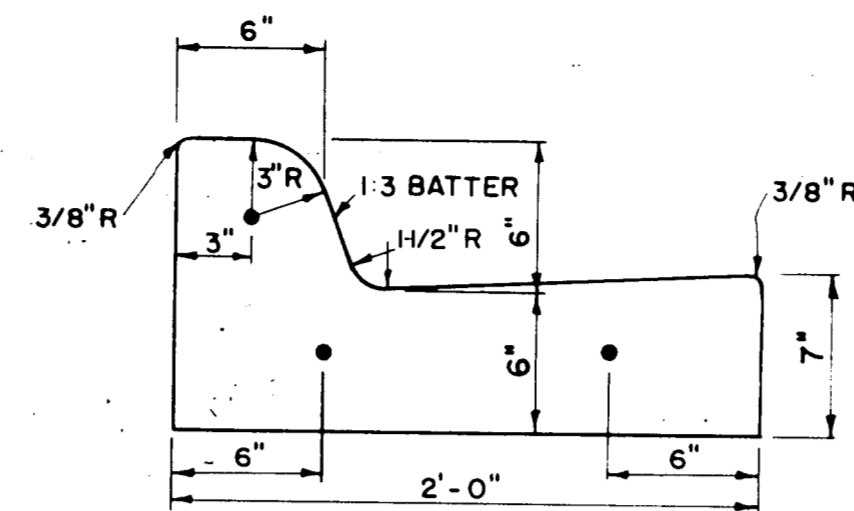


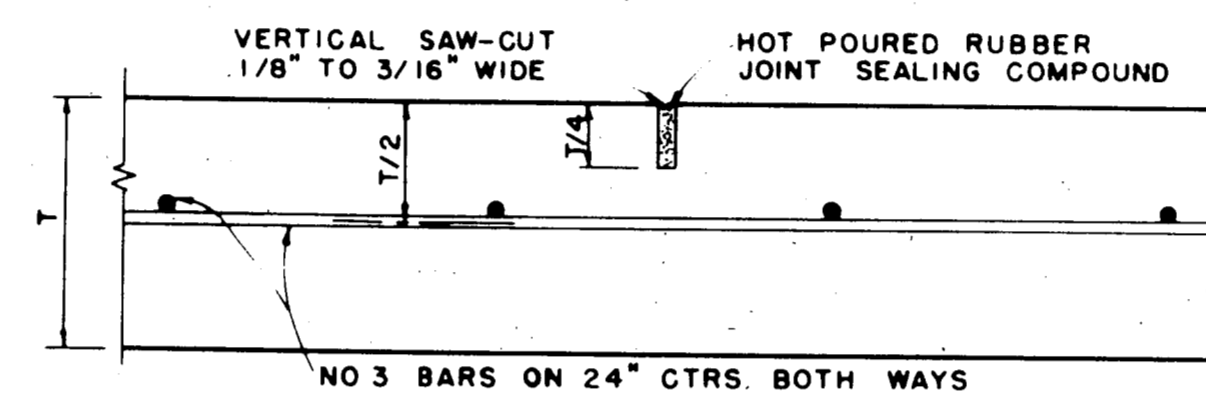
SPACING DIAGRAM FOR JOINTS

IDENTICAL FOR STREETS (CONCRETE PAVEMENT OR BASE) AND ALLEYS EXCEPT THAT EXPANSION JOINTS FOR ALLEYS SHALL BE PLACED AT THE END OF THE RETURN IN LINE WITH THE PROPERTY LINE. SPACING OF EXPANSION JOINTS SHALL NOT EXCEED 600 FEET.



