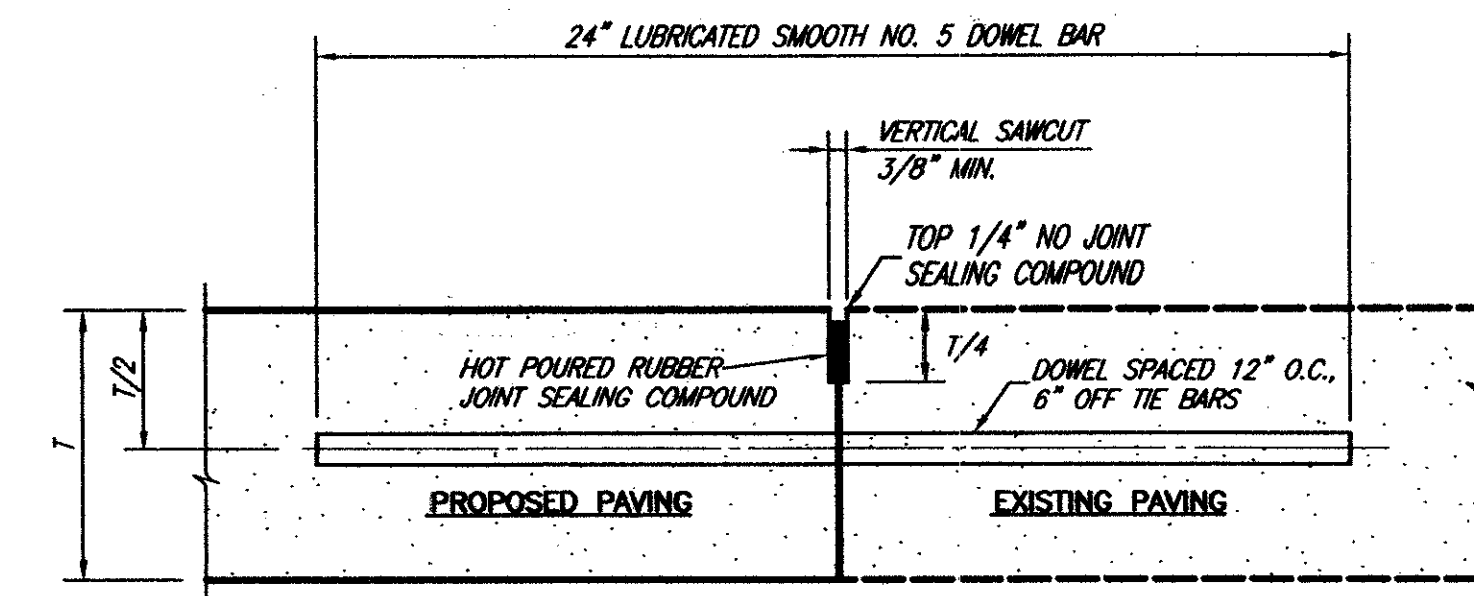


TRANSVERSE EXPANSION JOINT NOTES:

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

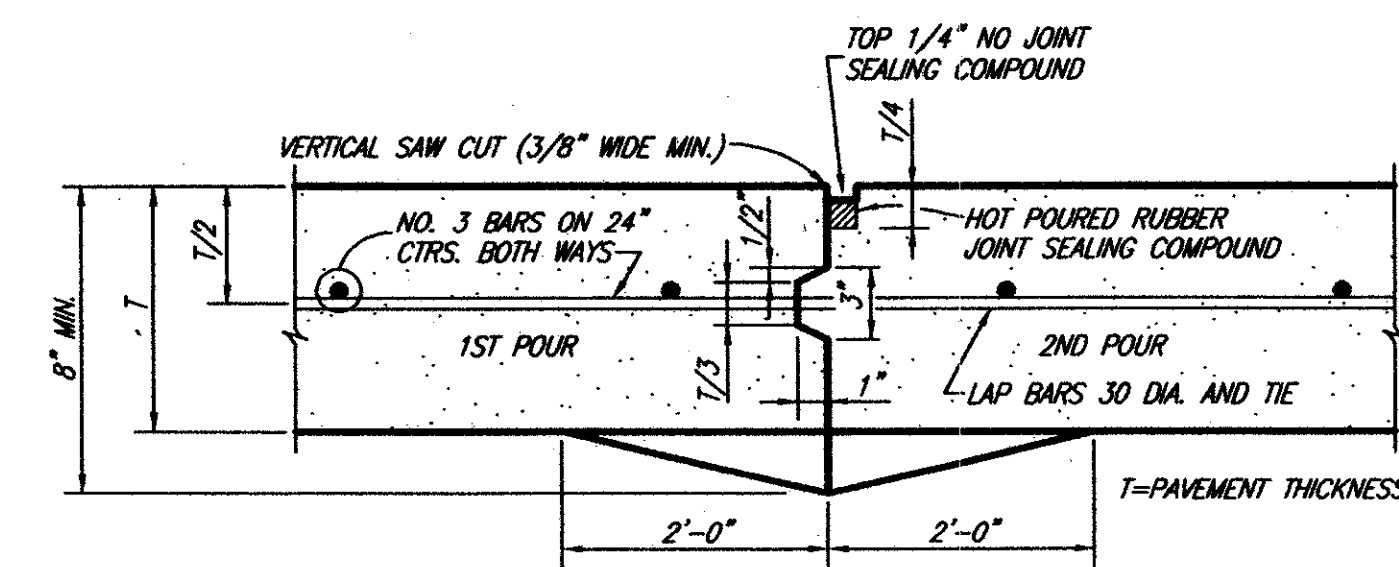
NO SCALE



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

CONNECTION TO EXISTING PAVEMENT

NOT TO SCALE

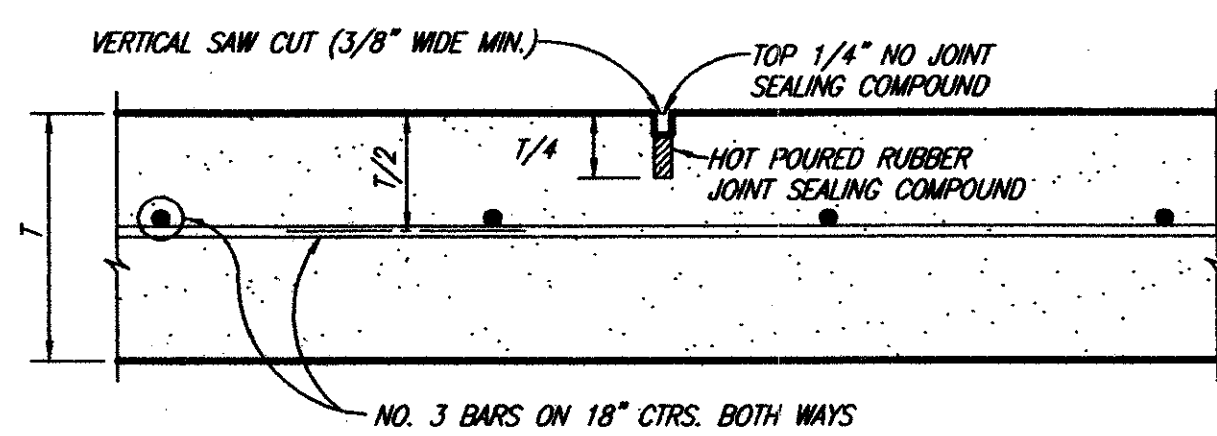


CONSTRUCTION JOINT NOTES:

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

CONSTRUCTION JOINT

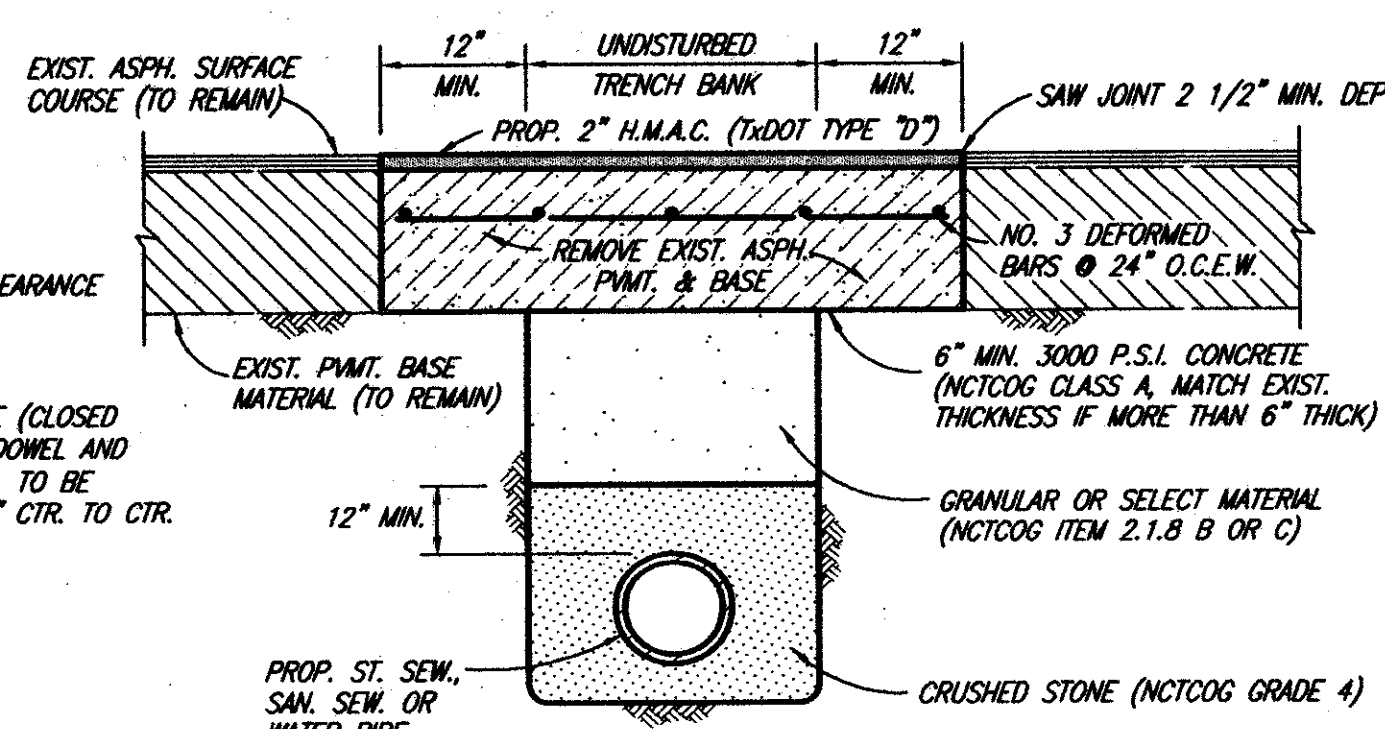
NO SCALE



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

SAWED DUMMY JOINT

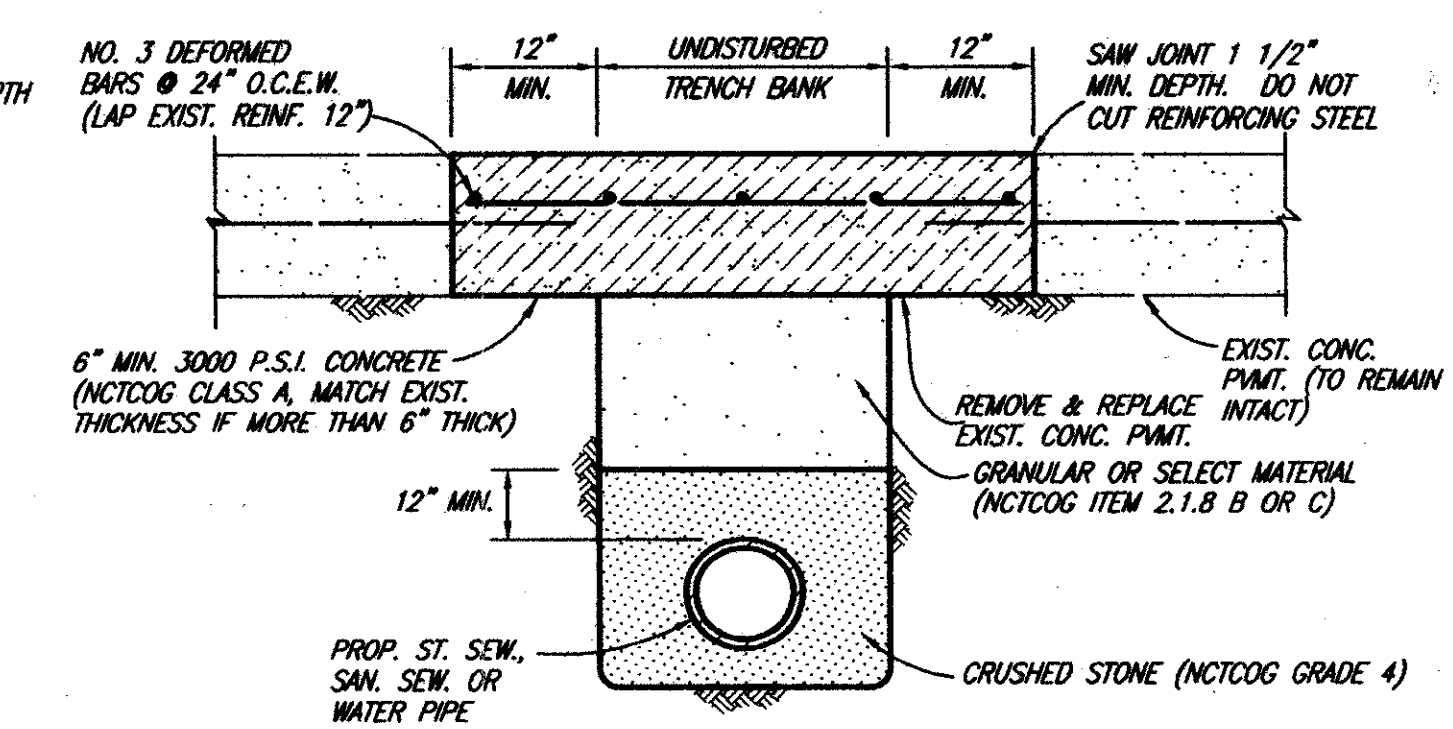
NO SCALE



ASPHALT PAVEMENT REPAIR "A"

