

**STANDARD
CONSTRUCTION
DETAILS**

PAVING

AUGUST 2010



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PAVING

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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 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 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 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.



PUBLIC WORKS DEPARTMENT

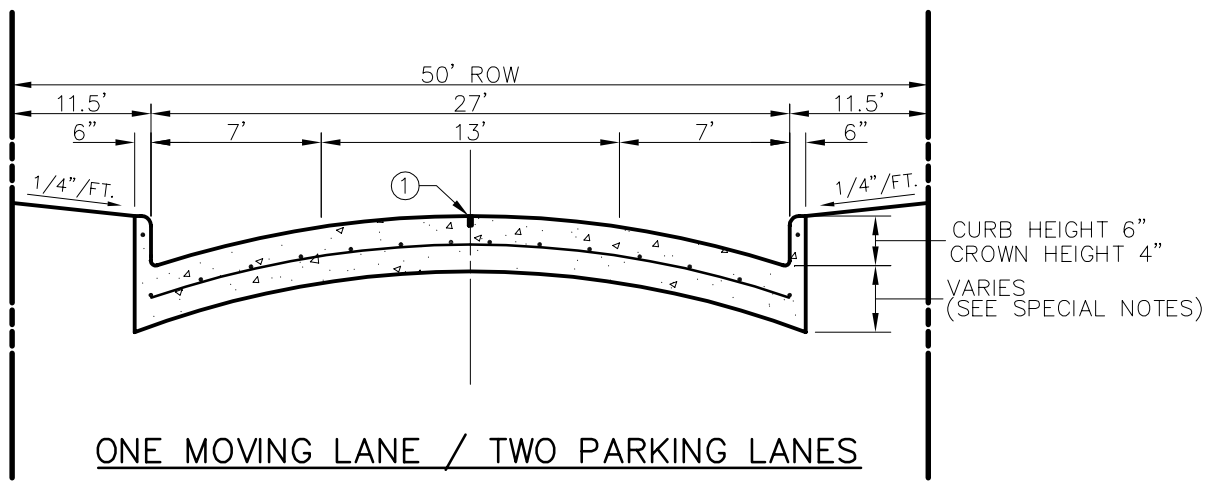
PAVING GENERAL NOTES

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:
AUGUST, 2010

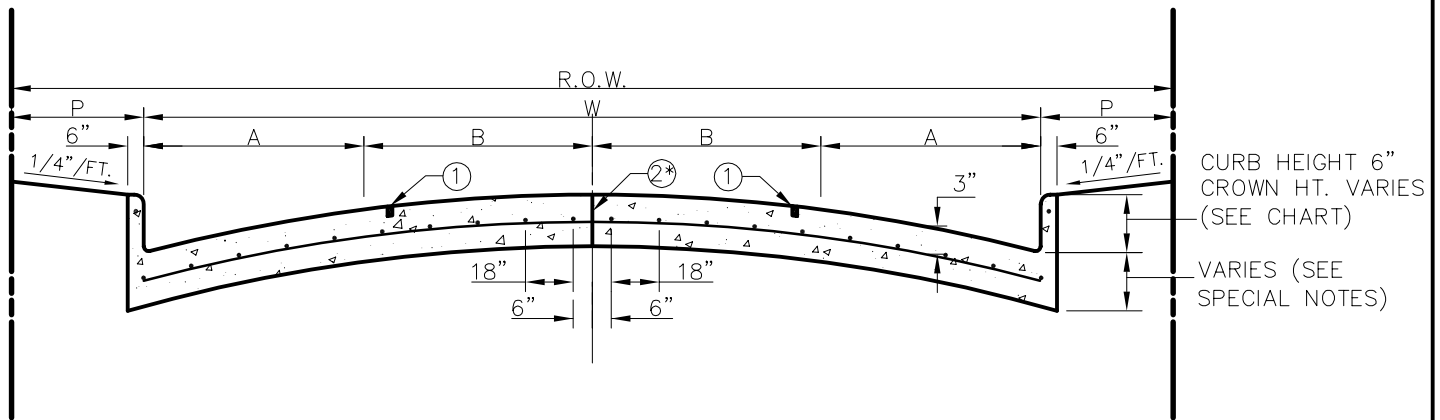
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SHEET :
SD-P01



ONE MOVING LANE / TWO PARKING LANES
RESIDENTIAL LOCAL

NTS



FOUR MOVING LANES OR
TWO MOVING LANES / TWO PARKING LANES

NTS

* FULL WIDTH PAVEMENT OF 36' WIDTH STREETS IS ALLOWED WHERE APPROVED BY THE PUBLIC WORKS DEPT.

STREET TYPE	STREET WIDTH (W)	A	B	R.O.W. WIDTH	P	CROWN HT.
RESIDENTIAL COLLECTOR	36' *	7'	11'	60'	12'	5"
64' COMMERCIAL / INDUSTRIAL COLLECTOR	44'	10'	12'	64'	10'	6"
68' COMMERCIAL / INDUSTRIAL COLLECTOR	48'	12'	12'	68'	10'	6"

- ① SAWED LONGITUDINAL DUMMY JOINT.
- ② CONSTRUCTION JOINT (FULL WIDTH PAVEMENT IS ALLOWED WHERE APPROVED BY THE PUBLIC WORKS DEPARTMENT).
- ③ ALL REINFORCING BARS SHALL BE No. 3 TRANSVERSE BARS TO BE SPACED ON 18" CENTERS. LONGITUDINAL BARS SHALL BE PLACED ON 18" CENTERS EXCEPT WHERE NOTED.
- ④ CURB REINFORCEMENT SHALL BE CONTINUOUS No. 3 BAR.



PUBLIC WORKS DEPARTMENT

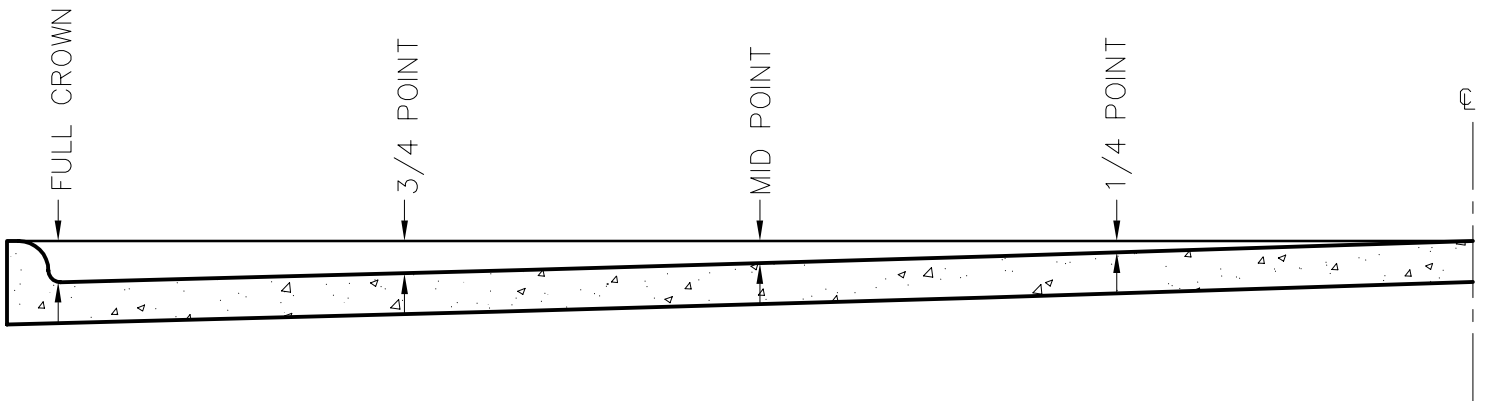
REINFORCED CONCRETE
PAVEMENT

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:
AUGUST 2010

REV DATE:
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SHEET :
SD-P02



SLIP-FORM PAVEMENT MUST MEET CROWN GRADES AT GUTTERS, AT MID-POINTS AND CENTERLINE. WIDTHS OF PAVEMENT ARE FACE TO FACE.

ROADWAY WIDTH (W)	TOTAL CROWN HEIGHT	3/4 POINT	MID-POINT	1/4 POINT
27'	4"	2-1/4"	1"	1/4"
36'	5"	2-7/8"	1-1/4"	3/8"
44'	6"	3-3/8"	1-1/2"	1/2"
48'	6"	3-3/8"	1-1/2"	1/2"

TABLE OF CROWN HEIGHTS AND ORDINATES
FOR VARIOUS PARABOLIC SECTIONS
 NTS



PUBLIC WORKS DEPARTMENT

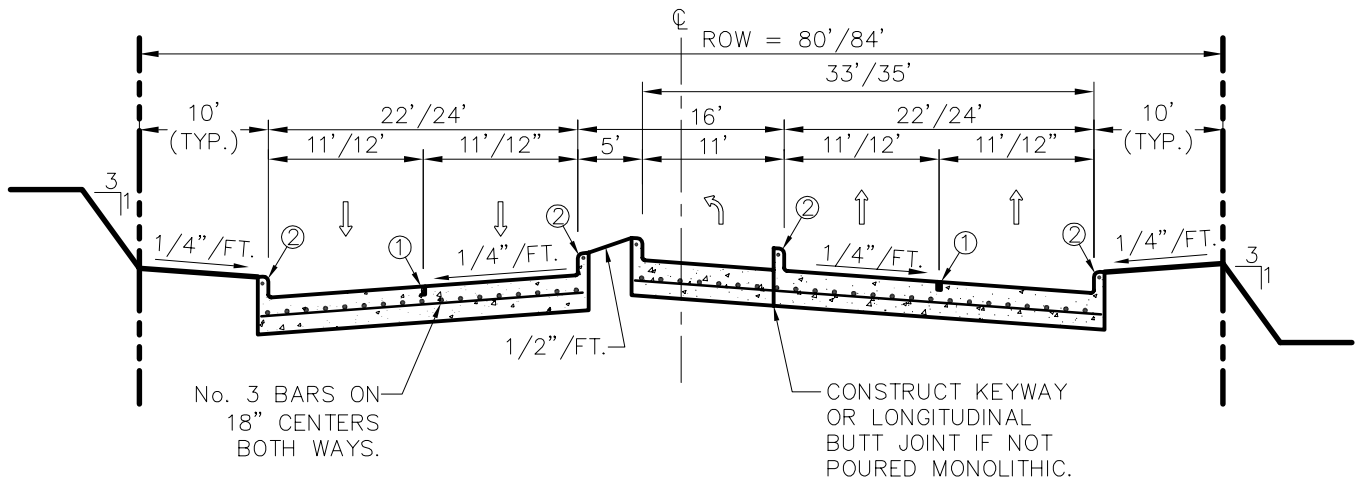
PARABOLIC PAVEMENT
CROWN

STANDARD CONSTRUCTION DETAILS
PAVING

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AUGUST 2010

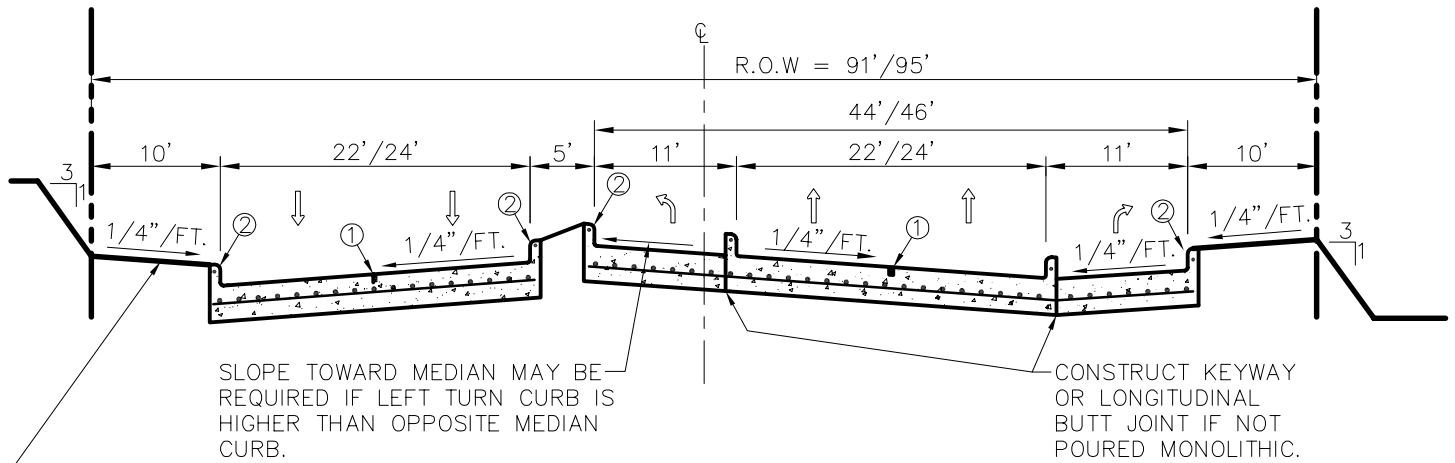
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SHEET :
SD-P03



**MINOR ARTERIAL PAVEMENT
REGULAR SECTION**

NTS



**MINOR ARTERIAL PAVEMENT
AT COLLECTOR OR GREATER
SECTION**

NTS

① SAWED LONGITUDINAL DUMMY JOINT

② REINFORCEMENT SHALL BE A CONTINUOUS No. 3 BAR.

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PUBLIC WORKS DEPARTMENT

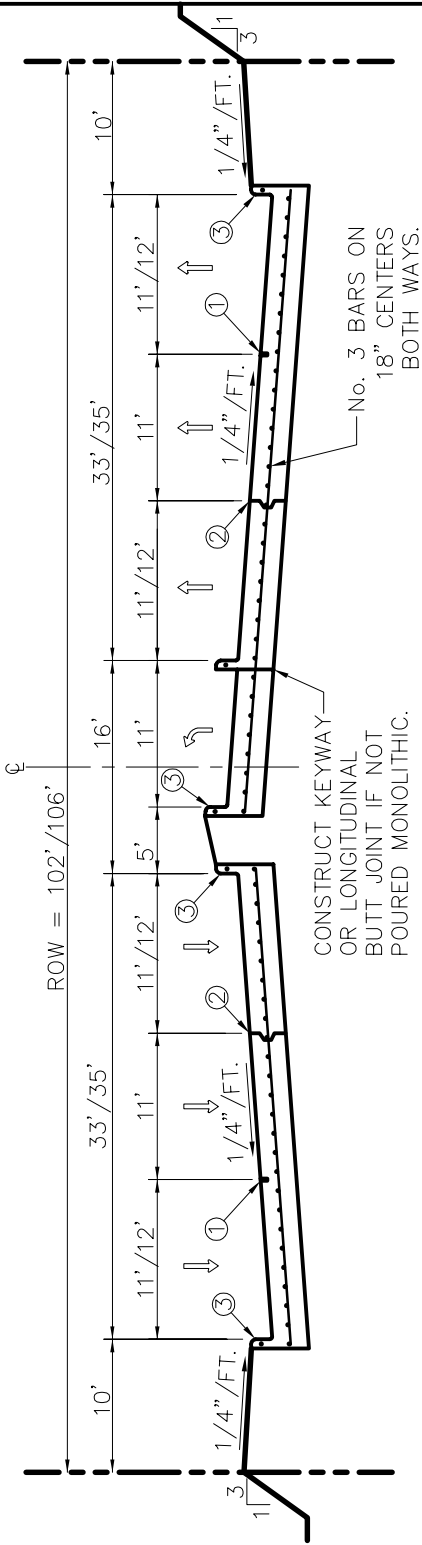
MINOR ARTERIAL PAVEMENT

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PAVING

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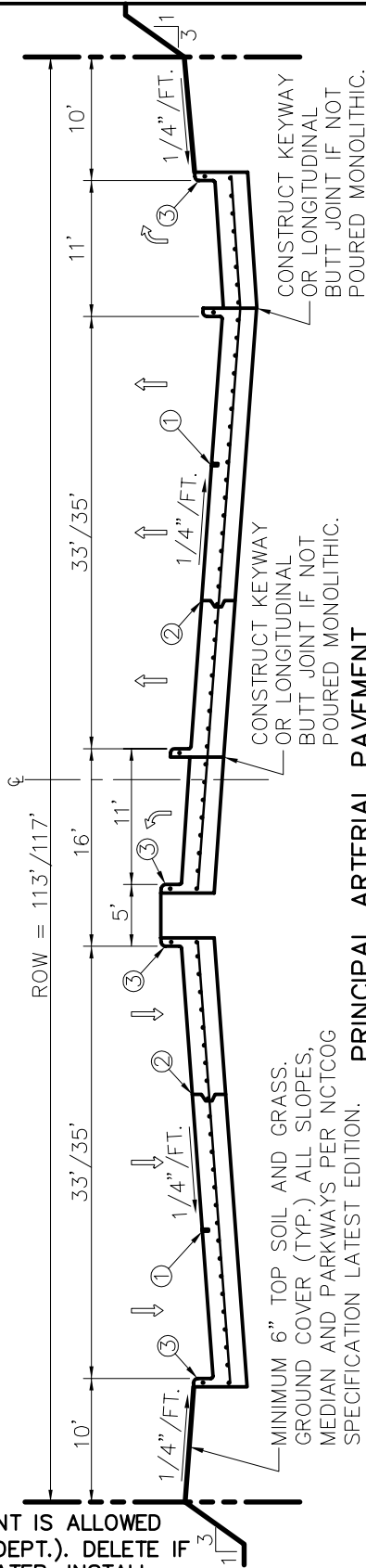
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SHEET :
SD-P04



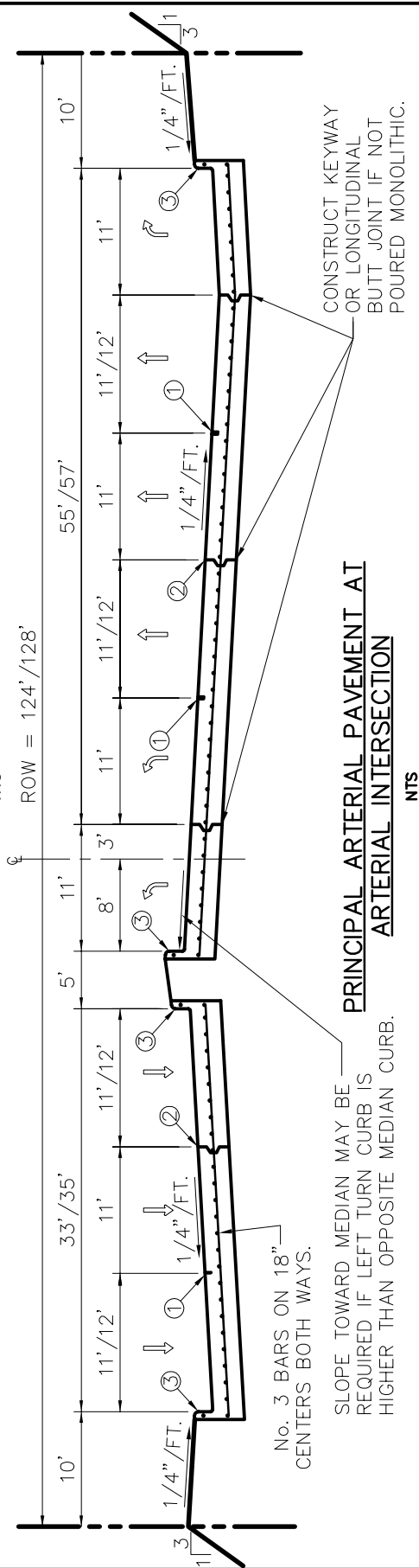
PRINCIPAL ARTERIAL PAVEMENT REGULAR SECTION

NTS



PRINCIPAL ARTERIAL PAVEMENT RIGHT TURN LANE SECTION

NTS



PRINCIPAL ARTERIAL PAVEMENT AT ARTERIAL INTERSECTION

NTS

- ① SAWED LONGITUDINAL DUMMY JOINT
- ② CONSTRUCTION JOINT (FULL WIDTH PAVEMENT IS ALLOWED WHERE APPROVED BY THE PUBLIC WORKS DEPT.). DELETE IF PAVING IS 25 FT. WIDTH TO BE WIDENED LATER. INSTALL CURB IF PAVING IS LESS THAN FULL WIDTH OF 33'-36'.
- ③ A NUMBER 3 BAR CONTINUOUS SHALL BE PROVIDED FOR CURB REINFORCEMENT



PUBLIC WORKS DEPARTMENT

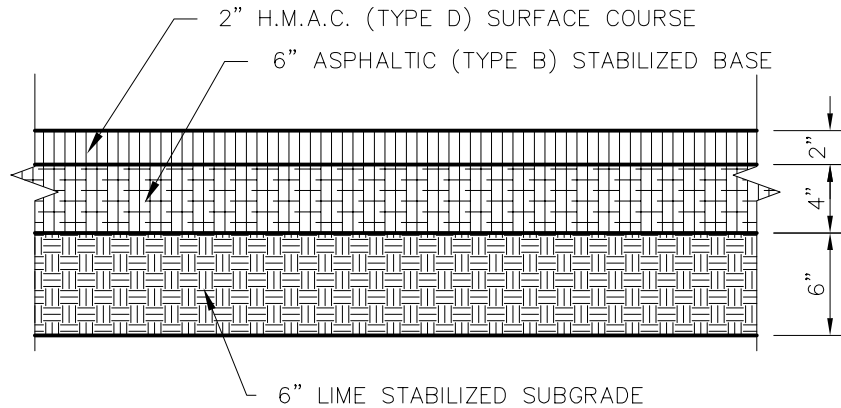
PRINCIPAL ARTERIAL PAVEMENT

STANDARD CONSTRUCTION DETAILS PAVING

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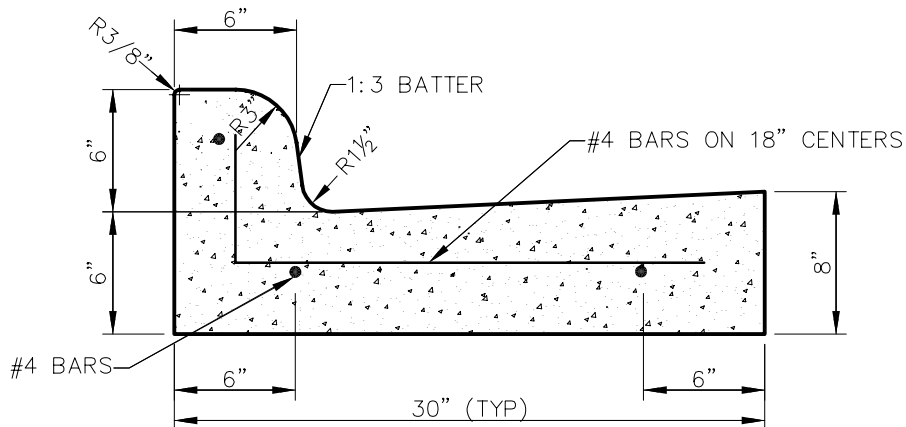
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ASPHALT PAVING CROSS SECTION

NOTE:

