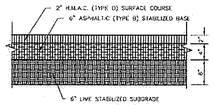
PAVING – GENERAL NOTES

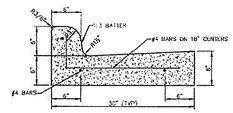
1. GENERAL:
   PAVEMENT THICKNESS IS AS SHOWN IN ITEM 7. SUBGRADE DESIGN SHALL CONFORM TO TOWN OF ADDISON PUBLIC WORKS REQUIREMENTS IN ITEM 3, AND SHALL EXTEND 12" MIN. BEHIND THE BACK OF CURB.
2. REINFORCED CONCRETE PAVEMENT:
   A. CONCRETE STRENGTH SHALL BE AS SHOWN IN ITEM 7 (NCTCOG LATEST EDITION).
   B. ALL CURBS SHALL BE INTEGRAL WITH PAVEMENT AND SHALL BE OF THE SAME STRENGTH AS CONCRETE PAVEMENT.
   C. 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
3. SUBGRADE:
   SUBGRADE UNDER ALL PAVEMENT SHALL BE 6" THICK AND SHALL BE STABILIZED WITH AT LEAST 33 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 GROWN 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 – 6" CLASS "P1" OR "P2."
   SIDEWALK AND DRIVE APPROACH – 6" – CLASS "A"
   DRIVE APPROACH – 8" – CLASS "P2"
   ALLEY – 8" 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 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 COMPRESSIVE STRENGTH AT 28 DAYS IDENTICAL TO THAT SPECIFIED FOR THE STREET PAVING 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, 2013 | REV DATE: - | SHEET: SD-P01

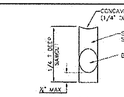


ASPHALT PAVING CROSS SECTION

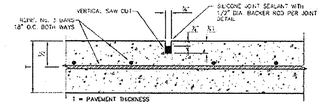
NOTE:
CUT OF 6" INTO EXISTING PAVEMENT IS REQUIRED FOR CONSTRUCTION JOINT WITH NEW POURS TO GET A SMOOTH FINISH



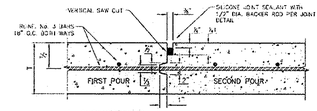
Addison PUBLIC WORKS DEPARTMENT | CURB AND GUTTER & ASPHALT PAVING CROSS SECTION | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2013 | REV DATE: - | SHEET: SD-P06



JOINT DETAIL
NTS



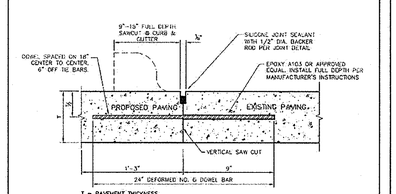
SAWED DUMMY JOINTS
NTS



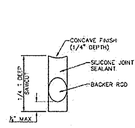
NOTE: CONTRACTOR SHALL PROTECT KEYWAY PRIOR TO SECOND POUR. IF LONGITUDINAL KEYWAY IS DAMAGED, CONTRACTOR SHALL REPAIR WITH THE USE OF LONGITUDINAL BUTT JOINT DRILL AND GROUT DOWELS INTO FIRST POUR.

CONSTRUCTION JOINTS FOR PAVEMENT
NTS
TRANSVERSE AND LONGITUDINAL JOINTS

Addison PUBLIC WORKS DEPARTMENT | JOINT DETAILS | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2013 | REV DATE: - | SHEET: SD-P18



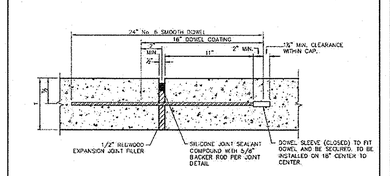
NOTES:
1. NO. 5 DEFORMED BAR MAY BE USED IN 6 INCH PAVEMENT.
2. A CONTINUOUS BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTORS OPTION.
3. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG.
4. DRILLING BY HAND IS NOT ACCEPTABLE, PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.



