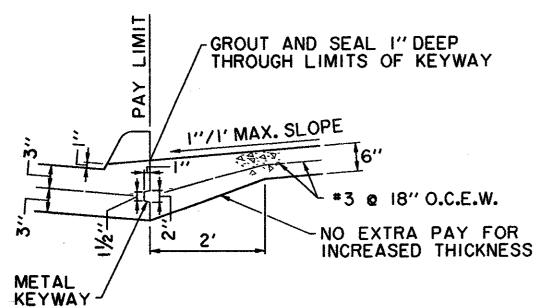


NOTES:

- I. PAVEMENT JOINTS SHALL NOT EXTEND THROUGH DRIVE.
- 2. KEYWAY LIMITS SHALL COINCIDE WITH LIMITS OF I" CURB. 3. REINFORCING STEEL SHALL NOT EXTEND THROUGH KEYWAY. DRIVE WILL NOT BE TIED TO PAVEMENT.
- 4. MAXIMUM SLOPE ON DRIVE IN ANY DIRECTION SHOULD BE I"/I' TO RESPECT PRINCIPLES OF BARRIER FREE CONSTRUCTION. SIDEWALK CROSS SLOPE MAINTAINED FOR 5' MIN. WIDTH ACROSS APPROCH.
- 5. LENGTH OF TRANSITION FOR CURB AT EACH SIDE OF DRIVE MAY VARY DUE TO STREET GRADES AND REQUIREMENT TO HOLD MAXIMUM SLOPE OF I"/I'.

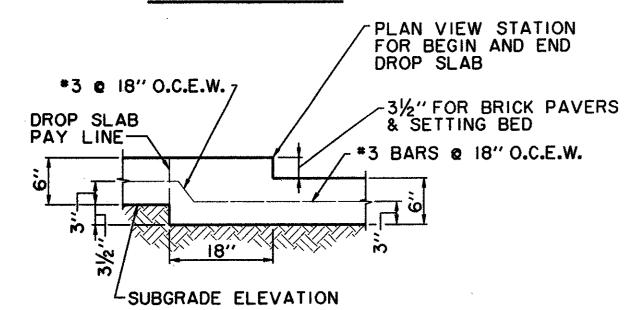


SECTION E-E

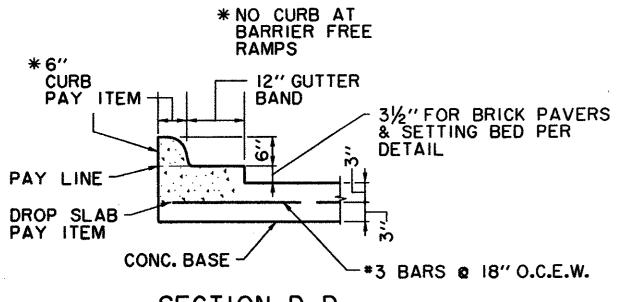
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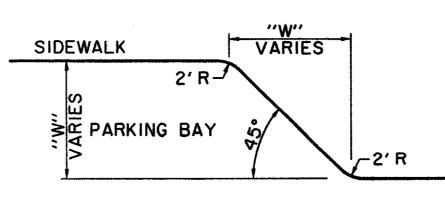


SECTION C-C LONGITUDINAL SECTION AT DROP SLAB IN STREET N.T.S.

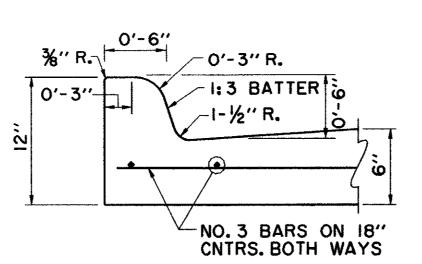


SECTION D-D SECTION THRU CURB AT DROP SLAB

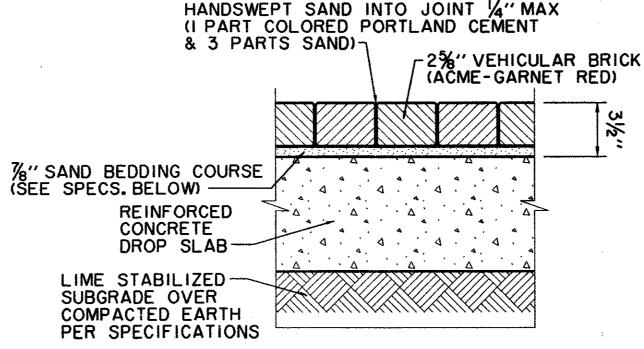
N.T.S.



