## PAVING - GENERAL NOTES 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

- 2. 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 C. DETAIL AND ARRANGEMENT OF PAVEMENT 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
- 4. REBAR SHALL BE SUPPORTED BY BAR CHAIRS OR OTHER DEVICES APPROVED BY TOWN ENGINEER.
- 5. NO TRAFFIC ON FINISHED SUBGRADE SHALL BE PERMITTED AFTER REINFORCING STEEL IS INSTALLED ABOVE SUBGRAGE. NO TRAFFIC SHALL BE PERMITTED BEFORE OR DURING THE PLACING OF CONCRETE.
- 6. CROSS SLOPE OF STRAIGHT CROWN STREETS SHALL BE 1/4" PER FOOT UNLESS APPROVED BY THE TOWN
- 7. 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 - 8" CLASS "P1" OR "P2." RESIDENTIAL LOCAL - 8" CLASS "P1" OR "P2." SIDEWALK AND BFR's-4"-CLASS "A" DRIVE APPROACH-8"-CLASS "P2" ALLEY-6" CLASS "P1" OR "P2."
- 8. CONCRETE MIX DESIGN SHALL BE AS DEFINED BY NCTCOG 303.3.

SILICONE JOINT SEALANT-

COMPOUND WITH 1/2'

DIA. BACKER ROD PER

PROPOSED PAVING

-CONCAVE FINISH (1/4" DEPTH)

SEALANT

1/4" MAX

JOINT DETAIL

-BACKER ROD

PAVEMENT REPAIR HEADER

PAVEMENT REPAIR HEADER

- 9. ALL MEDIANS AND PARKWAYS SHALL BE PROVIDED WITH BERMUDA GROUND COVER.
- 10. 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.
- 11. ALL SIDEWALKS AND ACCESSIBLE ROUTES SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 5% AND A MAXIMUM CROSS SLOPE OF 2%.
- 12. ALLEYS AND DRIVEWAYS
  - A. CONCRETE FOR ALLEY RETURNS AND DRIVEWAYS SHALL HAVE A MINIMUM COPRESSIVE 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.

PUBLIC WORKS DEPARTMENT	PAVING GENERAL NOTES	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE:	SHEET : SD-P01

24" DEFORMED #6 DOWEL BAR

→ SAWCUT WIDTH

3/8" MIN.

-EPOXY A103 OR

INSTRUCTIONS

EXISTING PAVING

DOWEL SPACED 12" O.C., 6" OFF TIE BARS

. NO. 5 DEFORMED DOWEL BAR MAY BE USED IN

PUSHING DOWEL BARS INTO GREEN CONCRETE

STANDARD CONSTRUCTION DETAILS

REV DATE:

2. DOWEL BARS SHALL BE DRILLED INTO

PAVEMENT HORIZONTALLY BY USE OF A

3. DRILLING BY HAND IS NOT ACCEPTABLE,

T=PROPOSED PAVEMENT THICKNESS

ET=EXISTING PAVEMENT THICKNESS

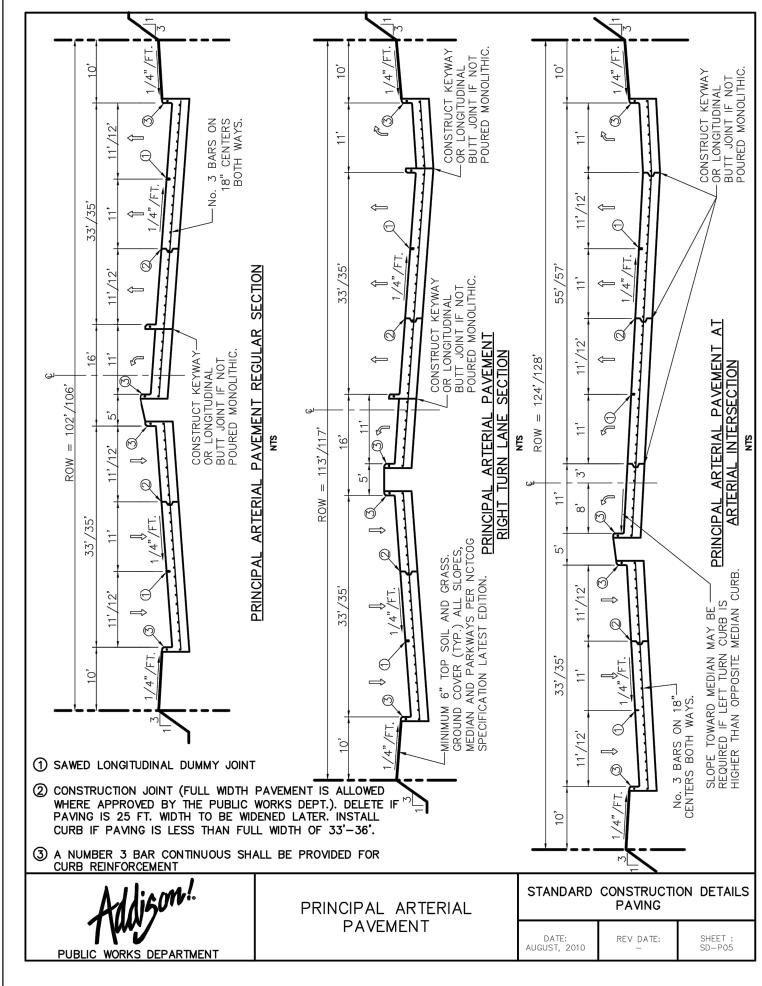
6 INCH PAVEMENT.

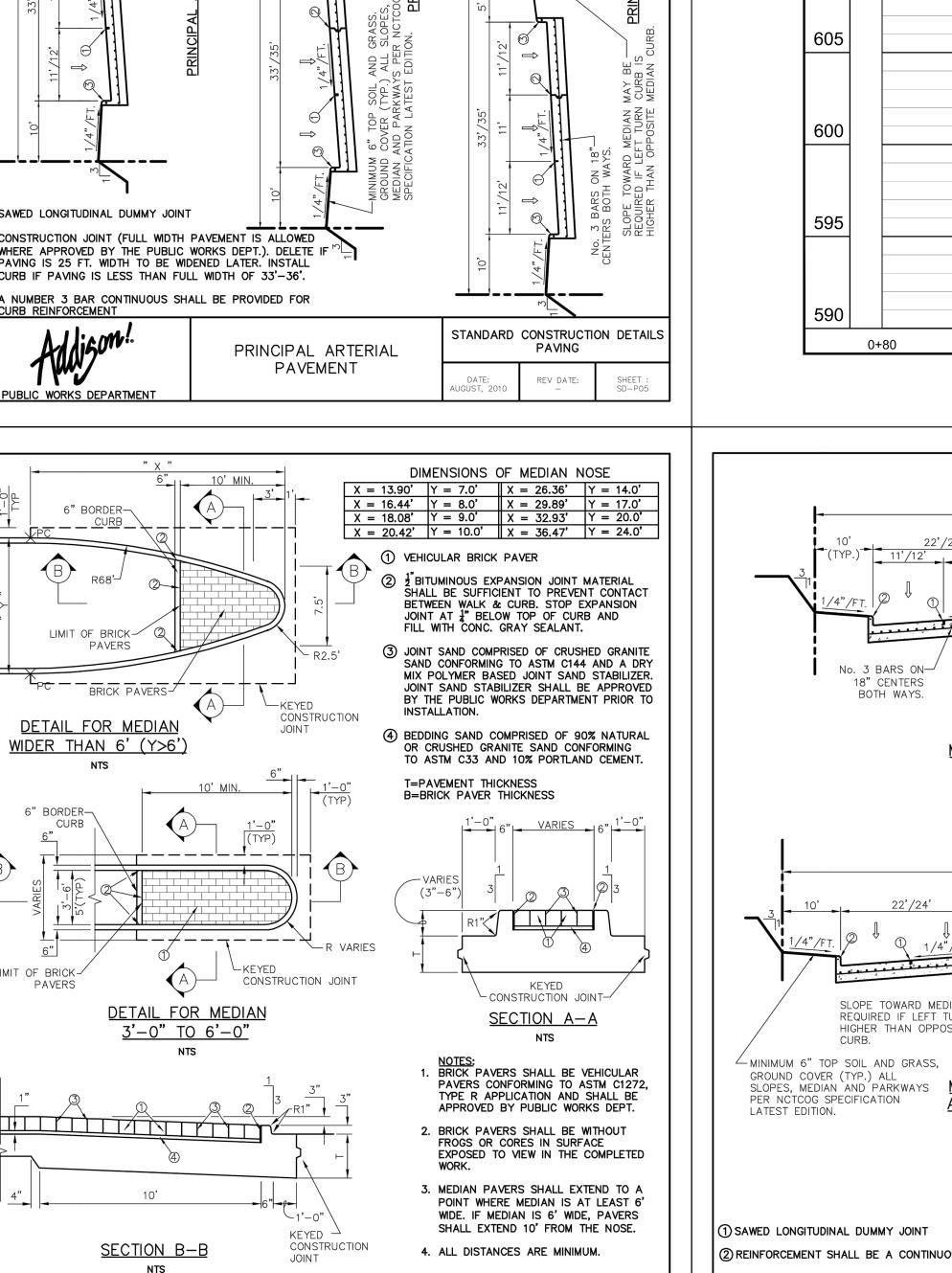
IS NOT ACCEPTABLE.

