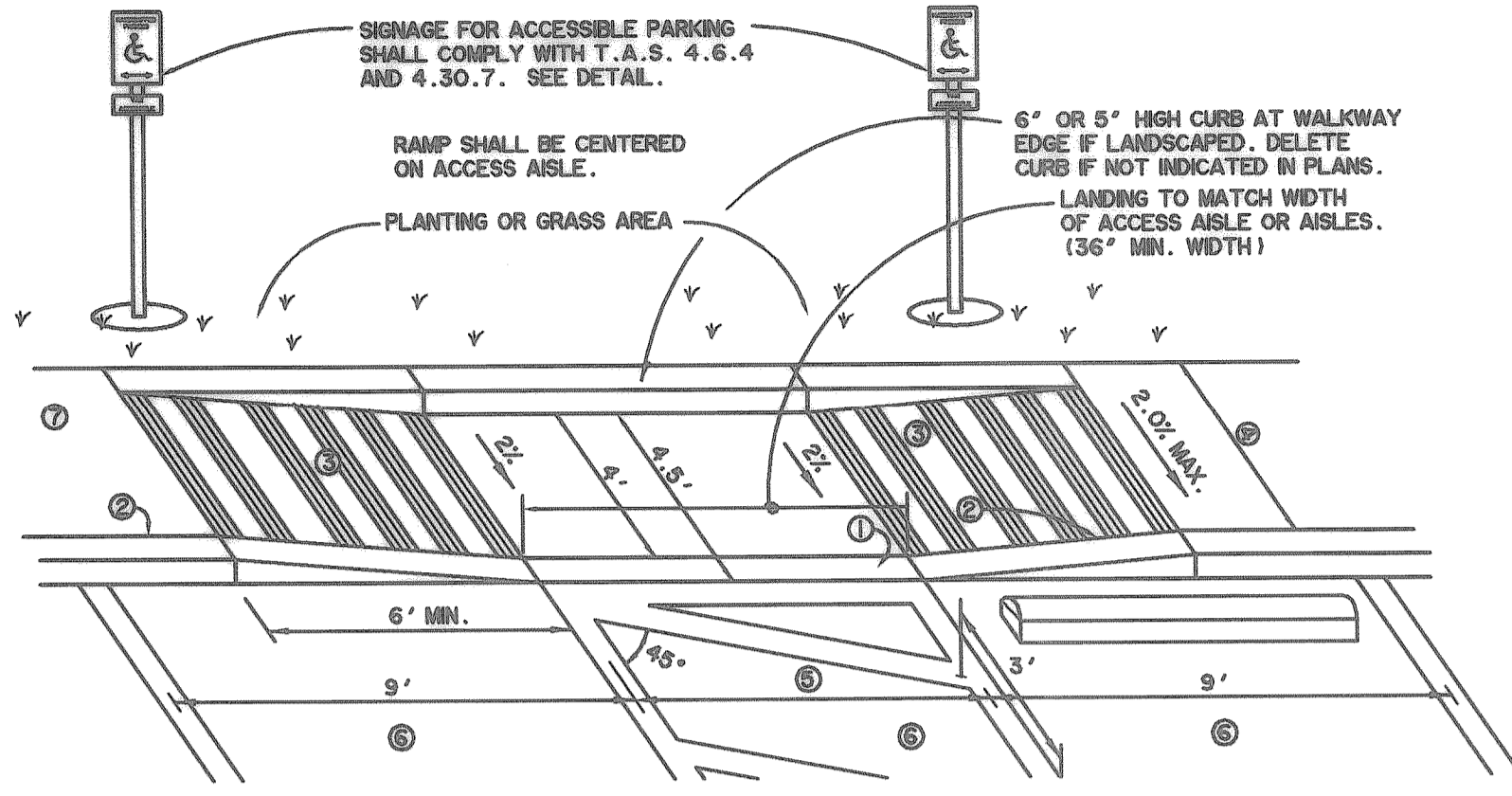
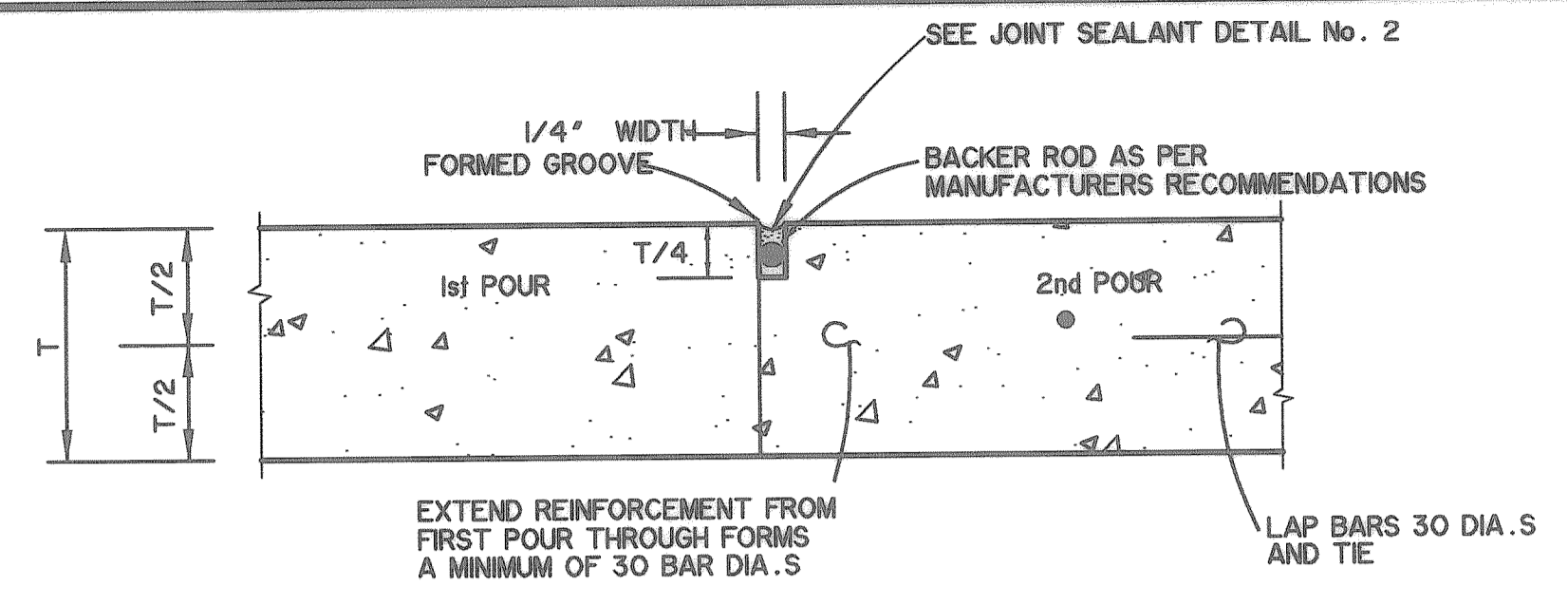


