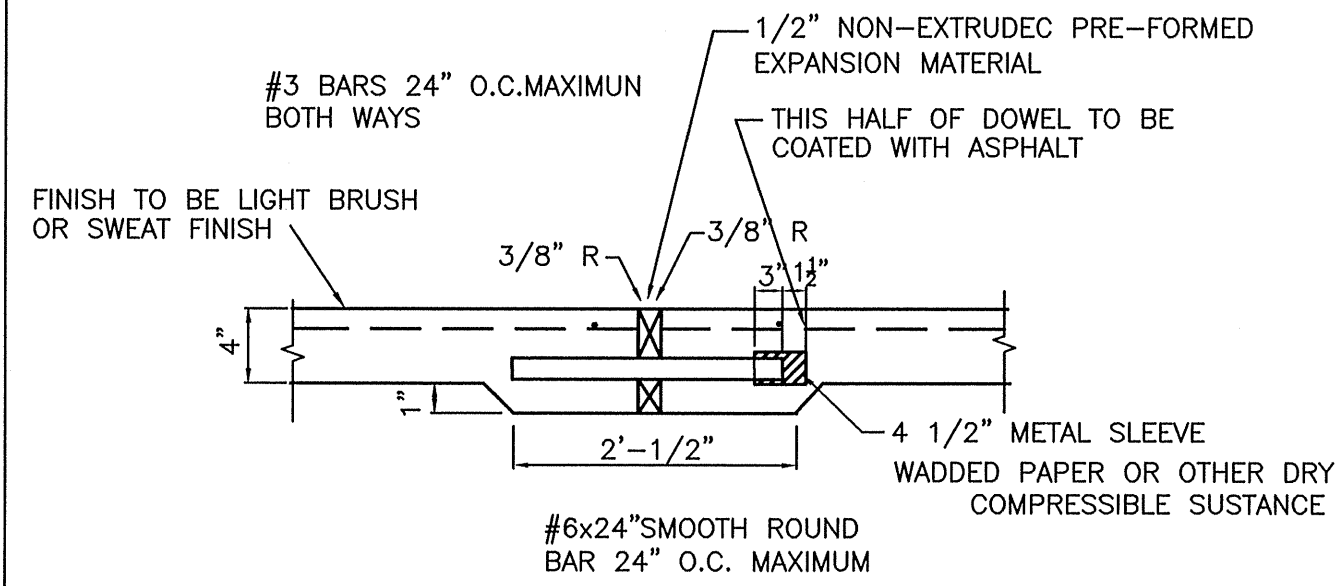
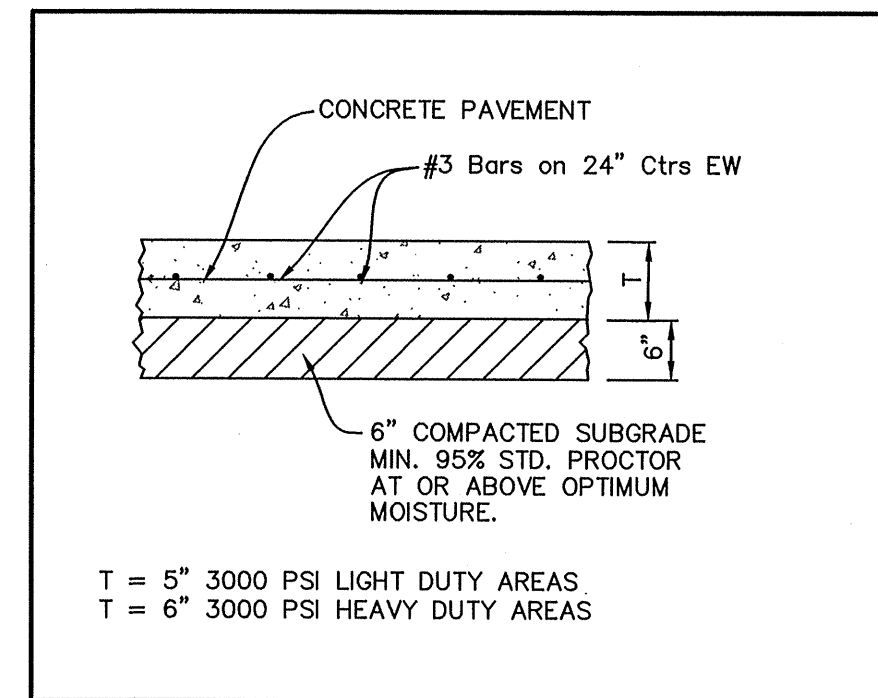


