

STANDARD CONSTRUCTION DETAILS

PAVING

APRIL 2023

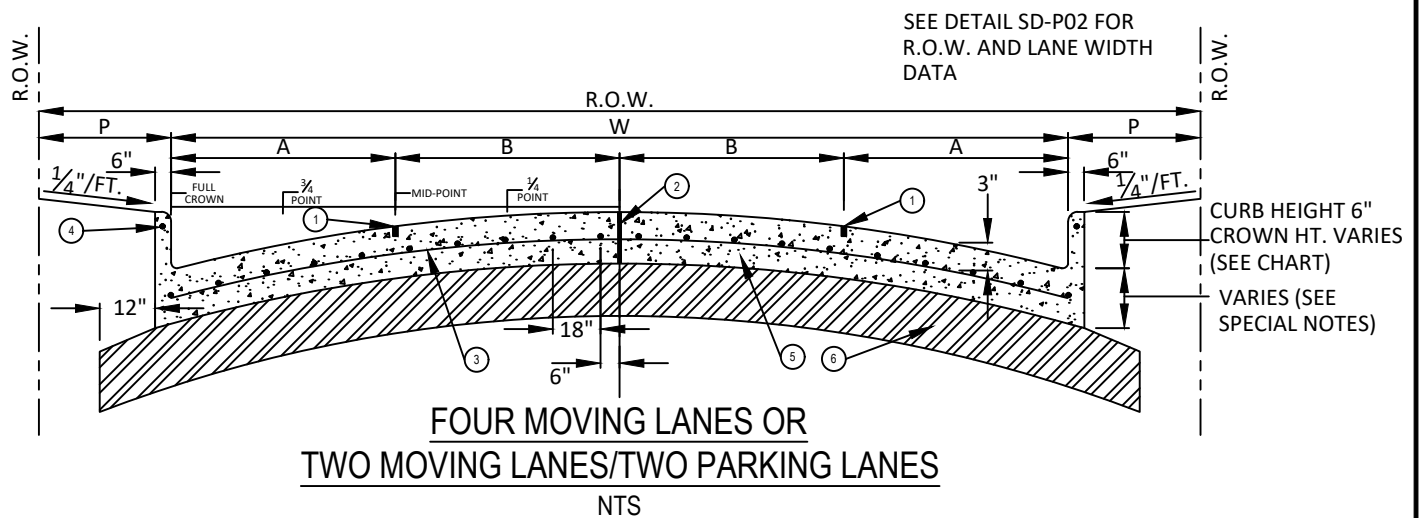
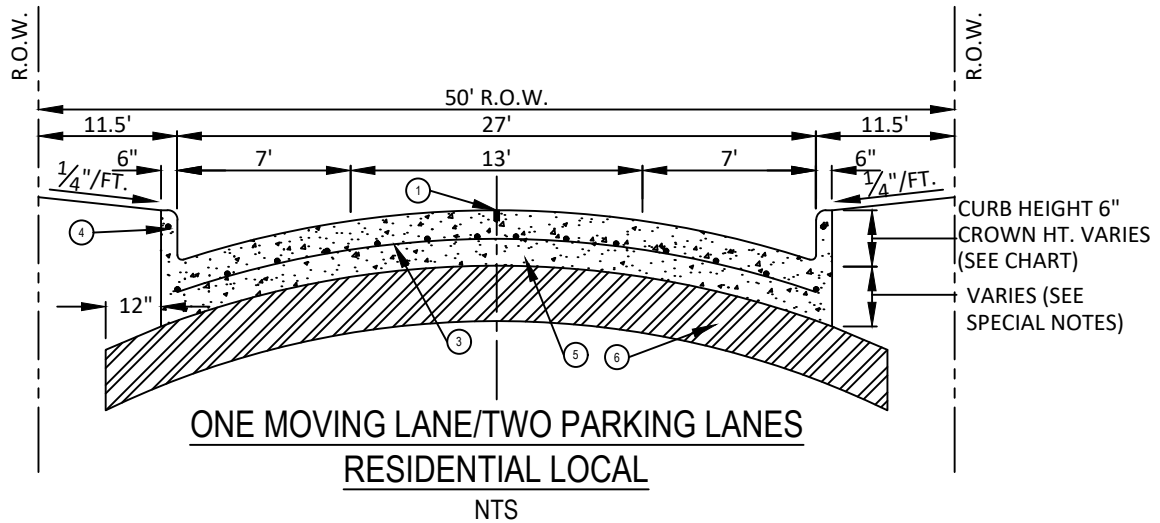


PUBLIC WORKS & ENGINEERING SERVICES

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SEE DETAIL SD-P02 FOR
R.O.W. AND LANE WIDTH
DATA

- ① SAWED LONGITUDINAL JOINT.
- ② CONSTRUCTION JOINT (FULL WIDTH PAVING IS ALLOWED WHERE APPROVED BY PUBLIC WORKS & ENGINEERING SERVICES.
- ③ ALL REINFORCING BARS SHALL BE #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 A CONTINUOUS #3 BAR.
- ⑤ CONCRETE PAVEMENT THICKNESS & DESIGN SHALL BE PER TOWN OF ADDISON GENERAL NOTES SECTION 2.5. MINIMUM 28-DAY COMPRESSIVE STRENGTH: CLASS P1 = 4000 PSI, CLASS P2 = 4500 PSI.
- ⑥ MINIMUM 6" LIME TREATED SUBGRADE PER TOWN OF ADDISON GENERAL NOTES SECTION 2.3.

CROWN HEIGHT AND ORDINATES FOR VARIOUS PARABOLIC SECTIONS

ROADWAY WIDTH (W)	FULL CROWN	¾ POINT	MIDPOINT	¼ POINT
19'	5"	2 13/16"	1 1/4"	5/16"
30'	5"	2 13/16"	1 1/4"	5/16"
36'	6"	3 3/8"	1 1/2"	3/8"
44'	6"	3 3/8"	1 1/2"	3/8"

NOTE: SLIP-FORM PAVEMENT MUST MEET CROWN GRADES AT GUTTERS, AT MIDPOINTS, AND CENTERLINE. WIDTHS OF PAVEMENT ARE TO FACE OF CURBS.



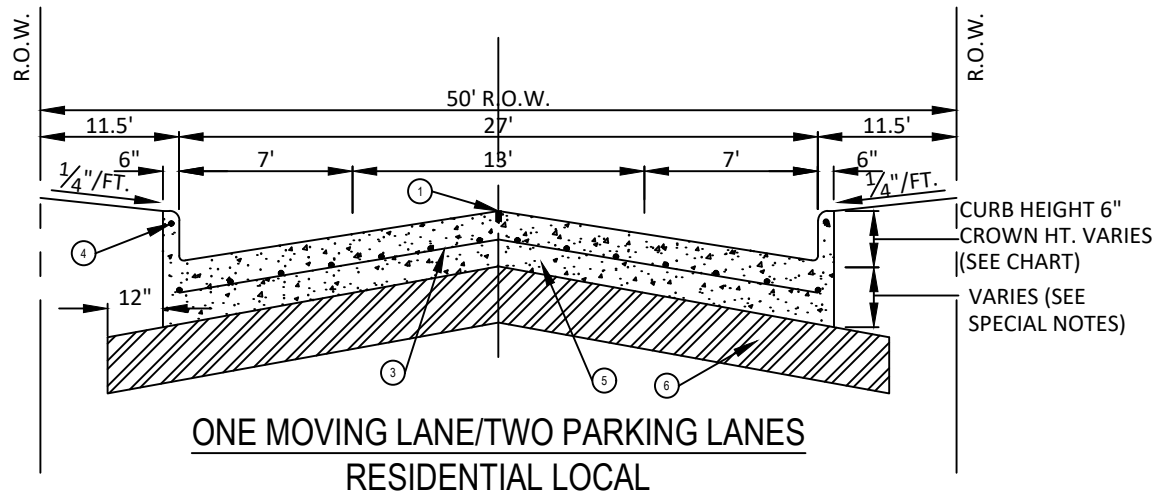
**REINFORCED CONCRETE
PAVEMENT**

STANDARD CONSTRUCTION DETAILS
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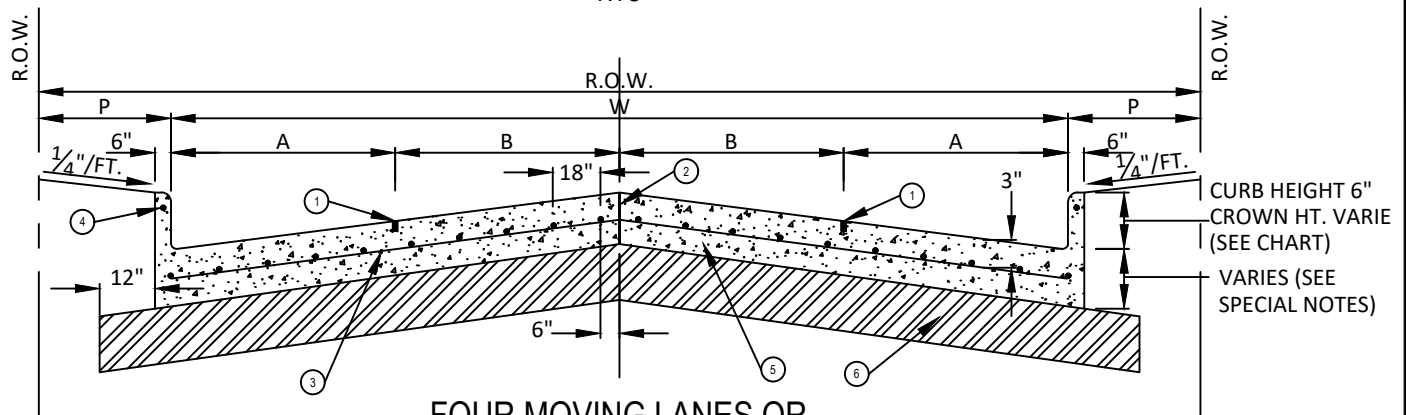
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SD-P01



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- ① SAWED LONGITUDINAL JOINT.
- ② CONSTRUCTION JOINT (FULL WIDTH PAVING IS ALLOWED WHERE APPROVED BY PUBLIC WORKS & ENGINEERING SERVICES).
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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"

* FULL WIDTH PAVING OF 36' WIDE STREETS IS ALLOWED WHERE APPROVED BY PUBLIC WORKS AND ENGINEERING SERVICES.



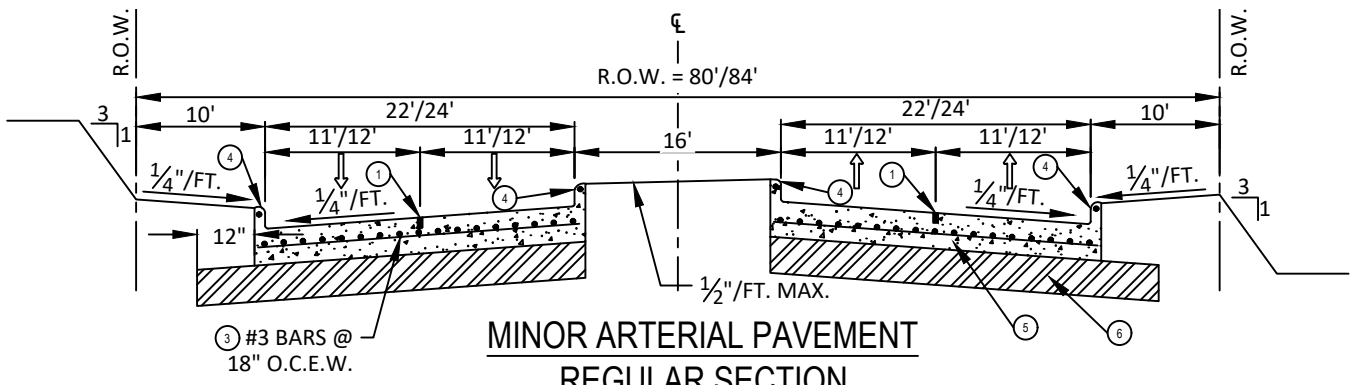
**REINFORCED CONCRETE
PAVEMENT**

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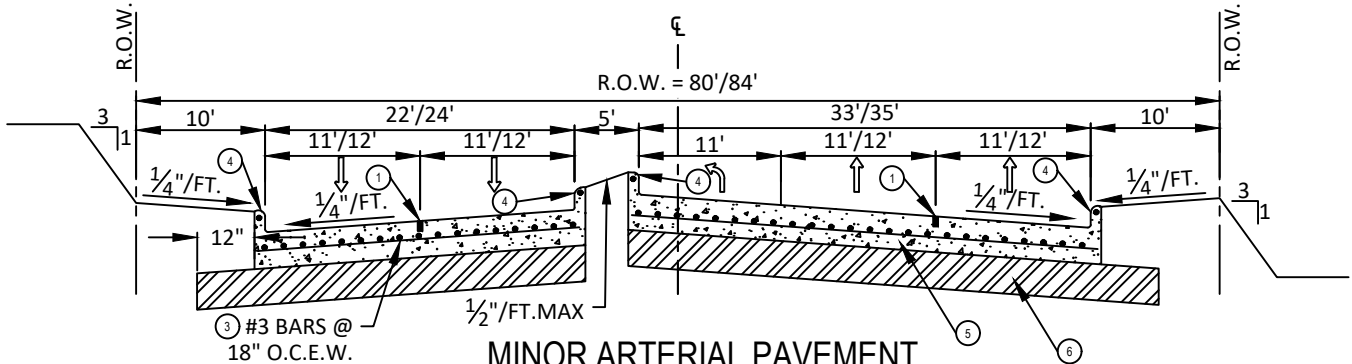
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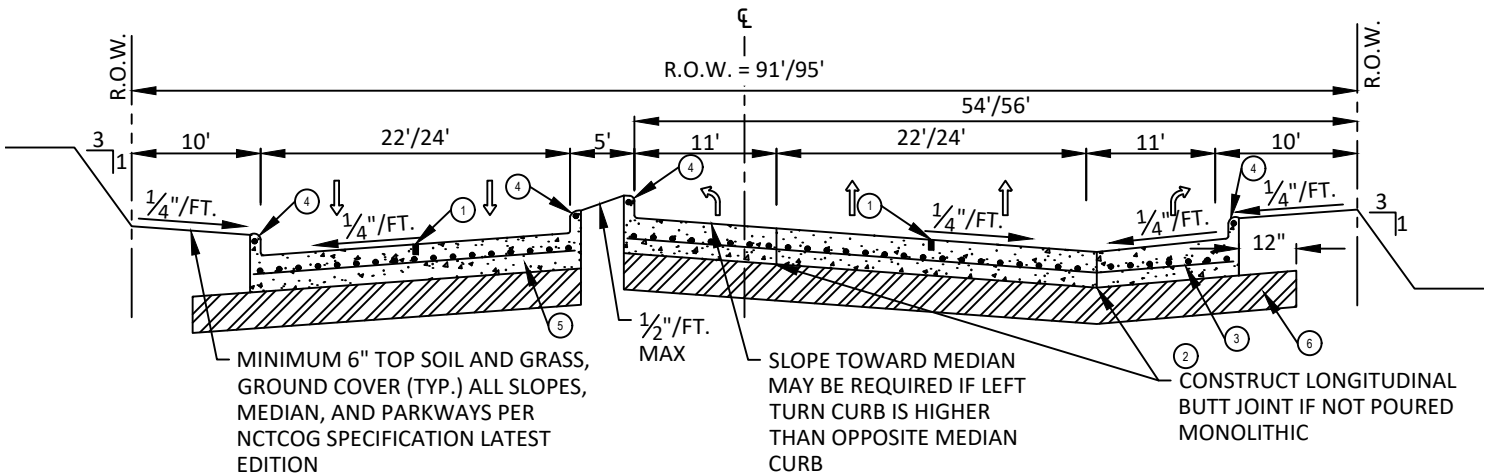
**MINOR ARTERIAL PAVEMENT
REGULAR SECTION**

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**MINOR ARTERIAL PAVEMENT
LEFT TURN SECTION**

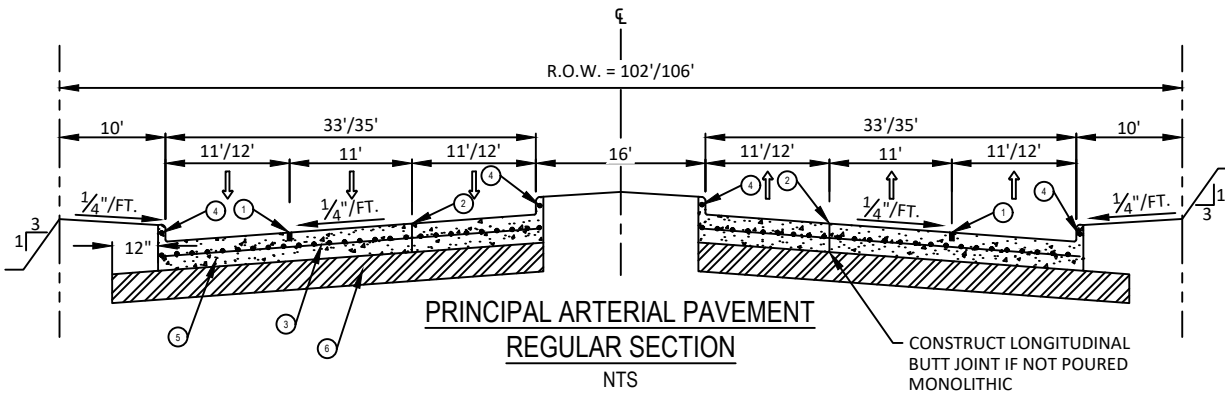
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MINOR ARTERIAL PAVEMENT AT COLLECTOR OR GREATER SECTION

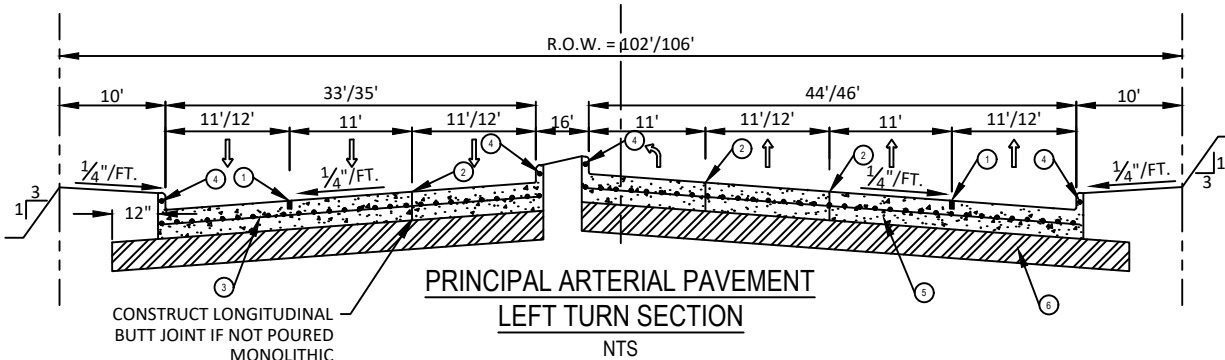
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- ① SAWED LONGITUDINAL JOINT.
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- ⑥ MINIMUM 6" LIME TREATED SUBGRADE PER TOWN OF ADDISON GENERAL NOTES SECTION 2.3.



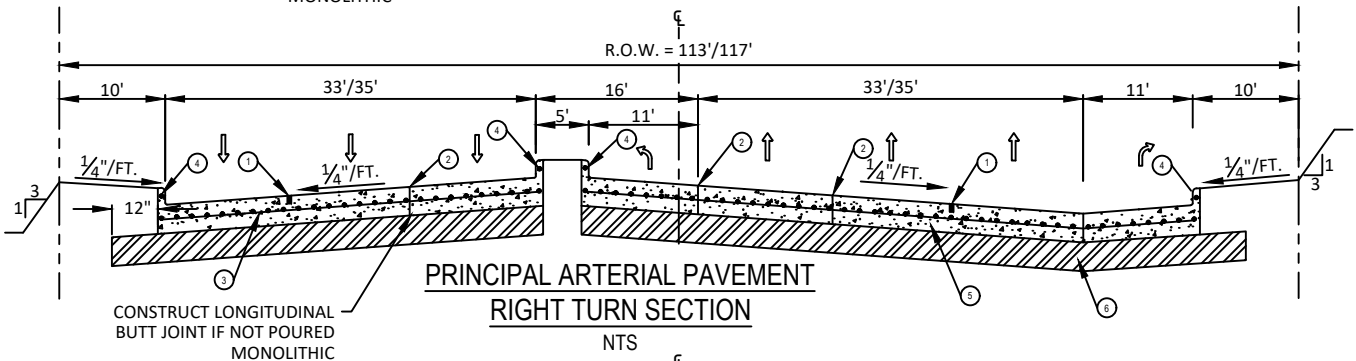
**PRINCIPAL ARTERIAL PAVEMENT
REGULAR SECTION**

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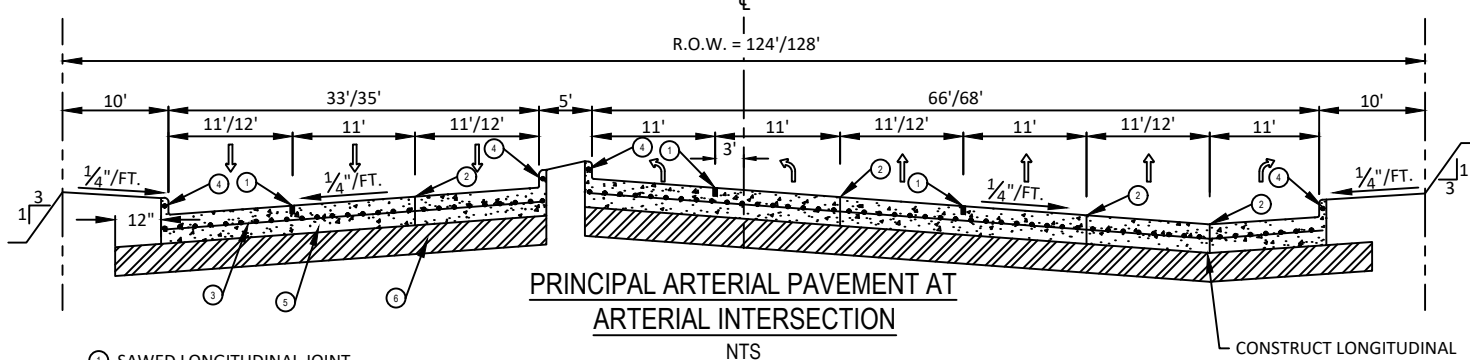
**PRINCIPAL ARTERIAL PAVEMENT
LEFT TURN SECTION**

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**PRINCIPAL ARTERIAL PAVEMENT
RIGHT TURN SECTION**

NTS



**PRINCIPAL ARTERIAL PAVEMENT AT
ARTERIAL INTERSECTION**

NTS

- ① SAWED LONGITUDINAL JOINT.
- ② CONSTRUCTION JOINT (FULL WIDTH PAVING IS ALLOWED WHERE APPROVED BY PUBLIC WORKS & ENGINEERING SERVICES).
- ③ ALL REINFORCING BARS SHALL BE #3 TRANSVERSE BARS TO BE SPACED ON 18" CENTERS. LONGITUDINAL BARS SHALL BE PLACED ON 18" CENTERS EXCEPT WHERE NOTED.
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- ⑥ MINIMUM 6" LIME TREATED SUBGRADE PER TOWN OF ADDISON GENERAL NOTES SECTION 2.3.