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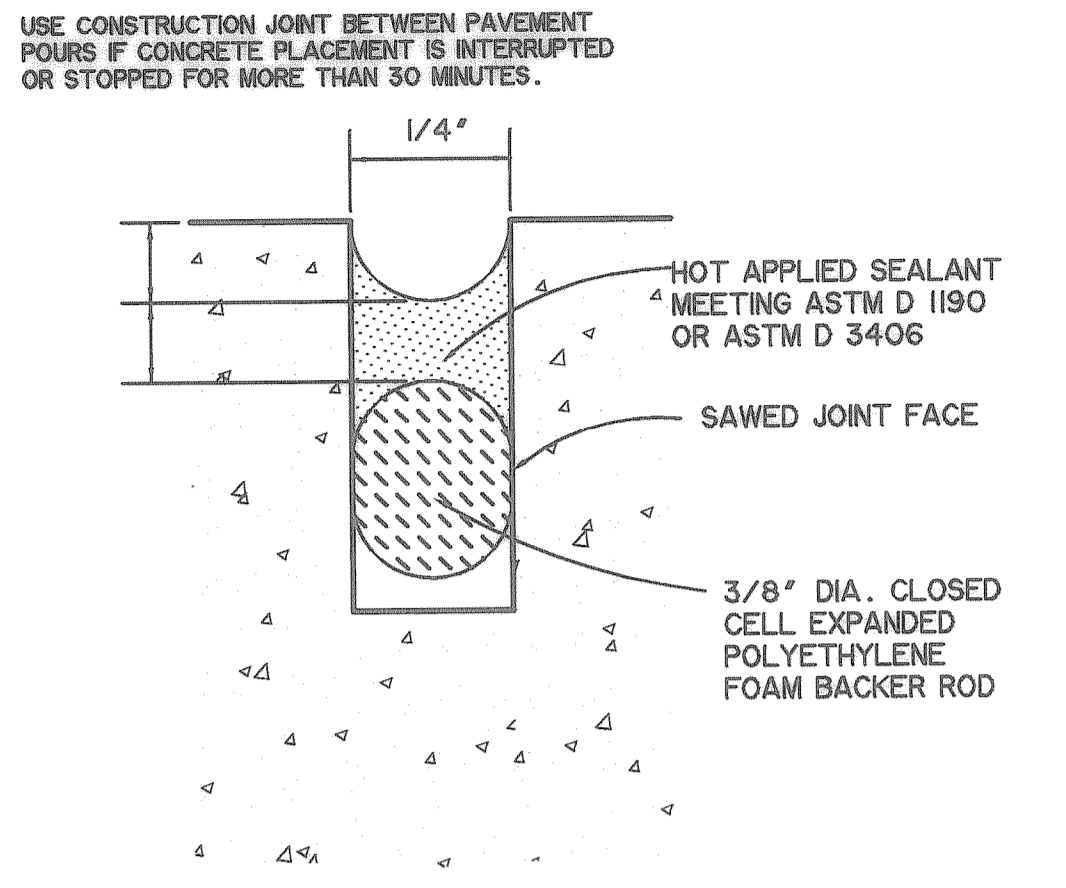