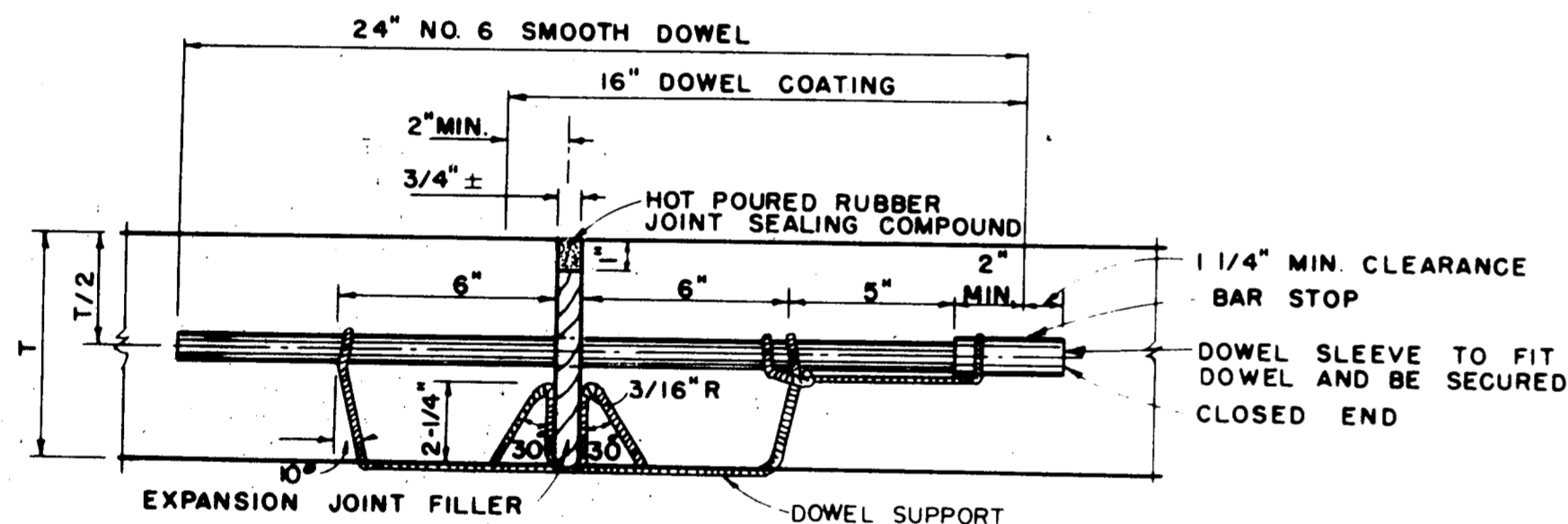
SEPARATE CURB & GUTTER
REINFORCEMENT SHALL BE NO. 5 BARS

CURB AND CURB & GUTTER



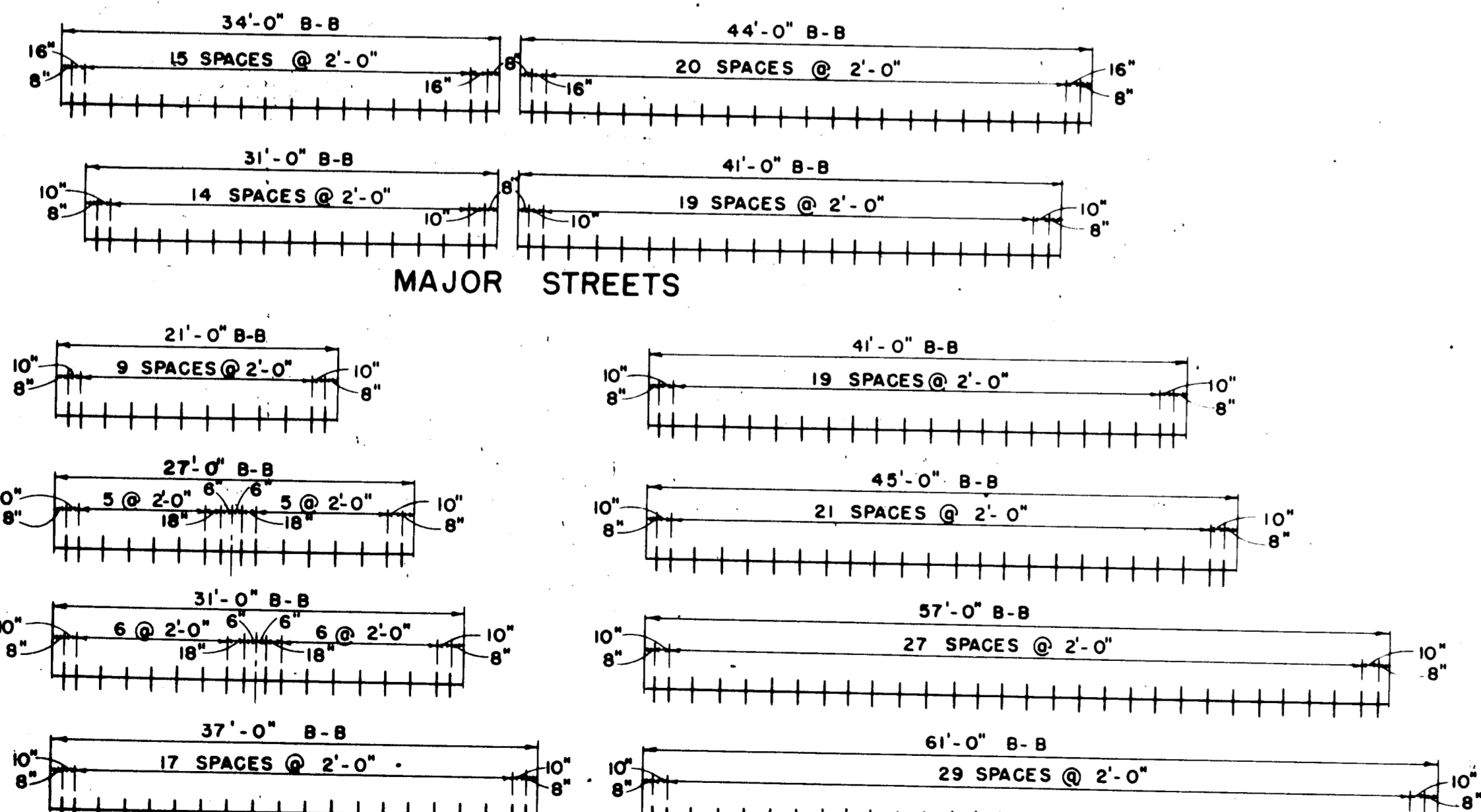
SAWED DUMMY JOINT