CONSTRUCT LONGITUDINAL BUTT JOINT IF NOT POURED MONOLITHIC



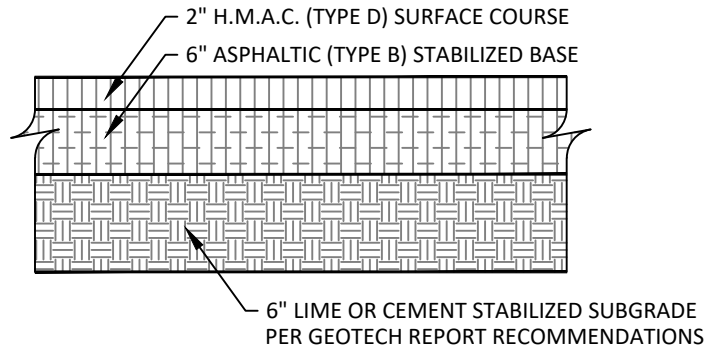
PRINCIPAL ARTERIAL PAVEMENT

**STANDARD CONSTRUCTION DETAILS
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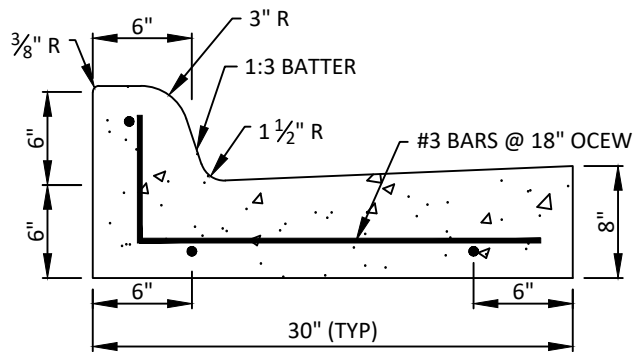
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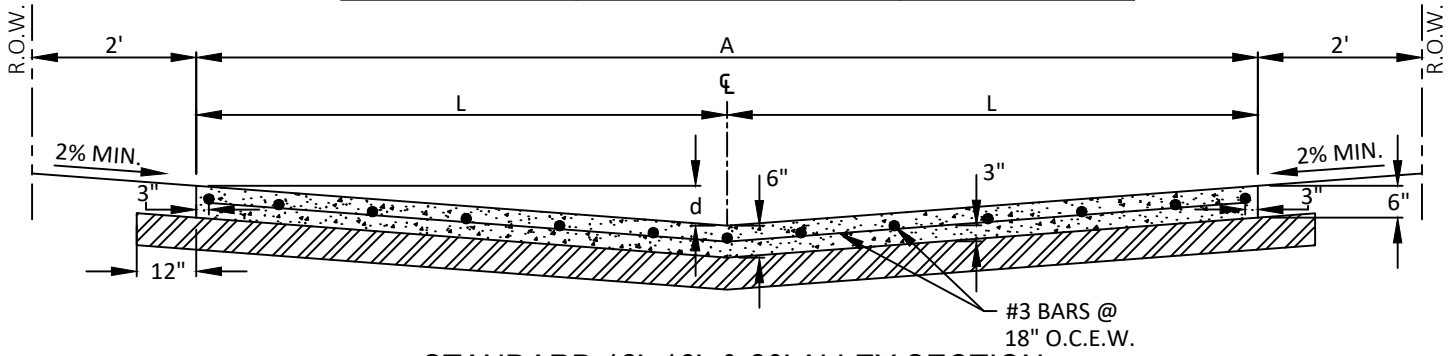


ASPHALT PAVING CROSS SECTION



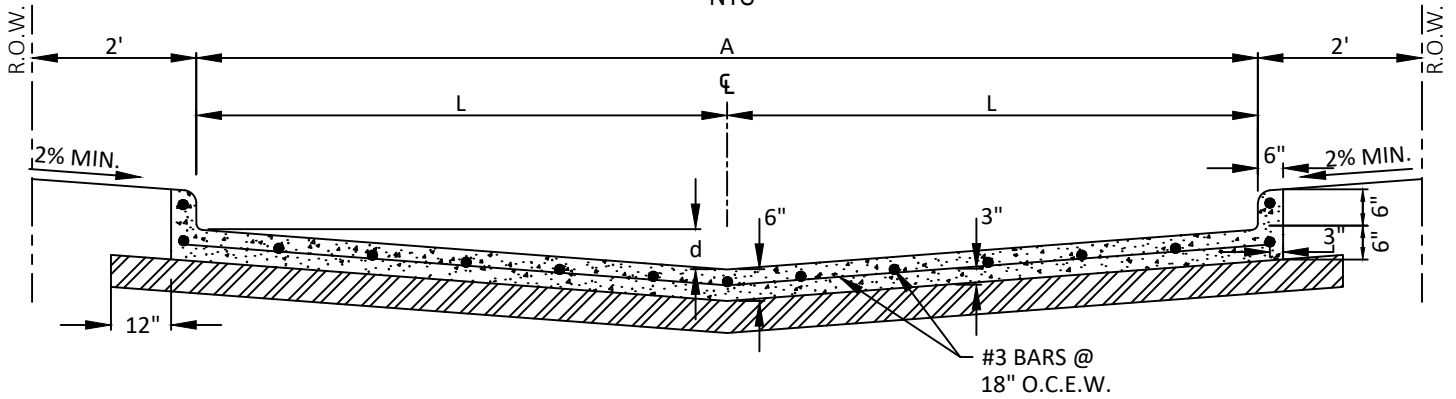
MONOLITHIC CURB
 AND GUTTER

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



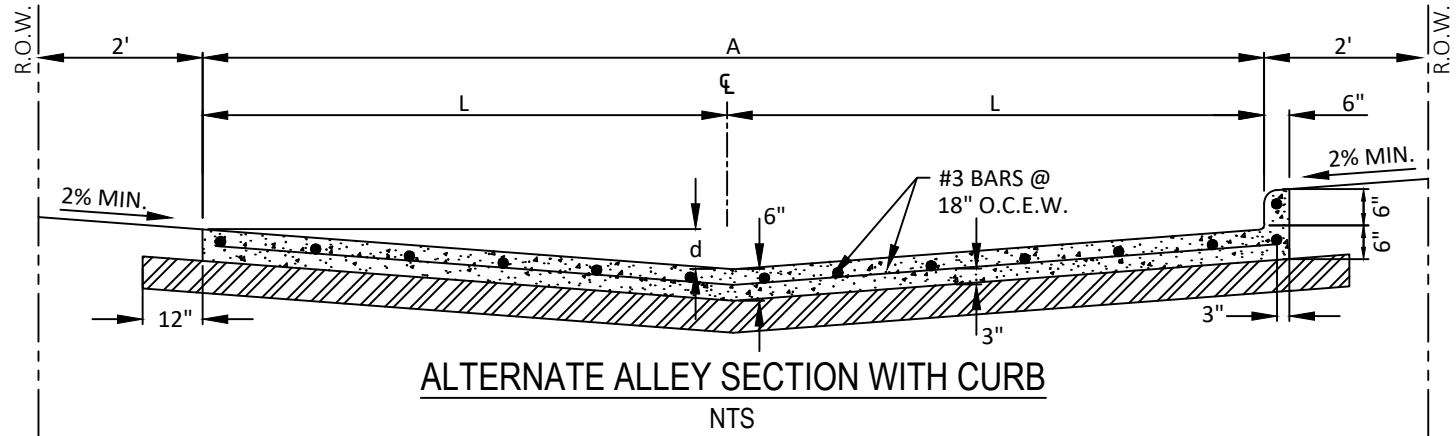
STANDARD 12', 16', & 20' ALLEY SECTION

NTS



STANDARD ALLEY SECTION WITH CURB

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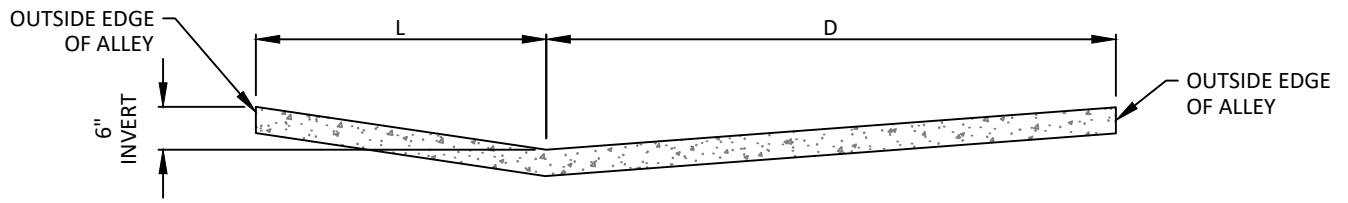


ALTERNATE ALLEY SECTION WITH CURB

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NOTES:

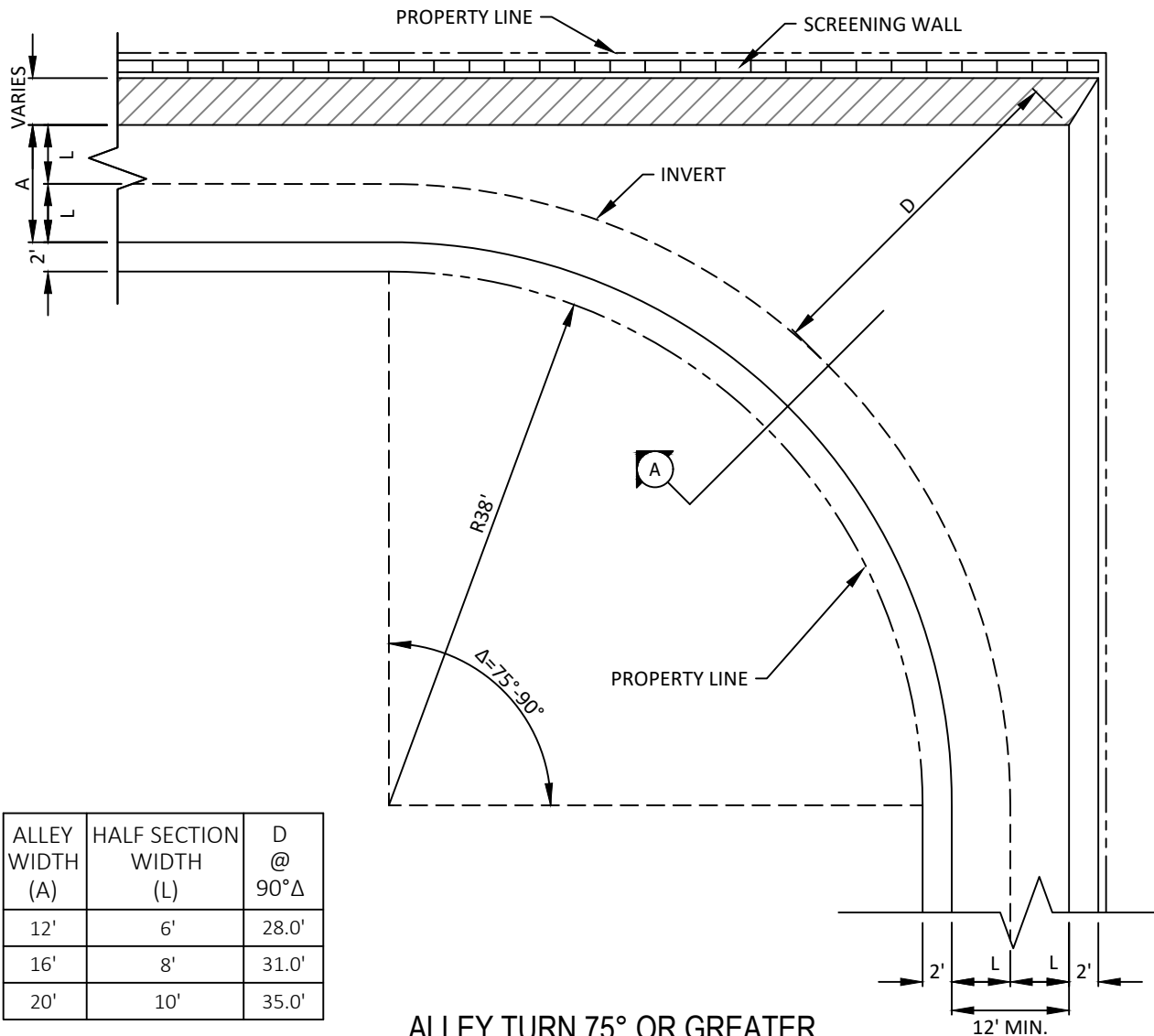
1. CURBS NOT ALLOWED IN RESIDENTIAL AREAS EXCEPT AS APPROVED BY PUBLIC WORKS & ENGINEERING SERVICES.
2. #3 BARS CONTINUOUS IN CURB.
3. CONCRETE PAVEMENT THICKNESS & DESIGN SHALL BE PER TOWN OF ADDISON GENERAL NOTES SECTION 2.5. MINIMUM 28-DAY COMPRESSIVE STRENGTH: CLASS P1 = 4000 PSI, CLASS P2 = 4500 PSI.
4. MINIMUM 6" LIME TREATED SUBGRADE PER TOWN OF ADDISON GENERAL NOTES SECTION 2.3.



SECTION A
NTS

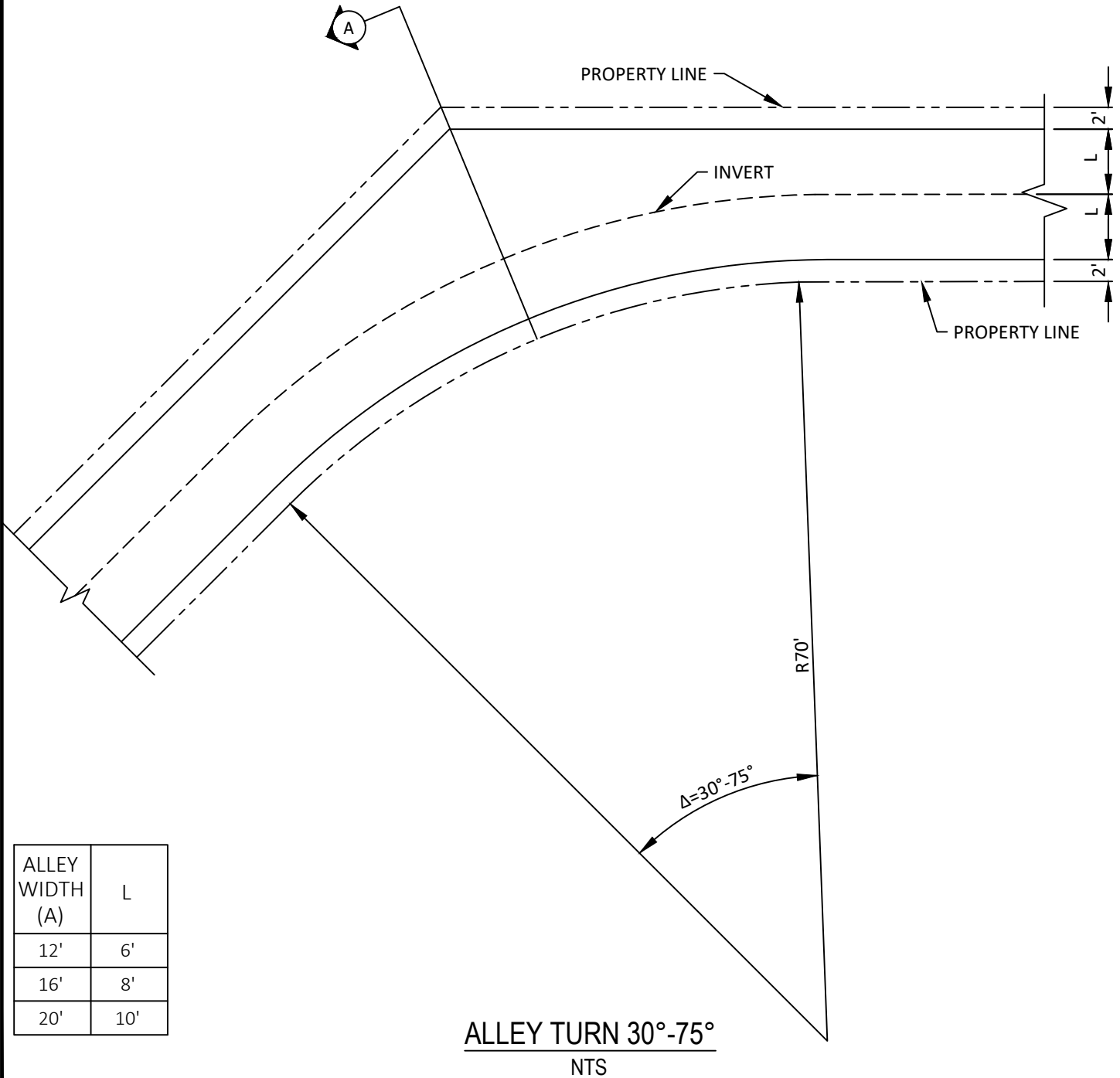
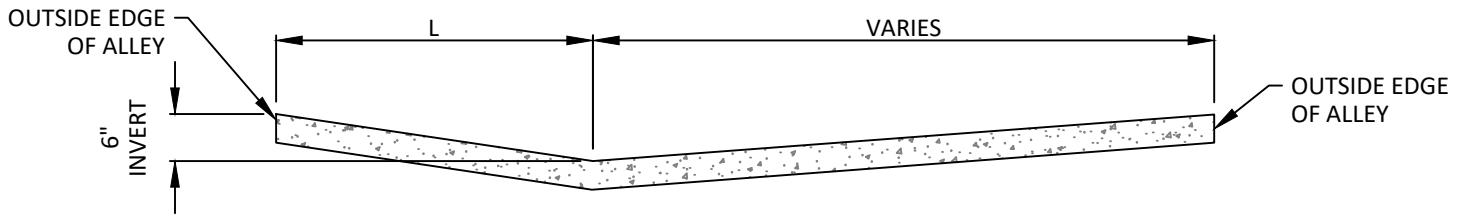
NOTE:

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

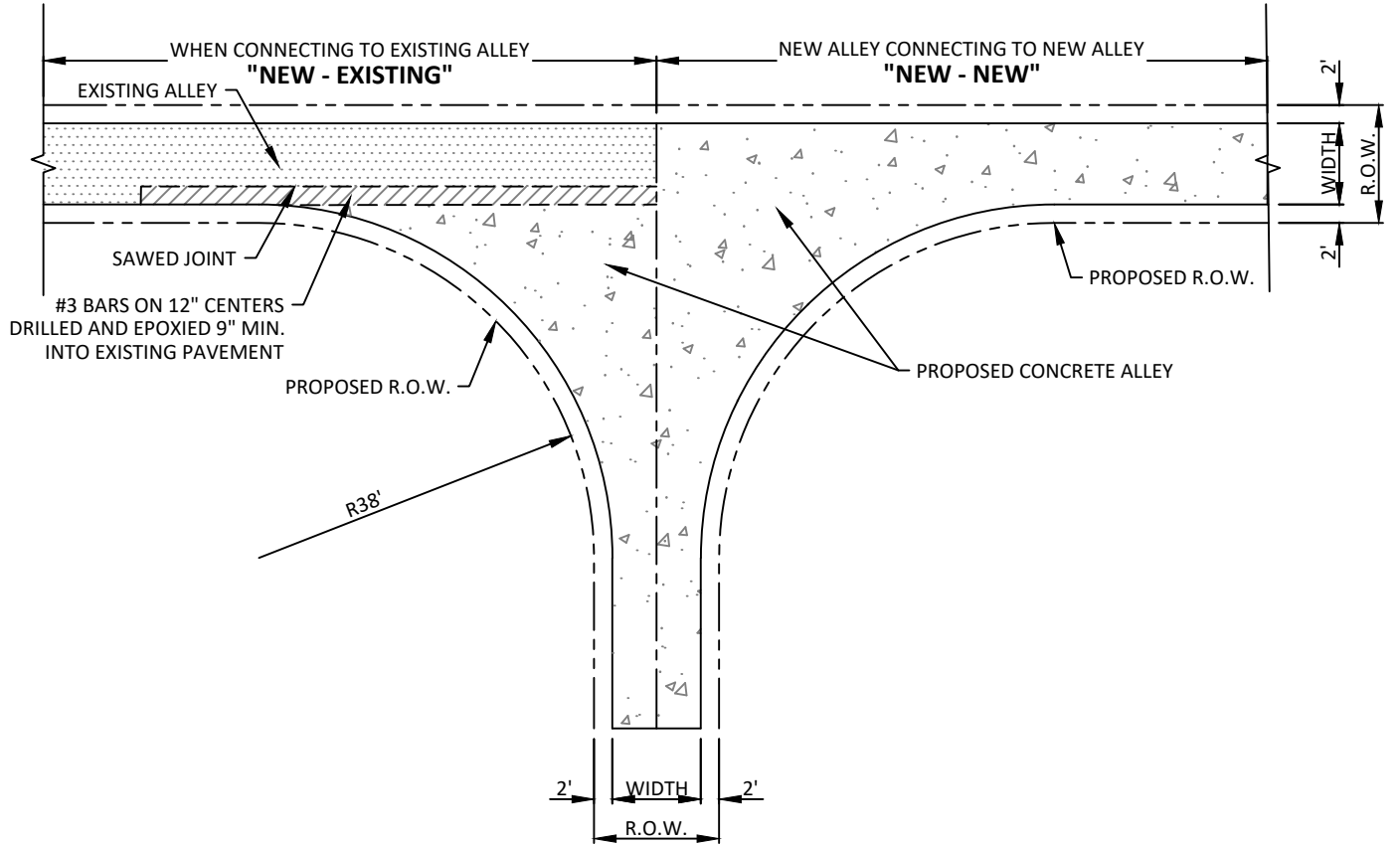


ALLEY WIDTH (A)	HALF SECTION WIDTH (L)	D @ 90°Δ
12'	6'	28.0'
16'	8'	31.0'
20'	10'	35.0'

