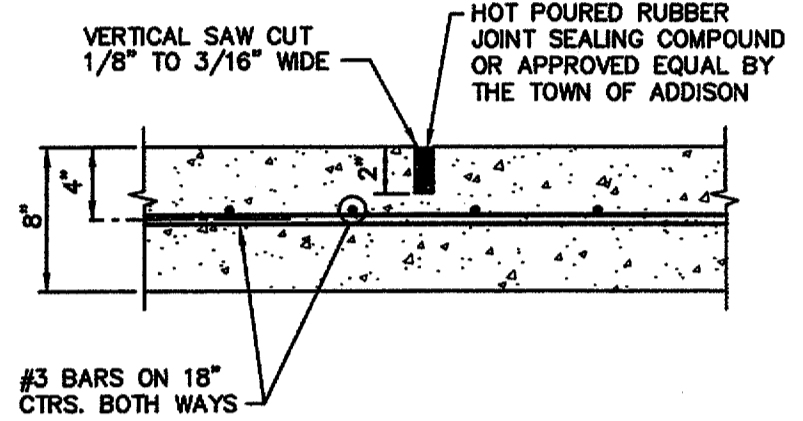
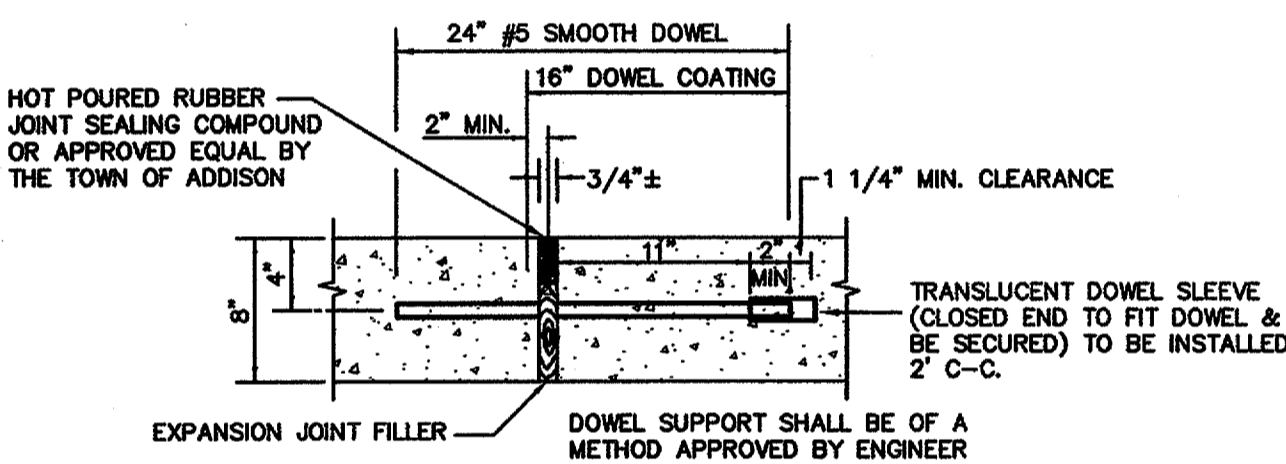


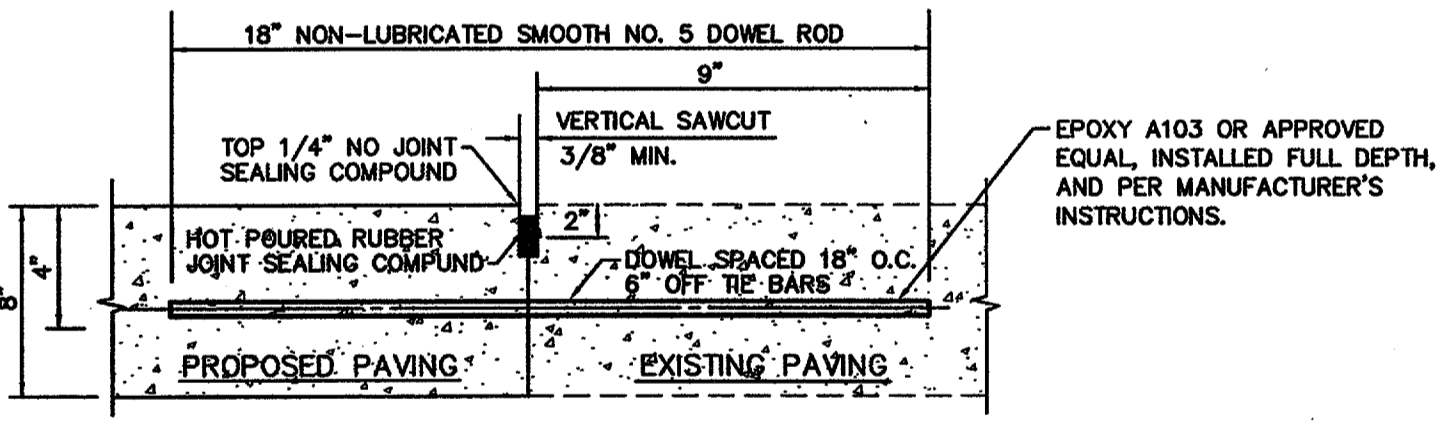
**CONSTRUCTION JOINT**  
N.T.S.