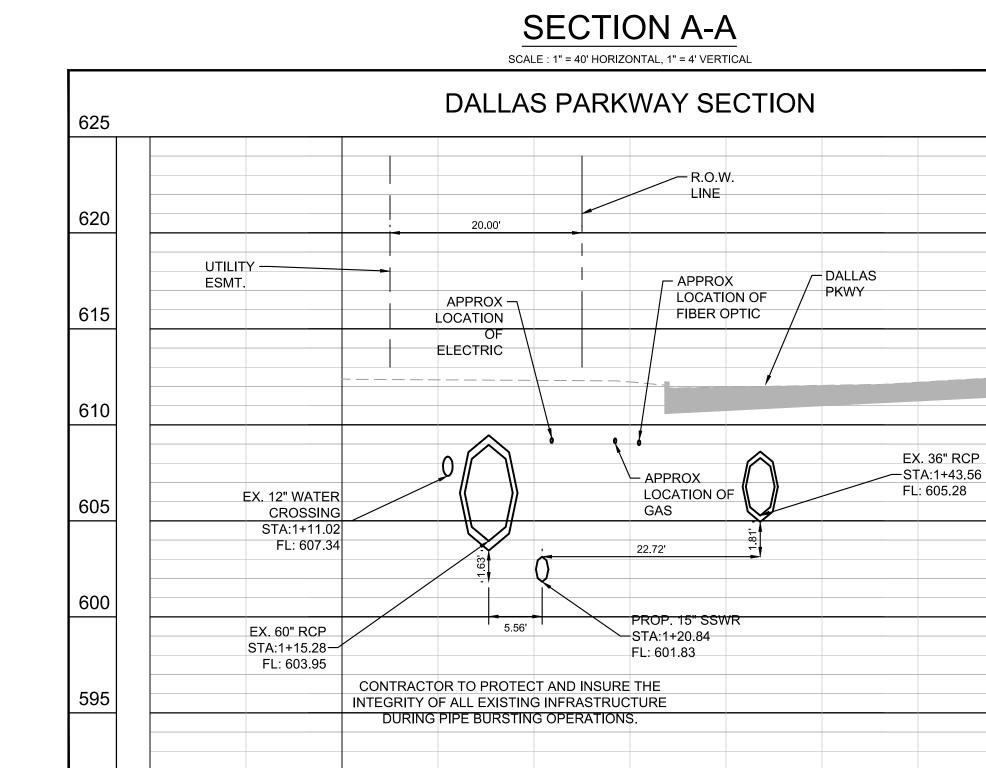
APPROVED EQUAL.

