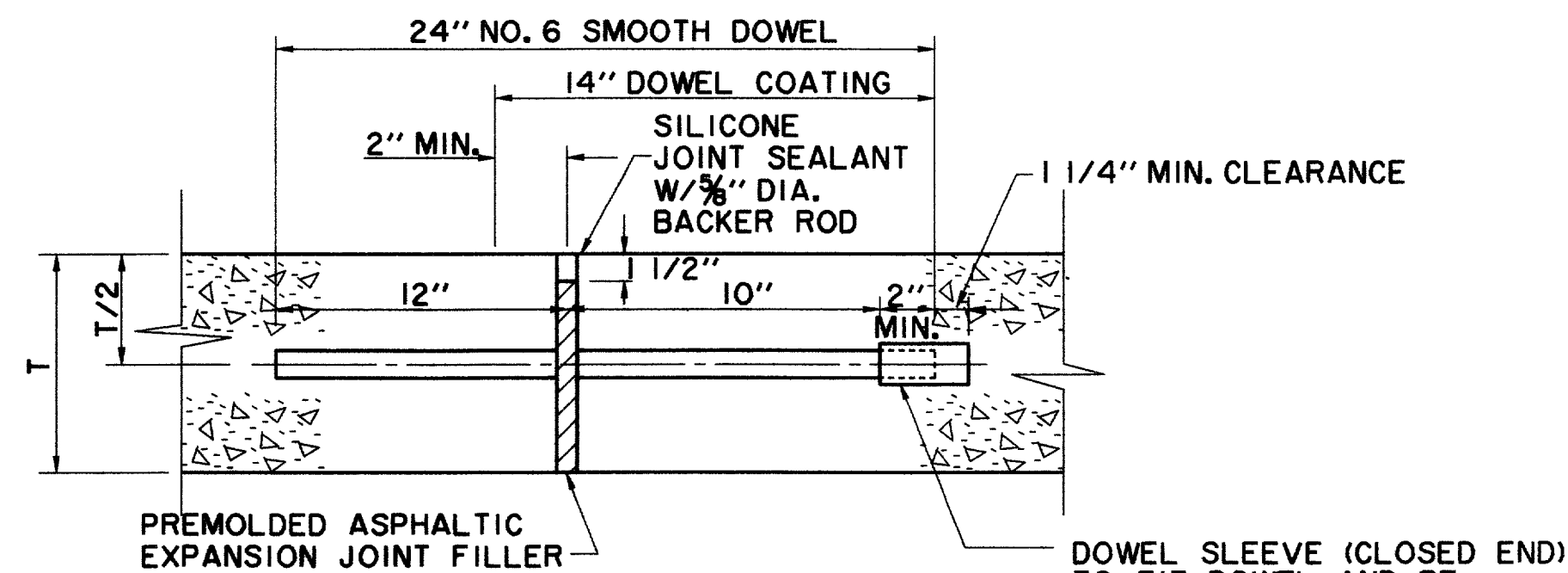
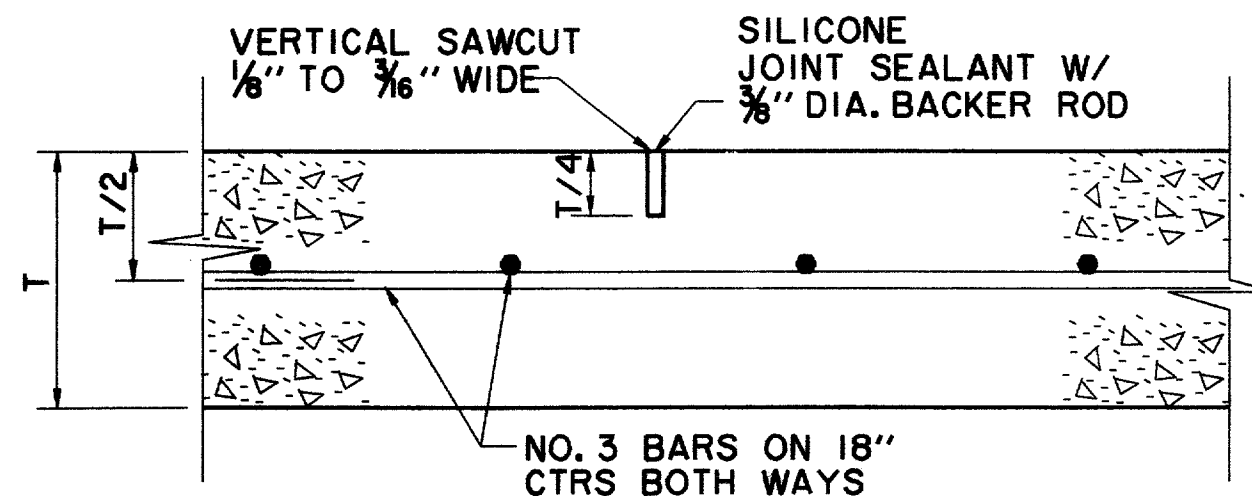