REINFORCED CONCRETE SIDEWALK
NO SCALE

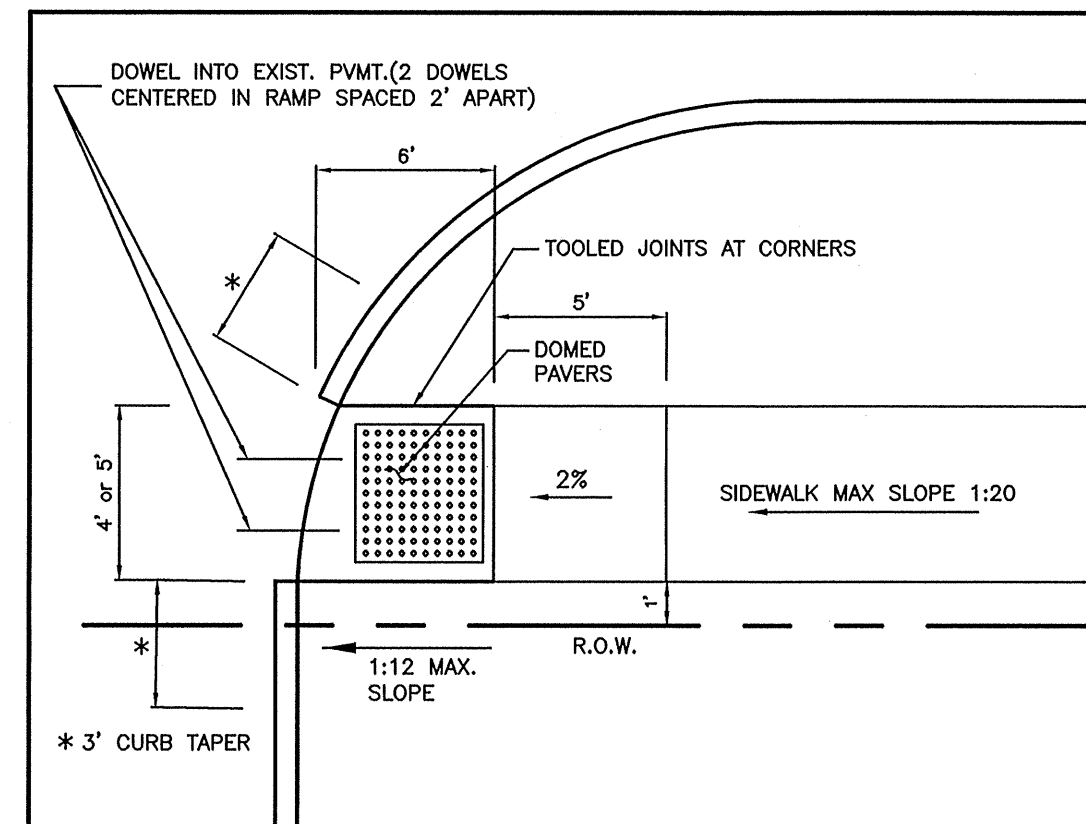


B-B EXPANSION JOINT DETAIL
NO SCALE

- All honeycomb in back of curb to be trowel-plastered before pouring sidewalk.
- Lug may be formed by shaping subgrade to approximate dimensions shown.
- For sidewalks against existing curbs, keyway shall be replaced with 6" long - #3 bars drilled 4" into existing back of curb and epoxy grouted on 24" centers.
- Payment for keyway subsidiary to concrete sidewalk pay item.
- Payment for excavation, borrow, subgrade stabilization and compaction is subsidiary to concrete sidewalk pay item.
- Lime stabilization or select borrow material for subgrade is required when soil P.I. is greater than 18. Limits of subgrade stabilization are minimum required.
- Backfill for sidewalk subgrade shall be lime stabilized soil or select borrow material having a P.I. not less than 10 nor greater than 18.
- Sidewalk backfill and subgrade shall be compacted in lifts not to exceed 6 inches to 95% of ASTM D698 density with a moisture content within -2% to +4% of optimum moisture.
- 1/2" expansion joints shall be provided at street expansion joints and at a maximum 40 foot spacing in line with intermediate street saw joints.