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



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PUBLIC WORKS DEPARTMENT

CURB AND GUTTER & ASPHALT PAVING CROSS SECTION

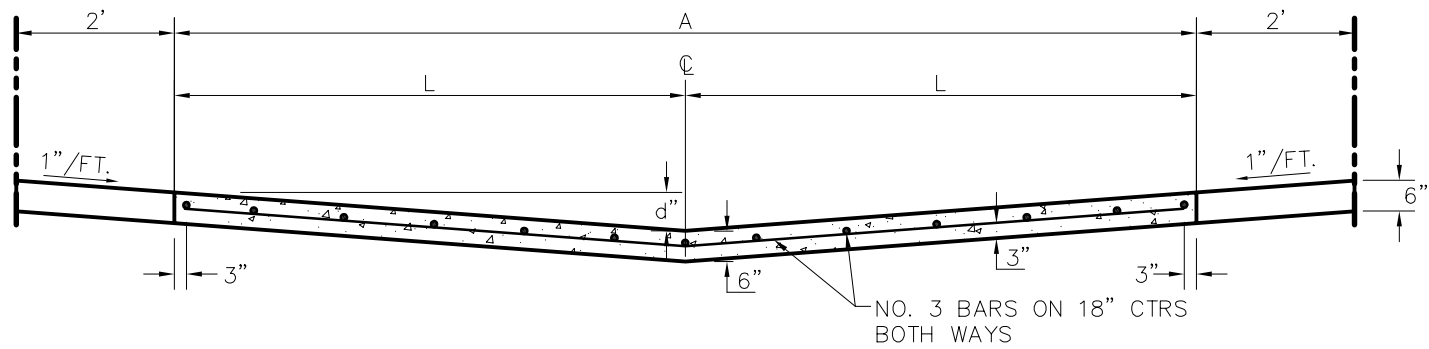
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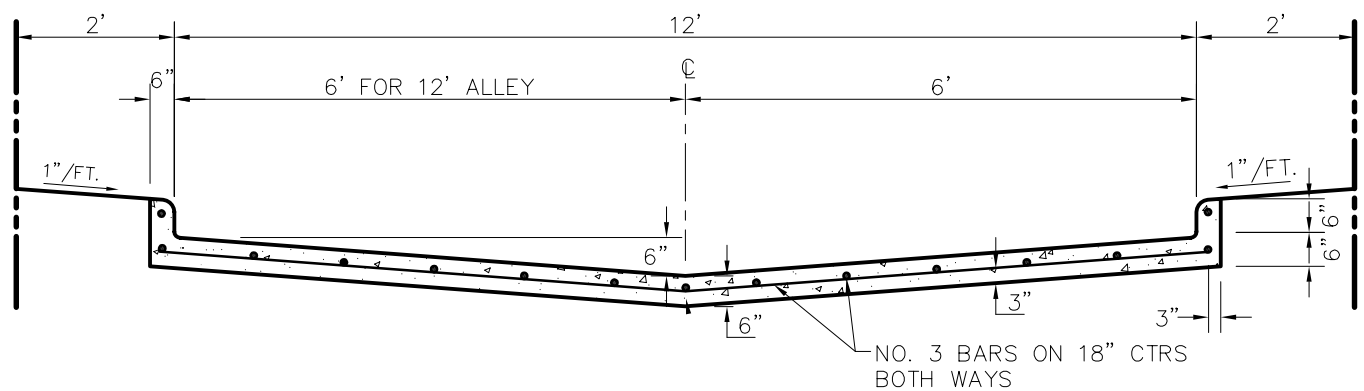
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SHEET :
SD-P06

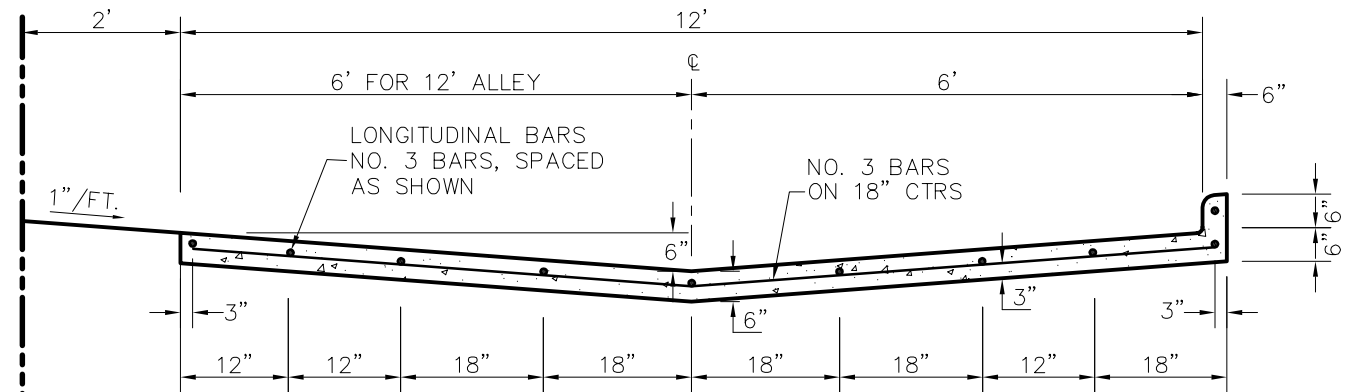
ALLEY WIDTH (A)	HALF SECTION WIDTH (L)	INVERT DEPTH (d)
12'	6'	4"
16'	8'	5"
20'	10'	6"



STANDARD 12', 16', & 20' ALLEY SECTION
NTS



STANDARD ALLEY SECTION WITH CURB
NTS



ALTERNATE 12' ALLEY SECTION WITH CURB
NTS

NOTES:

1. CURBS NOT ALLOWED IN RESIDENTIAL AREAS EXCEPT AS APPROVED BY THE PUBLIC WORKS DEPT.
2. NO. 3 BAR CONTINUOUS IN CURB.
3. ALL ALLEYS TO BE LIMED IN ACCORDANCE WITH ITEM 3 ON THE PAVING GENERAL NOTES

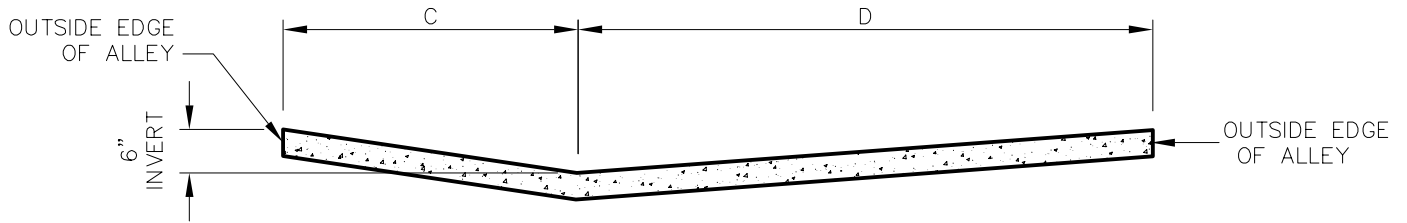


PUBLIC WORKS DEPARTMENT

ALLEY SECTION

STANDARD CONSTRUCTION DETAILS PAVING

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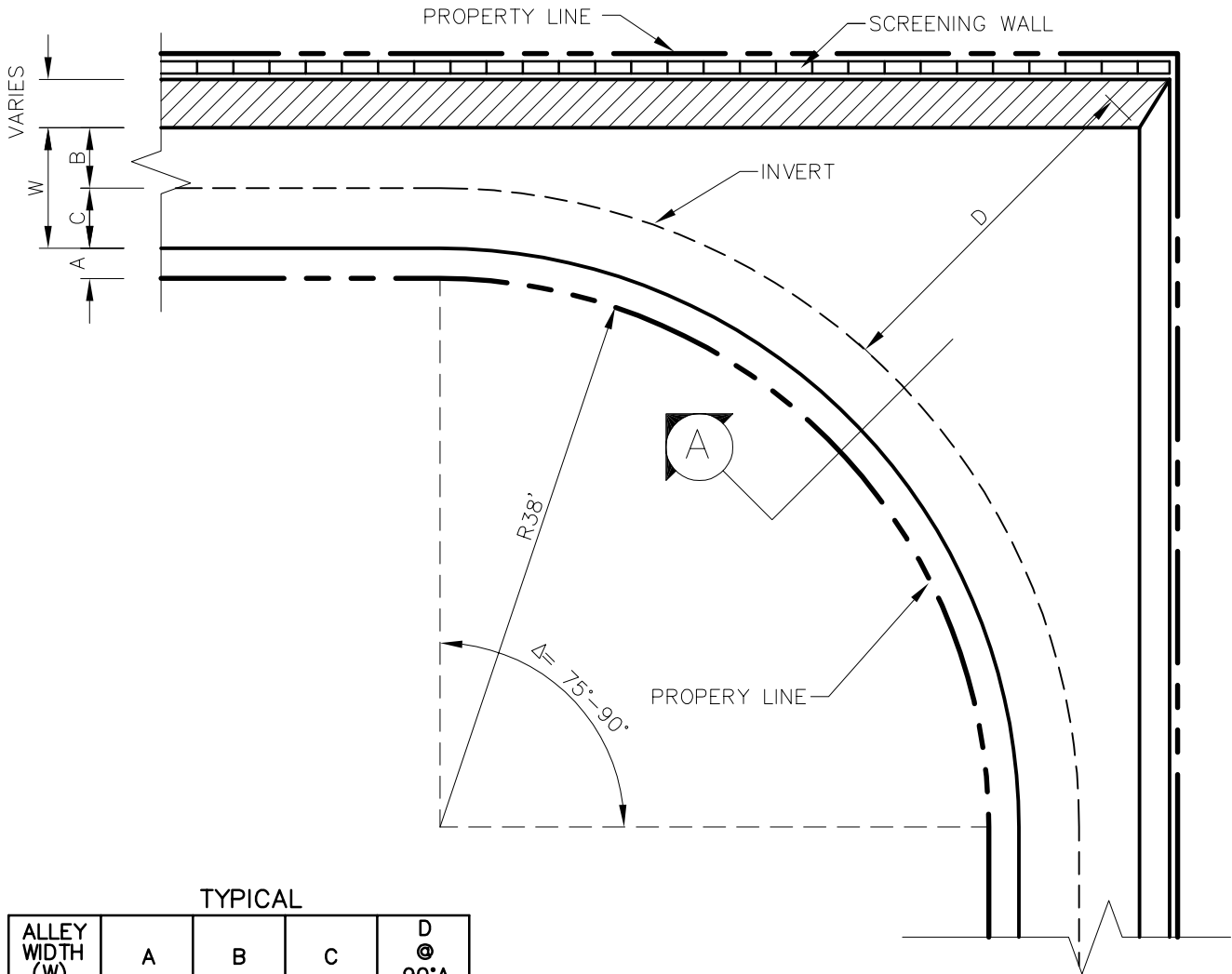


SECTION A

NTS

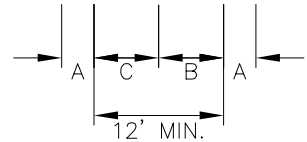
NOTE :

ALLEY PAVING TO BE PLACED IN SHADED AREA WHEN SCREENING WALL IS ALONG PROPERTY LINE.



TYPICAL

ALLEY WIDTH (W)	A	B	C	D @ 90°Δ
12'	2.0'	6.0'	6.0'	28.0'
16'	2.0'	8.0'	8.0'	31.0'
20'	2.0'	10.0'	10.0'	35.0'



ALLEY TURN 75° OR GREATER

NTS



PUBLIC WORKS DEPARTMENT

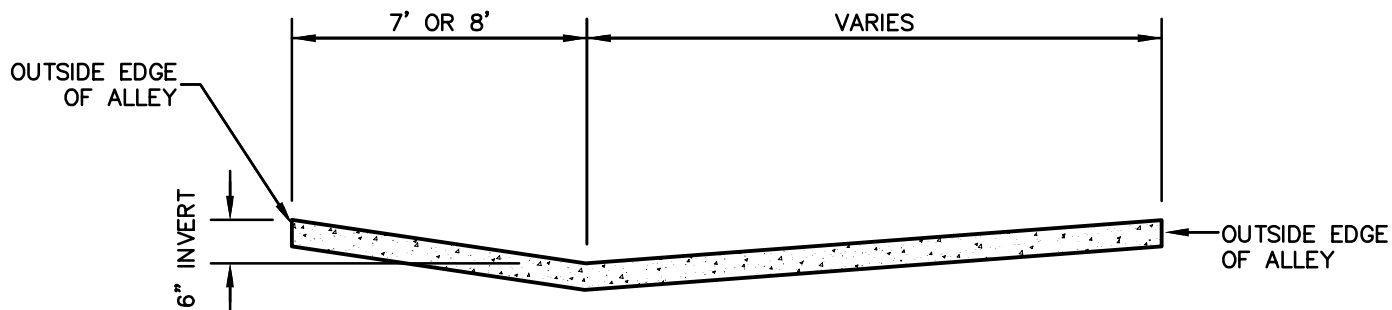
ALLEY TURN 75° OR GREATER

STANDARD CONSTRUCTION DETAILS PAVING

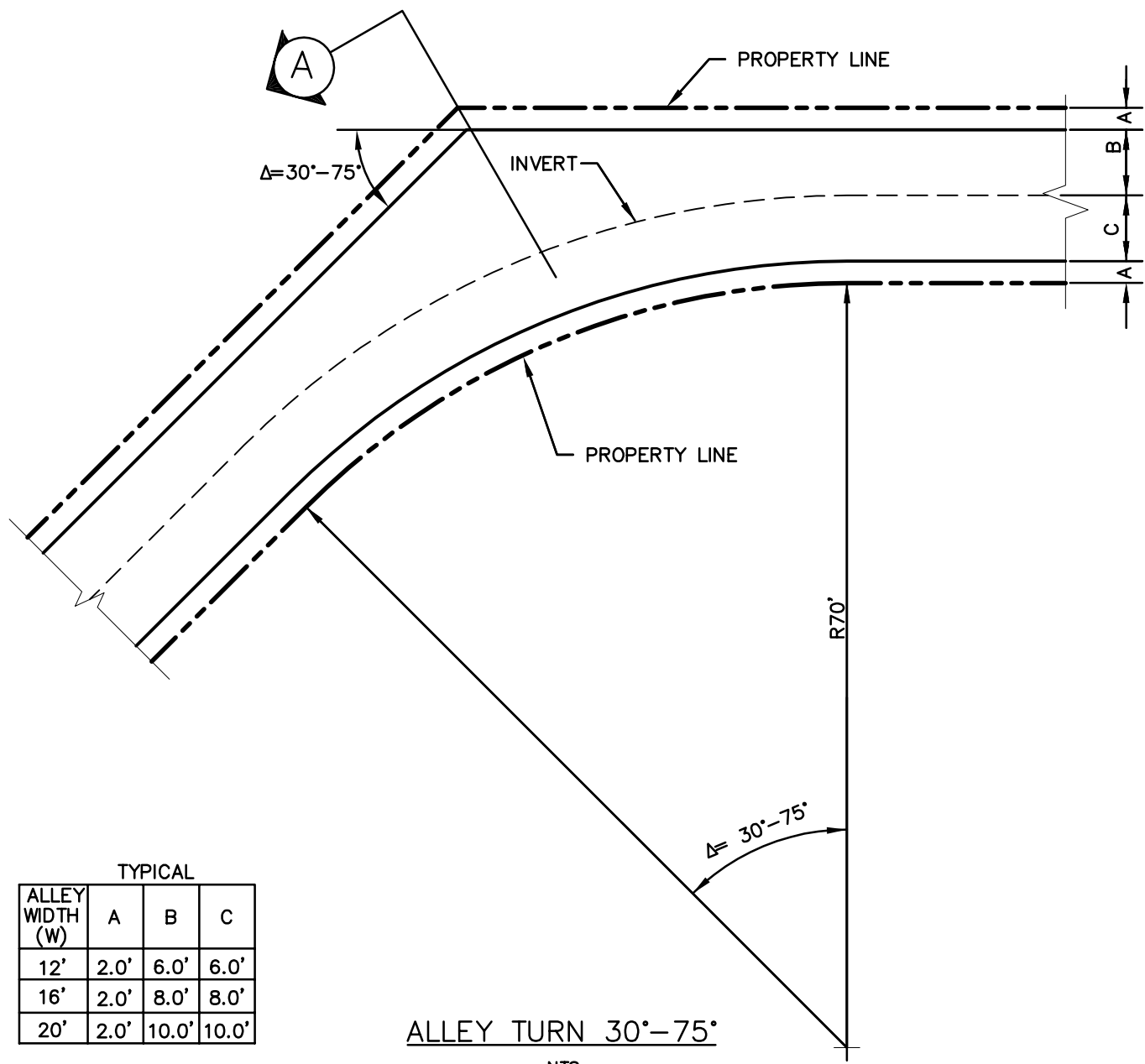
DATE: AUGUST, 2010

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SHEET : SD-P08



SECTION A
NTS



TYPICAL

ALLEY WIDTH (W)	A	B	C
12'	2.0'	6.0'	6.0'
16'	2.0'	8.0'	8.0'
20'	2.0'	10.0'	10.0'

ALLEY TURN 30°-75°
NTS

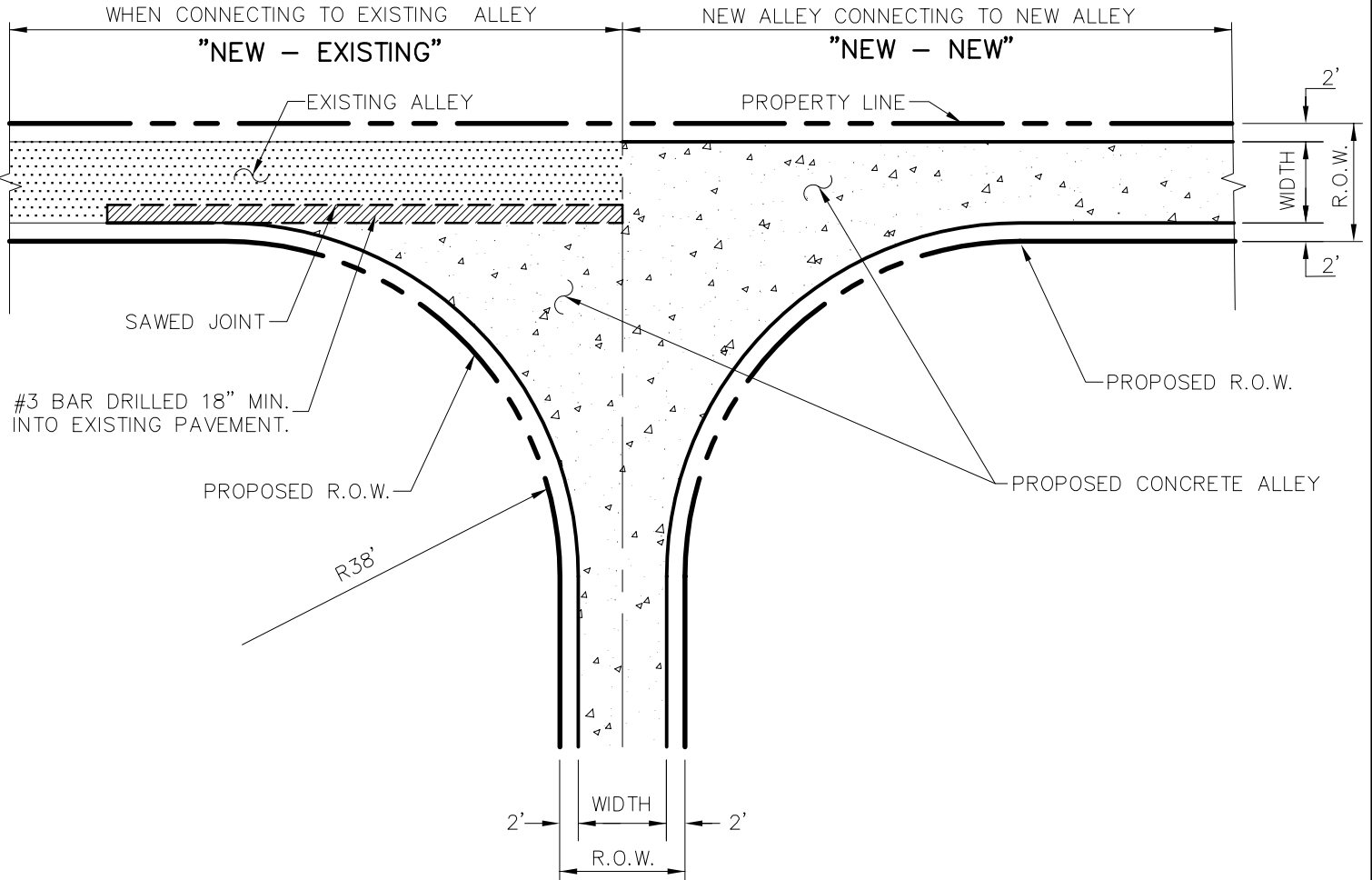
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PUBLIC WORKS DEPARTMENT

ALLEY TURN 30°-75°

STANDARD CONSTRUCTION DETAILS
PAVING

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ALLEY INTERSECTING ALLEY

NTS



PUBLIC WORKS DEPARTMENT

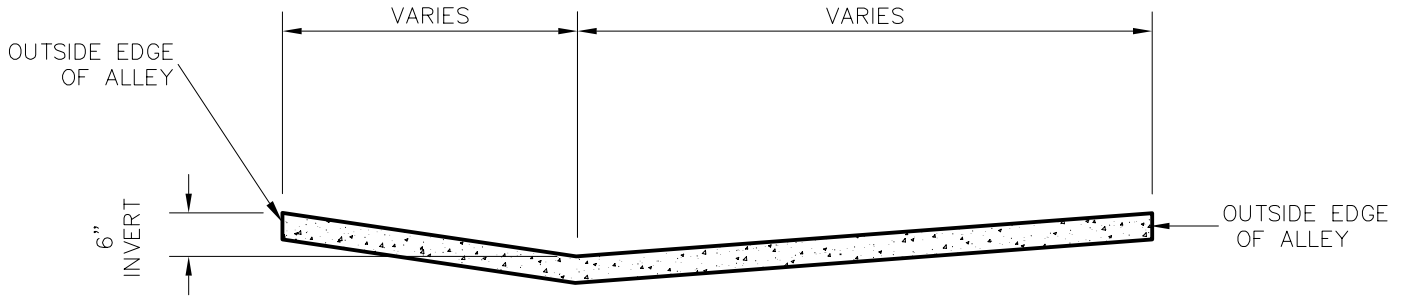
ALLEY INTERSECTING ALLEY

STANDARD CONSTRUCTION DETAILS
PAVING

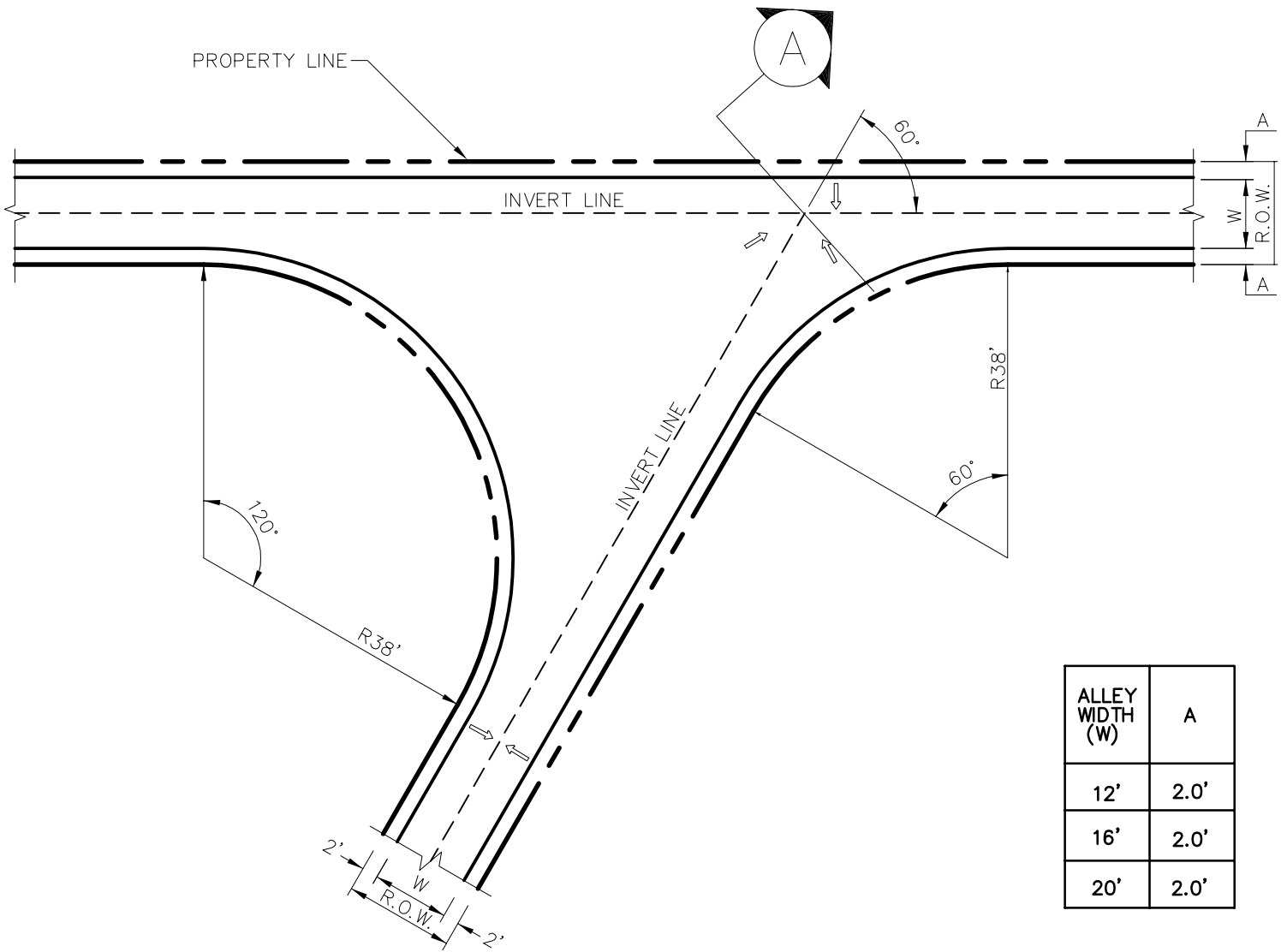
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SHEET :
SD-P10