- NOTES**
1. TOP OF CURB TO BE FLUSH WITH PAVEMENT.
 2. TOP OF CURB TO BE FLUSH WITH TOP OF WALK.
 3. RAMP TO BE CONTRASTING COLOR AND TEXTURED NON-SKID SURFACE. CONTRACTOR SHALL PROVIDE 1/8" DEEP GROOVES, 1/4" WIDE AND 3/4"-2" ON CENTERS, ARRANGED SO WATER DOES NOT ACCUMULATE, OR TRUNCATED DOMES MEETING T.A.S. SPECIFICATIONS 4.29.2, 4.5 & 4.7.4. CURB RAMP SLOPES SHALL NOT EXCEED 1:12 AND SHALL COMPLY WITH T.A.S. 4.7.2 & 4.8.2.
 4. 36" MIN. IF PARKING STALL LENGTH IS 20' AND CURB STOPS ARE PROVIDED 2' OFF CURB OR 60" MIN IF PARKING STALL LENGTH IS 18' WITH NO CURB STOPS. IF DIMENSION IS LESS THAN 48", THEN THE SLOPE OF THE FLARED SIDE SHALL NOT EXCEED 1:12.
 5. ACCESS AISLE SHALL BE 5' FOR TYPICAL ACCESSIBLE PARKING. ACCESS AISLE SHALL BE 8' FOR VAN ACCESSIBLE PARKING.
 6. ACCESSIBLE PARKING SPACES AND ACCESS AISLE SHALL BE LEVEL WITH SURFACE SLOPES NOT EXCEEDING 1:50 (2%) IN ALL DIRECTIONS AND SHALL COMPLY WITH T.A.S. 4.6.3.
 7. AN ACCESSIBLE ROUTE WITH A RUNNING SLOPE GREATER THAN 1:20 (5%) IS CONSIDERED A RAMP AND SHALL COMPLY WITH T.A.S. 4.8. THE CROSS SLOPE OF AN ACCESSIBLE ROUTE SHALL NEVER EXCEED 1:50 (2%).

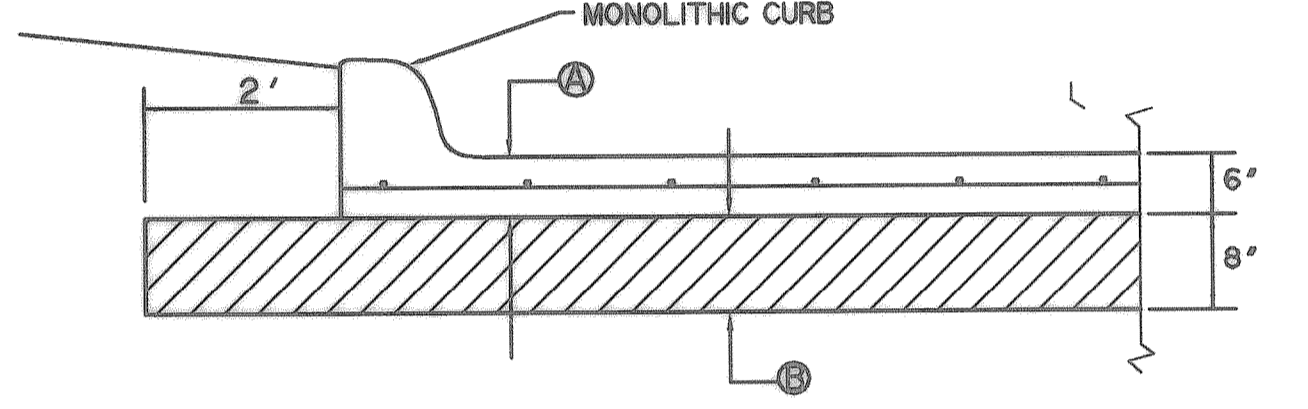
CURB RAMP DETAILS
N.T.S.