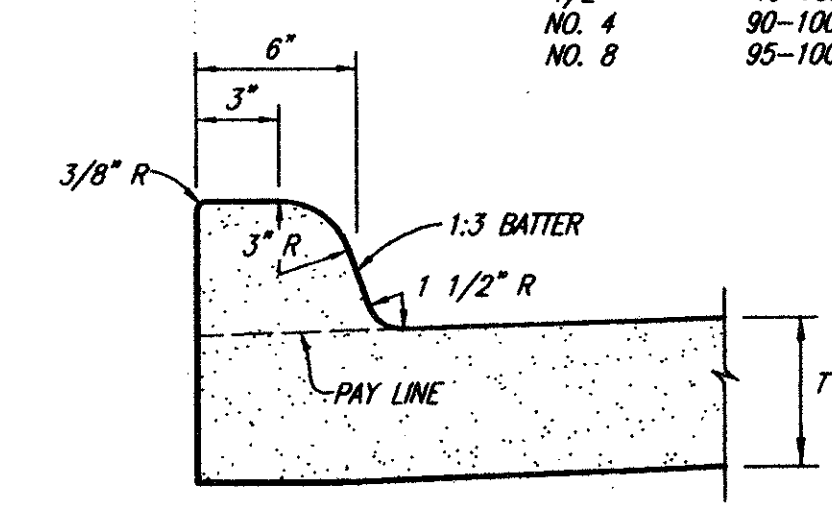
NO SCALE

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



CONCRETE PAVEMENT REPAIR "B"