SECTION A
NTS



ALLEY TURN 60°-120°
NTS

ALLEY WIDTH (W)	A
12'	2.0'
16'	2.0'
20'	2.0'

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PUBLIC WORKS DEPARTMENT

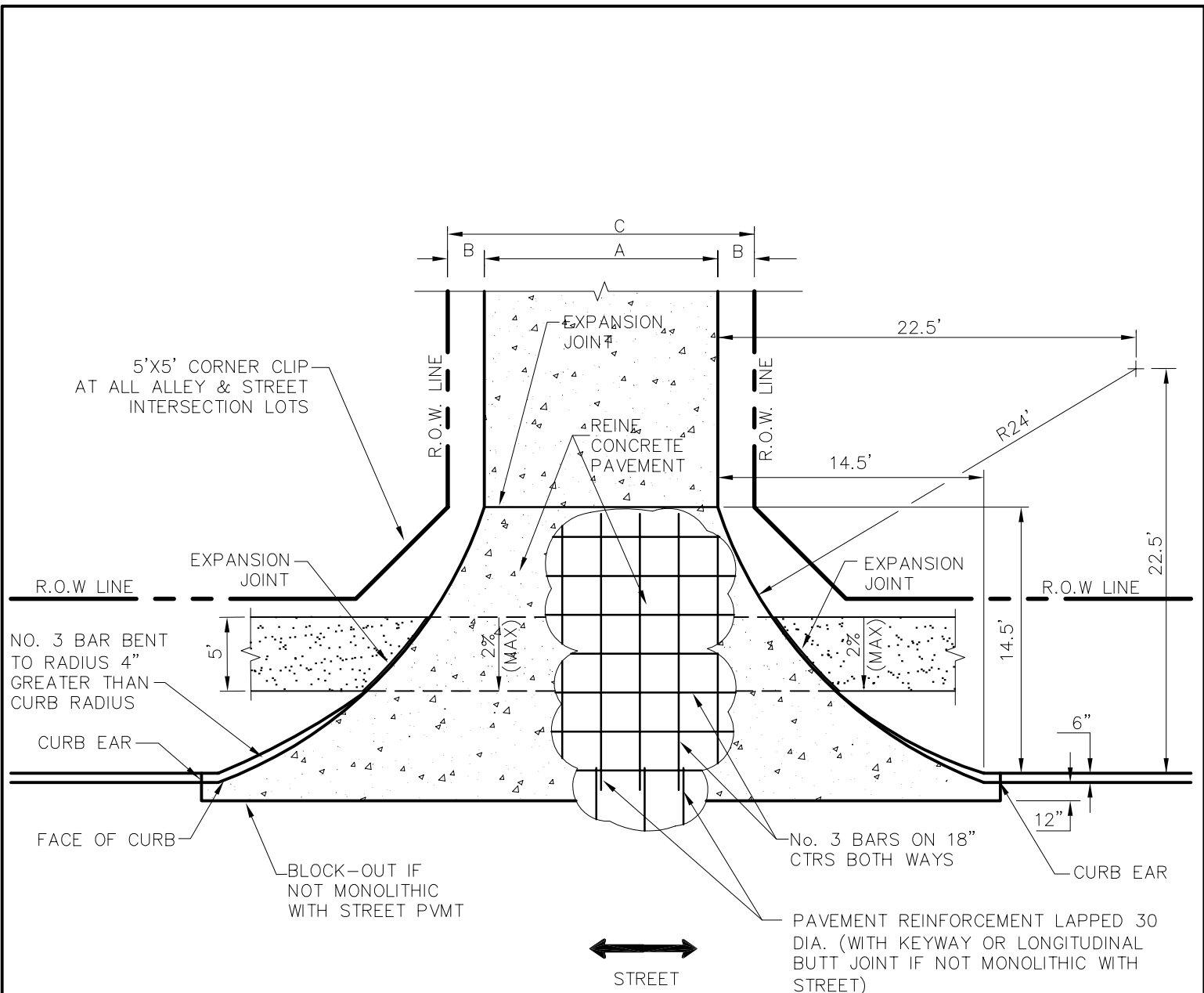
ALLEY TURN 60°-120°

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:
AUGUST, 2010

REV DATE:
-

SHEET :
SD-P11



* ACCESSIBLE PATH MUST NOT BE OBSTRUCTED BY CURB AND MUST NOT EXCEED 2% CROSS-SLOPE.

ALLEY WIDTH	A	B	C
12'	12'	2'-0"	16'
16'	16'	2'-0"	20'
20'	20'	2'-0"	24'

ALLEY RETURN DETAILS
NTS

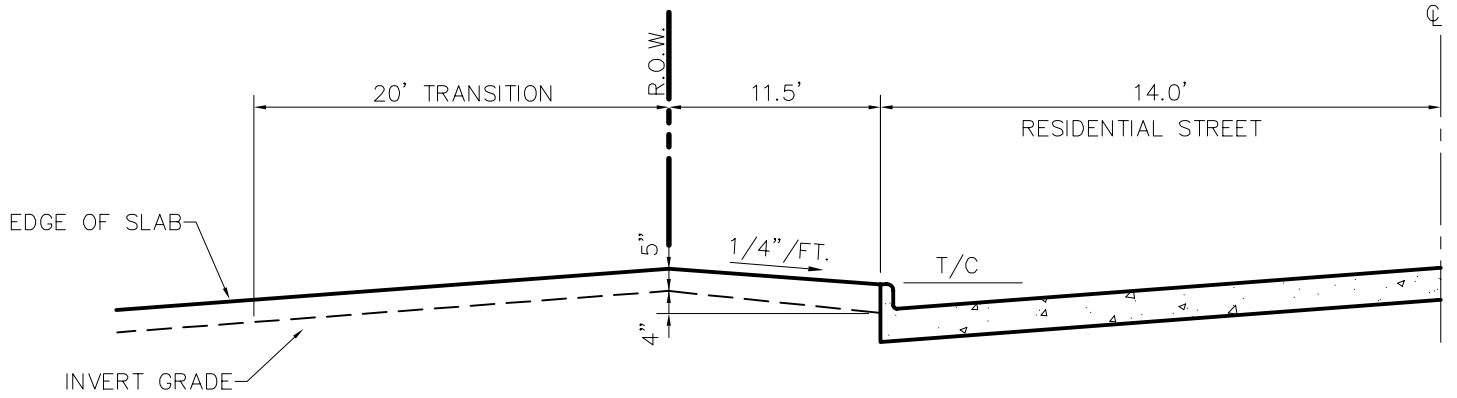


DEPARTMENT OF PUBLIC WORKS

ALLEY RETURN DETAIL

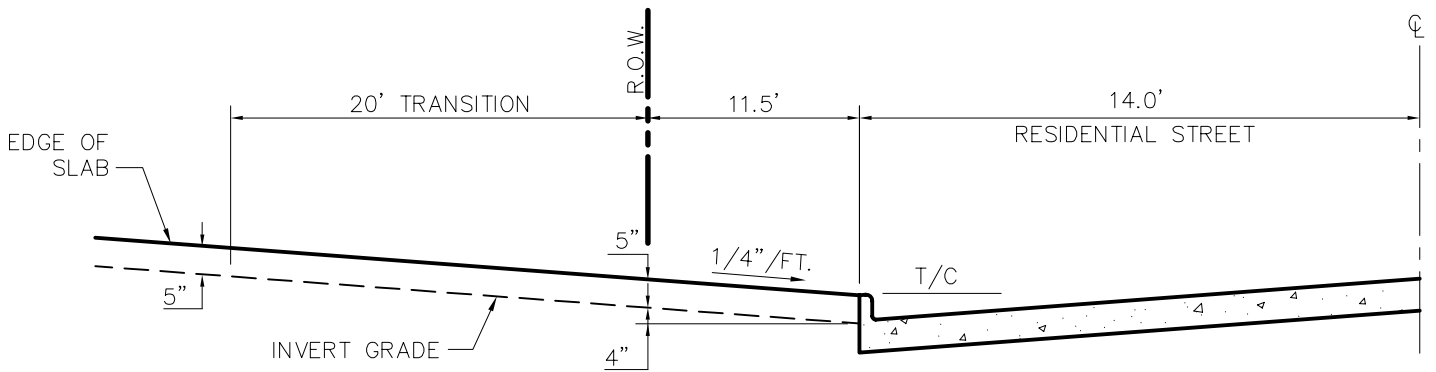
STANDARD CONSTRUCTION DETAILS PAVING

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TYPE I ALLEY ENTRANCE

NTS



TYPE II ALLEY ENTRANCE

NTS

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PUBLIC WORKS DEPARTMENT

ALLEY ENTRANCE INTO
EXISTING STREET

STANDARD CONSTRUCTION DETAILS
PAVING

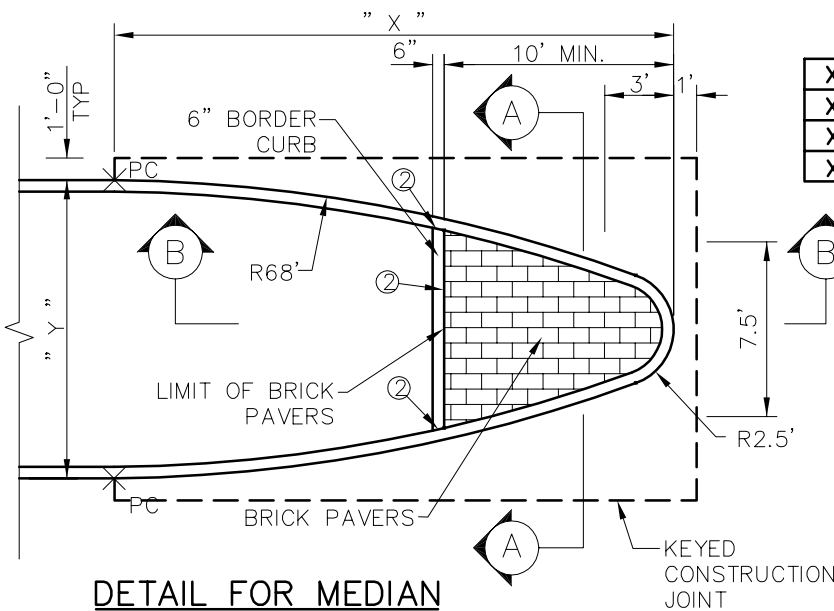
DATE:
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SHEET :
SD-P13

DIMENSIONS OF MEDIAN NOSE

X = 13.90'	Y = 7.0'	X = 26.36'	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 = 20.42'	Y = 10.0'	X = 36.47'	Y = 24.0'

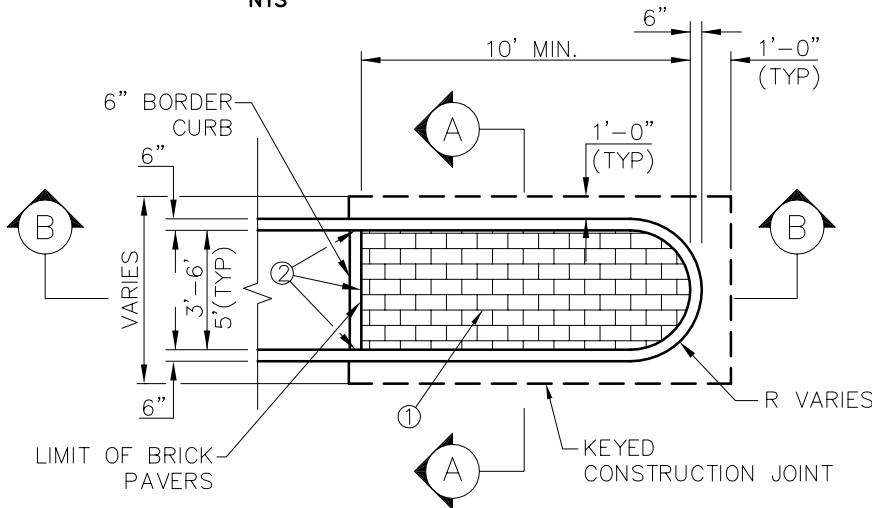


**DETAIL FOR MEDIAN
WIDER THAN 6' (Y>6')**

NTS

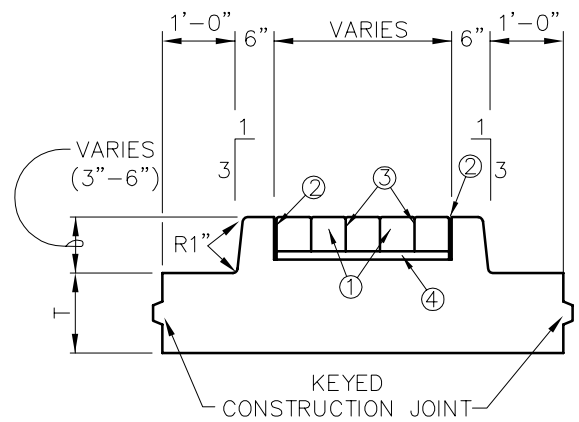
- ① VEHICULAR BRICK PAVER
- ② 1/2" BITUMINOUS EXPANSION JOINT MATERIAL SHALL BE SUFFICIENT TO PREVENT CONTACT BETWEEN WALK & CURB. STOP EXPANSION JOINT AT 1/4" BELOW TOP OF CURB AND FILL WITH CONC. GRAY SEALANT.
- ③ JOINT SAND COMPRISED OF CRUSHED GRANITE SAND CONFORMING TO ASTM C144 AND A DRY MIX POLYMER 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



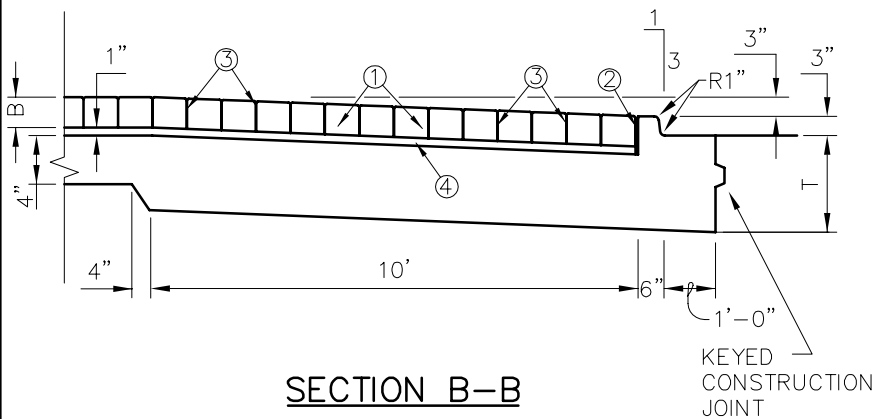
**DETAIL FOR MEDIAN
3'-0" TO 6'-0"**

NTS



SECTION A-A

NTS



SECTION B-B

NTS

NOTES:

1. BRICK PAVERS SHALL BE VEHICULAR PAVERS CONFORMING TO ASTM C1272, TYPE R 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.

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PUBLIC WORKS DEPARTMENT

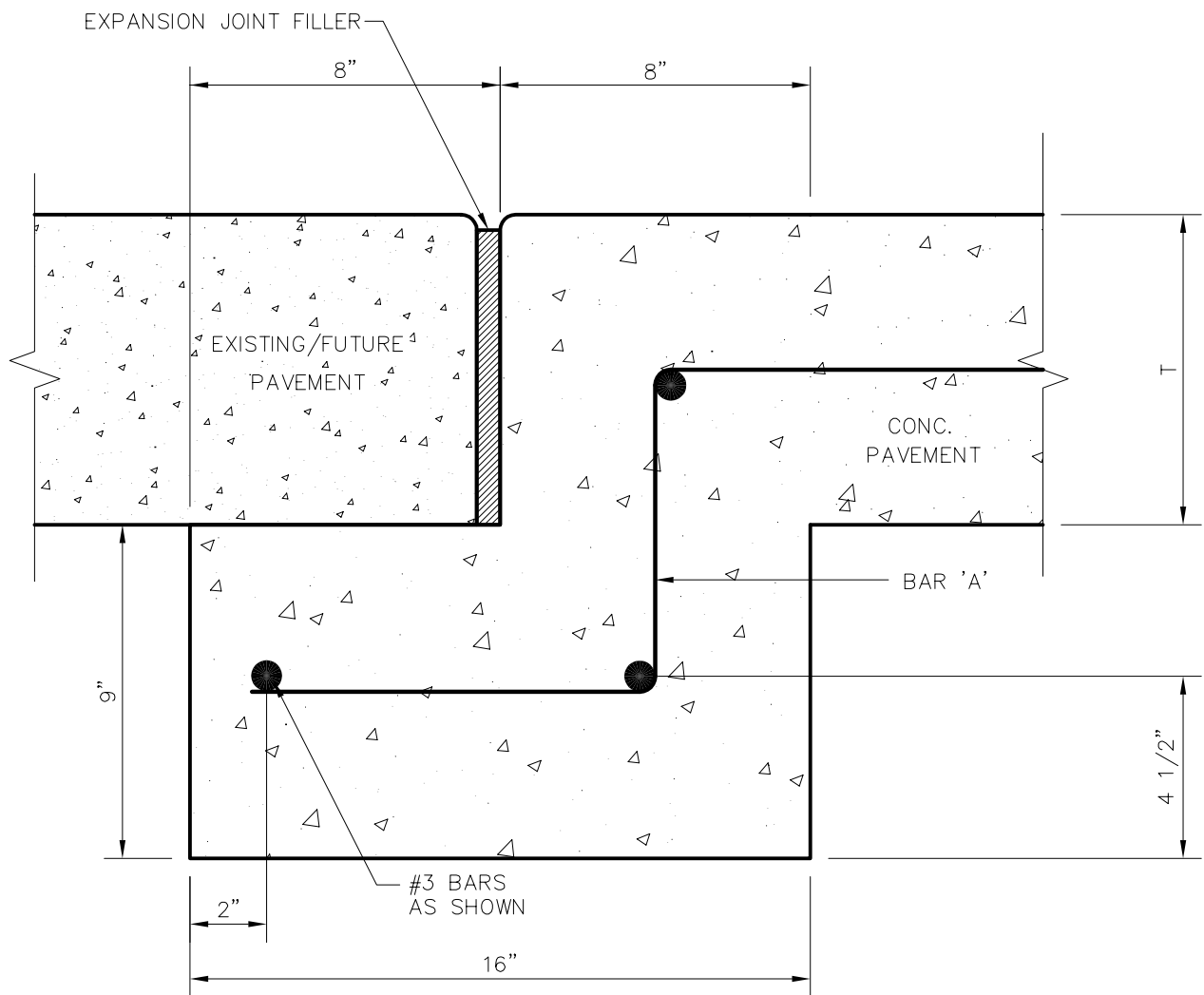
MEDIAN DETAILS

**STANDARD CONSTRUCTION DETAILS
PAVING**

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AUGUST, 2010

REV DATE:
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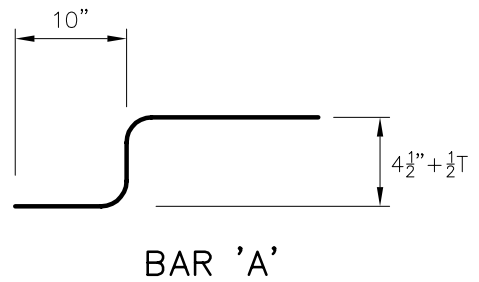
SHEET :
SD-P14



NOTES:

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

T=PAVEMENT THICKNESS



STREET HEADER

NTS

Addison!

PUBLIC WORKS DEPARTMENT

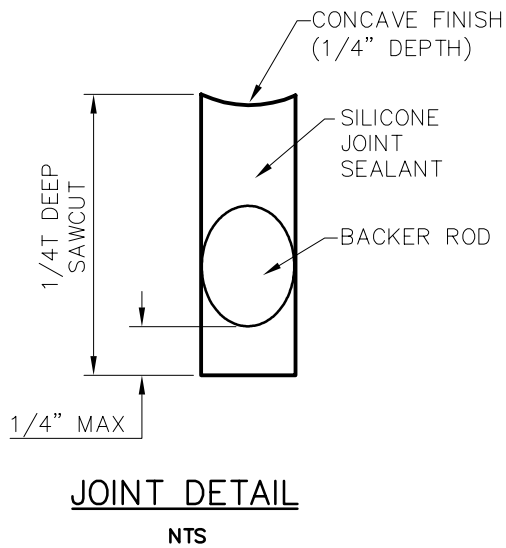
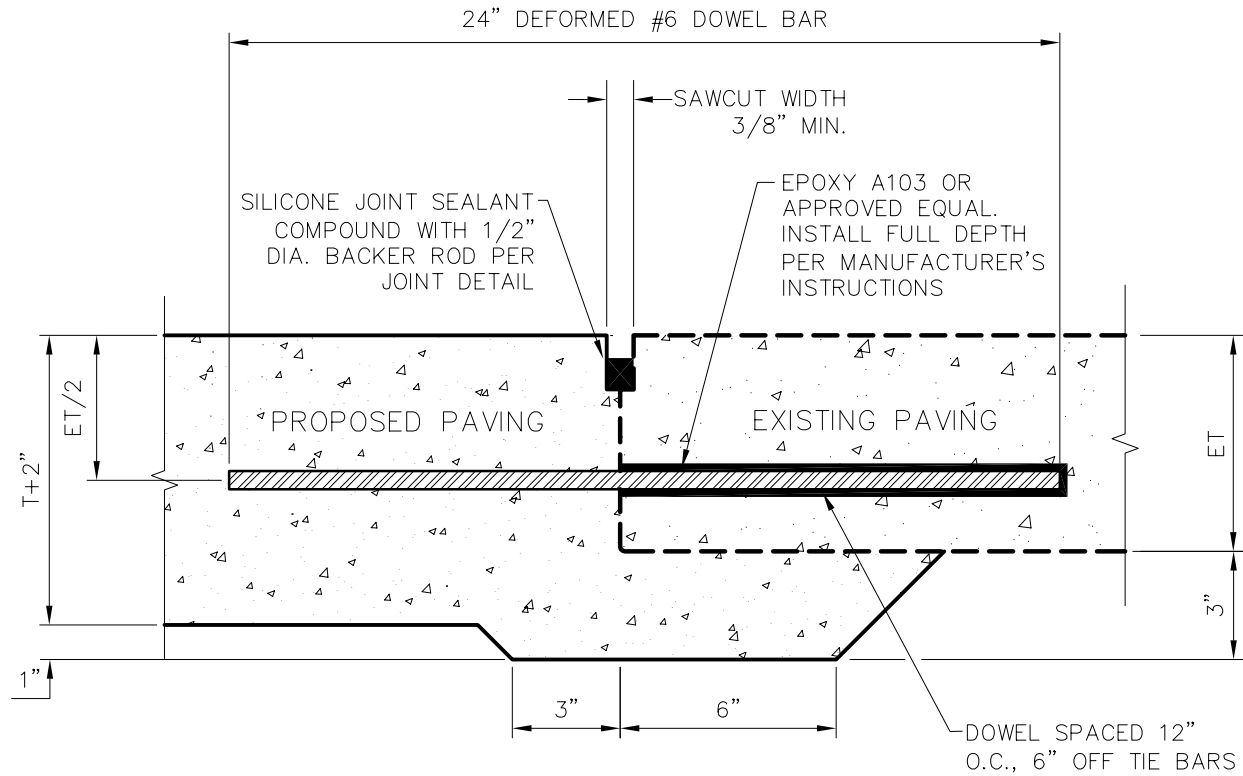
STREET HEADER

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:
AUGUST, 2010

REV DATE:
-

SHEET :
SD-P15



NOTE:

1. NO. 5 DEFORMED DOWEL BAR MAY BE USED IN 6 INCH PAVEMENT.
2. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG.
3. DRILLING BY HAND IS NOT ACCEPTABLE, PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.

