

DRAWN BY: MAURICIO MARLA, AEP05164634K
 DWG NAME: K:\PROJECTS\2013\ADDISON\PLANS\ADDISON PAVING DETAILS
 LAST SAVE: 06/20/2013 10:44 AM
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PAVING - GENERAL NOTES

- 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.
- REINFORCED CONCRETE PAVEMENT:**
 - CONCRETE STRENGTH SHALL BE AS SHOWN IN ITEM 7 (LATEST LATEST EDITION).
 - ALL CURBS SHALL BE INTEGRAL WITH PAVEMENT AND SHALL BE OF THE SAME STRENGTH AS CONCRETE PAVEMENT.
 - DETAIL AND ARRANGEMENT OF PAVEMENT JOINTS, ALL TYPES, SHALL BE AS SHOWN ON THE TOWN STANDARD CONSTRUCTION DETAILS.
 - BAR LARS SHALL BE THIRTY DIAMETERS.
 - REINFORCING STEEL SHALL BE #3 REBAR (1/2") ON 18" CENTERS FOR 8" OR LESS. #4 FOR 10" OR ABOVE.
- SUBGRADE** UNDER ALL PAVEMENT SHALL BE 4" THICK AND SHALL BE STABILIZED WITH AT LEAST 30 LBS. PER SQ. TO STABILIZED LIME. COMPACTED TO A DENSITY NOT LESS THAN 85 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 30 LBS. OF LIME PER SQ. TO BE USED. NO. 100 WASH. TEST. LIME TREATMENT, (FLEXILE, LIME OXIDIZED LIME, CONCRETE) FOR NO. 1000 ITEM 30.5 MAY BE SUBSTITUTED FOR LIME TREATMENT WITH THE APPROVAL OF THE TOWN ENGINEER.
- REBAR SHALL BE SUPPORTED BY BAR CHAIRS OR OTHER DEVICES APPROVED BY TOWN ENGINEER.
- NO TRAFFIC ON FINISHED SURFACE SHALL BE PERMITTED AFTER REINFORCING STEEL IS INSTALLED ABOVE SURFACE. NO TRAFFIC SHALL BE PERMITTED BEFORE OR DURING THE PLACING OF CONCRETE.
- CROSS SLOPE OF STRAIGHT CROWN STREETS SHALL BE 1/4" PER FOOT UNLESS APPROVED BY THE TOWN ENGINEER.
- PAVEMENT THICKNESS AND STRENGTH SHALL BE AS FOLLOWS:
 MAJOR ARTERIAL - 10" CLASS "H" OR "92"
 MAJOR ARTERIAL - 8" CLASS "H" OR "92"
 COMMERCIAL INDUSTRIAL COLLECTOR - 8" CLASS "H" OR "92"
 RESIDENTIAL LOCAL - 8" CLASS "H" OR "92"
 SIDEWALK AND BIWAY - 4" CLASS "A"
 DRIVE APPROACH - 4" CLASS "A"
 ALLEY - 4" CLASS "H" OR "92".
- CONCRETE MIX DESIGN SHALL BE AS DEFINED BY MICHGO 300.3.
- ALL MEDIANS AND DRIVEWAYS SHALL BE FINISHED WITH EMBLEMATIC GROUND CURB.
- ONCE A CURB WITHIN A THROUGHFARE HAS BEEN SHOWN AND REMOVED, THE CONTRACTOR MUST REPLACE THE CONCRETE WITH A NEW POUR (I.e. DRIVEWAY) WITHIN 14 CALENDAR DAYS. UNLIMITED DAMAGES WILL BE ASSESSED AT \$100 PER DAY FOR EACH CHAIRMAN DAY IN EXCESS OF 14 CALENDAR DAYS. PAYMENT SHALL BE MADE PRIOR TO ACCEPTANCE OR RESUME OF A CERTIFICATE OF OCCUPANCY.
- ALL SIDEWALKS AND DRIVEWAYS SHOULD HAVE A MAXIMUM LONGITUDINAL SLOPE OF 5% AND A MAXIMUM CROSS SLOPE OF 2%.
- ALLEYS AND DRIVEWAYS
 - CONCRETE FOR ALLEY RETURNS AND DRIVEWAYS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS TO EQUAL TO THAT SPECIFIED FOR SIDEWALKS OR CURB. WHEN BUILT AS AN ALTERNATIVE OF A CONCRETE PAVING PROJECT, WHEN BUILT SEPARATELY, THE STRENGTH SHALL BE AS SPECIFIED ON THE CONSTRUCTION.
 - SPACING AND CONSTRUCTION OF JOINTS SHALL CONFORM TO PARABOLIC STREET PAVEMENT.