IDENTICAL FOR STREETS AND ALLEYS EXCEPT ALLEY LONGITUDINAL REINFORCEMENT BARS

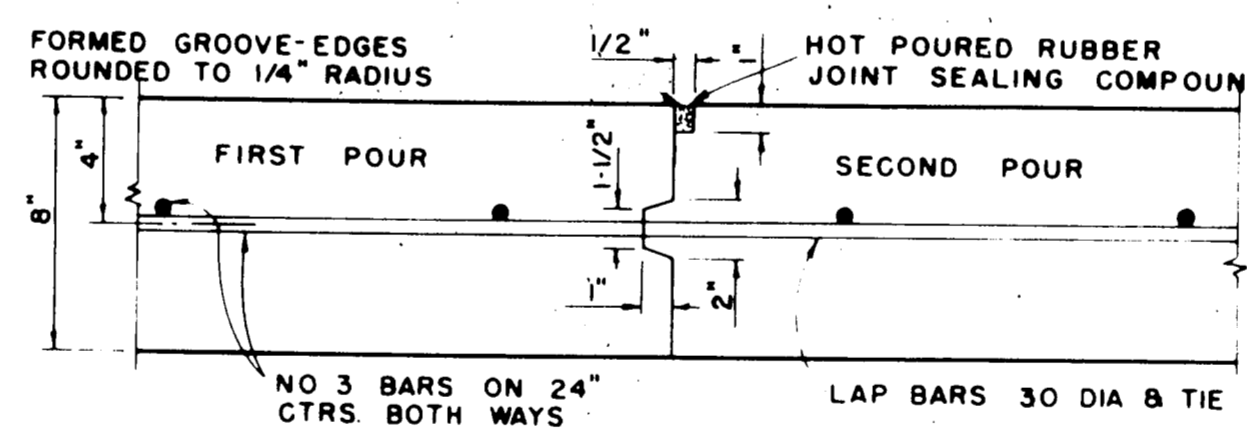


TRANSVERSE EXPANSION JOINT

IDENTICAL FOR STREETS & ALLEYS

