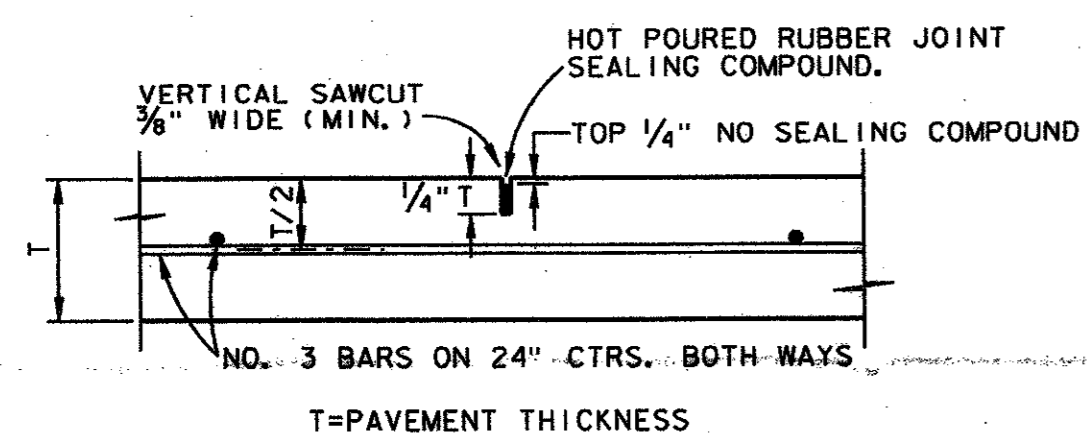
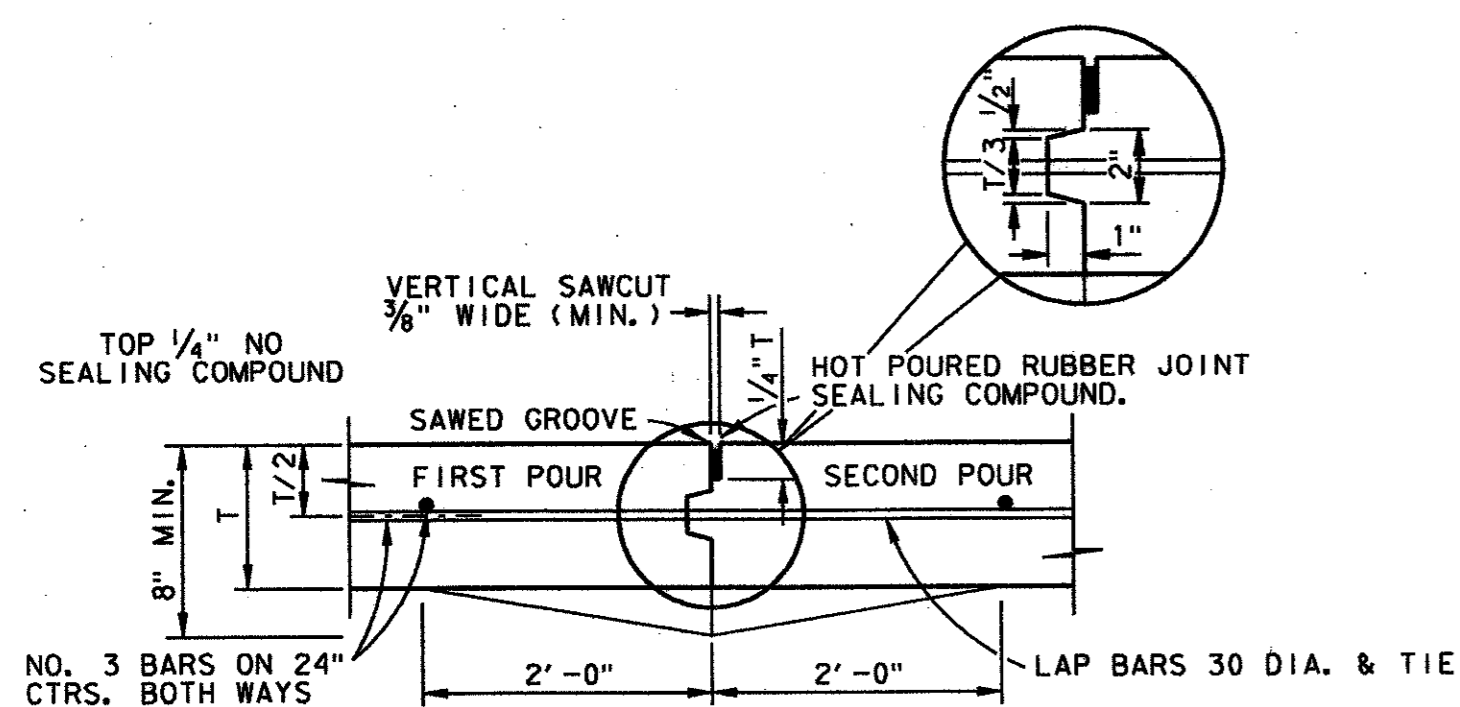