NOTES-PAVING AND GRADING

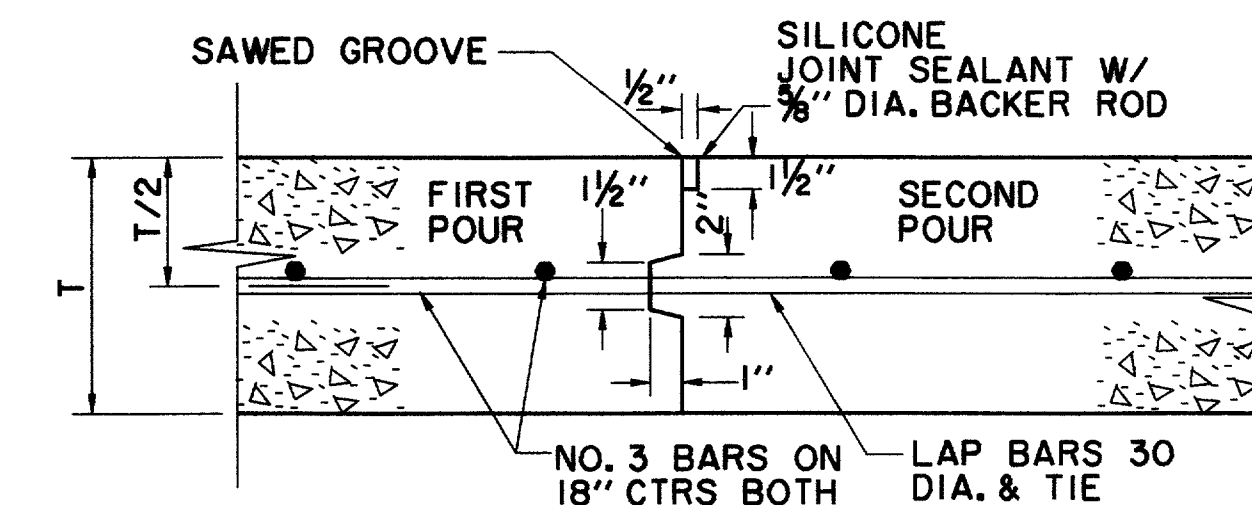
- UNLESS SPECIFICALLY STATED OTHERWISE IN PLANS OR CONTRACT DOCUMENTS, THE CONTROLLING SPECIFICATIONS FOR ALL WORK WITHIN PUBLIC RIGHTS-OF-WAY AND EASEMENTS SHALL BE THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, SECOND EDITION 1987, AS AMENDED BY THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (THE "STANDARD SPECIFICATIONS"). COPIES OF THE STANDARD SPECIFICATIONS MAY BE PURCHASED BY MAIL OR OVER THE COUNTER FROM THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS, 616 SIX FLAGS DRIVE, P.O. BOX DRAWER CCG, ARLINGTON, TEXAS 76005-5888, PHONE METRO 817/640-3300. BULK DISCOUNTS ARE AVAILABLE. THIS DOCUMENT IS COPYRIGHTED.
- ROUGH GRADING SHALL BE ACCOMPLISHED TO WITHIN +/- 0.10 FEET OF PLAN ELEVATION.
- ALL TRAFFIC CONTROL NECESSARY FOR THE WORK SHALL BE PROVIDED BY THE CONTRACTOR. ALL BARRICADES, WARNING SIGNS, LIGHTS, DEVICES, ETC. FOR THE GUIDANCE AND PROTECTION OF TRAFFIC AND PEDESTRIANS MUST CONFORM TO THE INSTALLATIONS SHOWN IN THE LATEST ISSUE OF THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", AS CURRENTLY AMENDED, TEXAS DEPARTMENT OF TRANSPORTATION.
- ALL FILL SHALL BE PLACED IN MAXIMUM 8-INCH LIFTS COMPACTED TO 95% OF STANDARD PROCTOR DENSITY BETWEEN 0% AND +3% OF OPTIMUM MOISTURE CONTENT.
- ALL TREES, STUMPS, BRUSH, GRASSES AND SURFACE ORGANICS WITHIN PROPOSED RIGHT-OF-WAY ARE TO BE REMOVED AND PROPERLY DISPOSED OF OFF-SITE. TREE REMOVAL PERMITS, IF REQUIRED, WILL BE OBTAINED BY THE OWNER.
- EXISTING UTILITY POLES, IF ANY, WILL BE REMOVED OR RELOCATED BY THE UTILITY COMPANIES THROUGH COORDINATION BY THE OWNER. CONTRACTOR SHALL BRING TO THE OWNER'S ATTENTION ANY FACILITIES THAT APPEAR TO BE IN CONFLICT SO THAT THE OWNER HAS SUFFICIENT TIME TO ACCOMPLISH THE NECESSARY RELOCATIONS.
- WHERE DEEP VERTICAL EXCAVATIONS (IN EXCESS OF 3 FEET) ARE INDICATED, CUTS SHALL BE LAID BACK AT A STABLE SLOPE (ON OWNER'S PROPERTY) UNTIL WALLS ARE CONSTRUCTED. BACKFILL MATERIAL SHALL BE STOCKPILED ON-SITE AT THE DIRECTION OF THE OWNER.
- ALL REINFORCING STEEL AND DOWEL BARS IN PAVEMENT SHALL BE SUPPORTED AND MAINTAINED AT THE CORRECT CLEARANCES BY THE USE OF BAR CHAIRS OR OTHER APPROVED SUPPORT.
- THE USE OF WOOD FORMS FOR PAVEMENT CONSTRUCTION WILL BE PERMITTED.
- DUMMY JOINTS SHALL BE SAWS IN THE PAVEMENT IN THIS PROJECT. DUMMY JOINTS WILL BE SPACED APPROXIMATELY 12 FEET ON CENTERS UNLESS DIRECTED OTHERWISE BY THE TOWN. SPACING VARIATIONS SHALL BE MADE AT BLOCKOUTS, CONSTRUCTION JOINTS, AND STREET INTERSECTIONS TO LINE UP WITH EXISTING PAVING JOINTS AS DIRECTED BY THE TOWN. THE SPACING BETWEEN ANY JOINT SHALL NOT BE LESS THAN 10 FEET NOR MORE THAN 15 FEET. ALL DUMMY JOINTS SHALL BE SAWS NOT LATER THAN 12 HOURS AFTER THE PLACEMENT OF THE PAVEMENT.
- BARRIER-FREE RAMPS SHALL BE BUILT WITH THIS PROJECT. LOCATIONS MAY BE ADJUSTED AS DIRECTED BY THE TOWN TO CLEAR OBSTRUCTIONS.
- VARIABLE HEIGHT CURB AT INTERSECTIONS AND SLOPING CURBS AT DRIVES SHALL BE BUILT TO MATCH FUTURE BARRIER-FREE RAMPS PER PLANS. NO SEPARATE PAY ITEMS ARE PROVIDED.
- TWO-WAY TRAFFIC MUST BE MAINTAINED AT ALL TIMES ON PUBLIC STREETS ADJACENT TO THIS PROJECT UNLESS SPECIFIED OTHERWISE IN THE PLANS AND SPECIFICATIONS. THE TRAVELWAY WIDTH SHALL NOT BE LESS THAN 10 FEET.
- SEE TYPICAL SECTIONS SHEET FOR ADDITIONAL DETAILS AND NOTES.
- ALL CURBS SHALL BE PLACED INTEGRAL WITH PAVEMENT.
- CURBS SHALL MEET THE SAME COMPRESSIVE STRENGTH AS SPECIFIED FOR THE CONCRETE PAVEMENT.
- BAR LAPS SHALL BE 30 DIAMETERS.