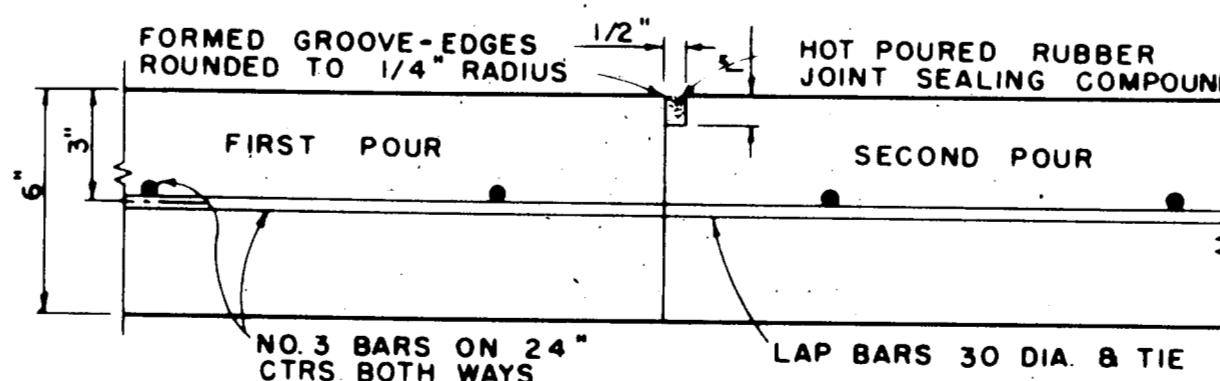


SPACING DIAGRAM FOR DOWELS AT EXPANSION JOINTS



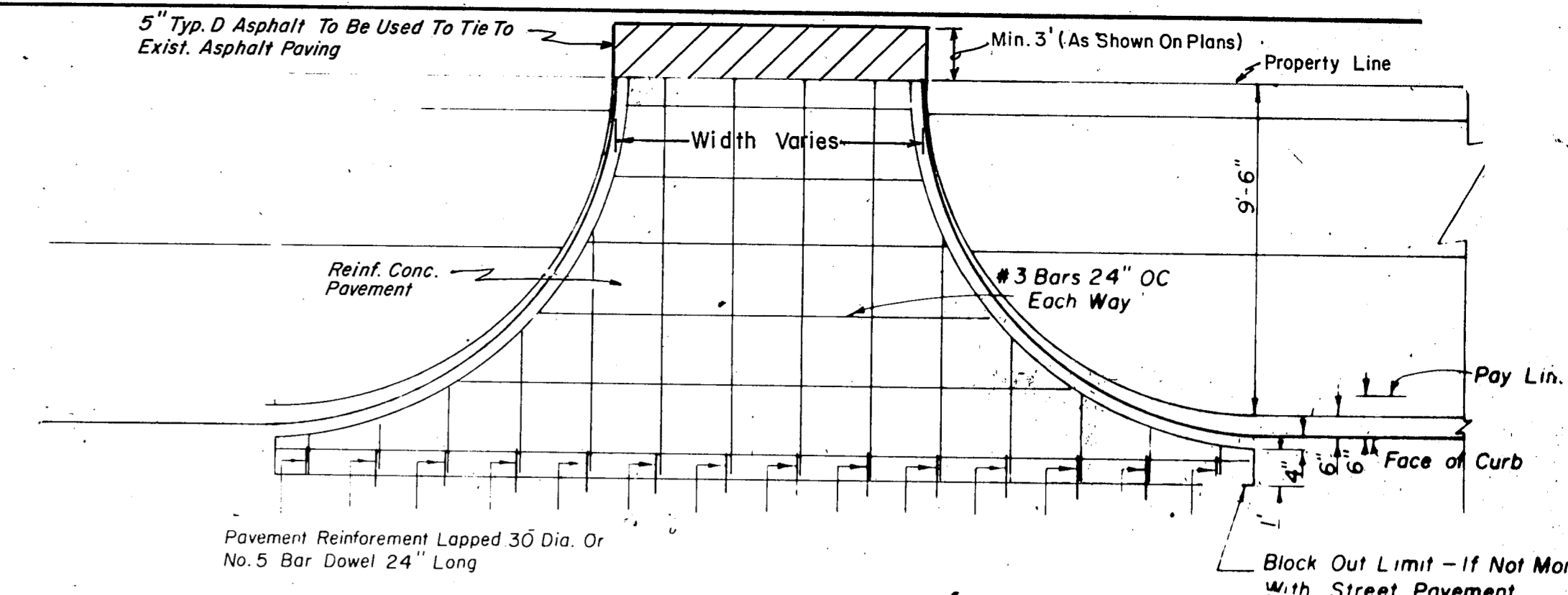
CONSTRUCTION JOINT

FOR 8" THICKNESS PAVEMENT OR BASE