USER: J:\PROJECTS\ADDISON\ADDISON\DWG\3154C003.DWG  
 PLOT: 3154C003.DWG  
 DATE: 7/22/94  
 TIME: 11:47:19 AM  
 PLOTTER: HP-GL/PLT  
 PLOT SCALE: 1"=2'  
 PLOT ORIGIN: 0,0  
 PLOT SIZE: 11.0000 x 17.0000  
 PLOT RANGE: 0.0000 to 11.0000 x 0.0000 to 17.0000  
 PLOT STATUS: OK  
 PLOT DEVICE: HP-GL/PLT  
 PLOT FILE: 3154C003.DWG  
 PLOT DEVICE: HP-GL/PLT  
 PLOT FILE: 3154C003.DWG

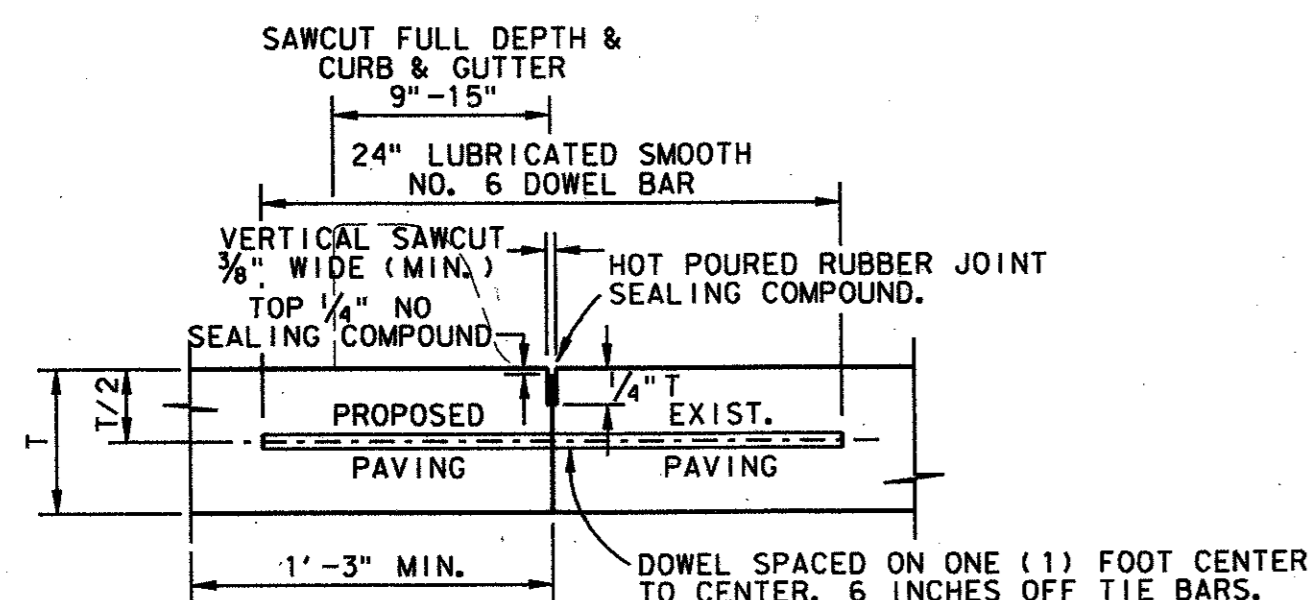


**SAWED DUMMY JOINT**



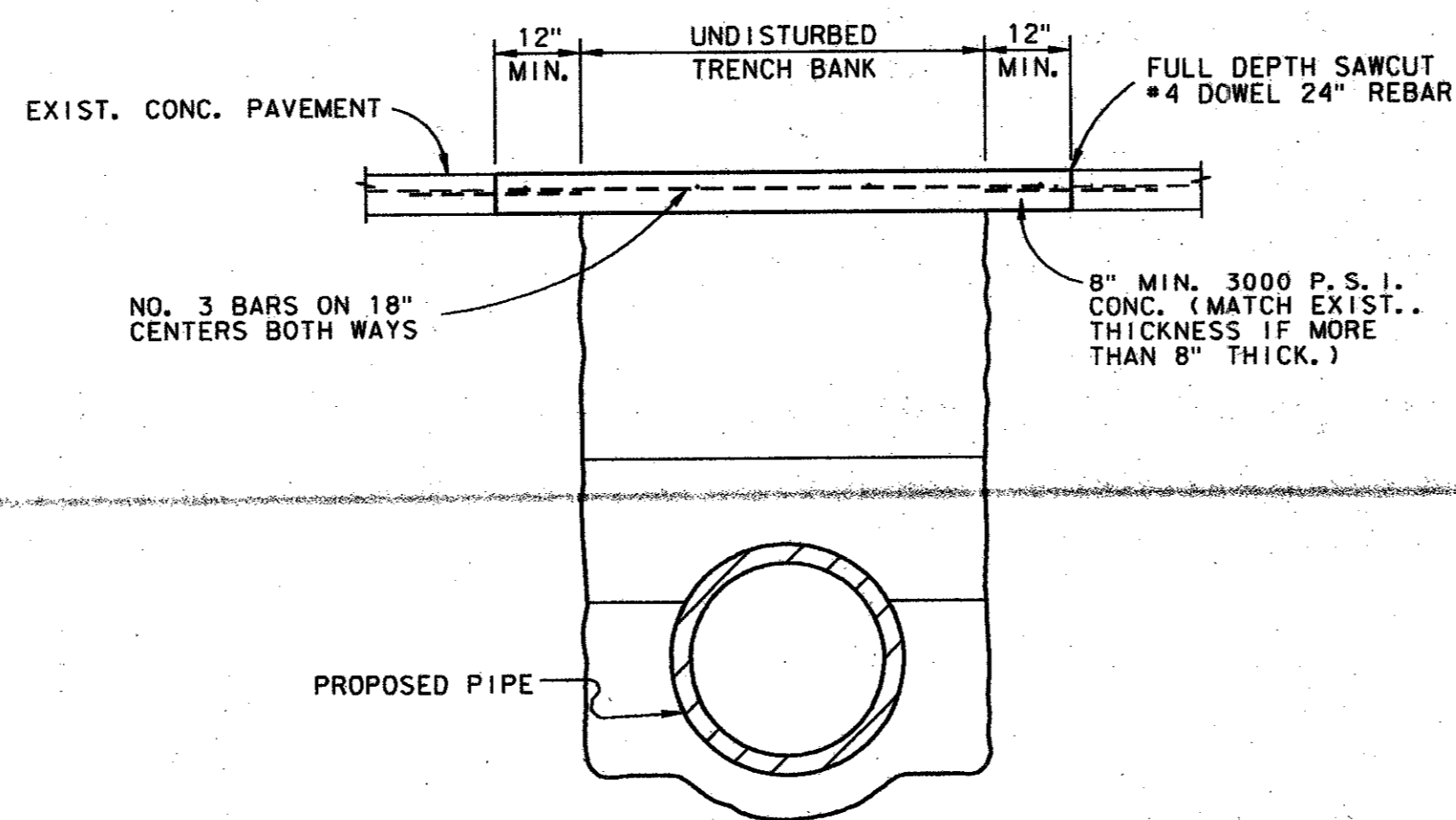
**CONSTRUCTION JOINT FOR PAVEMENTS**  
TRANSVERSE AND LONGITUDINAL JOINTS

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 DOWELS INTO FIRST POUR.  
 T=PAVEMENT THICKNESS  
 THICKENED EDGES ARE REQUIRED FOR FUTURE WIDENING ONLY.

