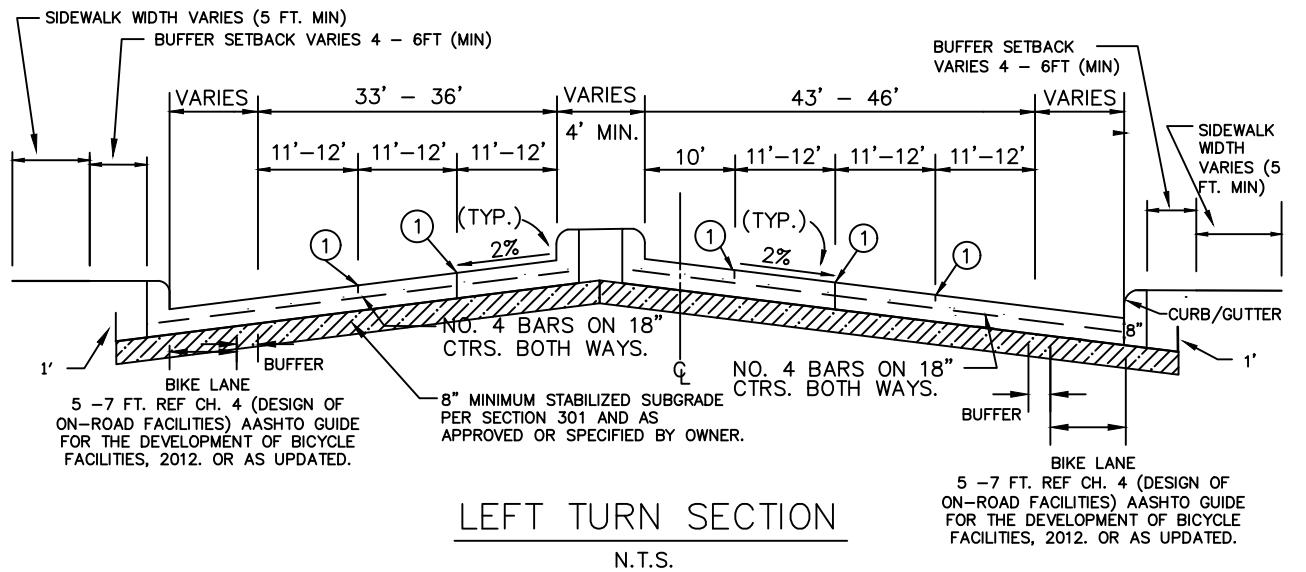
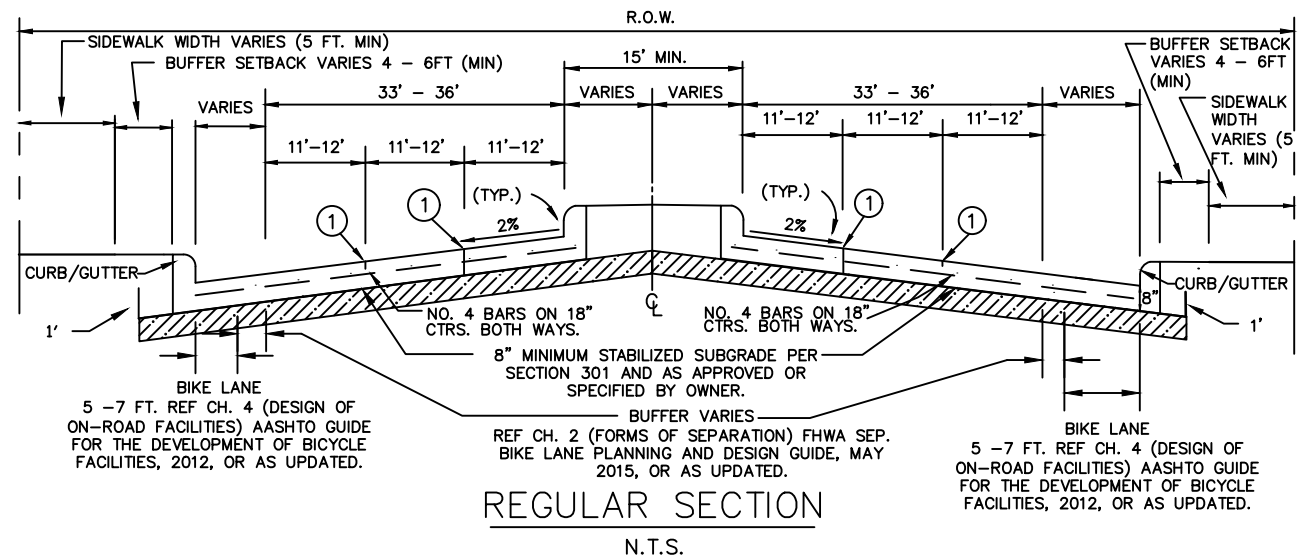


## DIVISION 2000 PAVEMENT SYSTEMS

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**NOTES:**

1. MIN. PAVEMENT DEPTH AND STRENGTH SHALL BE 8" - CLASS "C" OR "PC", OR AS SPECIFIED BY OWNER.
2. MIN CURB HEIGHT AND WIDTH SHALL BE 6", OR AS SPECIFIED BY OWNER.
3. ALTERNATIVE SUBGRADE, THICKNESS, AND STEEL MAY BE UTILIZED WITH MORE DETAILED ANALYSIS AS APPROVED BY OWNER.
4. IF LIME STABILIZED SUBGRADE IS UTILIZED A MINIMUM OF 40LBS/SY IS REQUIRED.

① SAWED LONGITUDINAL CONTRACTION JOINT OR CONSTRUCTION JOINT.

**SIX-LANE DIVIDED THOROUGHFARE  
WITH BIKE LANE**



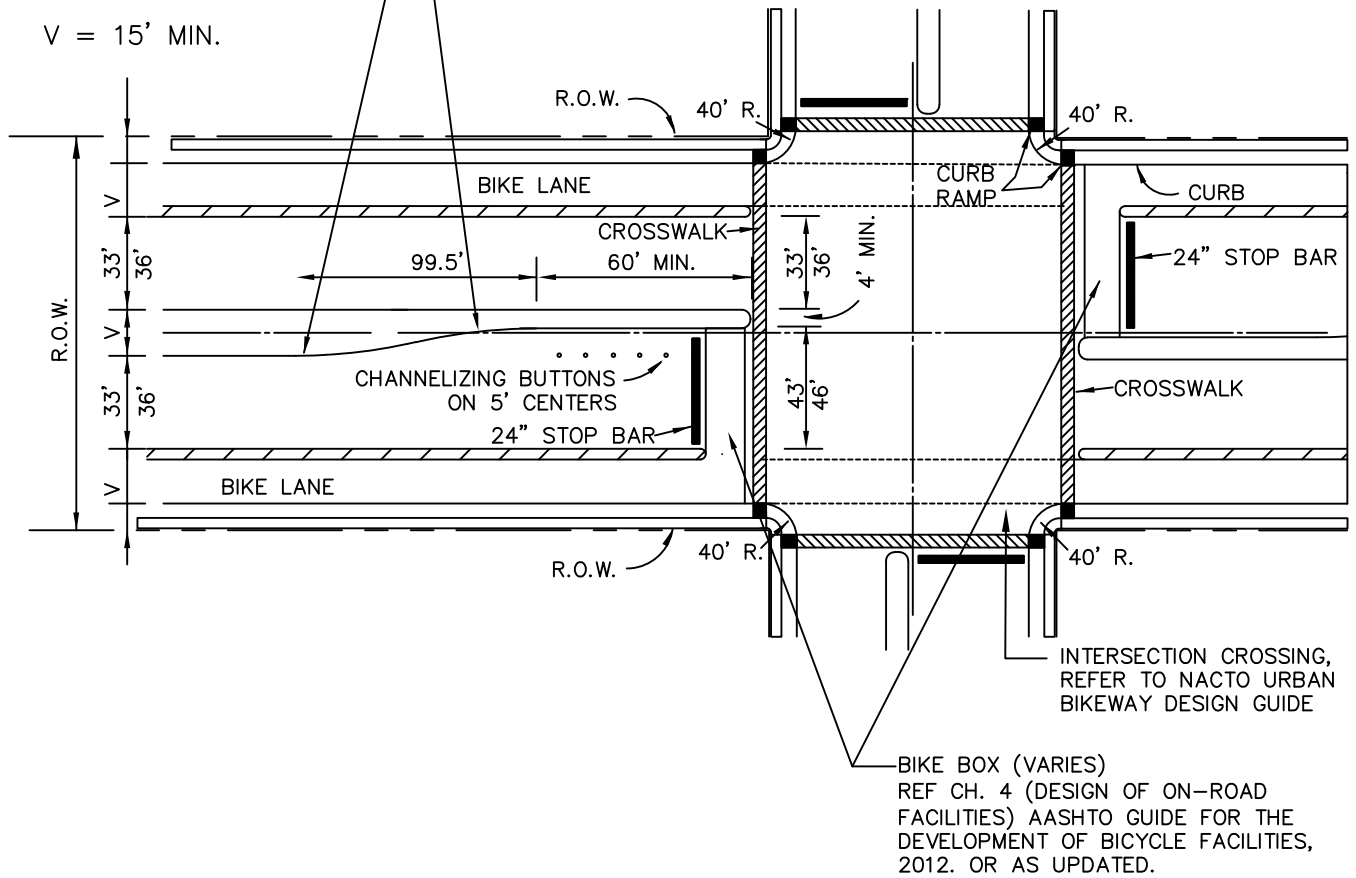
STANDARD SPECIFICATION REFERENCE  
303. PAGES 303-1 TO 303-23

DATE TBD	STANDARD DRAWING NO. 2010A
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$\Delta = 11^\circ 28' 40''$   
 $R = 250.00'$   
 $T = 25.13'$   
 $L = 50.08'$

V = 15' MIN.

BIKE LANE  
 5 - 7 FT. REF CH. 4 (DESIGN OF  
 ON-ROAD FACILITIES) AASHTO GUIDE  
 FOR THE DEVELOPMENT OF BICYCLE  
 FACILITIES, 2012. OR AS UPDATED.



SCHEMATIC PLAN  
 N.T.S.

NOTE:  
 THIS LAYOUT IS SCHEMATIC AND  
 NOT INTENDED TO BE USED FOR  
 CONSTRUCTION.

SIX-LANE DIVIDED THOROUGHFARE  
 WITH BIKE LANE

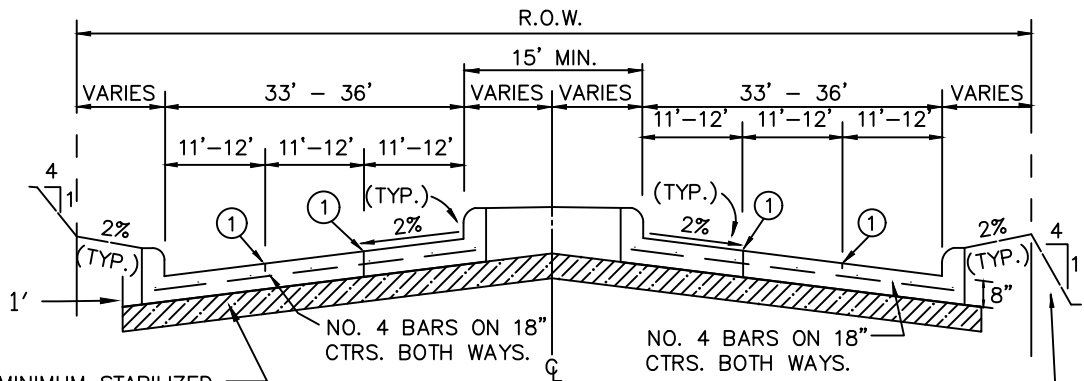
North Central Texas Council of Governments



STANDARD SPECIFICATION REFERENCE  
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STANDARD DRAWING NO.  
 2010B

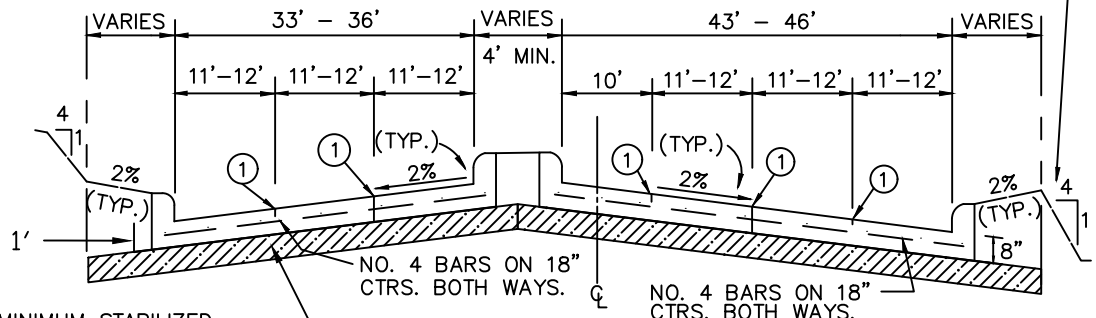


8" MINIMUM STABILIZED SUBGRADE PER SECTION 301 AND AS APPROVED OR SPECIFIED BY OWNER.

REGULAR SECTION

N.T.S.

(FILL SECTIONS ONLY. ALTERNATE REVERSE SLOPE ACCEPTABLE. NOT TO EXCEED 4:1)



8" MINIMUM STABILIZED SUBGRADE PER SECTION 301 AND AS APPROVED OR SPECIFIED BY OWNER.

LEFT TURN SECTION

N.T.S.

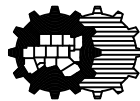
NOTES:

1. MIN. PAVEMENT DEPTH AND STRENGTH SHALL BE 8" - CLASS "C" OR "PC", OR AS SPECIFIED BY OWNER.
2. MIN CURB HEIGHT AND WIDTH SHALL BE 6", OR AS SPECIFIED BY OWNER.
3. ALTERNATIVE SUBGRADE, THICKNESS, AND STEEL MAY BE UTILIZED WITH MORE DETAILED ANALYSIS AS APPROVED BY OWNER.
4. IF LIME STABILIZED SUBGRADE IS UTILIZED A MINIMUM OF 40LBS/SY IS REQUIRED.