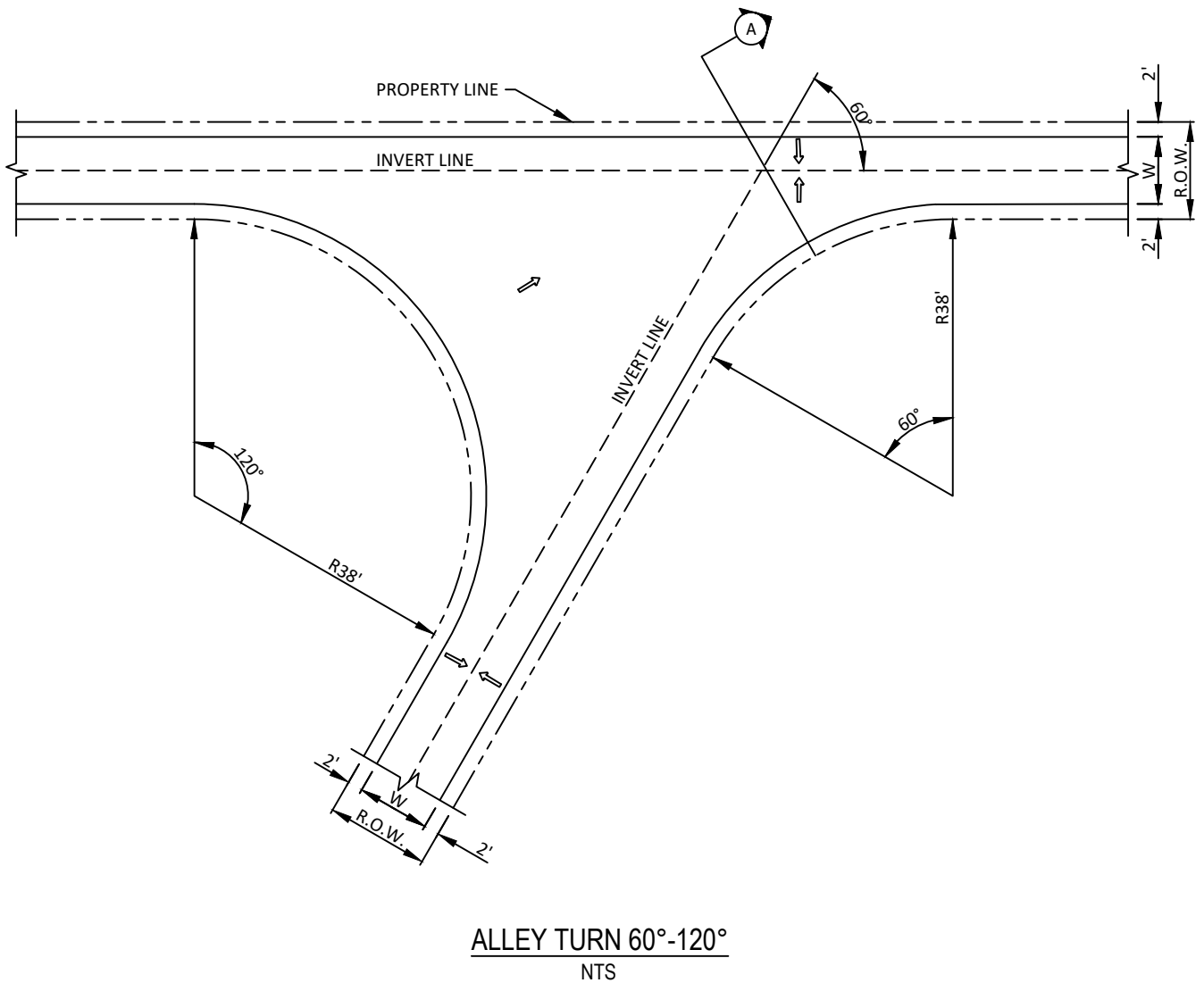
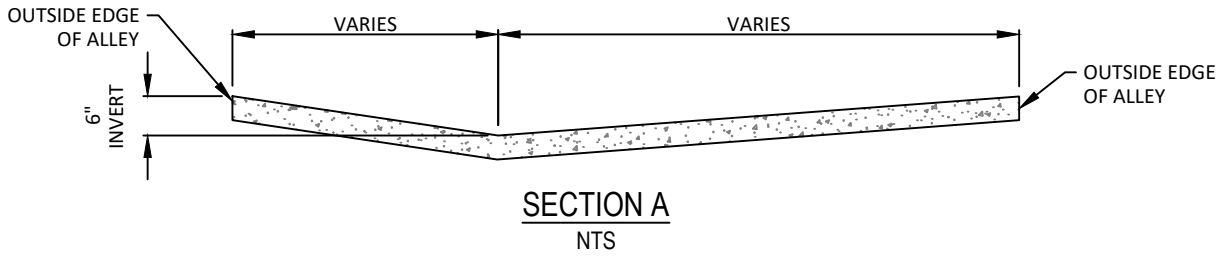
ALLEY TURN 75° OR GREATER
NTS

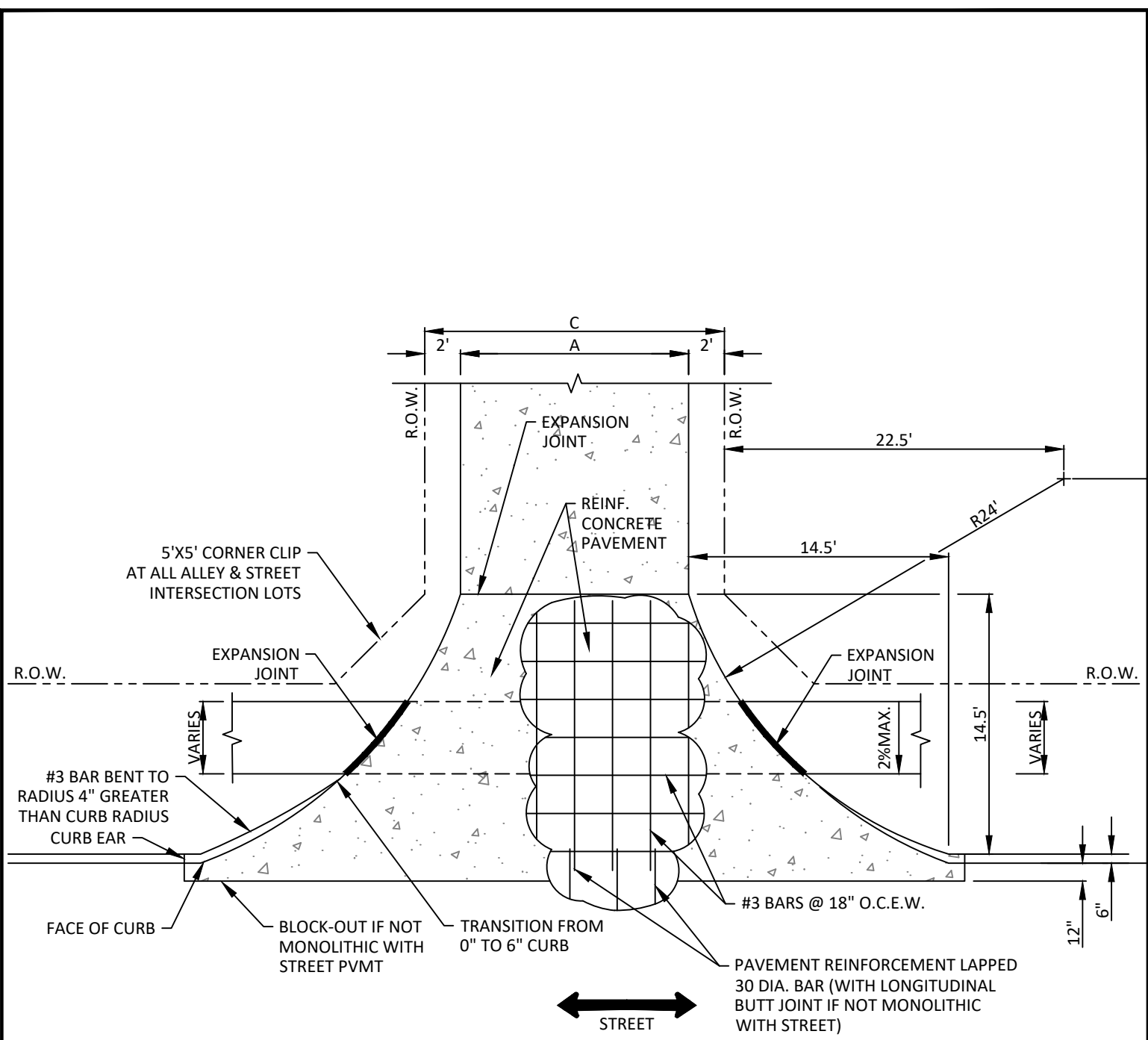


ALLEY WIDTH (A)	L
12'	6'
16'	8'
20'	10'



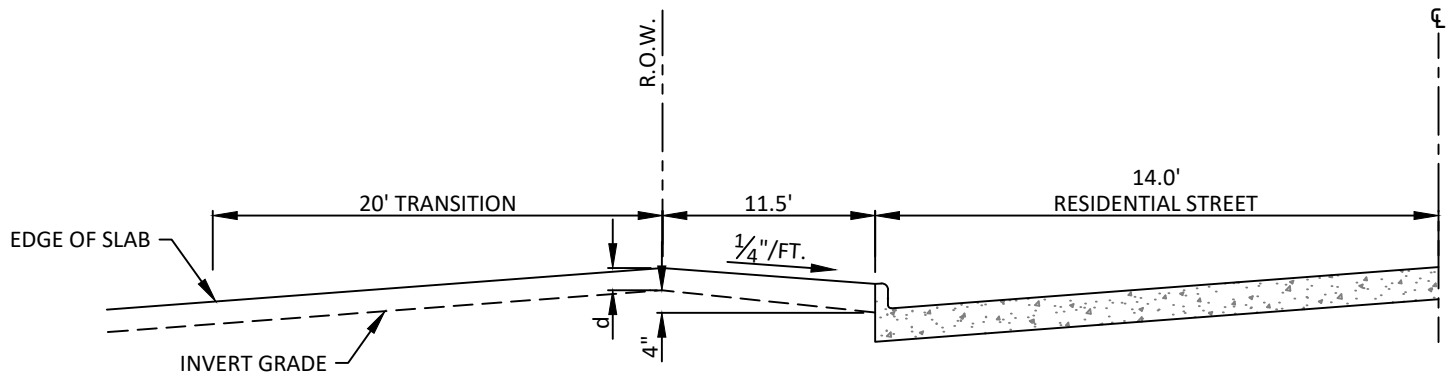
ALLEY INTERSECTING ALLEY
NTS



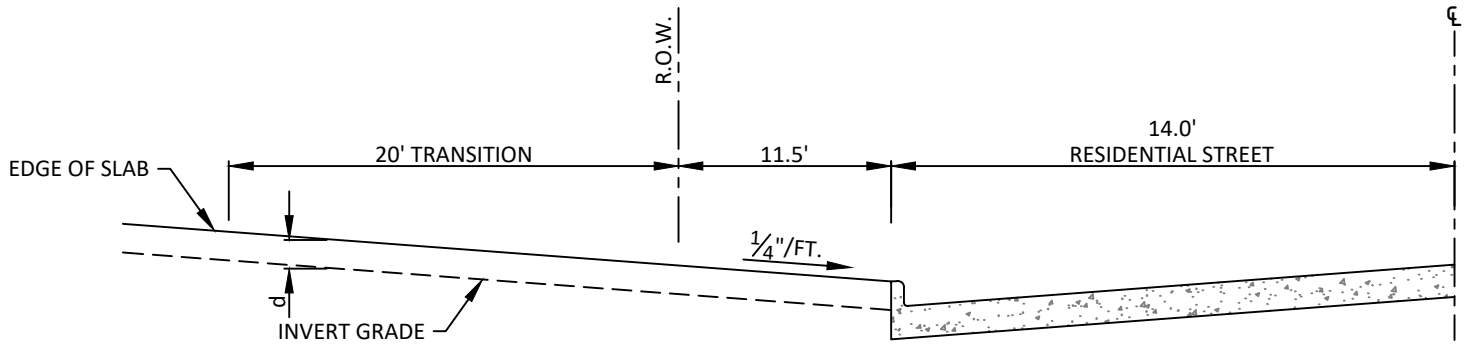


ALLEY RETURN DETAILS
NTS

ALLEY WIDTH A	C
12'	16'
16'	20'
20'	24'

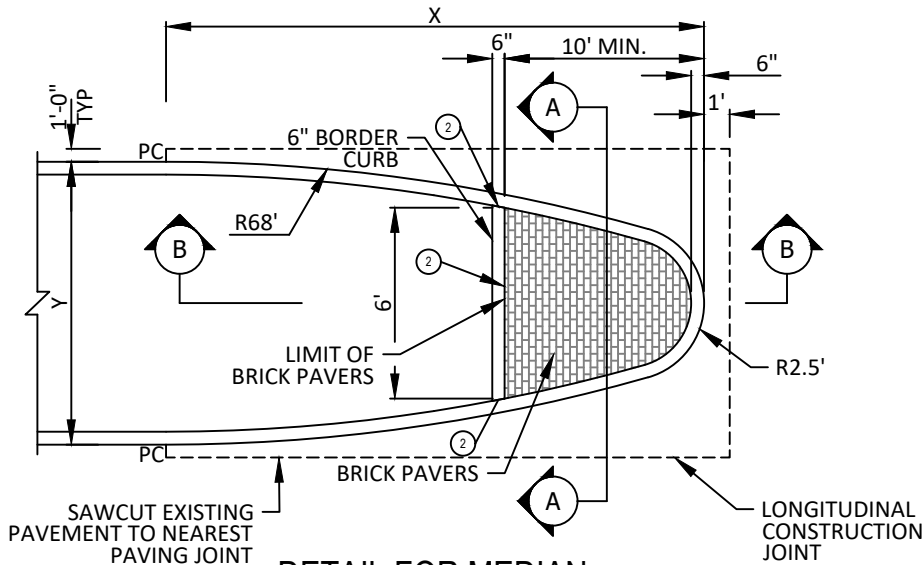


TYPE I ALLEY ENTRANCE
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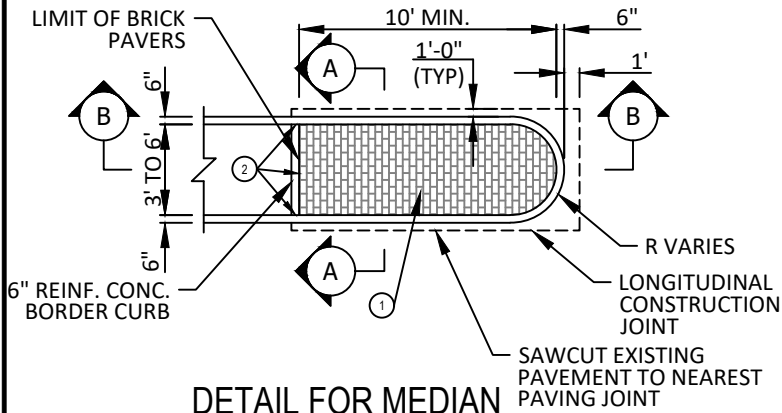
TYPE II ALLEY ENTRANCE
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ALLEY WIDTH	HALF SECTION WIDTH (L)	INVERT DEPTH (d)
12'	6'	4"
16'	8'	5"
20'	10'	6"



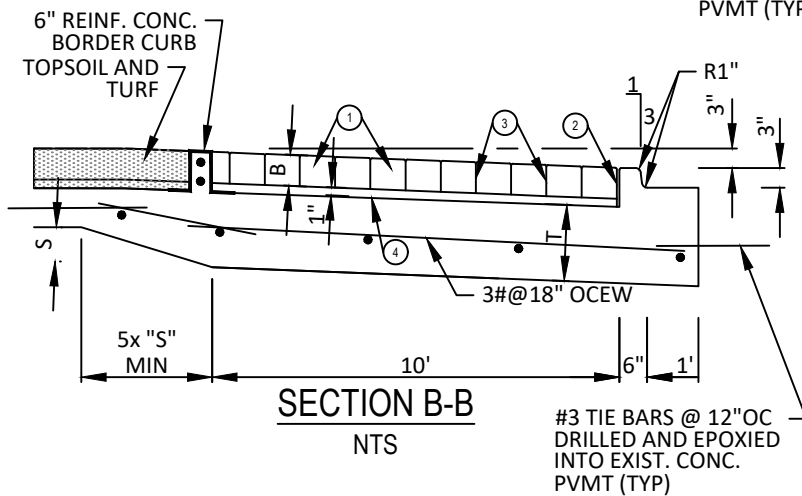
**DETAIL FOR MEDIAN
WIDER THAN 6' (Y>6')**

NTS



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

NTS



SECTION B-B

NTS

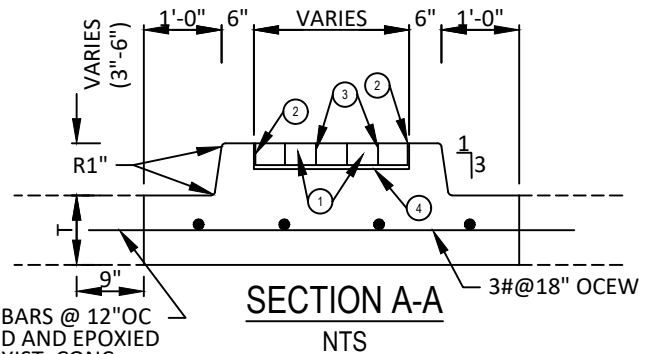
#3 TIE BARS @ 12" OC
DRILLED AND EPOXIED
INTO EXIST. CONC.
PVM (TYP)

DIMENSION OF MEDIAN NOSE

X = 13.90' Y = 7.0'	X = 28.80' Y = 16.0'
X = 16.44' Y = 8.0'	X = 29.89' Y = 17.0'
X = 18.08' Y = 9.0'	X = 30.90' Y = 18.0'
X = 20.42' Y = 10.0'	X = 32.93' Y = 20.0'
X = 26.36' Y = 14.0'	X = 36.47' Y = 24.0'
X = 27.60' Y = 15.0'	

- 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 PUBLIC WORKS & ENGINEERING SERVICES 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