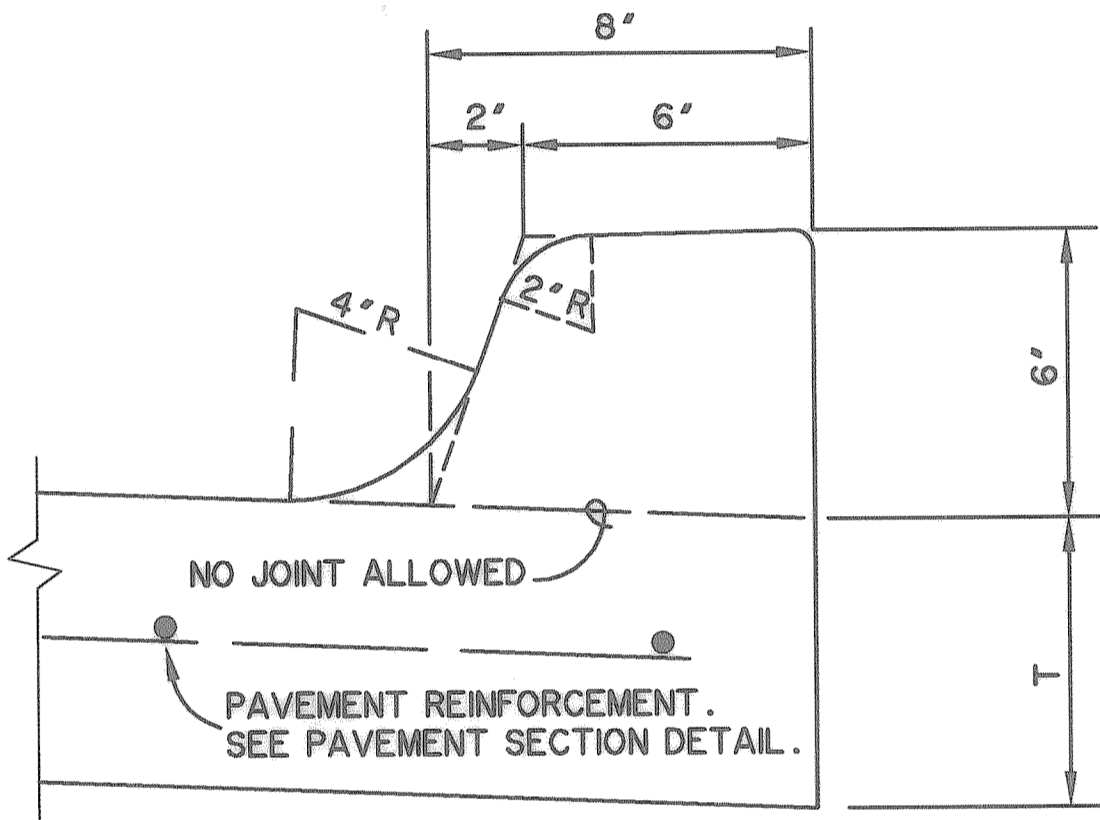
CONSTRUCTION JOINT
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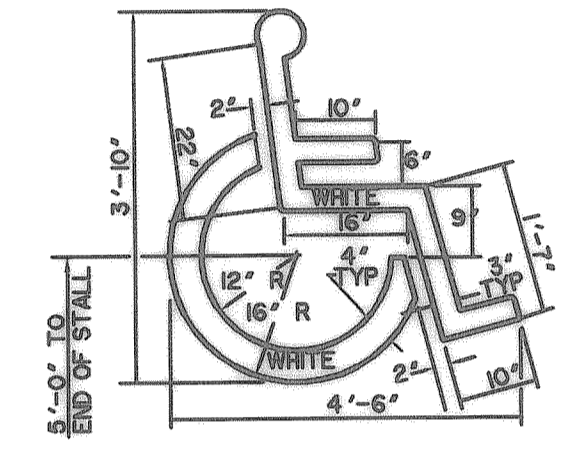
JOINT SEALANT DETAIL No. 2
SEAL FOR SAWED, CONSTRUCTION & BUTT JOINT
N.T.S.



- NOTES:** CROSS SECTION PER CITY STANDARDS. SEE GENERAL NOTES.
1. (A) 6" - 3600 PSI CONC. REINFORCED WITH #3 BARS @ 24" O.C.E.W. PLACED ON CHAIRS
 - (B) COMPACTED LIME STABILIZED SUBGRADE @ 40 #/SY HYDRATED LIME FOR 8" SUBGRADE. COMPACT TO 95% STANDARD PROCTOR DENSITY
 2. MATERIAL AND CONSTRUCTION METHODS SHALL CONFORM TO THE APPLICABLE PROVISIONS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION PREPARED BY THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS. COARSE AGGREGATE FOR CONCRETE SHALL BE GRADE No. 2 AIR ENTRAINMENT SHALL RANGE FROM 4% TO 6%.
 3. DO NOT PLACE SAND OR SELECT FILL BENEATH PAVEMENT FOR LEVEL UP COURSE. UTILIZE ONLY LIME STABILIZED MATERIALS.