PARKING TRANSITION DETAIL

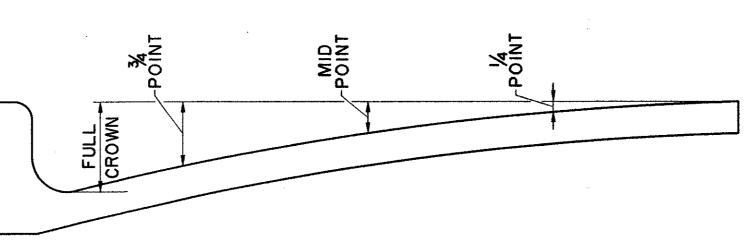


INTEGRAL CURB AND GUTTER N.T.S.



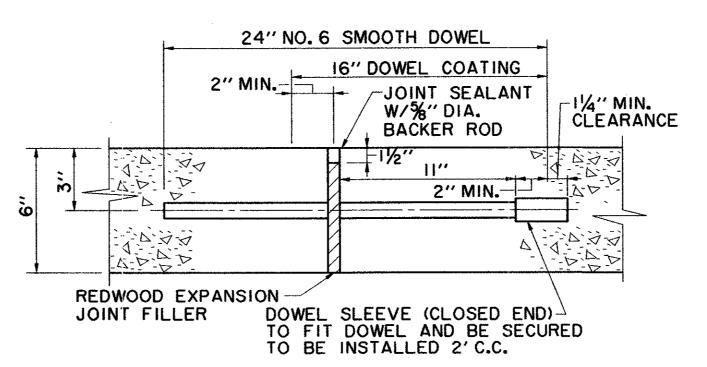
THE SAND LAYING COURSE SHALL BE WELL GRADED CLEAN WASHED SHARP SAND WITH 100% PASSING A K"SIEVE AND A MAXIMUM OF 3% PASSING A NO.200 SIEVE. THIS IS COMMONLY KNOWN AS MANUFACTURED CONCRETE SAND. DO NOT USE MASON SAND.

VEHICULAR BRICK INSTALLATION IN VEHICULAR AREAS N.T.S.



ROADWAY WIDTH (F-F)	TYPE SURFACE	FULL CROWN	¾ POINT	MID POINT	POINT
20′	CONCRETE	3"	1-11/16 "	3/4"	₹6''
20′	ASPHALT	4"	2-1/4"	l"	1/4"
26′	CONCRETE	4"	2-1/4"	l"	1/4"
26′	ASPHALT	5"	2-13/6 "	1-1/4"	%6′′
33′	CONCRETE	6"	3-%"	1-1/2"	¾"
33′	ASPHALT	7''	3-15/6 "	1-34"	7/16 ''
36′	CONCRETE	6''	3-¾"	1-1/2"	¾''
36′	ASPHALT	7''	3-15/6 "	1-34"	7/ ₁₆ ''
40'	CONCRETE	6"	3-¾"	1-1/2"	¾''
40′	ASPHALT	7.''	3-15/6 "	1-34"	7∕16′′
44'	CONCRETE	6"	3-3/6"	1-1/2"	¾"
44'	ASPHALT	7''	3-15/6 "	1-34"	7/ ₁₆ ''
56′	CONCRETE	8"	4-1/2"	2"	1/2"
56'	ASPHALT	9"	5-1/16"	2-1/4"	%6 <i>''</i>
60'	CONCRETE	8"	4-1/2"	2"	1/2"
60'	ASPHALT	9"	5-1/16"	2-1/4"	%6 <i>''</i>

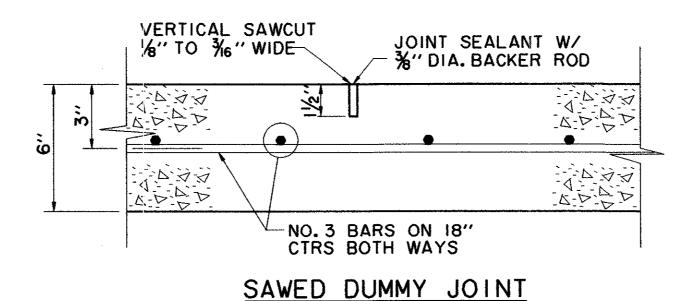
TABLE OF CROWN HEIGHTS AND ORDINATES FOR VARIOUS PARABOLIC SECTIONS

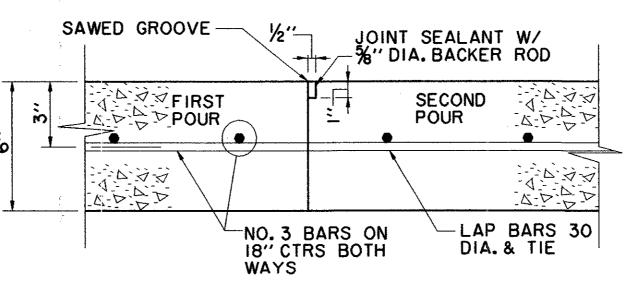


TRANSVERSE EXPANSION JOINT

N.T.S. (SPACED 600 FT. MAXIMUM, LOCATE AT CURB RETURN OF INTERSECTIONS)

DOWELS AND REINFORCING BARS SHALL BE SUPPORTED BY AN APPROVED DEVICE.





