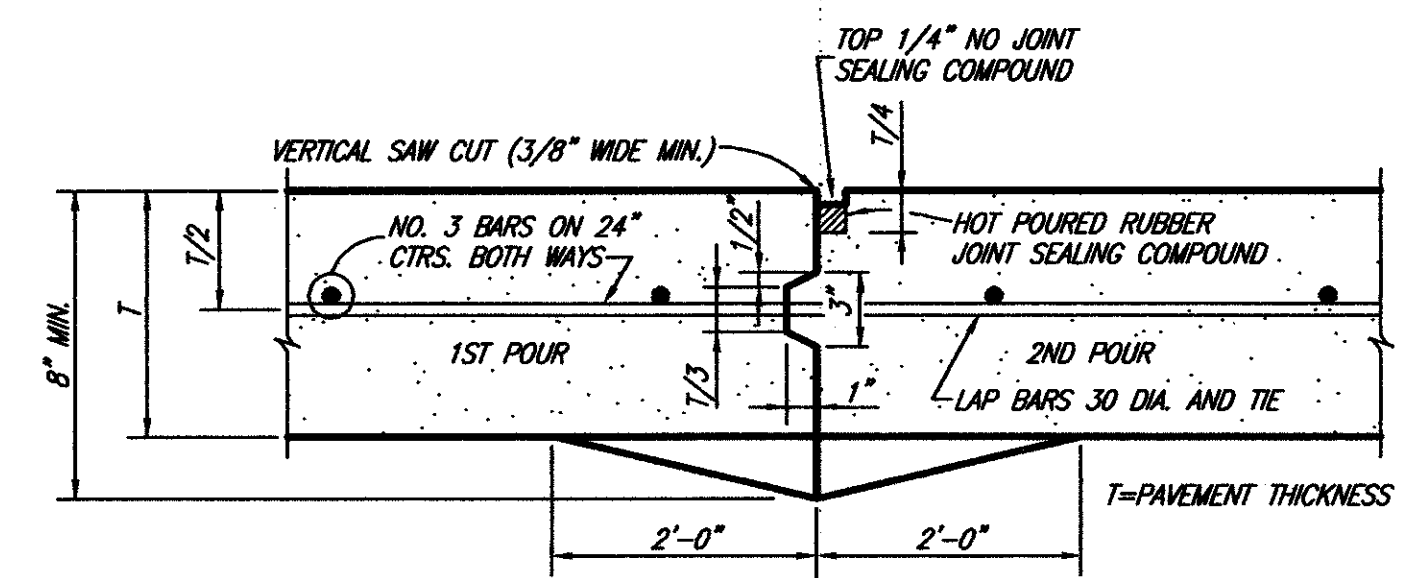
1. DOWELS AND REINFORCING BARS SHALL BE SUPPORTED BY AN APPROVED DEVICE.
2. TRANSVERSE EXPANSION JOINTS SHALL BE SPACED AT 400 FT. MAXIMUM AND AT ALL INTERSECTIONS.

**TRANSVERSE EXPANSION JOINT**  
NO SCALE



**NOTE:** DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG. DRILLING BY HAND IS NOT ACCEPTABLE. PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.

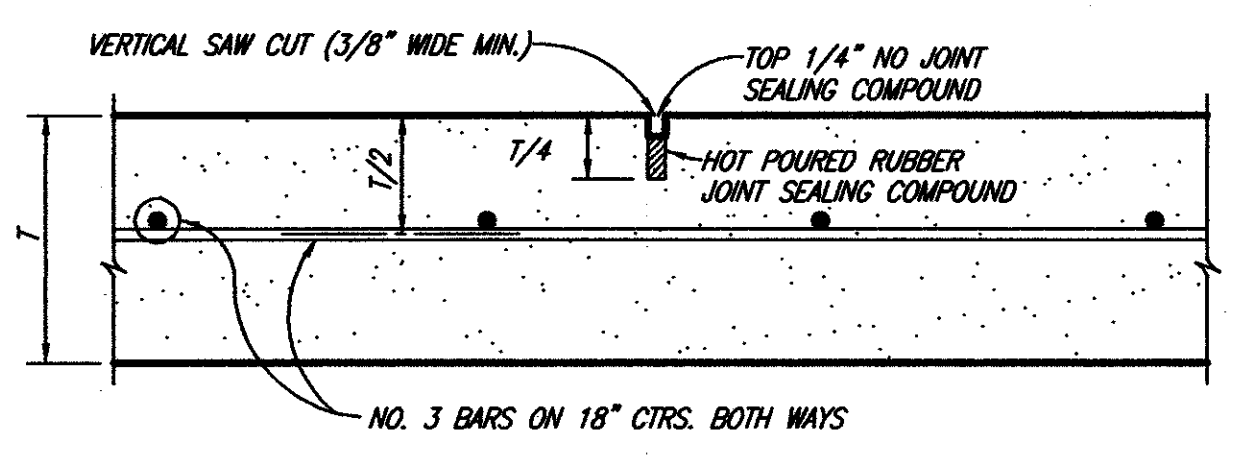
**CONNECTION TO EXISTING PAVEMENT**  
NOT TO SCALE