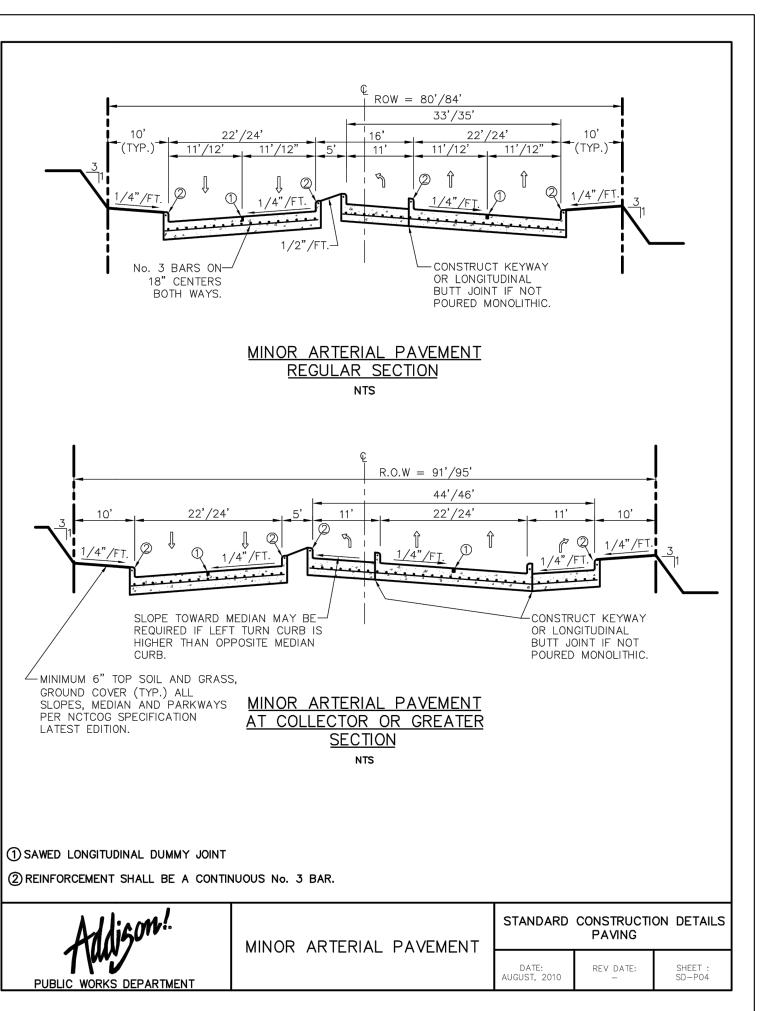
INSTALL FULL DEPTH

PER MANUFACTURER'S









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## **BENCHMARKS**

BM-1 Town of Addison GPS Control Station "TXDOT-COA-5", located on the corner of a curb inlet, 190' south of the intersection of Edwin Lewis Drive and Quorum Drive, 2' from the west edge of sidewalk, 50.5 feet from the west side of median and 76' from a fire BM-2 Town of Addison GPS Control Station "TXDOT-COA-14", located 630' west of intersection of Addison Road & Westgrove Drive, 15.7' south of back of curb of concrete drive, 5' from street

sign and 8' north of back of curb of Westgrove Road. Elevation=642.09 TBM-1 Square cut with "X" set on N.E. corner of drop inlet 545'+/south of south R.O.W of Edwin Lewis Dr. and 8'+/- west of Spectrum Drive back-of-curb. TBM-2 Square cut with "X" set on concrete headwall at trhe

southeast corner of Quorum Drive and Edwin Lewis Drive.

PROJECT NO. 63257052 SHEET NUMBER

625

620

615

610

605

600

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590

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08/14/2017

ADDISC E SEWER

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STANDARD CONSTRUCTION DETAILS PAVING

REV DATE:

MEDIAN DETAILS PUBLIC WORKS DEPARTMENT

LIMIT OF BRICK-