**SAWED DUMMY JOINT**  
N.T.S.



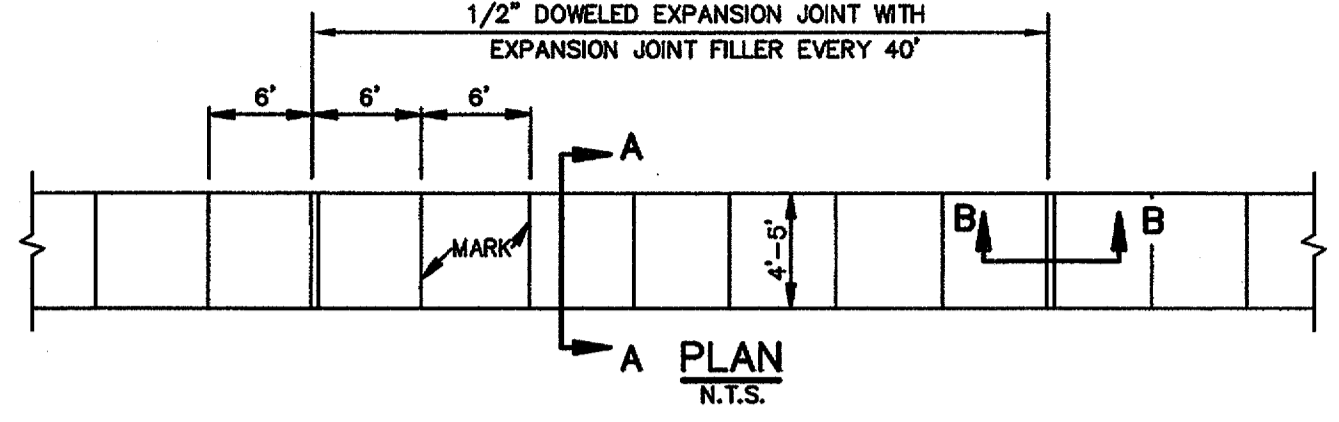
**EXPANSION JOINT**  
N.T.S.



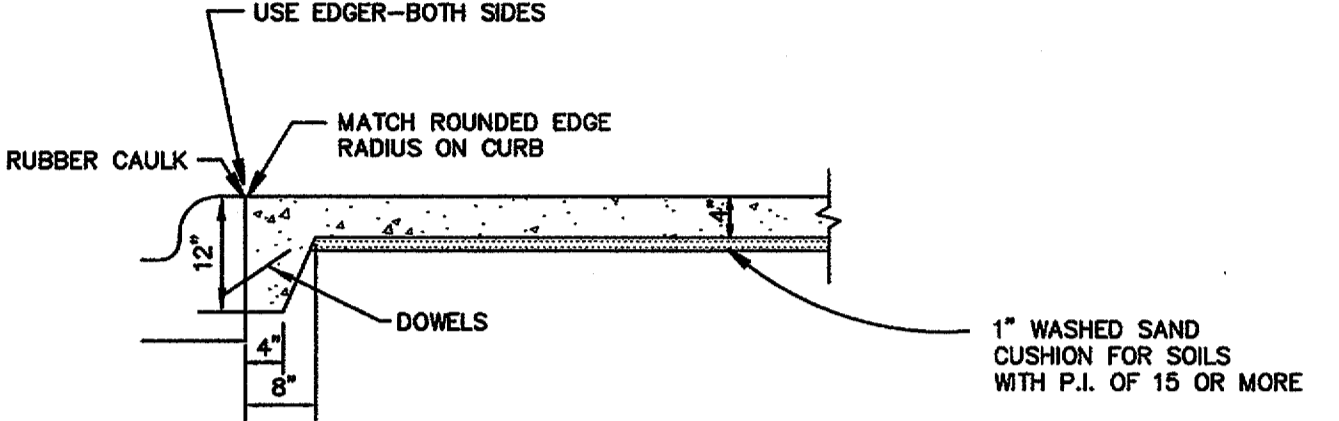
**CONNECTION TO EXISTING PAVEMENT**  
N.T.S.