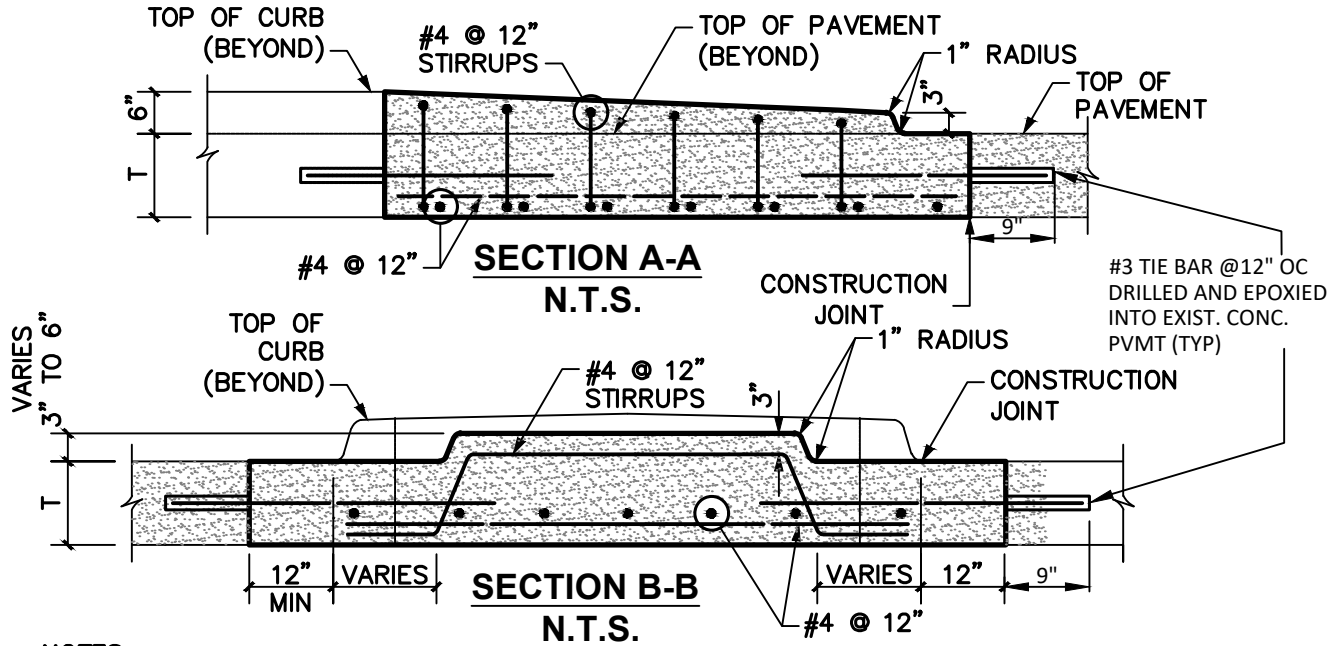
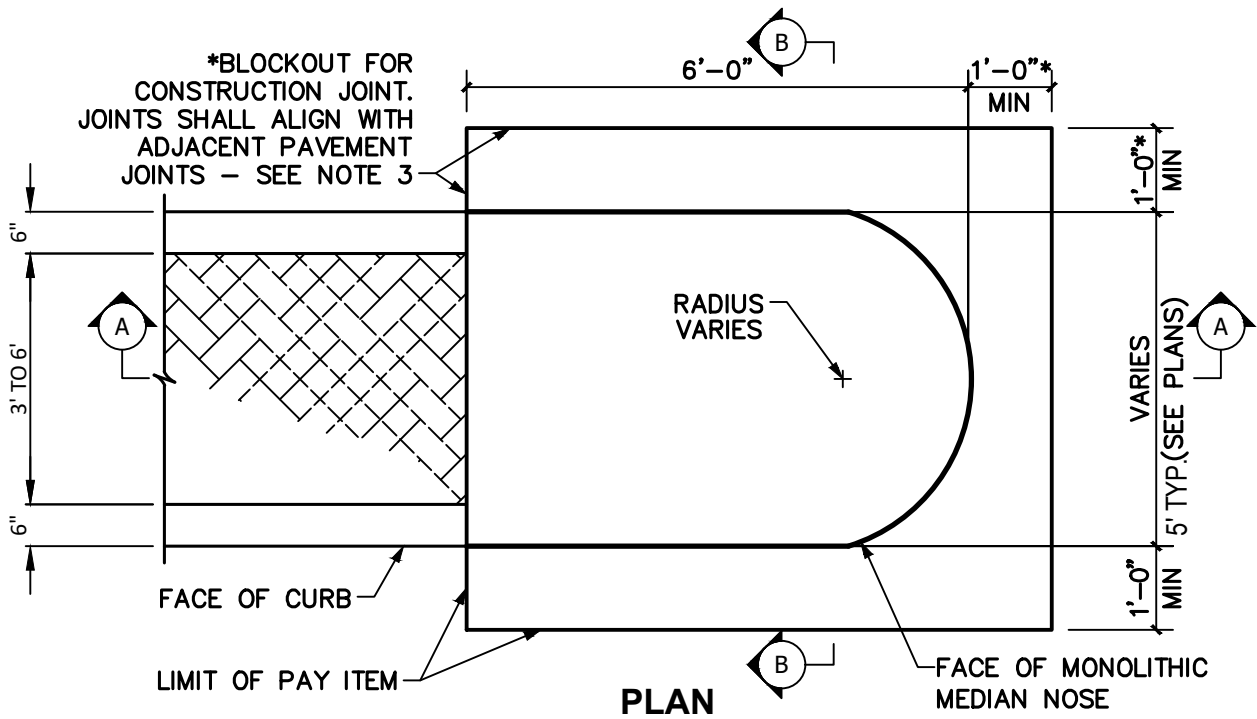
SECTION A-A

NTS

#3 TIE BARS @ 12" OC
DRILLED AND EPOXIED
INTO EXIST. CONC.
PVM (TYP)

NOTES:

1. BRICK PAVERS SHALL BE VEHICULAR PAVERS CONFORMING TO ASTM C1272, TYPE R APPLICATION AND SHALL BE APPROVED BY PUBLIC & ENGINEERING SERVICES.
2. BRICK PAVERS SHALL BE WITHOUT FROGS OR CORES IN SURFACE EXPOSED TO VIEW IN THE COMPLETED WORKS.
3. MEDIAN PAVERS SHALL EXTEND TO A POINT WHERE MEDIAN IS AT LEAST 6' WIDE. IF MEDIAN IS 6' WIDE OR LESS, PAVERS SHALL EXTEND 10' FROM THE NOSE.
4. ALL DISTANCES ARE MINIMUM.
5. THE PORTION OF THE MEDIAN THAT IS 4' WIDE OF LESS SHOULD BE PAVED OR PLANTED WITH SOD/ GROUND COVER



- NOTES:**
1. REFERENCE STANDARD PAVEMENT MARKINGS DETAIL FOR PLACEMENT OF MEDIAN NOSE PAVEMENT MARKERS.
 2. PROVIDE TYPE 1 MONOLITHIC MEDIAN NOSE AT ALL MEDIANS 8' WIDE OR LESS.
 3. CONSTRUCTION JOINT MAY BE AN EXPANSION JOINT WHEN INSTALLING MONOLITHIC MEDIAN NOSE ADJACENT TO EXISTING PAVEMENT AT DISCRETION OF ENGINEER.

MONOLITHIC MEDIAN NOSE TYPE 1
N.T.S.



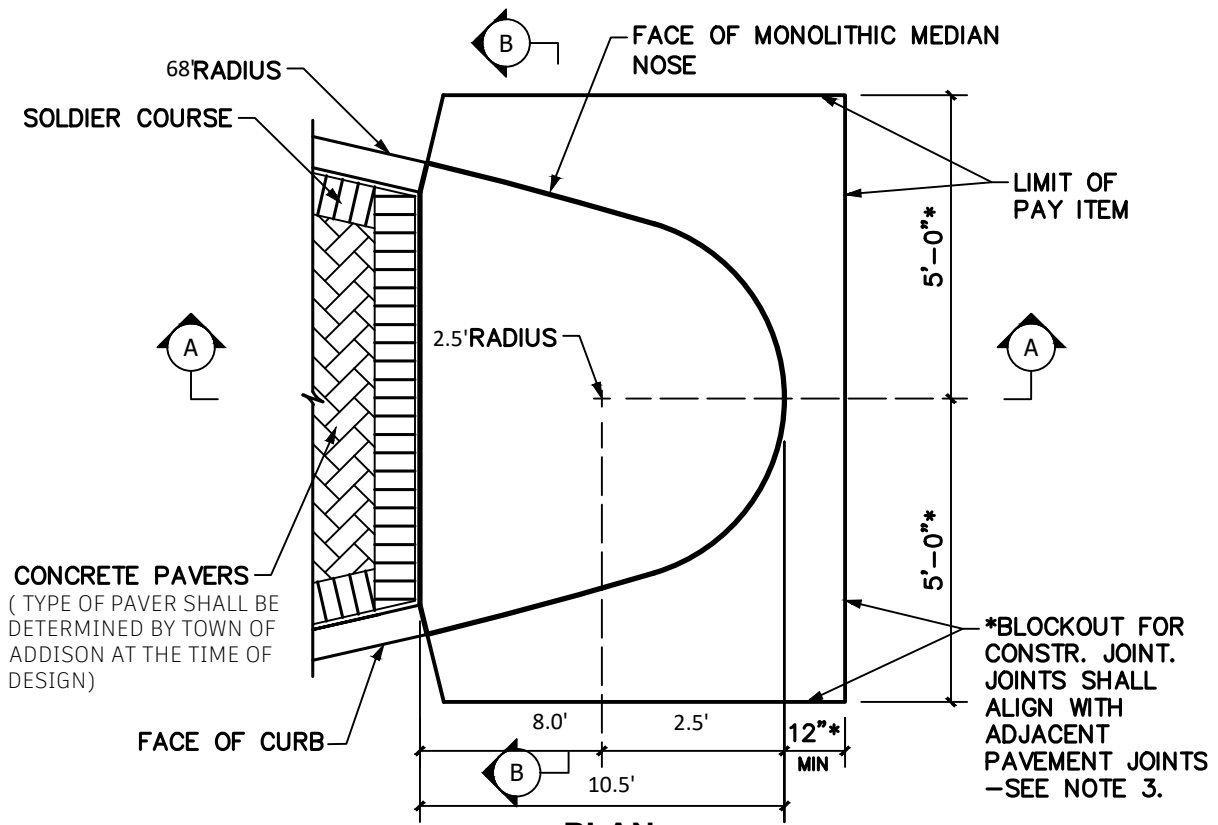
MONOLITHIC MEDIAN NOSE
TYPE 1

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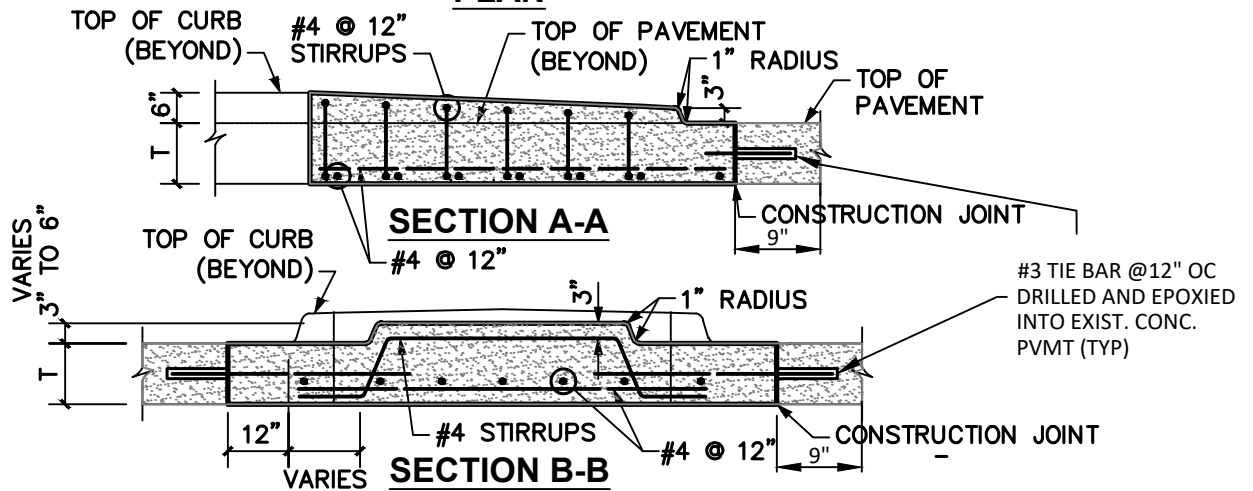
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PLAN

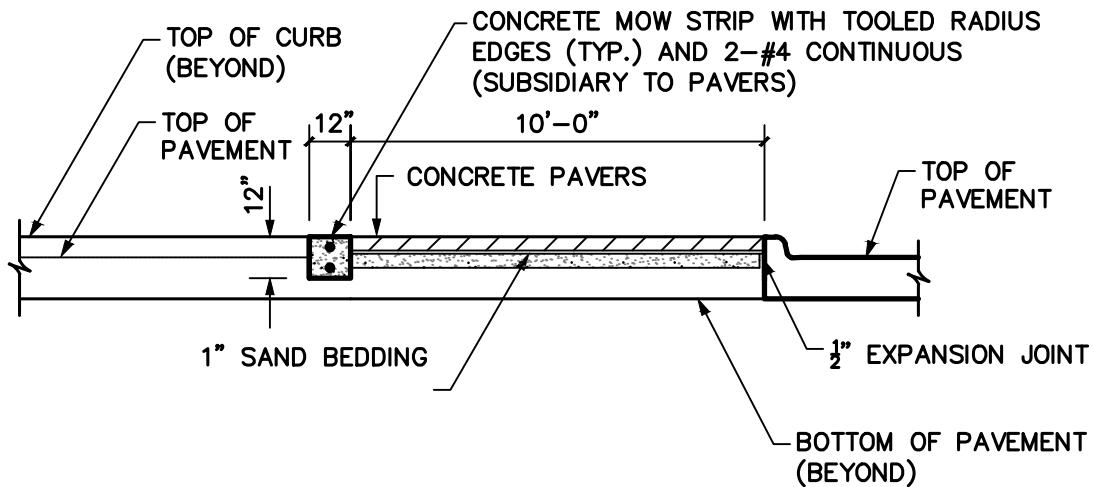
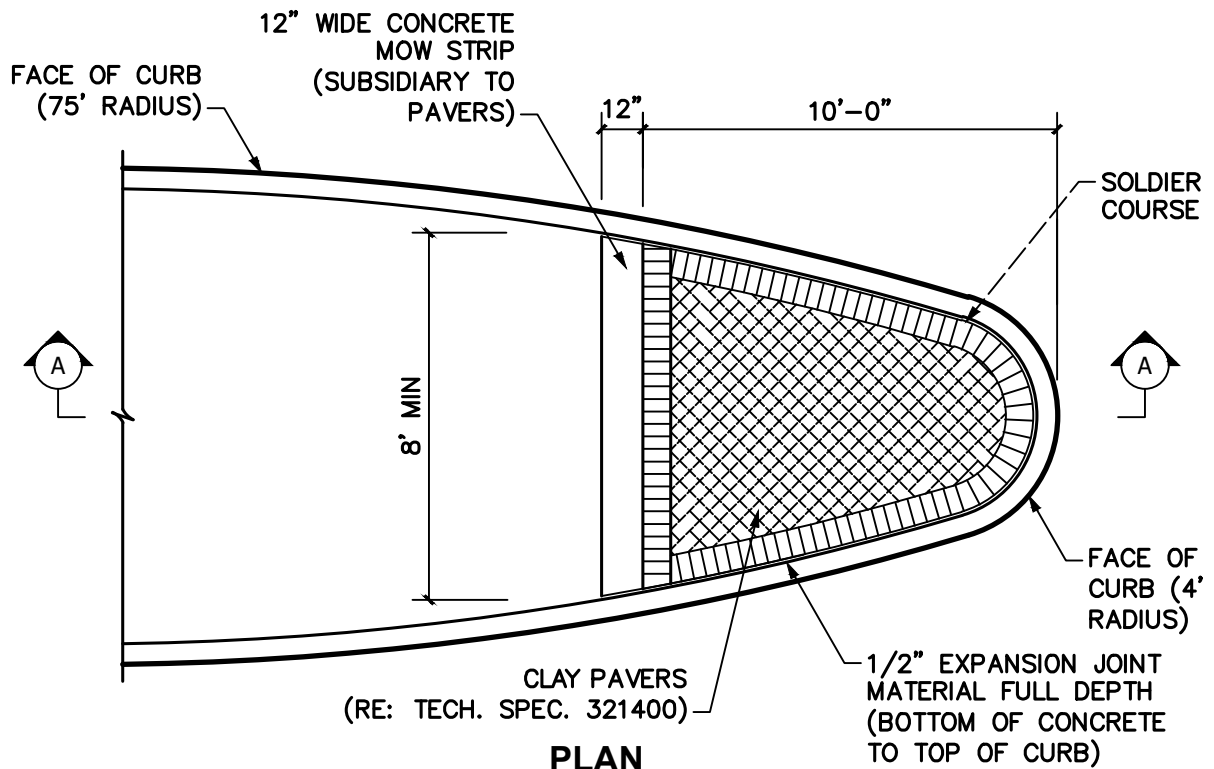


NOTES:

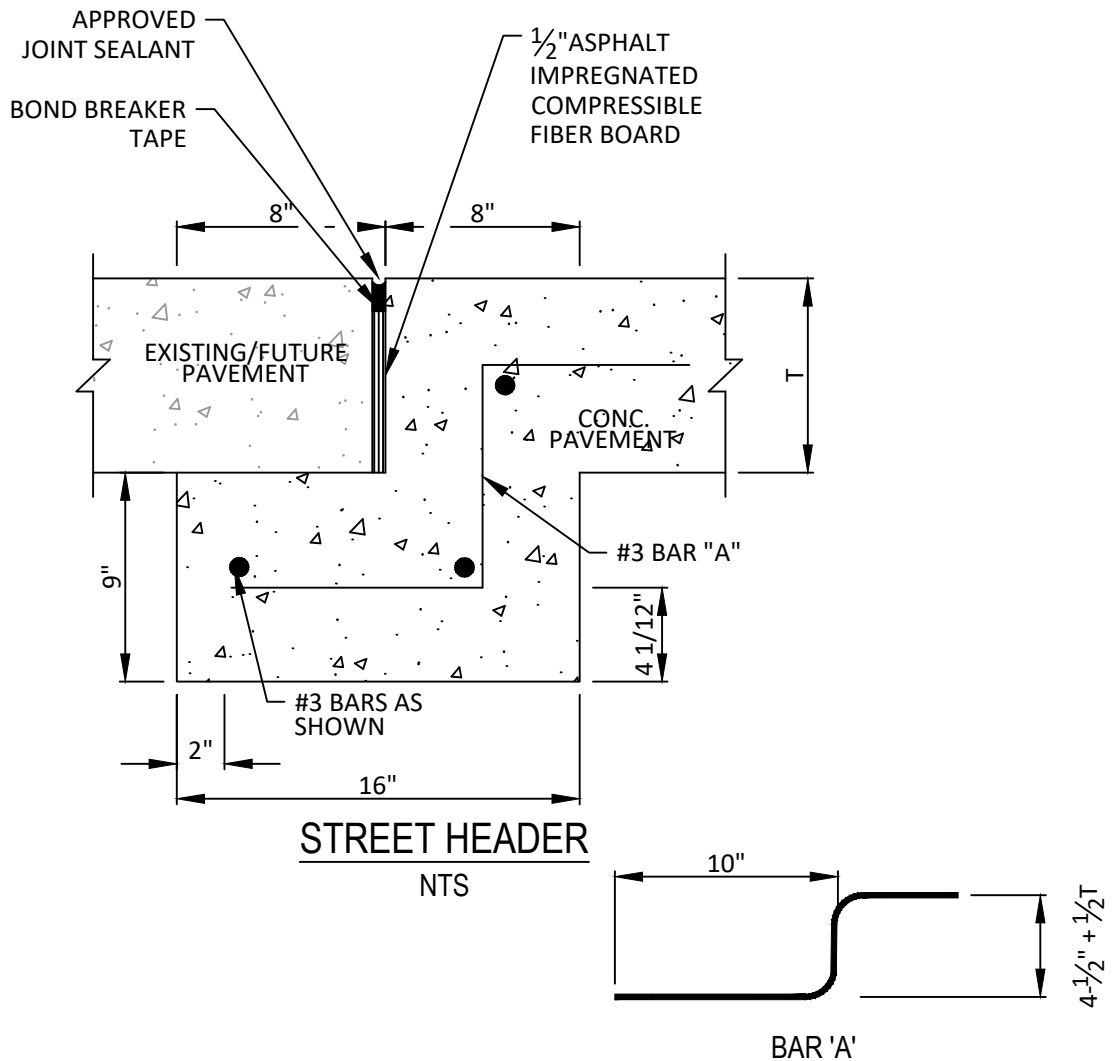
1. REFERENCE STANDARD PAVEMENT MARKINGS DETAIL FOR PLACEMENT OF MEDIAN NOSE PAVEMENT MARKERS.
2. PROVIDE TYPE 2 MONOLITHIC MEDIAN NOSE AT ALL MEDIANS GREATER THAN 8' WIDE.
3. CONSTRUCTION JOINT MAY BE AN EXPANSION JOINT WHEN INSTALLING MONOLITHIC MEDIAN NOSE ADJACENT TO EXISTING PAVEMENT AT DISCRETION OF ENGINEER.

MONOLITHIC MEDIAN NOSE TYPE 2

N.T.S.



