

**FIRELANE
BEHIND BUILDING
LOOKING NORTH/EAST**

*Project
Fire Lanes*

PAVING — GENERAL NOTES

- GENERAL:**
PAVEMENT THICKNESS IS AS SHOWN IN ITEM 7. SUBGRADE DESIGN SHALL CONFORM TO TOWN OF ADDISON PUBLIC WORKS REQUIREMENTS IN ITEM 3, AND SHALL EXTEND 12" MIN. BEHIND THE BACK OF CURB.
- REINFORCED CONCRETE PAVEMENT:**
A. CONCRETE STRENGTH SHALL BE AS SHOWN IN ITEM 7 (NCTCOG LATEST EDITION).
B. ALL CURBS SHALL BE INTEGRAL WITH PAVEMENT AND SHALL BE OF THE SAME STRENGTH AS CONCRETE PAVEMENT.
C. DETAIL AND ARRANGEMENT OF PAYMENT JOINTS, ALL TYPES, SHALL BE AS SHOWN ON THE TOWN STANDARD CONSTRUCTION DETAILS.
D. BAR LAPS SHALL BE THIRTY DIAMETERS.
E. REINFORCING STEEL SHALL BE #3 REBAR (3/8") ON 18" CENTERS FOR 8" OR LESS, #4 FOR 10" OR ABOVE.
- SUBGRADE:**
SUBGRADE UNDER ALL PAVEMENT SHALL BE 6" THICK AND SHALL BE STABILIZED WITH AT LEAST 30 LBS. PER SQ. YD. HYDRATED LIME, COMPACTED TO A DENSITY NOT LESS THAN 95 PERCENT. LABORATORY TESTS MUST BE SUBMITTED TO THE PUBLIC WORKS DEPARTMENT FOR APPROVAL TO DETERMINE AMOUNT OF LIME REQUIRED. LABORATORY TEST MAY BE WAIVED PROVIDED AT LEAST 36 LBS. OF LIME PER SQ. YD. IS USED. SEE NCTCOG ITEM 301.2 LIME TREATMENT. FLEXIBLE BASE (CRUSHED STONE/CONCRETE) PER NCTCOG ITEM 301.5 MAY BE SUBSTITUTED FOR LIME TREATMENT WITH THE APPROVAL OF THE TOWN ENGINEER.
- REBAR SHALL BE SUPPORTED BY BAR CHAIRS OR OTHER DEVICES APPROVED BY TOWN ENGINEER.
- NO TRAFFIC ON FINISHED SUBGRADE SHALL BE PERMITTED AFTER REINFORCING STEEL IS INSTALLED ABOVE SUBGRADE. NO TRAFFIC SHALL BE PERMITTED BEFORE OR DURING THE PLACING OF CONCRETE.
- CROSS SLOPE OF STRAIGHT CROWN STREETS SHALL BE 1/4" PER FOOT UNLESS APPROVED BY THE TOWN ENGINEER.
- PAVEMENT THICKNESS AND STRENGTHS SHALL BE AS FOLLOWS:
MAJOR ARTERIAL — 10" CLASS "P1" OR "P2."
MINOR ARTERIAL — 8" CLASS "P1" OR "P2."
COMMERCIAL/INDUSTRIAL COLLECTOR — 8" CLASS "P1" OR "P2."
RESIDENTIAL COLLECTOR — 6" CLASS "P1" OR "P2."
RESIDENTIAL LOCAL — 6" CLASS "P1" OR "P2."
SIDEWALK AND BRP — 4" CLASS "A"
DRIVE APPROACH — 8" CLASS "P2"
ALLEY — 6" CLASS "P1" OR "P2."
- CONCRETE MIX DESIGN SHALL BE AS DEFINED BY NCTCOG 303.3.
- ALL MEDIANS AND PARKWAYS SHALL BE PROVIDED WITH BERMUDA GROUND COVER.
- ONCE A CURB ABUTTING A THOROUGHFARE HAS BEEN SAWCUT AND REMOVED, THE CONTRACTOR MUST REPLACE THE CONCRETE WITH A NEW POUR (i.e. DRIVEWAY) WITHIN 14 CALENDAR DAYS. LIQUIDATED DAMAGES WILL BE ASSESSED AT \$500 PER DAY FOR EACH CALENDAR DAY IN EXCESS OF 14 CALENDAR DAYS. PAYMENT SHALL BE MADE PRIOR TO ACCEPTANCE OR ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
- ALL SIDEWALKS AND ACCESSIBLE ROUTES SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 5% AND A MAXIMUM CROSS SLOPE OF 2%.
- ALLEYS AND DRIVEWAYS
A. CONCRETE FOR ALLEY RETURNS AND DRIVEWAYS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS IDENTICAL TO THAT SPECIFIED FOR THE STREET PAVEMENT OR BASE WHEN BUILT AS COMPONENTS OF A CONCRETE PAVING PROJECT. WHEN BUILT SEPARATELY, THE STRENGTH SHALL BE AS SPECIFIED ON THE CONSTRUCTION PLAN.
B. SPACING AND CONSTRUCTION OF JOINTS SHALL CONFORM TO PARABOLIC STREET PAVEMENT.