**PAVEMENT/JOINT DETAILS**

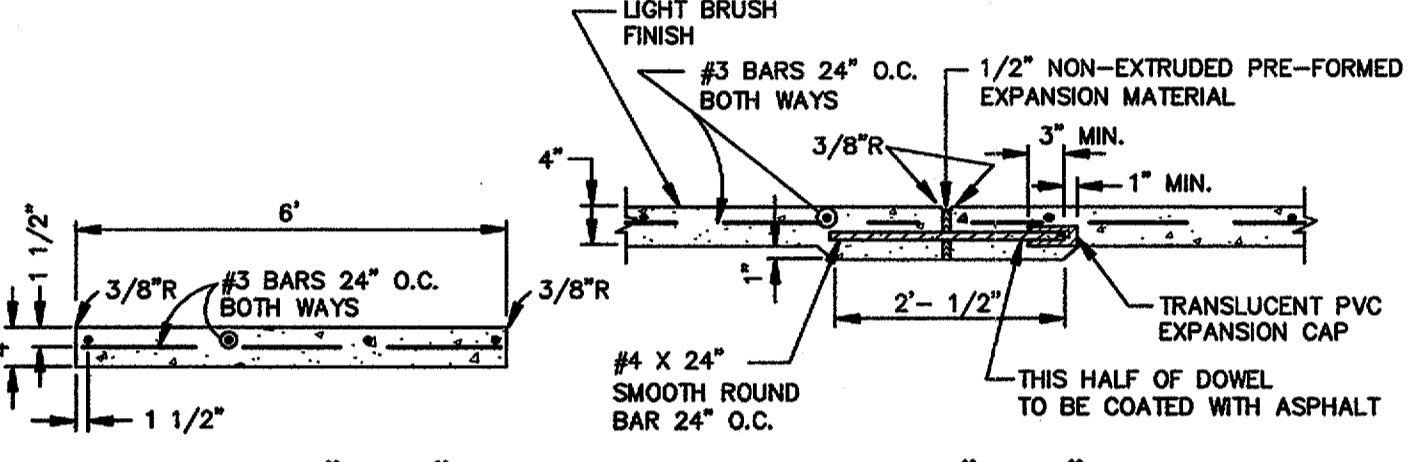
NOTE:  
DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG. DRILLING BY HAND IS NOT ACCEPTABLE. PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.



PLAN  
N.T.S.



**JOINT LUG DETAIL FOR MEDIAN PAVEMENT OR SIDEWALK ADJACENT TO CURB**  
N.T.S.

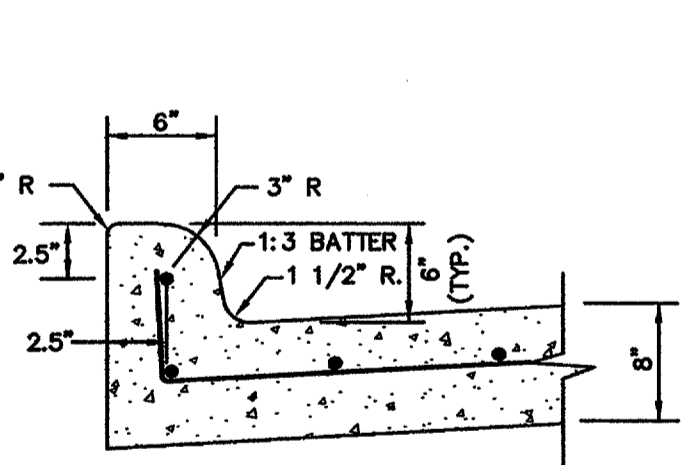


SECTION "A-A"  
N.T.S.