**CONSTRUCTION JOINT NOTES:**

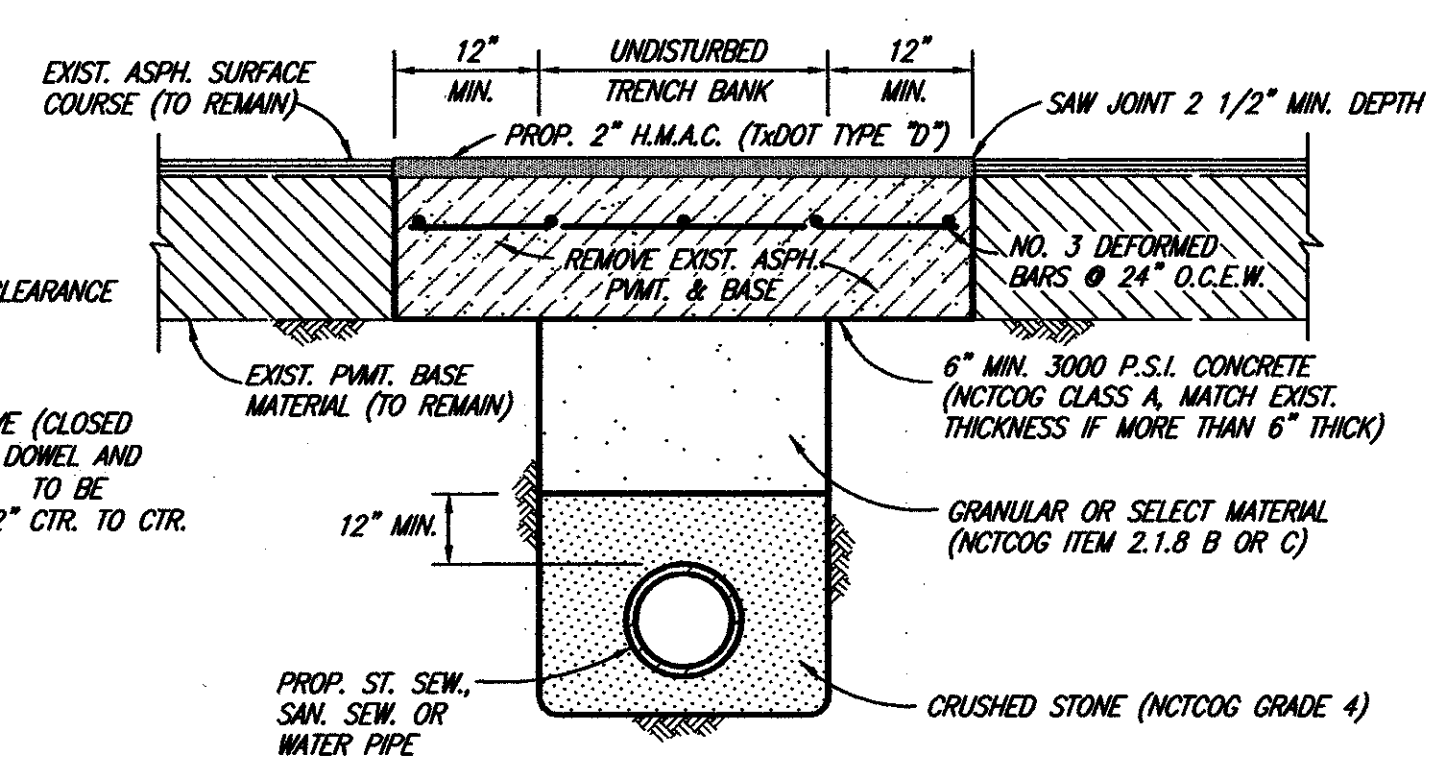
1. CONTRACTOR SHALL PROTECT KEYWAY PRIOR TO SECOND POUR. IF LONGITUDINAL KEYWAY IS DAMAGED, CONTRACTOR SHALL REPAIR WITH THE USE OF LONGITUDINAL BUTT JOINT (DRILL DOWELS INTO FIRST POUR).
2. THICKENED EDGES ARE REQUIRED FOR FUTURE WIDENING ONLY.