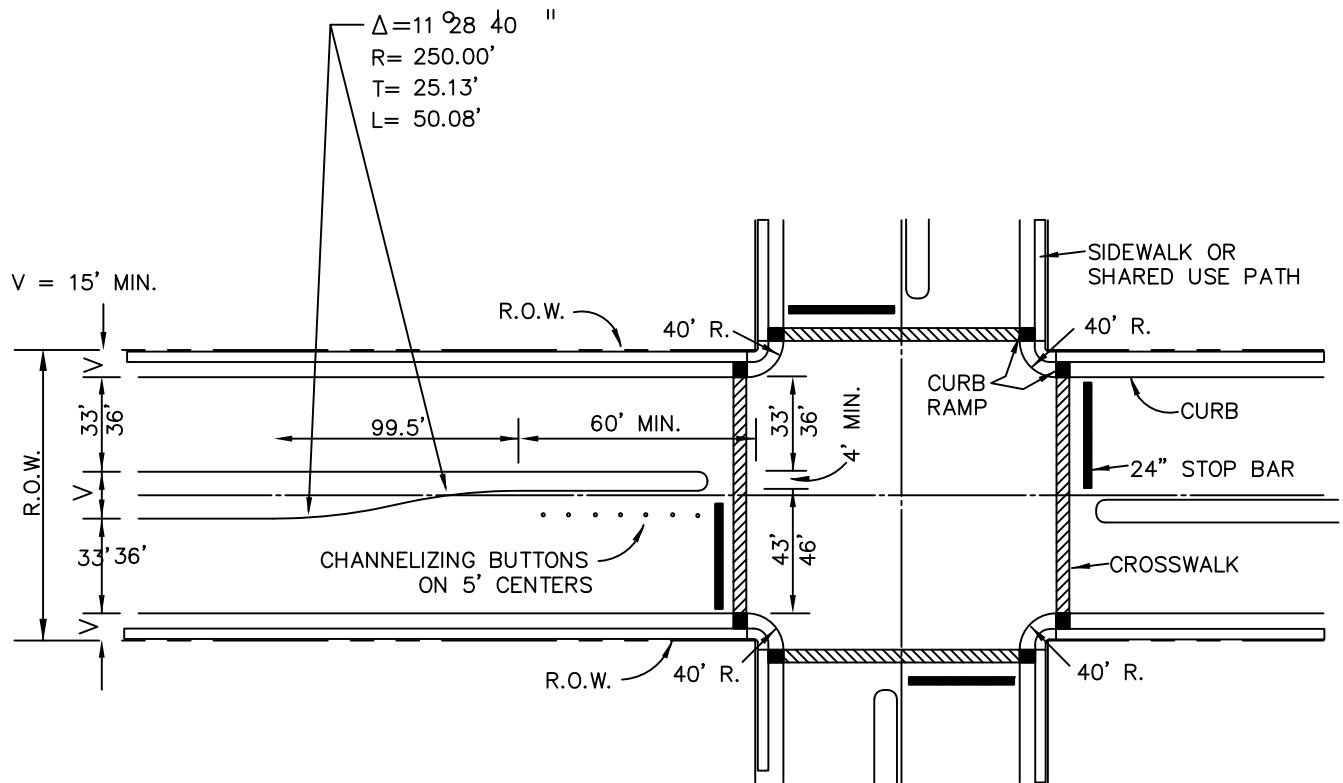
① SAWED LONGITUDINAL CONTRACTION JOINT OR CONSTRUCTION JOINT.

SIX-LANE DIVIDED THOROUGHFARE  
WITHOUT BIKE LANE

North Central Texas Council of Governments



STANDARD SPECIFICATION REFERENCE	
303. PAGES 303-1 TO 303-23	
DATE	STANDARD DRAWING NO.
TBD	2015A



**SCHMATIC PLAN**  
N.T.S.

**NOTES:**

1. FOR ALTERNATE OFF-STREET BIKE OPTIONS, SEE AASHTO SHARED USE PATH GUIDELINES.
2. THIS LAYOUT IS SCHEMATIC AND NOT INTENDED TO BE USED FOR CONSTRUCTION.

SIX-LANE DIVIDED THOROUGHFARE  
WITHOUT BIKE LANE

North Central Texas Council of Governments



STANDARD SPECIFICATION REFERENCE

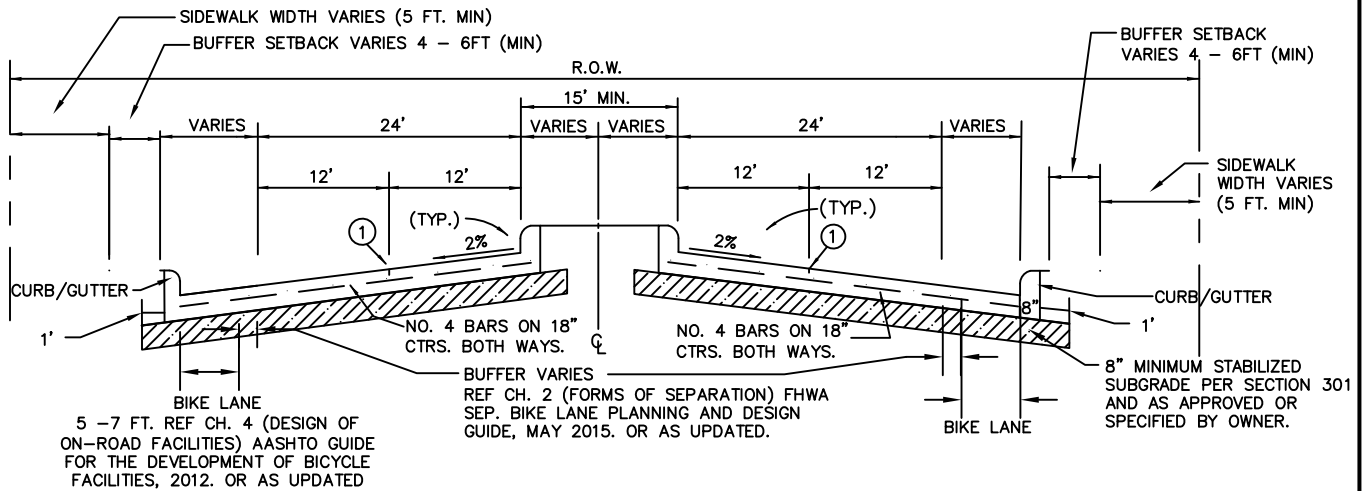
303. PAGES 303-1 TO 303-23

DATE

TBD

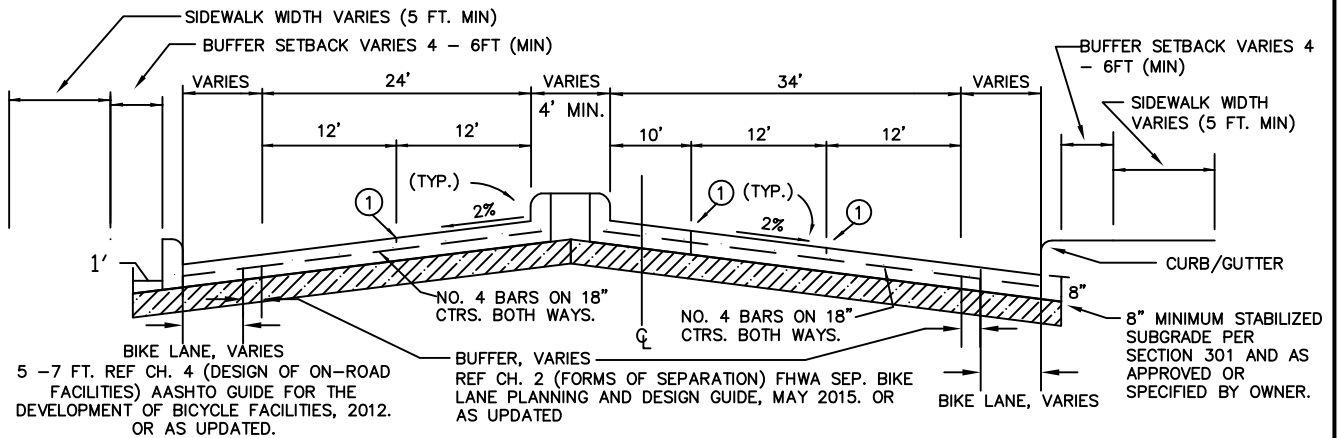
STANDARD DRAWING NO.

2015B



REGULAR SECTION

N.T.S.



LEFT TURN SECTION

N.T.S.

NOTES:

1. MIN. PAVEMENT DEPTH AND STRENGTH SHALL BE 8" - CLASS "C" OR "PC", OR AS SPECIFIED BY OWNER.
  2. MIN CURB HEIGHT AND WIDTH SHALL BE 6", OR AS SPECIFIED BY OWNER.
  3. ALTERNATIVE SUBGRADE, THICKNESS, AND STEEL MAY BE UTILIZED WITH MORE DETAILED ANALYSIS AS APPROVED BY OWNER.
  4. IF LIME STABILIZED SUBGRADE IS UTILIZED A MINIMUM OF 40LBS/SY IS REQUIRED.
  5. SEE DETAIL 2170 FOR SIDEWALKS.
  6. IF THERE IS A REQUIRED BIKE LANE THE BUFFER SHOULD BE 1' - 3' DEPENDING ON THE SPEED.
  7. SIDEWALKS SHOULD BE 5' AS DIRECTED BY CITY BUT CAN BE REDUCED TO A MINIMUM OF 3' SIDEWALKS WITH A BULB OUT.
- ① SAWED LONGITUDINAL CONTRACTION JOINT OR CONSTRUCTION JOINT.

FOUR-LANE DIVIDED THOROUGHFARE  
 WITH BIKE LANE

North Central Texas Council of Governments



STANDARD SPECIFICATION REFERENCE

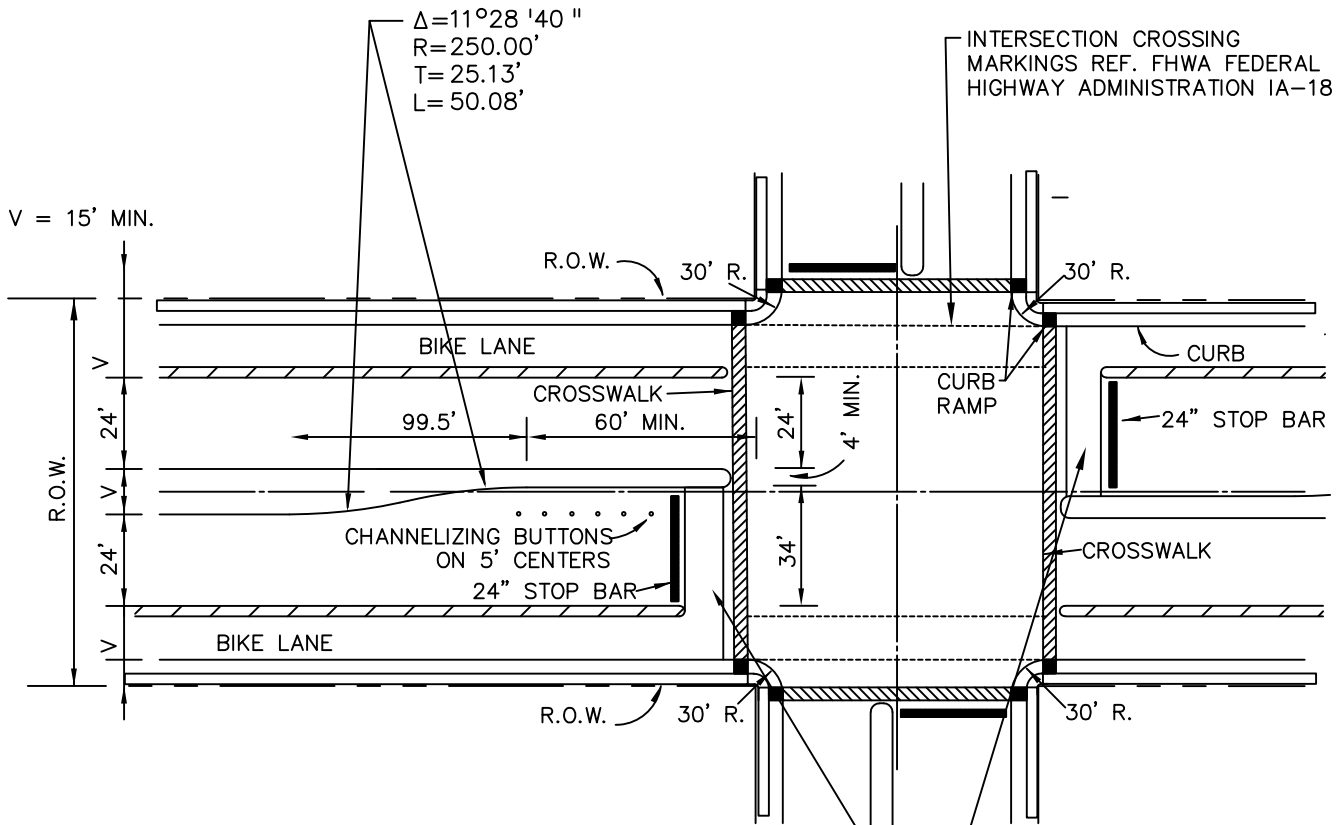
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DATE

TBD

STANDARD DRAWING NO.

2020A



SCHEMATIC PLAN  
N.T.S.

BIKE BOX (VARIES)  
REF CH. 4 (DESIGN OF  
ON-ROAD FACILITIES) AASHTO  
GUIDE FOR THE DEVELOPMENT  
OF BICYCLE FACILITIES, 2012.  
OR AS UPDATED.

NOTE:  
THIS LAYOUT IS SCHEMATIC AND  
NOT INTENDED TO BE USED FOR  
CONSTRUCTION.