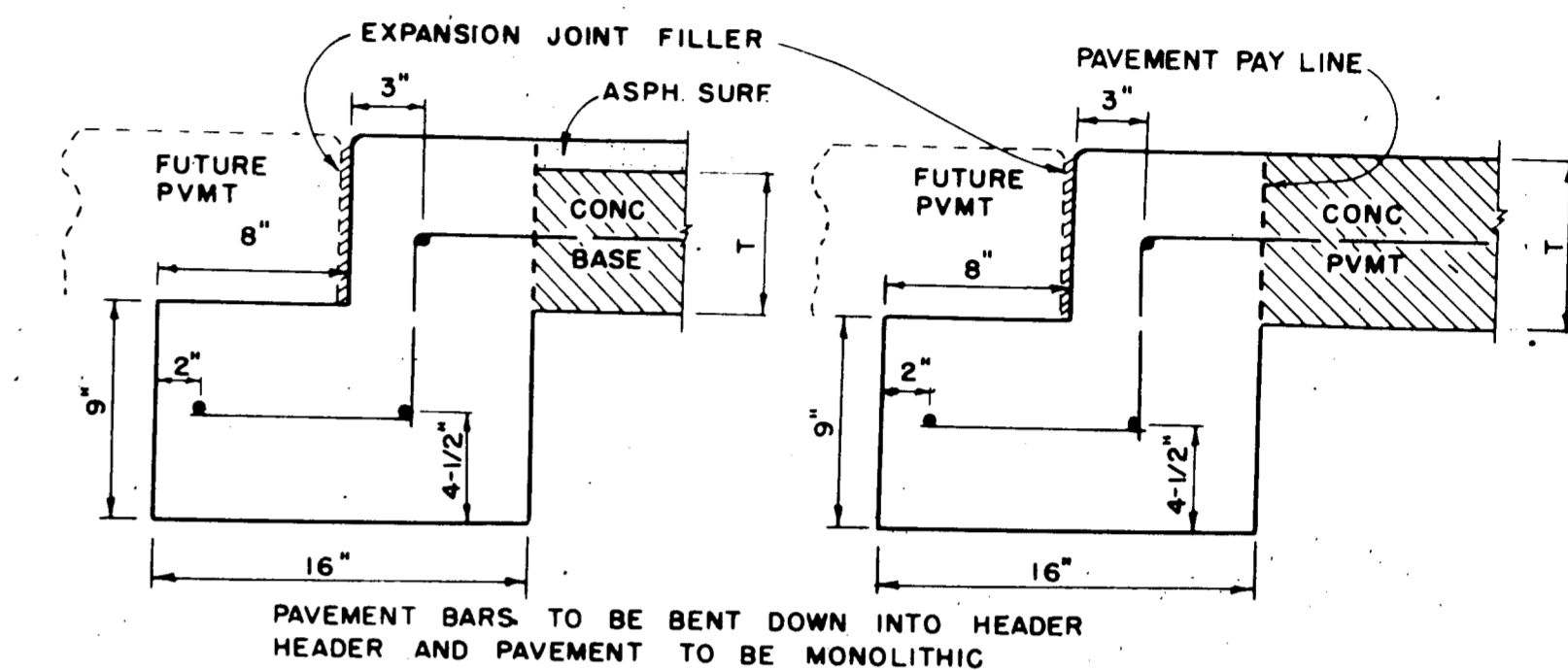


CONSTRUCTION JOINT

FOR 6" THICKNESS PAVEMENT OR BASE IDENTICAL FOR STREETS AND ALLEYS EXCEPT ALLEY LONGITUDINAL REINFORCEMENT BARS



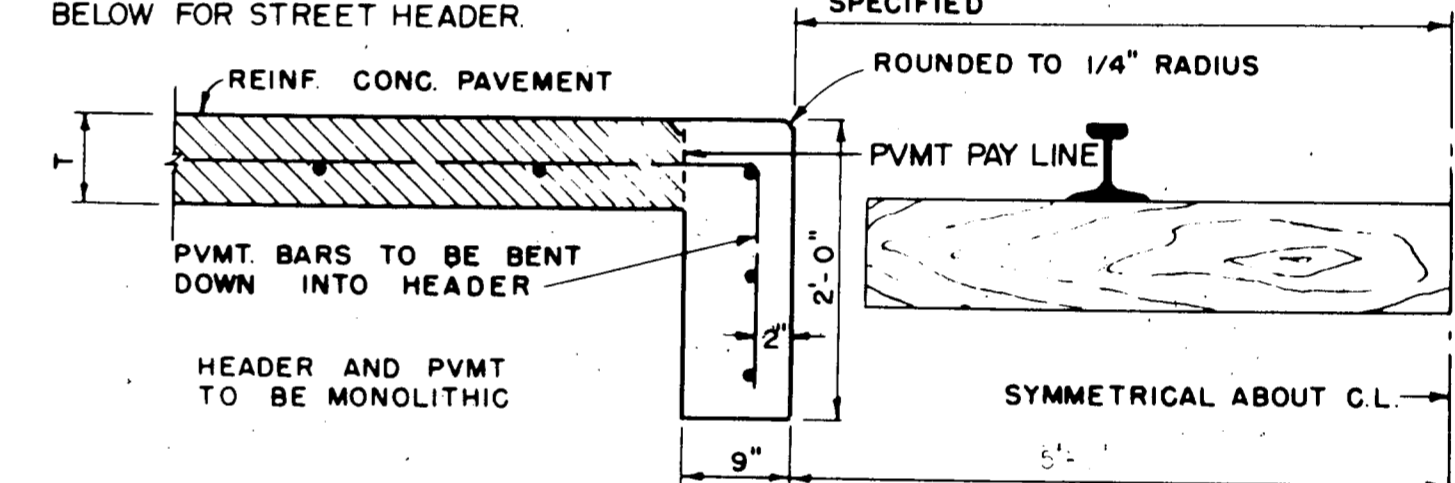