**CONSTRUCTION JOINT**  
NO SCALE

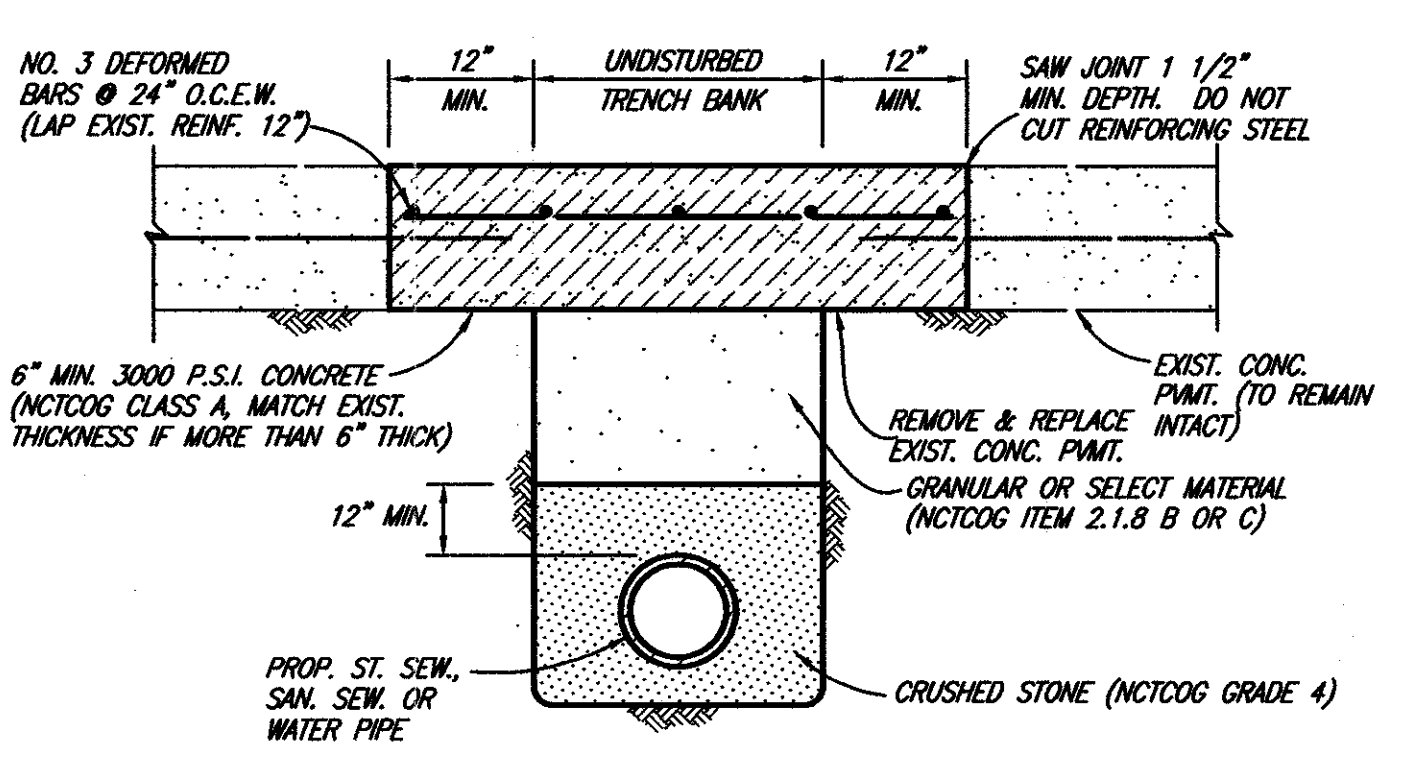


TRANSVERSE JOINTS SPACED 15 FT. C.-C. (MAX.)  
LONGITUDINAL JOINTS SPACED 20 FT. C.-C. (MAX.)