FOUR-LANE DIVIDED THOROUGHFARE  
WITH BIKE LANE

North Central Texas Council of Governments

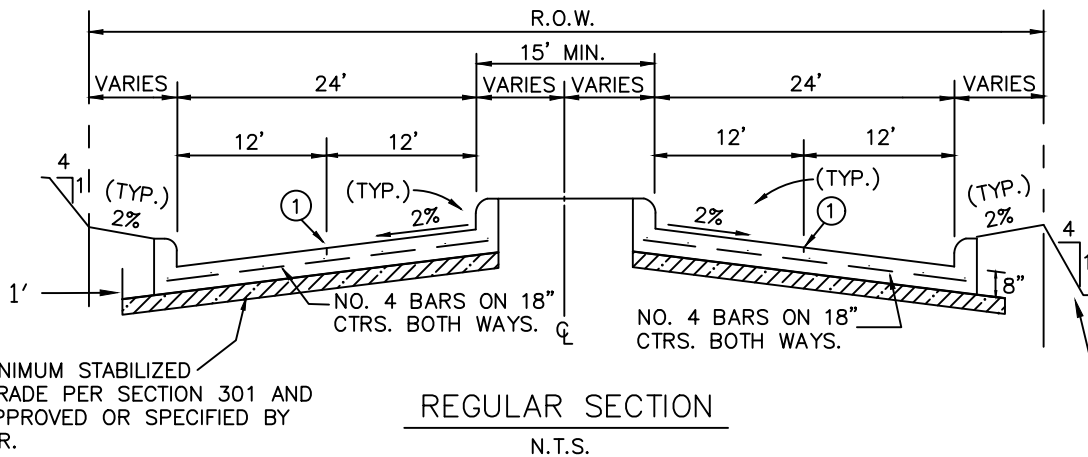


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303. PAGES 303-1 TO 303-23

DATE  
TBD

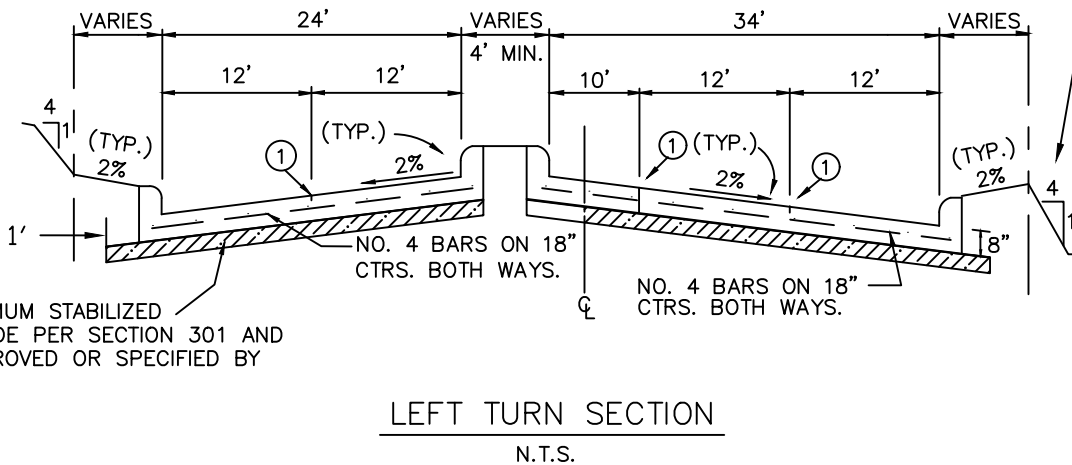
STANDARD DRAWING NO.  
2020B





8" MINIMUM STABILIZED SUBGRADE PER SECTION 301 AND AS APPROVED OR SPECIFIED BY OWNER.

(FILL SECTIONS ONLY. ALTERNATE REVERSE SLOPE ACCEPTABLE. NOT TO EXCEED 4:1.)



8" MINIMUM STABILIZED SUBGRADE PER SECTION 301 AND AS APPROVED OR SPECIFIED BY OWNER.

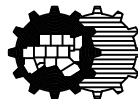
**NOTES:**

1. MIN. PAVEMENT DEPTH AND STRENGTH SHALL BE 8" - CLASS "C" OR "PC", OR AS SPECIFIED BY OWNER.
2. MIN CURB HEIGHT AND WIDTH SHALL BE 6", OR AS SPECIFIED BY OWNER.
3. ALTERNATIVE SUBGRADE, THICKNESS, AND STEEL MAY BE UTILIZED WITH MORE DETAILED STUDY AND ANALYSIS AS APPROVED BY OWNER.
4. IF LIME STABILIZED SUBGRADE IS UTILIZED A MINIMUM OF 40LBS/SY IS REQUIRED. SEE SECTION 301.
5. SEE DETAIL 2170 FOR SIDEWALKS.

① SAWED LONGITUDINAL CONTRACTION JOINT OR CONSTRUCTION JOINT.

**FOUR-LANE DIVIDED THOROUGHFARE**  
**WITHOUT BIKE LANE**

North Central Texas Council of Governments

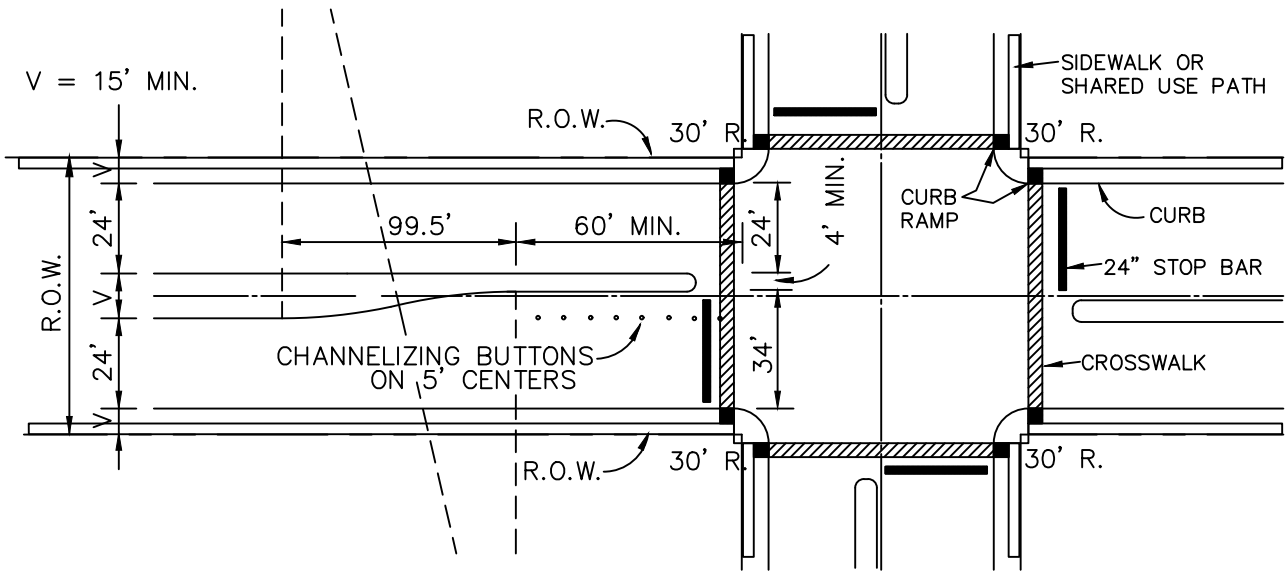


STANDARD SPECIFICATION REFERENCE  
303. PAGES 303-1 TO 303-23

DATE  
TBD

STANDARD DRAWING NO.  
2025A

$\Delta = 11^\circ 28' 40''$   
 $R = 250.00'$   
 $T = 25.13'$   
 $L = 50.08'$



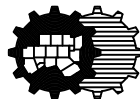
PLAN  
 N.T.S.

NOTES:

1. FOR ALTERNATE OFF-STREET BIKE OPTIONS, SEE AASHTO SHARED USE PATH GUIDELINES.

FOUR-LANE DIVIDED THOROUGHFARE  
 WITHOUT BIKE LANE

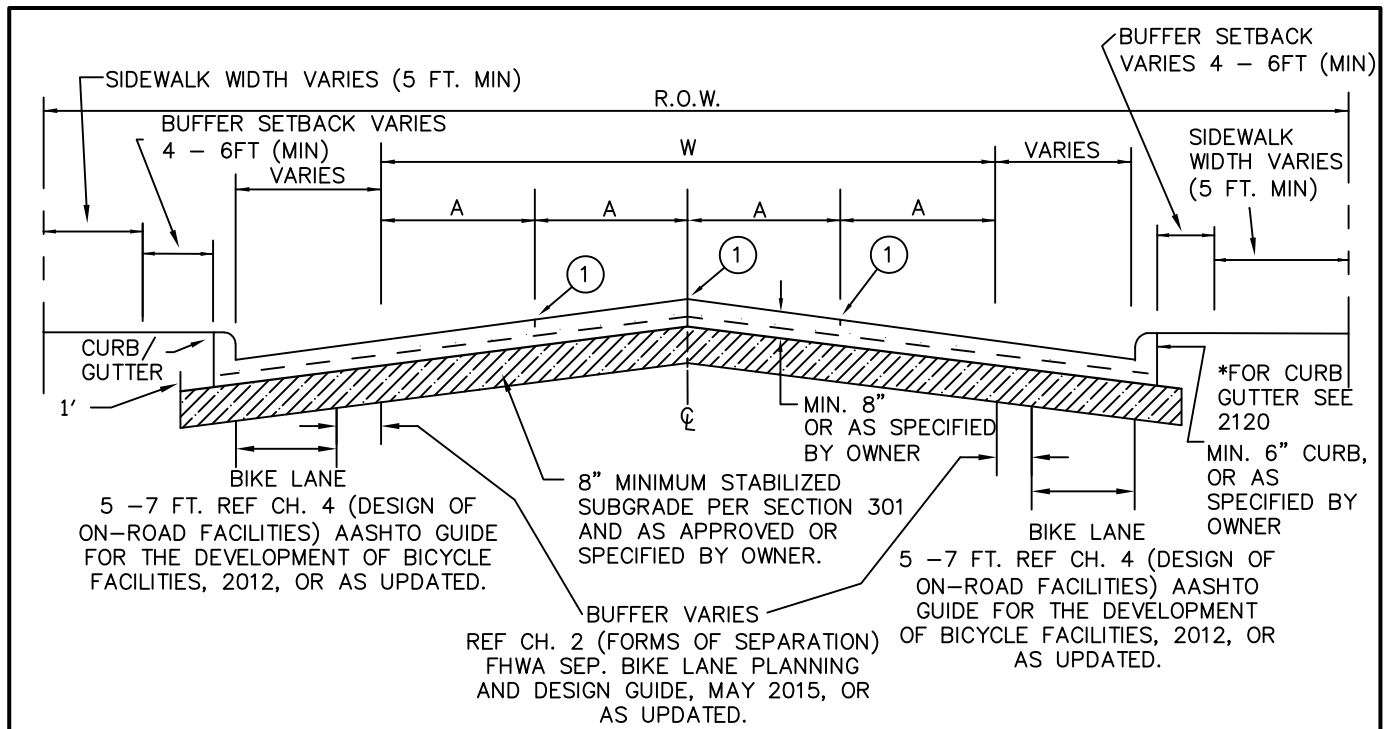
North Central Texas Council of Governments



STANDARD SPECIFICATION REFERENCE  
 303. PAGES 303-1 TO 303-23

DATE  
 TBD

STANDARD DRAWING NO.  
 2025B

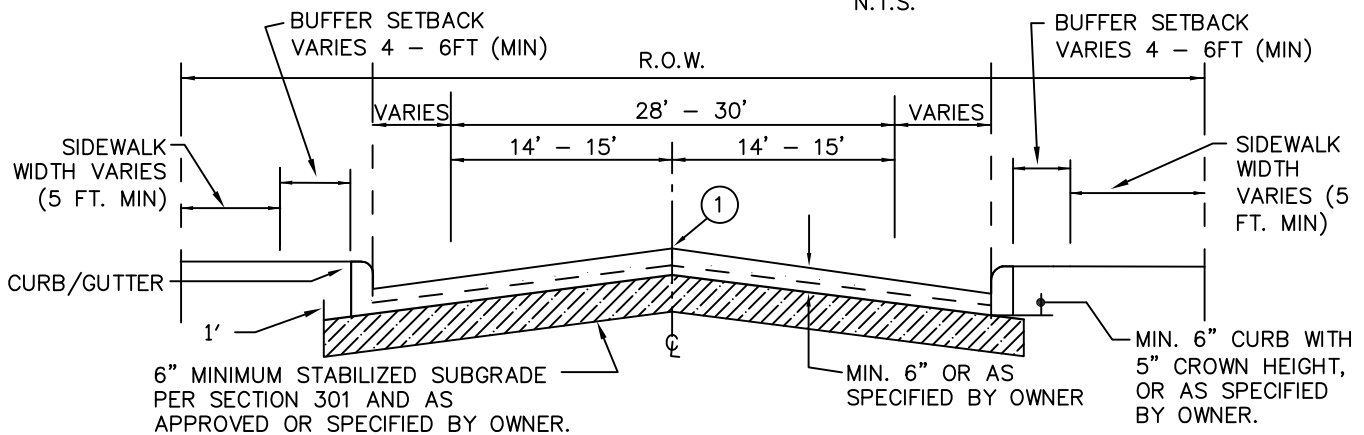


STREET WIDTH(W)	A	R.O.W. WIDTH	CROWN HEIGHT*
40'	8' OR 10'	VARIES	6"
44'	11'	VARIES	8"

\*SEE NOTE 4

### FOUR TRAVEL LANES

N.T.S.



### TWO TRAVEL LANES

N.T.S.

① INDICATES SAWED LONGITUDINAL CONTRACTION OR CONSTRUCTION JOINT.

**NOTES:**

- ALL REINFORCEMENT SHALL BE 4" BARS ON 18" CENTERS BOTH WAYS, EXCEPT WHERE NOTED.
- ALTERNATIVE MATERIALS, SUBGRADE, THICKNESS, AND STEEL MAY BE UTILIZED WITH MORE DETAILED STUDY AND ANALYSIS AND AS APPROVED BY OWNER.
- PAVEMENT STRENGTH SHALL CONFORM TO CLASS "C" OR "PC" CONCRETE, OR AS SPECIFIED BY THE OWNER.
- STRAIGHT CROWN OR PARABOLIC CROWN AS APPROVED BY OWNER.
- SEE DETAILS 2170 FOR SIDEWALKS.