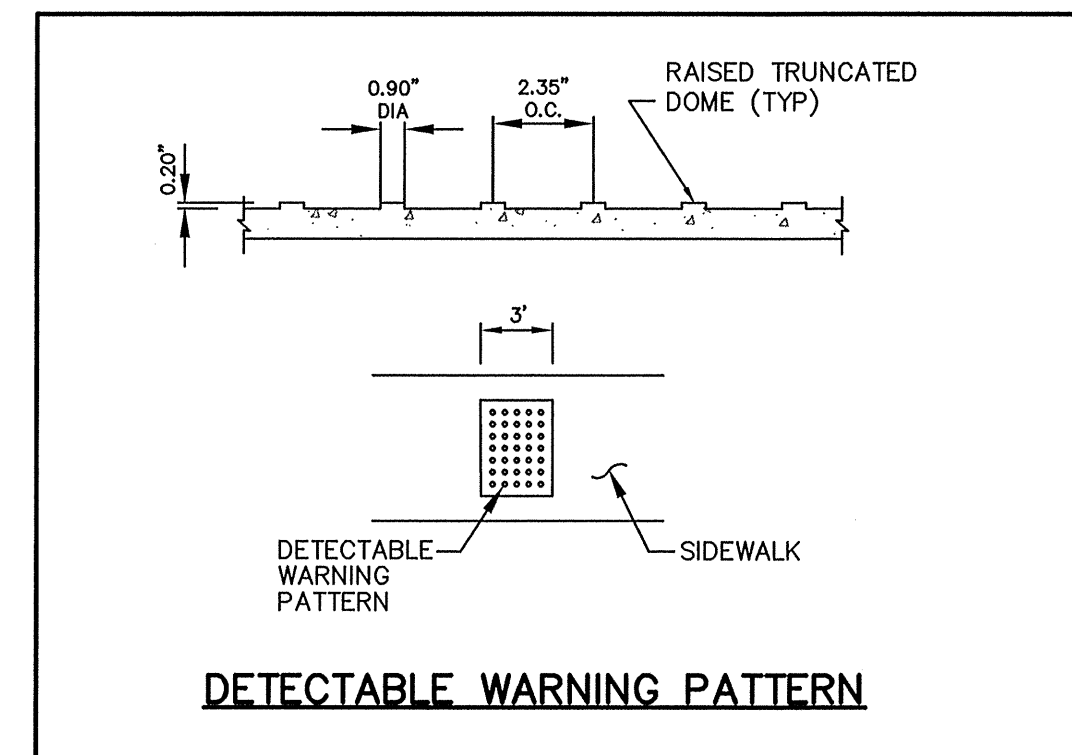


TYPICAL CONCRETE PAVEMENT SECTION VEHICULAR PARKING
NO SCALE

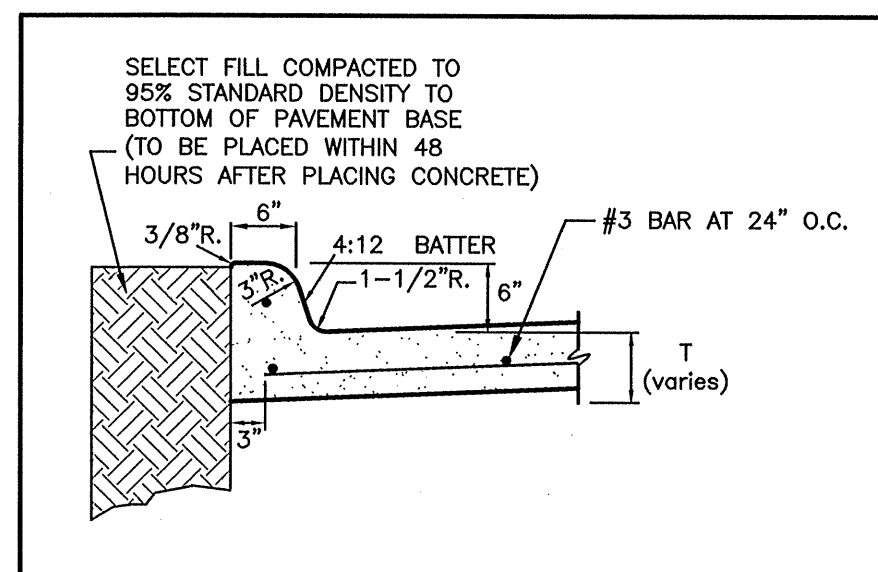


BARRIER FREE RAMP AT COMMERCIAL DRIVES W/ CURB RETURN
P-18

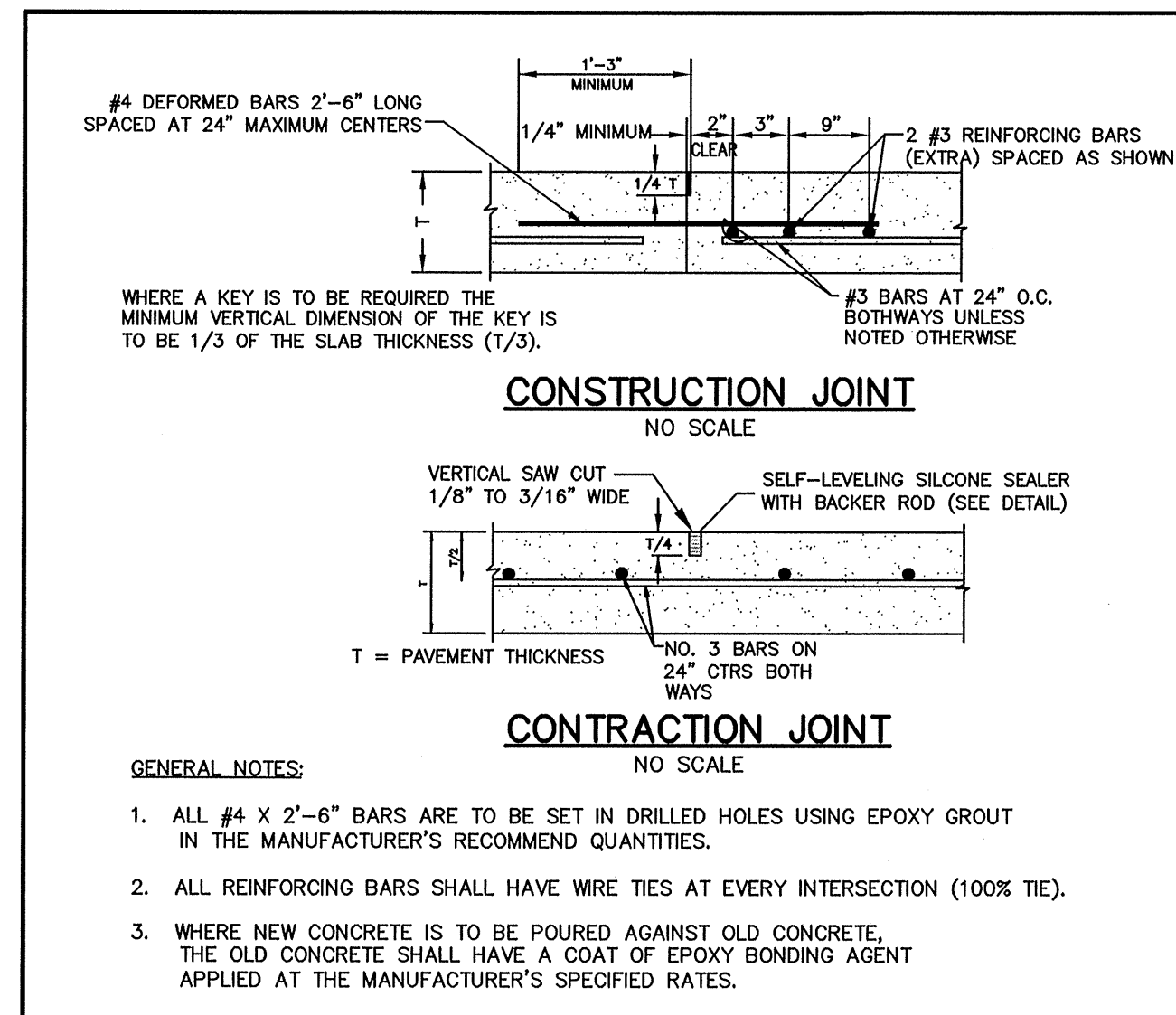
- GENERAL NOTES:
- BARRIER FREE RAMPS SHALL BE CONSTRUCTED AS EXTENSIONS OF STANDARD CONCRETE SIDEWALKS AND SEPARATE FROM THE STREET PAVEMENT, EXCEPT AS NOTED IN THESE DETAILS.
 - MAXIMUM SLOPE ON RAMP PORTION SHALL NOT EXCEED 1" PER FOOT AT ANY LOCATION. VERTICAL DISTANCE BETWEEN STREET & RAMP SHALL NOT EXCEED 1/4".
 - DESIGNS SHOWN ARE FOR 6" CURBS. FOR CURBS WITH HEIGHT GREATER THAN 6", DIMENSIONS SHALL BE INCREASED PROPORTIONATELY.
 - STREETS ON STEEP GRADE WILL REQUIRE LONGER TRANSITIONS ON UPGRADE SIDE.
 - LOCATION OF BARRIER FREE RAMP MAY BE SHIFTED TO CLEAR OBSTRUCTIONS WITH THE APPROVAL OF THE ENGINEERING DEPARTMENT.



