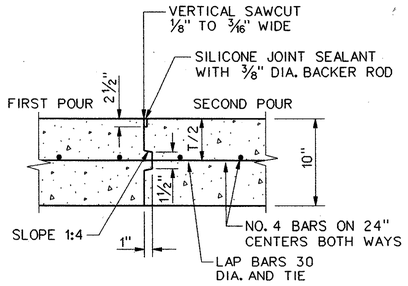
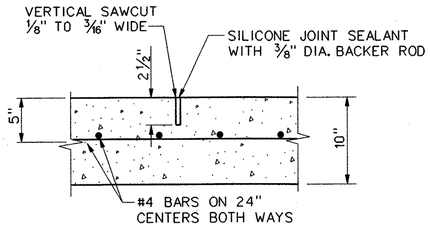


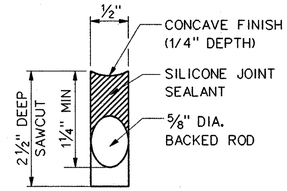
KEYED CONSTRUCTION JOINT

NOT TO SCALE



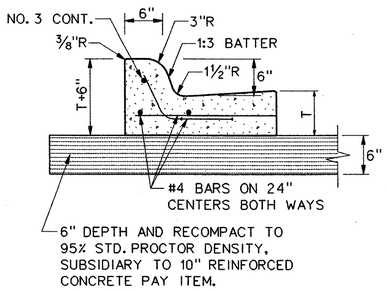
SAWED DUMMY JOINT

NOT TO SCALE



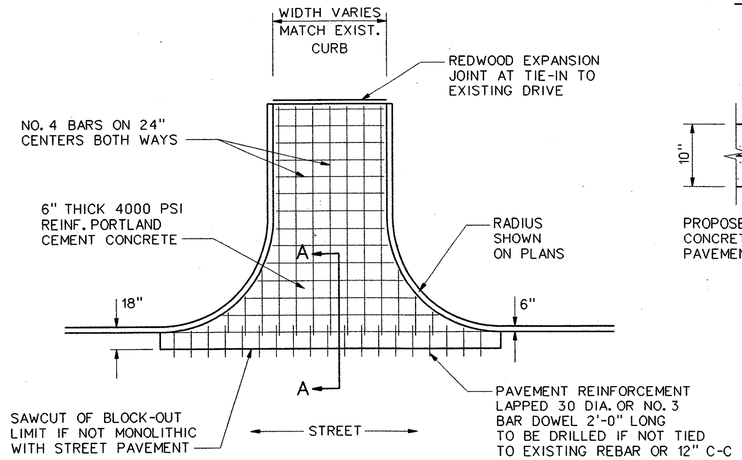
TYPICAL JOINT DETAIL

NOT TO SCALE



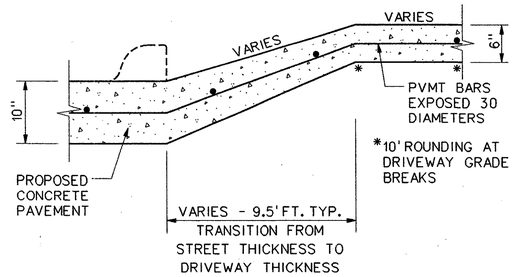
INTEGRAL CURB AND GUTTER

NOT TO SCALE



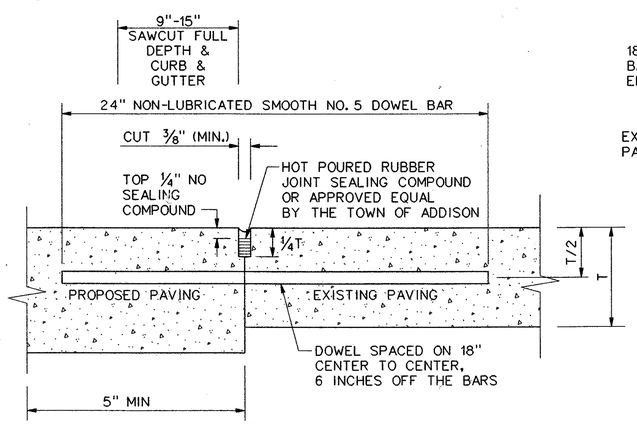
DRIVE APPROACH

NOT TO SCALE



SECTION A-A

NOT TO SCALE



LONGITUDINAL BUTT JOINT

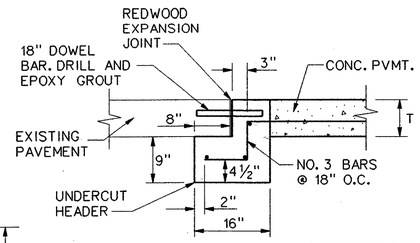
NOT TO SCALE

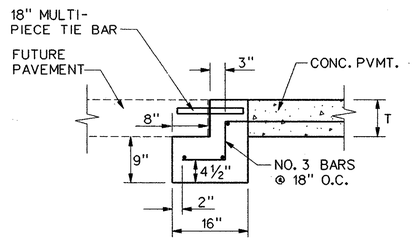
NOTES:

1. NO. 5 SMOOTH DOWEL BAR MAY BE USED IN 6 INCH AND 8 INCH PAVEMENT THICKNESS.

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

3. THIS IS A NO SEPARATE PAY ITEM.

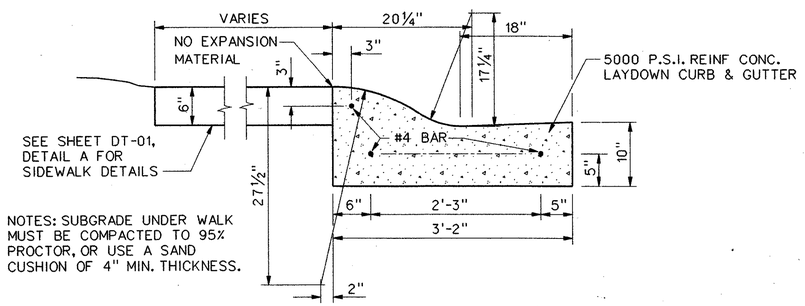




PAVEMENT BARS TO BE BENT DOWN INTO HEADER. HEADER AND PAVEMENT TO BE MONOLITHIC.