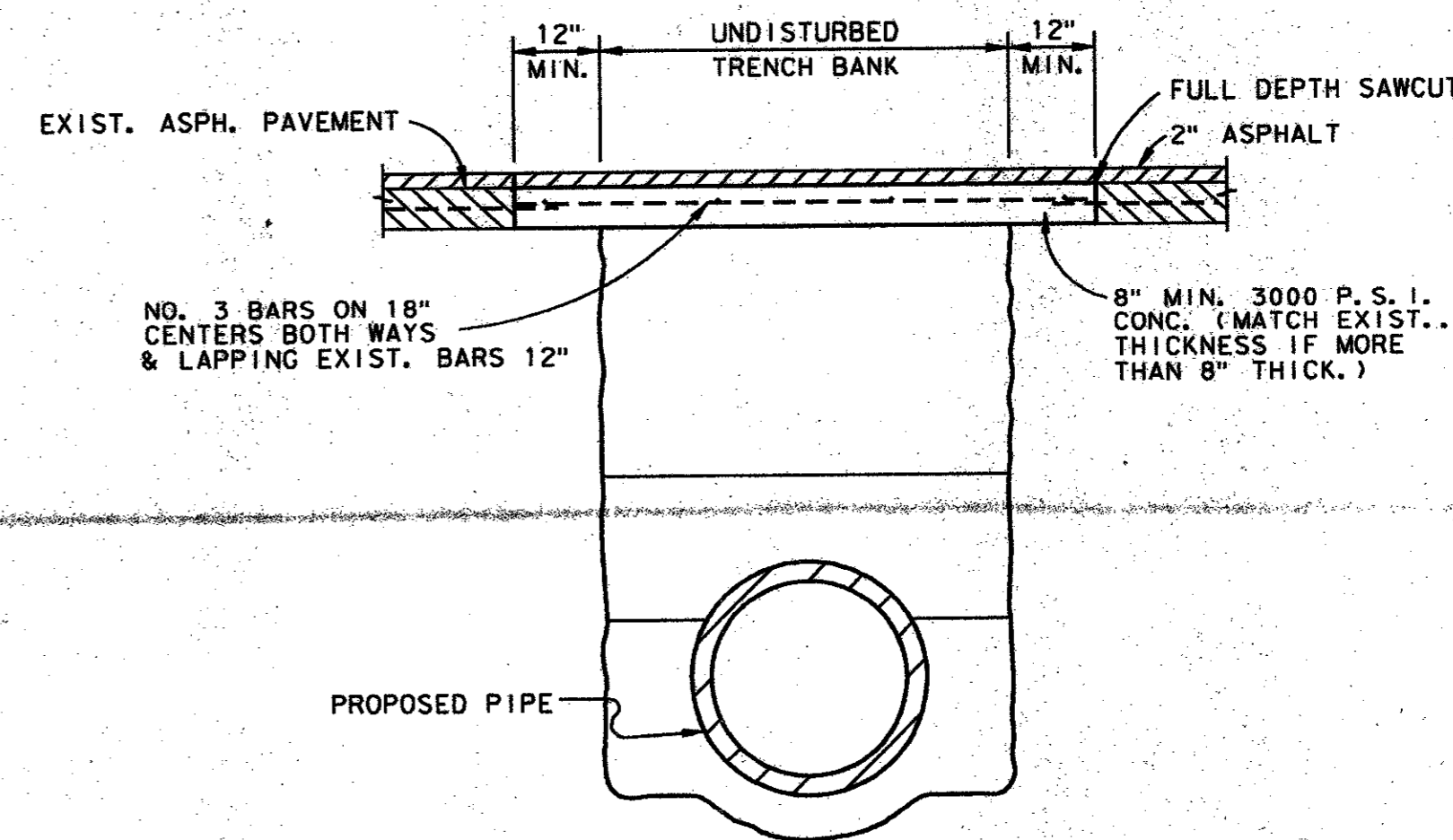


**LONGITUDINAL BUTT JOINT**

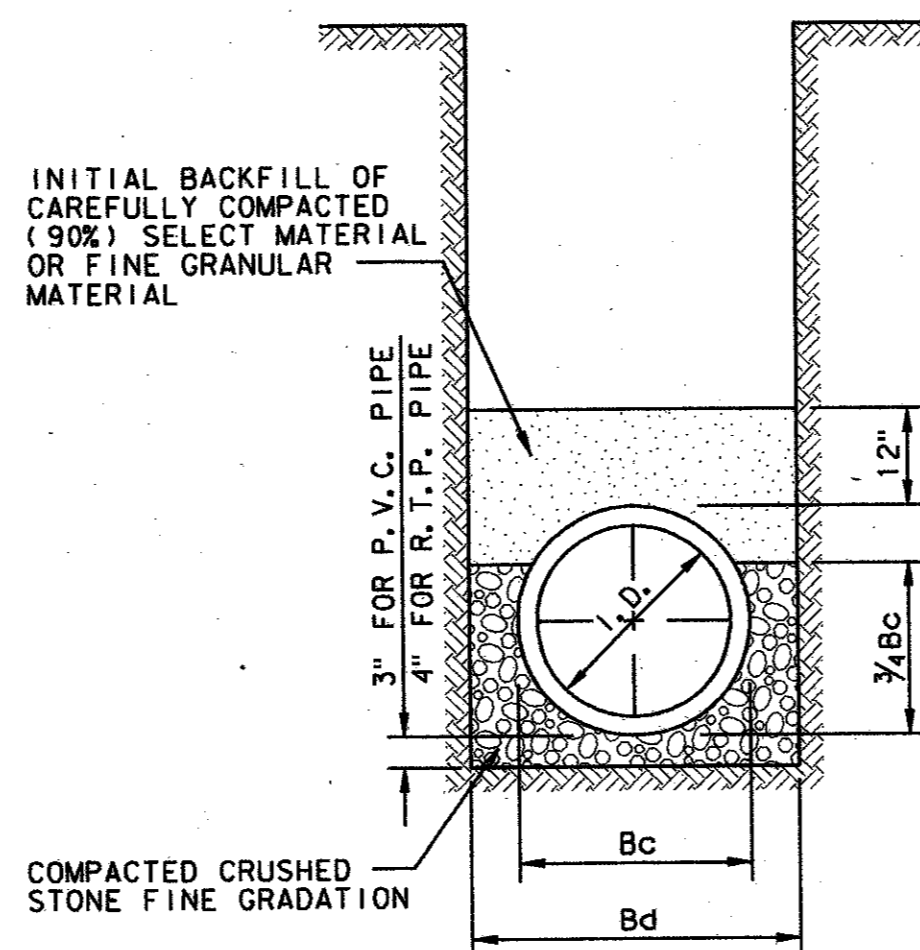
NOTES:  
 1. NO. 5 SMOOTH DOWEL BAR MAY BE USED IN 5 INCH AND 6 INCH PAVEMENT THICKNESS.  
 2. LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTORS OPTION.  
 3. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG.  
 DRILLING BY HAND IS NOT ACCEPTABLE, PUSHING DOWEL BARS INTO GREEN CONCRETE NOT ACCEPTABLE.