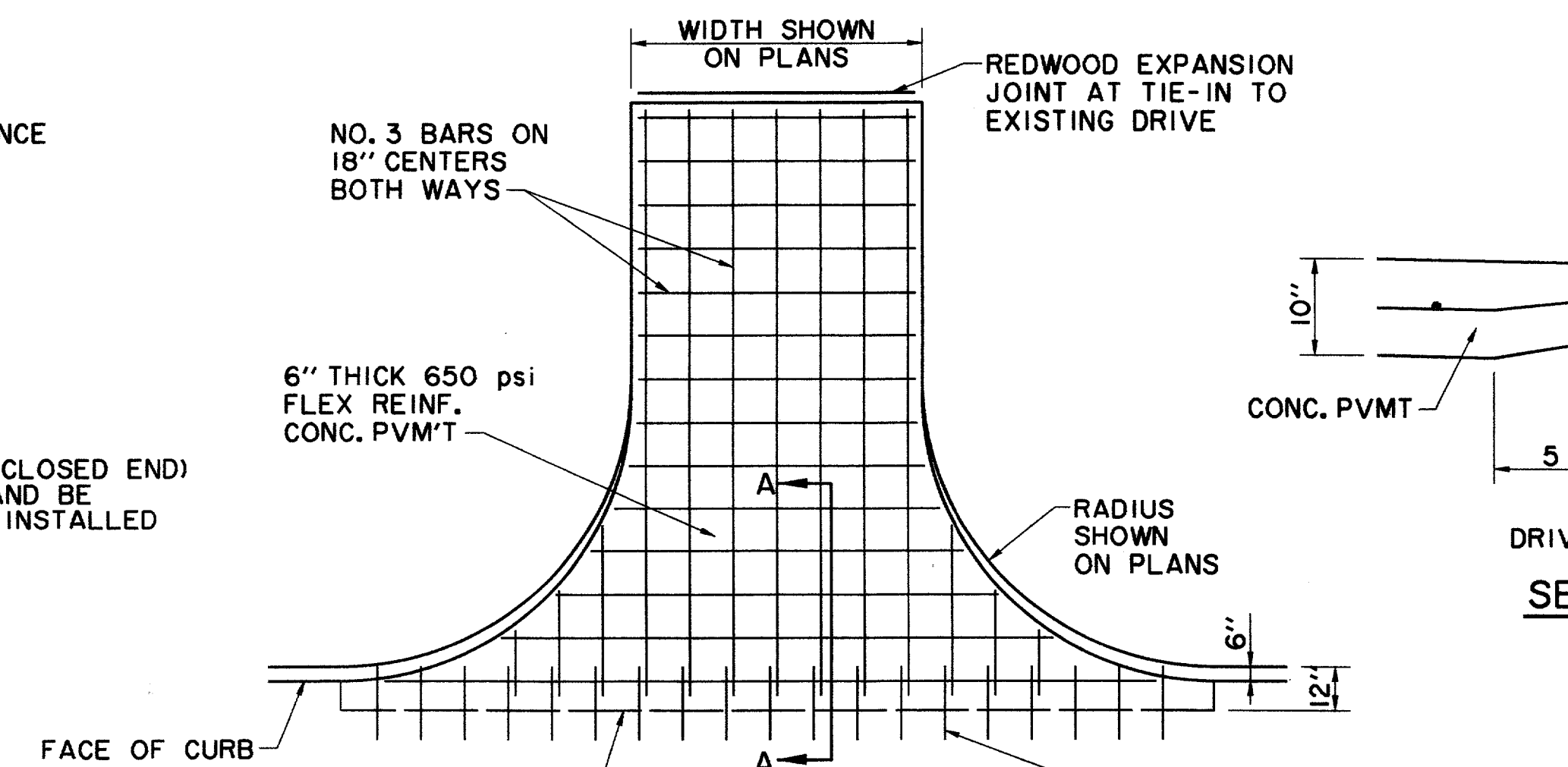
TRANSVERSE EXPANSION JOINT
N.T.S.
(SPACED 600 FT. MAXIMUM, LOCATE AT INTERSECTIONS)
NOTE:
DOWELS AND REINFORCING BARS SHALL BE SUPPORTED BY AN APPROVED DEVICE.