PAVING GENERAL NOTES	STANDARD CONSTRUCTION DETAILS PAVING
PUBLIC WORKS DEPARTMENT	PUBLIC WORKS DEPARTMENT

CURB AND GUTTER & ASPHALT PAVING CROSS SECTION

NOTE:
OUT OF 8" INTO EXISTING PAVEMENT IS REQUIRED FOR CONSTRUCTION JOINT WITH NEW POURS TO OBTAIN A SMOOTH FINISH.

CURB AND GUTTER & ASPHALT PAVING CROSS SECTION	STANDARD CONSTRUCTION DETAILS PAVING
PUBLIC WORKS DEPARTMENT	PUBLIC WORKS DEPARTMENT

CONSTRUCTION JOINTS FOR PAVEMENT

TRANSVERSE AND LONGITUDINAL JOINTS

JOINT DETAILS

NOTE:
CONTRACTOR SHALL PROTECT NEWWAY PRIOR TO SECOND POUR. IF LONGITUDINAL JOINTS ARE 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 JOINT DETAILS	STANDARD CONSTRUCTION DETAILS PAVING
PUBLIC WORKS DEPARTMENT	PUBLIC WORKS DEPARTMENT

LONGITUDINAL BUTT JOINT

NOTE:
1. NO. 3 REFORCED BAR MAY BE USED IN 8" HIGH PAVEMENT.
2. LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL FINISHED JOINT AT CONTRACTOR'S DISCRETION.
3. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT THROUGH ALL LAYERS OF A HEAVY-DUTY JOINT SEALANT.
4. UNLESS BY HAND IS NOT ACCEPTABLE FORING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.

LONGITUDINAL BUTT JOINT	STANDARD CONSTRUCTION DETAILS PAVING
PUBLIC WORKS DEPARTMENT	PUBLIC WORKS DEPARTMENT

TRANSVERSE EXPANSION JOINT

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

TRANSVERSE EXPANSION JOINT	STANDARD CONSTRUCTION DETAILS PAVING
PUBLIC WORKS DEPARTMENT	PUBLIC WORKS DEPARTMENT

SPACING DIAGRAM FOR TRANSVERSE JOINTS

NOTE:
ALLEYS TO BE SPACED TRANSVERSE AT 12'.

SPACING DIAGRAM FOR TRANSVERSE JOINTS	STANDARD CONSTRUCTION DETAILS PAVING
PUBLIC WORKS DEPARTMENT	PUBLIC WORKS DEPARTMENT

SIDEWALK WIDENING REQUIRED AROUND OBSTACLE IN SIDEWALK

NOTE:
#3 BARS @ 24" O.C. LONGITUDINAL.
#3 BARS @ 24" O.C. TRANSVERSE.
#3 BARS @ 24" O.C. LONGITUDINAL.
#3 BARS @ 24" O.C. TRANSVERSE.
#3 BARS @ 24" O.C. LONGITUDINAL.
#3 BARS @ 24" O.C. TRANSVERSE.

SIDEWALK WIDENING REQUIRED AROUND OBSTACLE IN SIDEWALK & JOINT DETAIL FOR SIDEWALKS ADJACENT TO CURB	STANDARD CONSTRUCTION DETAILS PAVING
PUBLIC WORKS DEPARTMENT	PUBLIC WORKS DEPARTMENT

CONCRETE SIDEWALK

NOTE:
WHEN CONCRETE WALK IS ADJACENT TO CURB, SOUTH OF EXPANSION JOINT, MAINTAIN 1/2" CLEARANCE TO PREVENT CONTACT BETWEEN WALK AND CURB.

