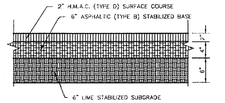
PAVING - GENERAL NOTES

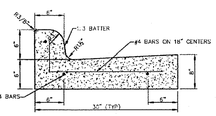
1. GENERAL:
   PAVEMENT THICKNESS IS AS SHOWN IN ITEM 7. SUBGRADE DESIGN SHALL CONFORM TO TOWN OF ADDISON PUBLIC WORKS REQUIREMENTS IN ITEM 3, AND SHALL EXTEND 12" MIN. BEHIND THE BACK OF CURB.
2. REINFORCED CONCRETE PAVEMENT:
   A. CONCRETE STRENGTH SHALL BE AS SHOWN IN ITEM 7 (NCTCOG LATEST EDITION).
   B. ALL CURBS SHALL BE INTEGRAL WITH PAVEMENT AND SHALL BE OF THE SAME STRENGTH AS CONCRETE PAVEMENT.
   C. THE TYPICAL 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
3. 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.
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 SUBGRADE. 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 ENGINEER.
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.
9. ALL MEDIANS AND PARKWAYS SHALL BE PROVIDED WITH BERMUDA GROUND COVER.
10. ONCE A CURB ABUTING 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 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.

Addison! PUBLIC WORKS DEPARTMENT | PAVING GENERAL NOTES | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-PN1

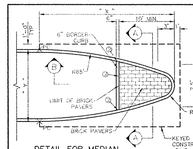


ASPHALT PAVING CROSS SECTION

NOTE:
CUT OF 6" INTO EXISTING PAVEMENT IS REQUIRED FOR CONSTRUCTION JOINT WITH NEW POURS TO GET A SMOOTH FINISH.



Addison! PUBLIC WORKS DEPARTMENT | CURB AND GUTTER & ASPHALT PAVING CROSS SECTION | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-PN6

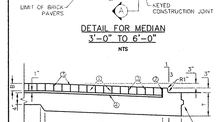


DETAIL FOR MEDIAN WIDER THAN 6' (>6')

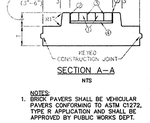
DIMENSIONS OF MEDIAN NOSE			
X = 13.60'	Y = 2.0'	X = 26.30'	Y = 14.0'
X = 16.44'	Y = 8.0'	X = 29.89'	Y = 17.0'
X = 18.08'	Y = 9.0'	X = 32.93'	Y = 20.0'
X = 20.62'	Y = 10.0'	X = 36.47'	Y = 24.0'

1. VEHICULAR BRICK PAVER
2. ½" BITUMINOUS EXPANSION JOINT MATERIAL SHALL BE SUFFICIENT TO PREVENT CONTACT BETWEEN WALK & CURB. STOP EXPANSION JOINT AT 2" BELOW TOP OF CURB AND FILL WITH CONC. GRAY SEALANT.
3. JOINT SAND COMPRISED OF CRUSHED GRANITE SAND CONFORMING TO ASTM C144 AND A DRY MIX POLYMER BASED JOINT SAND STABILIZER. JOINT SAND STABILIZER SHALL BE APPROVED BY THE PUBLIC WORKS DEPARTMENT PRIOR TO INSTALLATION.
4. BEDDING SAND COMPRISED OF 90% NATURAL OR CRUSHED GRANITE SAND CONFORMING TO ASTM C33 AND 10% PORTLAND CEMENT.

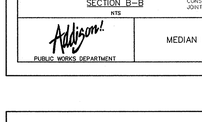
T=PAVEMENT THICKNESS
B=BRICK PAVER THICKNESS



DETAIL FOR MEDIAN 3'-0" TO 6'-0"