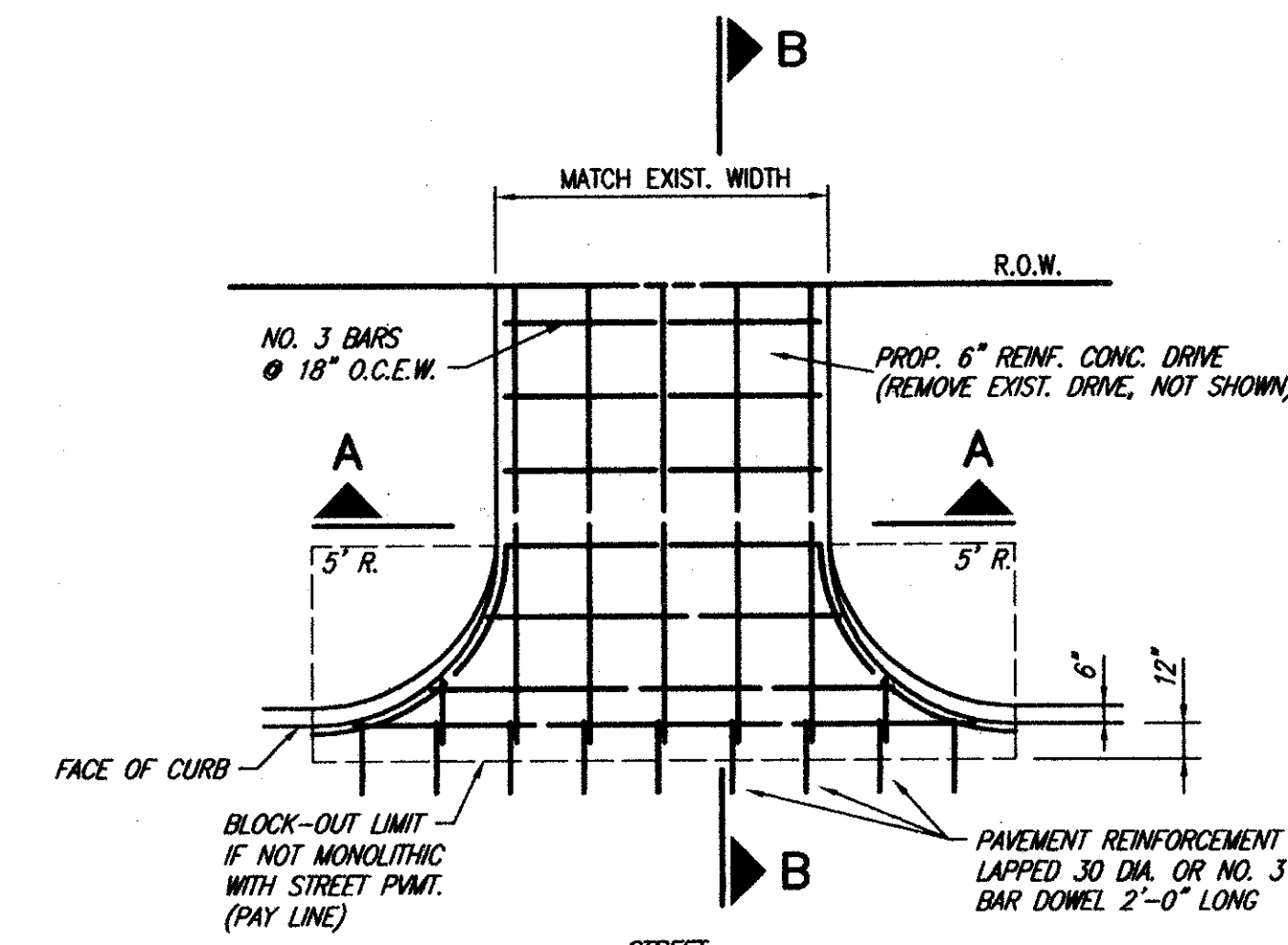
NO SCALE



INTEGRAL CURB

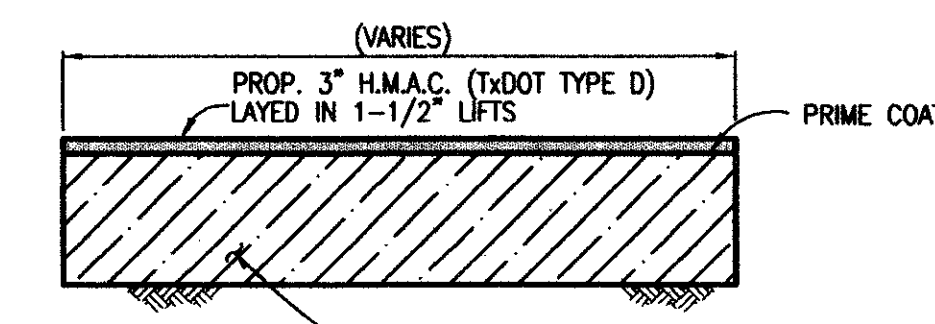
NO SCALE

- 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.



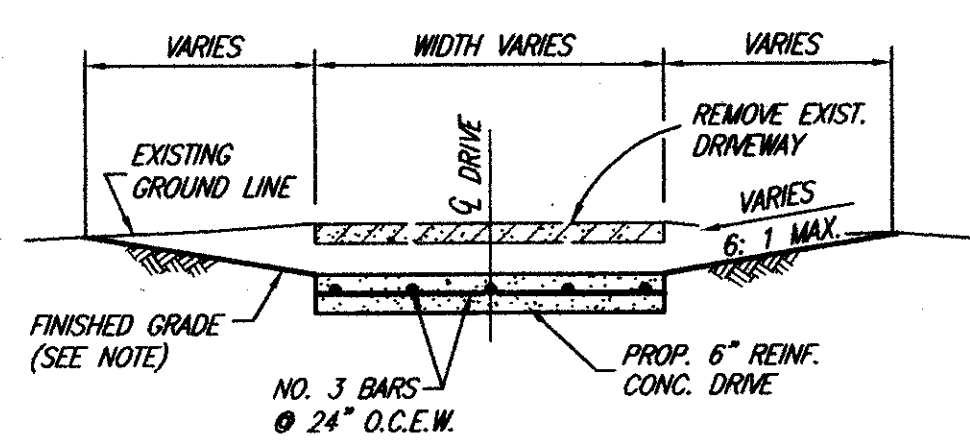
DRIVEWAY RETURN TO STREET

NO SCALE



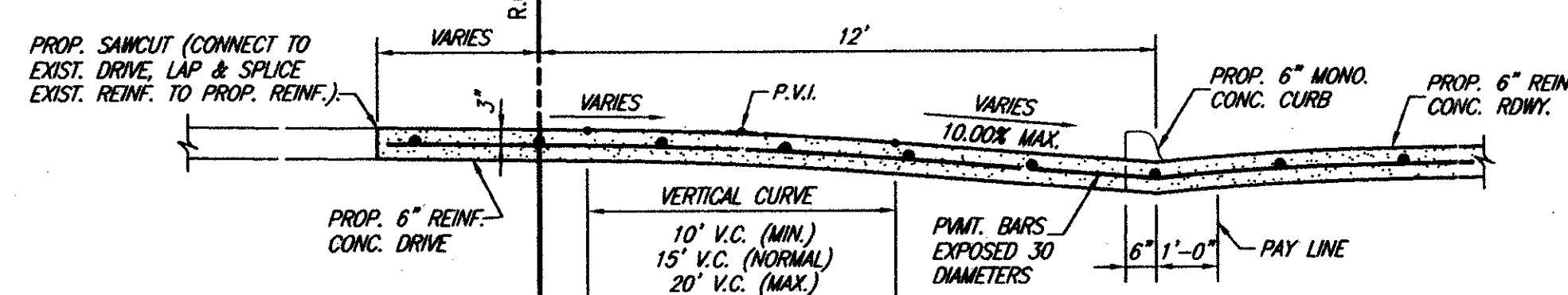
ASPHALT PAVEMENT REPAIR OUTSIDE PIPE REPAIR