DETECTABLE WARNING PATTERN

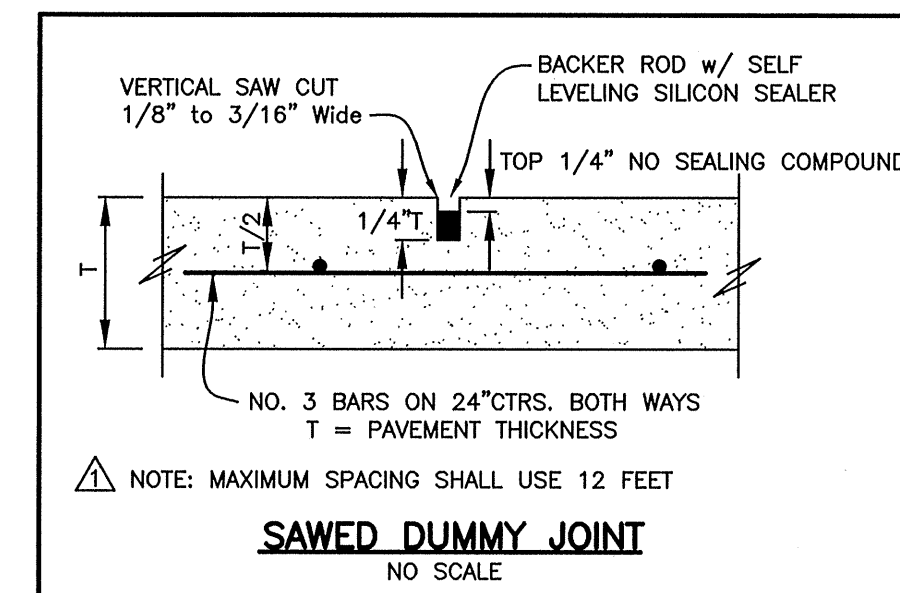


MONOLITHIC CURB
NO SCALE

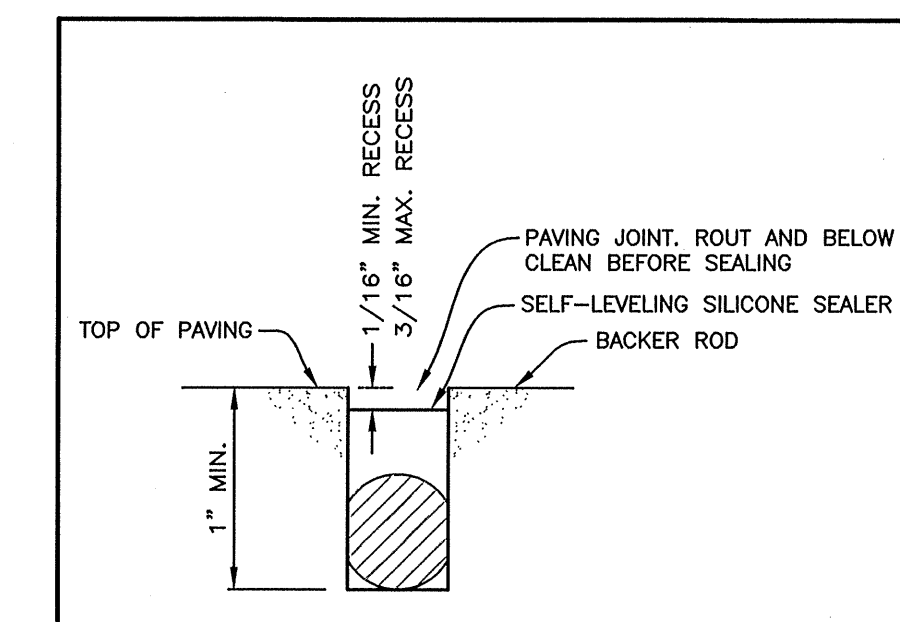


- GENERAL NOTES:
- ALL #4 X 2'-6" BARS ARE TO BE SET IN DRILLED HOLES USING EPOXY GROUT IN THE MANUFACTURER'S RECOMMEND QUANTITIES.