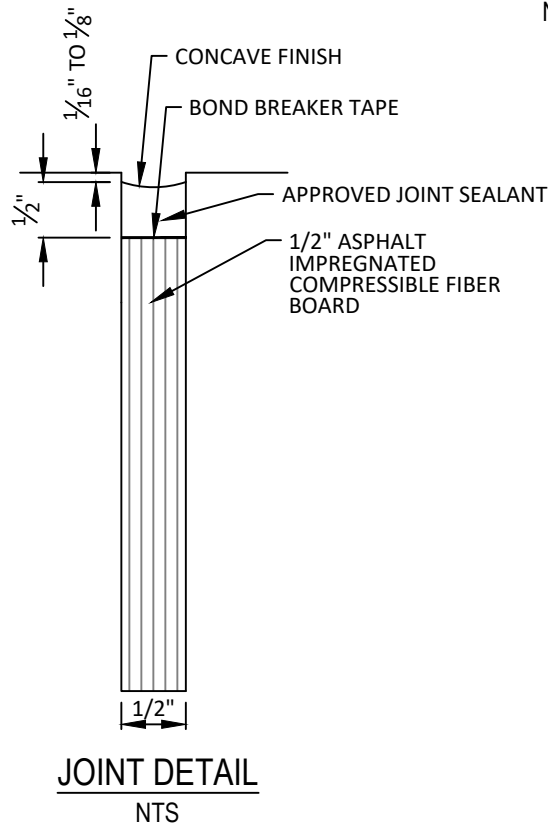
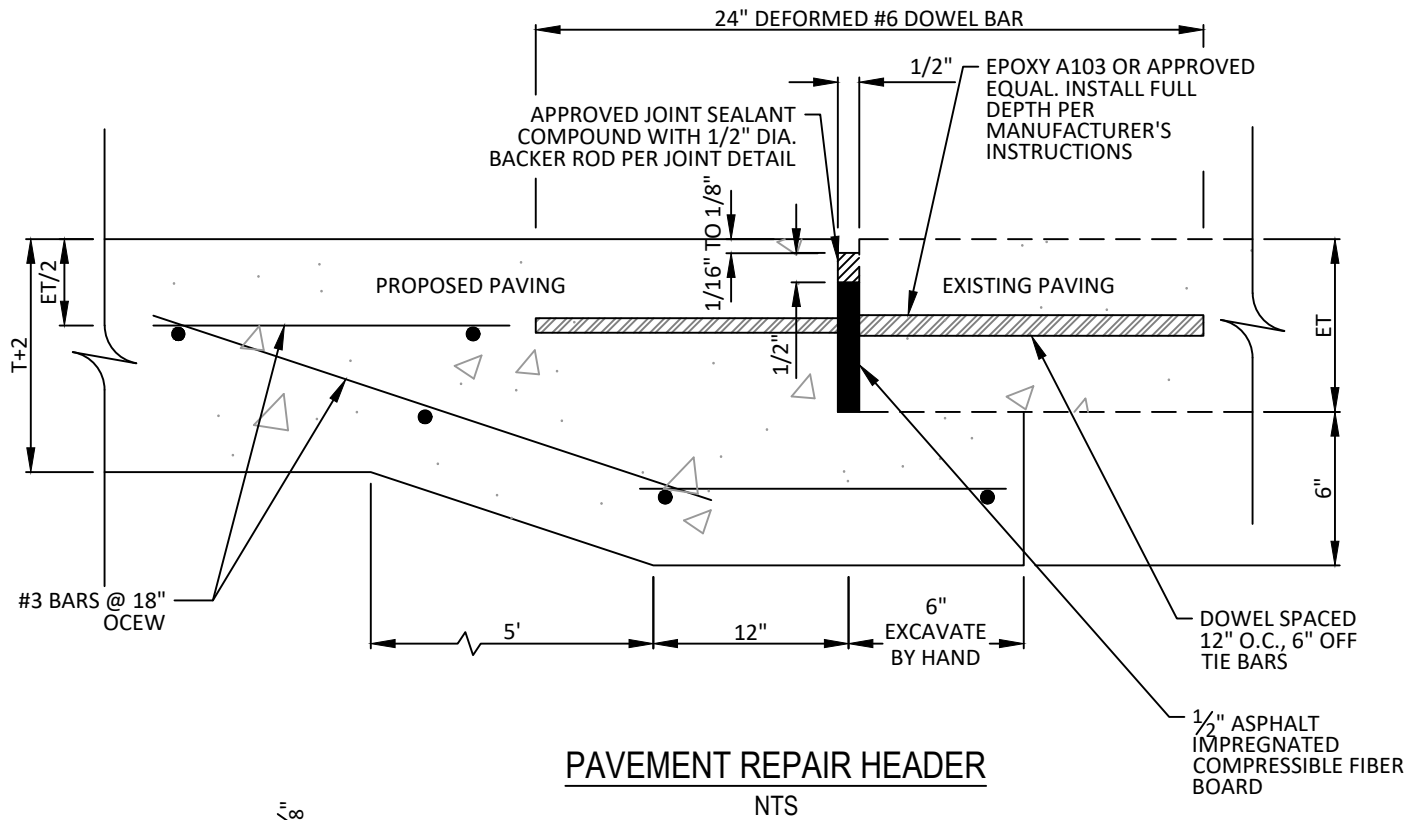
MONOLITHIC MEDIAN NOSE TYPE 3



NOTES

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

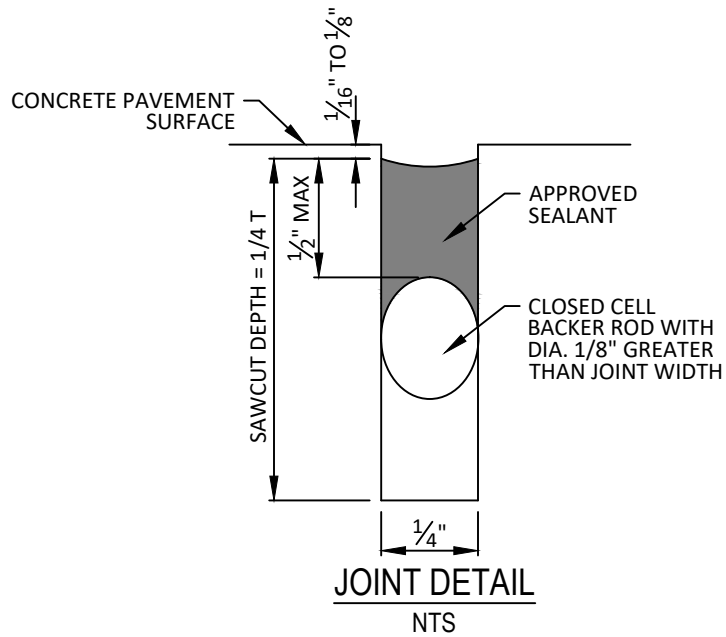
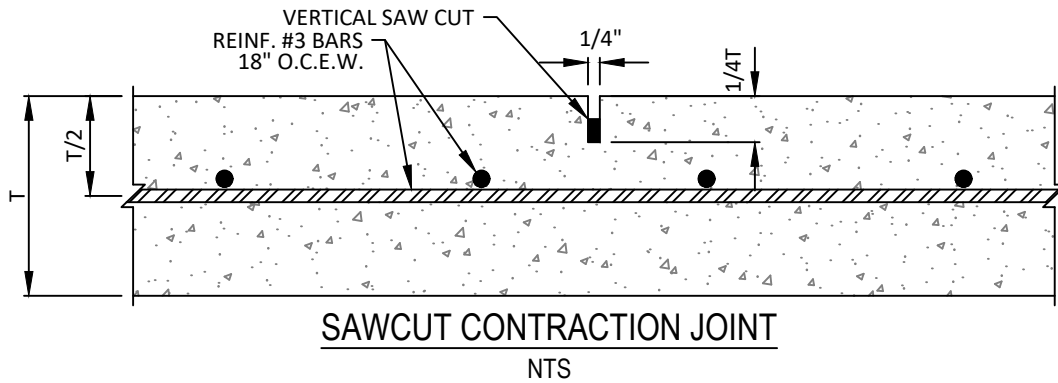
T = PAVEMENT THICKNESS

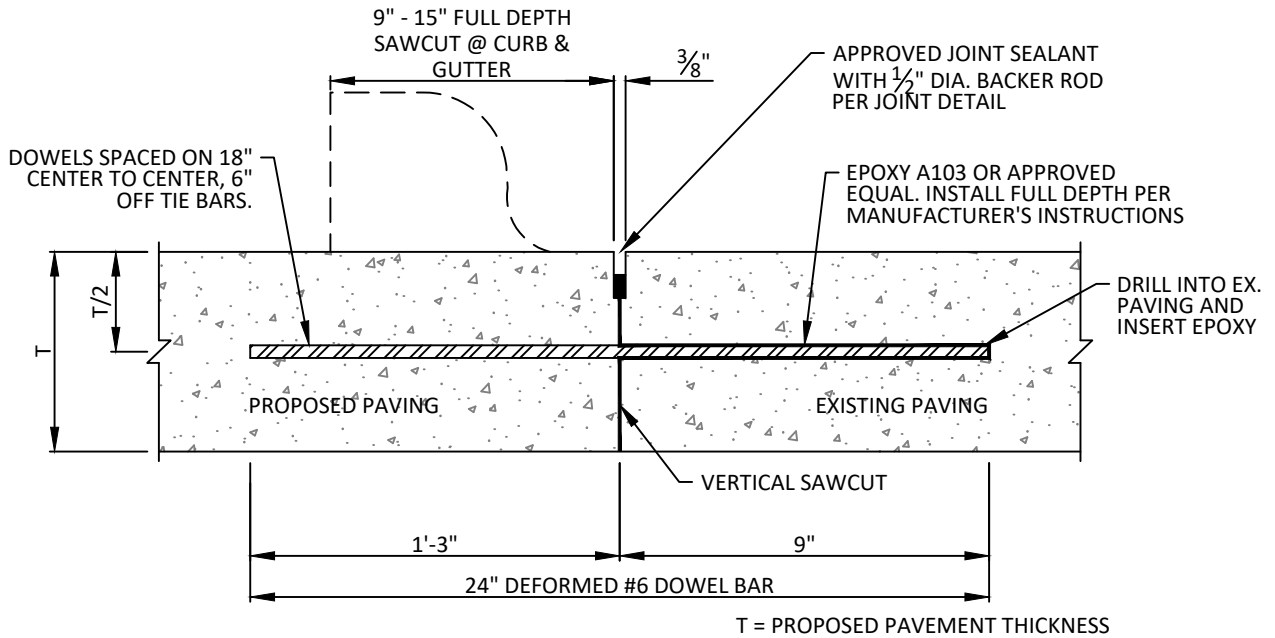


NOTES

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.

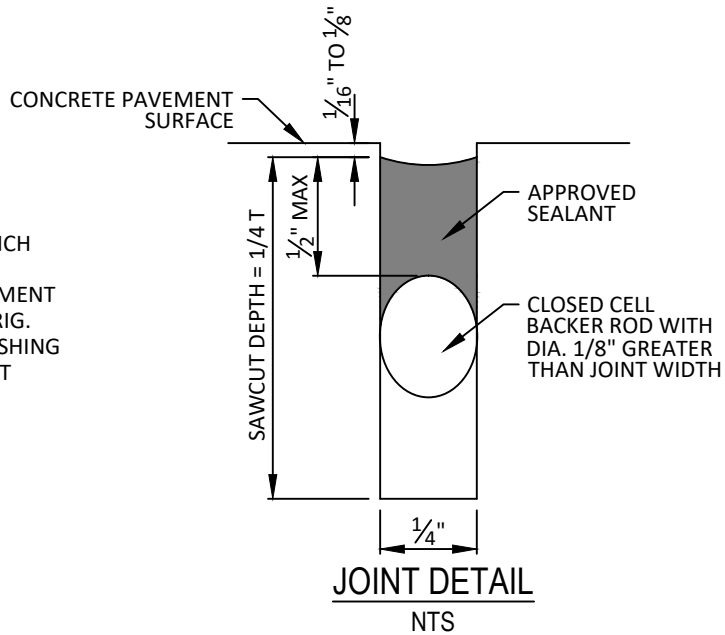
T = PROPOSED PAVEMENT THICKNESS
 ET = EXISTING PAVEMENT THICKNESS





LONGITUDINAL BUTT JOINT

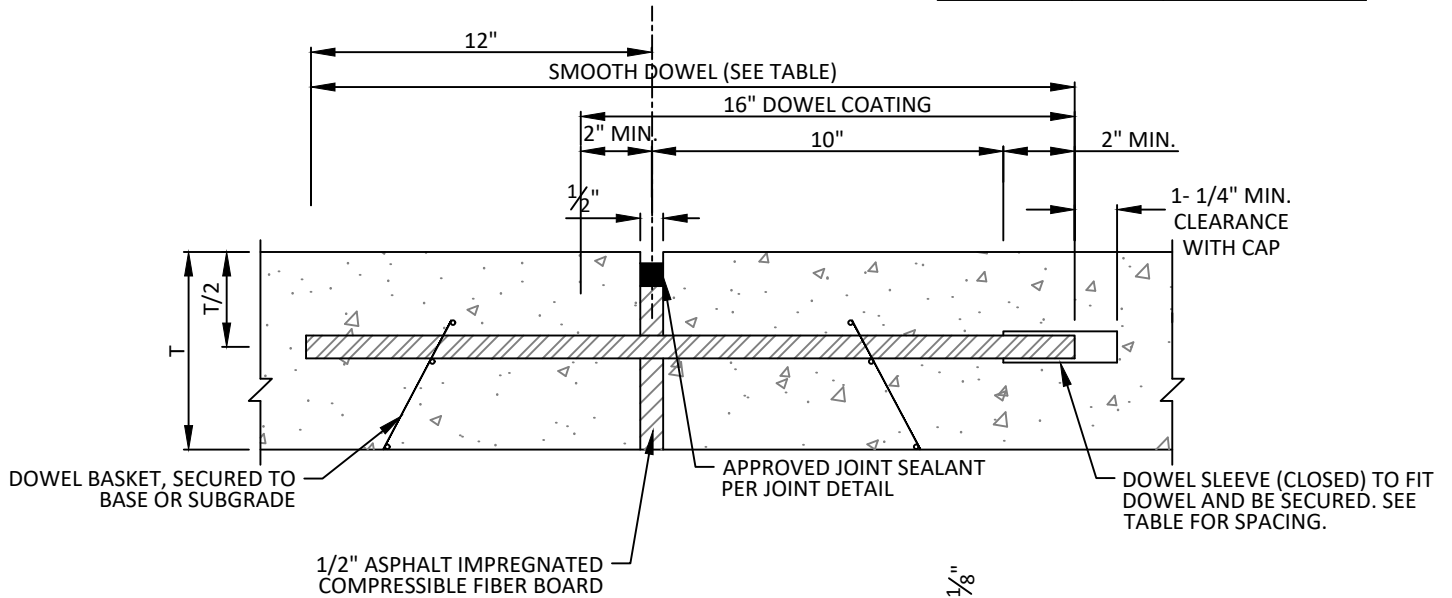
NTS



NOTE:

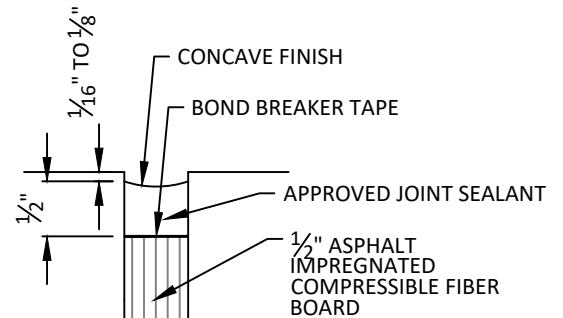
1. NO. 5 DEFORMED BAR MAY BE USED IN 6 INCH PAVEMENT
2. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG. DRILLING BY HAND IS NOT ACCEPTABLE, PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.
3. DRILLING BY HAND IS NOT ACCEPTABLE, PUSHING DOWEL BARS INTO GREEN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

PAVEMENT THICKNESS	DOWEL DIA.	DOWEL LENGTH	DOWEL SPACING
6"	3/4"	24"	12"
7"	1"	24"	12"
8"	1"	24"	12"



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 BE LOCATED AT INTERSECTIONS.

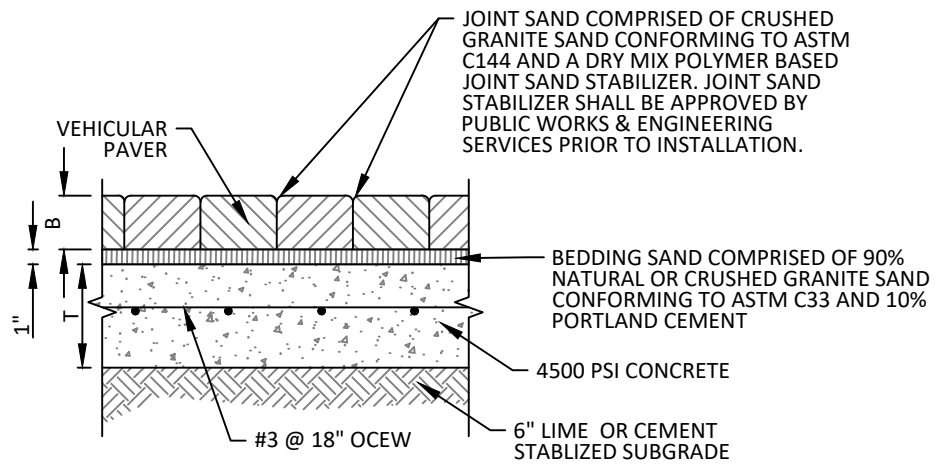


**TRANSVERSE ISOLATION/
EXPANSION JOINT**

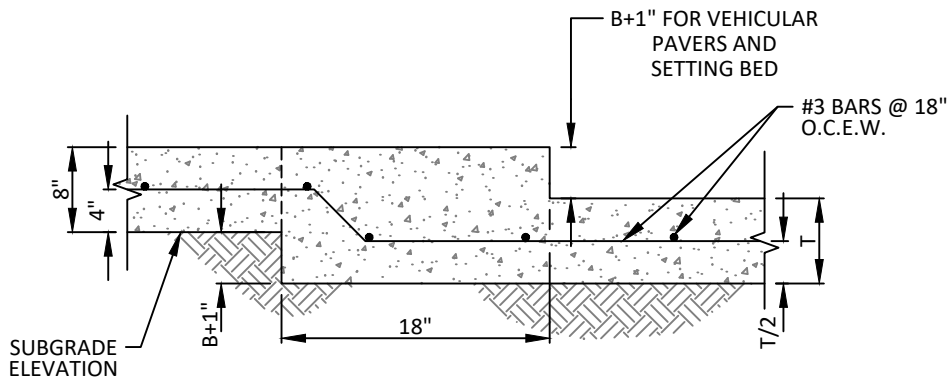
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JOINT DETAIL

NTS

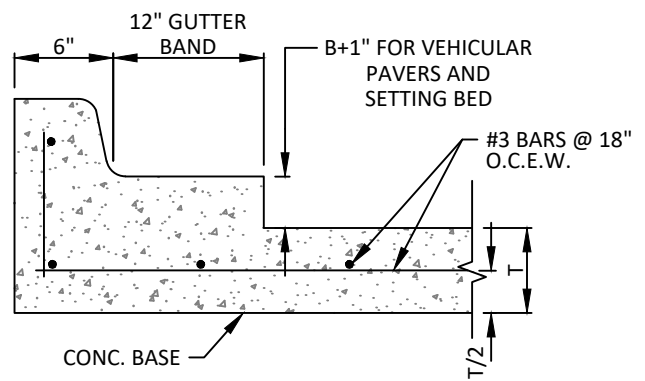


**BRICK PAVER INSTALLATION IN
VEHICULAR AREAS**
NTS



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 PUBLIC WORKS & ENGINEERING SERVICES.
2. PROVIDE BRICK WITHOUT FROGS OR CORES IN SURFACES EXPOSED TO VIEW IN COMPLETED WORK.

T = PAVEMENT THICKNESS
B = BRICK PAVER THICKNESS



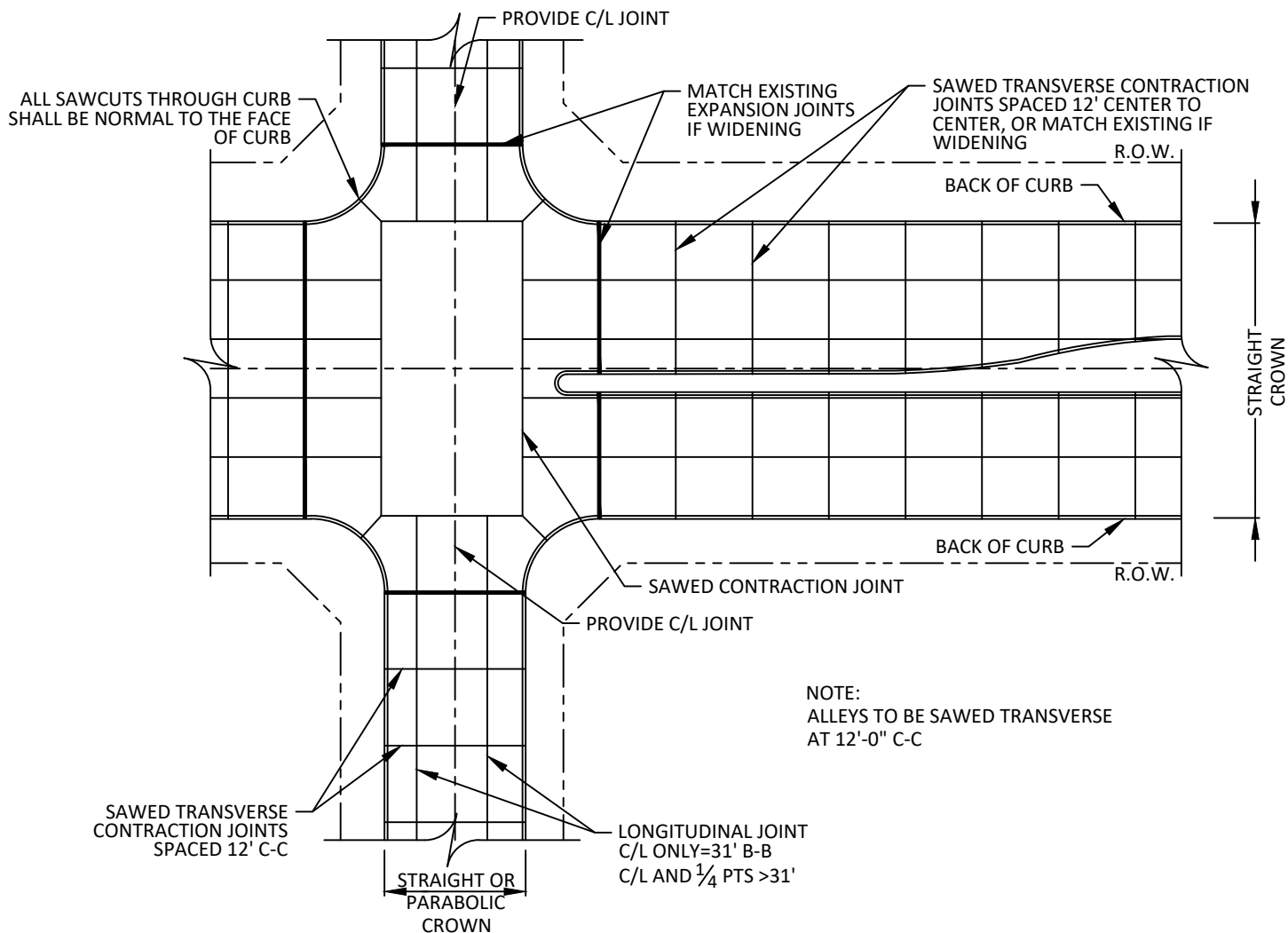
**BRICK PAVER
INSTALLATION IN VEHICULAR
AREAS**