**SAWED DUMMY JOINT**  
NO SCALE

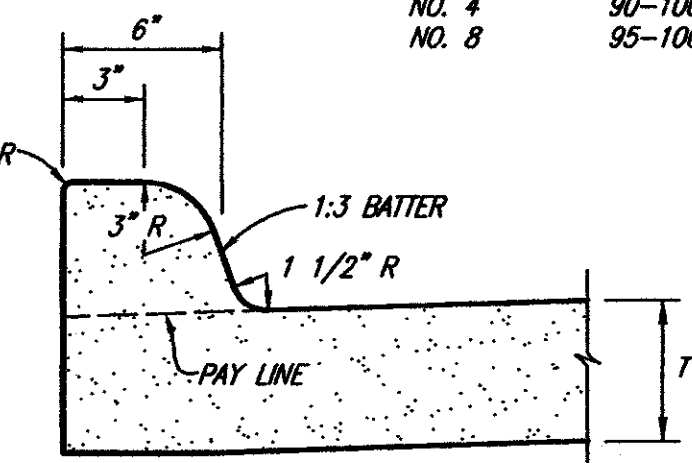


**ASPHALT PAVEMENT REPAIR "A"**  
NO SCALE



**CONCRETE PAVEMENT REPAIR "B"**  
NO SCALE

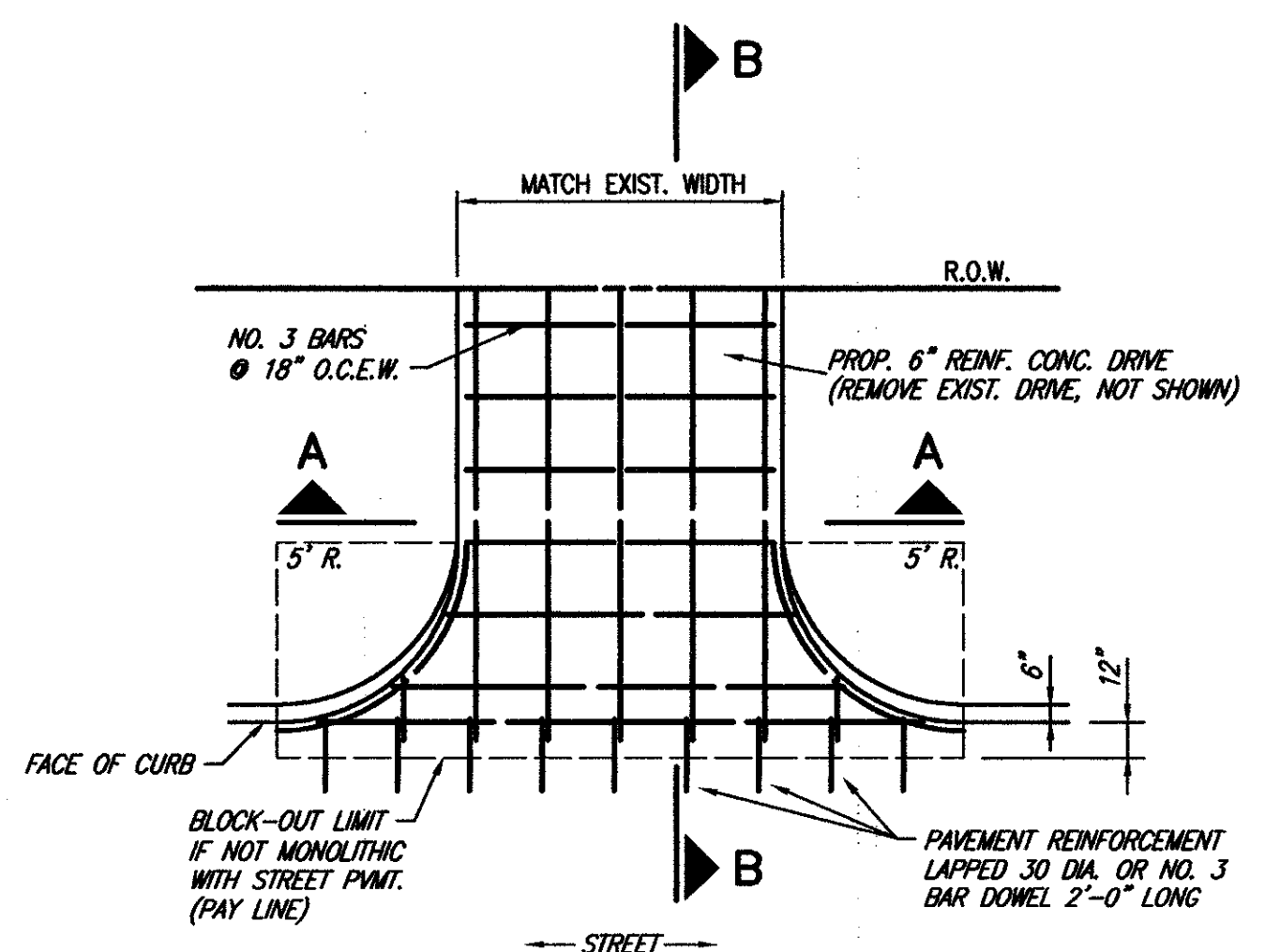
SIEVE SIZE	PERCENT RETAINED
1 1/2"	0%
1"	0-5%
1/2"	40-75%
NO. 4	90-100%
NO. 8	95-100%



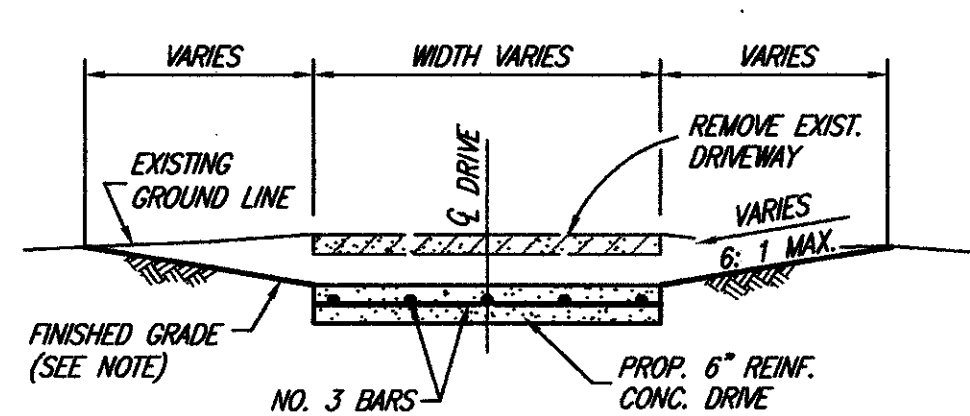
**INTEGRAL CURB**  
NO SCALE

**GENERAL PAVING NOTES**

1. CONTRACTOR SHALL SAWCUT ALL PAVEMENT. DURING REMOVAL OF CONCRETE, CONTRACTOR SHALL EXPOSE ALL REINFORCING STEEL.
2. SAW CUT SHALL BE FULL DEPTH OF CONCRETE OR ASPHALT PAVEMENT.
3. DURING RECONSTRUCTION, NEW REINFORCING STEEL SHALL BE TIED TO EXISTING STEEL. IF NO EXISTING STEEL IN PAVEMENT, CONTRACTOR SHALL CONSTRUCT LONGITUDINAL BUTT JOINTS UTILIZING NO. 4 SMOOTH BARS.
4. CONCRETE SHALL BE 6" REINFORCED, 3000 P.S.I. STRENGTH AT 28 DAYS.