DRIVEWAY PAVING DETAILS



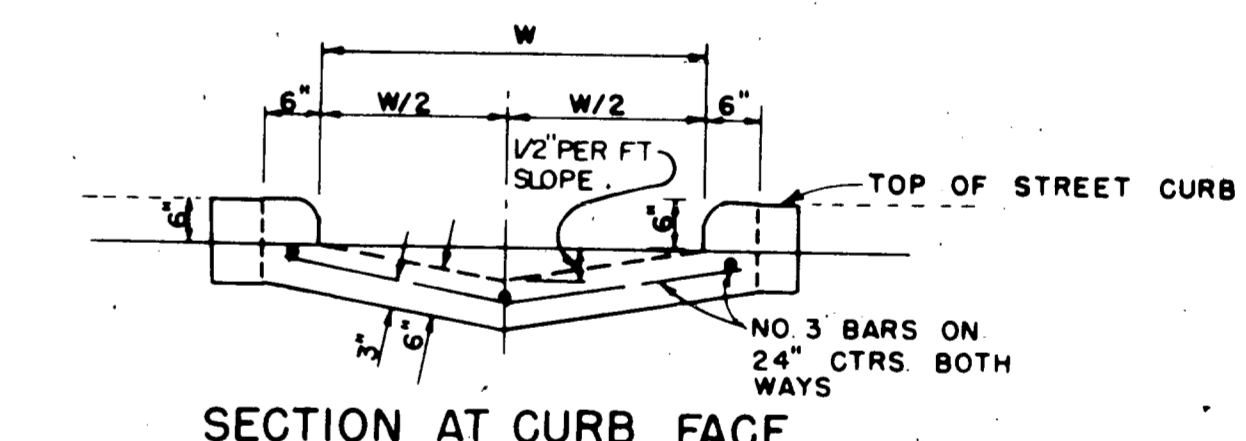
STREET HEADER

FOR ASPHALT PAVEMENT ON CONC BASE, TREAT THE SURFACE AS DETAILED BELOW FOR STREET HEADER.