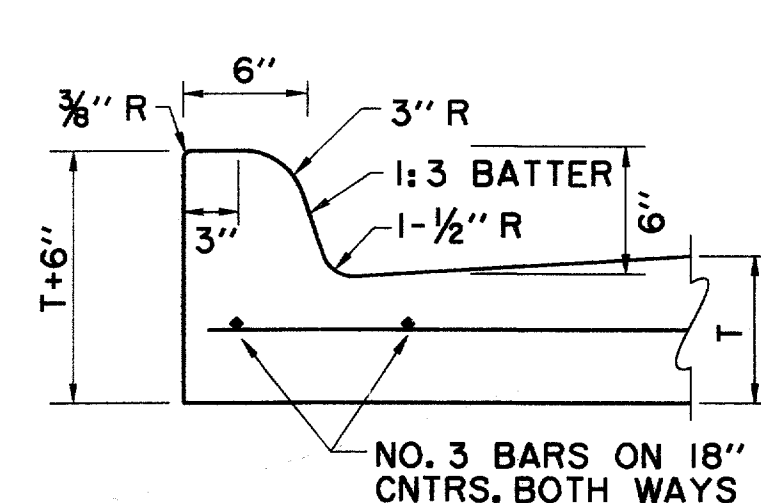
SAWED DUMMY JOINT
N.T.S.



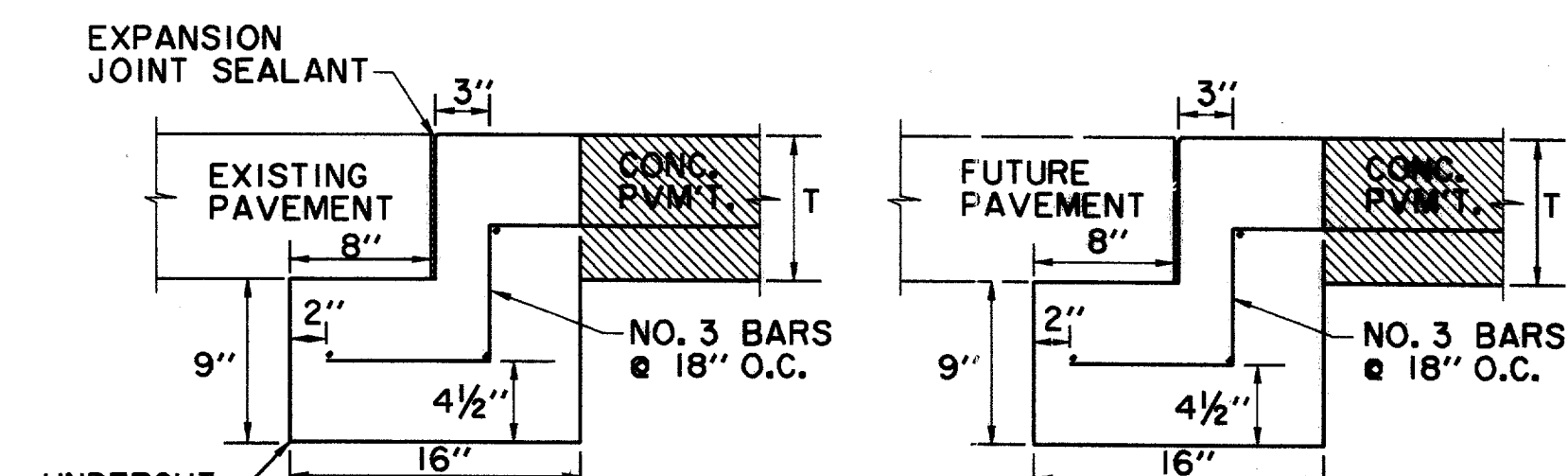
CONSTRUCTION JOINT
N.T.S.



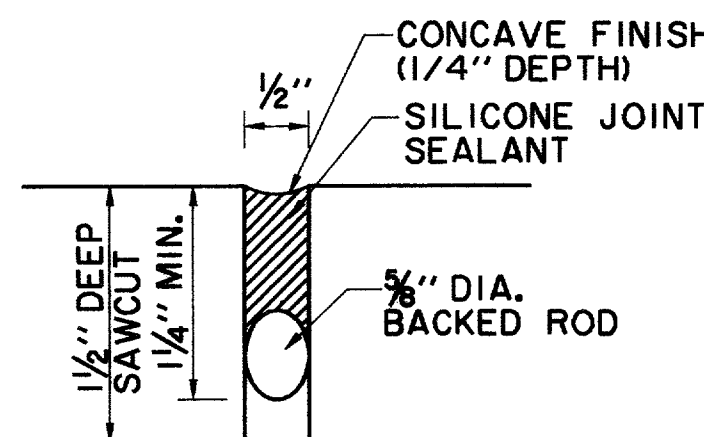
DRIVE RETURN TO STREET
N.T.S.



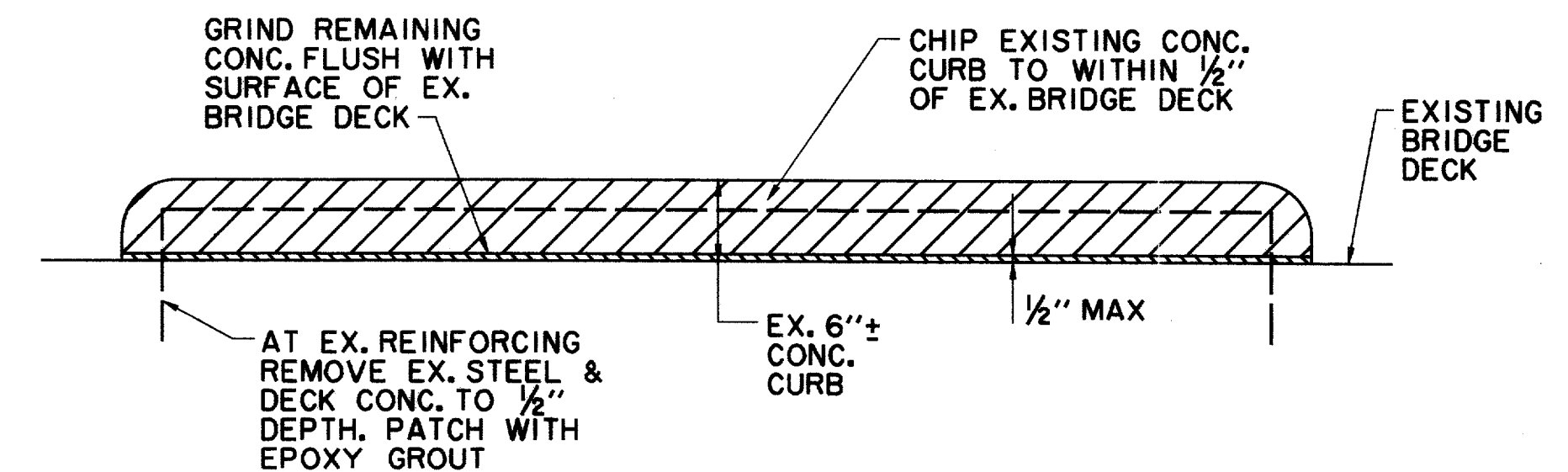
INTEGRAL CURB AND GUTTER
N.T.S.