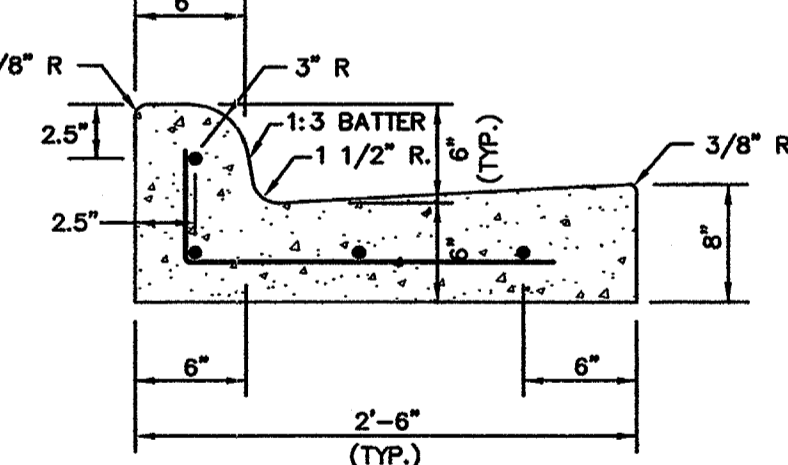
SECTION "B-B"  
N.T.S.

NOTE:  
1. CROSS SLOPE OF SIDEWALK SHALL BE  $\pm 1/4$ " PER FT. MIN. TO  $\pm 3/8$ " PER FT. MAX.  
2. OTHER THAN 6'-0" SIDEWALK WIDTH MAY BE SPECIFIED BY OWNER.  
3. SIDEWALK SHALL BE CLASS "A" CONCRETE UNLESS OTHERWISE SPECIFIED BY OWNER.

**SIDEWALK DETAILS**  
N.T.S.



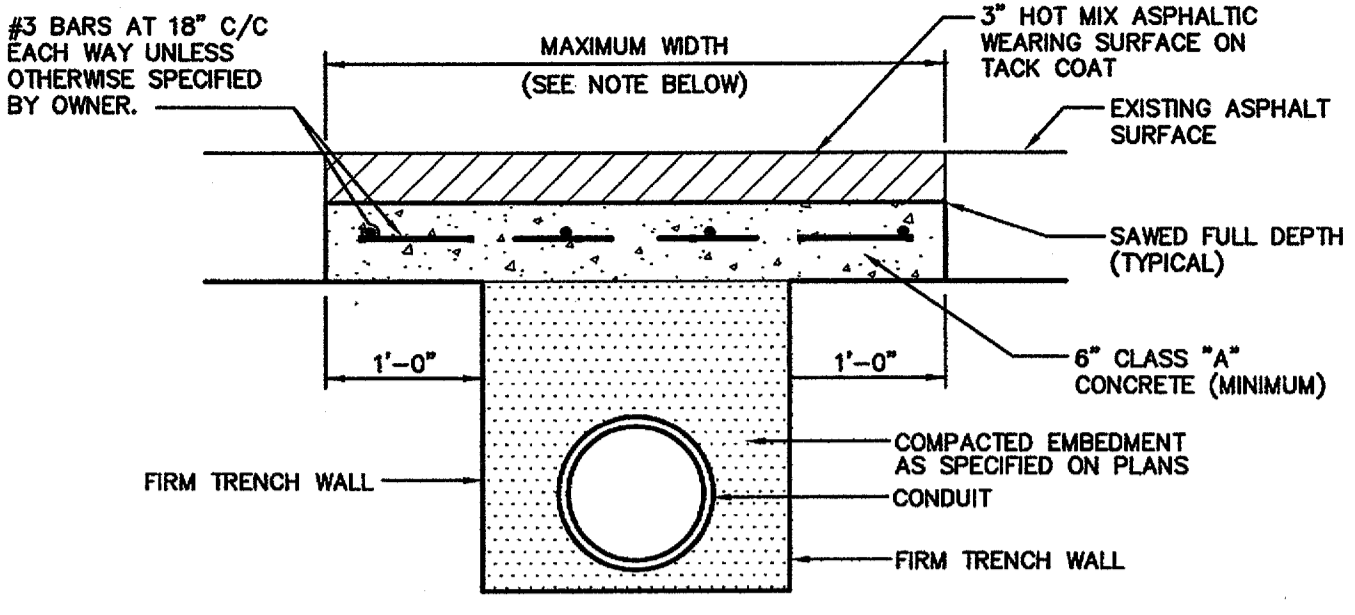
**INTEGRAL CURB**  
N.T.S.