T=PROPOSED PAVEMENT THICKNESS
 ET=EXISTING PAVEMENT THICKNESS

PAVEMENT REPAIR HEADER

NTS



PUBLIC WORKS DEPARTMENT

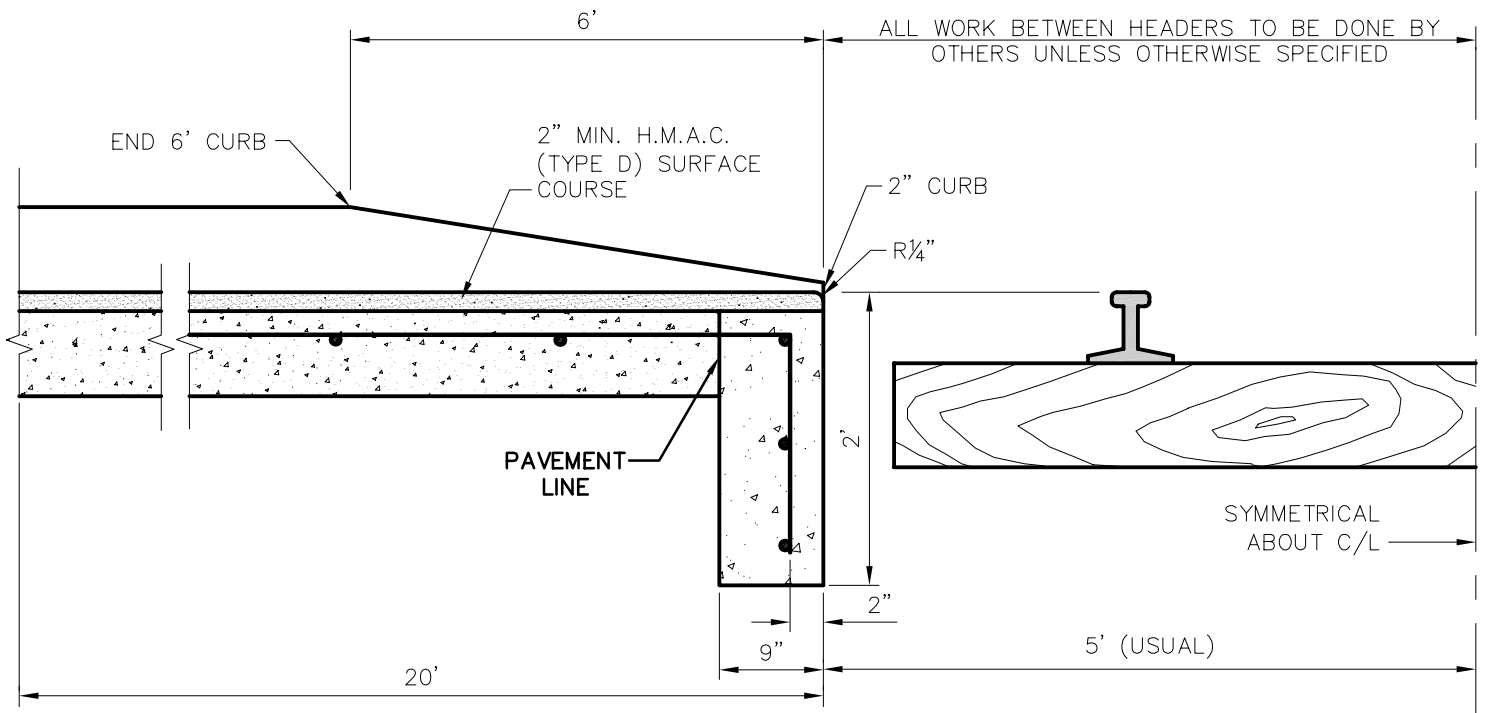
PAVEMENT REPAIR HEADER

STANDARD CONSTRUCTION DETAILS
 PAVING

DATE:
 AUGUST, 2010

REV DATE:
 -

SHEET :
 SD-P16



RAIL HEADER

NTS

NOTE:

PAVEMENT BARS TO BE BENT DOWN INTO HEADER.
 HEADER AND PAVEMENT TO BE MONOLITHIC.

Addison!

PUBLIC WORKS DEPARTMENT

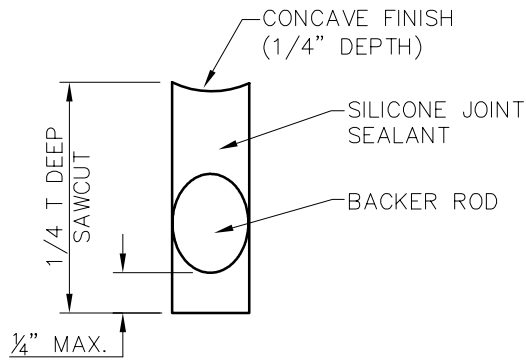
RAIL HEADER

STANDARD CONSTRUCTION DETAILS
 PAVING

DATE:
 AUGUST, 2010

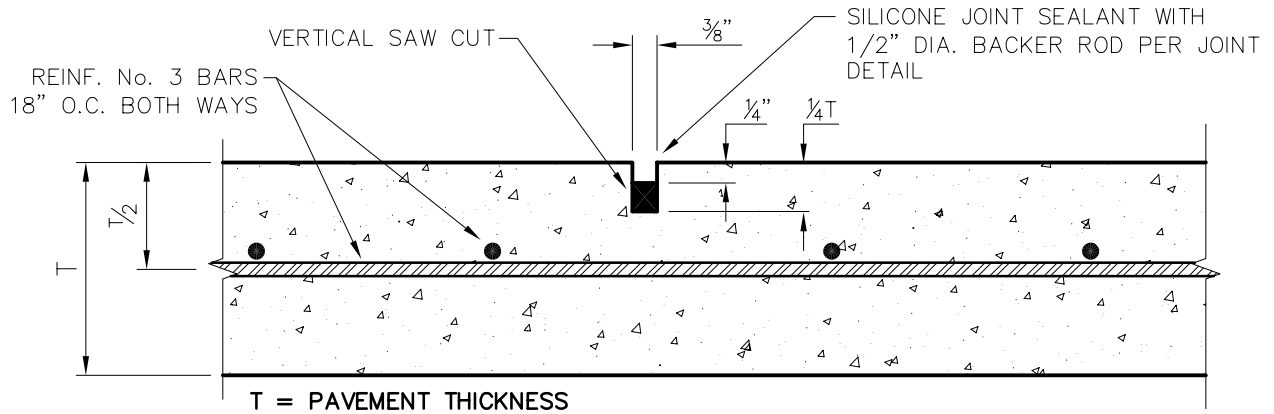
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SHEET :
 SD-P17



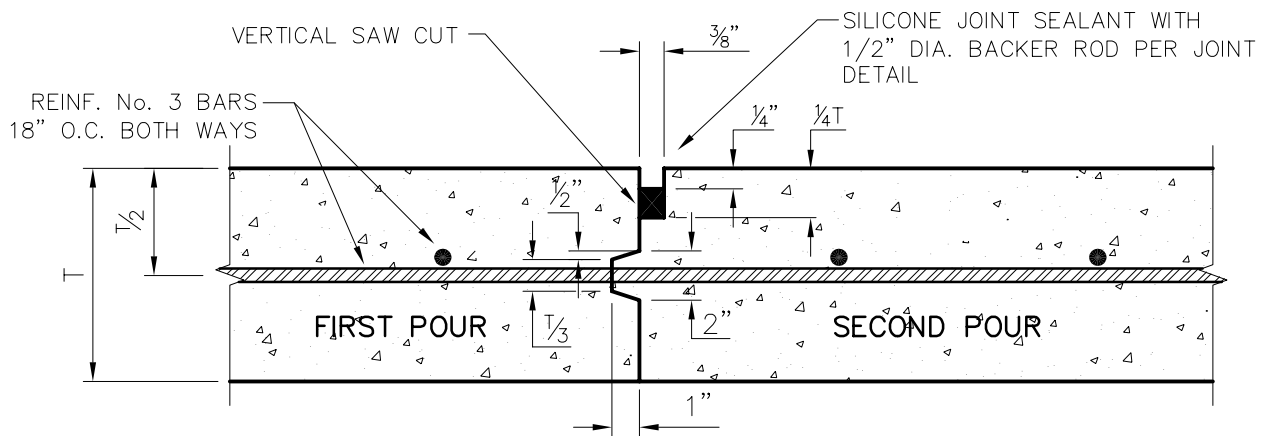
JOINT DETAIL

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

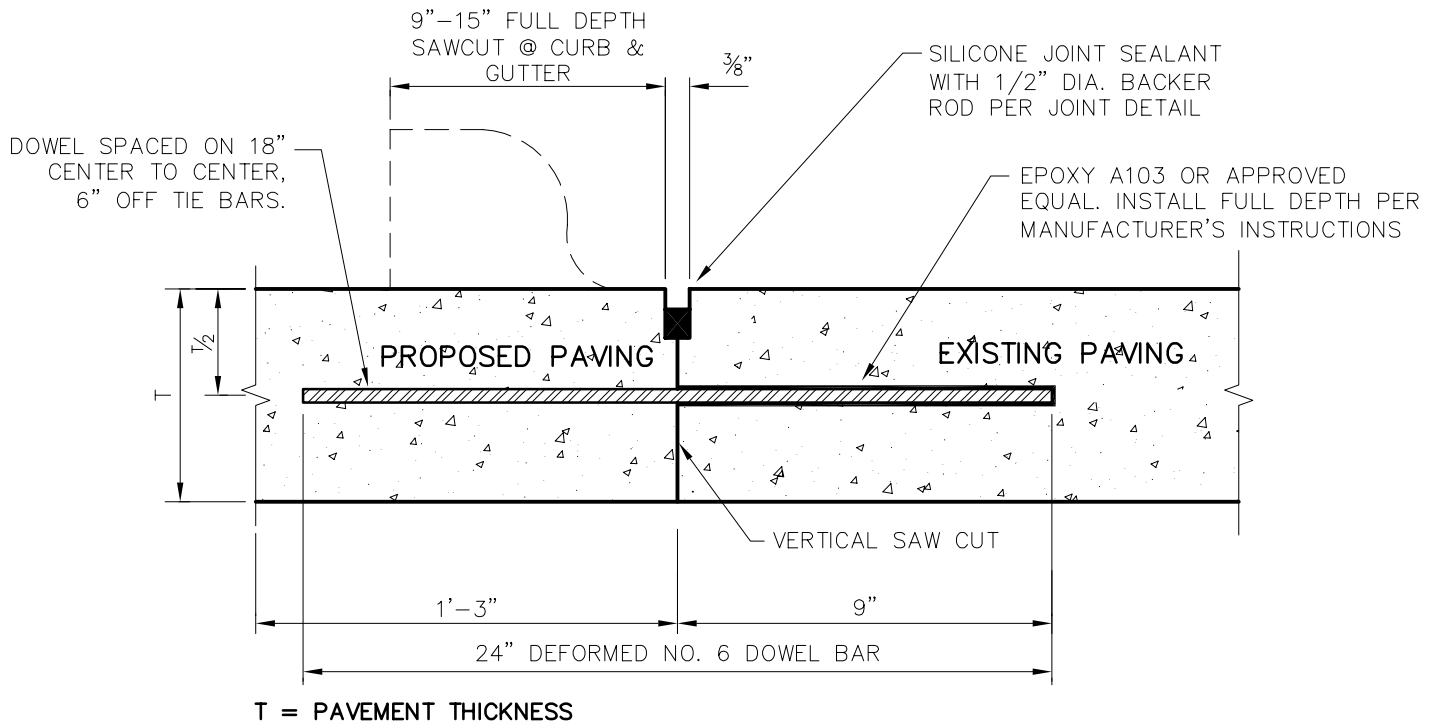
JOINT DETAILS

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:
AUGUST, 2010

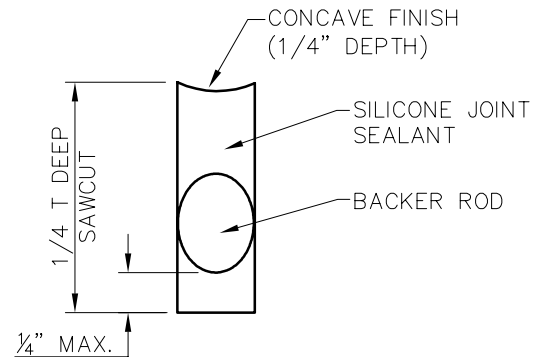
REV DATE:
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SHEET :
SD-P18



NOTES:

1. NO. 5 DEFORMED BAR MAY BE USED IN 6 INCH PAVEMENT.
2. LONGITUDINAL 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

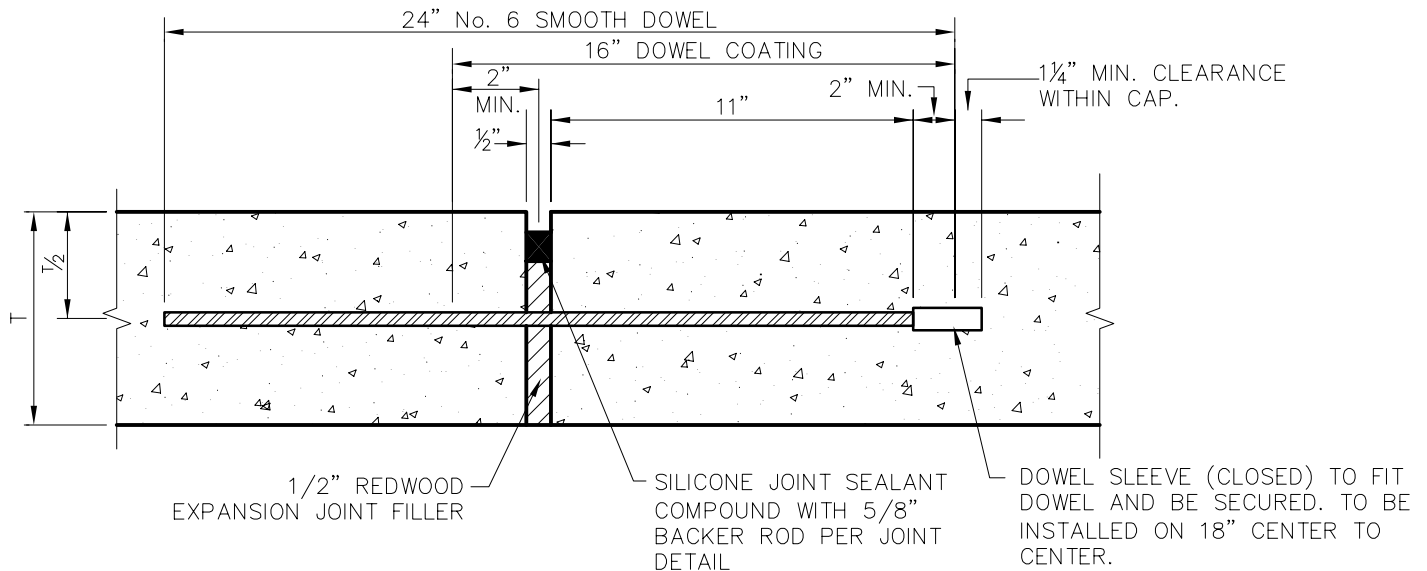
LONGITUDINAL BUTT JOINT

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:
AUGUST, 2010

REV DATE:
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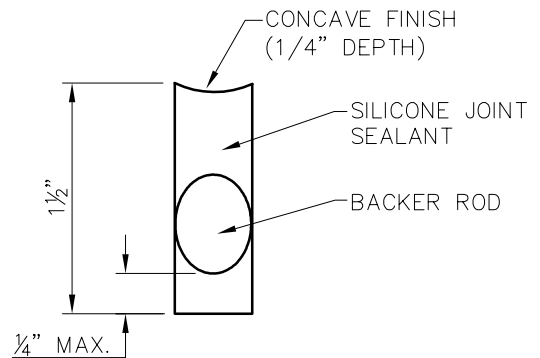
SHEET :
SD-P19



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

NTS

TRANSVERSE EXPANSION JOINT

N.T.S.

Addison!

PUBLIC WORKS DEPARTMENT

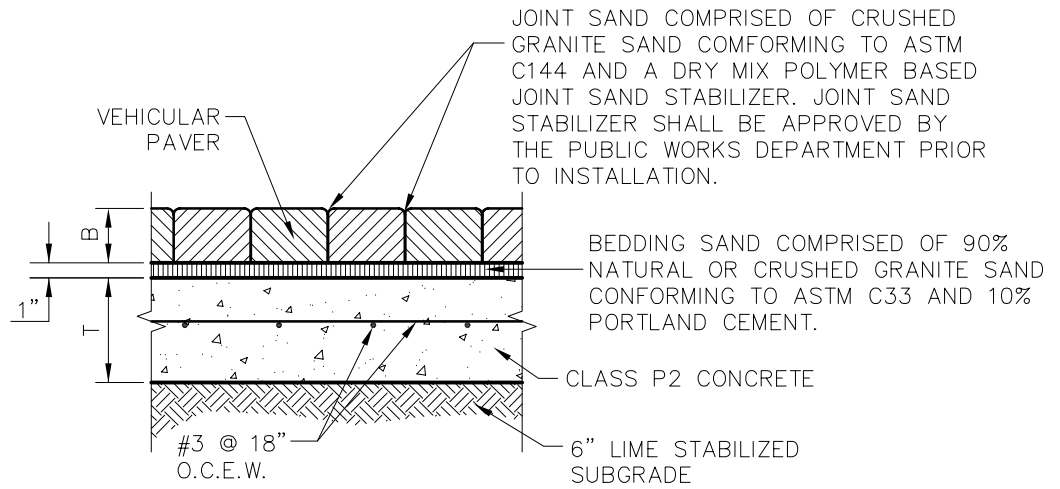
TRANSVERSE EXPANSION JOINT

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:
AUGUST, 2010

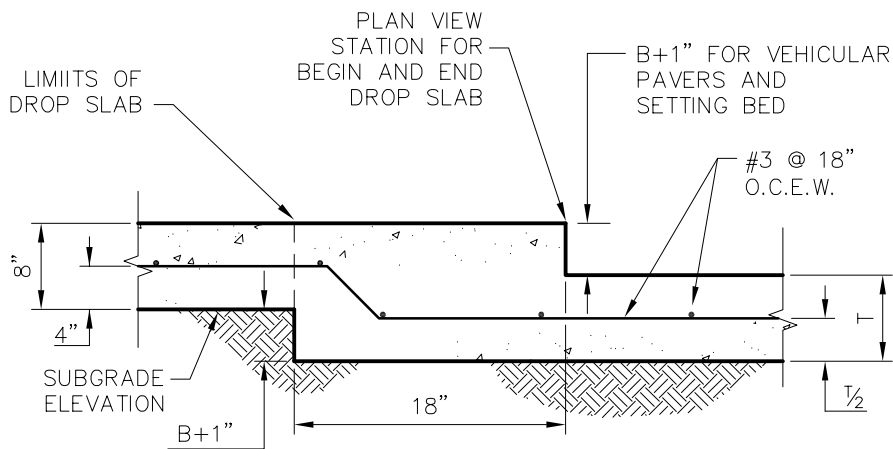
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SHEET :
SD-P20



VEHICULAR BRICK INSTALLATION IN VEHICULAR AREAS

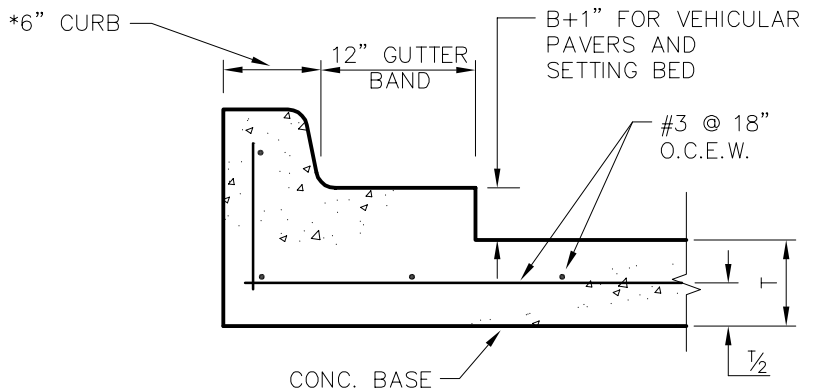
NTS



LONGITUDINAL SECTION AT DROP SLAB

NTS

* NO CURB AT BARRIER FREE RAMP.



SECTION THRU CURB AT DROP SLAB

NTS

NOTES:

1. VEHICULAR PAVERS SHALL BE HEAVY PAVING BRICK MEETING ASTM C1272, TYPE R, APPLICATION AND BE APPROVED BY THE PUBLIC WORKS DEPT.
2. PROVIDE BRICK WITHOUT FROGS OR CORES, IN SURFACES EXPOSED TO VIEW IN COMPLETED WORK.

T=PAVEMENT THICKNESS
B=BRICK PAVER THICKNESS



PUBLIC WORKS DEPARTMENT

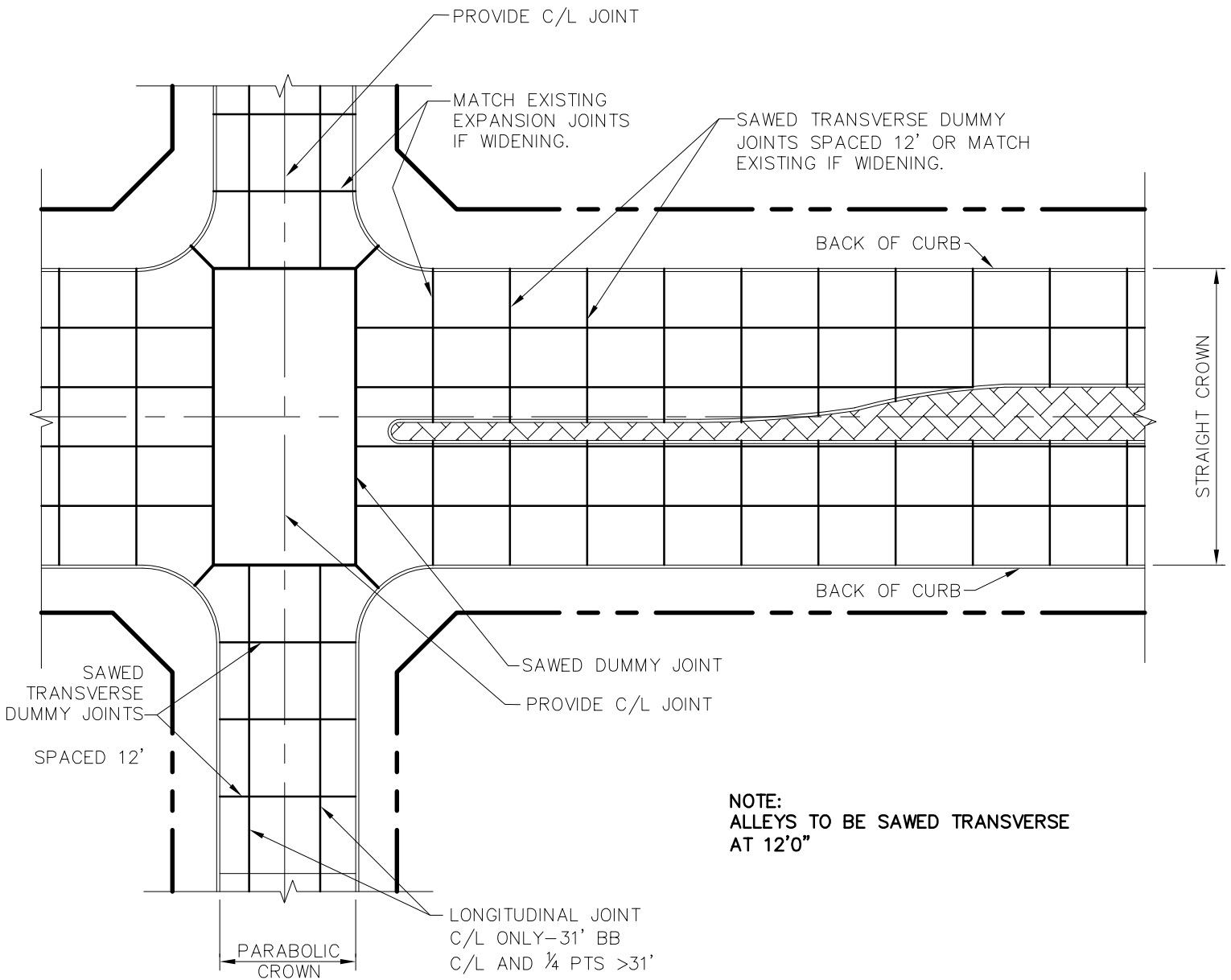
VEHICULAR BRICK INSTALLATION IN VEHICULAR AREAS

STANDARD CONSTRUCTION DETAILS PAVING

DATE:
AUGUST, 2010

REV DATE:
-

SHEET :
SD-P21



SPACING DIAGRAM FOR TRANSVERSE JOINTS

NTS

Addison!