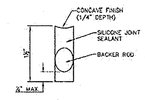
JOINT DETAIL
NTS

LONGITUDINAL BUTT JOINT
NTS

Addison PUBLIC WORKS DEPARTMENT | LONGITUDINAL BUTT JOINT | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2013 | REV DATE: - | SHEET: SD-P19



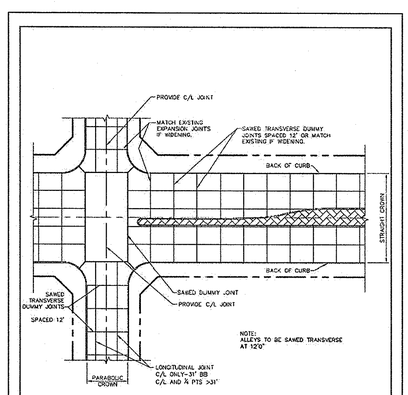
NOTES:
1. DOWELS AND REINFORCING BARS SHALL BE SUPPORTED BY AN APPROVED DEVICE AND MUST BE TIED OR CHAIRED ON EACH SIDE.
2. DOWEL BARS MUST BE PERPENDICULAR TO FACE OF CONCRETE.
3. NO. 5 SMOOTH DOWEL BARS MAY BE USED IN 6" PAVEMENT.
4. TRANSVERSE EXPANSION JOINTS SHALL HAVE A MAXIMUM SPACING OF 600 FT.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



JOINT DETAIL
NTS

TRANSVERSE EXPANSION JOINT
N.T.S.

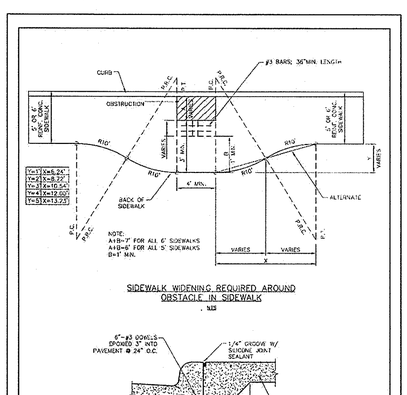
Addison PUBLIC WORKS DEPARTMENT | TRANSVERSE EXPANSION JOINT | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2013 | REV DATE: - | SHEET: SD-P20



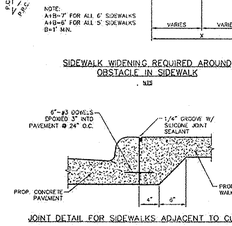
NOTE:
ALLEYS TO BE SAWED TRANSVERSE AT 120'Ø

SPACING DIAGRAM FOR TRANSVERSE JOINTS
NTS

Addison PUBLIC WORKS DEPARTMENT | SPACING DIAGRAM FOR TRANSVERSE JOINTS | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2013 | REV DATE: - | SHEET: SD-P02

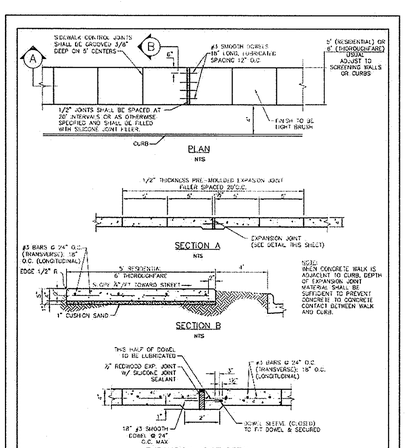


SIDEWALK WIDENING REQUIRED AROUND OBSTACLE IN SIDEWALK
NTS



JOINT DETAIL FOR SIDEWALKS ADJACENT TO CURB
NTS

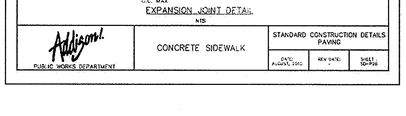
Addison PUBLIC WORKS DEPARTMENT | SIDEWALK WIDENING REQUIRED AROUND OBSTACLE IN SIDEWALK & JOINT DETAIL FOR SIDEWALKS ADJACENT TO CURB | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-P05



PLAN
NTS

SECTION A
NTS

SECTION B
NTS



EXPANSION JOINT DETAIL
NTS

Addison PUBLIC WORKS DEPARTMENT | CONCRETE SIDEWALK | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-P09