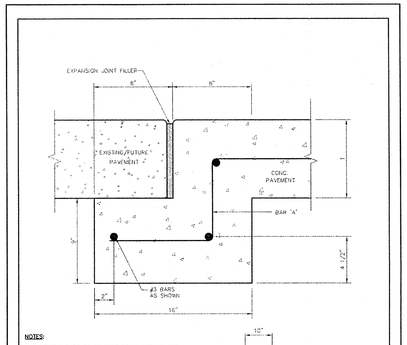
SECTION A-A



SECTION B-B

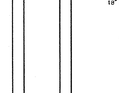
NOTES:
1. BRICK PAVERS SHALL BE VEHICULAR PAVERS CONFORMING TO ASTM C1272, TYPE II APPLICATION AND SHALL BE APPROVED BY PUBLIC WORKS DEPT.
2. BRICK PAVERS SHALL BE WITHOUT FROGS OR CORES IN SURFACE EXPOSED TO VIEW IN THE COMPLETED WORK.
3. MEDIAN PAVERS SHALL EXTEND TO A POINT WHERE MEDIAN IS AT LEAST 6' WIDE. IF MEDIAN IS 6' WIDE, PAVERS SHALL EXTEND 10' FROM THE NOSE.
4. ALL DISTANCES ARE MINIMUM.

Addison! PUBLIC WORKS DEPARTMENT | MEDIAN DETAILS | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-PN4



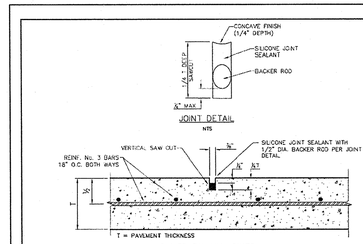
NOTES:
1. PAVEMENT BARS TO BE BENT DOWN INTO HEADER.
2. HEADER AND PAVEMENT TO BE MONOLITHIC.

T=PAVEMENT THICKNESS

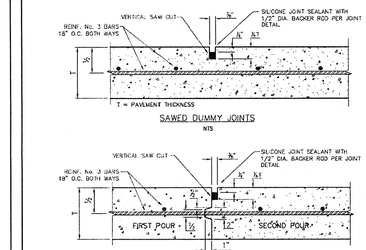


STREET HEADER

Addison! PUBLIC WORKS DEPARTMENT | STREET HEADER | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-PN5



JOINT DETAIL

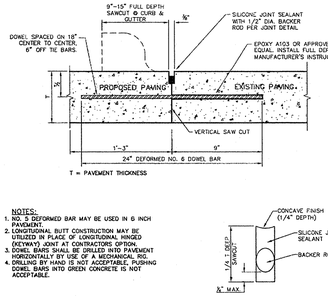


SAWED DUMMY JOINTS

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 AND GROUT DOWELS INTO FIRST POUR.

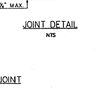
CONSTRUCTION JOINTS FOR PAVEMENT
TRANSVERSE AND LONGITUDINAL JOINTS

Addison! PUBLIC WORKS DEPARTMENT | JOINT DETAILS | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-PN8



T = PAVEMENT THICKNESS

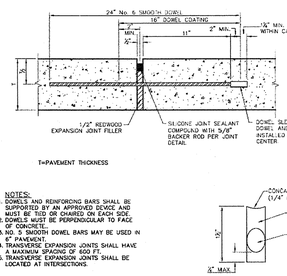
NOTES:
1. NO. 5 DEFORMED BAR MAY BE USED IN 6 INCH PAVEMENT.
2. LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN LIEU OF CONSTRUCTION JOINTS DEPENDING ON CONTRACTOR'S OPTION.
3. DOWELS SHALL BE INSERTED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG.
4. DRILLING BY HAND IS NOT ACCEPTABLE. PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.



JOINT DETAIL

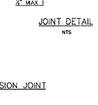
LONGITUDINAL BUTT JOINT

Addison! PUBLIC WORKS DEPARTMENT | LONGITUDINAL BUTT JOINT | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-PN9



T=PAVEMENT THICKNESS

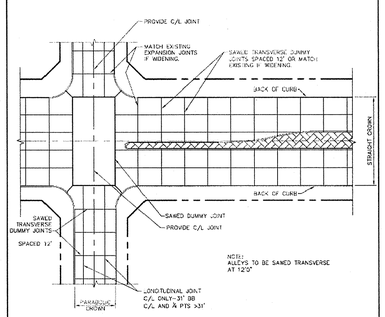
NOTES:
1. DOWELS AND REINFORCING BARS SHALL BE SUPPORTED BY AN APPROVED DEVICE AND MUST BE TIED OR CHAIRED ON EACH SIDE.
2. DOWELS MUST BE PERPENDICULAR TO FACE OF CONCRETE.
3. NO. 5 SMOOTH DOWEL BARS MAY BE USED IN 6" PAVEMENT.
4. TRANSVERSE EXPANSION JOINTS SHALL HAVE A MAXIMUM SPACING OF 600 FT.
5. TRANSVERSE EXPANSION JOINTS SHALL BE LOCATED AT INTERSECTIONS.