NOT TO SCALE



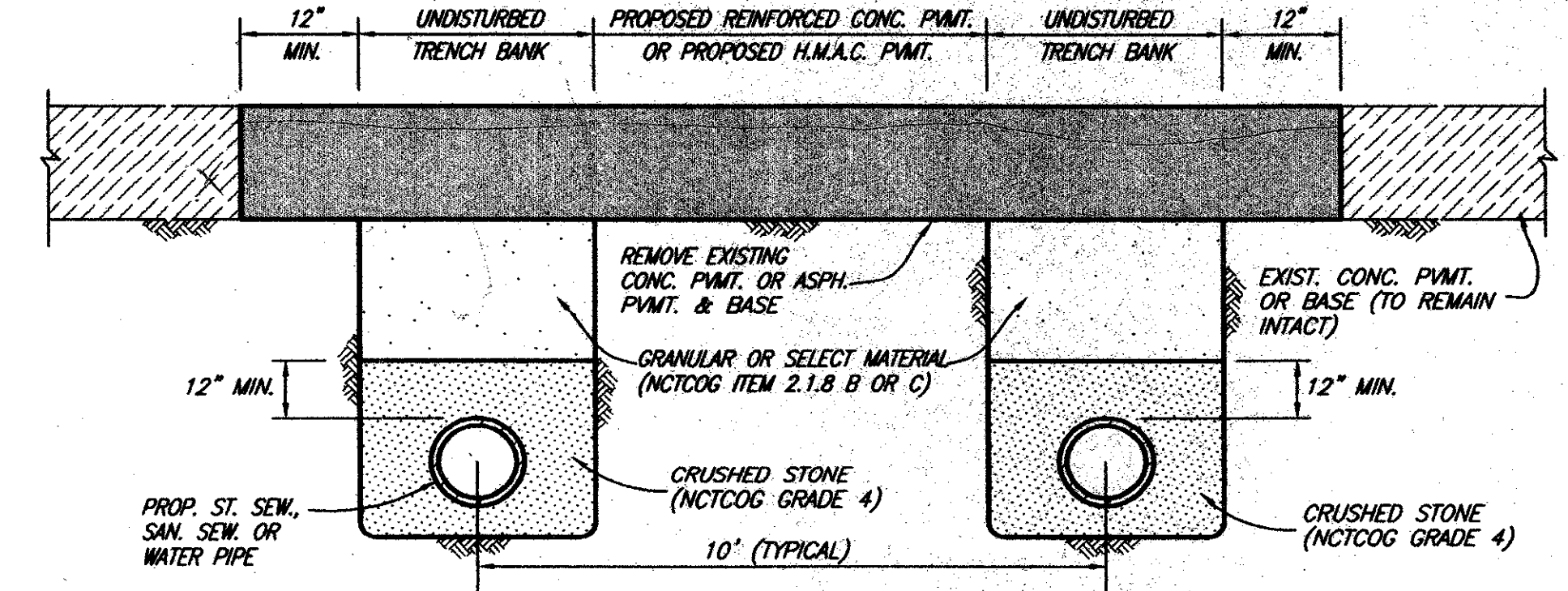
SECTION A-A

NOTE: FINISHED GRADING WITHIN THE R.O.W. SHALL BE BROADCAST SEED. 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

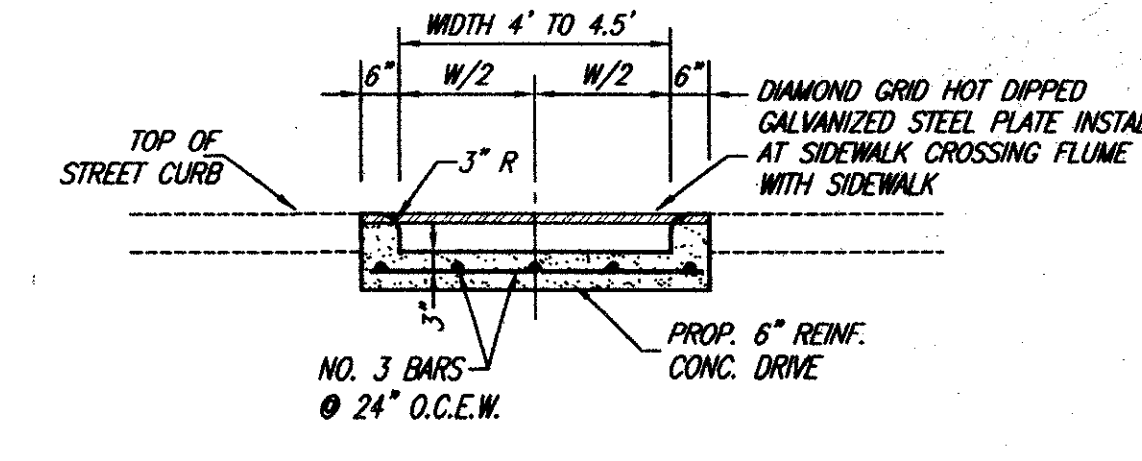


PROPOSED WATER LINE OR PROPOSED SAN. SEW. LINE

PROPOSED ASPHALT OR CONCRETE REPAIR "C"