2- & 4-LANE UNDIVIDED THOROUGHFARE  
WITH BIKE LANE

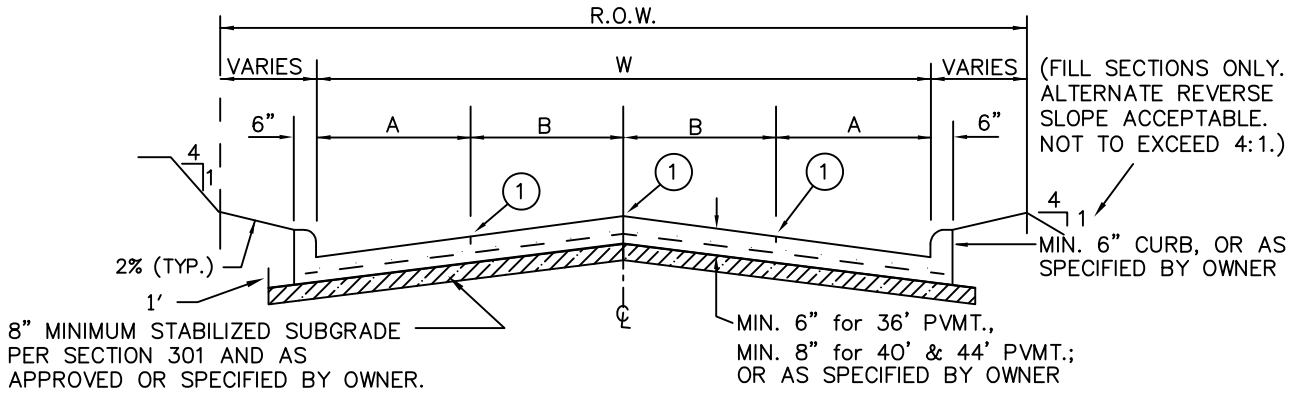
North Central Texas Council of Governments



STANDARD SPECIFICATION REFERENCE  
303. PAGES 303-1 TO 303-23

DATE  
TBD

STANDARD DRAWING NO.  
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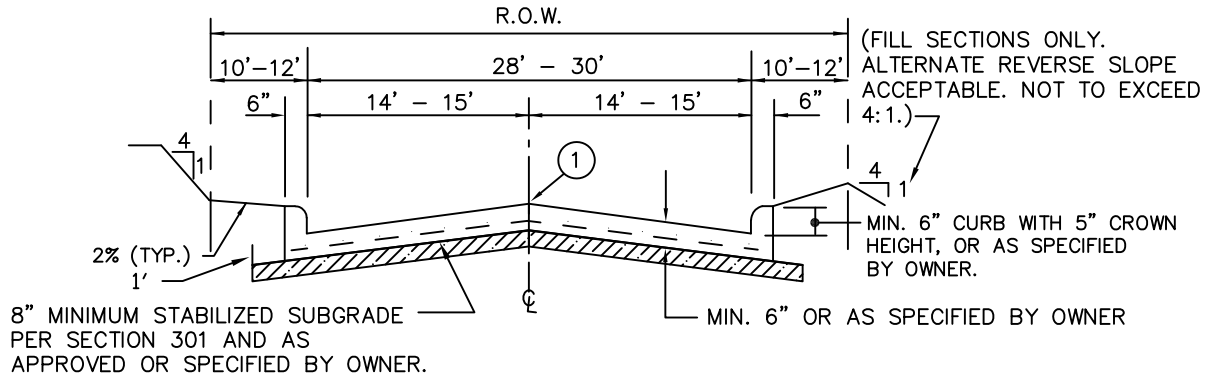


LANES	STREET WIDTH(W)	A	B	R.O.W. WIDTH	CROWN HEIGHT*
2 TRAVEL LANES W/ 2 PARKING LANES	36'	8'	10'	VARIES	6"
2 TRAVEL LANES W/ 2 PARKING LANES	40'	10'	10'	VARIES	6"
4 TRAVEL LANES	44'	11'	11'	VARIES	8"

\*SEE NOTE 4

### FOUR TRAVEL LANES OR TWO TRAVEL LANES & TWO PARKING LANES

N.T.S.



### ONE TRAVEL LANE & TWO PARKING LANES

N.T.S.

① INDICATES SAWED LONGITUDINAL CONTRACTION OR CONSTRUCTION JOINT.

**NOTES :**

- ALL REINFORCEMENT SHALL BE 4" BARS ON 18" CENTERS BOTH WAYS, EXCEPT WHERE NOTED.
- ALTERNATIVE SUBGRADE, THICKNESS, AND STEEL MAY BE UTILIZED WITH MORE DETAILED STUDY AND ANALYSIS AND AS APPROVED BY OWNER.
- PAVEMENT STRENGTH SHALL CONFORM TO CLASS "C" OR "PC" CONCRETE, OR AS SPECIFIED BY THE OWNER.
- STRAIGHT CROWN OR PARABOLIC CROWN AS APPROVED BY OWNER.
- SEE DETAILS 2170 FOR SIDEWALKS.
- FOR ALTERNATE OFF-STREET BIKE OPTIONS, SEE AASHTO SHARED USE PATH GUIDELINES.
- BIKE LANES MAY BE ADDED PER AASHTO GUIDELINES.

2- & 4-LANE UNDIVIDED ROADWAY

WITH OPTIONAL PARKING (WITHOUT BIKE LANE)

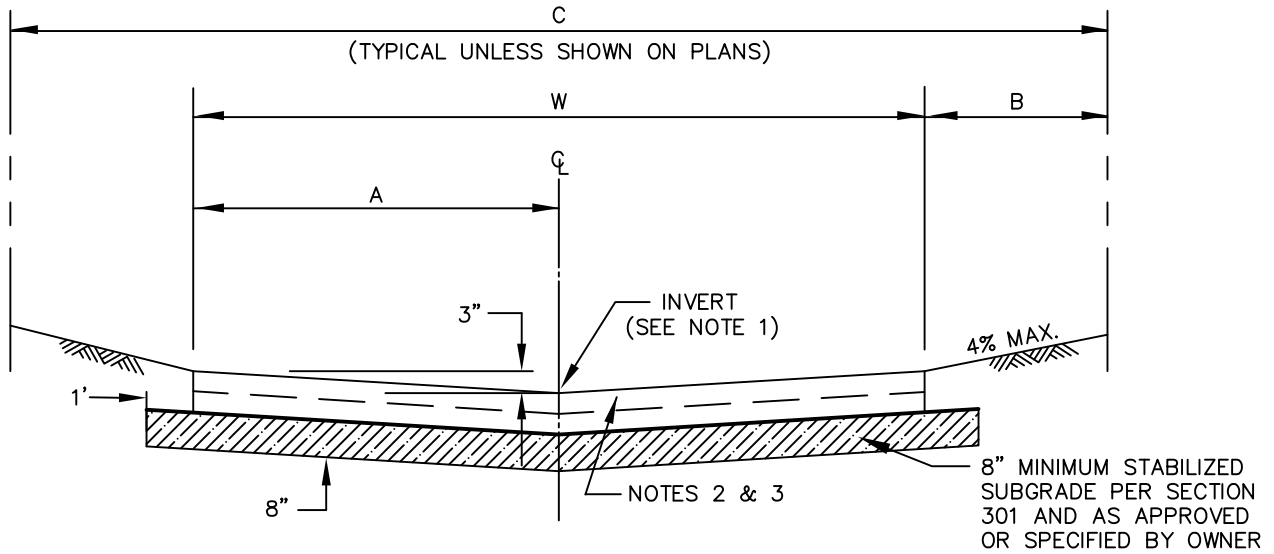
North Central Texas Council of Governments



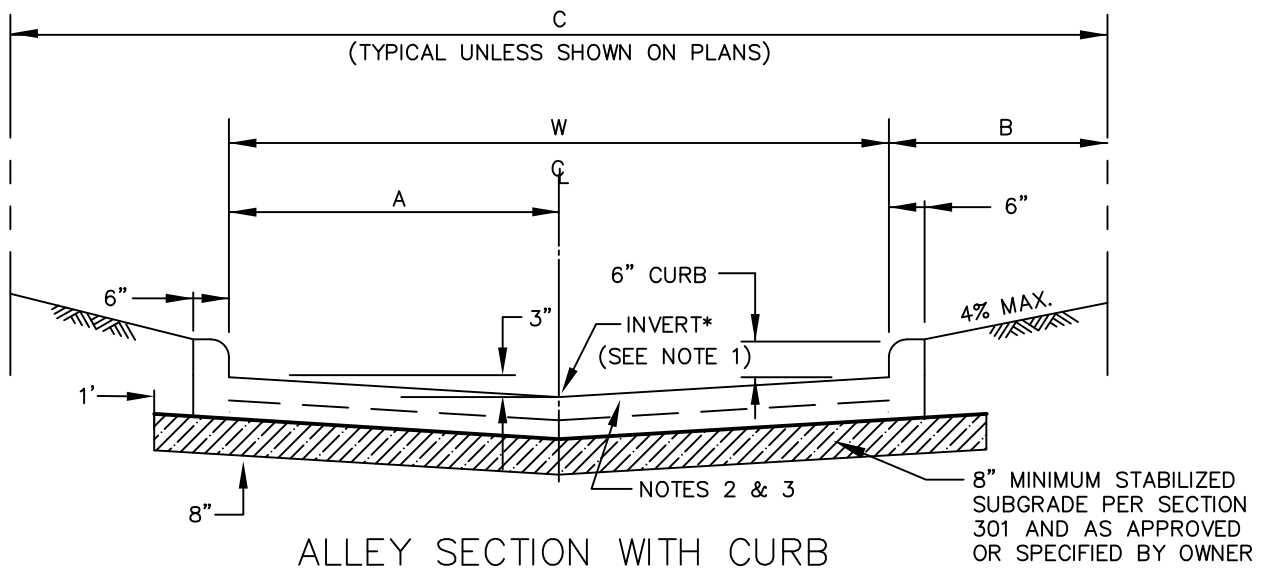
STANDARD SPECIFICATION REFERENCE  
303. PAGES 303-1 TO 303-23

DATE  
TBD

STANDARD DRAWING NO.  
2035



ALLEY SECTION WITHOUT CURB  
N.T.S.



ALLEY SECTION WITH CURB  
N.T.S.

**NOTES:**

1. CROWN SECTION MAY BE USED IN LIEU OF INVERT WITH PROVISION OF AN ADEQUATE DRAINAGE DESIGN AND AS APPROVED BY OWNER.
2. REINFORCED WITH NO. 3 BARS AT 18" C-C BOTH WAYS OR AS APPROVED BY OWNER.
3. ALTERNATIVE SUBGRADE, THICKNESS, AND STEEL MAY BE UTILIZED WITH MORE DETAILED STUDY AND ANALYSIS AND AS APPROVED BY OWNER.
4. EXPANSION JOINTS TO BE PLACED AT INTERSECTION AND NOT TO EXCEED 600' BETWEEN JOINTS.
5. CONCRETE SHALL BE CLASS "C" OR "PC", OR AS SPECIFIED BY OWNER.
6. SEE DETAIL 2170 FOR SIDEWALKS.

ALLEY WIDTH (W)	A	B	R.O.W. WIDTH (C)
10'	5'	2'-6"	15'
12'	6'	2'-6"	17'
16'	8'	2'-6"	21'
20'	10'	2'-6"	25'

REINFORCED CONCRETE PAVEMENT

ALLEYS

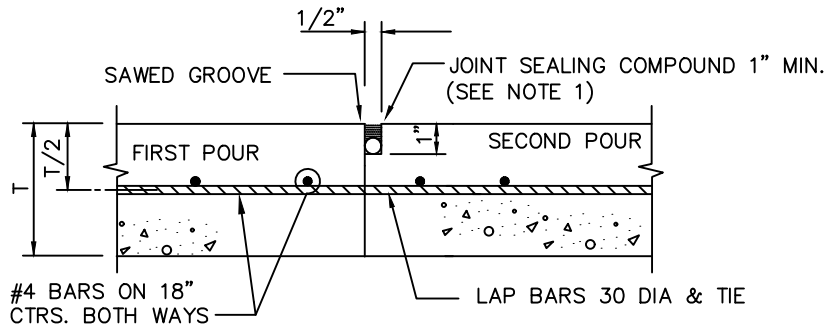
North Central Texas Council of Governments



STANDARD SPECIFICATION REFERENCE  
303. PAGES 303-1 TO 303-23

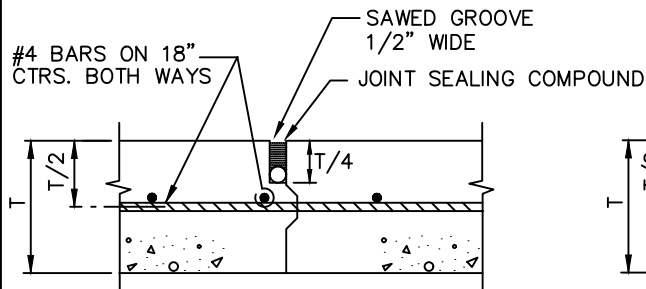
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STANDARD DRAWING NO.  
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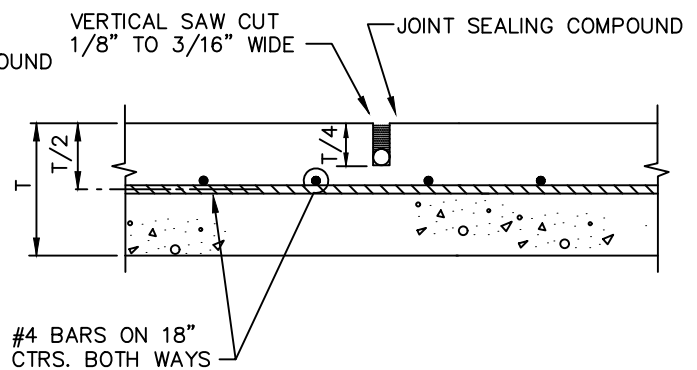
### CONSTRUCTION JOINT

N.T.S.



### KEYWAY JOINT

(FOR PAVEMENT THICKNESS > 6")  
N.T.S.

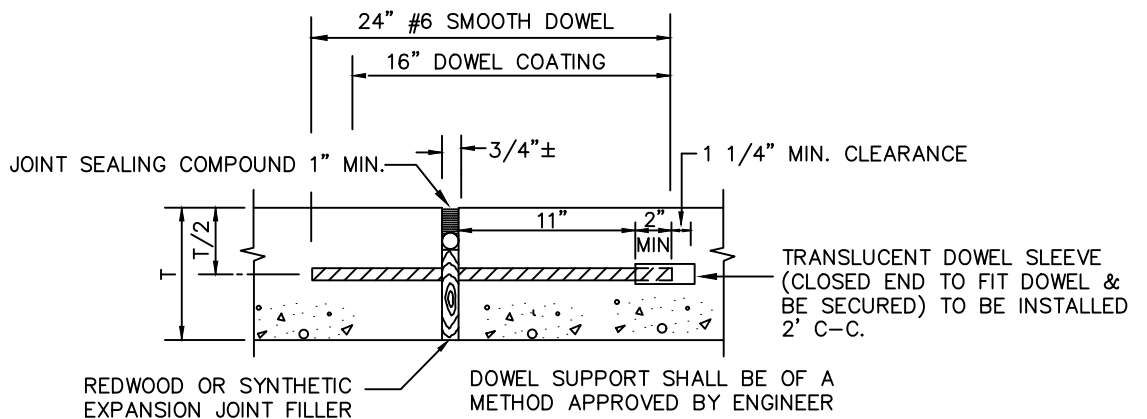


### SAWED CONTRACTION JOINT

N.T.S.