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:
JANUARY 2022

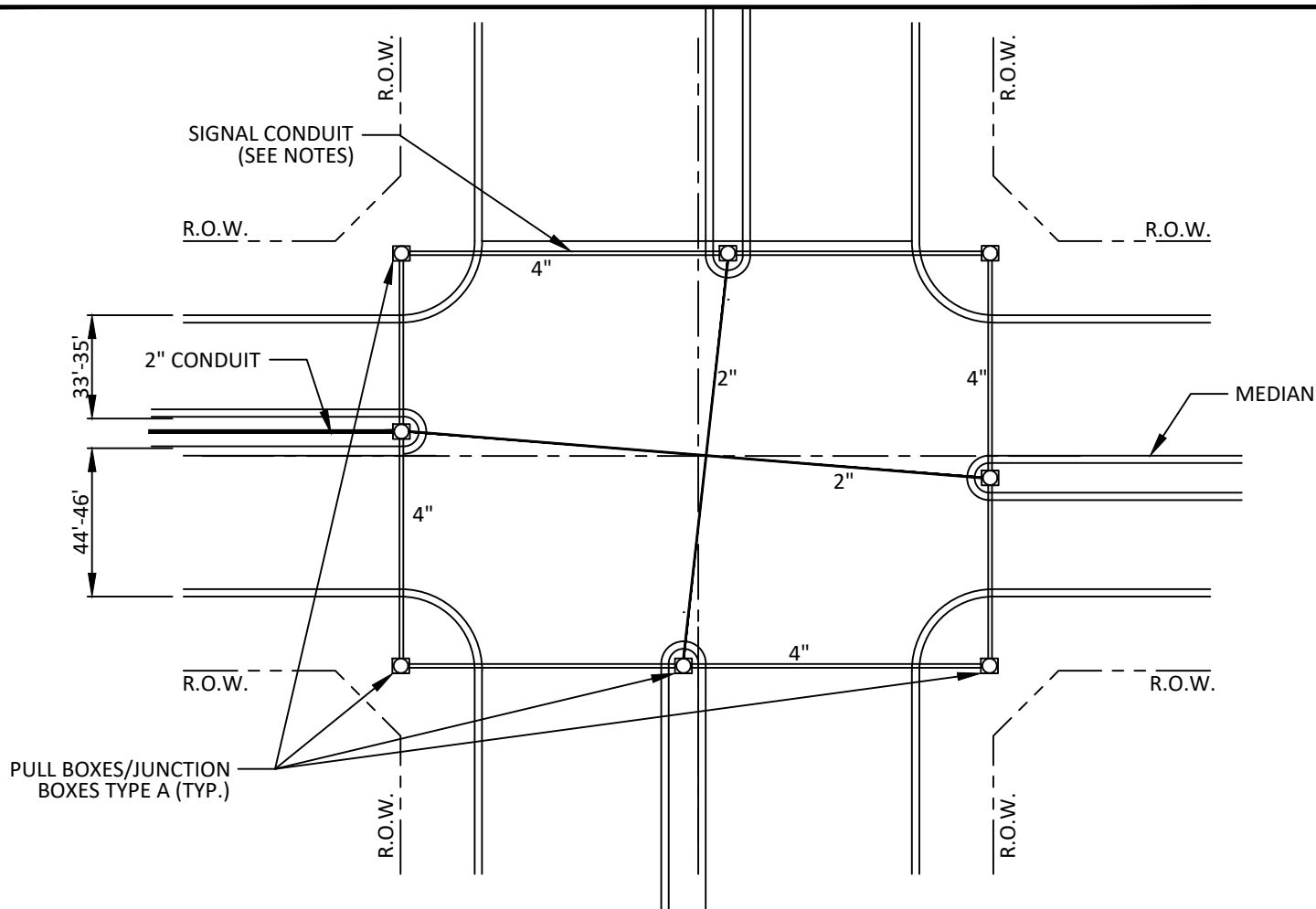
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SD-P22



**SPACING DIAGRAM FOR
TRANSVERSE JOINTS**

NTS

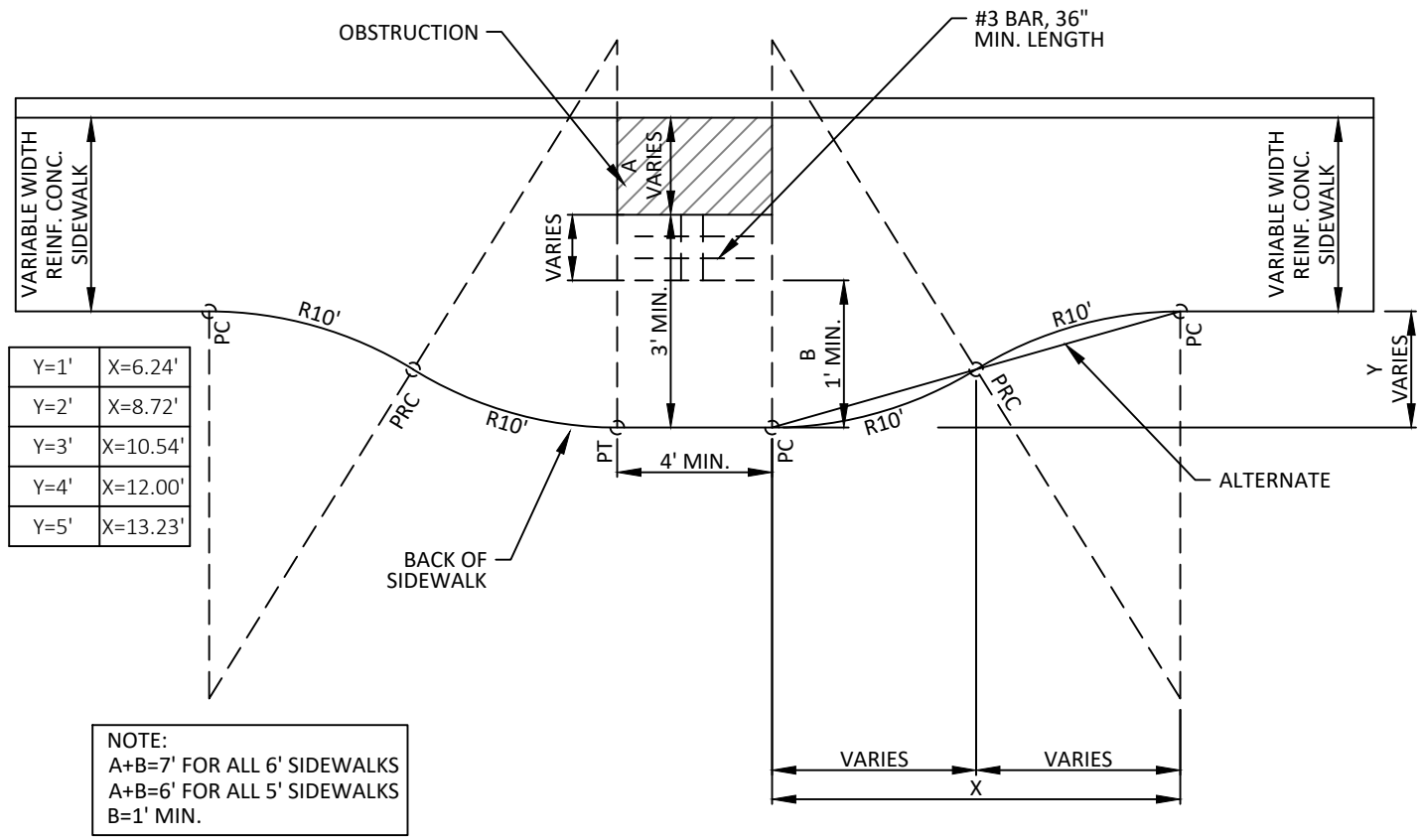


INTERSECTION CONDUIT LAYOUT

NTS

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 TRAFFIC RATED AND APPROVED BY PWE. 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.



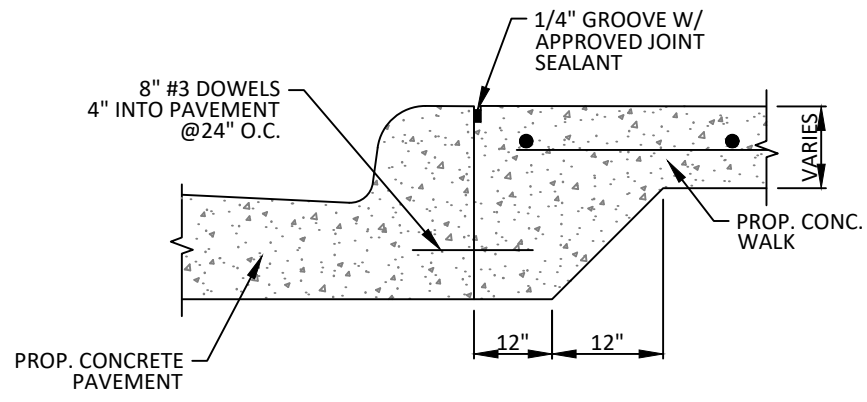
Y=1'	X=6.24'
Y=2'	X=8.72'
Y=3'	X=10.54'
Y=4'	X=12.00'
Y=5'	X=13.23'

NOTE:
 A+B=7' FOR ALL 6' SIDEWALKS
 A+B=6' FOR ALL 5' SIDEWALKS
 B=1' MIN.

**SIDEWALK WIDENING REQUIRED AROUND
 OBSTACLE IN SIDEWALK**

NTS

NOTE:
 BUFFER, SIDEWALK, AND PARKWAY WIDTHS SHALL
 BE PER THE MASTER TRANSPORTATION PLAN



**JOINT DETAIL FOR SIDEWALKS
 ADJACENT TO CURB**

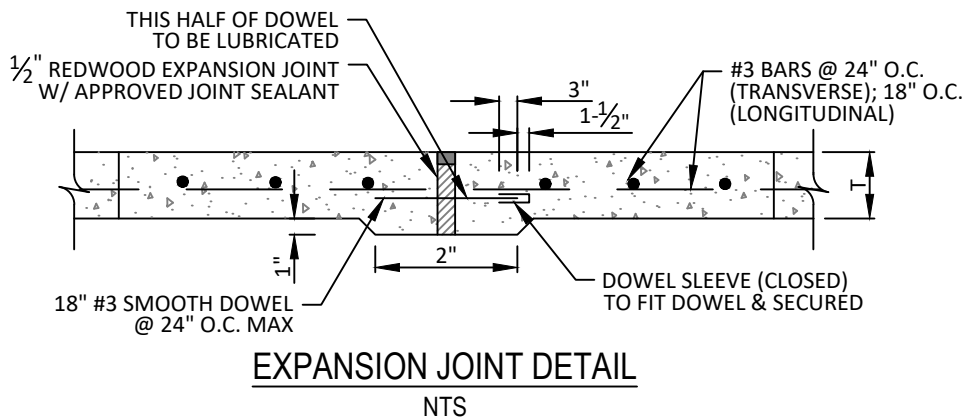
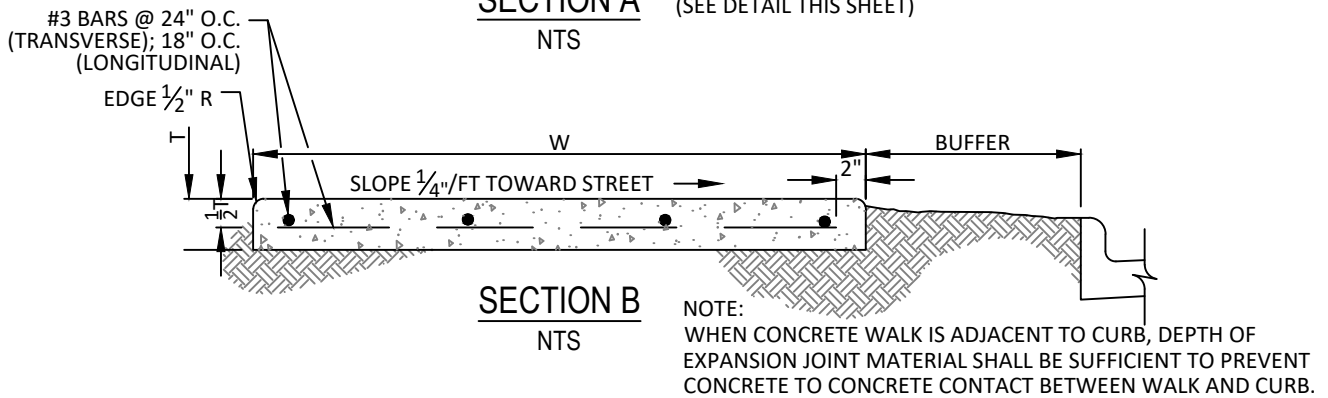
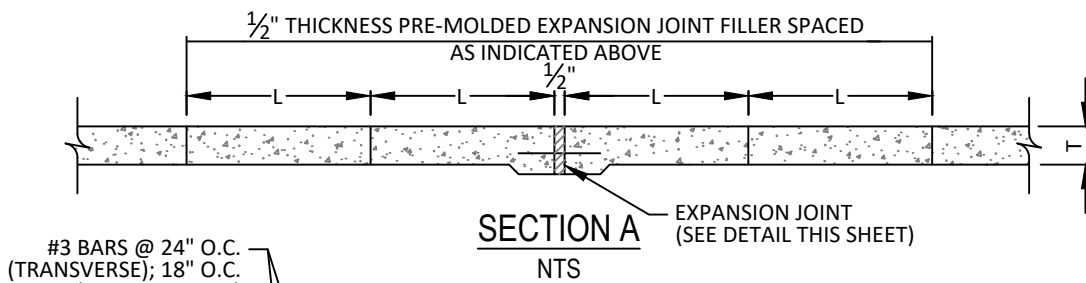
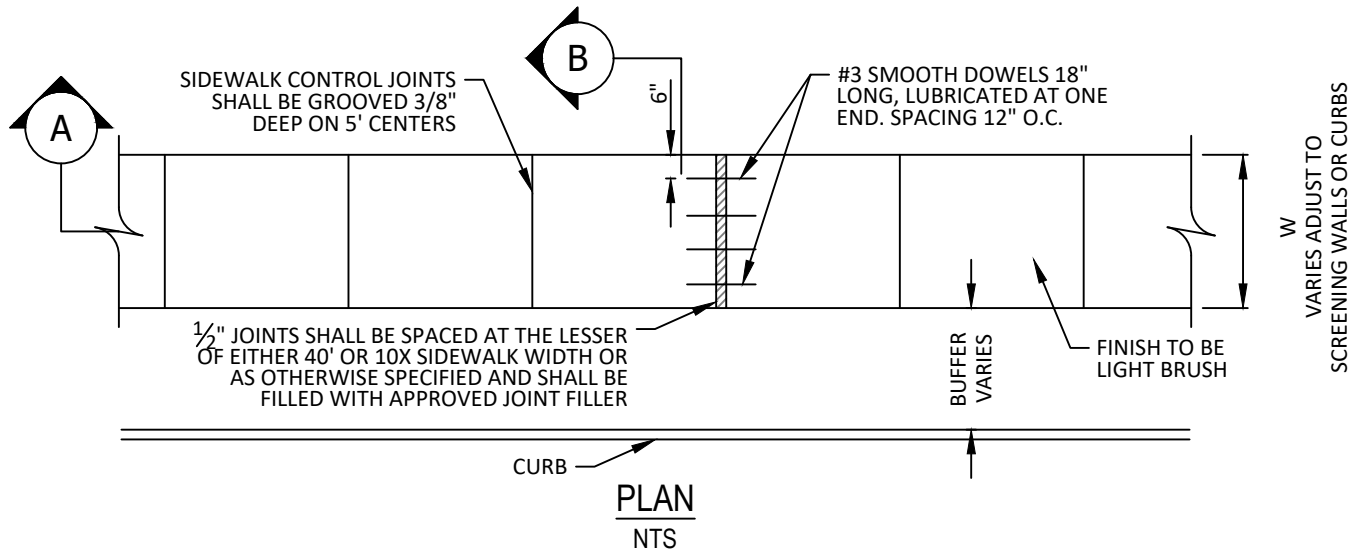
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**SIDEWALK WIDENING &
 SIDEWALK ADJACENT TO CURB**

STANDARD CONSTRUCTION DETAILS
 PAVING

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SIDEWALK WIDTH(W)	PANEL LENGTH(L)	SIDEWALK THICKNESS(T)
5'	5'	4"
6'	6'	5"
8'	8'	5"

NOTE:
BUFFER, SIDEWALK, AND PARKWAY WIDTHS SHALL BE PER THE MASTER TRANSPORTATION PLAN

HAND SWEEPED SAND INTO JOINT, NO GAP (1 PART COLORED PORTLAND CEMENT & 3 PARTS SAND)

1 1/4" GRANITE SAND CONFORMING TO ASTM C33

1/2" BITUMINOUS EXPANSION JOINT MATERIAL. DEPTH OF JOINT MATERIAL SHALL BE SUFFICIENT TO PREVENT CONTACT BETWEEN WALK AND CURB. STOP EXPANSION JOINT AT 3/4" BELOW TOP OF CURB AND SEAL APPROVED WITH CONC. GREY SEALANT.

8" - #3 DOWELS EPOXIED 3" INTO PAVEMENT @ 24" O.C.

PEDESTRIAN PAVERS

1-1/4"
2-1/4"
4"

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

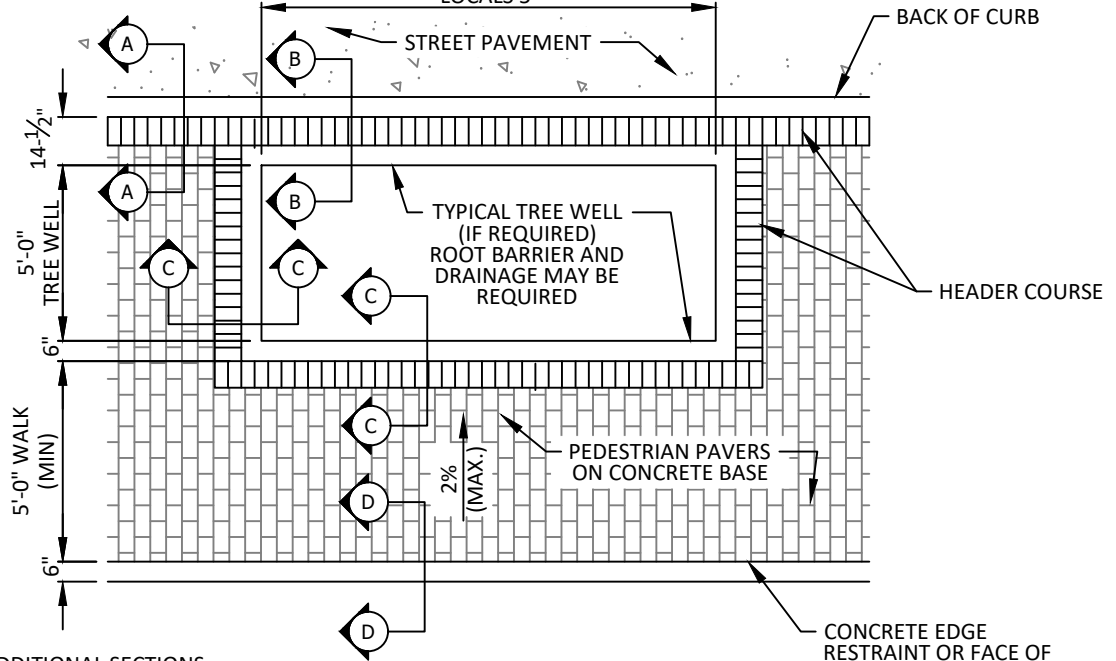
SUBGRADE COMPACTED TO 95% STD. PROCTOR DENSITY @ 0%-3% ABOVE OPTIMUM MOISTURE

CONC. STREET

SECTION A-A

NTS

ARTERIALS 9'-12'
COLLECTORS 9'
LOCALS 5'



NOTE:

1. SEE SD-P28 FOR ADDITIONAL SECTIONS AND GENERAL NOTES.
2. BUFFER, SIDEWALK, AND PARKWAY WIDTHS SHALL BE PER THE MASTER TRANSPORTATION PLAN.
3. REFER TO SUBSURFACE DRAINAGE (D-36) DETAIL IN STORM DRAIN DETAIL SET.