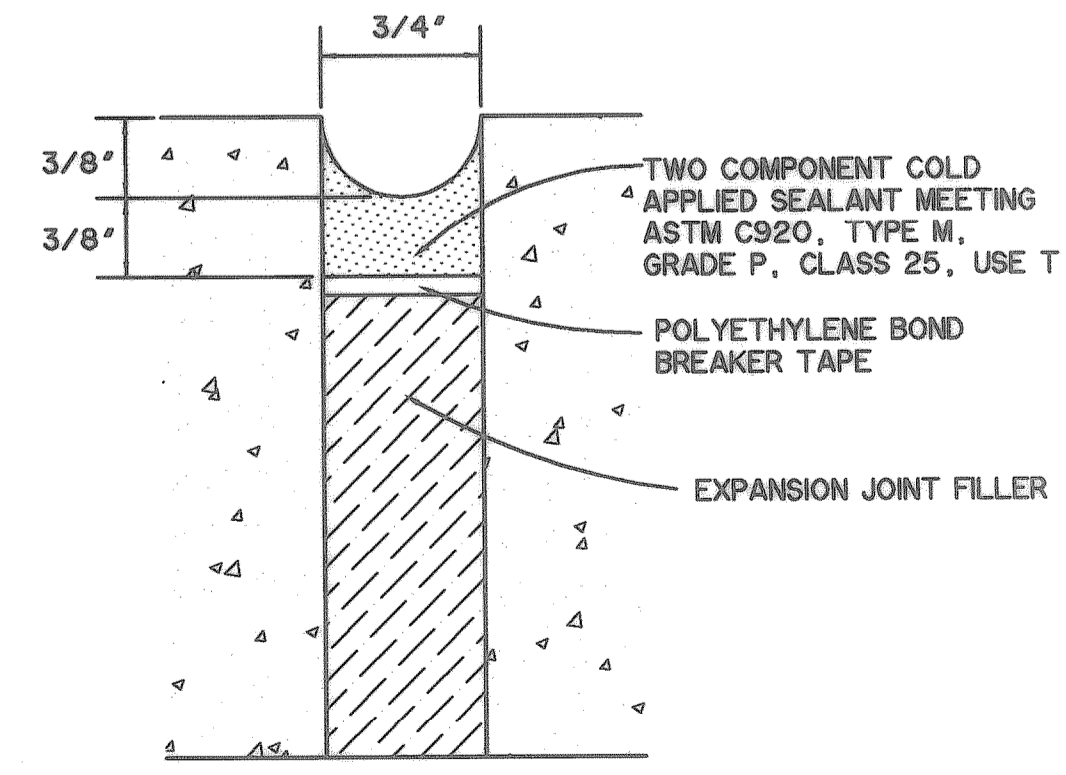


MONOLITHIC CURB DETAIL
N.T.S.