JOINT DETAIL

TRANSVERSE EXPANSION JOINT

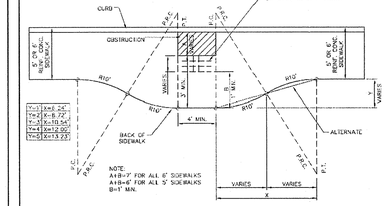
Addison! PUBLIC WORKS DEPARTMENT | TRANSVERSE EXPANSION JOINT | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-PN3



NOTE:
ALLEYS TO BE SAWED TRANSVERSE AT 12'O"

SPACING DIAGRAM FOR TRANSVERSE JOINTS

Addison! PUBLIC WORKS DEPARTMENT | SPACING DIAGRAM FOR TRANSVERSE JOINTS | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-PN2

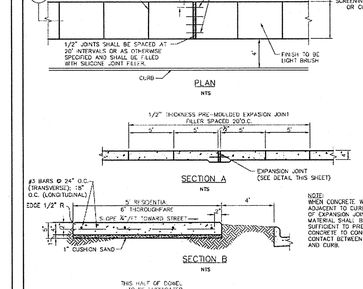


NOTE:
A=B=7' FOR ALL 6' SIDEWALKS
A=B=6' FOR ALL 5' SIDEWALKS
B=1' MIN.

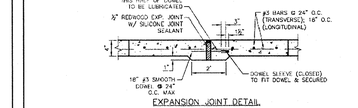
SIDEWALK WIDENING REQUIRED AROUND OBSTACLE IN SIDEWALK

JOINT DETAIL FOR SIDEWALKS ADJACENT TO CURB

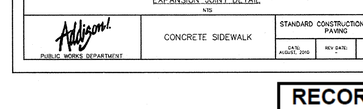
Addison! PUBLIC WORKS DEPARTMENT | SIDEWALK WIDENING REQUIRED AROUND OBSTACLE IN SIDEWALK & JOINT DETAIL FOR SIDEWALKS ADJACENT TO CURB | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-P25



PLAN

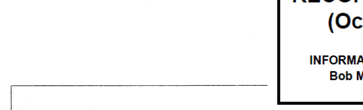


SECTION A



NOTE:
WHEN CONCRETE WALK IS ADJACENT TO CURB, DEPTH OF EXPANSION JOINT MATERIAL SHALL BE SUFFICIENT TO PREVENT CONCRETE TO CONCRETE CONTACT BETWEEN WALK AND CURB.

SECTION B



EXPANSION JOINT DETAIL

Addison! PUBLIC WORKS DEPARTMENT | CONCRETE SIDEWALK | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-P26

RECORD DRAWINGS (October 2013)