GENERAL NOTES FOR PEDESTRIAN FACILITIES

1. ALL SLOPES ARE MAXIMUM ALLOWABLE. THE LEAST POSSIBLE SLOPE THAT WILL STILL ACCOMPLISH THE PURPOSE SHOULD BE USED. ADJUST CURB RAMP LENGTH OR GRADE OF APPROACH SIDEWALKS AS DIRECTED.
2. LANDINGS SHALL BE 5'X5' 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. THE MAXIMUM CROSS SLOPE ON SIDEWALK AND CURB RAMP SURFACES IS 2%.
5. CURB RAMPS WITH RETURNED CURBS MAY BE USED ONLY WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP, EITHER BECAUSE THE ADJACENT SURFACE IS 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 (LRV) AND DETECTABLE WARNINGS IS IN THE CURRENT EDITION OF THE TEXAS ACCESSIBILITY STANDARDS (TAS) AND IN THE SDR-102.
7. CURB RAMPS SHALL 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. THE TOP LANDING OF A RAMP SHALL BE LEVEL AND 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. CURB RAMPS ON STEEP GRADE WILL REQUIRE LONGER TRANSITION ON UPGRADE SIDE.
13. MAXIMUM SLOPE OF RAMP PORTION SHALL NOT EXCEED 1" PER FOOT AT ANY LOCATION. VERTICAL DISTANCE BETWEEN STREET AND RAMP SHALL NOT EXCEED 9".

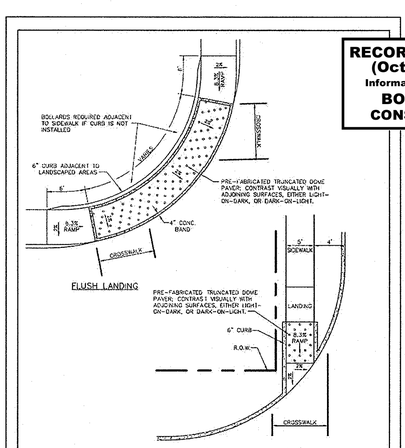
GENERAL NOTES FOR DETECTABLE WARNINGS

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, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT. DETECTABLE WARNING SURFACES SHALL CONSIST OF UNGLAZED CONCRETE AND CREAM COLORED DETECTABLE WARNING SURFACE ADJACENT TO DARK RED COLORED BRICK 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.

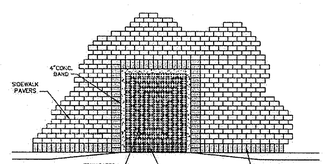
Addison PUBLIC WORKS DEPARTMENT | PEDESTRIAN FACILITIES GENERAL NOTES | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2013 | REV DATE: - | SHEET: SD-P37



FLUSH LANDING

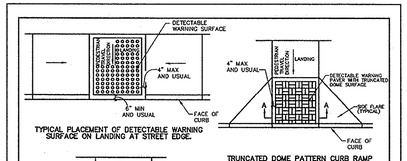
DIRECTIONAL RAMP WITHIN RADIUS

Addison PUBLIC WORKS DEPARTMENT | PEDESTRIAN RAMPS | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2013 | REV DATE: - | SHEET: SD-P38

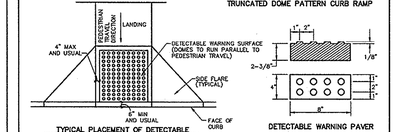


NOTE:
ALL PAVER COLORS TO BE APPROVED BY TOWN OF ADDISON.

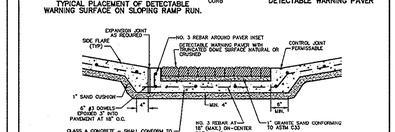
Addison PUBLIC WORKS DEPARTMENT | TYPICAL PATTERN FOR PAVER SIDEWALK AND CURB RAMP | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-P40



TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON LANDING AT STREET EDGE.



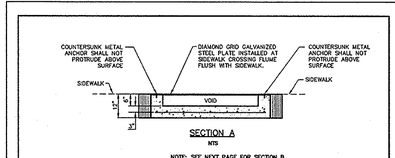
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.