CONCRETE SIDEWALK	STANDARD CONSTRUCTION DETAILS PAVING
PUBLIC WORKS DEPARTMENT	PUBLIC WORKS DEPARTMENT

PEDESTRIAN FACILITIES GENERAL NOTES

- ALL SLOPES ARE MAXIMUM ALLOWABLE. THE LEAST SLOPE SHALL BE 1/4" PER FOOT. APPROXIMATE APPROACH SLOPES AS DIRECTED.
- LANDINGS SHALL BE 20" WIDER WITH A MAXIMUM 2% SLOPE IN ANY DIRECTION.
- LANDING SPACES AT THE BOTTOM OF CURB RAMPS SHALL BE A MINIMUM OF 24" WIDELY CONTAINING WITHIN THE ORIGINAL AND MOVED OUTSIDE OF THE PARALLEL VERTICAL TRAVEL PAIR.
- CURB RAMPS WITH 2% SLOPE SHALL BE 24" WIDER WITH A MAXIMUM 2% SLOPE IN ANY DIRECTION. NOT NORMAL WALK ACROSS THE RAMP. OTHER SLOPES SHALL BE AS DIRECTED BY THE TOWN ENGINEER OR OTHER AUTHORITY. THE SIDE APPROACH SHALL BE MAINTAINED THROUGHOUT. CONTRACTOR SHALL MAINTAIN 1/2" CLEARANCE BETWEEN CURB AND WALK. 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 IS THE BASIS FOR THIS SHEET.
- CURB RAMPS SHALL BE ALIGNED WITH THEORETICAL CROWNLINE, OR AS DIRECTED BY THE TOWN ENGINEER.
- FLURE SLOPE SHALL NOT EXCEED 12% UNLESS ALIGNED WITH THE THEORETICAL CROWNLINE OF THE TEXAS ACCESSIBILITY STANDARDS (TAS).
- BARRIER FREE RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT EDITION OF THE TEXAS ACCESSIBILITY STANDARDS (TAS).
- ALL BARRIERS FREE RAMPS MUST PASS AN INDEPENDENT INSPECTION. A LETTER OF COMPLIANCE ACCEPTANCE IS REQUIRED PRIOR TO FINAL ACCEPTANCE BY THE TOWN OF ADDISON.
- STREETS ON STEEP GRADE WILL REQUIRE LOWER TRANSITION ON UPSHADE SIDE.
- WALKWAY SLOPE ON RAMP PORTION SHALL NOT EXCEED 12% PER FOOT AT ANY LOCATION. VERTICAL DISTANCE BETWEEN STREET AND RAMP SHALL NOT EXCEED 2'.

GENERAL NOTES FOR DETECTABLE WARNINGS

- CURB RAMPS MUST CONTAIN A DETECTABLE WARNING SURFACE THAT CONSIST OF RAISED DETECTABLE DOWELS CONFORMING WITH SECTION 4.29 OF THE TEXAS ACCESSIBILITY STANDARDS (TAS). THE SURFACE MUST CONTRAST VISUALLY WITH THE ADJACENT SURFACES. INCLUDING SIDE WALKS, PAVEMENT AND USE RAISED DETECTABLE WARNING SURFACE ADJACENT TO UNDEVELOPED CONCRETE AND AREA LOCATED DETECTABLE WARNING SURFACE ADJACENT TO DARK COLORED ROAD PAVEMENT.
- DETECTABLE WARNING SURFACES MUST BE 50% RECESSED AND NOT ALLOW WATER TO ACCUMULATE.
- ALSO TRUNCATE DOWELS IN THE DIRECTION OF PEDESTRIAN TRAVEL WHEN ENTERING THE STREET.
- 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 LANDINGS.
- DETECTABLE WARNING SURFACES SHALL BE 24" WIDE AT THE EDGE BEYOND 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 PAVING SURFACE. DETECTABLE WARNING SURFACES MAY BE CURVED ALONG THE CORNER RADIUS.