PUBLIC WORKS DEPARTMENT

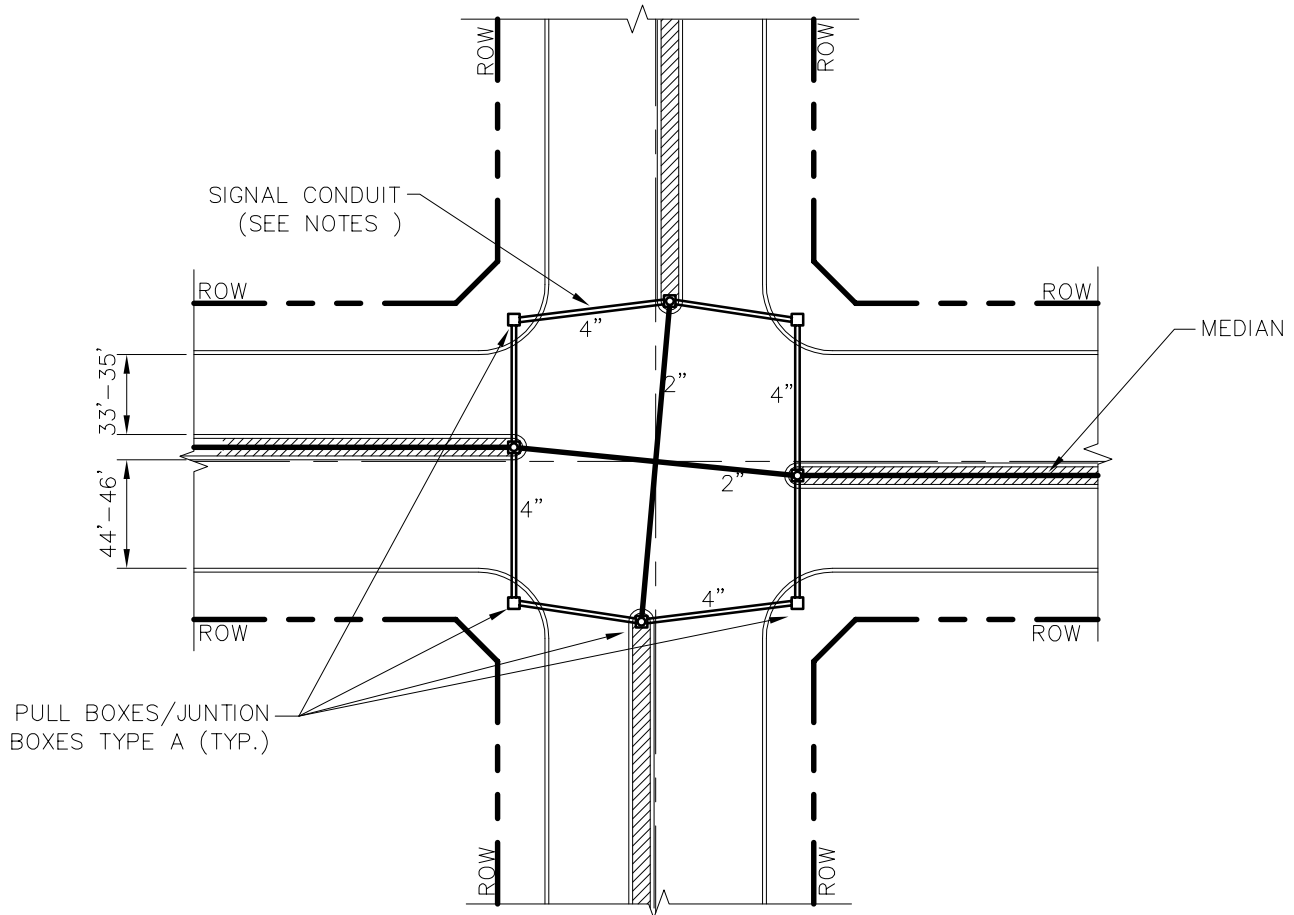
SPACING DIAGRAM FOR TRANSVERSE JOINTS

STANDARD CONSTRUCTION DETAILS PAVING

DATE:
AUGUST, 2010

REV DATE:
-

SHEET :
SD-P22



NOTES:

1. 4" PVC SCHEDULE 40 DOVE GRAY ELECTRICAL TRAFFIC SIGNAL CONDUIT TO BE INSTALLED CONTINUOUS ACROSS INTERSECTION, EXTENDED TO 2' BEHIND CURBS. SWEEP BENDS TO BE USED AT ALL PULL BOXES.
2. RED MARKER TAPE IS TO BE INSTALLED ON THE ENDS OF THE CONDUIT.
3. THE EXACT LOCATIONS WHERE THE CONDUIT CROSSES UNDER THE PAVING ARE TO BE CHISELED WITH AN "X" AND PAINTED WITH RED PAINT ON THE CURB OR PAVING.
4. A NO. 9 GALVANIZED WIRE SHALL BE PLACED IN ALL CONDUIT. THIS WIRE SHALL EXTEND A MINIMUM OF 1' FROM THE END OF THE CONDUIT.
5. TRAFFIC SIGNAL PULL BOXES SHALL BE #36 FROM TRAFFIC SIGNAL EQUIPMENT COMPANY, FT. WORTH, TEXAS OR APPROVED EQUAL. BOXES ARE APPROXIMATELY 10 1/2" X 17" X 12" AND SHALL BE PROVIDED WITH A CONCRETE COVER. BURIAL DEPTH OF CONDUIT SHALL BE 18 INCHES BELOW BOTTOM OF PAVEMENT.
6. 2" PVC SCHEDULE 40 DOVE GRAY ELECTRICAL STREET LIGHT CONDUIT SHALL BE PLACED IN ALL MEDIANS, 3' OFF C/L UNLESS OTHERWISE SHOWN ON THE PLANS. BURIAL DEPTH SHALL BE 3'-0" BELOW FINISH GRADE. 30 INCH RADIUS SWEEP BENDS TO BE USED AT ALL HANDHOLE BOXES.

INTERSECTION CONDUIT LAYOUT

NTS



PUBLIC WORKS DEPARTMENT

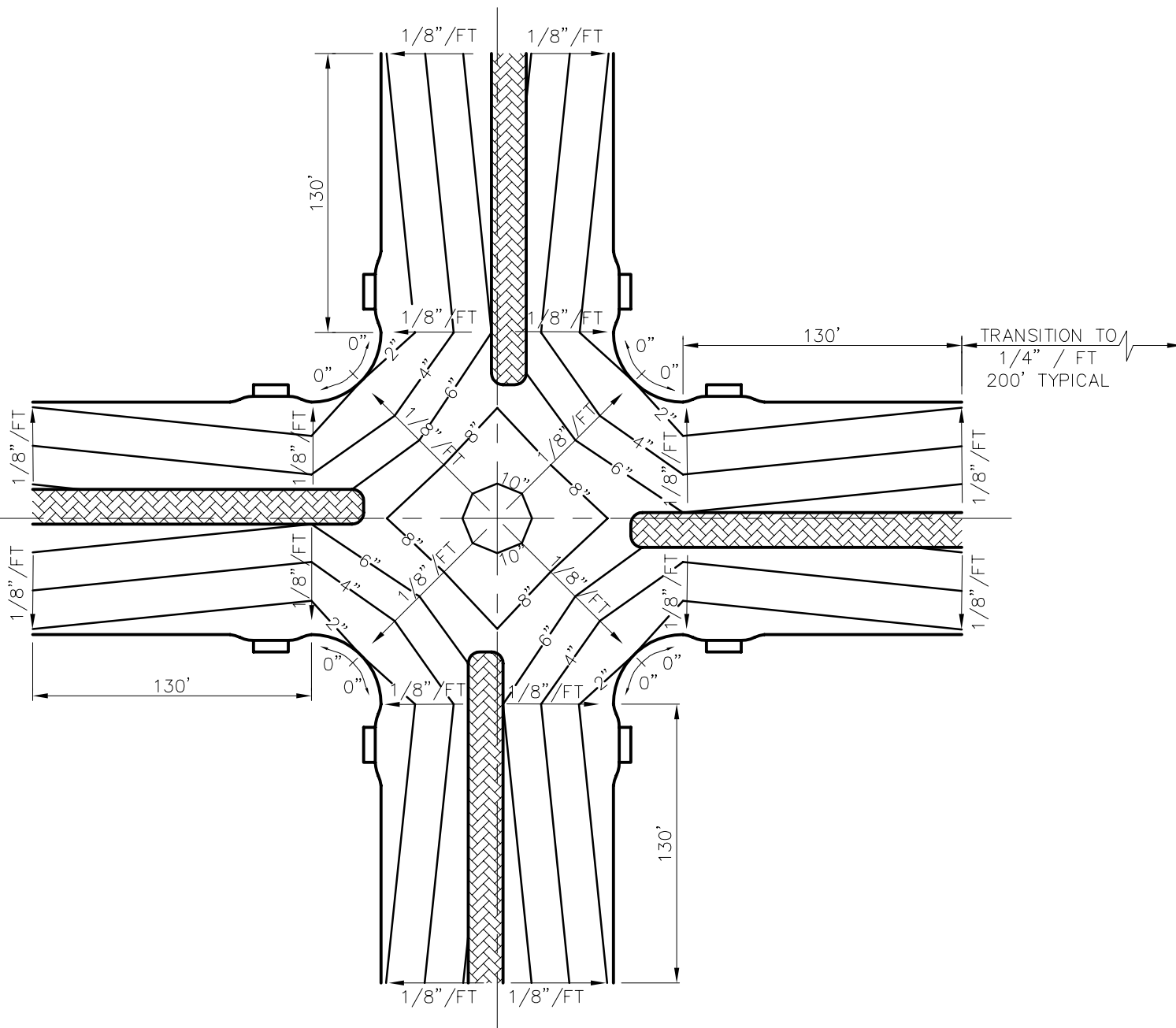
INTERSECTION CONDUIT LAYOUT

STANDARD CONSTRUCTION DETAILS PAVING

DATE:
AUGUST, 2010

REV DATE:
-

SHEET :
SD-P23



NOTE:
 INLETS REQUIRED WHEN DRAINAGE IS TOWARD
 INTERSECTION.

**TYPICAL CONTOURS FOR
 MAJOR-MAJOR INTERSECTION**

NTS

Addison!

PUBLIC WORKS DEPARTMENT

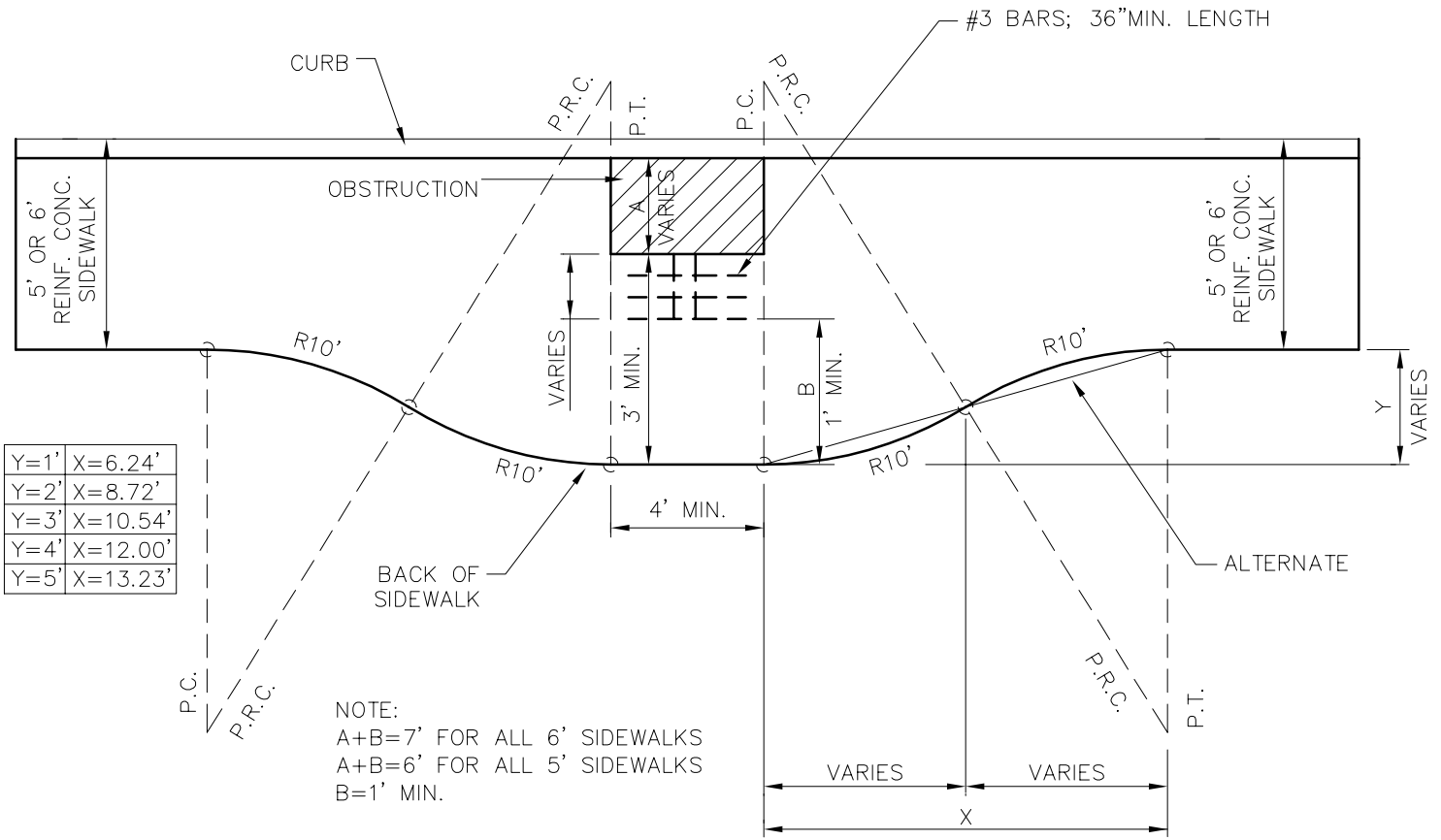
TYPICAL CONTOURS FOR
 MAJOR-MAJOR INTERSECTION

STANDARD CONSTRUCTION DETAILS
 PAVING

DATE:
 AUGUST, 2010

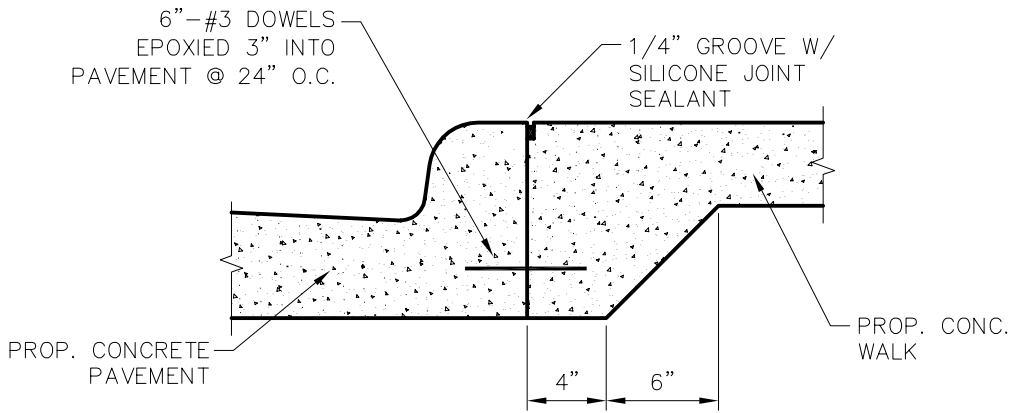
REV DATE:
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SHEET :
 SD-P24



SIDEWALK WIDENING REQUIRED AROUND OBSTACLE IN SIDEWALK

NTS



JOINT DETAIL FOR SIDEWALKS ADJACENT TO CURB

NTS

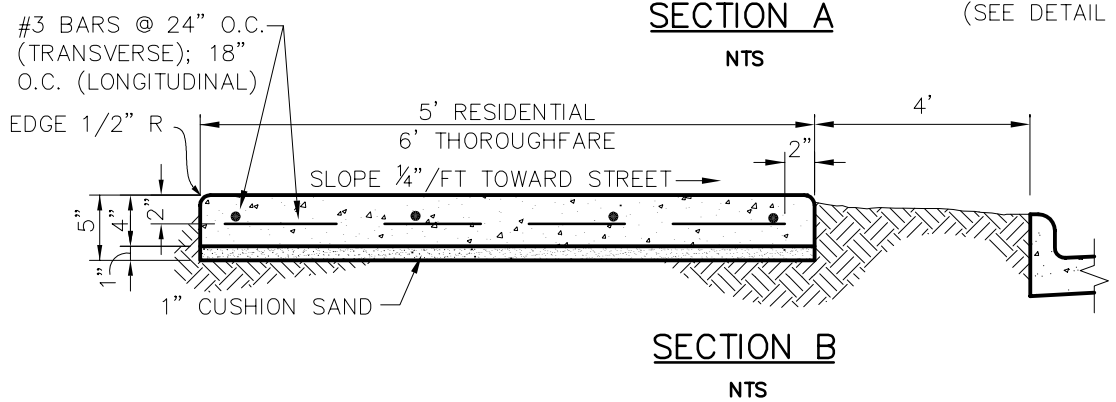
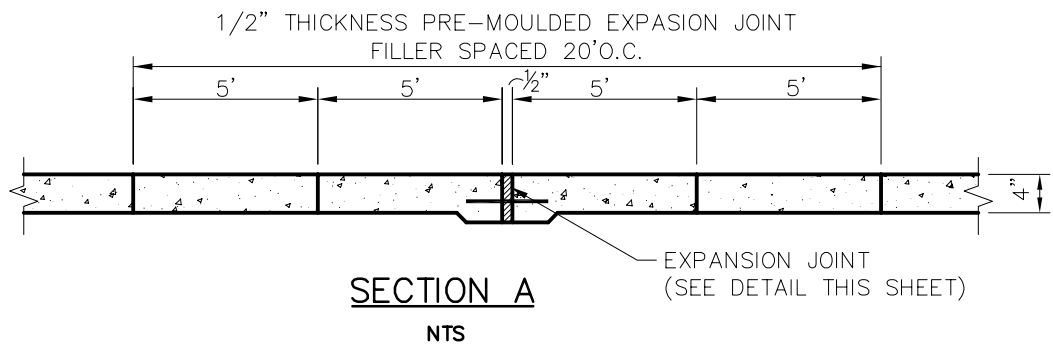
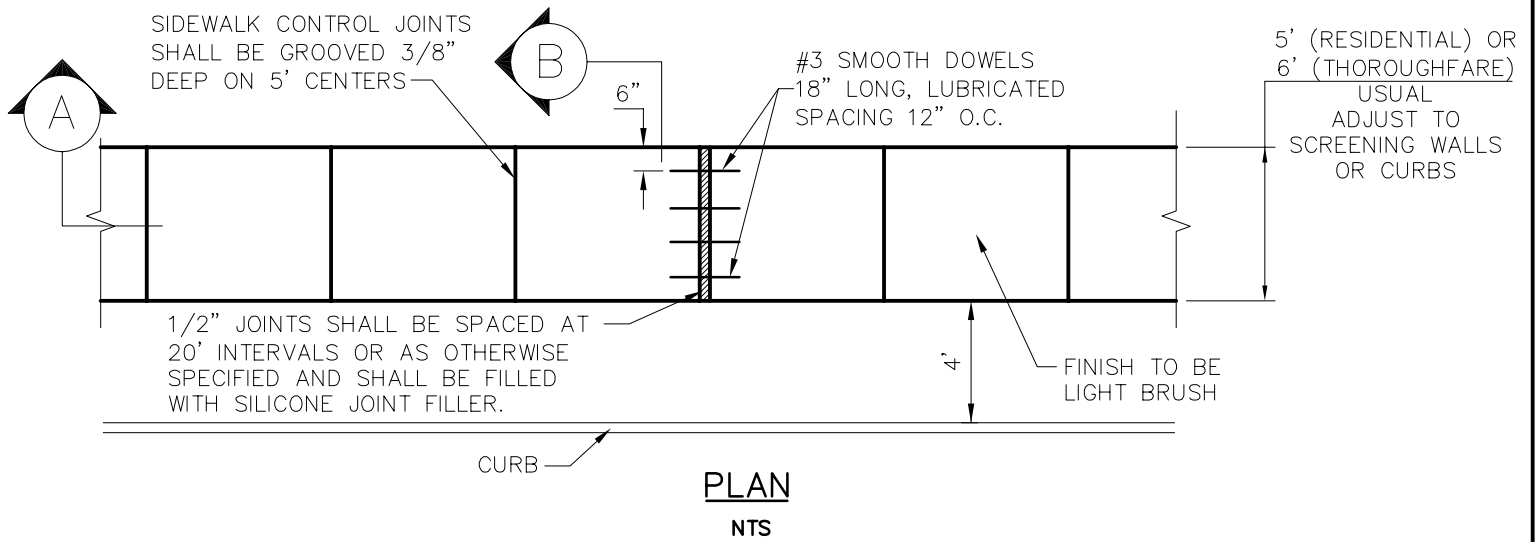


PUBLIC WORKS DEPARTMENT

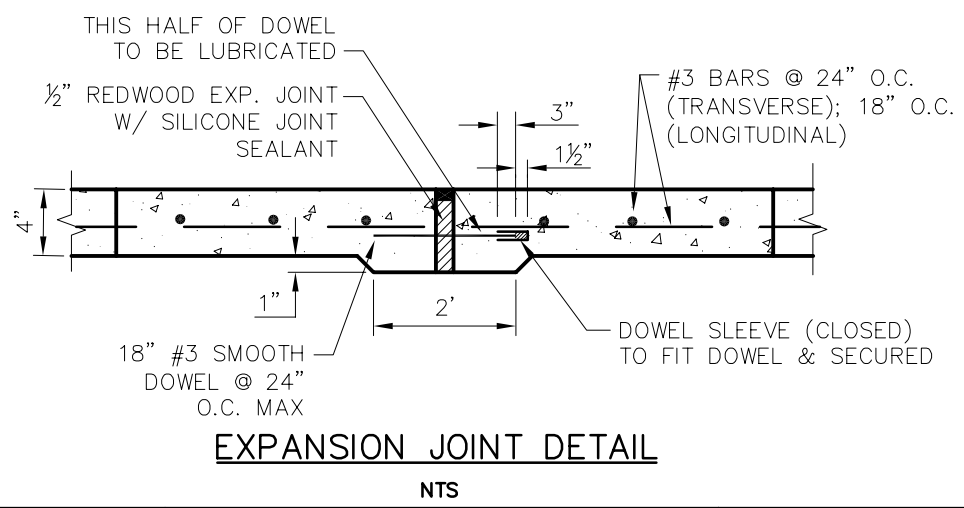
SIDEWALK WIDENING REQUIRED AROUND OBSTACLE IN SIDEWALK & JOINT DETAIL FOR SIDEWALKS ADJACENT TO CURB

STANDARD CONSTRUCTION DETAILS PAVING

DATE: AUGUST, 2010	REV DATE: -	SHEET : SD-P25
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NOTE:
WHEN CONCRETE WALK IS ADJACENT TO CURB, DEPTH OF EXPANSION JOINT MATERIAL SHALL BE SUFFICIENT TO PREVENT CONCRETE CONTACT BETWEEN WALK AND CURB.