SIDEWALK PLAN: BRICK PAVERS

NTS



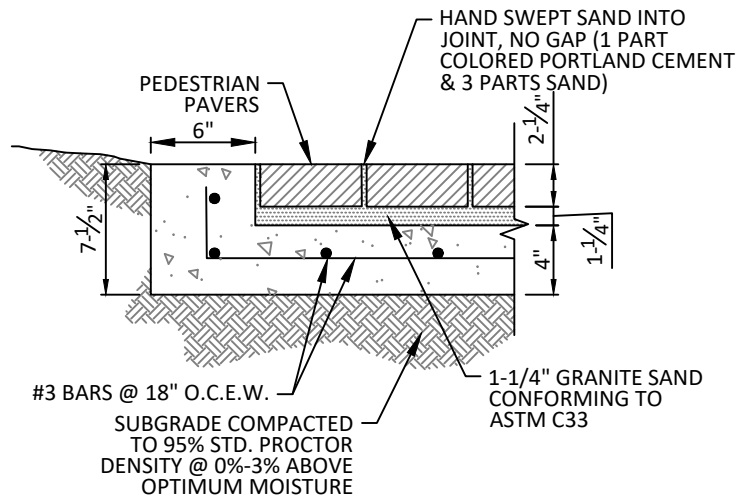
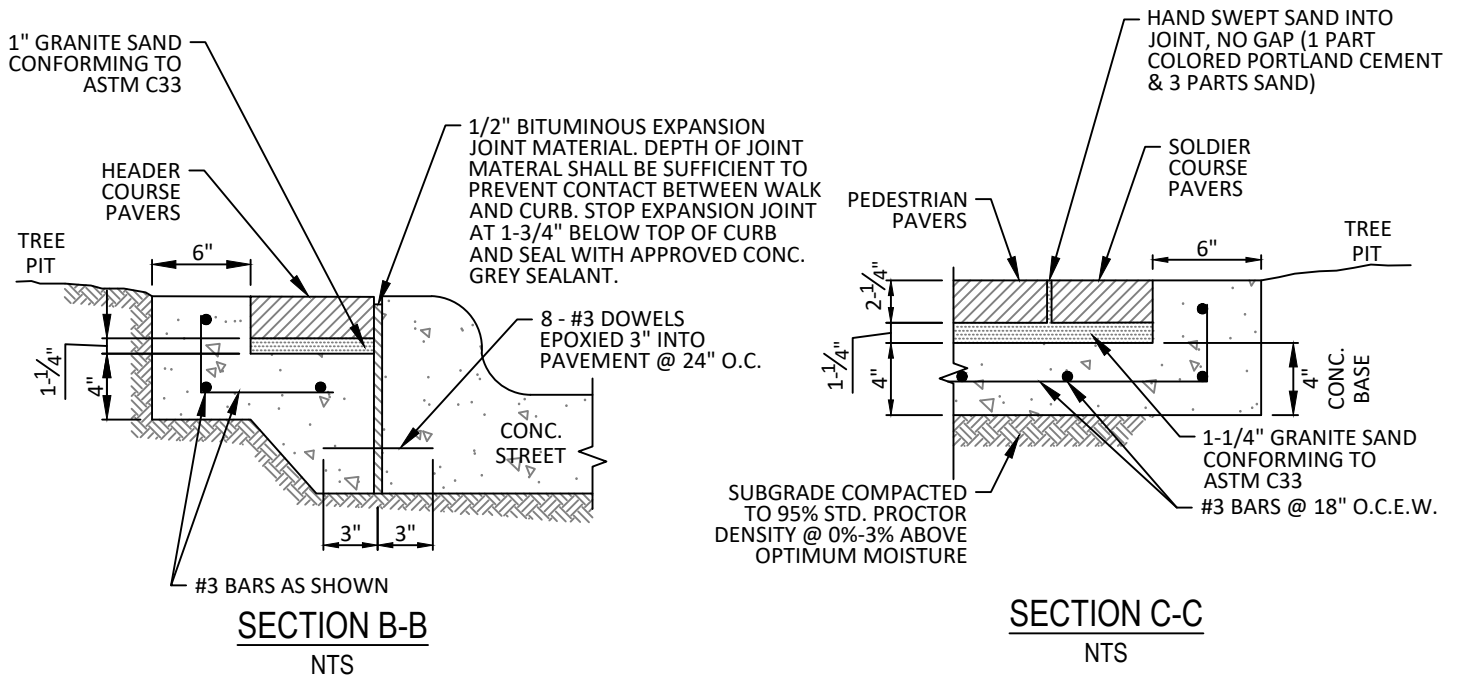
SIDEWALK BRICK PAVERS

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:
JANUARY 2022

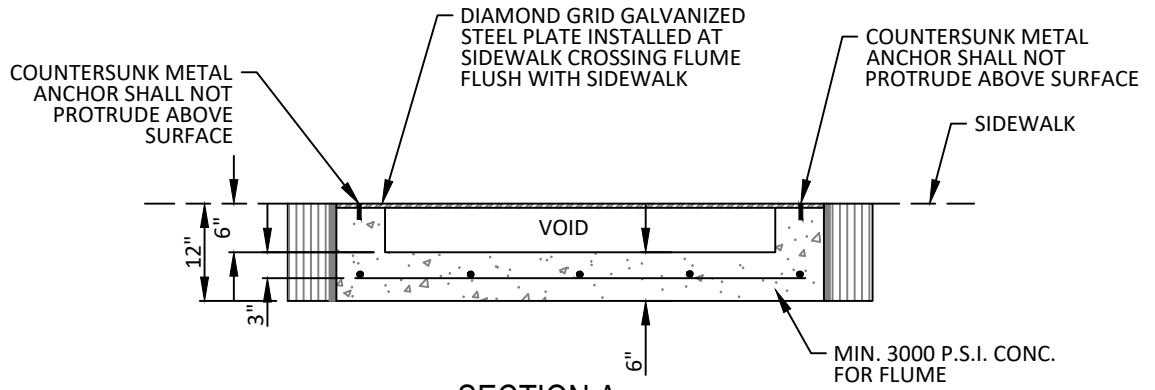
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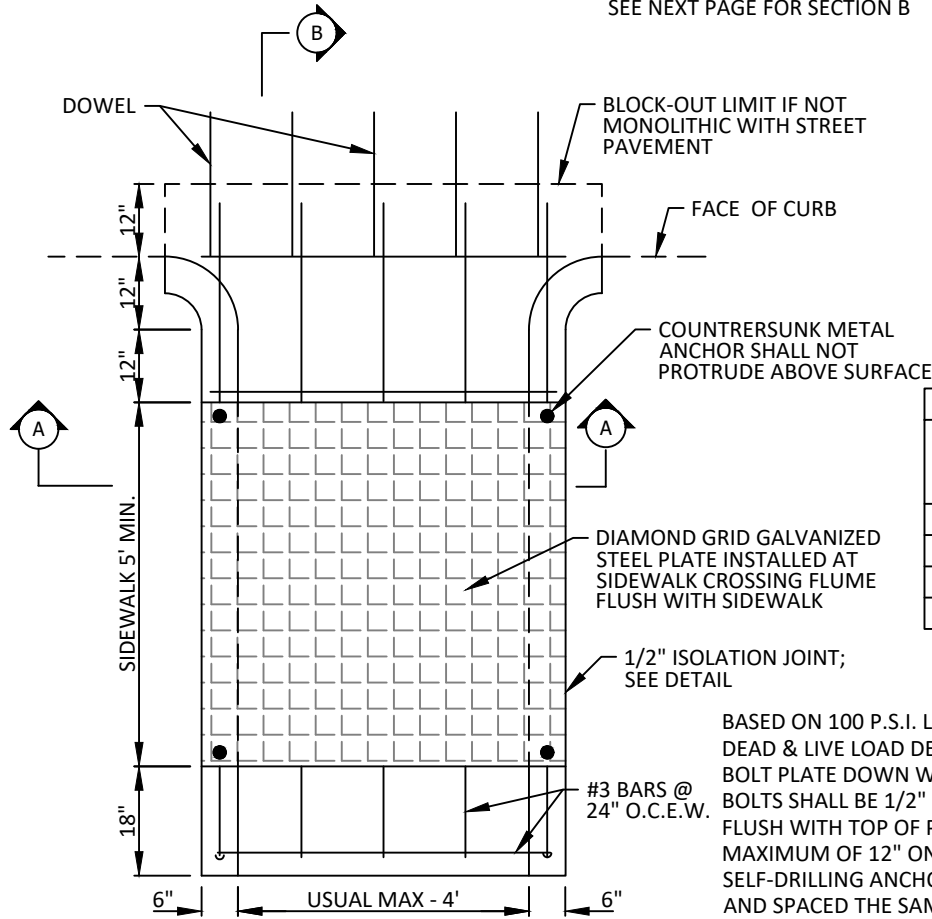
NOTES:

1. PEDESTRIAN PAVERS AND HEADER 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" IN BROWN CLASSIC COLOR.
2. PEDESTRIAN PAVERS SHALL BE APPROVED PUBLIC WORKS & ENGINEERING SERVICES.
3. PROVIDE BRICK WITHOUT FROGS OR CORES, IN SURFACES EXPOSED TO VIEW IN COMPLETED WORK.
4. BUFFER, SIDEWALK, AND PARKWAY WIDTHS SHALL BE PER THE MASTER TRANSPORTATION PLAN.



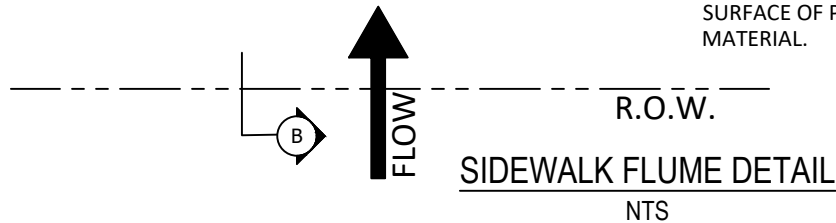
SECTION A
NTS

NOTE:
SEE NEXT PAGE FOR SECTION B

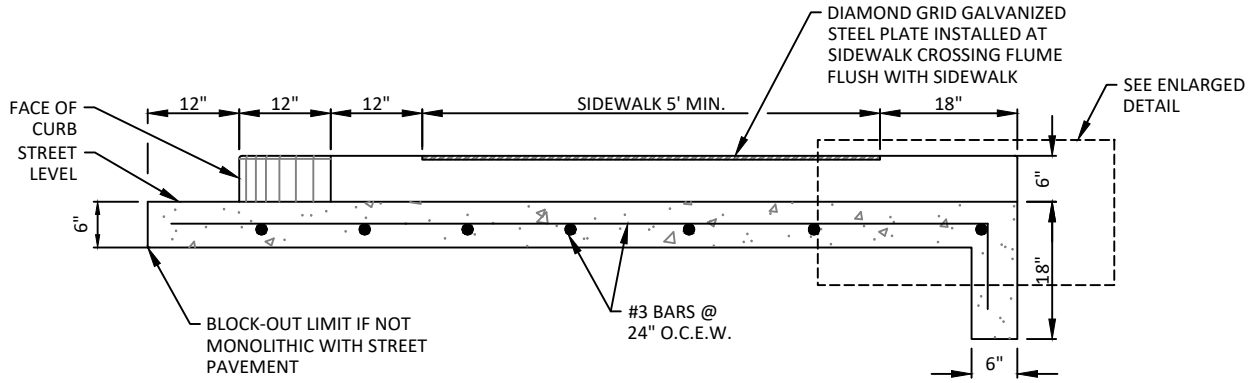


STEEL PLATE FLUME COVER	
SPAN FEET	PLATE THICKNESS INCHES
4	1/2"
6	5/8"
8	3/4"
10	7/8"

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 BE 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.

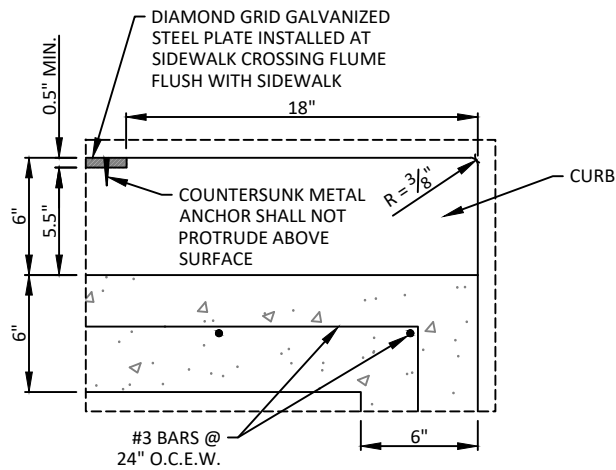


SIDEWALK FLUME DETAIL
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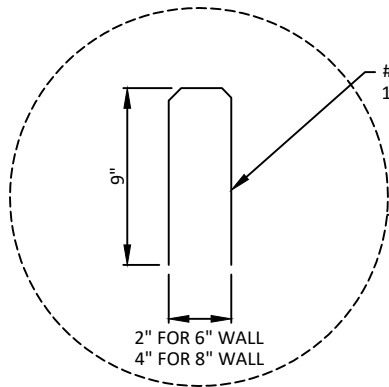


SECTION B
NTS

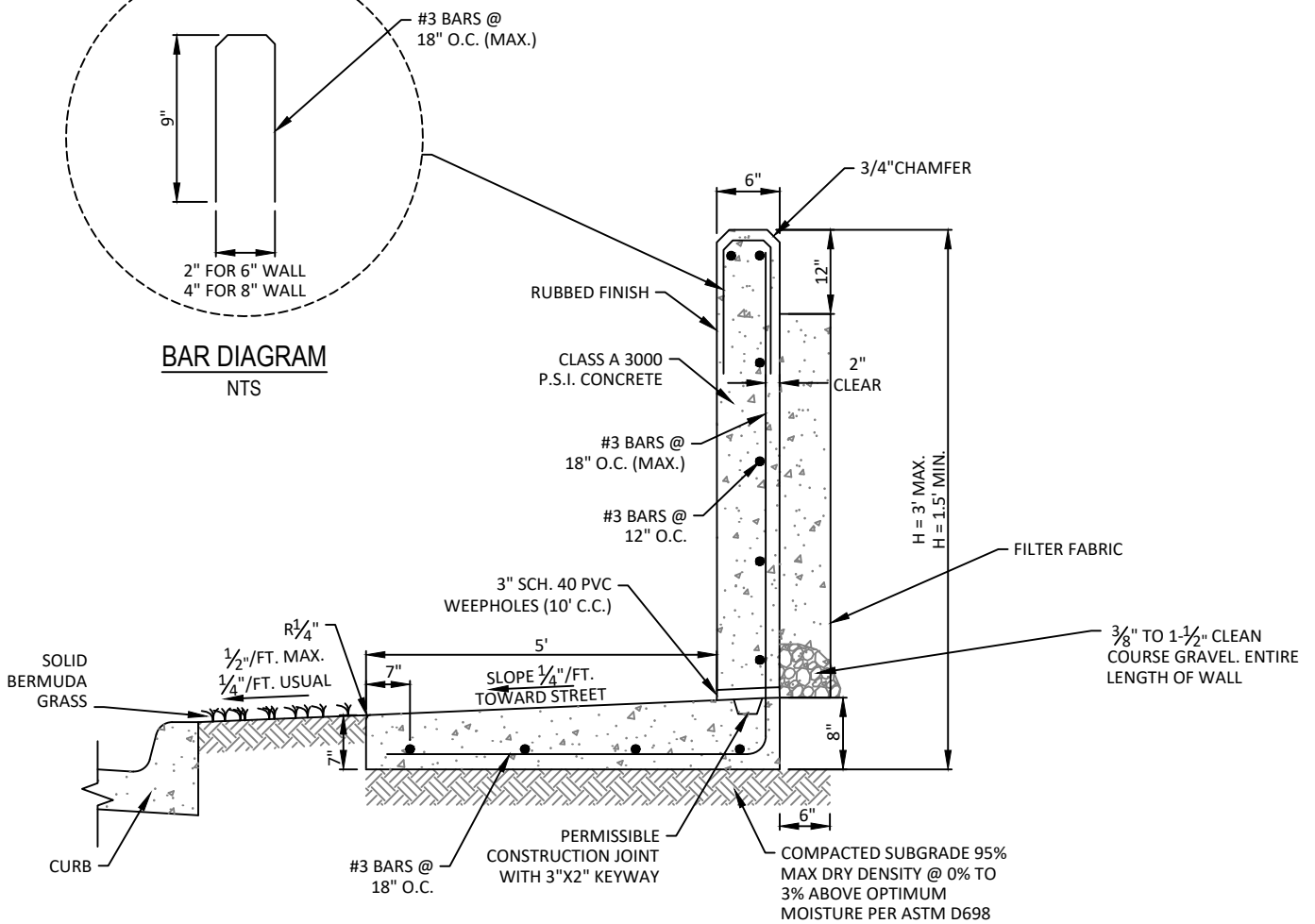
NOTE:
BUFFER, SIDEWALK, AND PARKWAY WIDTHS SHALL
BE PER THE MASTER TRANSPORTATION PLAN



ENLARGED DETAIL
NTS



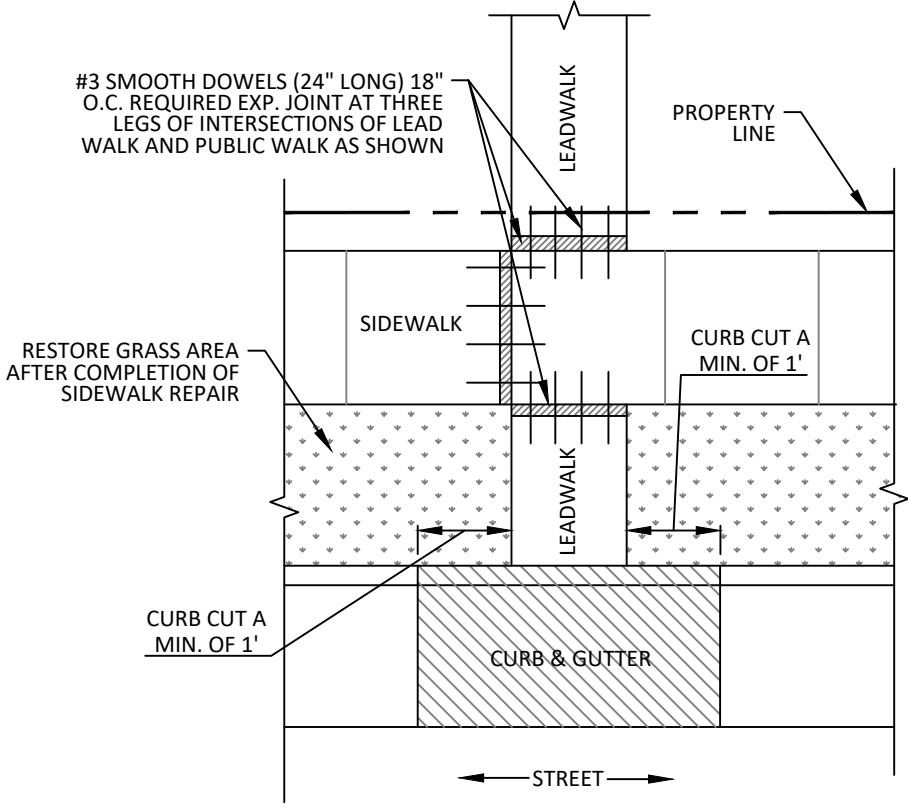
BAR DIAGRAM
NTS



SIDEWALK WITH INTEGRAL RETAINING WALL
NTS

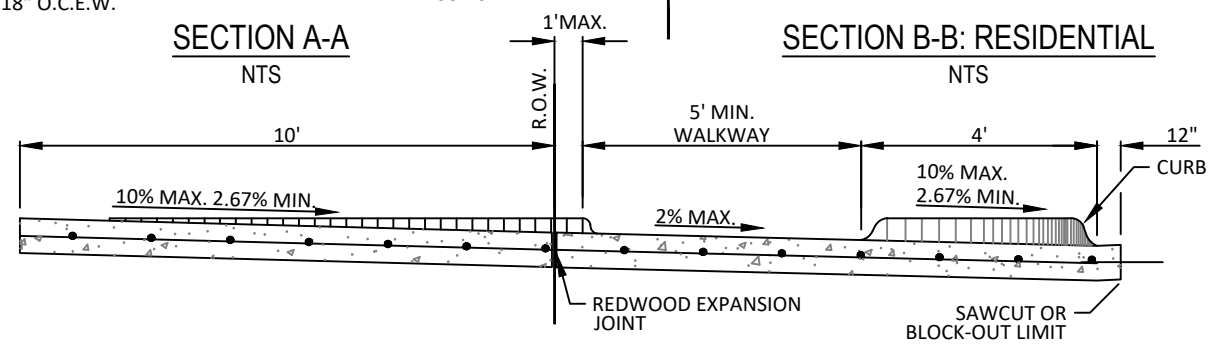
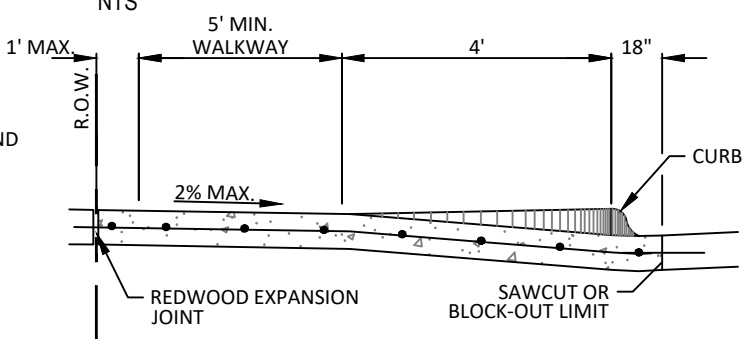
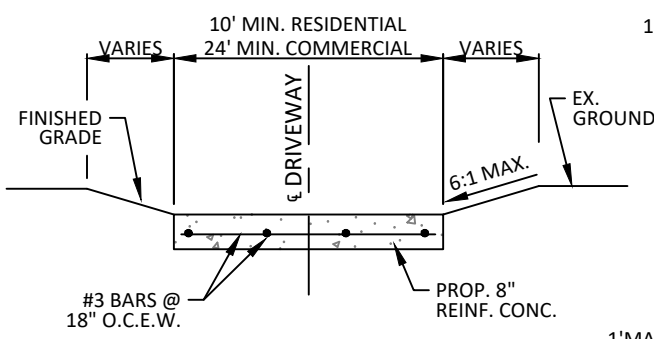
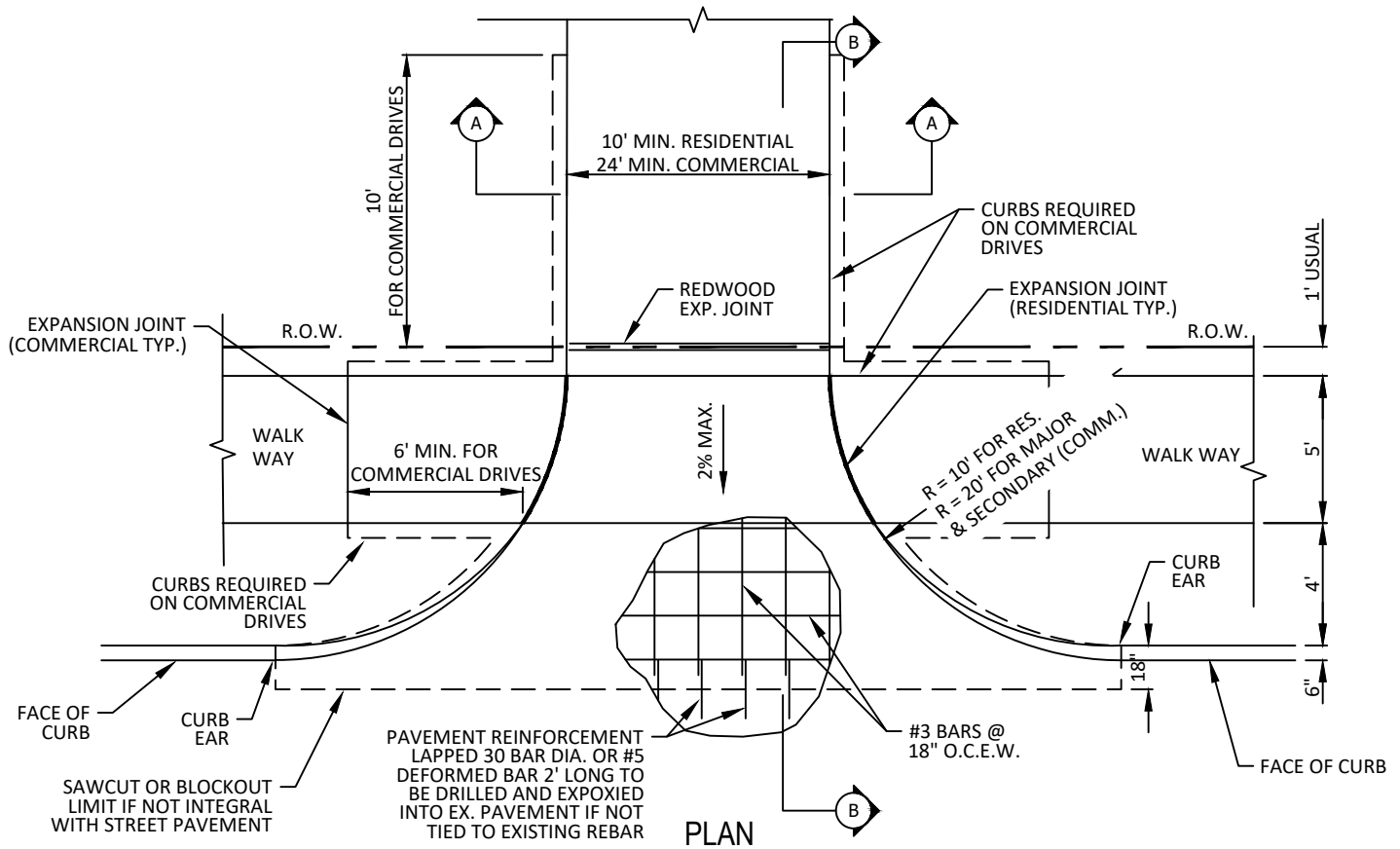
NOTE:

1. PROVIDE VERTICAL EXPANSION JOINT WITH WATER STOPS IN WALL AT 25' MAX. SPACING.
2. BUFFER, SIDEWALK, AND PARKWAY WIDTHS SHALL BE PER THE MASTER TRANSPORTATION PLAN.