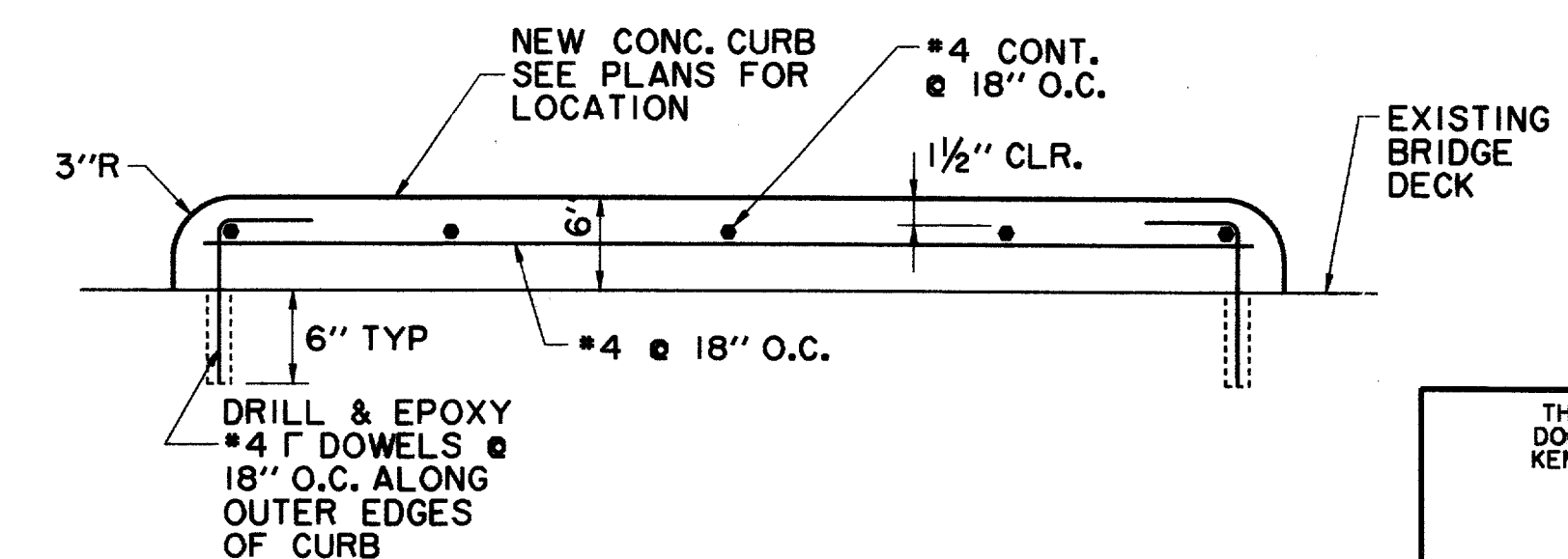
STREET HEADER
N.T.S.
PAVEMENT BARS TO BE BENT DOWN INTO HEADER. HEADER AND PAVEMENT TO BE MONOLITHIC.



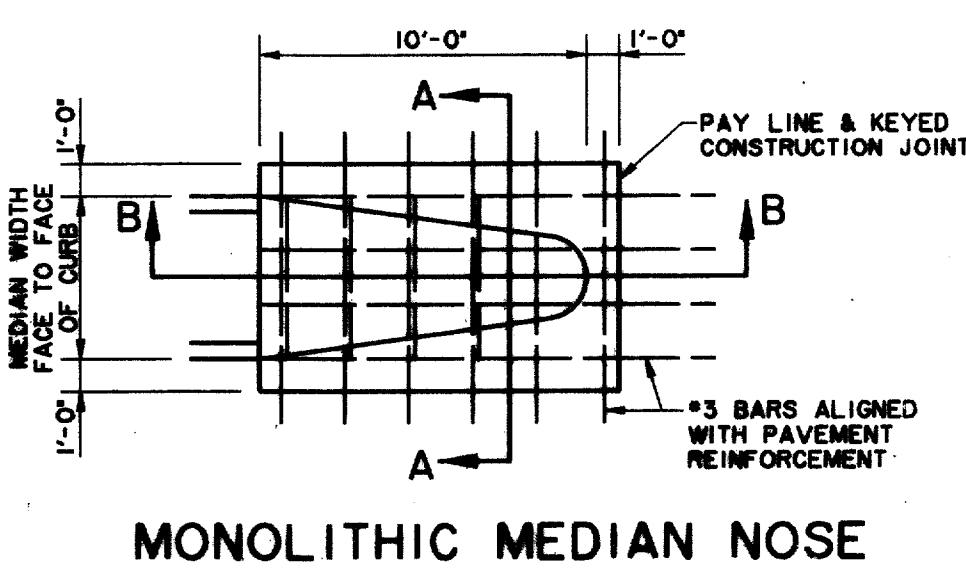
TYPICAL JOINT DETAIL
N.T.S.