**NOTE:**

1. APPLY BACKER ROD AS APPROVED BY OWNER

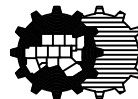


### EXPANSION JOINT

(SPACED 600 FT. MAXIMUM; LOCATE AT STRUCTURES AND AT INTERSECTION P.C.'S & P.T.'S)  
N.T.S.

REINFORCED CONCRETE PAVEMENT  
JOINTS

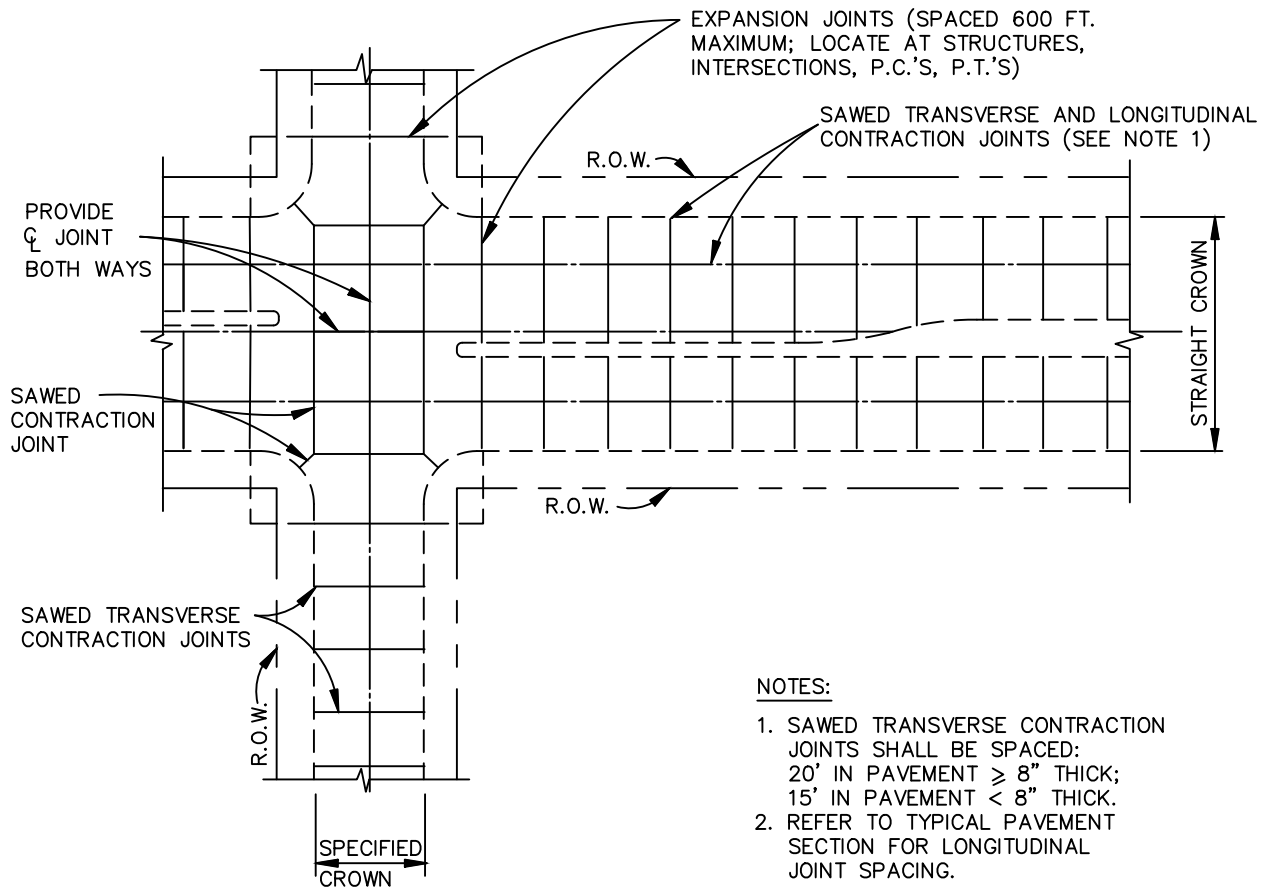
North Central Texas Council of Governments



STANDARD SPECIFICATION REFERENCE  
303.5.4. PAGES 303-1 TO  
303-23

DATE  
TBD

STANDARD DRAWING NO.  
2050



**NOTES:**

1. SAWED TRANSVERSE CONTRACTION JOINTS SHALL BE SPACED:  
 20' IN PAVEMENT  $\geq$  8" THICK;  
 15' IN PAVEMENT  $<$  8" THICK.
2. REFER TO TYPICAL PAVEMENT SECTION FOR LONGITUDINAL JOINT SPACING.

SPACING DIAGRAM FOR TRANSVERSE JOINTS  
 N.T.S.

REINFORCED CONCRETE PAVEMENT  
 TRANSVERSE JOINT SPACING

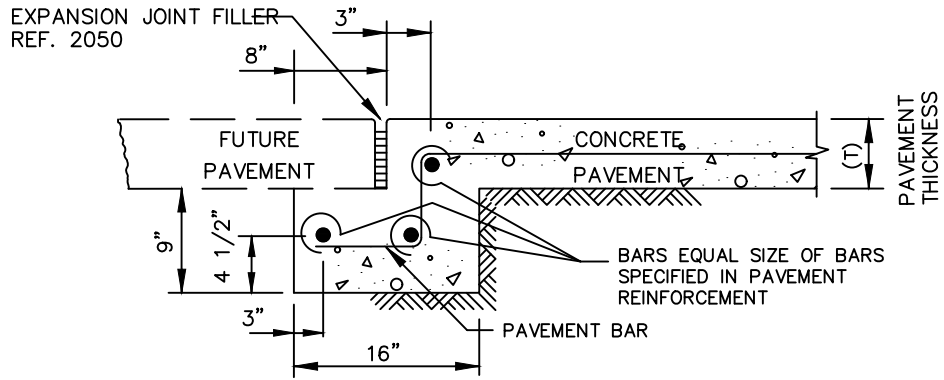
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STANDARD SPECIFICATION REFERENCE  
 303.5.4. PAGES 303-1 TO  
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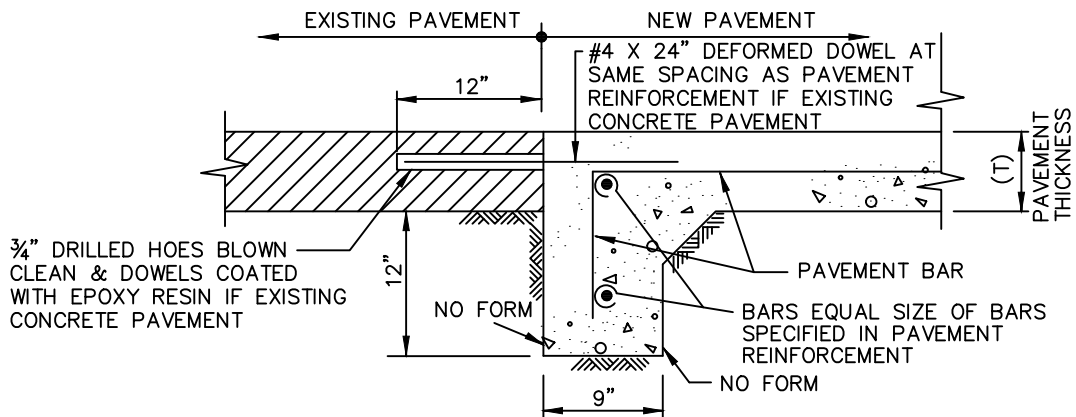
DATE  
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STANDARD DRAWING NO.  
 2060



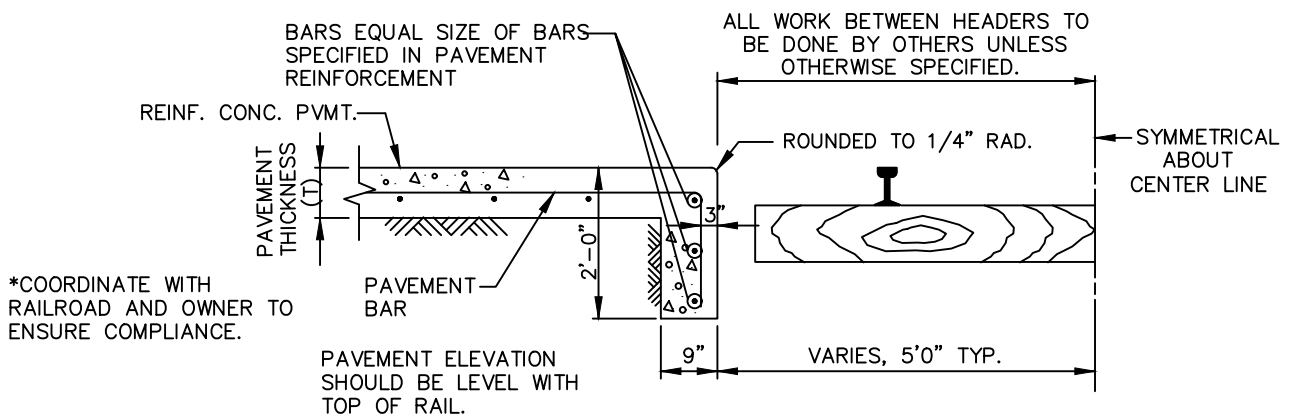
STREET HEADER FOR FUTURE PAVEMENT

N.T.S.



STREET HEADER AT EXISTING PAVEMENT

N.T.S.



NOTES:

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

STREET HEADER AT RAILROAD

N.T.S.

REINFORCED CONCRETE PAVEMENT  
STREET HEADERS

North Central Texas Council of Governments



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303.5.4. PAGES 303-1 TO  
303-23

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TBD

STANDARD DRAWING NO.  
2070



## GENERAL NOTES:

1. REINFORCED CONCRETE PAVEMENT:
  - A. ALL CURBS SHALL BE PLACED INTEGRAL WITH PAVEMENT UNLESS OTHERWISE APPROVED BY THE OWNER.
  - B. CURBS SHALL MEET THE SAME COMPRESSIVE STRENGTH AS SPECIFIED FOR THE PAVEMENT.
  - C. BAR LAPS SHALL BE 30 DIAMETERS.
  - D. REINFORCING BARS SHALL BE SUPPORTED BY CHAIRS OR OTHER DEVICES APPROVED BY THE OWNER.
  
2. SUBGRADE: (UNLESS OTHERWISE SPECIFIED BY OWNER)
  - A. SUBGRADE UNDER ALL PAVEMENTS SHALL BE STABILIZED TO MINIMUM DEPTH OF 6" FOR 2 LANE RESIDENTIAL ROAD AND 8" FOR ALL OTHERS. IF THE P.I. IS 15 OR GREATER, LIME SHALL BE USED, IF THE P.I. IS LESS THAN 15, CEMENT SHALL USED OR AS RECOMMENDED BY A GEOTECH ENGINEER. LABORATORY TESTS MUST BE PERFORMED TO DETERMINE THE AMOUNT OF CEMENT REQUIRED TO LOWER THE P.I. TO 15 OR BELOW SATURATION P.I. ( $PH \geq 12.4$ ) WILL BE THE LIMIT WHEN A SOIL'S P.I. CANNOT BE BROUGHT TO 15 OR LOWER.
  - B. WHERE THE IN PLACE MATERIAL HAS A P.I. OF LESS THAN 15, THE SUBGRADE SHALL BE SCARIFIED TO A MINIMUM DEPTH OF 6" AND RECOMPACTED.
  - C. WHERE SULFATES ARE PRESENT, CONSULT A GEOTECHNICAL ENGINEER FOR RECOMMEND SUBGRADE TREATMENT.
  