STREET HEADER

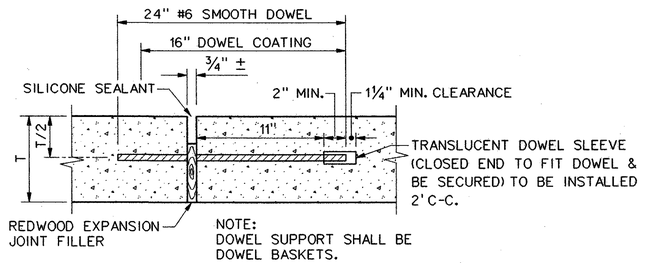
NOT TO SCALE



NOTES: SUBGRADE UNDER WALK MUST BE COMPACTED TO 95% PROCTOR, OR USE A SAND CUSHION OF 4" MIN. THICKNESS.

MOUNTABLE CURB AND GUTTER DETAILS STA 79+10 TO STA 79+40

NOT TO SCALE



EXPANSION JOINT

(SPACED 400 FT. MAXIMUM: LOCATE AT STRUCTURES AND AT INTERSECTION P.C.'S & P.T.'S)
300' SPACING TYP.
NOT TO SCALE

NOTES:

1. UNLESS SPECIFICALLY STATED OTHERWISE IN PLANS OR CONTRACT DOCUMENTS, THE CONTROLLING SPECIFICATIONS FOR ALL WORK WITHIN PUBLIC RIGHT-OF-WAY AND EASEMENTS SHALL BE THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, THIRD EDITION 1998, 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 COG, ARLINGTON, TEXAS 76005-5888. PHONE METRO 817/640-3300. BULK DISCOUNTS ARE AVAILABLE. THIS DOCUMENT IS COPYRIGHTED.

2. ROUGH GRADING SHALL BE ACCOMPLISHED TO WITHIN +/- 0.10 FEET OF PLAN ELEVATION.

3. ALL TRAFFIC CONTROL NECESSARY FOR THE WORK SHALL BE PROVIDED BY THE CO TRACTOR. 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.

4. 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.

5. 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.

6. 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.

7. 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.

8. ALL REINFORCING STEEL AND DOWEL BARS IN PAVEMENT SHALL BE SUPPORTED AND MAINTAINED LEVEL AND AT THE CORRECT CLEARANCES BY THE USE OF BAR CHAIRS OR OTHER APPROVED SUPPORT.

9. THE USE OF WOOD FORMS FOR PAVEMENT CONSTRUCTION WILL BE PERMITTED.

10. DUMMY JOINTS SHALL BE SAWED IN THE PAVEMENT IN THIS PROJECT. DUMMY JOINTS WILL BE SPACED APPROXIMATELY 11 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 SHOWN ON THE PLANS. THE SPACING BETWEEN ANY JOINT SHALL NOT BE LESS THAN 10 FEET NOR MORE THAN 15 FEET. ALL DUMMY JOINTS SHALL BE SAWED NO SOONER THAN 4 HOURS AND NO LATER THAN 12 HOURS AFTER THE PLACEMENT OF THE PAVEMENT.

11. MONOLITHIC CONCRETE MEDIAN NOSE SHALL CONFORM TO NCTCOG STANDARD DRAWING NO. 2140.

12. BARRIER-FREE RAMPS MEETING ADA STANDARDS SHALL BE BUILT WITH THIS PROJECT. LOCATIONS MAY BE ADJUSTED AS DIRECTED BY THE TOWN TO CLEAR OBSTRUCTIONS.

13. 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.

14. TWO-WAY TRAFFIC MUST BE MAINTAINED AT ALL TIMES ON PUBLIC STREETS ADJACENT TO THIS PROJECT UNLESS SPECIFIED OTHERWISE IN THE PLANS AND SPECIFICATIONS, OR DIRECTED BY THE ENGINEER. THE TRAVEL WAY WIDTH SHALL NOT BE LESS THAN 10 FEET.

15. SEE TYPICAL SECTIONS SHEET FOR ADDITIONAL DETAILS AND NOTES.

16. ALL CURBS SHALL BE PLACED INTEGRAL WITH PAVEMENT.

17. CURBS SHALL MEET THE SAME COMPRESSIVE STRENGTH AS SPECIFIED FOR THE CONCRETE PAVEMENT.

18. BAR LAPS SHALL BE 30 DIAMETERS.

07-25-04

NO.	DATE	REVISION	APPROV.

65

HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

ARAPAHO ROAD - PHASE III

SURVEYOR BOULEVARD TO ADDISON ROAD

PAVING DETAILS

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	SCALE	PROJECT NO.	SHEET NO.
Check JDH	Check JSN	APRIL 04	NTS	25768	PD-1

29-JUN-2004 12:30
G:\25768-ph3\h1\Cds\ar3dt01.dgn