CONSTRUCTION JOINT FOR 6" PAVEMENT N.T.S.

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 COG, ARLINGTON, TEXAS 76005-5888, PHONE METRO 817/640-3300. BULK DISCOUNTS ARE AVAILABLE. THIS DOCUMENT IS COPYRIGHTED. THE PAVING AREAS SHALL BE GRADED TO +/- .10' OF FINISHED SUBGRADE ELEVATIONS BY THE PAVING CONTRACTOR. SIDEWALK AREAS SHALL BE GRADED TO +/- .10' OF FINISHED PAVEMENT ELEVATIONS BY THE PAVING CONTRACTOR. THE UTILITY CONTRACTOR SHALL VERIFY AND ACCEPT GRADE PRIOR TO THE COMMENCEMENT OF HIS WORK. THE UTILITY CONTRACTOR SHALL RESTORE THE GRADE TO THE TOLERANCES NOTED ABOVE.

ALL TRAFFIC CONTROL NECESSARY FOR THE WORK SHALL BE PROVIDED BY THE AFFECTED 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 FOR STREETS AND HIGHWAYS (MUTCD)' CHAPTER 6. AS CURRENTLY AMENDED, TEXAS DEPARTMENT OF TRANSPORTATION. ALL FILL SHALL BE PLACED IN MAXIMUM 8-INCH LIFTS COMPACTED TO 95% OF

CONTENT.

STANDARD PROCTOR DENSITY BETWEEN 0% AND +3% OF OPTIMUM MOISTURE

ALL TREES, STUMPS, BRUSH, GRASSES AND SURFACE ORGANICS WITHIN PROPOSED RIGHT-OF-WAY ARE TO 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. 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.

APPROVED SUPPORT.

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

SAWED JOINTS SHALL BE SPACED AT 12' INTERVALS ON MORRIS AVE.

BARRIER-FREE RAMPS WILL BE BUILT WITH THIS PROJECT. LOCATIONS MAY BE
ADJUSTED AS DIRECTED BY THE ENGINEER TO CLEAR OBSTRUCTIONS.

VARIABLE HEIGHT CURB AT INTERSECTIONS AND SLOPING CURBS AT DRIVES SHALL BE
BUILT TO MATCH BARRIER-FREE RAMPS PER PLANS. NO SEPARATE PAY ITEMS

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 II FEET.

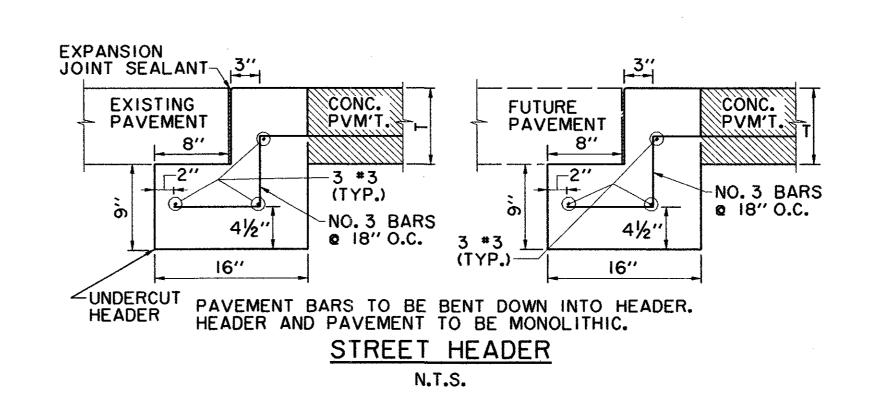
SEE TYPICAL SECTIONS SHEET FOR ADDITIONAL MATERIAL SPECIFICATIONS. ALL CURBS SHALL BE PLACED INTEGRAL WITH PAVEMENT.

CURBS SHALL MEET THE SAME COMPRESSIVE STRENGTH AS SPECIFIED FOR THE CONCRETE PAVEMENT. BAR LAPS SHALL BE 30 DIAMETERS.

FINISH SHALL BE TRANSVERSE WITH TRAFFIC LANES AND SHALL BE STEEL TINED BROOM

SEE PAVING DETAILS FOR BRICK AND SIDEWALK PATTERNS. POUR SIDEWALK AROUND NOTED LEAVEOUTS PER LOCATIONS ON PAVING PLANS.

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY DAVID E. MEYERS, P.E. 81512



DATE	DESCRIPTION	REF NO
	· · · · · · · · · · · · · · · · · · ·	
4/20/01	ISSUED FOR BID	N/A

PAVING DETAILS

MORRIS AVENUE EXTENSION

PUBLIC INFRASTRUCTURE TOWN OF ADDICON TEVAC

TOWN OF ADDISON, TEXAS										
		lckinney Av	itt - Zollar e., Suite 600	0, Dallas, 1						
DESIGN	DRAWN	APPR.	SCALE		PROJECT NO.	NO.				
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