3. IF THE ROADWAY IS A DESIGNATED BIKE ROUTE OR BIKE USAGE IS ANTICIPATED, REFER TO AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES (2012, 4TH EDITION) AND THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD):  
[https://mutcd.fhwa.dot.gov/resources/state\\_info/texas/tx.htm](https://mutcd.fhwa.dot.gov/resources/state_info/texas/tx.htm)

PAVEMENT SYSTEMS

GENERAL NOTES

North Central Texas Council of Governments



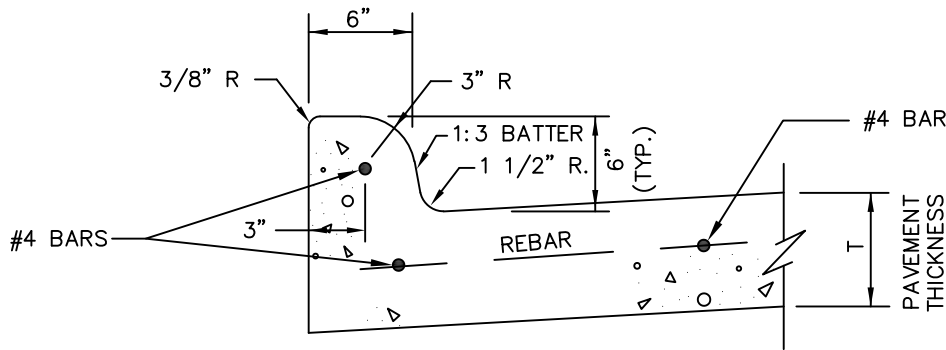
STANDARD SPECIFICATION REFERENCE  
 302. PAGES 302-1 TO 302-25  
 303. PAGES 303-1 303-23

DATE

TBD

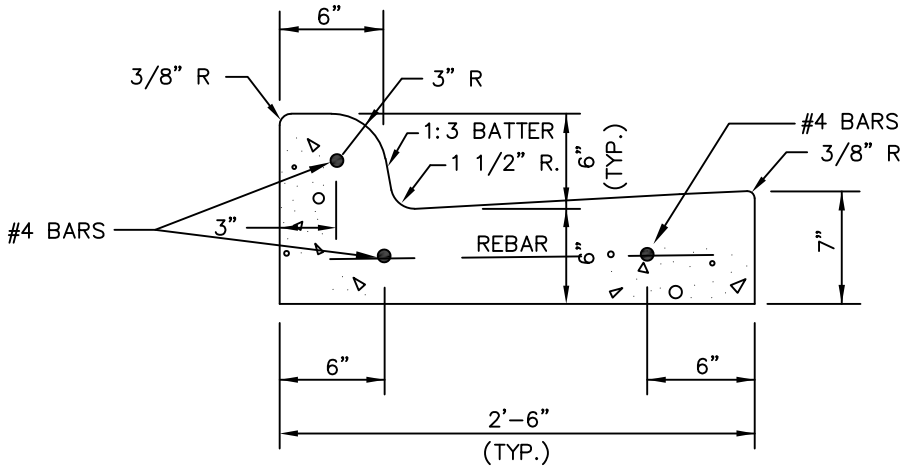
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2110



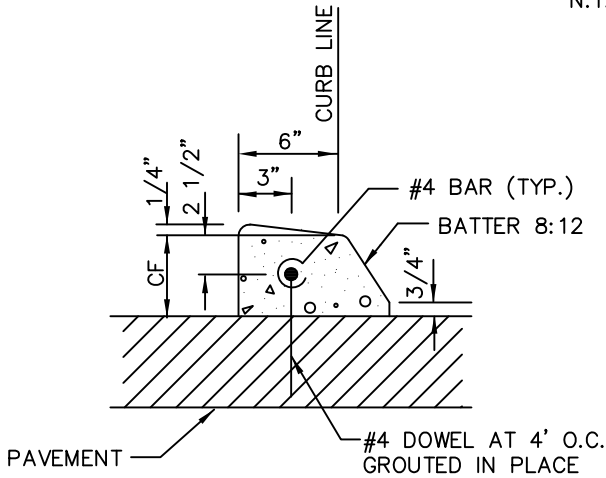
INTEGRAL CURB & GUTTER

N.T.S.



SEPARATE CURB & GUTTER

N.T.S.



DOWELED CURB

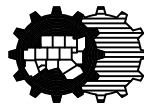
N.T.S.

NOTES:

1. REINFORCEMENT SHALL BE NO. 4 BARS, UNLESS OTHERWISE SPECIFIED.
2. CONCRETE SHALL BE CLASS "C" OR "PC".
3. "CF" IS 6" UNLESS OTHERWISE SPECIFIED.
4. ALL CURBS ARE CONSTRUCTED OF PORTLAND CEMENT CONCRETE UNLESS OTHERWISE SHOWN.
5. GRADE SHALL BE MEASURED AT BACK OF CURB.
6. SEE ROADWAY SECTIONS FOR SUBGRADE SUBGRADE SHALL EXTEND 1' BEYOND BACK OF CURB.

CONCRETE CURB & GUTTER  
INTEGRAL, SEPARATE, & DOWELED

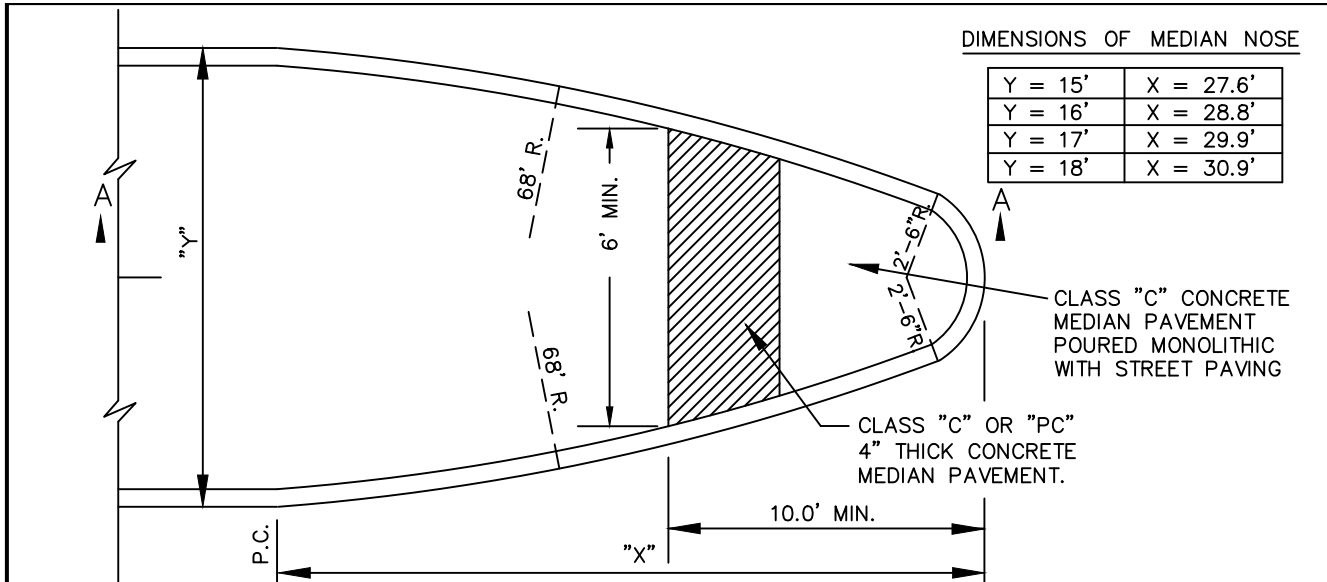
North Central Texas Council of Governments



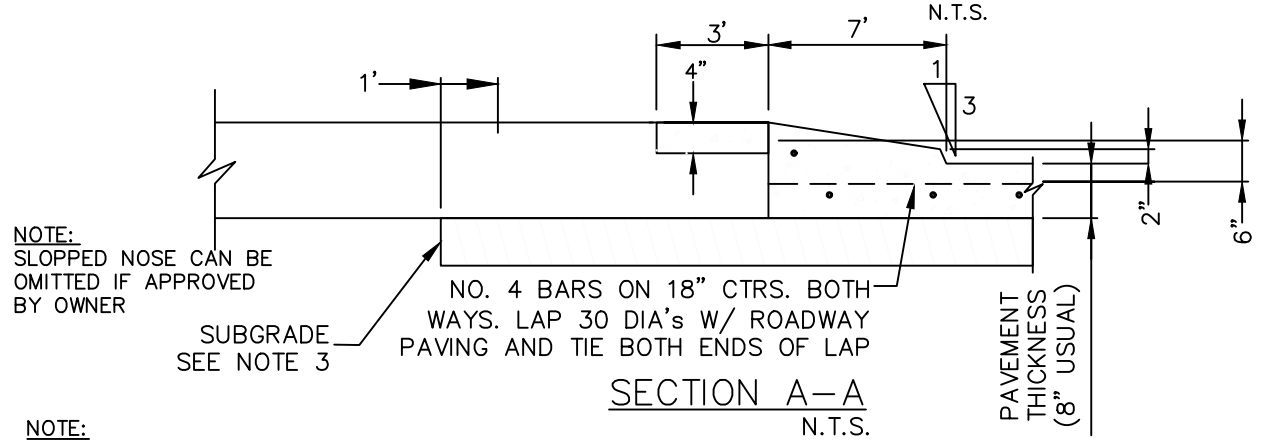
STANDARD SPECIFICATION REFERENCE  
305.1. PAGES 305-1 TO 305-4

DATE  
TBD

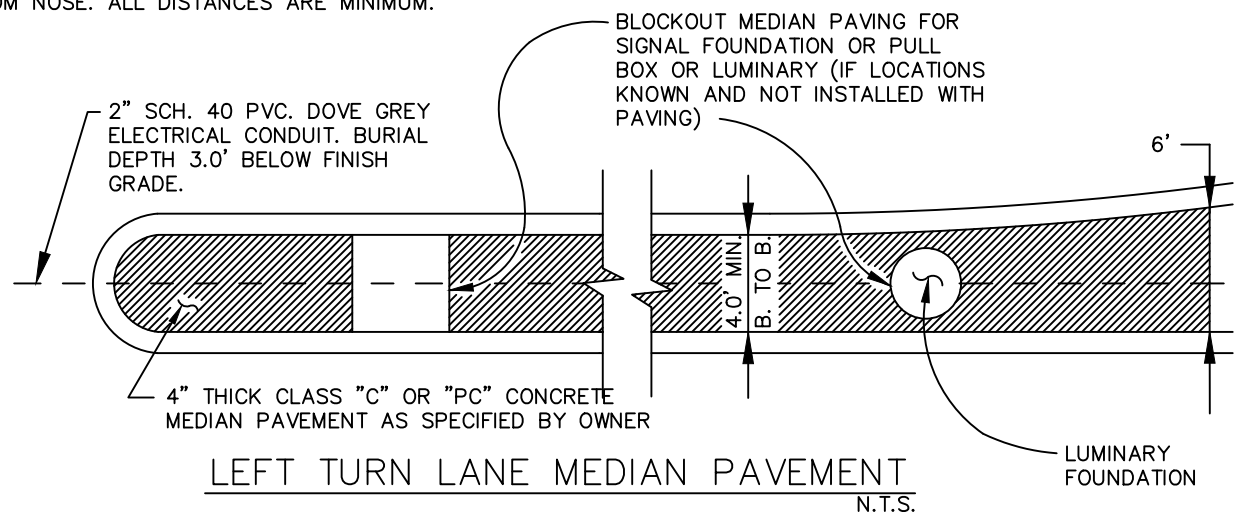
STANDARD DRAWING NO.  
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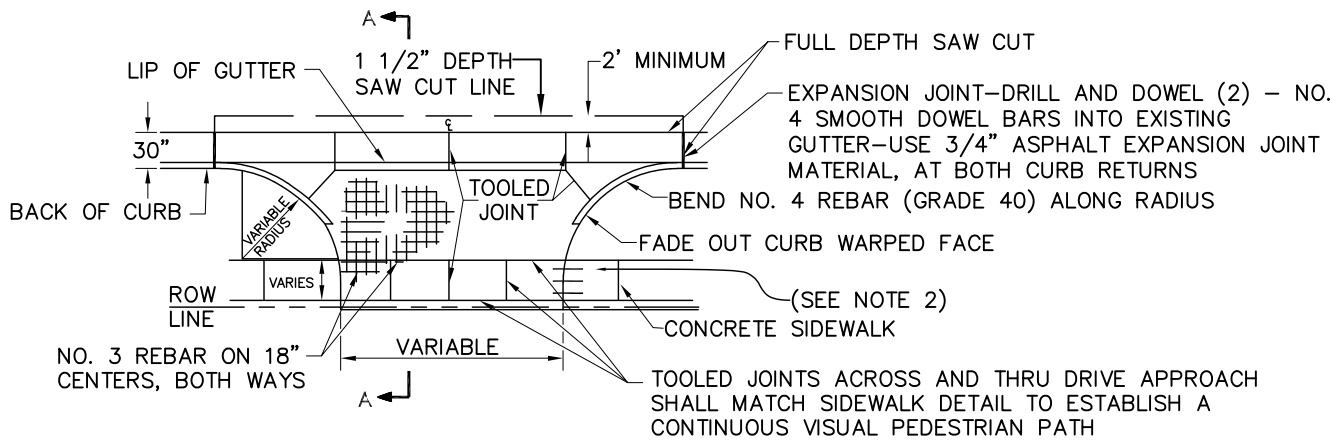
CONCRETE NOSE FOR MEDIAN ISLAND



NOTE:  
MEDIAN PAVING SHALL EXTEND TO POINT WHERE MEDIAN IS 6' WIDE. IF MEDIAN IS 6' WIDE, PAVING SHALL EXTEND 15' FROM NOSE. FOR MEDIANS WIDER THAN 6' PAVING SHALL EXTEND 10' FROM NOSE. ALL DISTANCES ARE MINIMUM.

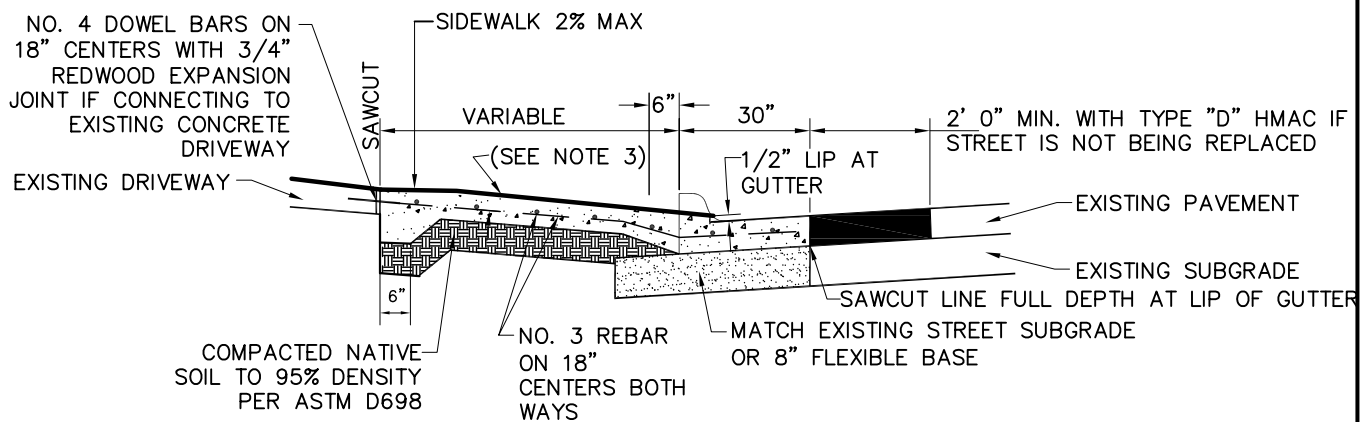


MEDIAN ISLAND PAVEMENT NOSE & LEFT TURN LANE	North Central Texas Council of Governments	STANDARD SPECIFICATION REFERENCE 305.3. PAGES 305-1 TO 305-4	
		DATE TBD	STANDARD DRAWING NO. 2130



TYPICAL DRIVE APPROACH CONNECTING TO ASPHALT  
STREETS WITH CURB AND GUTTER

N.T.S.