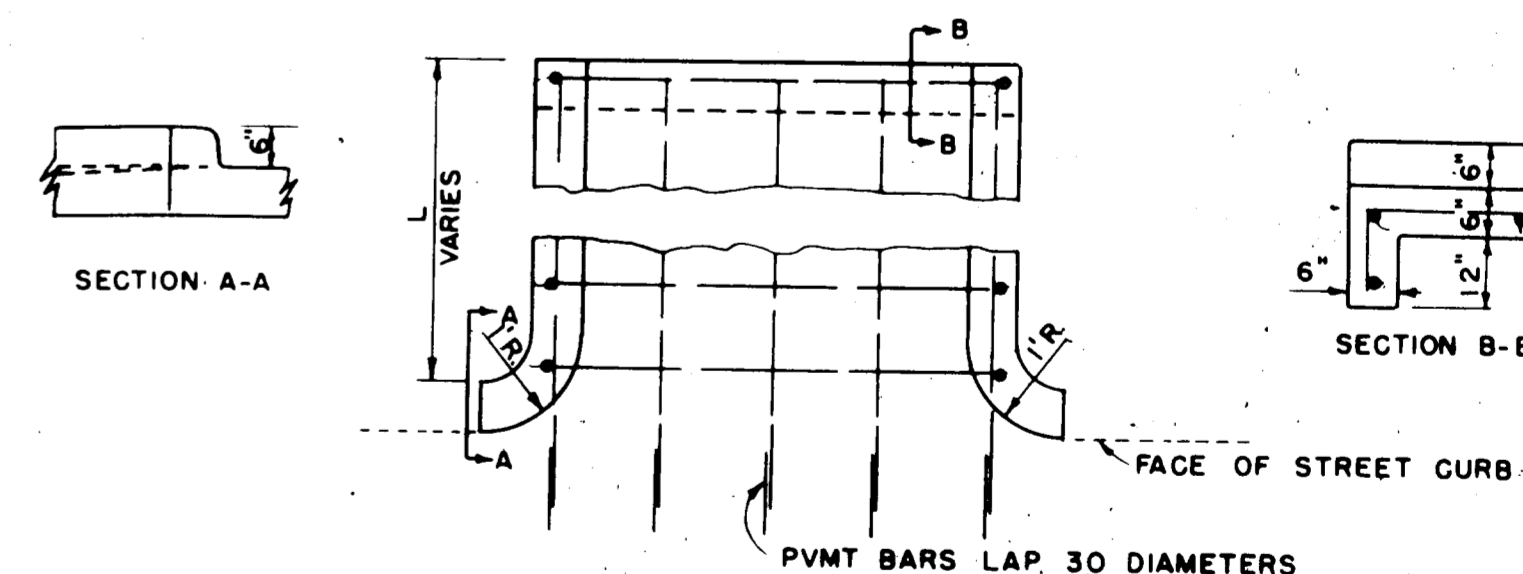
ALL WORK BETWEEN HEADERS TO BE DONE BY OTHERS UNLESS OTHERWISE SPECIFIED



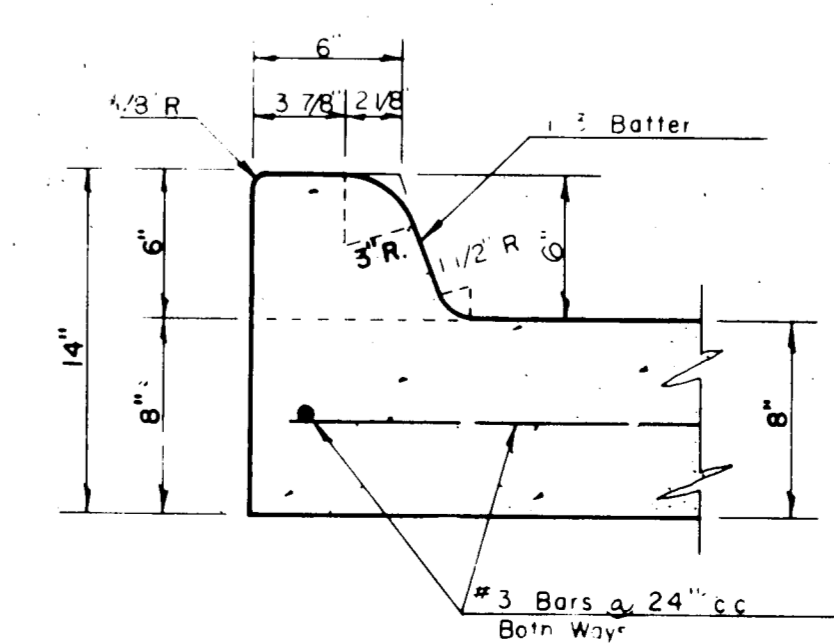
RAILROAD HEADER



SECTION AT CURB FACE



PLAN FLUME



6" INTEGRAL CURB DETAIL

CITY OF ADDISON
DALLAS COUNTY, TEXAS
MIDWAY ROAD
PAVING DETAILS B

GINN, INC.
Consulting Engineers - Dallas, Texas

DESIGNED-H.B.J. DRAWN-S.M. DATE MARCH, 1981 FILE
APPROVED-HWG CHECKED-B.H. SCALE-NONE SHEET 13