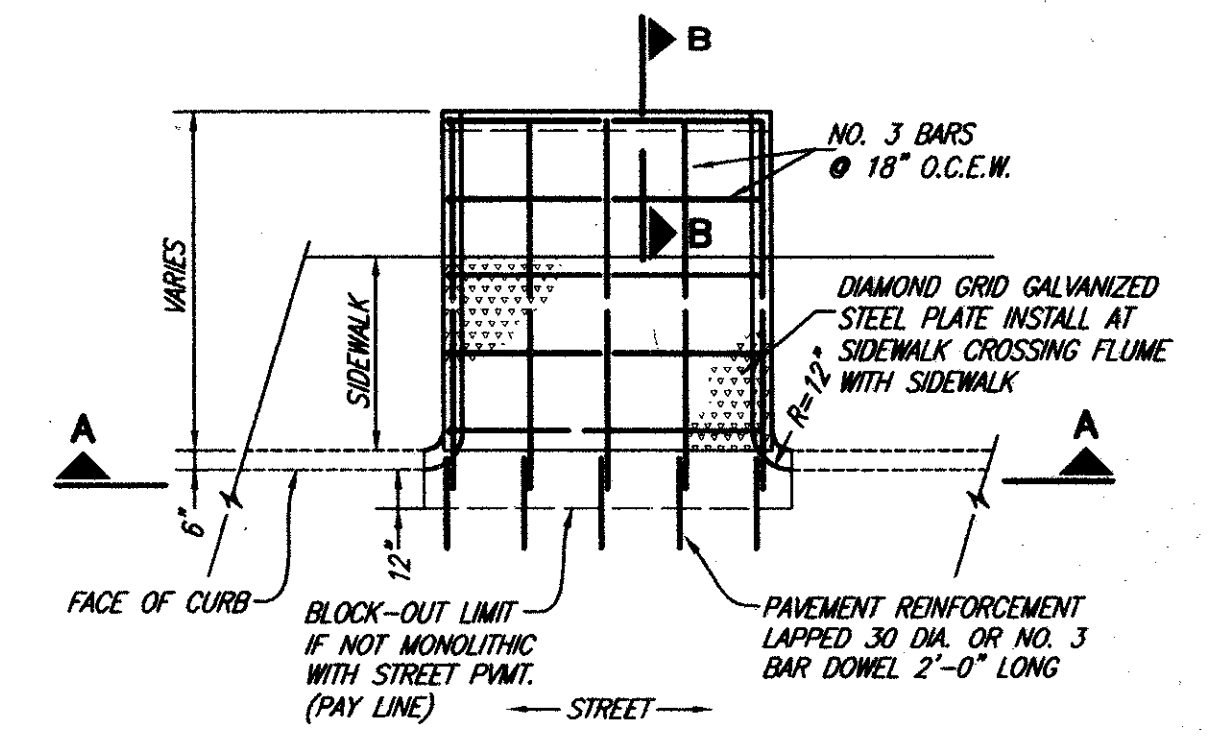
(SAN. SEW. STA. 10+50 TO STA. 32+50)

NO SCALE



SECTION A-A

SECTION B-B

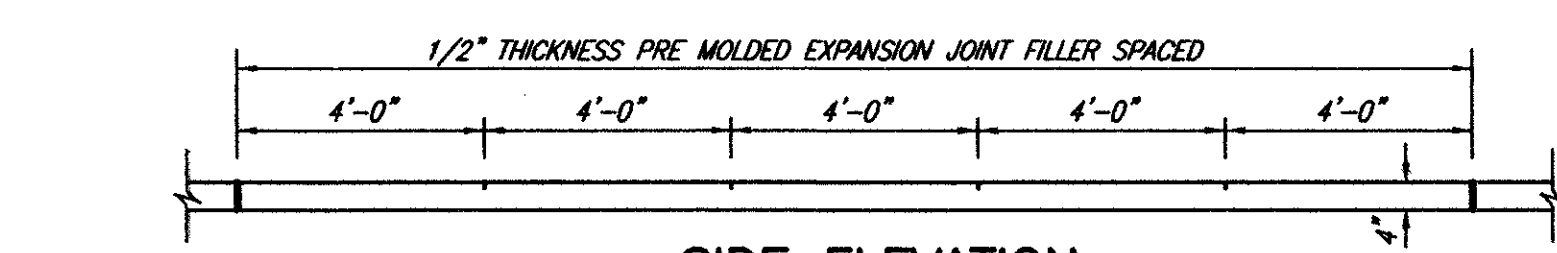


PLAN

REINFORCED CONCRETE FLUME

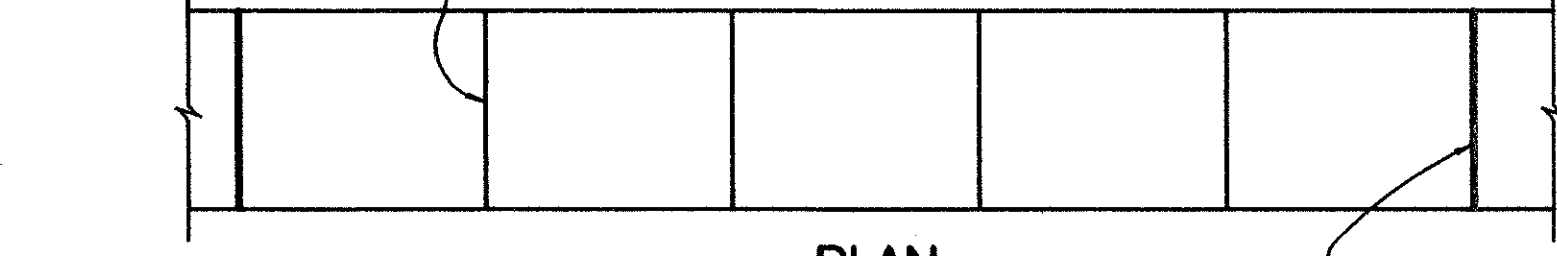
NO SCALE

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 L/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