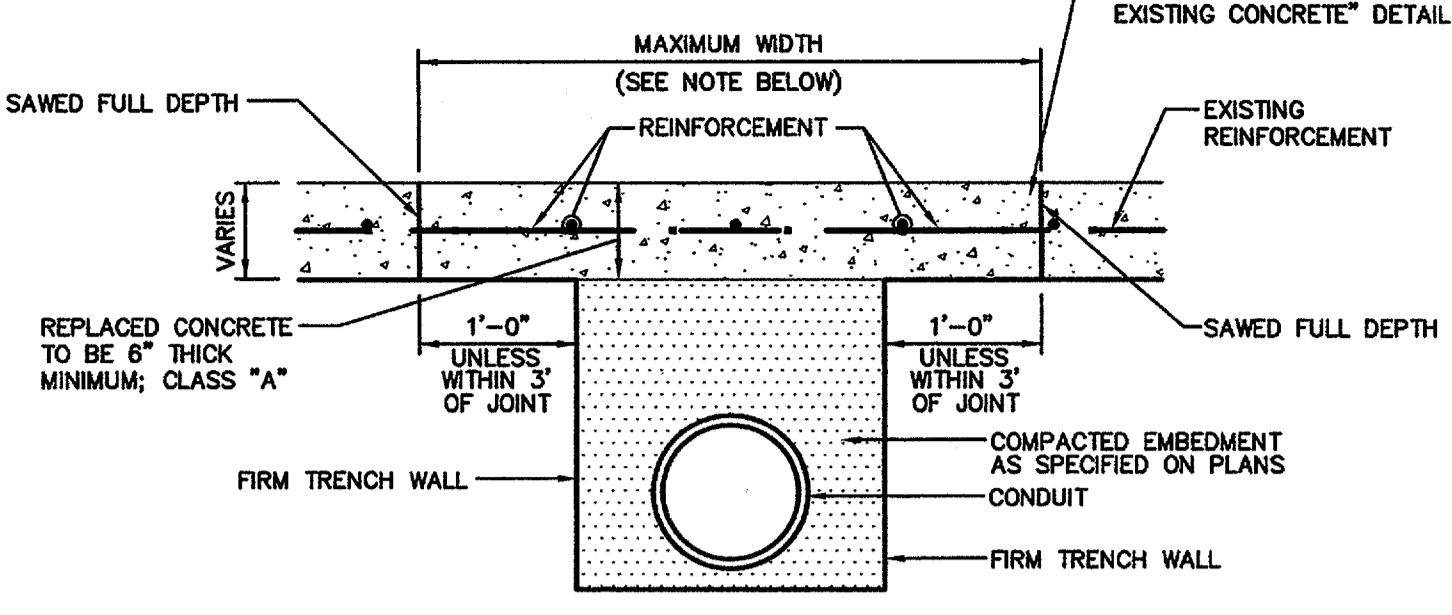
**SEPARATE CURB & GUTTER**  
N.T.S.

NOTE:  
1. REINFORCEMENT SHALL BE NO. 4 BARS.  
2. CONCRETE SHALL BE CLASS "C".  
3. "CF" IS 6" UNLESS OTHERWISE SPECIFIED.  
4. ALL CURBS ARE CONSTRUCTED OF PORTLAND CEMENT CONCRETE UNLESS OTHERWISE SHOWN.  
5. GRADE SHALL BE MEASURED AT BACK OF CURB.

**CURB DETAILS**  
N.T.S.



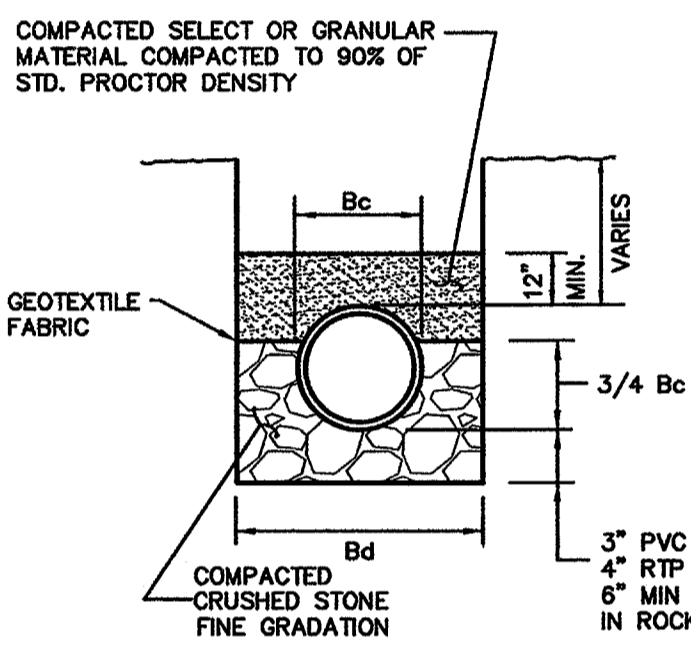
**ASPHALT PAVEMENT**  
N.T.S.