INFORMATION PROVIDED BY:
Bob Moore Construction

GENERAL NOTES FOR PEDESTRIAN FACILITIES

1. ALL SLOPES ARE MAXIMUM ALLOWABLE. THE LEAST POSSIBLE SLOPE THAT WILL STILL DRAIN PROPERLY SHOULD BE USED. ADJUST CURB RAMP LENGTH OR GRADE OF APPROACH SIDEWALK AS NECESSARY.
2. LANDINGS SHALL HAVE 2% MINIMUM WITH A MAXIMUM 2% SLOPE IN ANY DIRECTION.
3. MANEUVERING SPACE AT THE BOTTOM OF CURB RAMPS SHALL BE A MINIMUM OF 4'X4' WHOLLY CONTAINED WITHIN THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICULAR TRAVEL PATH.
4. MAXIMUM ALLOWABLE CROSS SLOPE ON SIDEWALK AND CURB RAMP SURFACES IS 2%.
5. CURB RAMPS SHOULD BE LOCATED SO THAT PEDESTRIANS NEVER HAVE TO ACCESS THEM OR CROSS THEM TO ACCESS THE SIDEWALK. THIS MAY BE DIFFICULT IF PLANTING OR OTHER NON-WALKING SURFACE OR BECAUSE THE SIDE APPROACH IS SUBSTANTIALLY OBSTRUCTED. OTHERWISE, PROVIDE FLARED SIDES.
6. ADDITIONAL INFORMATION ON CURB RAMP LOCATION, DESIGN, LIGHT REFLECTIVE VALUE AND TEXTURE MAY BE FOUND IN THE CURRENT EDITION OF THE TEXAS ACCESSIBILITY STANDARDS (TAS) AND 16 TAC §68.102.
7. CURB RAMPS SHOULD BE ALIGNED WITH THEORETICAL CROSSWALKS, OR AS DIRECTED BY THE TOWN ENGINEER.
8. HANDRAILS ARE NOT REQUIRED ON CURB RAMPS. PROVIDE CURB RAMPS WHEREVER ON ACCESSIBLE ROUTE CROSSES (PENETRATES) A CURB.
9. FLARE SLOPE SHALL NOT EXCEED 10% MEASURED ALONG CURB LINE.
10. DETECTABLE WARNING SURFACE SHALL BE PROVIDED IN ACCORDANCE WITH THE CURRENT EDITION OF THE TEXAS ACCESSIBILITY STANDARDS (TAS).
11. ALL BARRIER FREE RAMPS MUST PASS AN INDEPENDENT INSPECTION. A LETTER OF COMPLIANCE ACCEPTANCE IS REQUIRED PRIOR TO FINAL ACCEPTANCE BY THE TOWN OF ADDISON.
12. STREETS ON STEEP GRADE WILL REQUIRE LONGER TRANSITION ON UPGRADE SIDE.
13. MAXIMUM SLOPE ON RAMP PORTION SHALL NOT EXCEED 1" PER FOOT AT ANY LOCATION. VERTICAL DISTANCE BETWEEN STREET AND RAMP SHALL NOT EXCEED 6'.

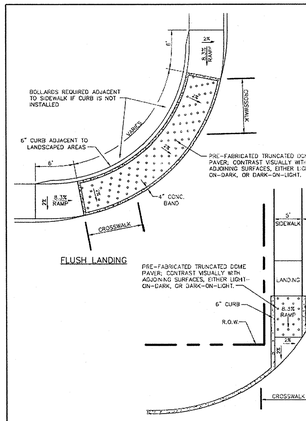
GENERAL NOTES FOR DETECTABLE WARNINGS

1. CURB RAMPS MUST CONTAIN A DETECTABLE WARNING SURFACE THAT CONSIST OF RAISED TRUNCATED DOMES COMPLYING WITH SECTION 4.29 OF THE TEXAS ACCESSIBILITY STANDARDS (TAS). THE SURFACE MUST CONTRAST VISUALLY WITH THE ADJOINING SURFACES, INCLUDING SIDE FLARES. FURNISH DARK RED COLORED DETECTABLE WARNING SURFACE ADJACENT TO UNCOLORED CONCRETE AND GRAY COLORED DETECTABLE WARNING SURFACE ADJACENT TO RED COLORED CONCRETE PAVERS.
2. DETECTABLE WARNING SURFACES MUST BE SLIP RESISTANT AND NOT ALLOW WATER TO ACCUMULATE.
3. ALIGN TRUNCATED DOMES IN THE DIRECTION OF PEDESTRIAN TRAVEL WHEN ENTERING THE STREET.
4. DETECTABLE WARNING SURFACES SHALL BE A MINIMUM OF 24" IN DEPTH IN THE DIRECTION OF PEDESTRIAN TRAVEL, AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR LANDING WHERE THE PEDESTRIAN ACCESS ROUTE ENTERS THE STREET.
5. DETECTABLE WARNING SURFACES SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS A MINIMUM OF 6" AND A MAXIMUM OF 8" FROM THE EXTENSION OF THE FACE OF CURB AND SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE. DETECTABLE WARNING SURFACES MAY BE CURVED ALONG THE CORNER RADIUS.

GENERAL NOTES FOR DETECTABLE WARNING PAVER UNITS

1. DETECTABLE WARNING PAVER UNITS SHALL MEET OR EXCEED ALL REQUIREMENTS OF ASTM C-936, C-33, AND BE LAID IN A TWO BY TWO UNIT BASKET WEAVE PATTERN OR AS DIRECTED.
2. LAY FULL-SIZE UNITS FIRST FOLLOWED BY CLOSURE UNITS CONSISTING OF AT LEAST 25 PERCENT OF A FULL UNIT. CUT DETECTABLE WARNING PAVER UNITS USING A POWER SAW.