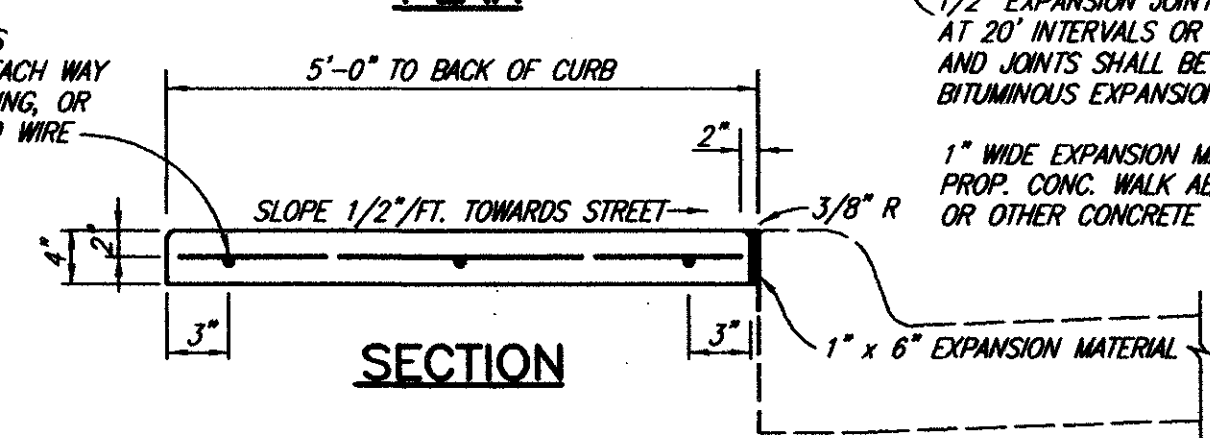
SIDEWALK MARKINGS SHALL BE GROOVED 3/8" DEEP ON 4" CENTERS



PLAN

CONCRETE SIDEWALK

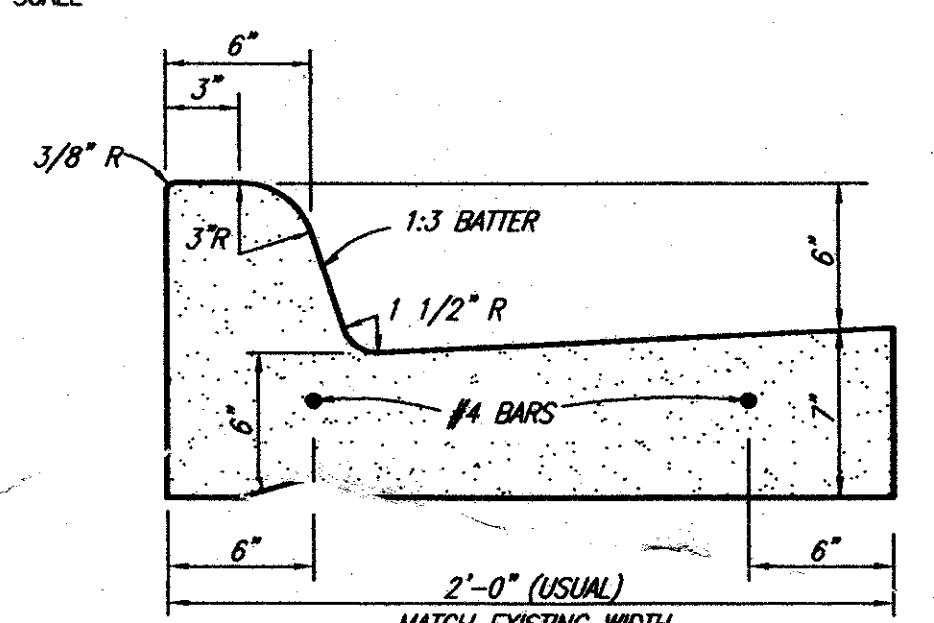
NO SCALE



SECTION

CONCRETE SIDEWALK

NO SCALE

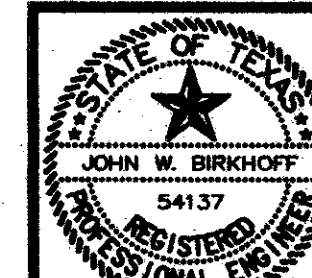


CONCRETE CURB AND GUTTER

NO SCALE

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THESE DOCUMENTS ARE FOR BIDDING, CONSTRUCTION, AND PERMIT PURPOSES.
DATE: 9/15/97



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