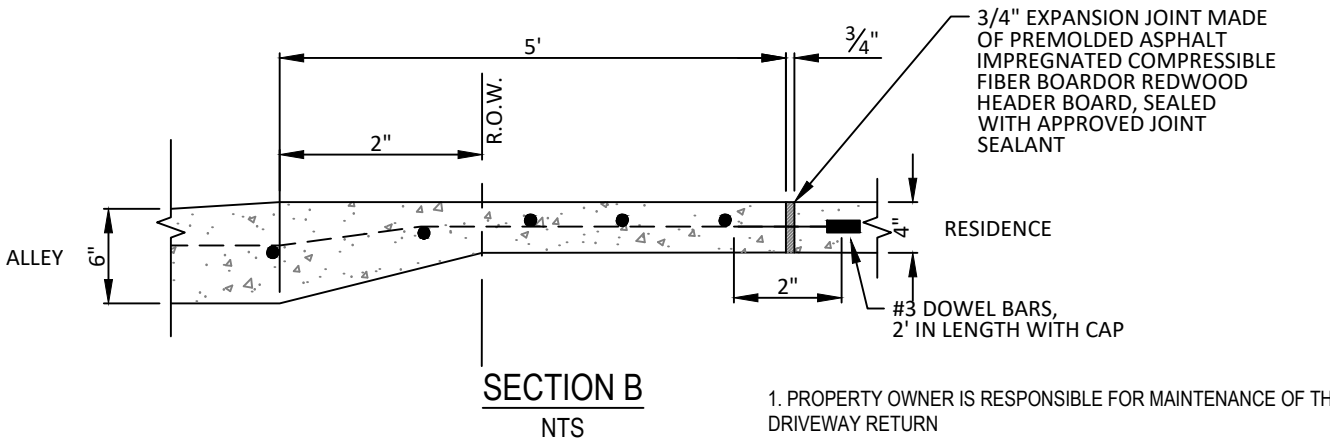
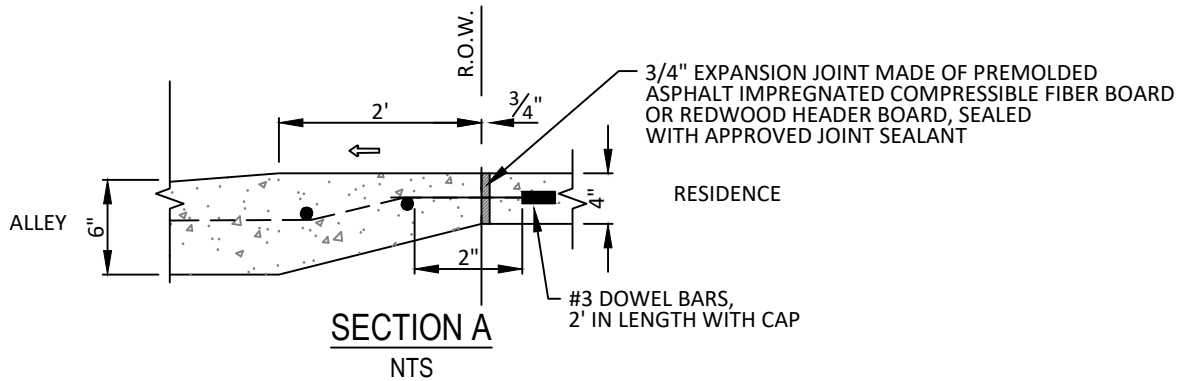
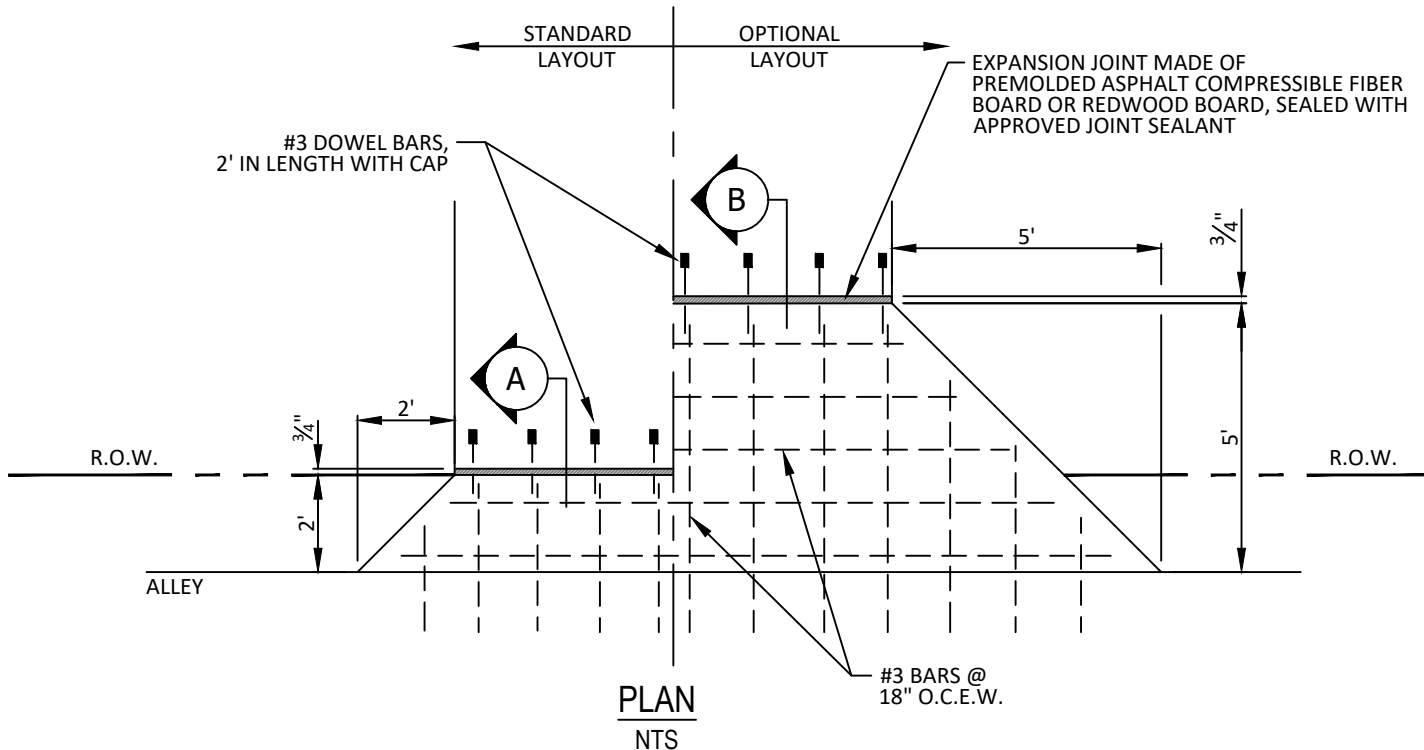


NOTES:

1. ALL SIDEWALK REINFORCEMENT SHALL BE #3 BARS @ 24" O.C.E.W. WITH #3 SMOOTH DOWELS AND SET UPON CHAIRS.
2. SUBGRADE COMPACTED TO 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, 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. BUFFER, SIDEWALK, AND PARKWAY WIDTHS SHALL BE PER THE MASTER TRANSPORTATION PLAN.
8. FOR CURB DETAIL SEE CURB AND GUTTER & ASPHALT PAVING CROSS SECTION.



1. PROPERTY OWNER IS RESPONSIBLE FOR MAINTENANCE OF THE DRIVEWAY RETURN



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 §8B.102.
7. CURB RAMPS SHALL BE ALIGNED WITH THEORETICAL CROSSWALKS, OR AS DIRECTED BY PUBLIC WORKS AND ENGINEERING SERVICES.
8. HANDRAILS ARE NOT REQUIRED ON CURB RAMPS. PROVIDE CURB RAMPS WHEREVER AN 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 PROVIDED BY THE TOWN'S REGISTERED ACCESSIBILITY SPECIALIST CONSULTANT. 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 $\frac{1}{4}$ ".

GENERAL NOTES FOR DETECTABLE WARNINGS

1. CURB RAMPS MUST CONTAIN A DETECTABLE WARNING SURFACE THAT CONSISTS 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 CONTRASTING COLOR APPROVED BY THE TOWN.
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 LENGTH 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 C936, C33, 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% OF A FULL UNIT. CUT DETECTABLE WARNING PAVER UNITS USING A POWER SAW.



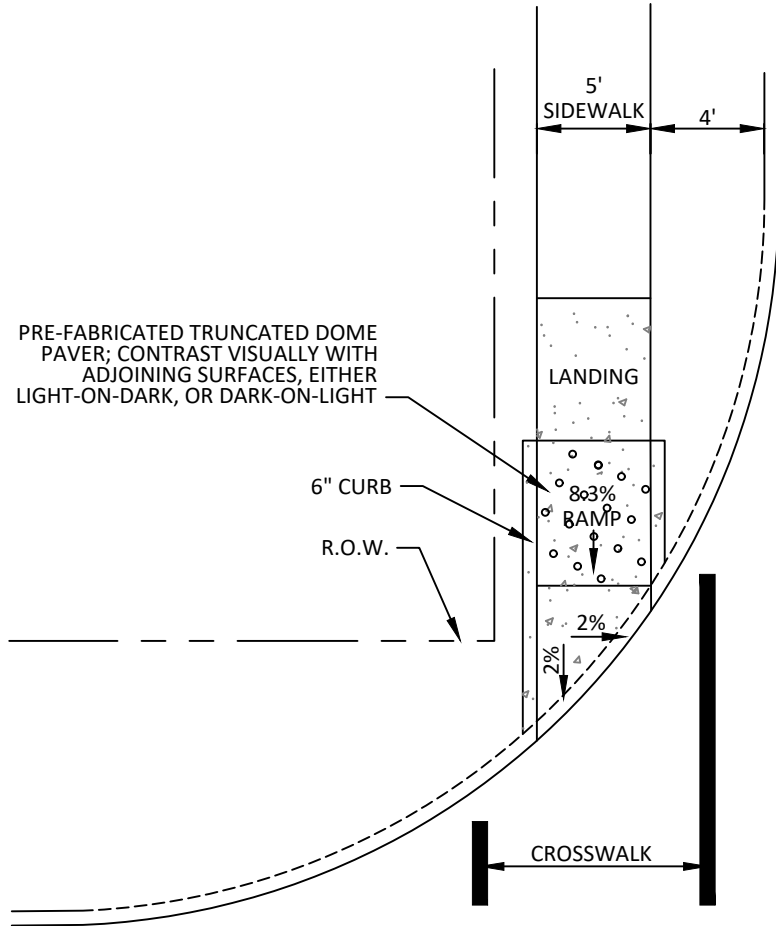
**PEDESTRIAN FACILITIES
GENERAL NOTES**

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:
JANUARY 2022

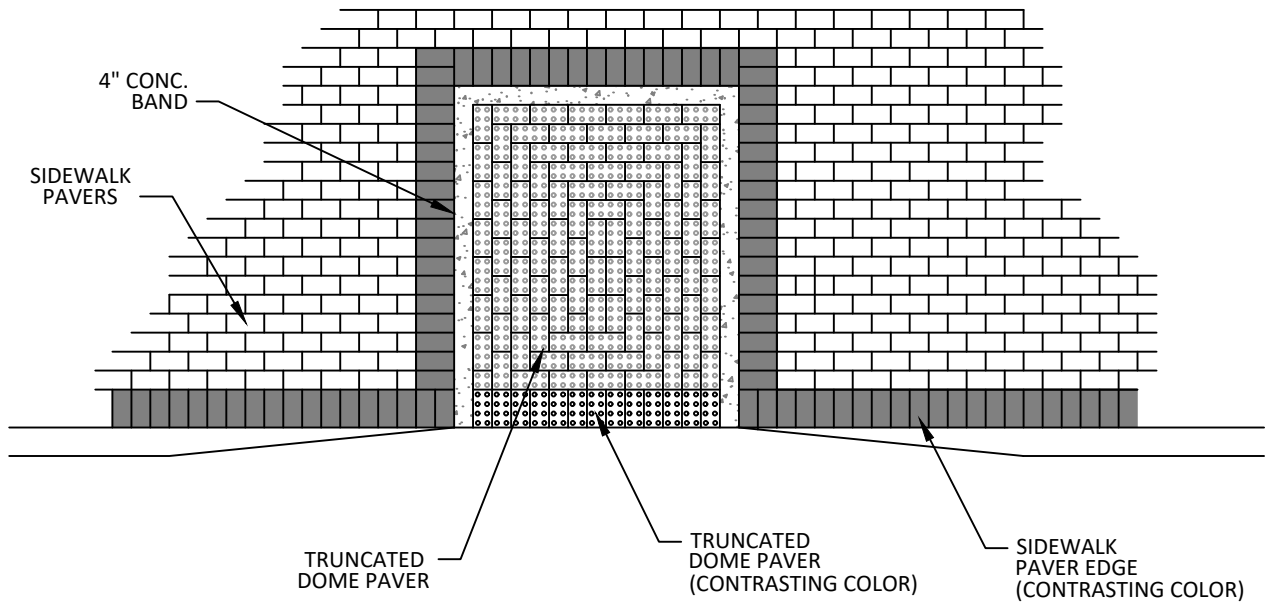
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DIRECTIONAL RAMP WITHIN RADIUS

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NOTE:
 ALL PAVER COLORS TO BE APPROVED BY ADDISON PUBLIC WORKS & ENGINEERING SERVICES



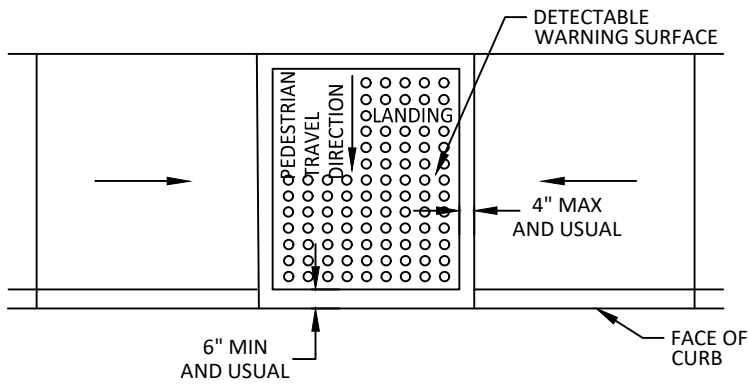
TYPICAL PATTERN
 FOR PAVER SIDEWALK
 AND CURB RAMP

STANDARD CONSTRUCTION DETAILS
 PAVING

DATE:
 JANUARY 2022

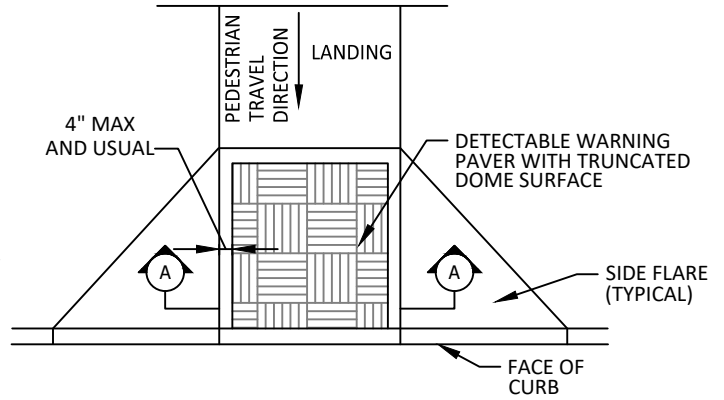
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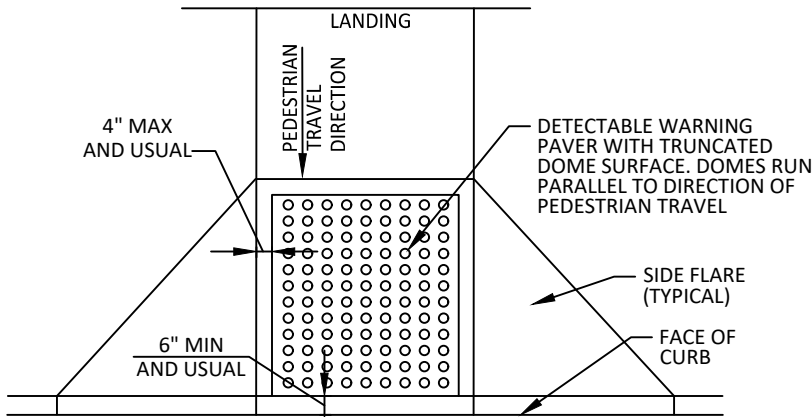
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON LANDING AT STREET EDGE

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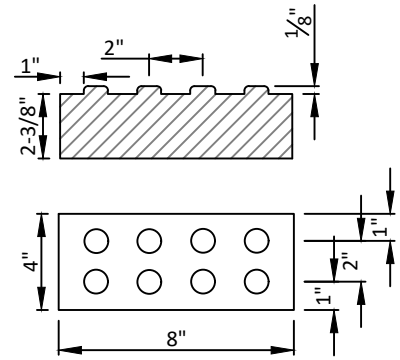
TRUNCATED DOME PATTERN CURB RAMP

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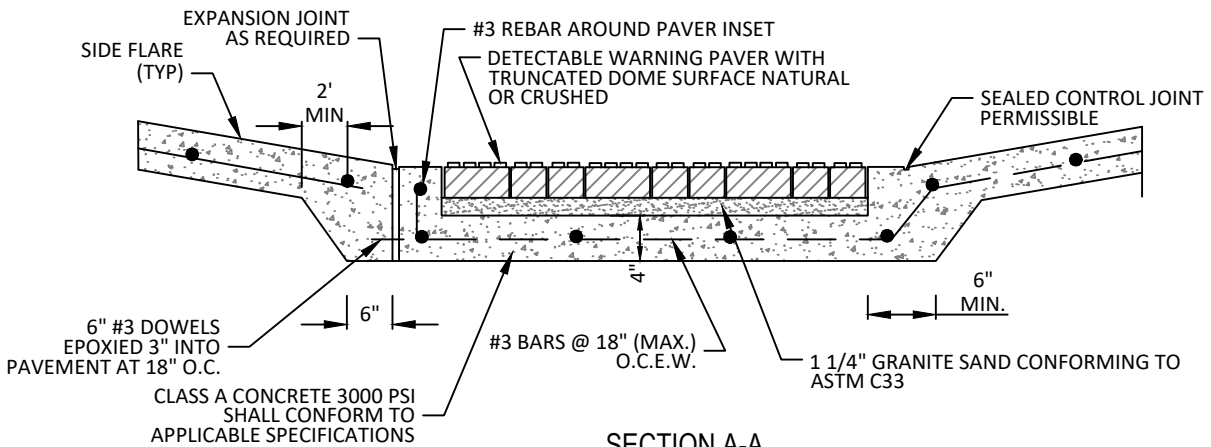
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN

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DETECTABLE WARNING PAVER

NTS



SECTION A-A

NTS