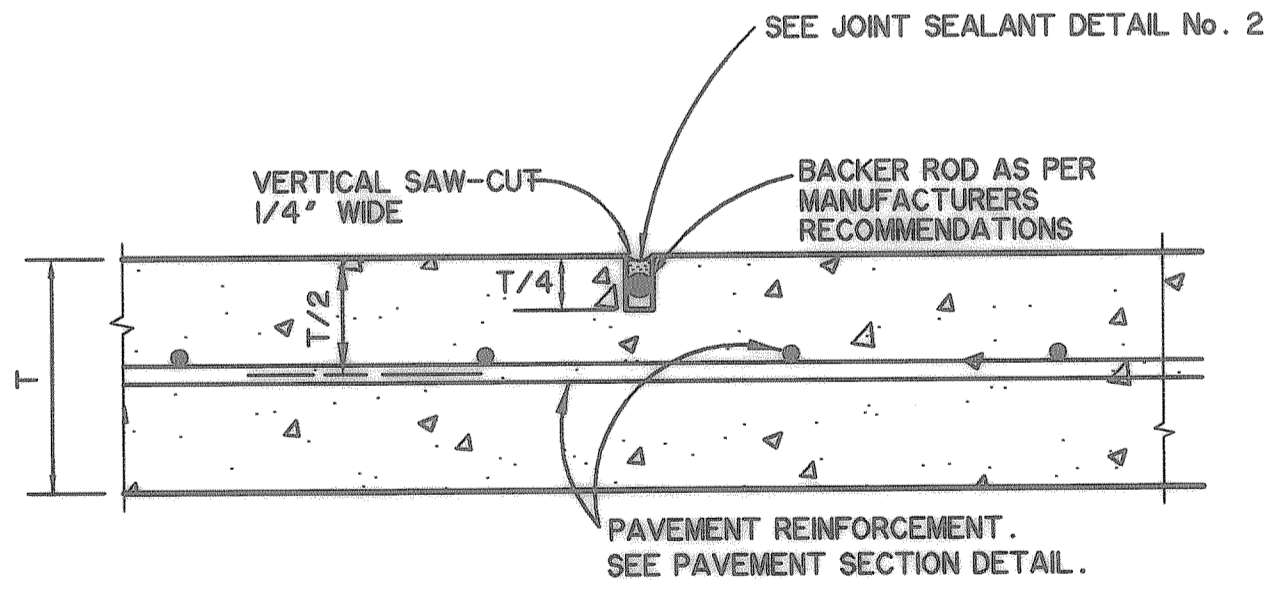


PAINTED ACCESSIBLE PARKING SYMBOL
SEE SPACES DESIGNATED "HC" OR THIS SYMBOL
SCALE: 1" = 1'