SECTION 'A-A'

N.T.S.

NOTES:

1. THE SLOPE OF THE DRIVE WHERE SIDEWALKS CROSS SHALL HAVE A MAXIMUM CROSS SLOPE OF 2%.
2. REMOVE ANY EXISTING SIDEWALK AT NEAREST JOINT AND CONNECT REPLACED SECTION TO DRIVE WITH (3) - NO. 4 SMOOTH DOWEL BARS ON 18" CENTERS WITH 3/4" REDWOOD EXPANSION JOINT, WITH 1" REMOVABLE CAP STRIP. SEAL WITH SELF LEVELING GRAY SILICONE SEALANT.
3. RESIDENTIAL DRIVE APPROACH 10% MAX SLOPE\*; MIN. 5" SLAB THICKNESS  
\* MAXIMUM SLOPE AS APPROVED BY OWNER
4. ALL CONNECTIONS TO STATE RIGHT-OF-WAY SHALL USE TXDOT DETAILS.
5. ALL CURB AND GUTTER SHALL BE 30" UNLESS OTHERWISE DIRECTED BY THE CITY.
6. CONCRETE SHALL BE CLASS C, 6 SACK AND HAVE COMPRESSIVE STRENGTH OF 3600 PSI @28 DAYS.
7. IF STREET IS BEING REPLACED, PAVEMENT THICKNESS SHALL BE 6" FOR RESIDENTIAL AND 8" FOR COLLECTOR OR LARGER.

RESIDENTIAL DRIVE APPROACH CONNECTING TO  
ASPHALT STREETS WITH CURB AND GUTTER

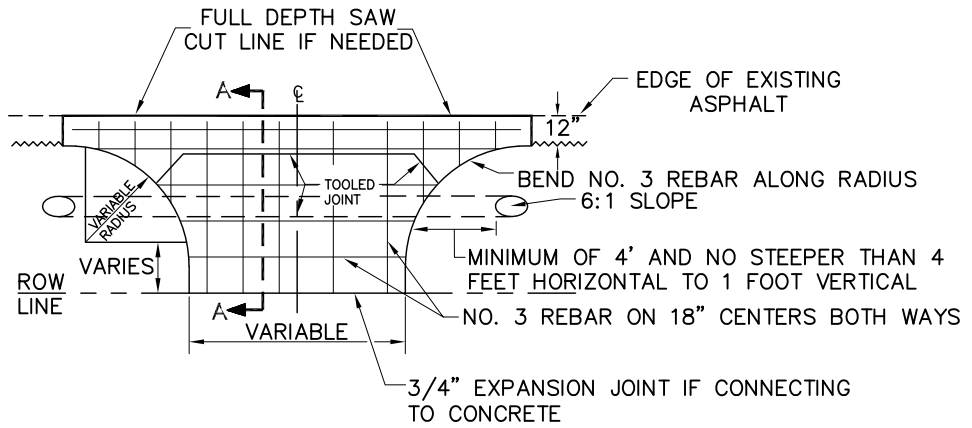
North Central Texas Council of Governments



STANDARD SPECIFICATION REFERENCE  
305.2. PAGES 305-1 to 305-4

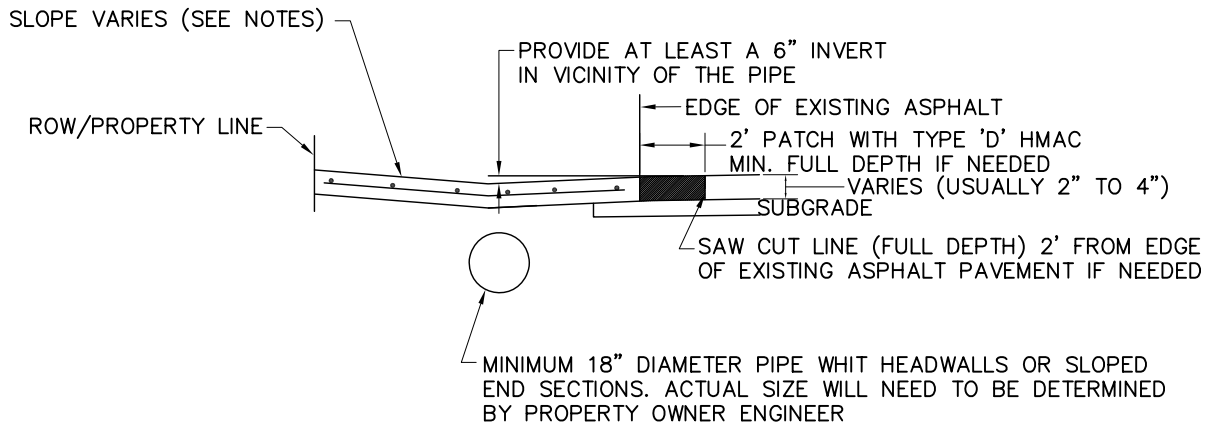
DATE  
TBD

STANDARD DRAWING NO.  
2150A



TYPICAL DRIVE APPROACH CONNECTING TO EXISTING RURAL TYPE ASPHALT STREETS

N.T.S.



SECTION 'A-A'

N.T.S.

NOTES:

1. THE SLOPE OF THE DRIVE WHERE SIDEWALKS CROSS SHALL HAVE A MAXIMUM CROSS SLOPE OF 2%.
2. RESIDENTIAL DRIVE APPROACH 10% MAX SLOPE\*; MIN. 5" SLAB THICKNESS  
\* MAXIMUM SLOPE AS APPROVED BY OWNER
3. ALL CONNECTIONS TO STATE RIGHT-OF-WAY SHALL USE TXDOT DETAILS.
4. CONCRETE SHALL BE CLASS C, 6 SACK AND HAVE COMPRESSIVE STRENGTH OF 3600 PSI @ 28 DAYS.
5. MINIMUM VELOCITY THROUGH PIPE IS 2.5fps. MINIMUM SLOPE IN PIPE IS 0.5% UNLESS OTHERWISE DESIGNED TO MEET MINIMUM SLOPE REQUIREMENTS
6. IN SOME CASES A SWALE MAY BE PROVIDED IN LIEU OF THE PIPE. THE PROPERTY OWNER AND OWNER'S ENGINEERS WILL NEED TO DETERMINE IF A SWALE CAN BE USED IN LIEU OF A PIPE.
7. USE OF RURAL SECTION AS APPROVED BY OWNER.

RESIDENTIAL DRIVE APPROACH CONNECTING TO EXISTING RURAL TYPE ASPHALT STREET

North Central Texas Council of Governments



STANDARD SPECIFICATION REFERENCE

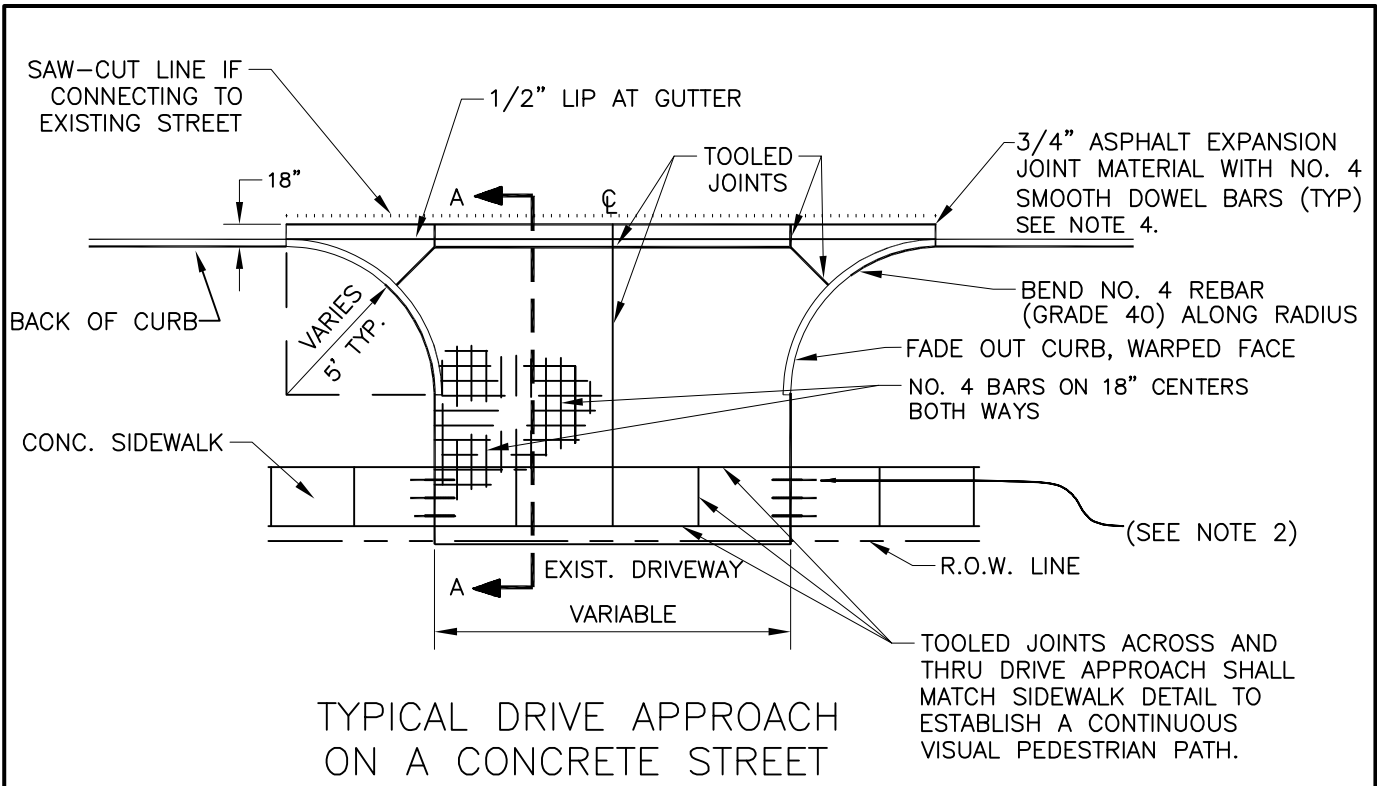
305.2. PAGES 305-1 TO 305-4

DATE

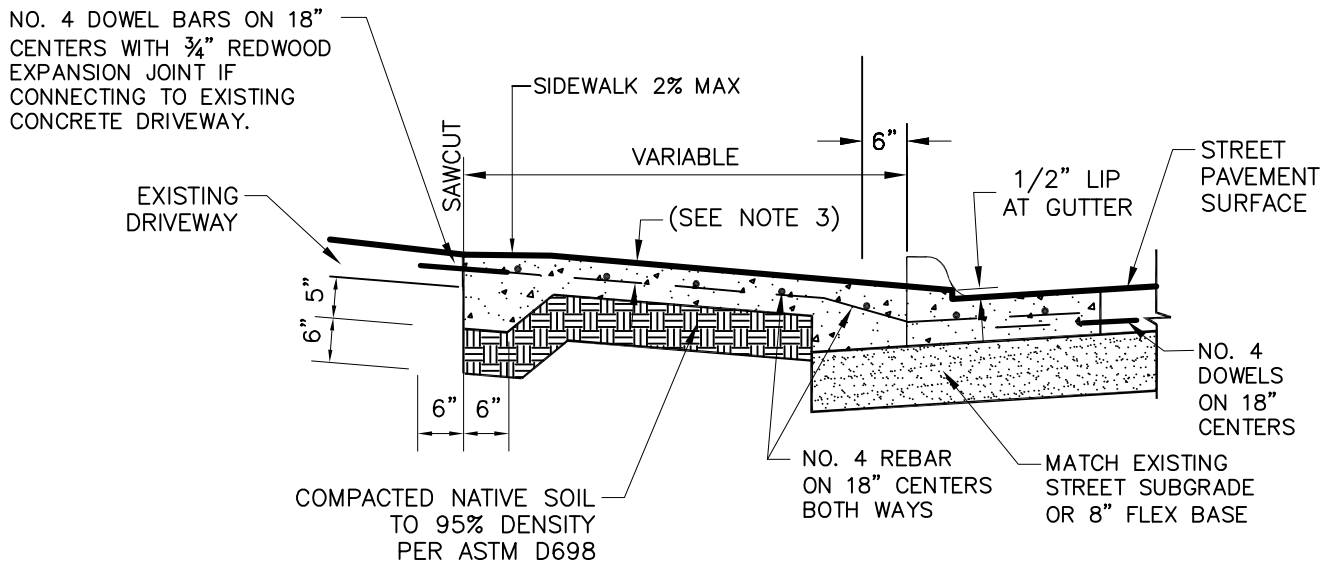
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STANDARD DRAWING NO.

2150B



N.T.S.



SECTION 'A-A'

N.T.S.