**CONCRETE PAVEMENT**  
N.T.S.

NOTES:  
1. PAYMENT TO THE CONTRACTOR FOR REPLACEMENT OF PAVEMENT AND/OR DRIVEWAYS WILL BE BASED ON ACTUAL MEASUREMENTS UP TO A MAXIMUM WIDTH EQUAL TO THE SPECIFIED MAXIMUM TRENCH WIDTH (PER STD. SPEC. ITEM 6.2.) PLUS 2 FEET. ANY EXISTING PAVEMENT DAMAGED OR REMOVED IN EXCESS OF THE MAXIMUM LIMITS SHALL BE AT THE EXPENSE OF THE CONTRACTOR.  
2. ALL SAW CUTS SHALL BE FULL DEPTH. CONTRACTOR SHALL DRILL AND EPOXY GROUT 18" x #4 SMOOTH DOWEL 9" INTO EXISTING CONCRETE. REINFORCEMENT SHALL BE #3 BARS AT 18" C/C EACH WAY UNLESS OTHERWISE SPECIFIED BY THE OWNER.

**PAVEMENT/DRIVEWAY REPAIR DETAILS**  
N.T.S.



**CLASS "B-2"**  
N.T.S.

NOTES:  
1. Bc = OUTSIDE DIAMETER OF PIPE  
2. Bd = TRENCH WIDTH

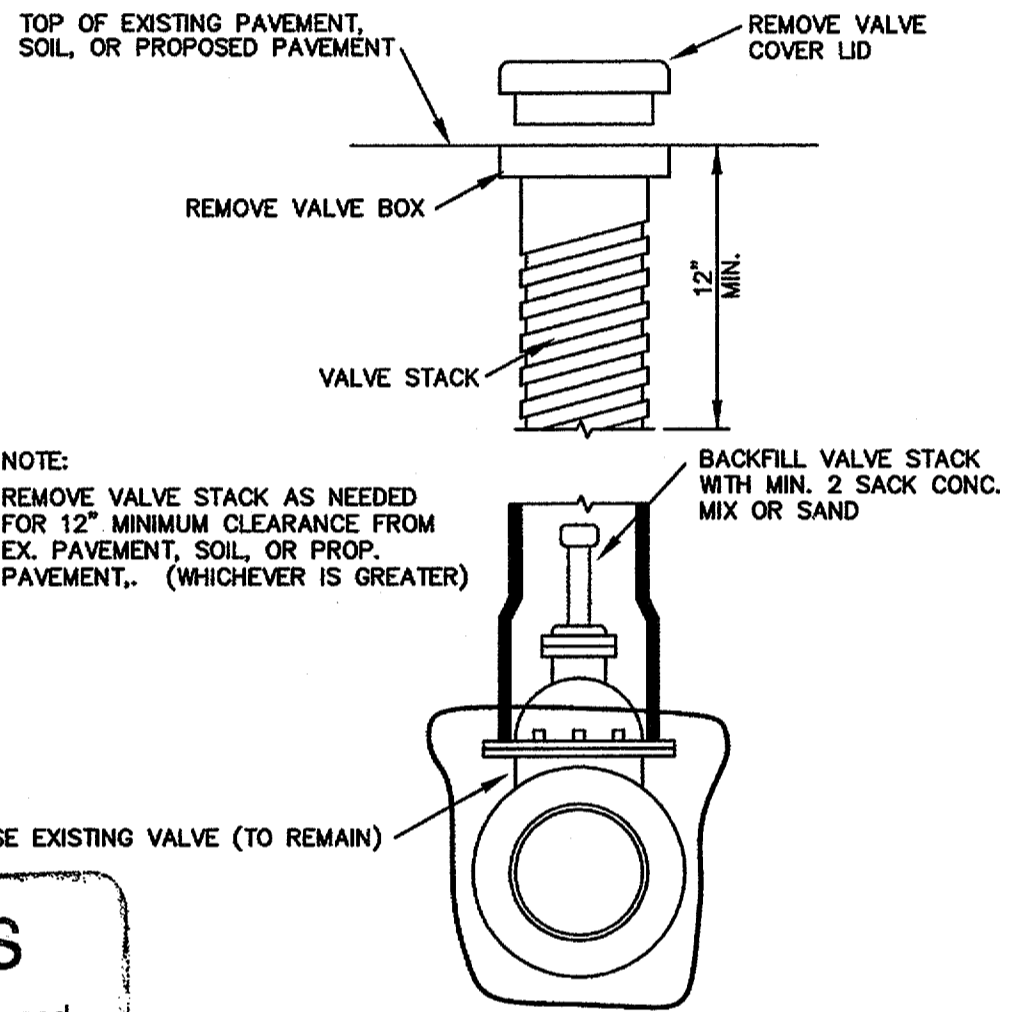
**CONCRETE ENCASEMENT**  
N.T.S.