 - ALL REINFORCING BARS SHALL HAVE WIRE TIES AT EVERY INTERSECTION (100% TIE).
 - WHERE NEW CONCRETE IS TO BE POURED AGAINST OLD CONCRETE, THE OLD CONCRETE SHALL HAVE A COAT OF EPOXY BONDING AGENT APPLIED AT THE MANUFACTURER'S SPECIFIED RATES.

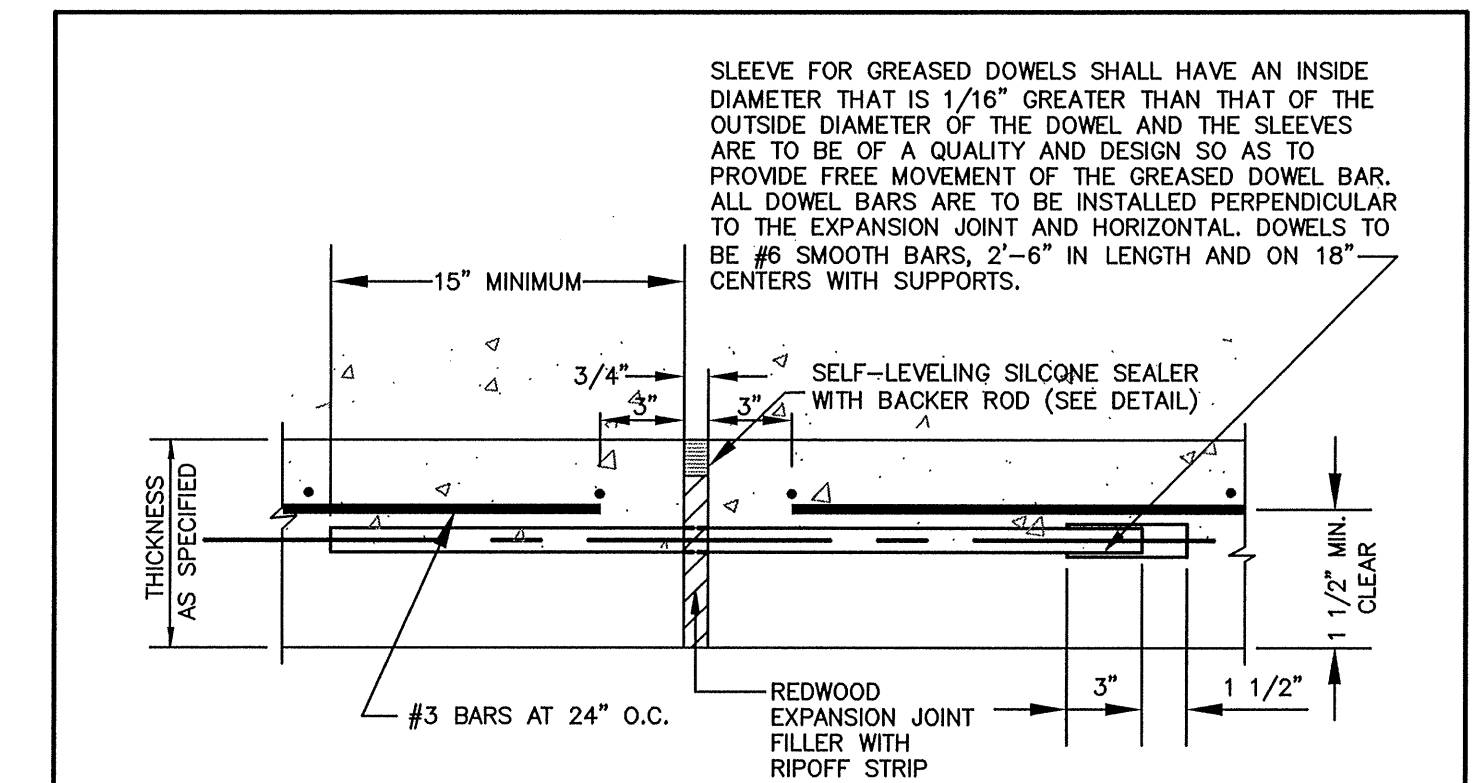
CONSTRUCTION & CONTRACTION JOINT
NO SCALE