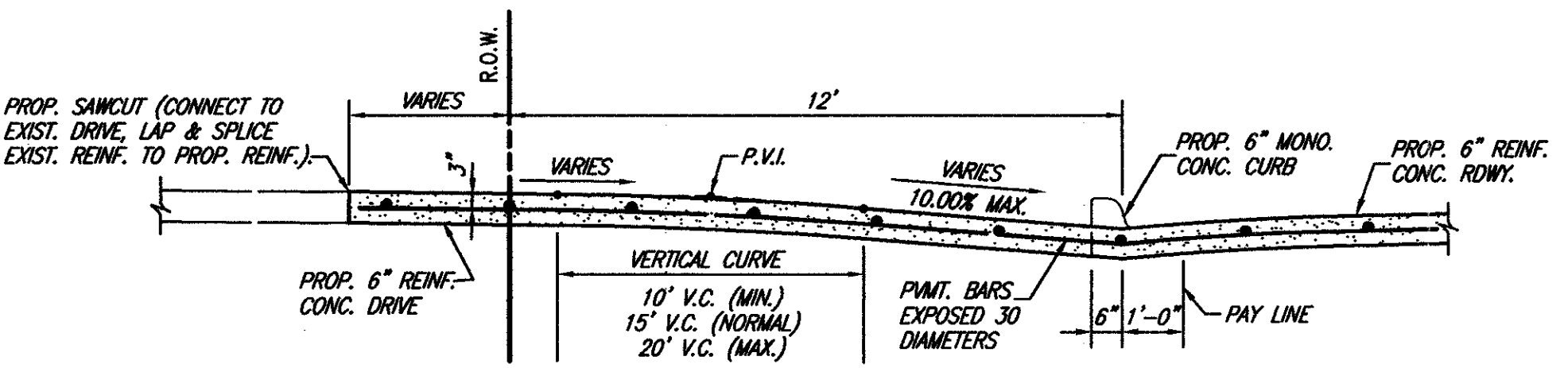


**DRIVEWAY RETURN TO STREET**



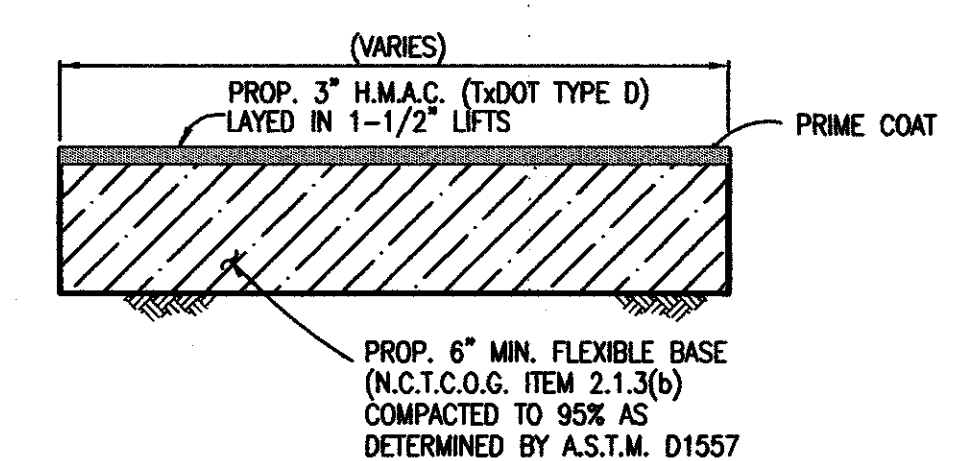
**SECTION A-A**

**NOTE:** FINISHED GRADING WITHIN THE R.O.W. SHALL BE BROADCAST SEEDED. WHERE PROPOSED DRIVEWAY CONSTRUCTION GOES BEYOND THE R.O.W. AND INTO PRIVATE PROPERTY, THE FINISHED GRADING SHALL BE BLOCK SODDED TO RESTORE THE LANDSCAPING TO ITS PRE-CONSTRUCTION APPEARANCE.