NOTES:  
1. D = INSIDE DIAMETER OF PIPE  
2. Bd = TRENCH WIDTH

**EMBEDMENT/ENCASEMENT DETAILS**  
N.T.S.

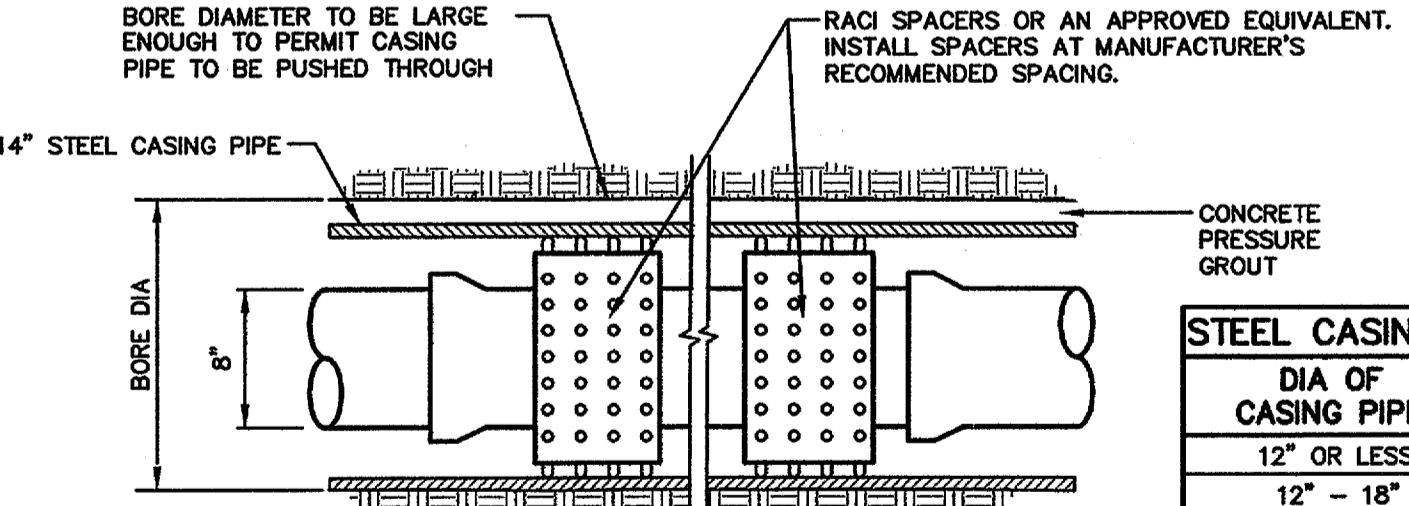
**RECORD DOCUMENTS**

These Record Documents have been prepared based on information provided by others. The Design Professional has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.