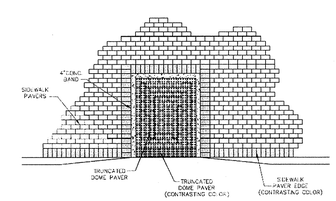
Addison! PUBLIC WORKS DEPARTMENT | PEDESTRIAN FACILITIES GENERAL NOTES | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-P27



FLUSH LANDING

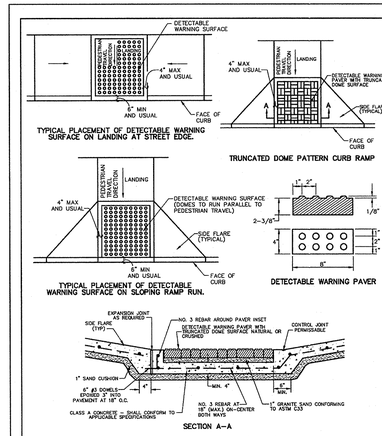
DIRECTIONAL RAMP WITHIN RADIUS

Addison! PUBLIC WORKS DEPARTMENT | PEDESTRIAN RAMPS | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-P28



NOTE:
ALL PAVER COLORS TO BE APPROVED BY TOWN OF ADDISON.

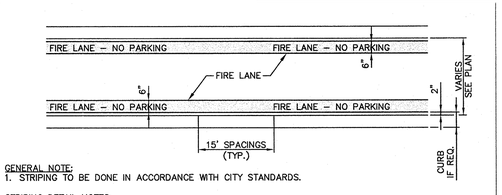
Addison! PUBLIC WORKS DEPARTMENT | TYPICAL PATTERN FOR PAVER SIDEWALK AND CURB RAMP | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-P40



SECTION A-A

DETECTABLE WARNING PAVER (OPTION)

Addison! PUBLIC WORKS DEPARTMENT | DETECTABLE WARNING PAVER | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-P41



GENERAL NOTE:
1. STRIPING TO BE DONE IN ACCORDANCE WITH CITY STANDARDS.

STRIPING DETAIL NOTES:
1. PAINT:
   1.1. STRIPE SHALL BE SIX (6) INCHES WIDE PAINTED WITH AN EXTERIOR ACRYLIC LATEX PAINT.
   A. COLOR SHALL BE "TRAFFIC RED" GLIDDEN NO. 63251 OR EQUAL.
   1.1. LETTERS SHALL BE FOUR (4) INCHES HIGH PAINTED WITH AN EXTERIOR ACRYLIC LATEX PAINT.
   B. COLOR SHALL BE "TRAFFIC WHITE" GLIDDEN NO. 563245 OR EQUAL.
2. APPLICATION:
   2.1. STRIPE MAY BE BRUSHED OR SPRAYED, ONE COAT TO FINISH.
   2.2. LETTERS SHALL BE STENCIL FORMED, BRUSH APPLIED AND SPACED AS DETAILED ON THIS SHEET.

FIRE LANE STRIPING DETAIL
N.T.S.

No.	REVISIONS	DATE	BY

Kimley-Horn and Associates, Inc.
State of Texas Registration No. F-928
5750 GENESIS COURT, SUITE 200, FRISCO, TX 75034
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STATE OF TEXAS ROY BRASWELL 104908 LICENSED PROFESSIONAL ENGINEER 4/11/13

KHA PROJECT 063319038
DATE 06/14/2013
SCALE AS SHOWN
DESIGNED BY TBB
DRAWN BY AAE
CHECKED BY TBB

CITY OF DALLAS 311T - 8155
BELT LINE ROAD IMPROVEMENTS
VILLAGE ON THE PARKWAY
ADDISON, TEXAS

CONSTRUCTION DETAILS I

SHEET NUMBER
C-07

PLOTTED BY LUCIO, RAMIRO 6/14/2013 3:53 PM
DWG NAME J:\063319038\CIVIL\PLAN SET\BELT LINE ROAD\CP\BL-DETAILS.DWG [C-13] TOWN OF ADDISON PAVING DETAILS]
LAST SAVED 4/22/2013 12:12 PM
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