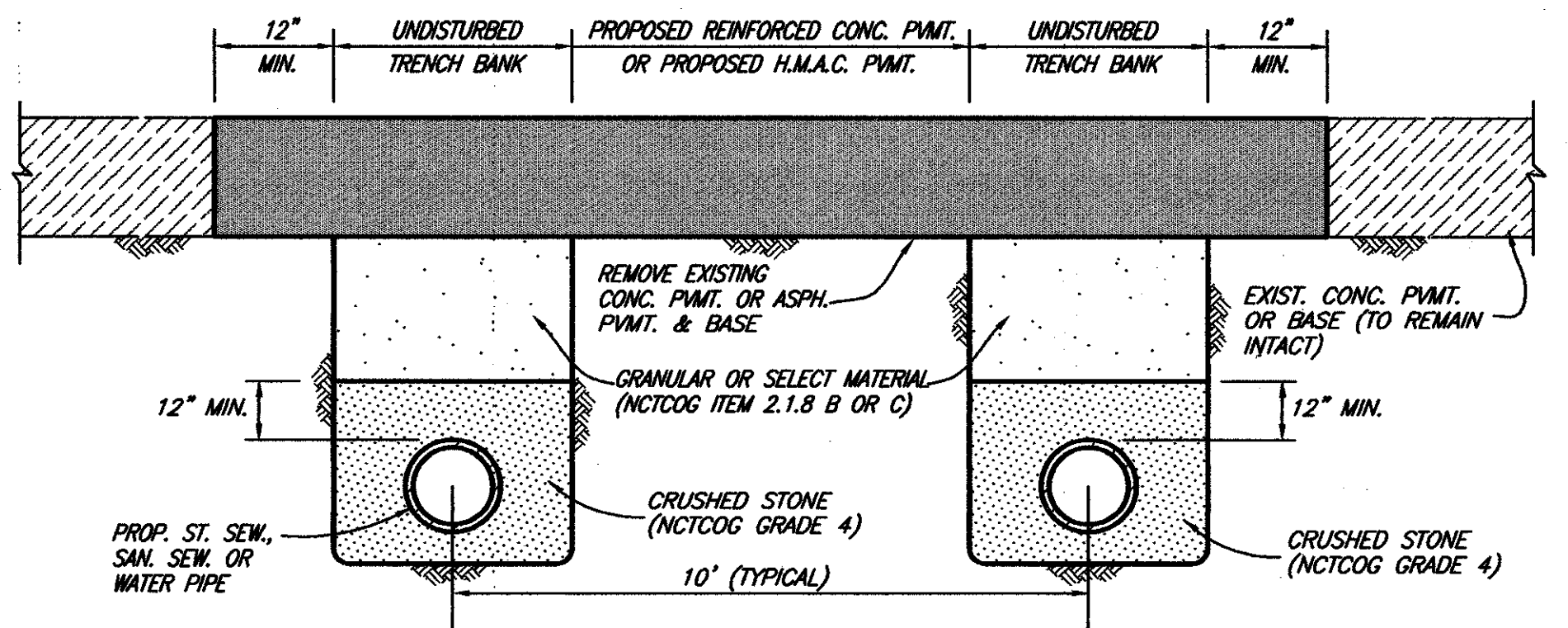


**SECTION B-B**

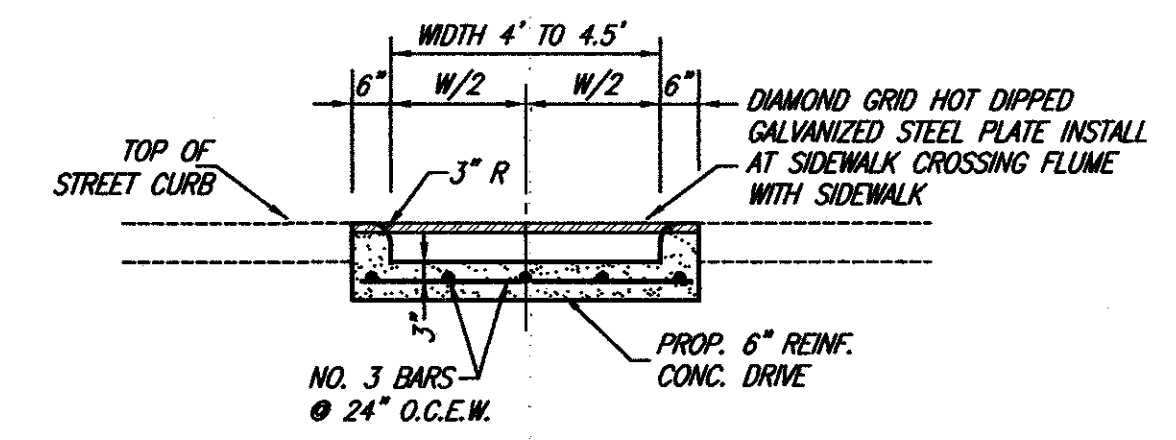
**DRIVEWAY RETURN SECTIONS**



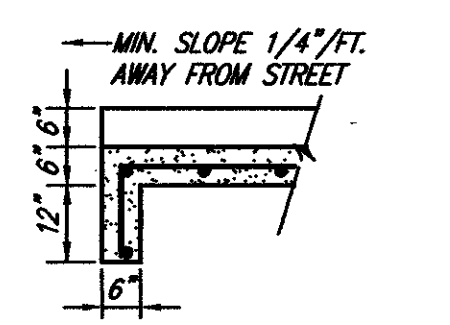