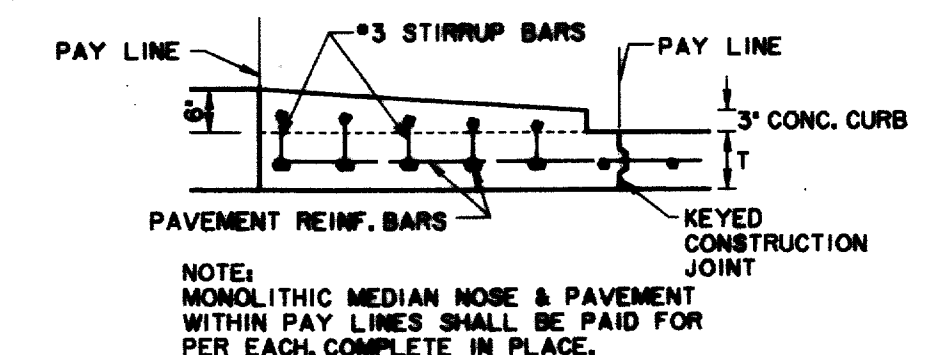
CONCRETE ISLAND REMOVAL DETAIL
N.T.S.



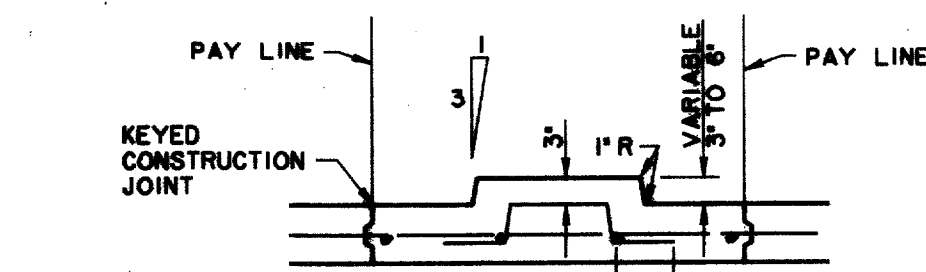
NEW CONCRETE ISLAND DETAIL
N.T.S.