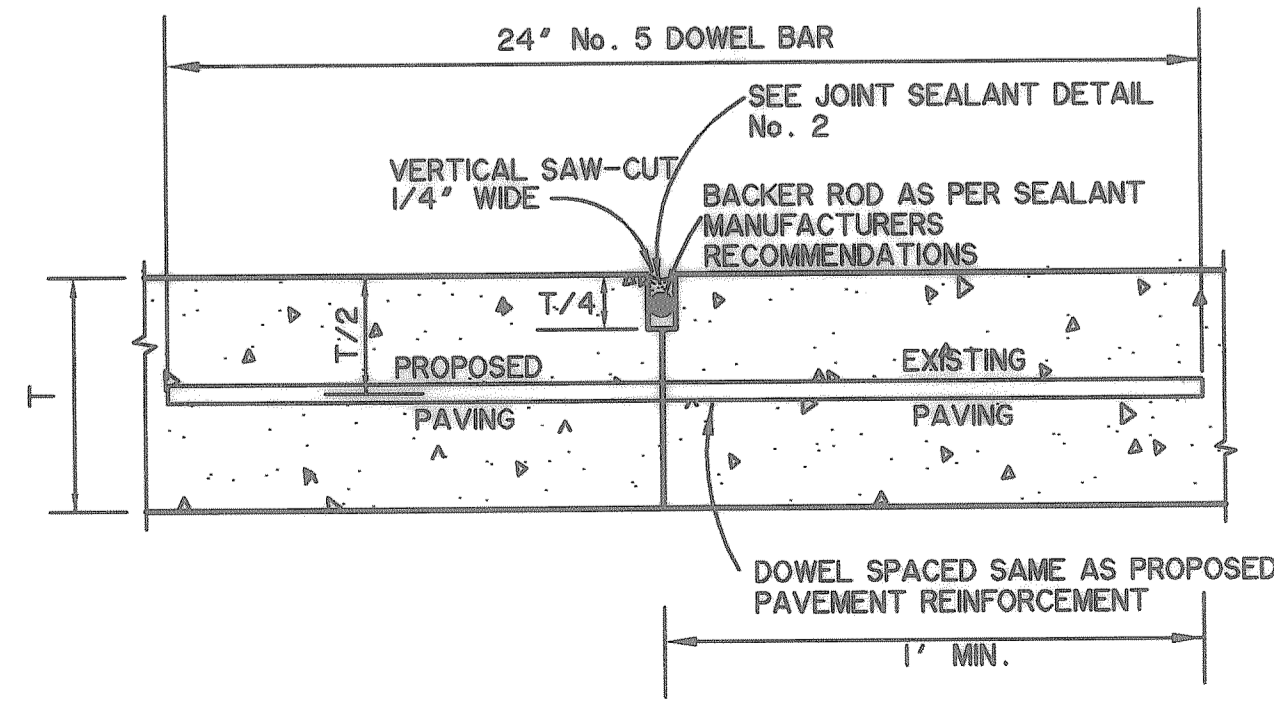
PAVEMENT SECTION
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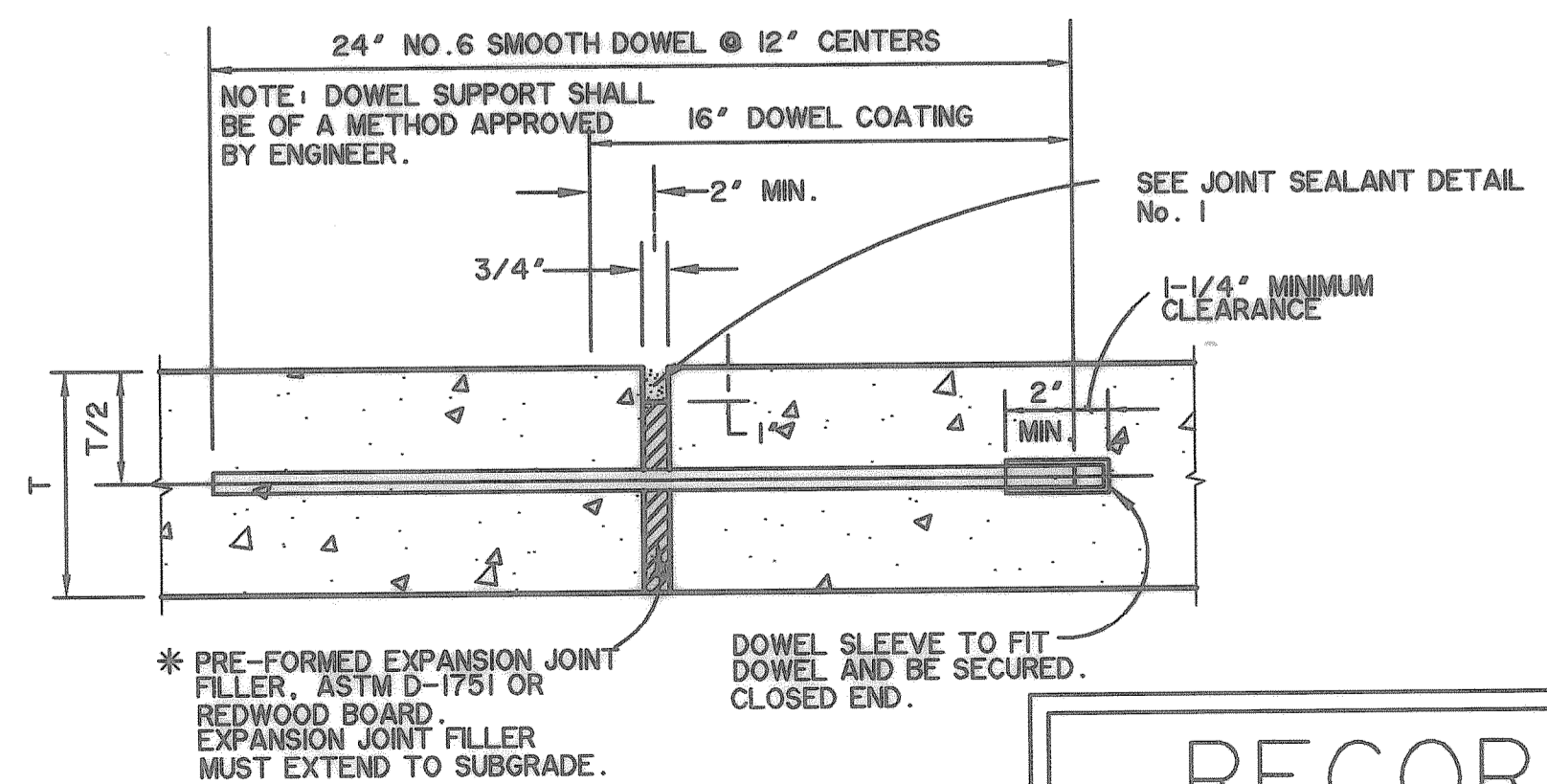
JOINT SEALANT DETAIL No. 1
SEAL FOR EXPANSION JOINT
N.T.S.