**ASPHALT PAVEMENT REPAIR OUTSIDE PIPE REPAIR**  
NOT TO SCALE



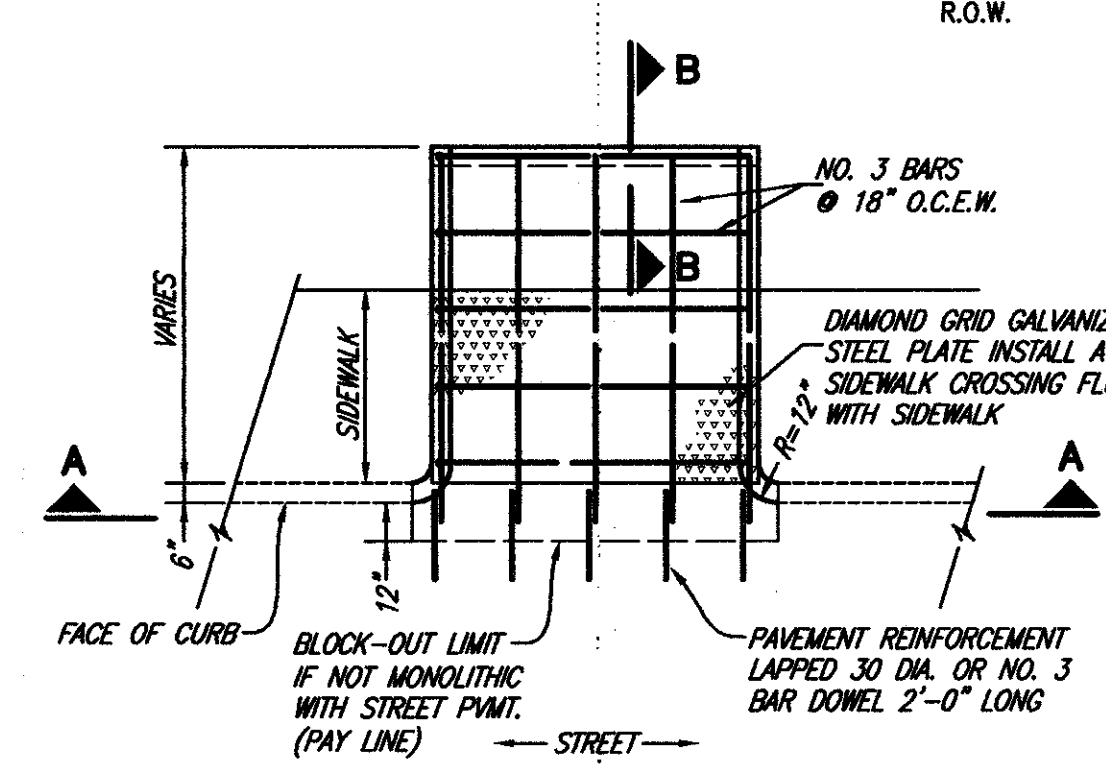
**PROPOSED ASPHALT OR CONCRETE REPAIR "C"**  
(SAN. SEW. STA. 10+50 TO STA. 32+50)  
NO SCALE