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PUBLIC WORKS DEPARTMENT

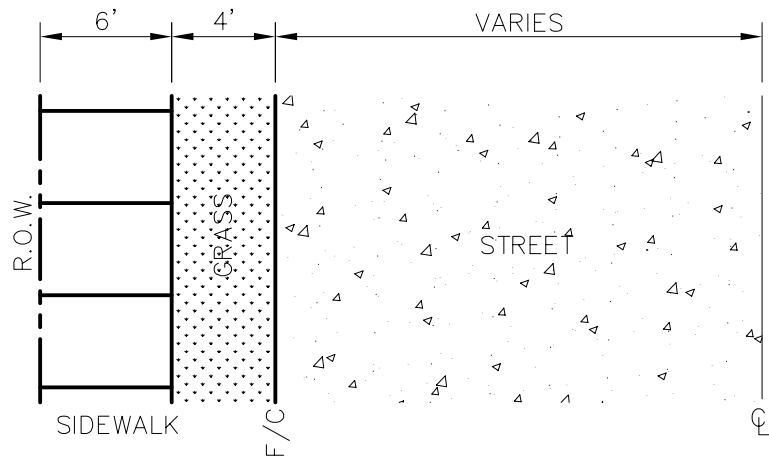
CONCRETE SIDEWALK

STANDARD CONSTRUCTION DETAILS PAVING

DATE: AUGUST, 2010	REV DATE: -	SHEET : SD-P26
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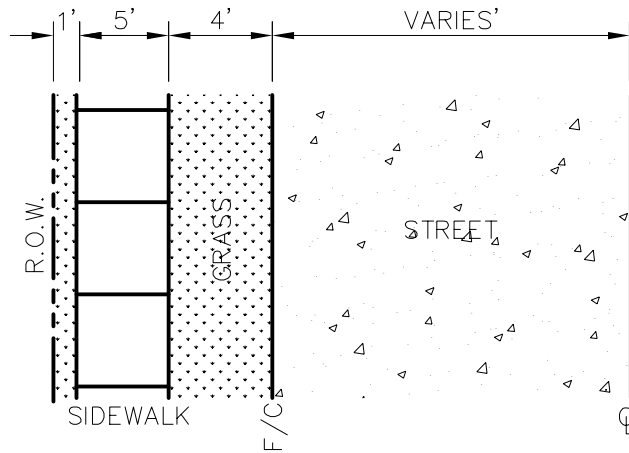
ARTERIAL

6' SIDEWALK EDGE SHALL BE LOCATED ON THE R.O.W. LINE OF ARTERIAL STREETS.



RESIDENTIAL/COLLECTOR

5' SIDEWALK SHALL BE LOCATED 1' INSIDE R.O.W. OF RESIDENTIAL STREETS.



PUBLIC WORKS DEPARTMENT

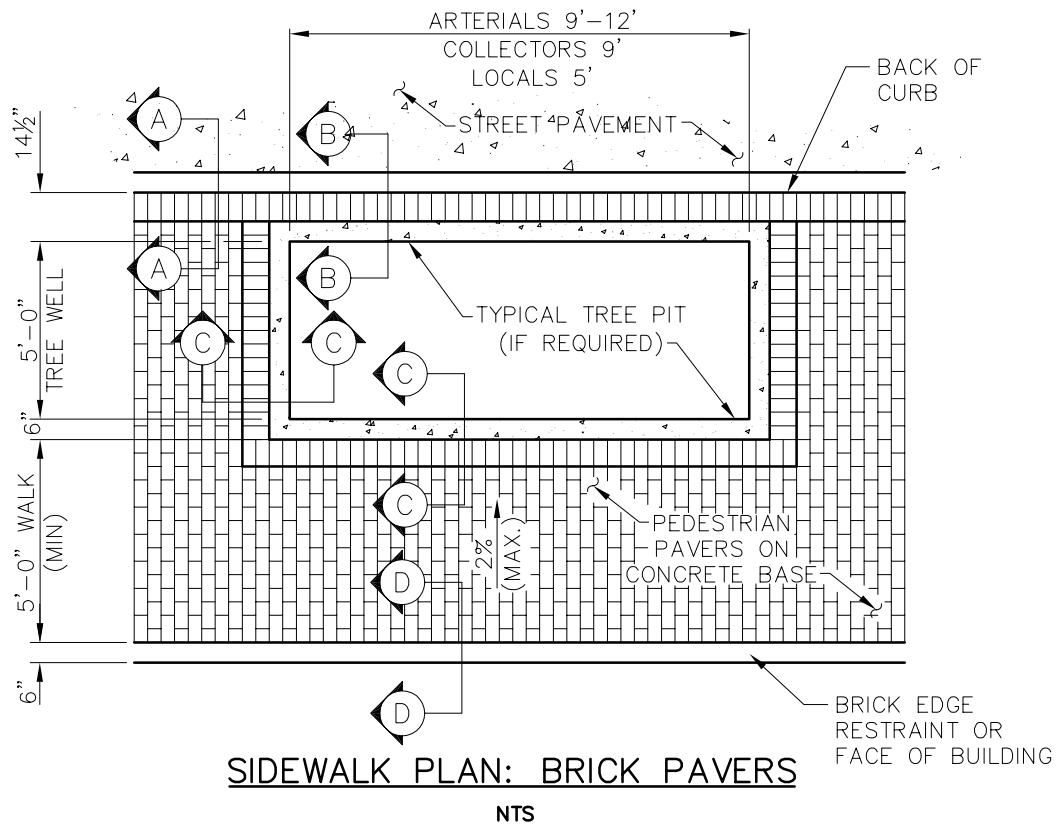
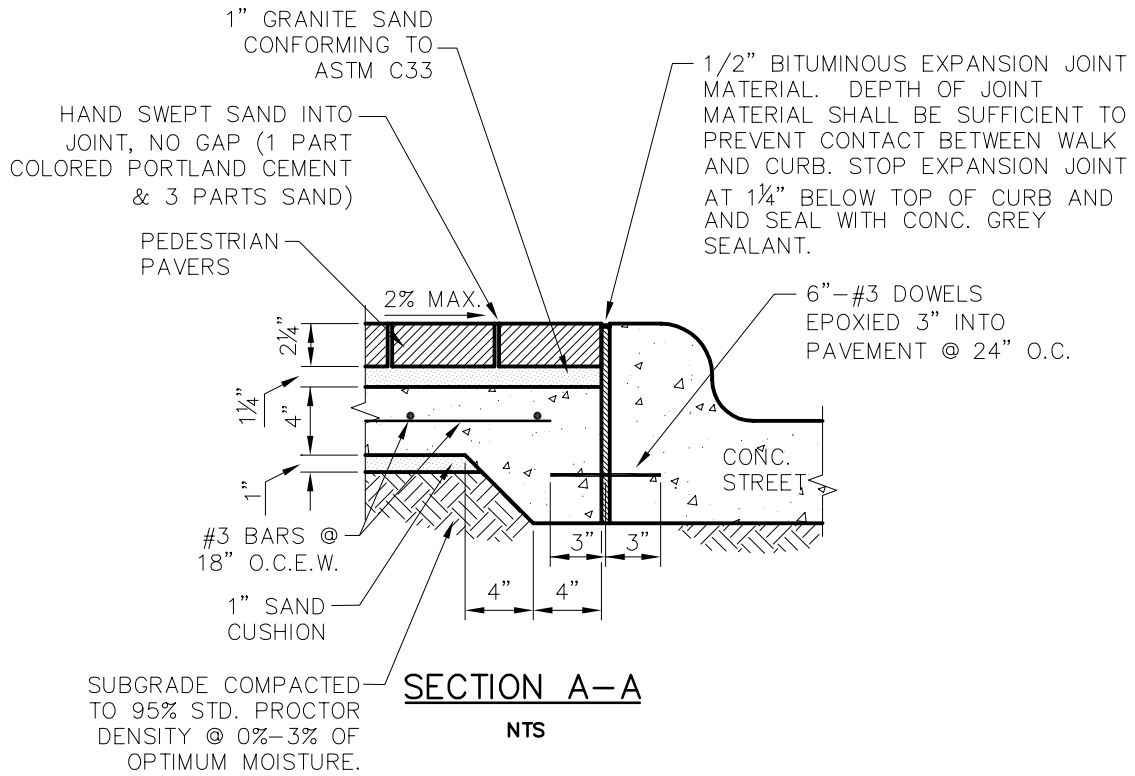
CONCRETE SIDEWALK
CONTINUED

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:
AUGUST, 2010

REV DATE:
-

SHEET :
SD-P27



NOTE:
SEE SD-P29 FOR ADDITIONAL
SECTIONS AND GENERAL NOTES

Addison!

PUBLIC WORKS DEPARTMENT

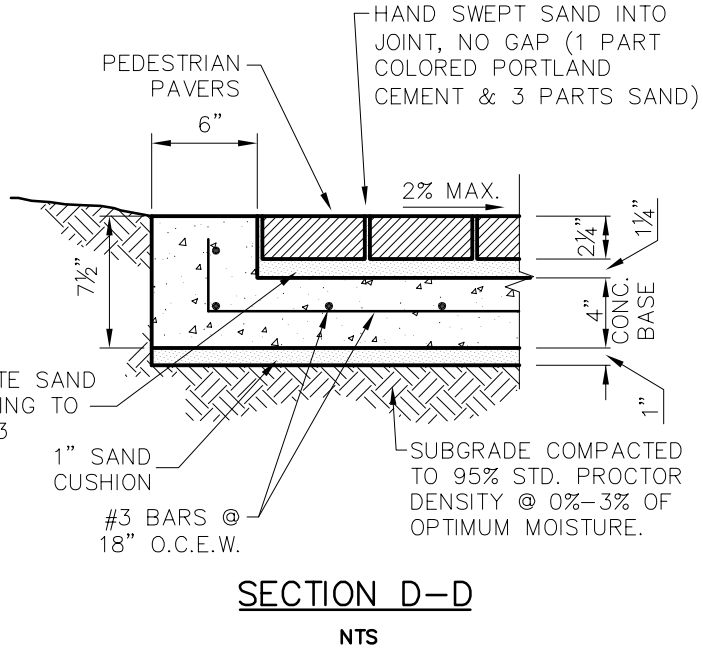
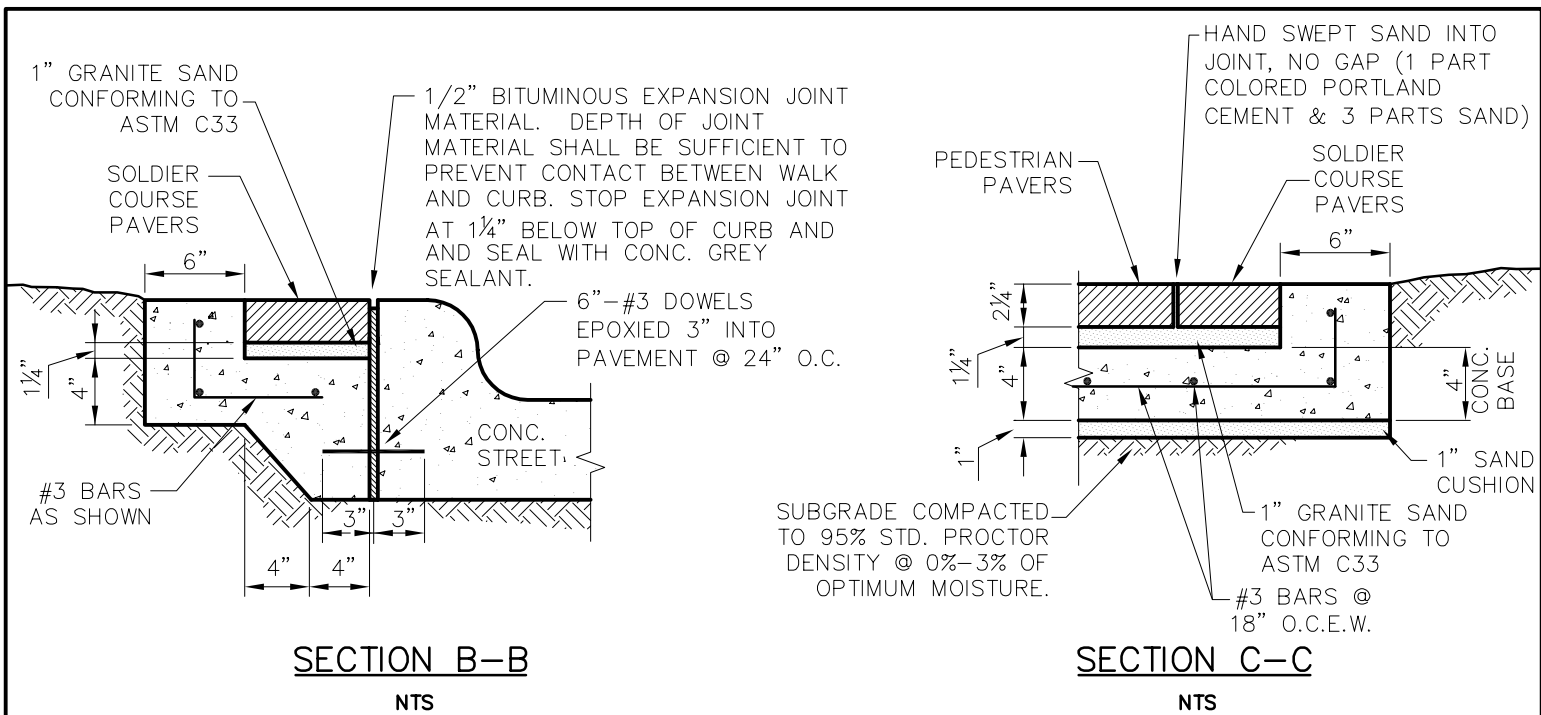
SIDEWALK BRICK PAVERS

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:
AUGUST, 2010

REV DATE:
-

SHEET :
SD-P28



NOTES:

1. PEDESTRIAN PAVERS AND SOLDIER COURSE PAVERS SHALL BE LIGHT TRAFFIC PAVING BRICK MEETING ASTM C902, CLASS SX, TYPE II, APPLICATION PX, W/ DIMENSIONS (W)4"X(L)8"X(T)2 1/4".
2. PEDESTRIAN PAVERS SHALL BE APPROVED BY PUBLIC WORKS.
3. PROVIDE BRICK WITHOUT FROGS OR CORES, IN SURFACES EXPOSED TO VIEW IN COMPLETED WORK.

Addison!

PUBLIC WORKS DEPARTMENT

**SIDEWALK BRICK PAVERS
CONTINUED**

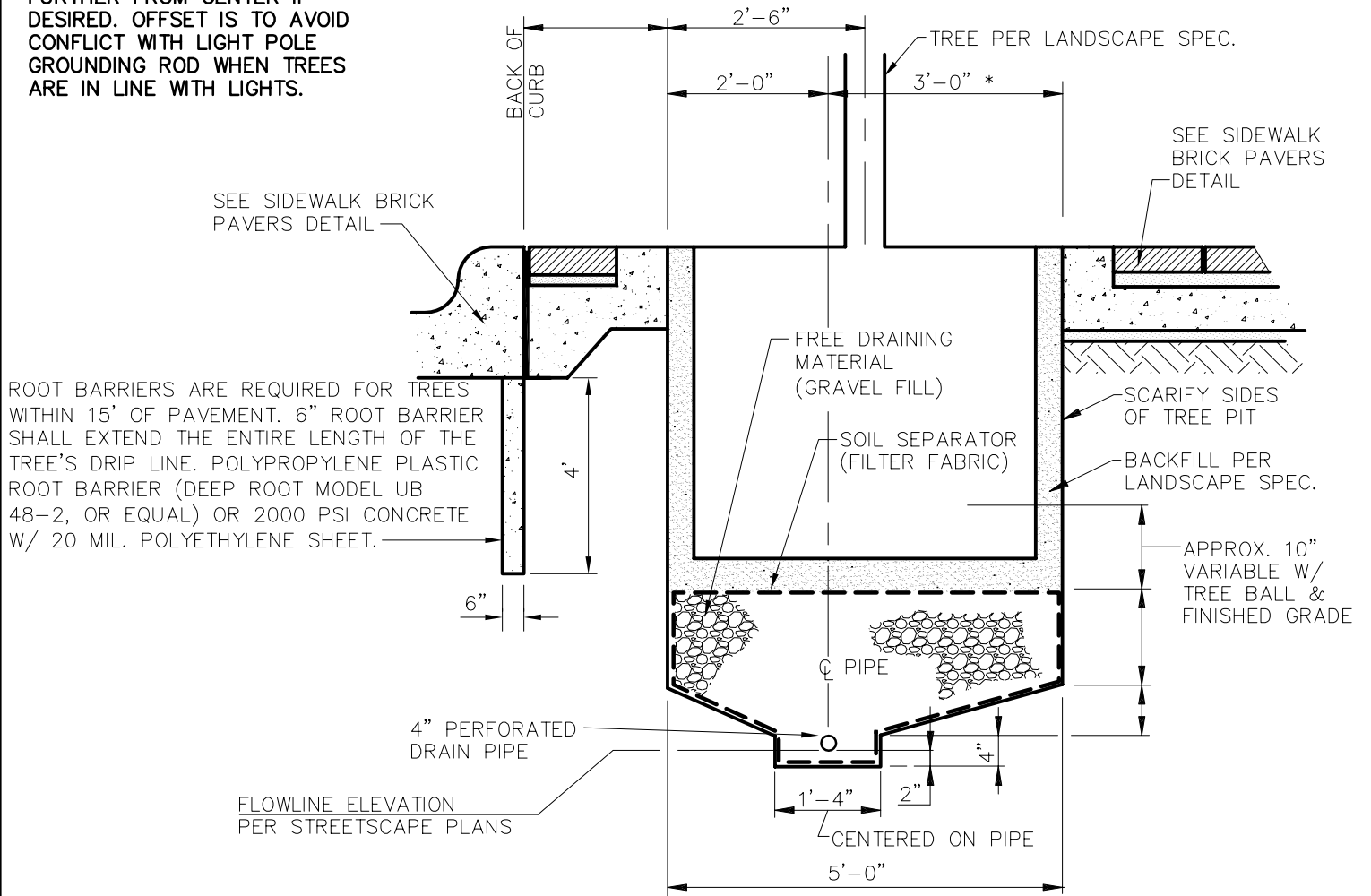
**STANDARD CONSTRUCTION DETAILS
PAVING**

DATE:
AUGUST, 2010

REV DATE:
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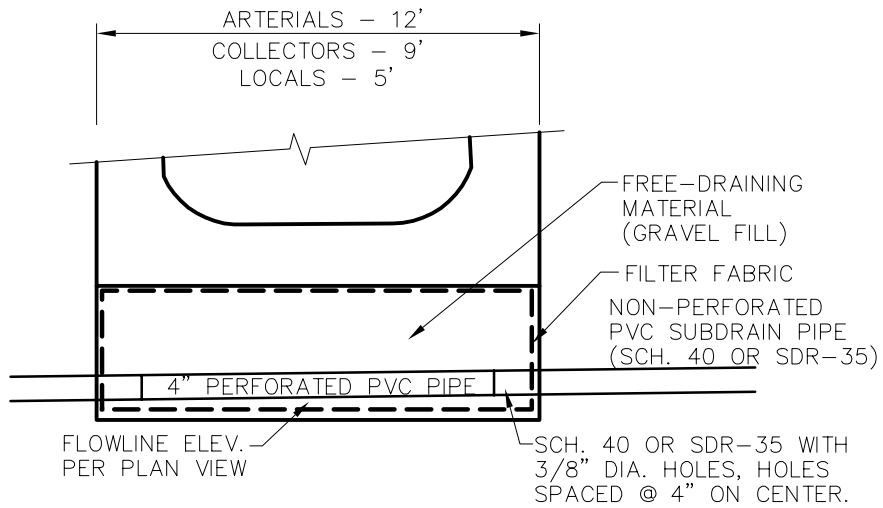
SHEET :
SD-P29

* DRAIN PIPE MAY BE OFFSET FURTHER FROM CENTER IF DESIRED. OFFSET IS TO AVOID CONFLICT WITH LIGHT POLE GROUNDING ROD WHEN TREES ARE IN LINE WITH LIGHTS.



SECTION PERPENDICULAR TO CURB

NTS



SECTION PARALLEL TO CURB

NTS

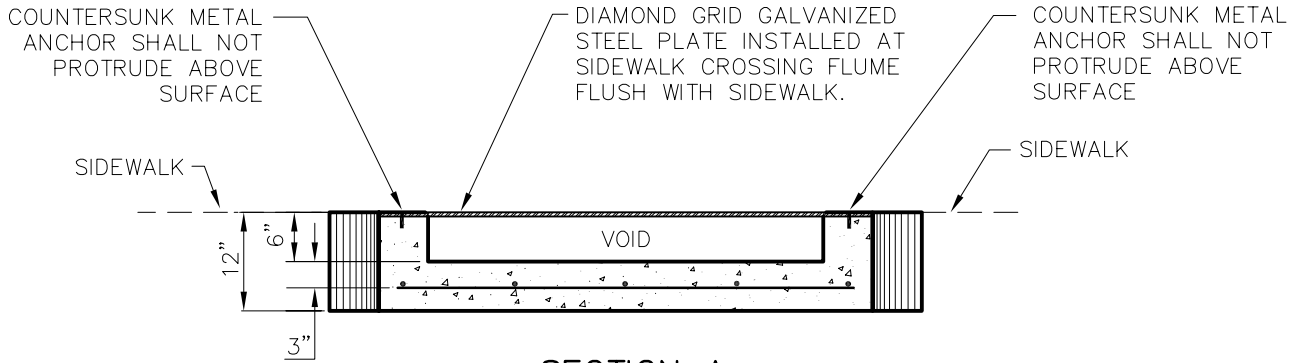


PUBLIC WORKS DEPARTMENT

SUBSURFACE DRAIN SYSTEM

STANDARD CONSTRUCTION DETAILS PAVING

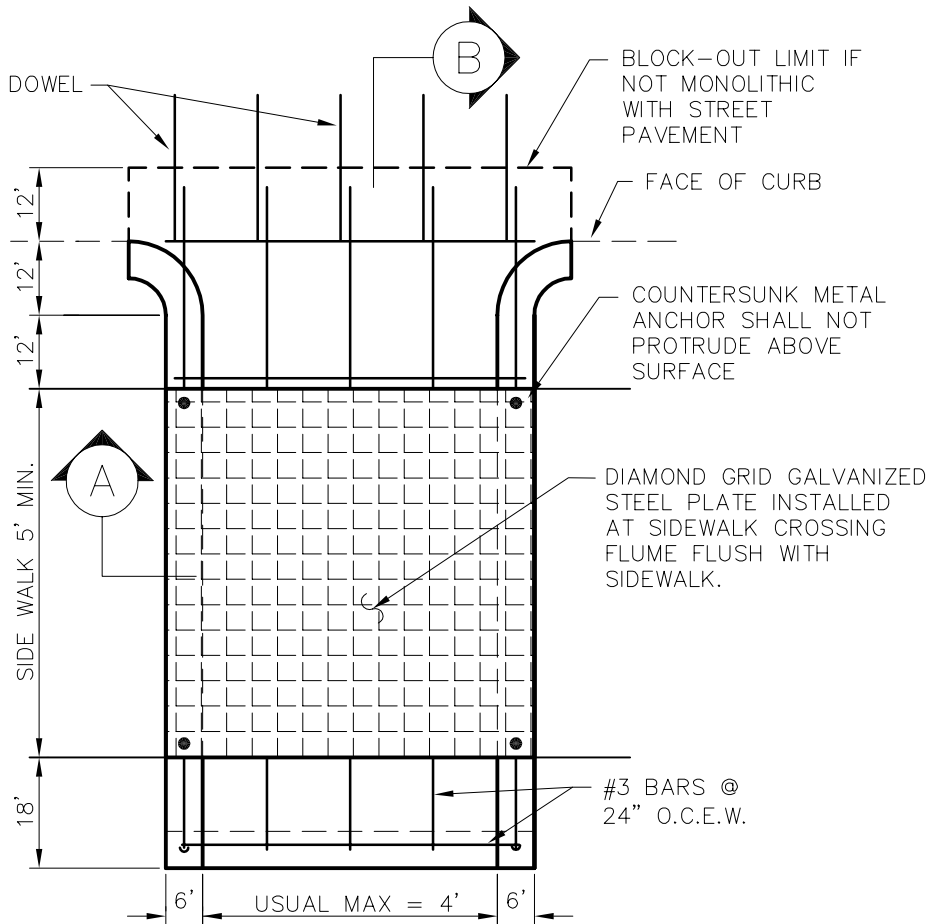
DATE: AUGUST, 2010	REV DATE: -	SHEET : SD-P30
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SECTION A

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.