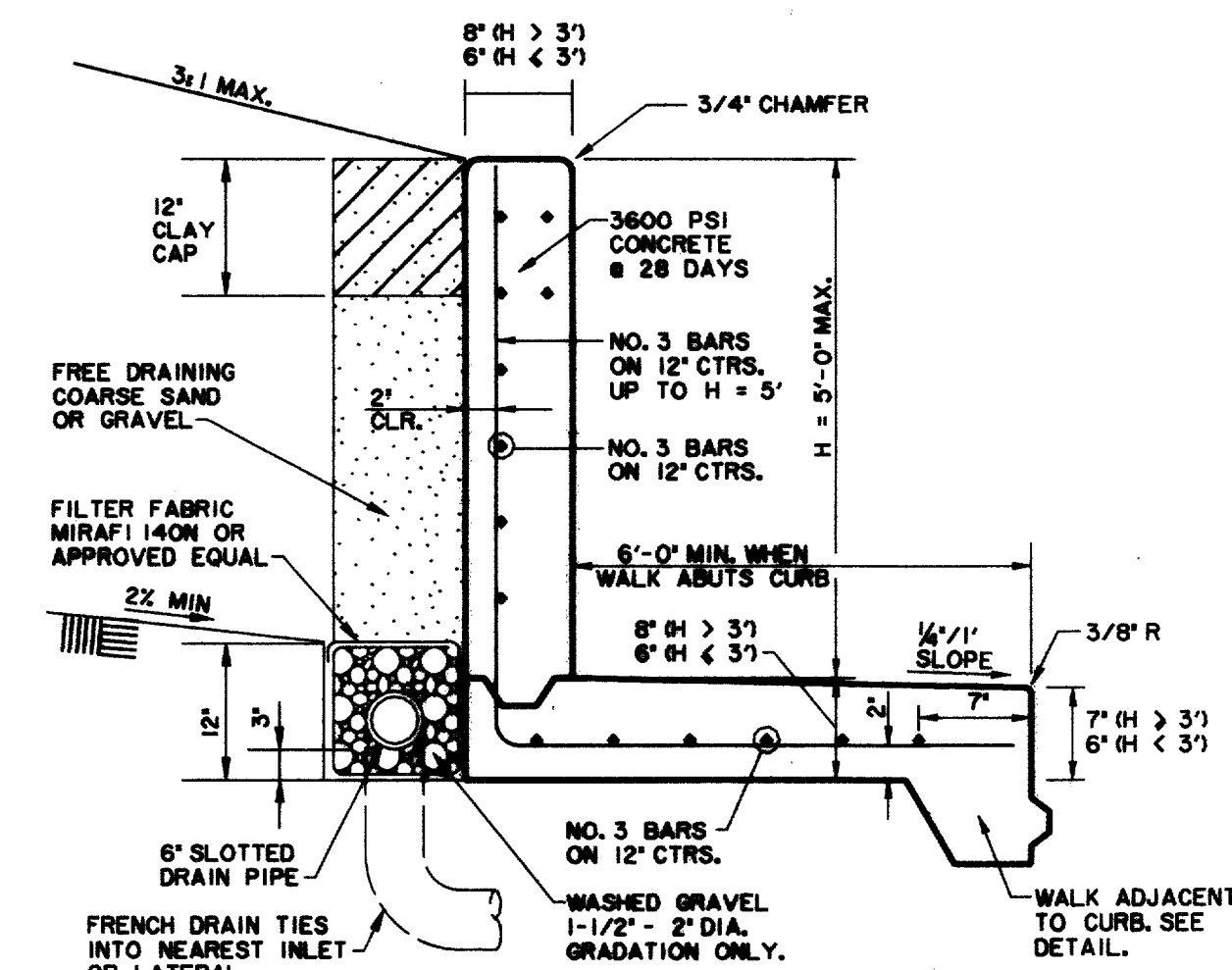
MONOLITHIC MEDIAN NOSE



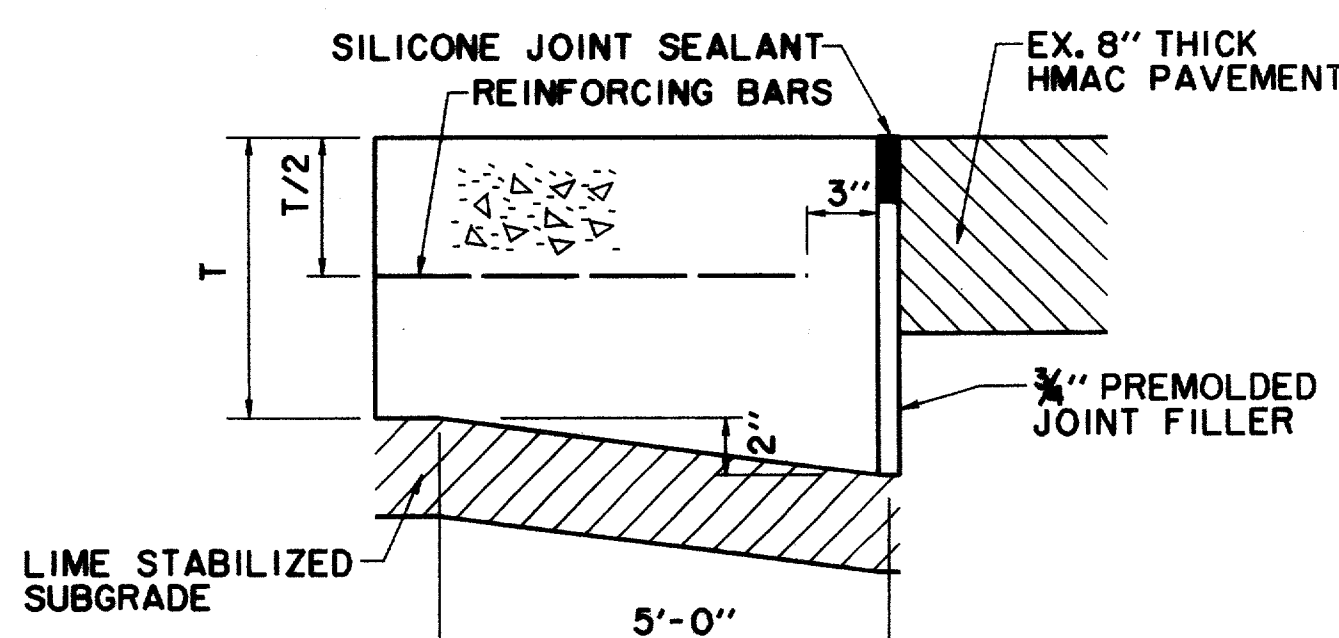
SECTION B-B



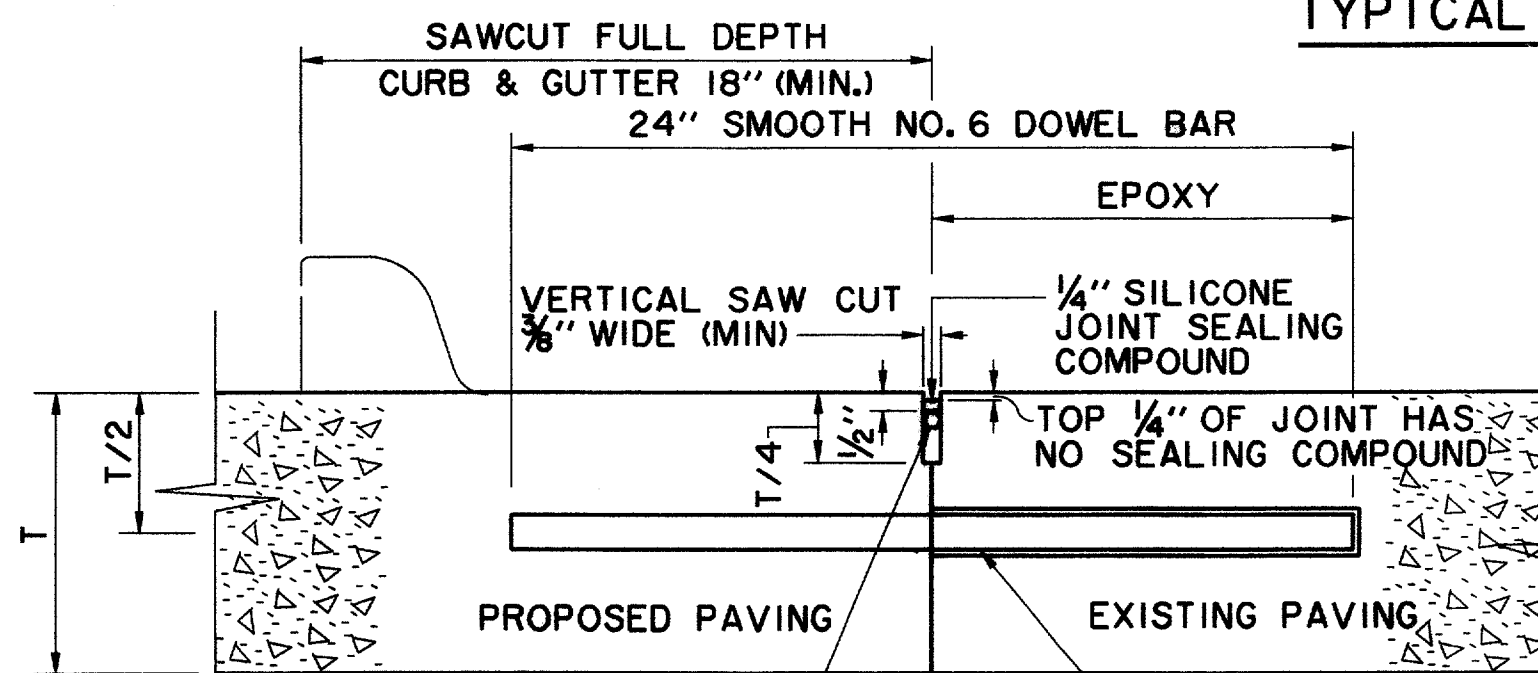
SECTION A-A



COMBINATION CANTILEVER RETAINING WALL & SIDEWALK DETAIL



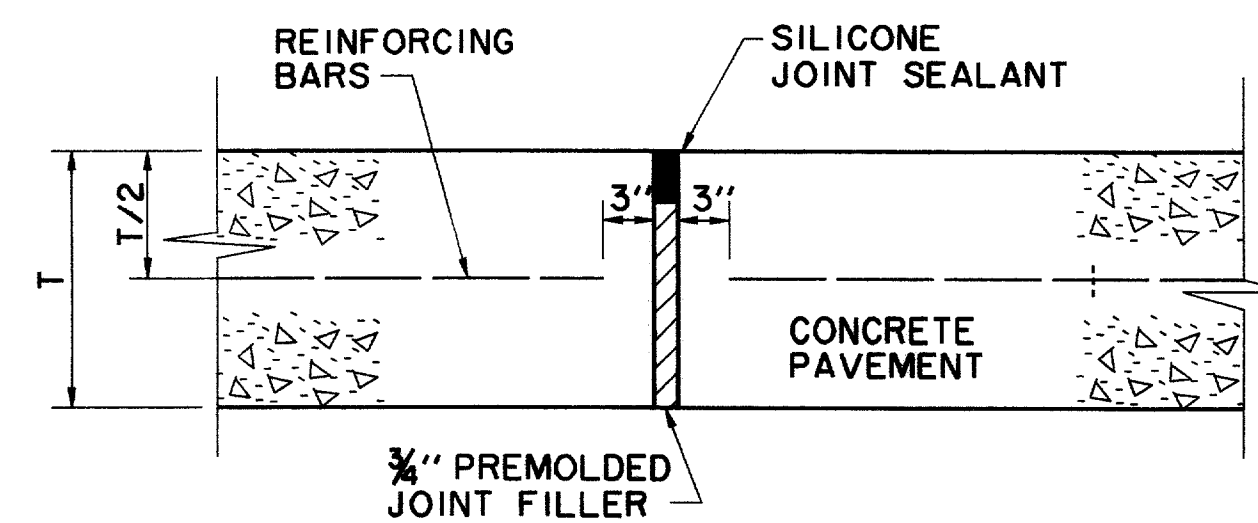
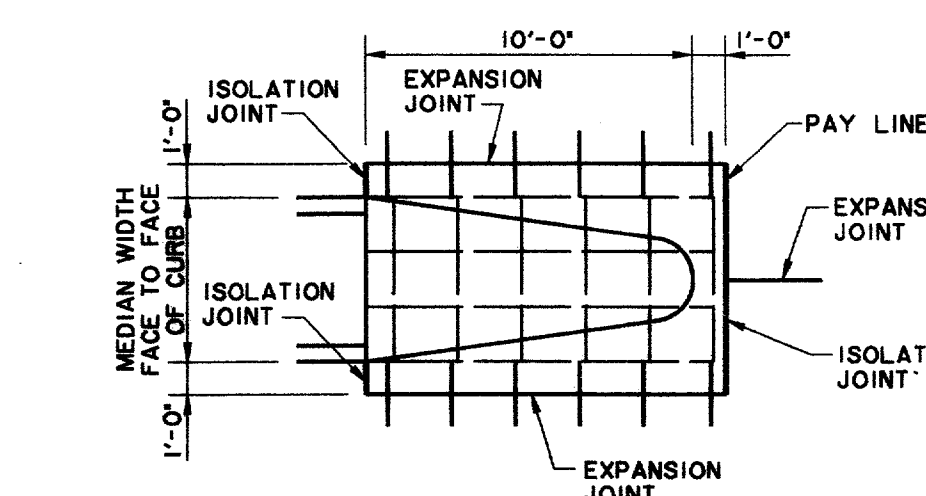
THICKENED EDGE JOINT AT ADDISON ROAD
N.T.S.



LONGITUDINAL BUTT JOINT
N.T.S.

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

MONOLITHIC MEDIAN NOSES AT QUORUM DR.



ISOLATION JOINT
N.T.S.

RECORD DOCUMENTS 6/9/2000

THESE RECORD DOCUMENTS HAVE BEEN PREPARED BASED ON INFORMATION PROVIDED BY OTHERS. THE CONSULTANT HAS NOT VERIFIED THE ACCURACY AND/OR COMPLETENESS OF THIS INFORMATION AND SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS THAT MAY BE INCORPORATED AS A RESULT OF ERRONEOUS INFORMATION PROVIDED BY OTHERS.

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY KENNETH A. ROBERTS, P.E. 55446 ON OCTOBER 24, 1997



- ADDENDUM #4, 12/19/97
- ADDENDUM #2, 11/18/97

PAVING DETAILS						
ARAPAHO ROAD						
ADDISON ROAD TO DALLAS NORTH TOLLWAY						
TOWN OF ADDISON, TEXAS						
Huitt-Zollars, Inc., Consulting Engineers Dallas, Fort Worth, Houston, Phoenix, Tucson						
DESIGN	DRAWN	APPR.	SCALE	DATE	PROJECT NO.	NO.
HZI	HZI	KAR	N.T.S.	OCT 97	1772-01	P-13