**SECTION A-A**

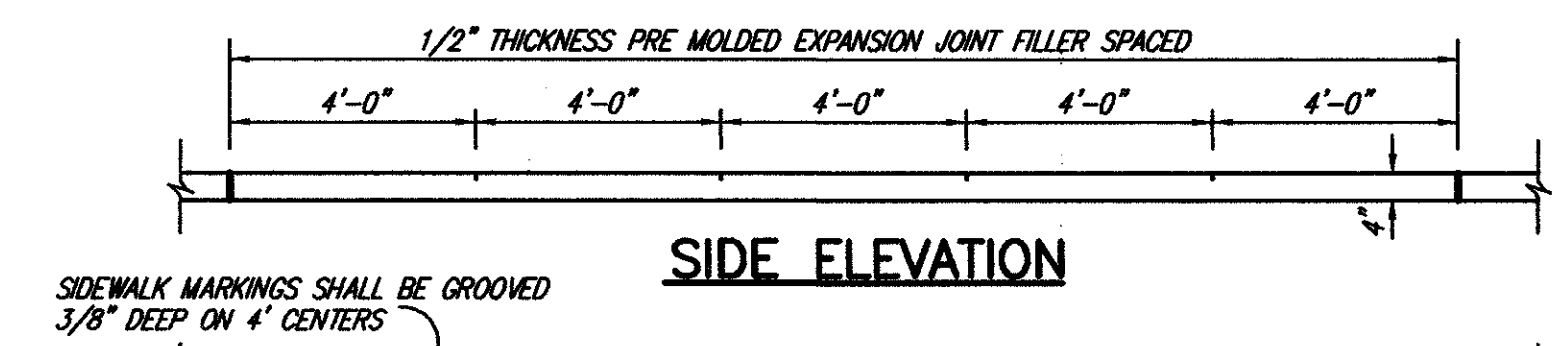


**SECTION B-B**

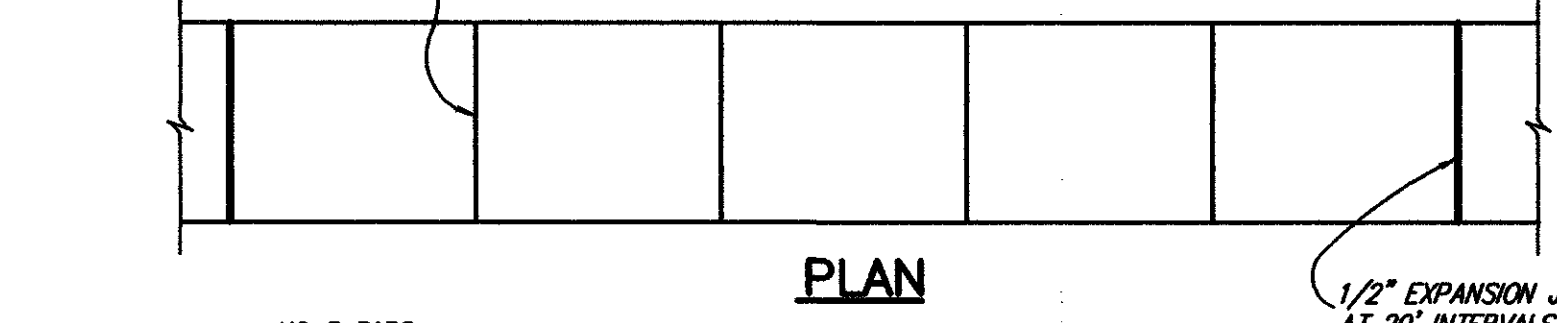


**PLAN**  
**REINFORCED CONCRETE FLUME**  
NO SCALE

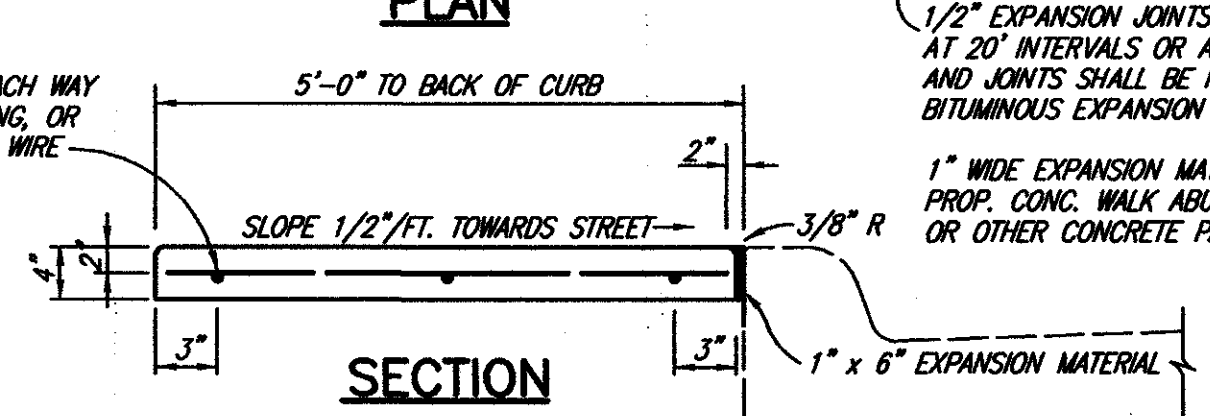
**STEEL PLATE FLUME COVER**  
PLATE THICKNESS SHALL BE 5/8 INCHES BASE ON 100 P.S.I. LIVE LOAD AND MAX. DEAD & LIVE LOAD DEFLECTION OF 1/240. BOLT PLATE DOWN WITH BRASS BOLTS. BOLTS SHALL BE 1/2" DIA. RECESSED TO FLUSH WITH TOP OF PLATE AND SPACED A MAXIMUM OF 12" ON CENTERS. 1/2" DIA. SELF-DRILLING ANCHORS SHALL BE USED AND SPACED THE SAME. SURFACE OF PLATE SHALL BE A NON-SKID MATERIAL.



**SIDE ELEVATION**



**PLAN**

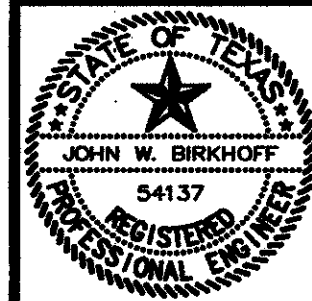


**SECTION**

**CONCRETE SIDEWALK**  
NO SCALE

REVISED TO CONFORM TO CONSTRUCTION RECORDS BY J.W.B. DATE 12/07/98

THESE DOCUMENTS ARE FOR BIDDING, CONSTRUCTION, AND PERMIT PURPOSES.  
*John W. Burkhoff*  
DATE: 9/5/97



**TOWN OF ADDISON, TEXAS**  
ADDISON AIRPORT SANITARY SEWER & WATER MAIN REPLACEMENT  
**STANDARD DETAILS**  
**SHIMEK, JACOBS & FINKLEA, L.L.P.**  
CONSULTING ENGINEERS  
Dallas, Texas

DESIGNED BY: S.J. & F. PROJECT: 96 169 SHEET NO. 21  
DRAWN BY: S.J. & F. DATE: FEBRUARY 1997 OF 24 SHEETS