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PUBLIC WORKS DEPARTMENT

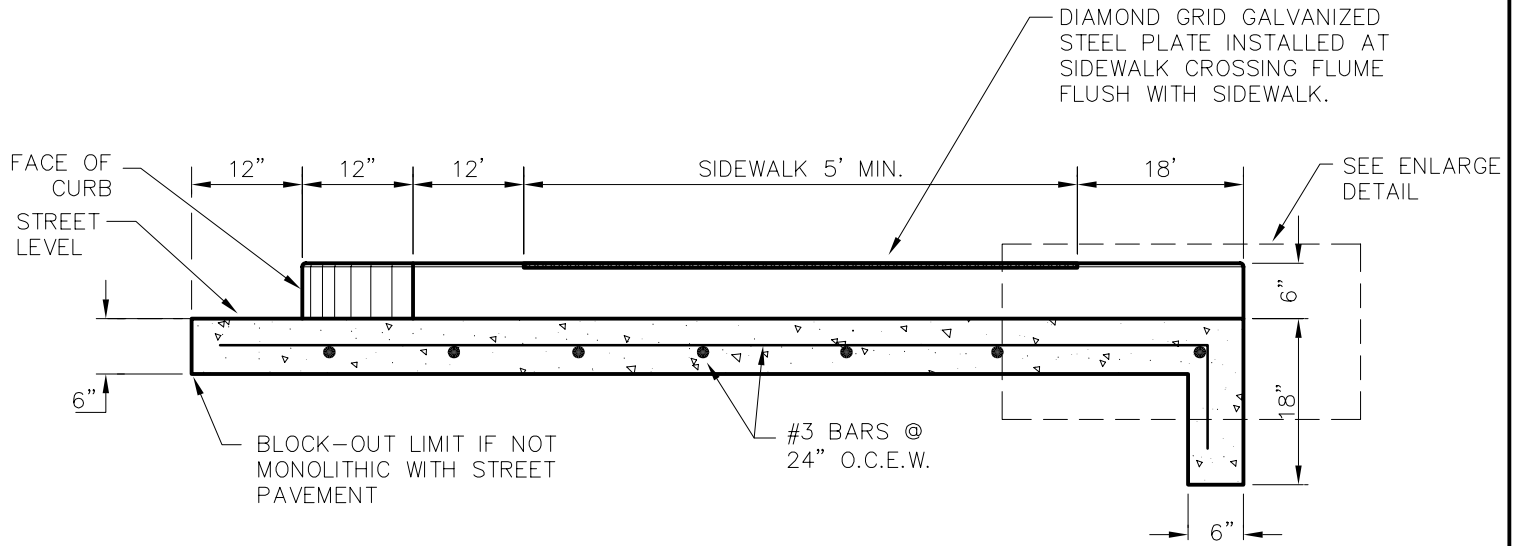
SIDEWALK FLUME DETAIL

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:
AUGUST, 2010

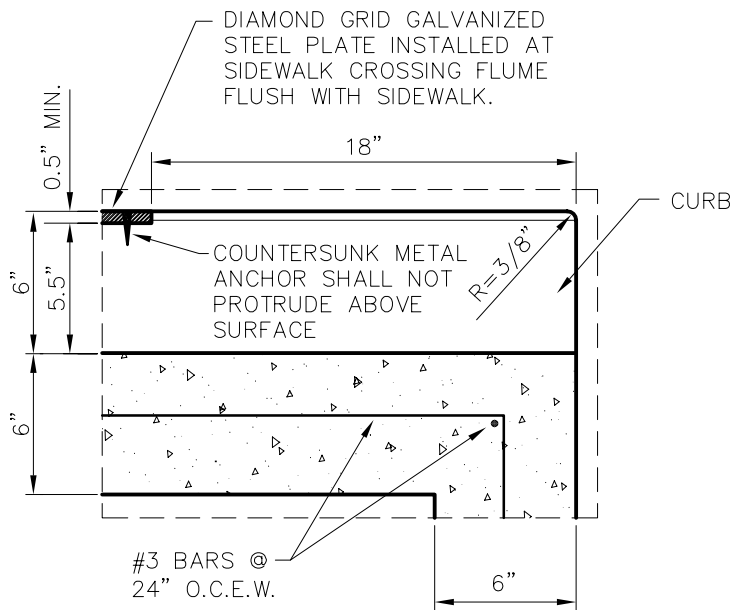
REV DATE:
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SHEET :
SD-P31



SECTION B

NTS



ENLARGED DETAIL

NTS

Addison!

PUBLIC WORKS DEPARTMENT

SIDEWALK FLUME DETAIL
CONTINUED

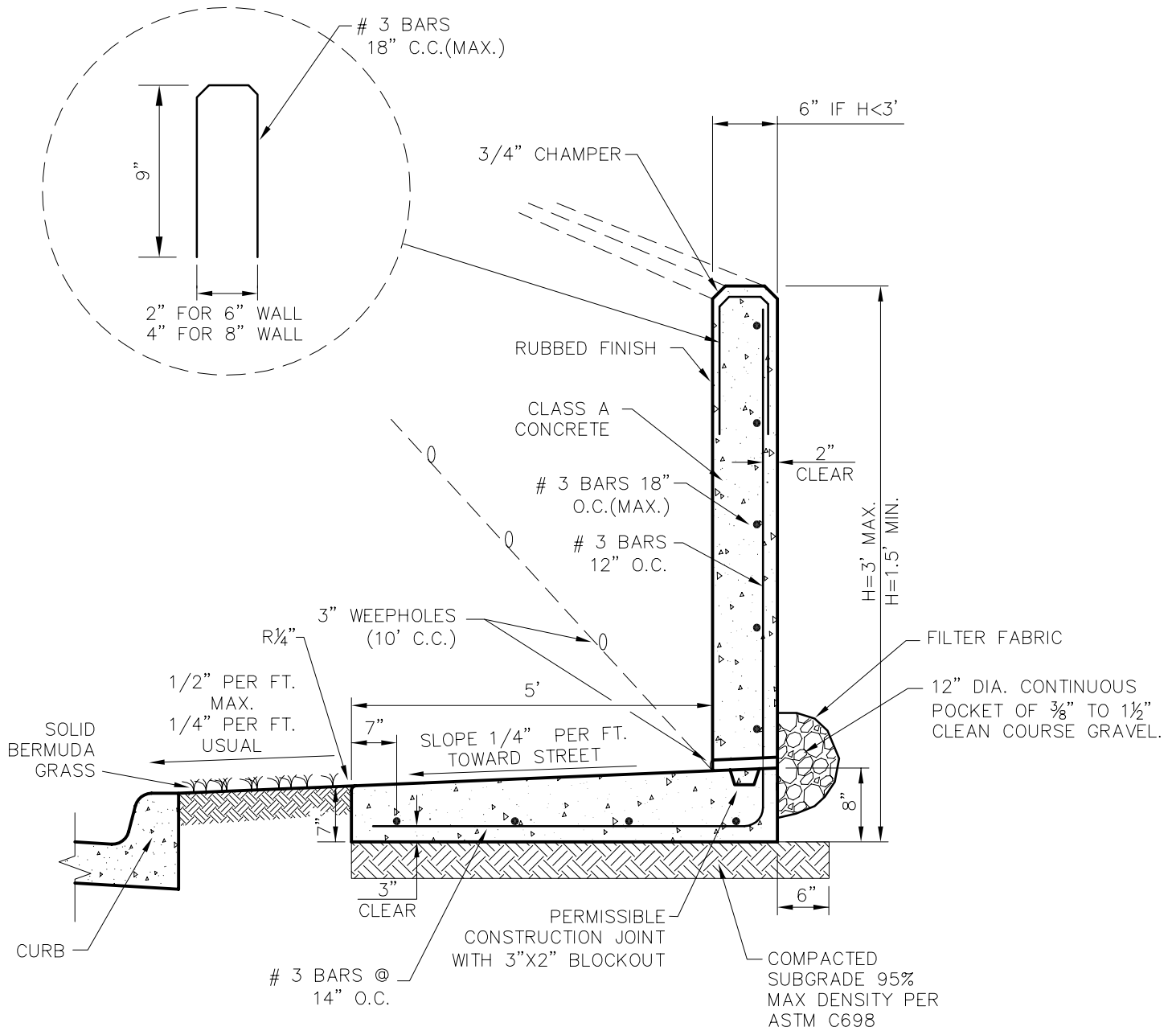
STANDARD CONSTRUCTION DETAILS
PAVING

DATE:
AUGUST, 2010

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-

SHEET :
SD-P32

NOTE:
 PROVIDE VERTICAL EXPANSION IN WALL
 AT 25' MAX. SPACING.



**SIDEWALK WITH INTEGRAL
 RETAINING WALL**

NTS



PUBLIC WORKS DEPARTMENT

**SIDEWALK WITH INTEGRAL
 RETAINING WALL**

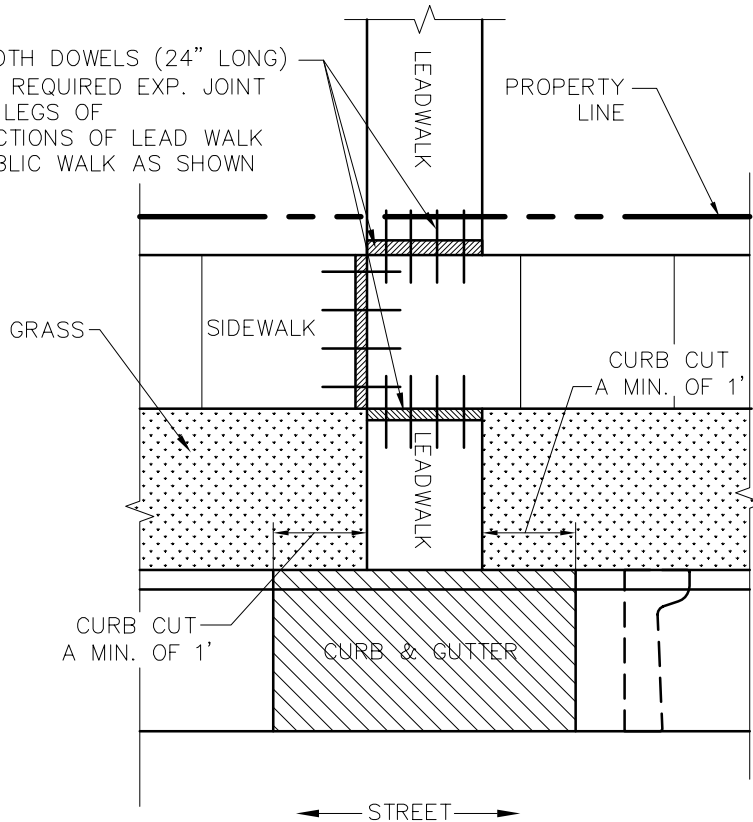
**STANDARD CONSTRUCTION DETAILS
 PAVING**

DATE:
 AUGUST, 2010

REV DATE:
 -

SHEET :
 SD-P33

#3 SMOOTH DOWELS (24" LONG)
18" O.C. REQUIRED EXP. JOINT
AT TWO LEGS OF
INTERSECTIONS OF LEAD WALK
AND PUBLIC WALK AS SHOWN



NOTES:

1. ALL SIDEWALKS AND DRIVEWAY REINFORCEMENT SHALL BE #3 STEEL 18" O.C.E.W. TIED TO #3 SMOOTH DOWELS AND SET UPON CHAIRS.
2. 1-INCH CUSHION SAND REQUIRED ON SUBGRADE COMPACTED WITHIN 95% STANDARD PROCTOR DENSITY.
3. POURS SHALL REQUIRE A PRE-POUR INSPECTION FOR FORMWORK, REINFORCEMENT AND GEOMETRY. VISUAL INSPECTIONS MAY BE MADE AFTER THE POUR TO ADDRESS TOOLED JOINTS, FINISH, SUBGRADE INTEGRITY, ETC.
4. ENSURE THAT FLATWORK DOES NOT OBSCURE ABOVE-GROUND APPURTENANCES (I.E. VALVES, MH LIDS)
5. EXPOSED AGGREGATE CONCRETE IS NOT ACCEPTABLE FOR SIDEWALK WITHIN PUBLIC RIGHT-OF-WAY.
6. SIDEWALKS SHALL BE 5' WIDE (MIN.) WITH 42" (MIN.) UNOBSTRUCTED. SIDEWALKS ALONG ARTERIAL (THOROUGHFARE) ROADWAYS SHALL BE 6' MIN.
7. FOR CURB DETAIL SEE CURB AND GUTTER & ASPHALT PAVING CROSS SECTION

Addison!

PUBLIC WORKS DEPARTMENT

CURB AND LEAD
WALK REPAIR

STANDARD CONSTRUCTION DETAILS
PAVING

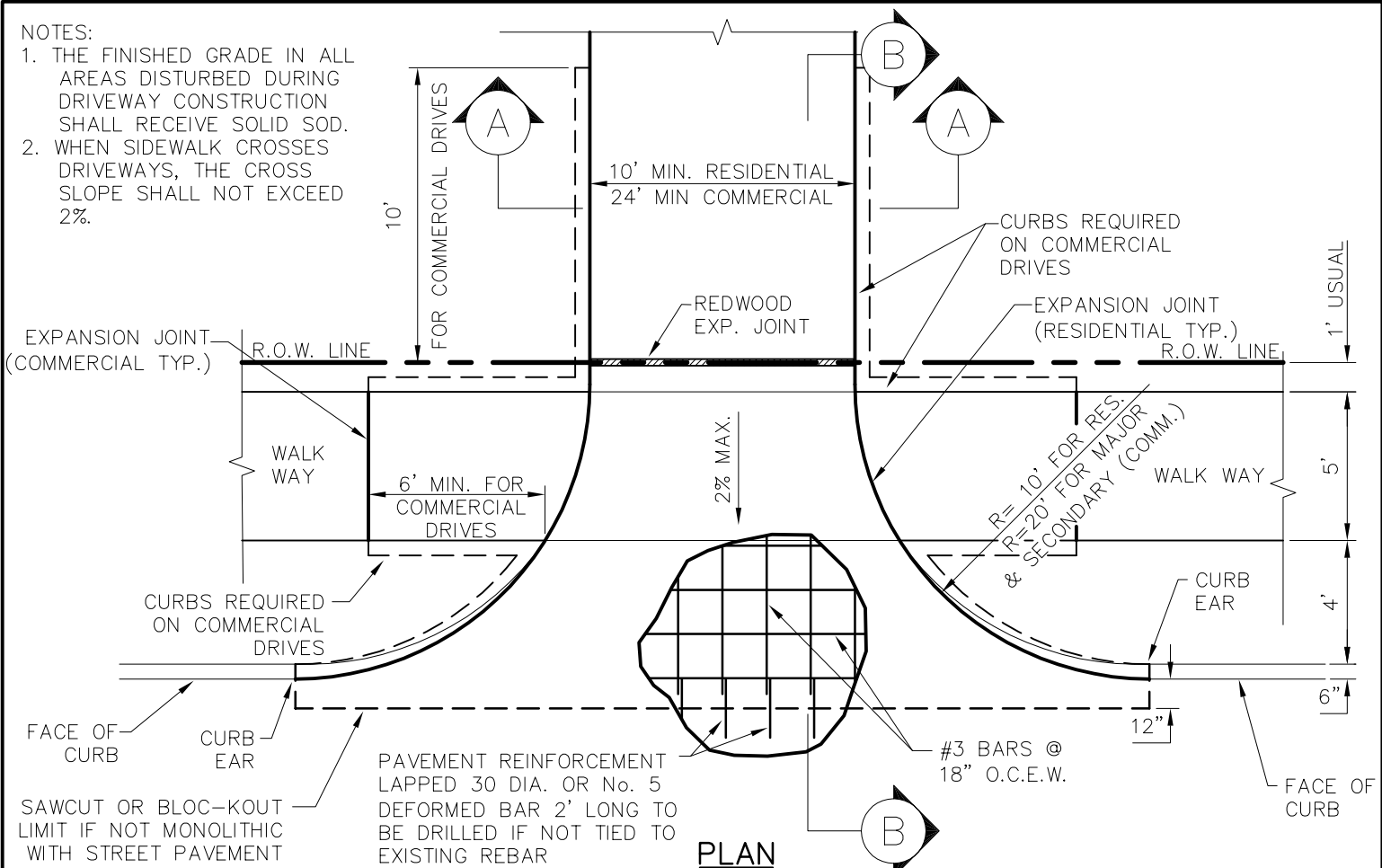
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AUGUST, 2010

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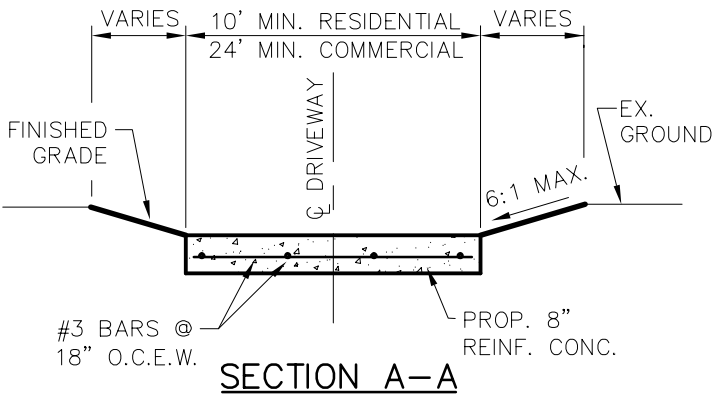
SHEET :
SD-P34

NOTES:

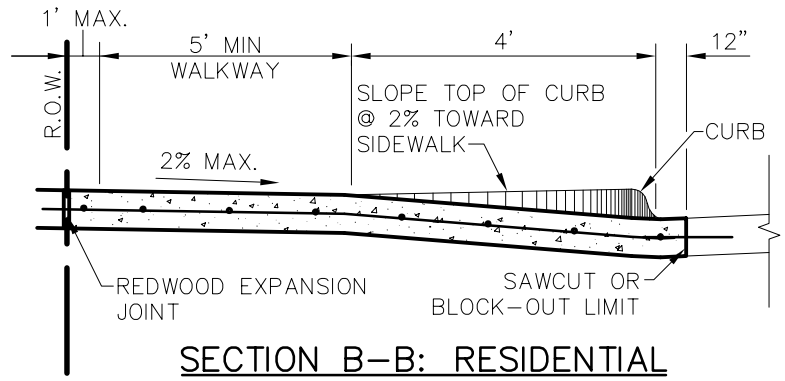
1. THE FINISHED GRADE IN ALL AREAS DISTURBED DURING DRIVEWAY CONSTRUCTION SHALL RECEIVE SOLID SOD.
2. WHEN SIDEWALK CROSSES DRIVEWAYS, THE CROSS SLOPE SHALL NOT EXCEED 2%.