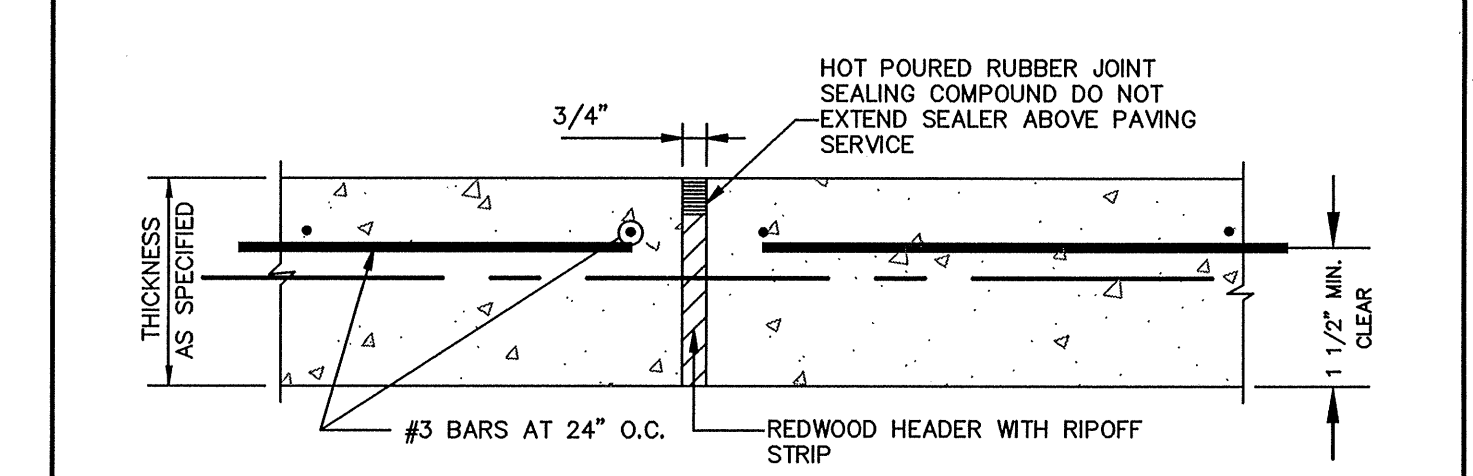
SAWED DUMMY JOINT
NO SCALE



TYPICAL JOINT SEALING DETAIL
NO SCALE

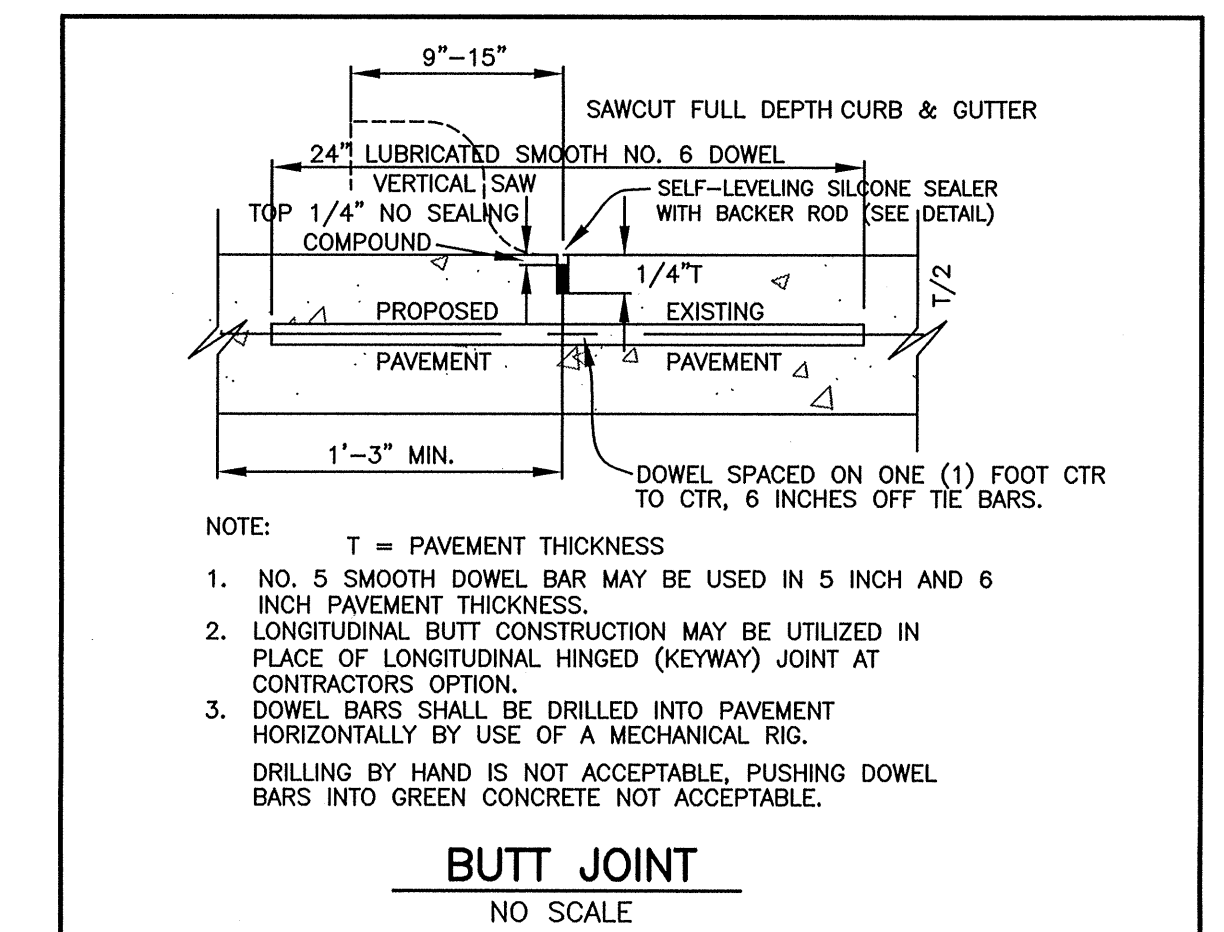


EXPANSION JOINT TYPE "A"



EXPANSION JOINT TYPE "B"

EXPANSION JOINTS



BUTT JOINT
NO SCALE

SEE TOWN OF ADDISON STANDARD CONSTRUCTION DETAILS AND NOTES, WHICH SUPERCEDE THE DETAILS AND NOTES HEREON IF A CONFLICT EXISTS.

NOTE: THE JOINT DETAILS SHOWN HEREON ARE FOR THE DRIVE AND PARKING PAVEMENT ONLY. SEE SHEET 7 FOR RAMP PAVEMENT SECTION AND RAMP PAVEMENT JOINTS.

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RECORD DRAWING
DATE: October 26, 2012
Based on information furnished from the Contractor and to the best of the design engineer's knowledge, the constructed work is substantially in accordance with this plan.

STATE OF TEXAS
L. LYNN KADLECK
ENGINEERING PLANNING SURVEYING
2000 N. CENTRAL EXPY. SUITE 113
(972) 881-0771 PLANO, TX 75074
TBP Reg. No. F-6460 TBPLS Reg. No. 100555-00

DETAIL AND NOTES				
MILLION AIR - PHASE TWO				
LEASE PARCEL No. 70-WESTGROVE RD.				
ADDISON MUNICIPAL AIRPORT				
TOWN OF ADDISON, TEXAS				
DESIGN	DRAWN	DATE	SCALE	
K&A	K&A	SEPT.2010	1"=40'	PROJECT No. 10544