<i>Addison!</i> PUBLIC WORKS DEPARTMENT	PAVING GENERAL NOTES	STANDARD CONSTRUCTION DETAILS PAVING
	DATE: AUGUST, 2010	REV. DATE: — SHEET: 30-P1

STREET HEADER
NTS

NOTES:
1. PAVEMENT BARS TO BE BENT DOWN INTO HEADER.
2. HEADER AND PAVEMENT TO BE MONOLITHIC.
T=PAVEMENT THICKNESS

<i>Addison!</i> PUBLIC WORKS DEPARTMENT	STREET HEADER	STANDARD CONSTRUCTION DETAILS PAVING
	DATE: AUGUST, 2010	REV. DATE: — SHEET: 30-P16

SAWED DUMMY JOINTS
NTS

CONSTRUCTION JOINTS FOR PAVEMENT
TRANSVERSE AND LONGITUDINAL JOINTS
NTS

NOTE: CONTRACTOR SHALL PROTECT KEYWAY PRIOR TO SECOND POUR. IF LONGITUDINAL KEYWAY IS DAMAGED, CONTRACTOR SHALL REPAIR WITH THE USE OF LONGITUDINAL BUTT JOINT. DRILL AND GROUT DOWELS INTO FIRST POUR.

<i>Addison!</i> PUBLIC WORKS DEPARTMENT	JOINT DETAILS	STANDARD CONSTRUCTION DETAILS PAVING
	DATE: AUGUST, 2010	REV. DATE: — SHEET: 30-P18

LONGITUDINAL BUTT JOINT
NTS

NOTES:
1. NO. 5 DEFORMED BAR MAY BE USED IN 6 INCH PAVEMENT.
2. LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL RINGED (KEYWAY) JOINT AT CONTRACTORS OPTION.
3. 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.

<i>Addison!</i> PUBLIC WORKS DEPARTMENT	LONGITUDINAL BUTT JOINT	STANDARD CONSTRUCTION DETAILS PAVING
	DATE: AUGUST, 2010	REV. DATE: — SHEET: 30-P19

PAVEMENT REPAIR HEADER
NTS

NOTE:
1. NO. 5 DEFORMED DOWEL BAR MAY BE USED IN 6 INCH PAVEMENT.
2. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG.
3. DRILLING BY HAND IS NOT ACCEPTABLE. PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.
T=PROPOSED PAVEMENT THICKNESS
ET=EXISTING PAVEMENT THICKNESS

<i>Addison!</i> PUBLIC WORKS DEPARTMENT	PAVEMENT REPAIR HEADER	STANDARD CONSTRUCTION DETAILS PAVING
	DATE: AUGUST, 2010	REV. DATE: — SHEET: 30-P16

TRANSVERSE EXPANSION JOINT
NTS

NOTES:
1. DOWELS AND REINFORCING BARS SHALL BE SUPPORTED BY AN APPROVED DEVICE AND MUST BE TIED OR CHAINED ON EACH SIDE.
2. DOWELS MUST BE PERPENDICULAR TO FACE OF CONCRETE.
3. NO. 5 SMOOTH DOWEL BARS MAY BE USED IN 6\"/>

<i>Addison!</i> PUBLIC WORKS DEPARTMENT	TRANSVERSE EXPANSION JOINT	STANDARD CONSTRUCTION DETAILS PAVING
	DATE: AUGUST, 2010	REV. DATE: — SHEET: 30-P20

VEHICULAR BRICK INSTALLATION IN VEHICULAR AREAS
NTS

LONGITUDINAL SECTION AT DROP SLAB
NTS

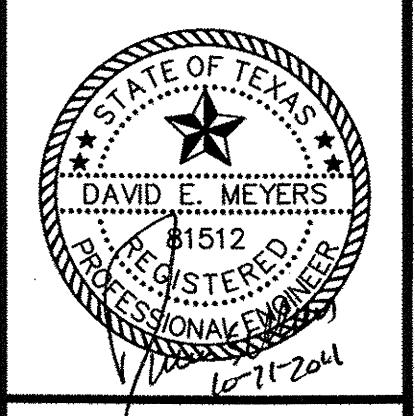
SECTION THRU CURB AT DROP SLAB
NTS

NOTES:
1. VEHICULAR PAVERS SHALL BE HEAVY PAVING BRICK MEETING ASTM C1272, TYPE R. APPLICATION AND BE APPROVED BY THE PUBLIC WORKS DEPT.
2. PROVIDE BRICK WITHOUT FROGS OR CORES IN SURFACES EXPOSED TO VIEW IN COMPLETED WORK.
T=PAVEMENT THICKNESS
B=BRICK PAVER THICKNESS

<i>Addison!</i> PUBLIC WORKS DEPARTMENT	VEHICULAR BRICK INSTALLATION IN VEHICULAR AREAS	STANDARD CONSTRUCTION DETAILS PAVING
	DATE: OCTOBER 11, 2011	REV. DATE: — SHEET: 30-P21

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REVISION
1 REVISED TOWN DETAILS
DATE: 8/26/11



**Keller Springs Lofts
Loft Apartments in Addison**
Town of Addison, Texas

PAVING DETAILS

DATE: OCTOBER 11, 2011	DESIGN: KHA	CITY NO.:
DRAWN: KHA	CHECKED: KHA	
KHA NO.: 064362003		

SHEET
C12