GENERAL NOTES FOR DETECTABLE WARNING PAVEMENT UNITS

- DETECTABLE WARNING PAVEMENT UNITS SHALL MEET OR EXCEED ALL REQUIREMENTS OF ASTM C-1303, C-1304, AND BE Laid IN A TWO (2) UNIT BUCKET WEAVE PATTERN OR AS DIRECTED.
- LAY FULL-SIZE UNITS FIRST FOLLOWED BY COURSE UNITS CONSISTING OF AT LEAST 25 PERCENT OF A FULL UNIT. DETECTABLE WARNING PAVEMENT UNITS USING A POWER SIK.

PEDESTRIAN FACILITIES GENERAL NOTES	STANDARD CONSTRUCTION DETAILS PAVING
PUBLIC WORKS DEPARTMENT	PUBLIC WORKS DEPARTMENT

PEDESTRIAN RAMPS

NOTE:
ROLLERS REQUIRED ADJACENT TO SIDEWALK IF CURB IS NOT INSTALLED.

PEDESTRIAN RAMPS	STANDARD CONSTRUCTION DETAILS PAVING
PUBLIC WORKS DEPARTMENT	PUBLIC WORKS DEPARTMENT

TYPICAL PATTERN FOR PAVEMENT SIDEWALK AND CURB RAMP

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

TYPICAL PATTERN FOR PAVEMENT SIDEWALK AND CURB RAMP	STANDARD CONSTRUCTION DETAILS PAVING
PUBLIC WORKS DEPARTMENT	PUBLIC WORKS DEPARTMENT

DETECTABLE WARNING PAVER

NOTE:
NO. 3 REBAR AROUND PAVEMENT UNIT.
DETECTABLE WARNING PAVER WITH DETECTABLE SURFACE MATERIAL ON CURB.

DETECTABLE WARNING PAVER	STANDARD CONSTRUCTION DETAILS PAVING
PUBLIC WORKS DEPARTMENT	PUBLIC WORKS DEPARTMENT

SIDEWALK FLUME DETAIL

NOTE:
BASED ON 100 PSF LIVE LOAD AND MAX. DEAD IN LIVE LOAD SECTION OF 12" DIA. SILET PLATE DOWN WITH BRASS BOLTS. SILET PLATE SHALL BE 1/2" DIA. NECESSARY TO FLUSH WITH TOP OF PLATE AND SPACED A MAXIMUM OF 12" ON CENTER. 1/2" DIA. SELF-WELDING ANCHORS SHALL BE USED AND SPACED THE SAME SURFACE OF PLATE SHALL BE A NON-SKID MATERIAL.

SIDEWALK FLUME DETAIL	STANDARD CONSTRUCTION DETAILS PAVING
PUBLIC WORKS DEPARTMENT	PUBLIC WORKS DEPARTMENT

SIDEWALK FLUME DETAIL CONTINUED

SIDEWALK FLUME DETAIL CONTINUED	STANDARD CONSTRUCTION DETAILS PAVING
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RECORD DRAWINGS (October 2013)
Information Provided By:
BOB MOORE CONSTRUCTION

Kimley-Horn and Associates, Inc.
 State of Texas Registration No. F-928
 5750 GENESIS COURT, SUITE 200, FRISCO, TX 75034
 PHONE: 972-335-3580 FAX: 972-335-3779
 WWW.KIMLEY-HORN.COM

STATE OF TEXAS
ROY BRASWELL
 104908
 LICENSED PROFESSIONAL ENGINEER
 02/12/2012

KHA PROJECT: 063319038
 DATE: 9/27/2012
 SCALE: AS SHOWN
 DESIGNED BY: TBB
 DRAWN BY: AAE
 CHECKED BY: TBB

VILLAGE ON THE PARKWAY
TOWN OF ADDISON PAVING DETAILS
 ADDISON, TEXAS

SHEET NUMBER
C-18