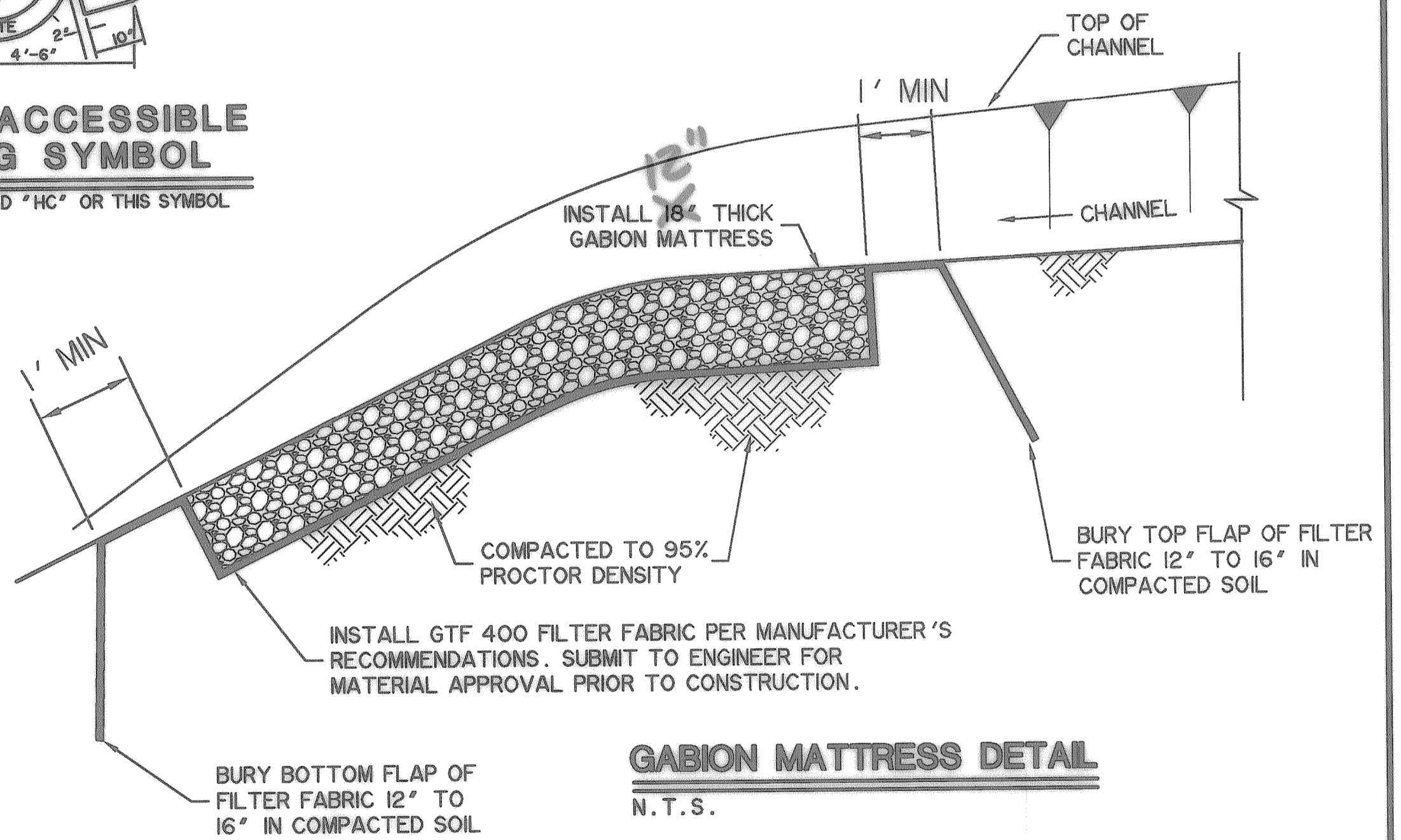
SAWED CONTRACTION JOINT
N.T.S.



BUTT JOINT
N.T.S.



EXPANSION JOINT
N.T.S.



GABION MATTRESS DETAIL
N.T.S.

- JOINT NOTES:**
- T = PAVEMENT THICKNESS
1. CONTRACTOR MAY ELECT TO USE DOWELED CURB OR MONOLITHIC CURB
 2. DOWEL BARS PLACED INTO EXISTING PAVEMENT 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. SECURE DOWEL BARS IN EXISTING PAVING WITH EPOXY GROUT.
 3. POLYETHYLENE FOAM BACKER ROD DOES NOT SIT ON BOTTOM OF SAW-CUT JOINT. PLACE AT DEPTH INDICATED IN DETAIL.
 4. IF SEALANT PROTRUDES ABOVE THE SURFACE OF THE PAVEMENT, IT MUST BE REMOVED AND REPLACED.
 5. SUBMIT MANUFACTURER'S LITERATURE FOR SEALANT, DOCUMENTING PRODUCT COMPLIES WITH ASTM SPECIFICATIONS AND PROVIDING MANUFACTURER'S RECOMMENDATIONS FOR APPLICATION. FOLLOW MANUFACTURER'S RECOMMENDATIONS ON USE OF THE PRODUCT.
 6. THE CONSTRUCTION JOINT IS TO BE USED BETWEEN SEPARATE POURS OF PROPOSED PAVEMENT. NOTE THAT IT REQUIRES THE REINFORCEMENT TO BE EXTENDED THROUGH THE FORM TO THE NEXT POUR. THE BUTT JOINT IS TO BE USED BETWEEN EXISTING CONCRETE PAVEMENT (STREET OR DRIVEWAY) AND PROPOSED PAVEMENT, UNLESS AN EXPANSION JOINT IS CALLED FOR.

RECORD DRAWING
DECEMBER 6, 2002

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PRECISION SHEET METAL PAVING DETAILS

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