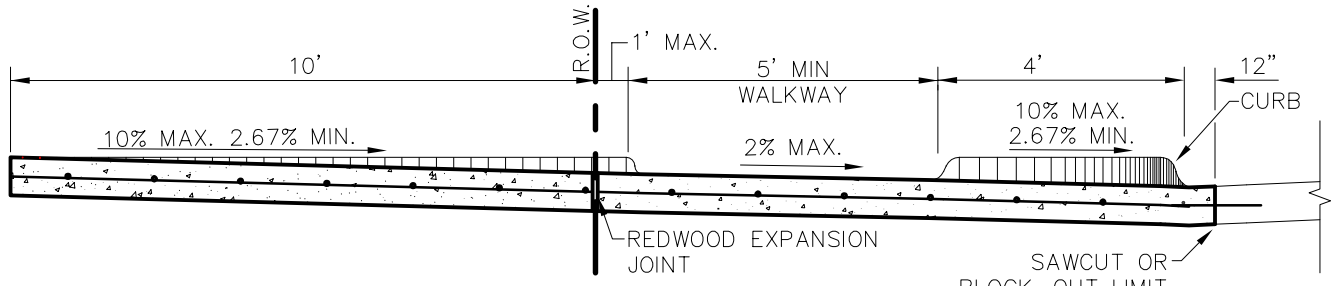
NTS



NTS



NTS



NTS



PUBLIC WORKS DEPARTMENT

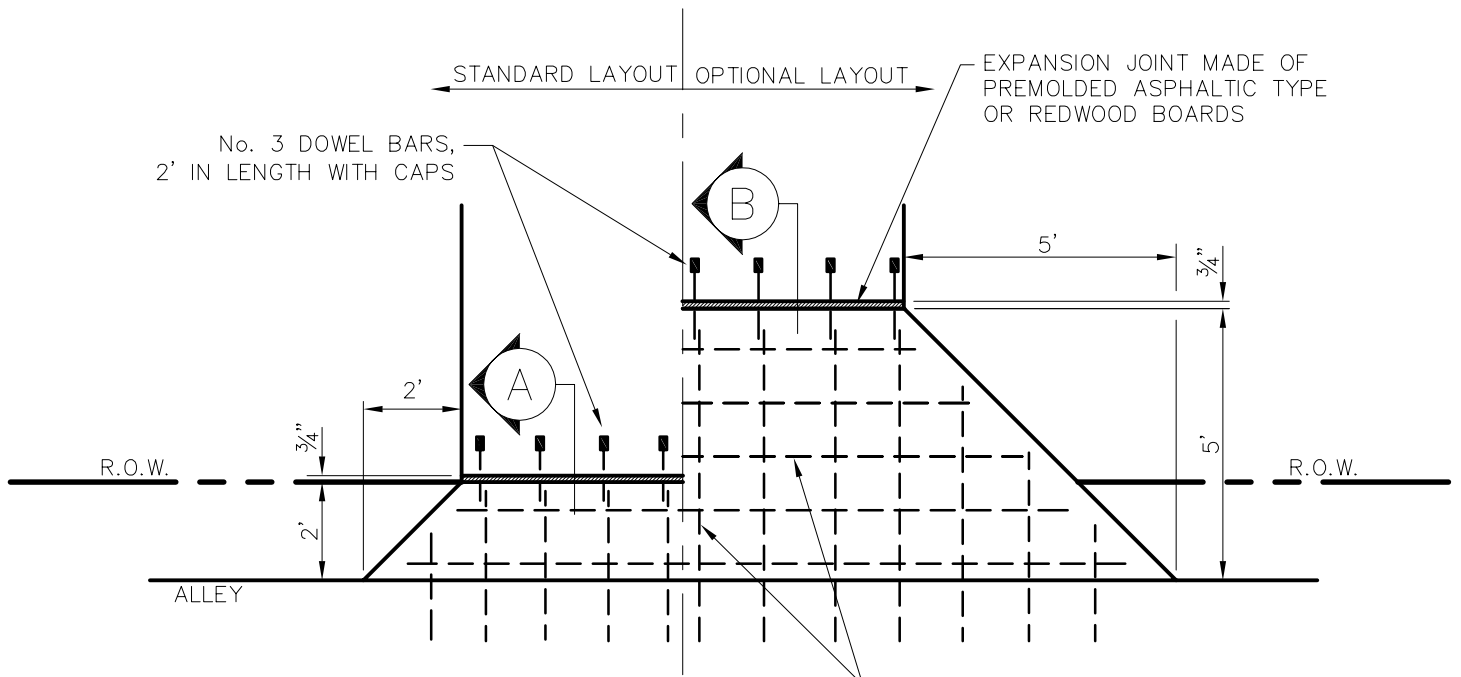
DRIVEWAY RETURN DETAILS

STANDARD CONSTRUCTION DETAILS PAVING

DATE: AUGUST, 2010

REV DATE: -

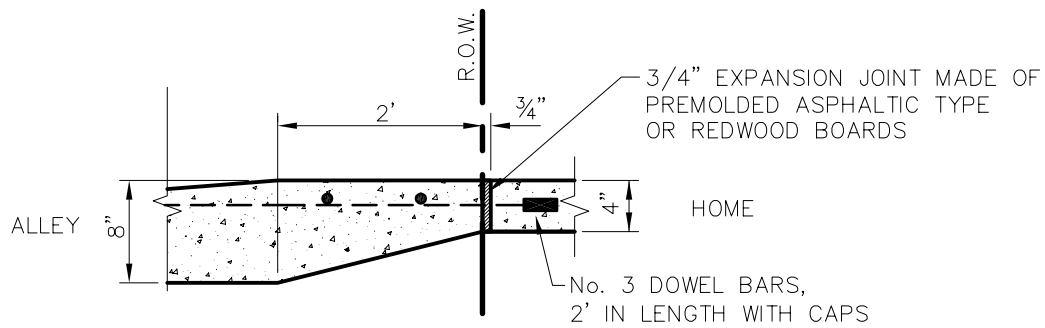
SHEET : SD-P35



PLAN

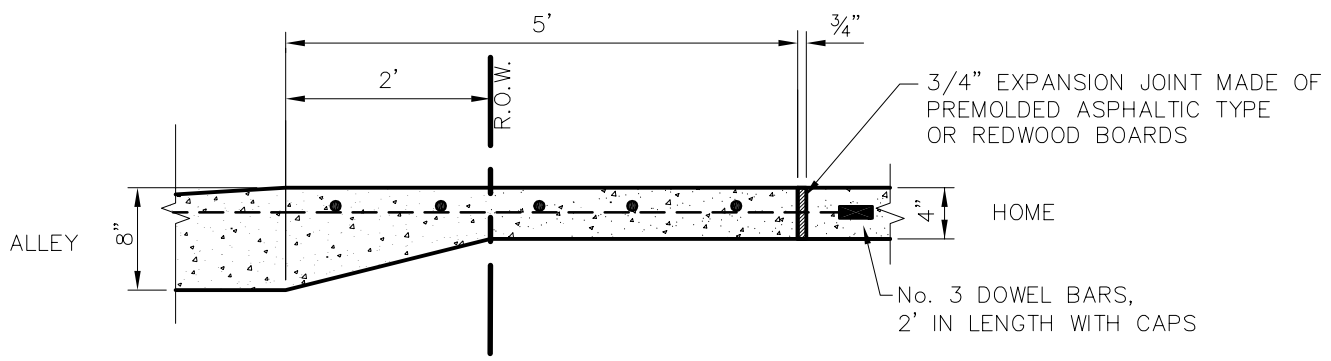
#3 BARS @ 18" O.C.E.W.

NTS



SECTION A

NTS



SECTION B

NTS

Addison!

PUBLIC WORKS DEPARTMENT

DRIVEWAY RETURN FOR ALLEY

STANDARD CONSTRUCTION DETAILS PAVING

DATE: AUGUST, 2010	REV DATE: -	SHEET : SD-P36
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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 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. MAXIMUM ALLOWABLE 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 AND TEXTURE MAY BE FOUND IN THE CURRENT EDITION OF THE TEXAS ACCESSIBILITY STANDARDS (TAS) AND 16 TAC §68.102.
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. BARRIER FREE RAMPS SHALL BE CONSTRUCTED 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 ¼".

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 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.



PUBLIC WORKS DEPARTMENT

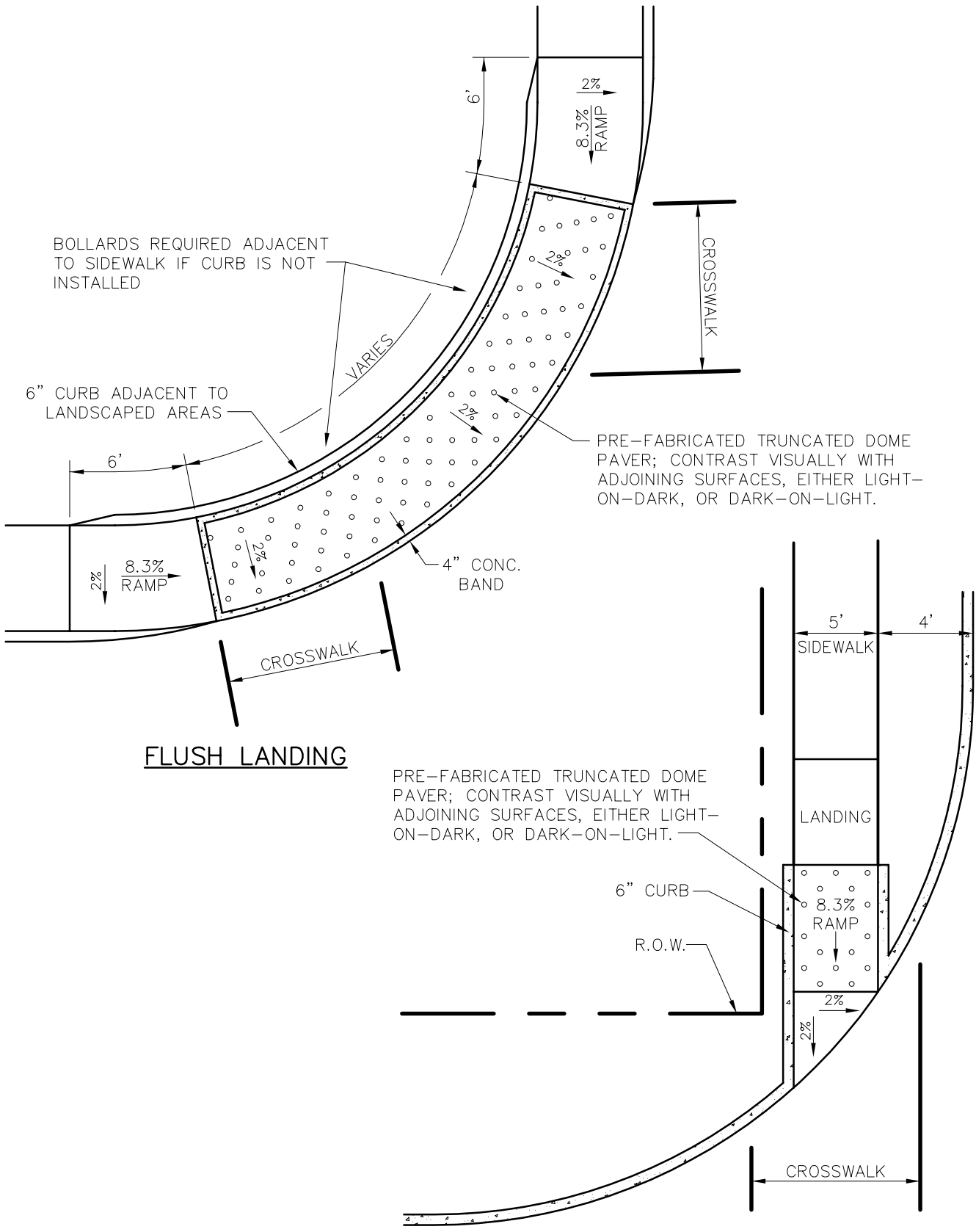
PEDESTRIAN FACILITIES
GENERAL NOTES

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:
AUGUST, 2010

REV DATE:
-

SHEET :
SD-P37



DIRECTIONAL RAMP WITHIN RADIUS



PUBLIC WORKS DEPARTMENT

PEDESTRIAN RAMPS

STANDARD CONSTRUCTION DETAILS
PAVING

DATE: AUGUST, 2010	REV DATE: -	SHEET : SD-P38
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6" #3 DOWELS
EPOXIED 3" INTO
PAVEMENT @ 18" O.C.

PRE-FABRICATED TRUNCATED DOME
PAVER; CONTRAST VISUALLY WITH
ADJOINING SURFACES, EITHER LIGHT-
ON-DARK, OR DARK-ON-LIGHT.

1" GRANITE SAND
CONFORMED TO
ASTM 33

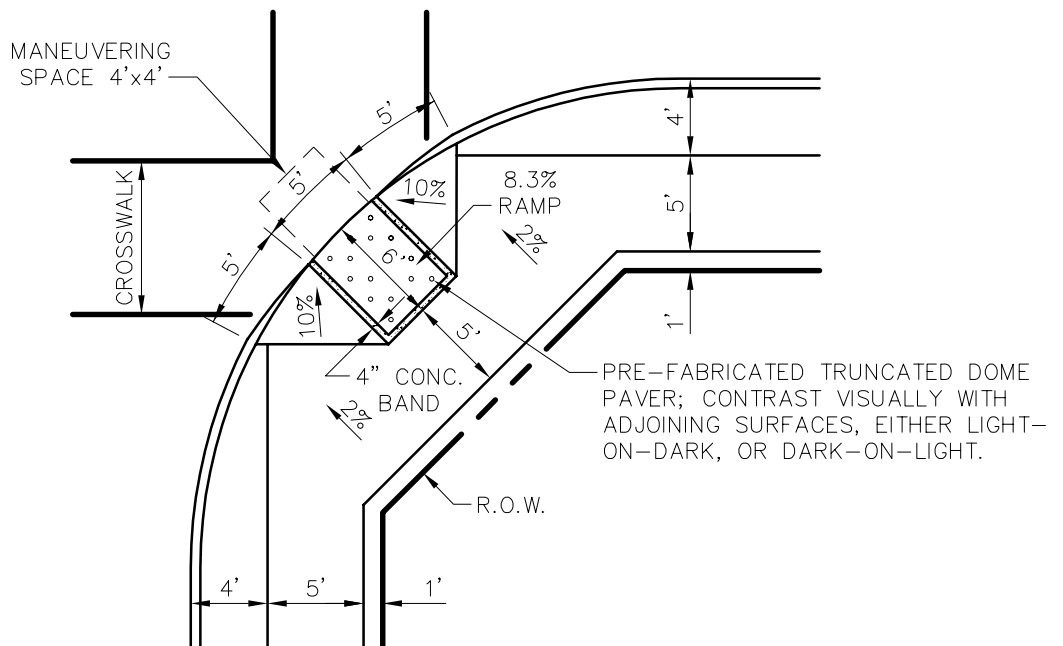
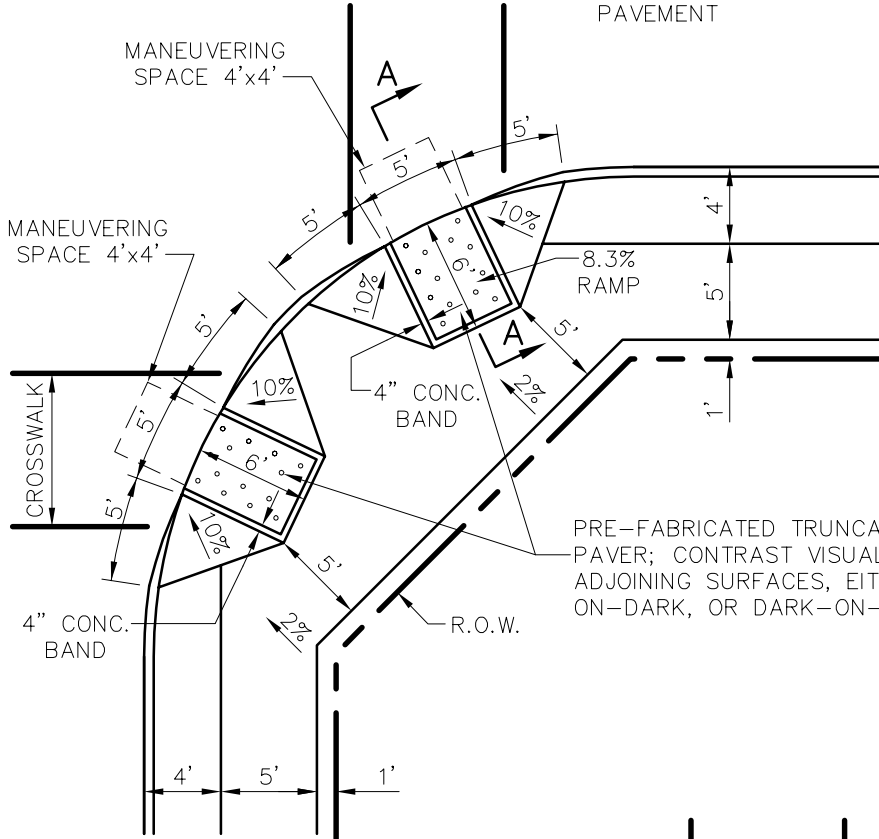
8" CONC.
STREET
PAVEMENT

2% CROSS SLOPE

8.3% RUNNING
SLOPE

4"-CLASS "A"
REINF. CONC.
WALK

SECTION 'A-A'



Addison!

PUBLIC WORKS DEPARTMENT

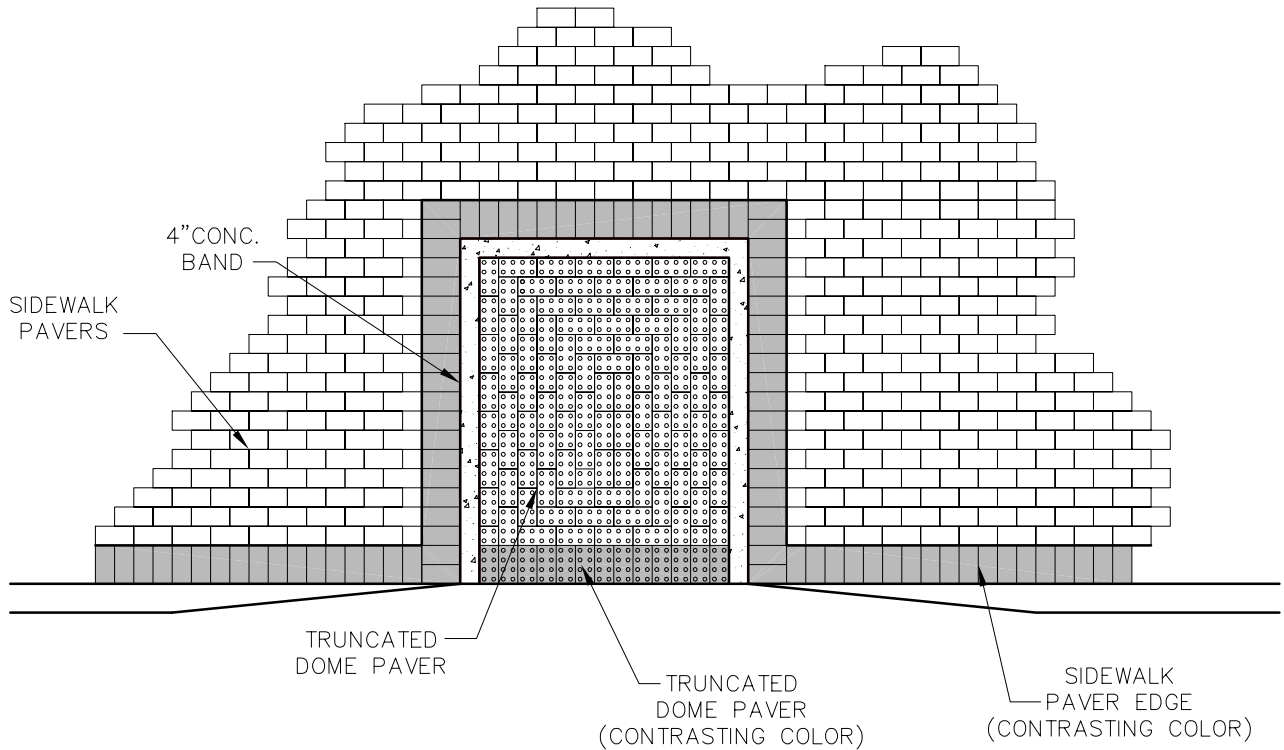
**BARRIER FREE RAMP
(RESIDENTIAL)**

**STANDARD CONSTRUCTION DETAILS
PAVING**

DATE:
AUGUST, 2010

REV DATE:
-

SHEET :
SD-P39



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

Addison!

PUBLIC WORKS DEPARTMENT

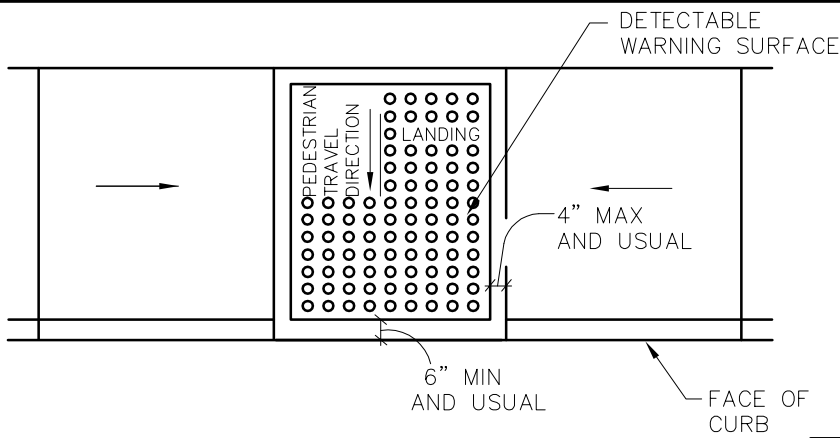
TYPICAL PATTERN
 FOR PAVER SIDEWALK
 AND CURB RAMP

STANDARD CONSTRUCTION DETAILS
 PAVING

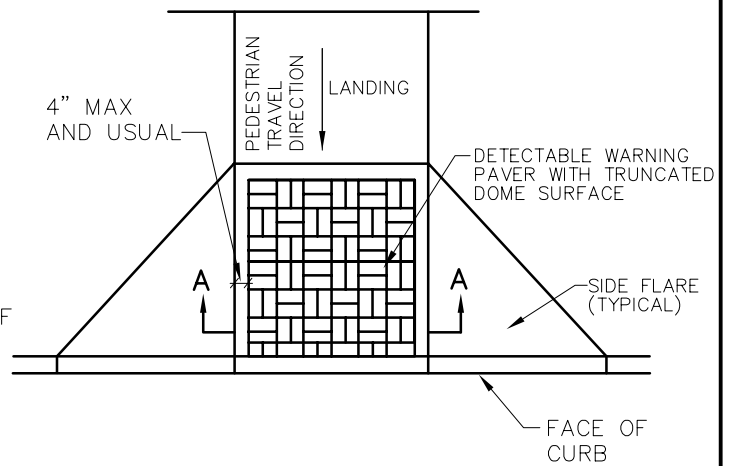
DATE:
 AUGUST, 2010

REV DATE:
 -

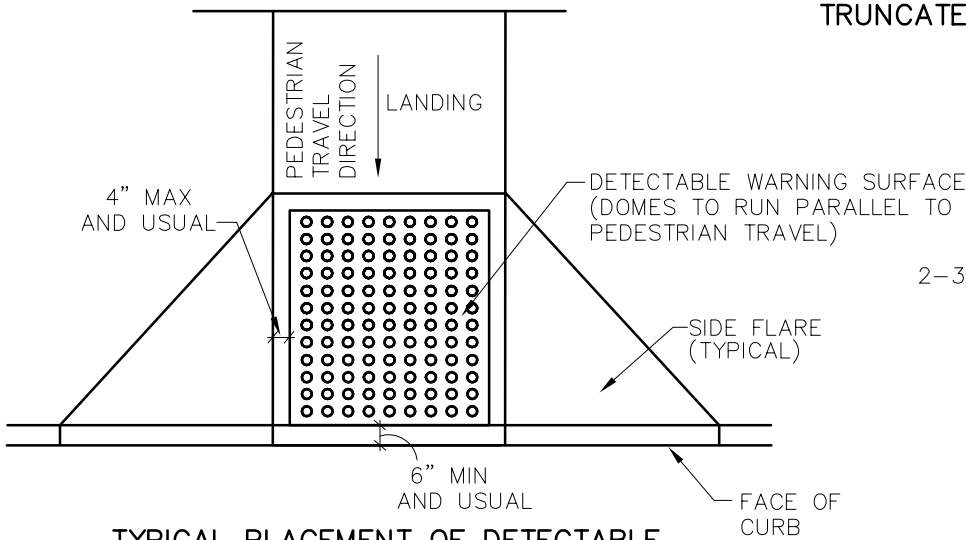
SHEET :
 SD-P40



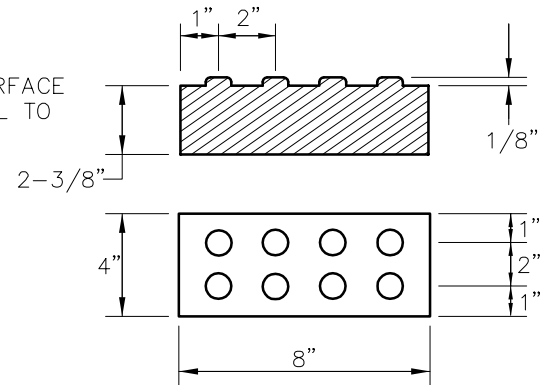
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON LANDING AT STREET EDGE.



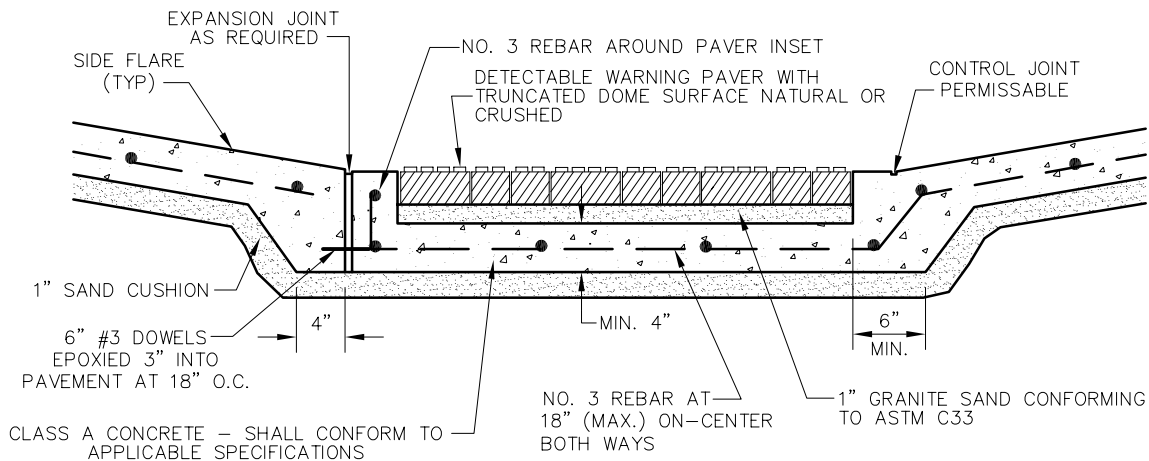
TRUNCATED DOME PATTERN CURB RAMP



TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.



DETECTABLE WARNING PAVER



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