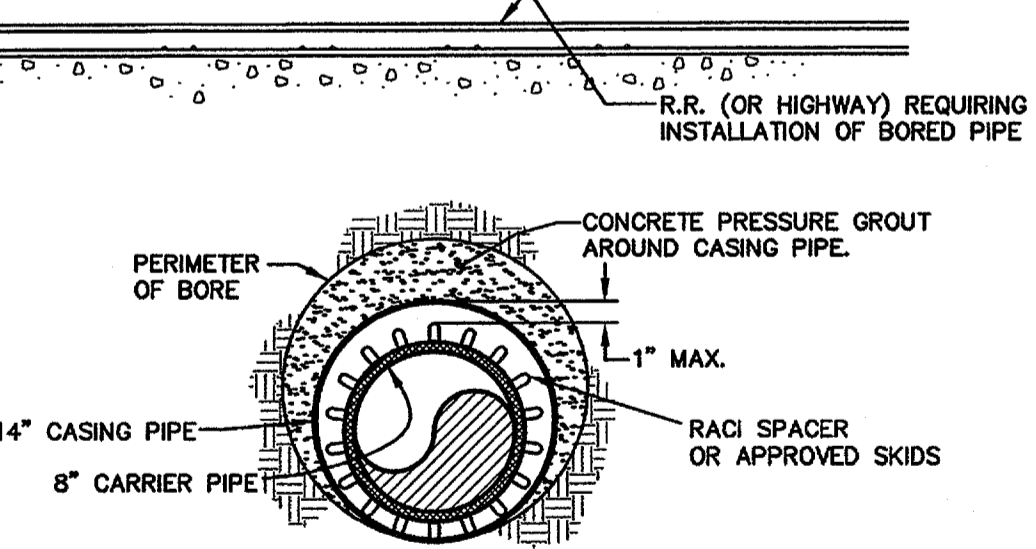


**WATER VALVE ABANDONMENT DETAIL**  
N.T.S.

NOTE:  
REMOVE VALVE STACK AS NEEDED FOR 12" MINIMUM CLEARANCE FROM EX. PAVEMENT, SOIL, OR PROP. PAVEMENT. (WHICHEVER IS GREATER)



TYPICAL LONGITUDINAL VIEW



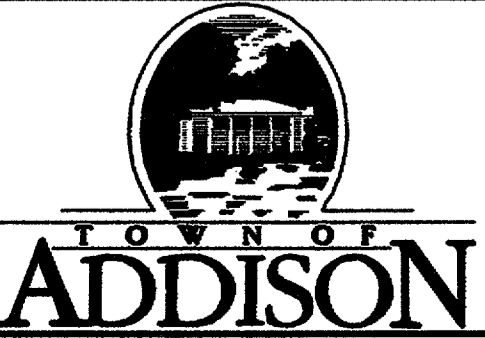
TYPICAL END VIEW

**BORE AND CASING ROADWAY CROSSING DETAIL**  
N.T.S.

STEEL CASING WALL THICKNESS	
DIA OF CASING PIPE	MIN THICKNESS
12" OR LESS	0.25"
12" - 18"	0.3125"
18" - 22"	0.4375"
22" - 28"	0.4375"

CASING PIPES SHALL BE SMOOTH STEEL PIPES WITH A MIN YIELD STRENGTH OF 35,000psi

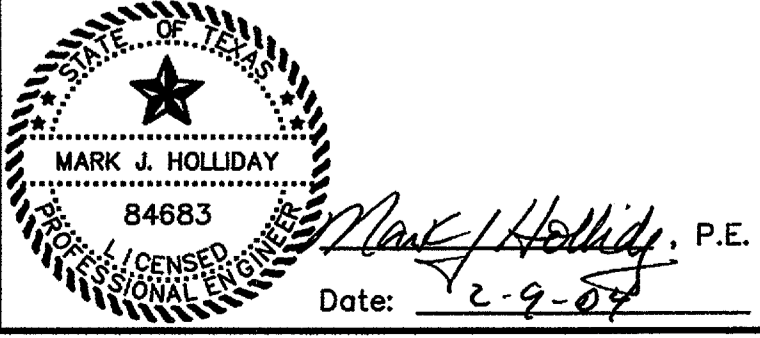
NO.	REVISION	BY	DATE



SCALE	N/A
HORIZ	N/A
VERT	N/A
DATE	FEB 2004



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12180 N. Abrams Road #508 Dallas, Texas 75243 (214) 461-9867



TOWN OF ADDISON, TEXAS  
TALISKER APARTMENTS  
WATER LINE IMPROVEMENTS  
MISCELLANEOUS DETAILS 2

TNP PROJECT ADD03169  
SHEET 11 OF 11