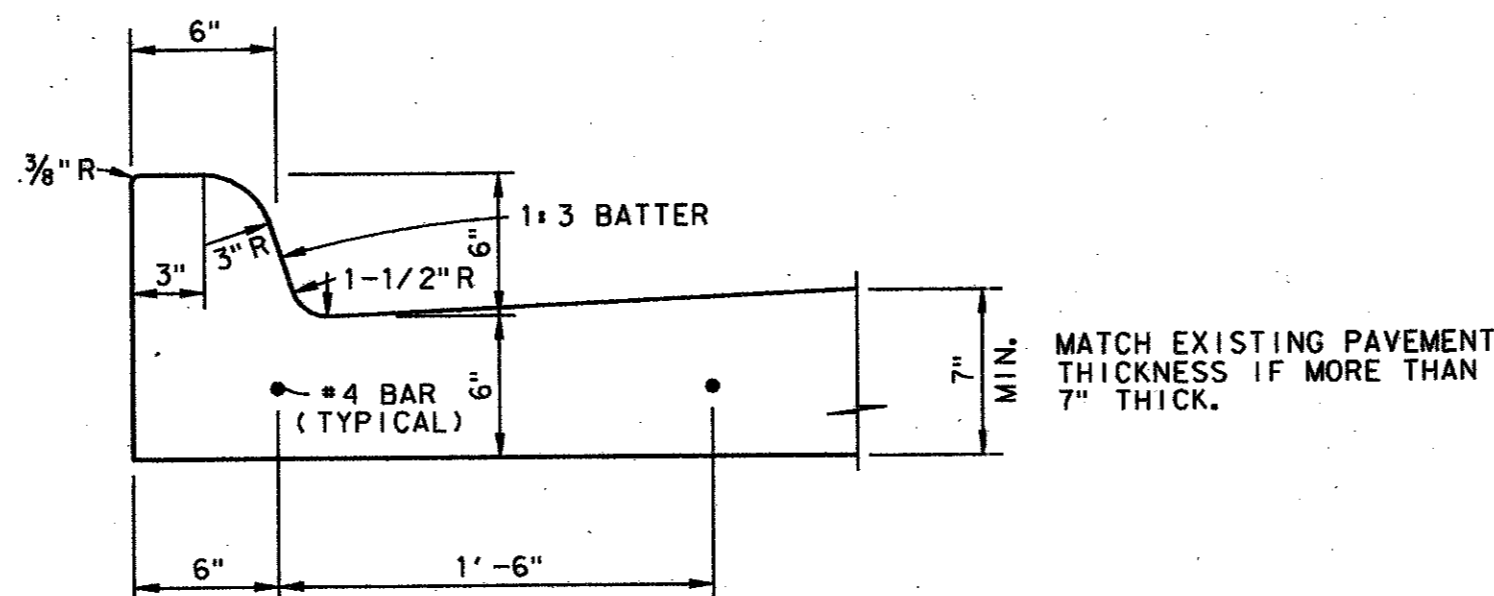
**CONCRETE STREET OR DRIVEWAY REPAIR**



**ASPHALT STREET OR DRIVEWAY REPAIR**



**BEDDING DETAIL**  
CLASS "B-2"



**6" CONCRETE CURB**

NOTE:  
 CURB TO BE CONSTRUCTED MONOLITHIC WITH THE CONCRETE PAVEMENT AND PLACED ON THE SAME GRADE AND ELEVATION AS THE EXISTING CURB.



*John H. Lindner*  
7/22/94

NO.	DATE	REVISION	APPROV.
4			
3			
2			
1			

TOWN OF ADDISON, TEXAS  
 MARSH LANE SEWER INTERCEPTOR  
 PAVING DETAILS  
 ( )

**Carter-Burgess**

Consultants in Engineering, Architecture,  
 Planning and the Environment  
**CARTER & BURGESS, INC.**  
 7950 ELMBROOK DRIVE, SUITE 250  
 DALLAS, TX 75247-4961

Unit	Scale	Date
Unit	Scale: 1"=2'	Date: 07-22-94
Designed	D. Desen	Checked: J. Lindner
Job No.	933154010	
Drawn	B. Sowell	Approved: J. Lindner
Sheet	30	of 32