SECTION A-A

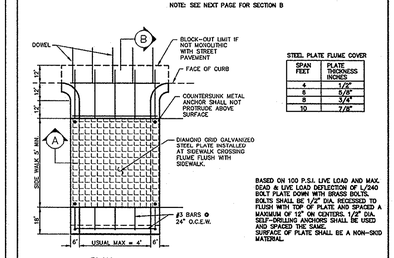
DETECTABLE WARNING PAVER (OPTION)

Addison PUBLIC WORKS DEPARTMENT | DETECTABLE WARNING PAVER | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-P39



SECTION A
NTS

NOTE: SEE NEXT PAGE FOR SECTION B



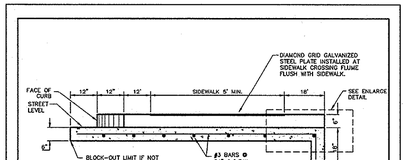
PLAN
NTS

STEEL PLATE FLUME COVER

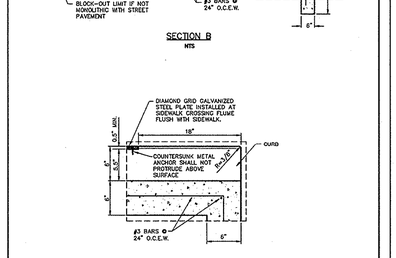
SPAN FEET	PLATE THICKNESS INCHES
4	1/2"
6	5/8"
8	3/4"
10	7/8"

BASED ON 100 P.S.I. LIVE LOAD AND MAX. DEAD & LIVE LOAD DEFLECTION OF L/240 BOLT PLATE DOWN WITH BRASS BOLTS. BOLTS SHALL BE 1/2" DIA. RECESSED TO FLUSH WITH TOP OF PLATE AND SPACED A MAXIMUM OF 12" ON CENTERS. 1/2" DIA. SELF-DRILLING ANCHORS SHALL BE USED AND SPACED THE SAME. SURFACE OF PLATE SHALL BE A NON-SKID MATERIAL.

Addison PUBLIC WORKS DEPARTMENT | SIDEWALK FLUME DETAIL | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-P35

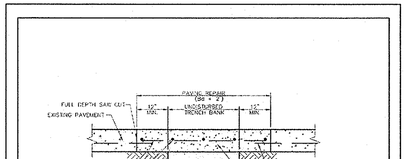


SECTION B
NTS



ENLARGED DETAIL
NTS

Addison PUBLIC WORKS DEPARTMENT | SIDEWALK FLUME DETAIL CONTINUED | STANDARD CONSTRUCTION DETAILS PAVING | DATE: AUGUST, 2010 | REV DATE: - | SHEET: SD-P36



NOTES:
1. REPAIRS SHALL EXTEND TO 1' BEYOND EACH SIDE OF TRENCH (BW).
2. REINFORCEMENT CHAIRS OR APPROVED DEVICE SHALL BE USED.
3. REPAIRS SHALL MATCH EXISTING GRADE.

Addison PUBLIC WORKS DEPARTMENT | UTILITY INSTALLATION BENEATH CONCRETE ROAD SURFACE | STANDARD CONSTRUCTION DETAILS UTILITIES TRENCHLINE & STREET RESTORATION | DATE: AUGUST, 2013 | REV DATE: - | SHEET: SD-U01

RECORD DRAWINGS
(October 2013)
Information Provided By:
BOB MOORE CONSTRUCTION

No.	REVISIONS	DATE	BY

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WWW.KIMLEY-HORN.COM

STATE OF TEXAS
ROY BRASWELL
104908
LICENSED PROFESSIONAL ENGINEER
5/14/13

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

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

SHEET NUMBER
C-16

PLOTTED BY LUCIO_RAMIRO 6/14/2013 1:25 PM
DWG NAME K:\FRI_CIVIL\063319038\CAD\DWG\PLAN SET\PHASE II\C-17-TOA-PAVE-DETS.DWG [C-18 TOWN OF ADDISON PAVING DETAILS]
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