SEE NOTES FOR 2150A

RESIDENTIAL DRIVE APPROACH  
ON A CONCRETE STREET

North Central Texas Council of Governments



STANDARD SPECIFICATION REFERENCE

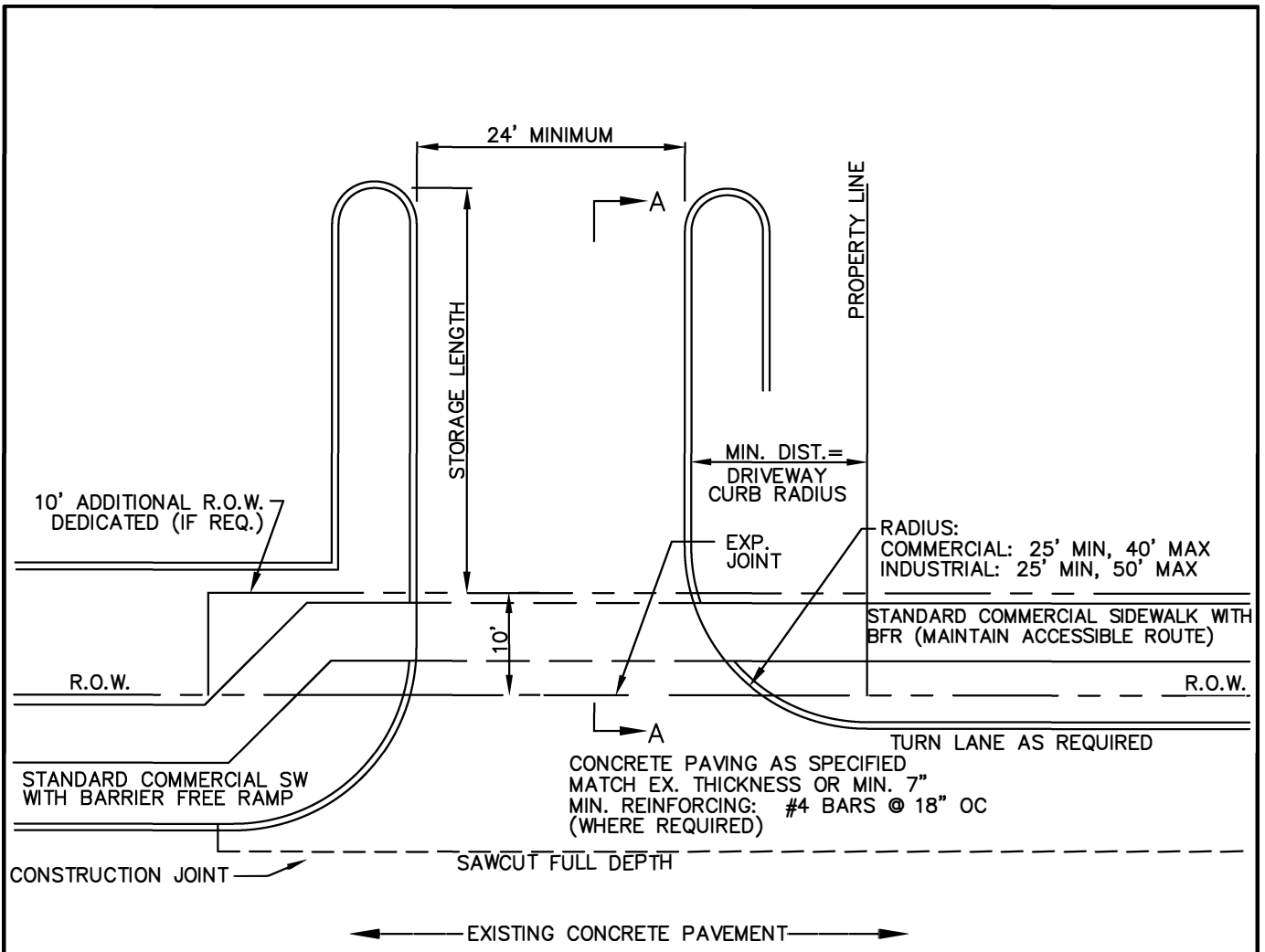
305.2. PAGES 305-1 TO 305-4

DATE

TBD

STANDARD DRAWING NO.

2150C



**NOTES:**

1. THE SLOPE OF THE DRIVE WHERE SIDEWALKS CROSS SHALL HAVE A MAXIMUM CROSS SLOPE OF 2%.
2. REMOVE ANY EXISTING SIDEWALK AT NEAREST JOINT AND CONNECT REPLACED SECTION TO DRIVE WITH (3) - NO. 4 SMOOTH DOWEL BARS ON 18" CENTERS WITH 3/4" REDWOOD EXPANSION JOINT, WITH 1" REMOVABLE CAP STRIP. SEAL WITH SELF LEVELING GRAY SILICONE SEALANT.
3. COMMERCIAL DRIVE APPROACH 10% MAX SLOPE\*; MIN. 7" SLAB THICKNESS  
\* MAXIMUM SLOPE AS APPROVED BY OWNER
4. ALL CONNECTIONS TO STATE RIGHT-OF-WAY SHALL USE TXDOT DETAILS.
5. ALL CURB AND GUTTER SHALL BE 30" UNLESS OTHERWISE DIRECTED BY THE CITY.
6. CONCRETE SHALL BE CLASS C, 6 SACK AND HAVE COMPRESSIVE STRENGTH OF 3600 PSI @28 DAYS.
7. IF STREET IS BEING REPLACED, PAVEMENT THICKNESS SHALL BE 6" FOR RESIDENTIAL AND 8" FOR COLLECTOR OR LARGER.

**COMMERCIAL DRIVEWAY APPROACH**

North Central Texas Council of Governments



STANDARD SPECIFICATION REFERENCE

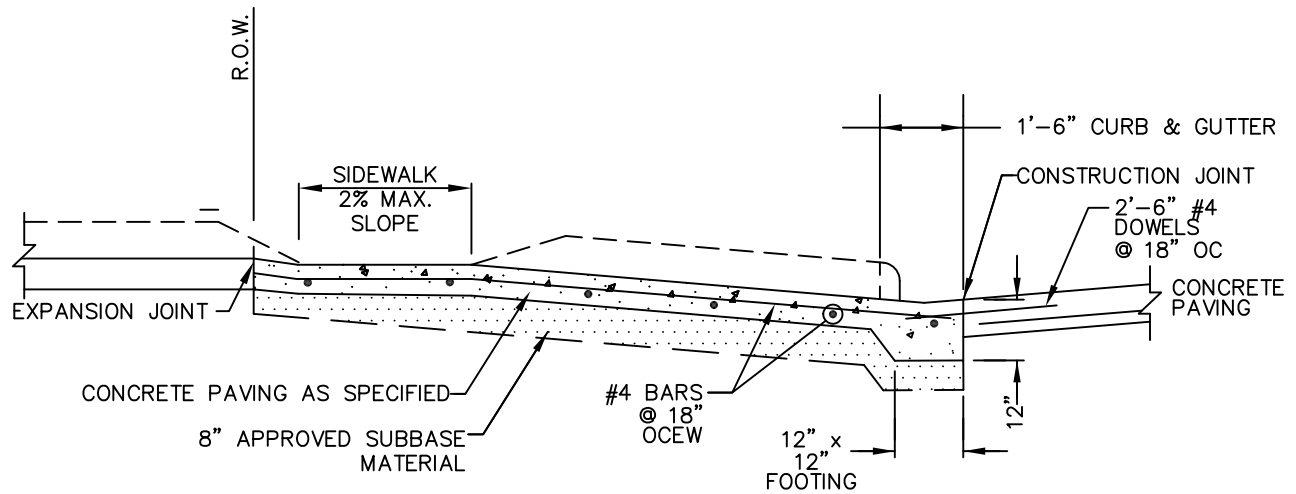
305.2. PAGES 305-1 TO 305-4

DATE

TBD

STANDARD DRAWING NO.

2155A



SECTION 'A-A'  
N.T.S.

COMMERCIAL APPROACH (CONCRETE PAVING)

NOTES:

1. THE SLOPE OF THE DRIVE WHERE SIDEWALKS CROSS SHALL HAVE A MAXIMUM CROSS SLOPE OF 2%.
2. REMOVE ANY EXISTING SIDEWALK AT NEAREST JOINT AND CONNECT REPLACED SECTION TO DRIVE WITH (3) - NO. 4 SMOOTH DOWEL BARS ON 18" CENTERS WITH 3/4" REDWOOD EXPANSION JOINT, WITH 1" REMOVABLE CAP STRIP. SEAL WITH SELF LEVELING GRAY SILICONE SEALANT.
3. COMMERCIAL DRIVE APPROACH 10% MAX SLOPE\*; MIN. 7" SLAB THICKNESS  
\* MAXIMUM SLOPE AS APPROVED BY OWNER
4. ALL CONNECTIONS TO STATE RIGHT-OF-WAY SHALL USE TXDOT DETAILS.
5. ALL CURB AND GUTTER SHALL BE 30" UNLESS OTHERWISE DIRECTED BY THE CITY.
6. CONCRETE SHALL BE CLASS C, 6 SACK AND HAVE COMPRESSIVE STRENGTH OF 3600 PSI @28 DAYS.
7. IF STREET IS BEING REPLACED, PAVEMENT THICKNESS SHALL BE 6" FOR RESIDENTIAL AND 8" FOR COLLECTOR OR LARGER.

COMMERCIAL DRIVEWAY APPROACH  
SECTION VIEW

North Central Texas Council of Governments



STANDARD SPECIFICATION REFERENCE

305

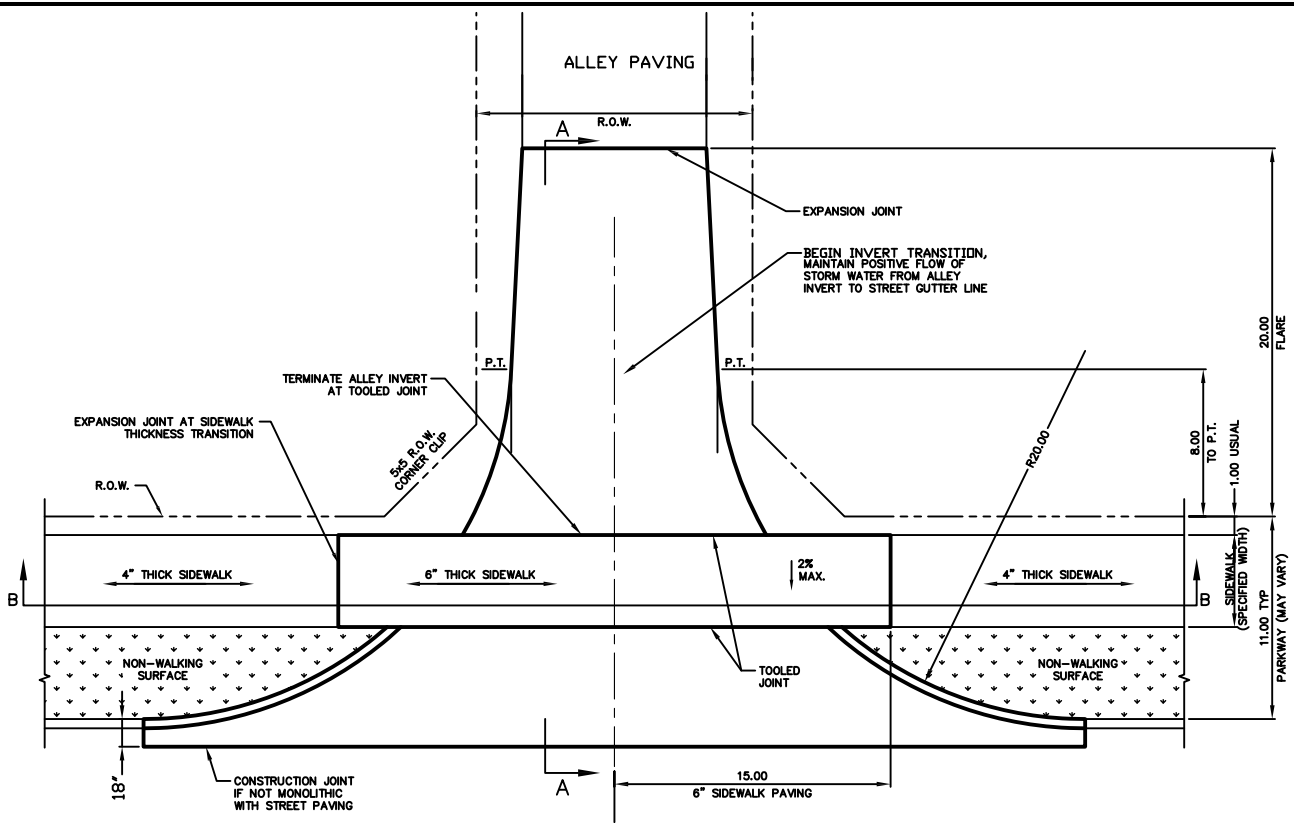
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2155B



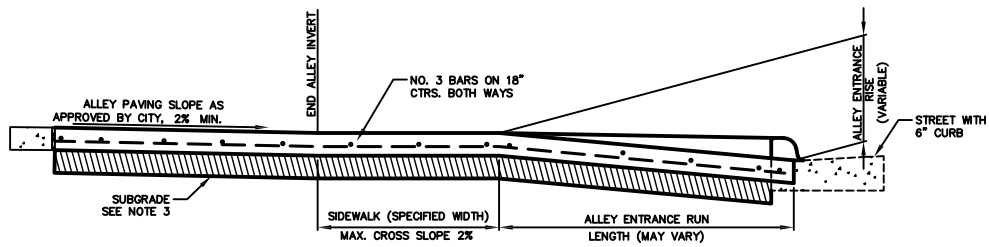


ALLEY APPROACH RADIUS RETURN TYPE

N.T.S.

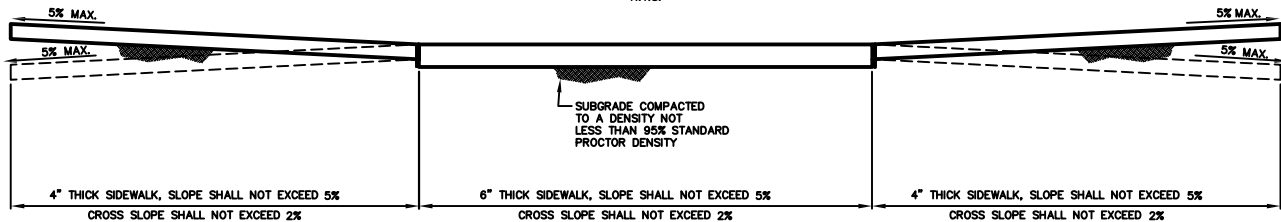
NOTES:

1. THE SLOPE OF THE DRIVE WHERE SIDEWALKS CROSS SHALL HAVE A MAXIMUM CROSS SLOPE OF 2%.
2. REMOVE ANY EXISTING SIDEWALK AT NEAREST JOINT AND CONNECT REPLACED SECTION TO DRIVE WITH (3) - NO. 4 SMOOTH DOWEL BARS ON 18" CENTERS WITH 3/4" REDWOOD EXPANSION JOINT, WITH 1" REMOVABLE CAP STRIP. SEAL WITH SELF LEVELING GRAY SILICONE SEALANT.
3. COMMERCIAL DRIVE APPROACH 10% MAX SLOPE\*; MIN. 7" SLAB THICKNESS  
\* MAXIMUM SLOPE AS APPROVED BY OWNER
4. ALL CONNECTIONS TO STATE RIGHT-OF-WAY SHALL USE TxDOT DETAILS.
5. ALL CURB AND GUTTER SHALL BE 30" UNLESS OTHERWISE DIRECTED BY THE CITY.
6. CONCRETE SHALL BE CLASS C, 6 SACK AND HAVE COMPRESSIVE STRENGTH OF 3600 PSI @28 DAYS.
7. IF STREET IS BEING REPLACED, PAVEMENT THICKNESS SHALL BE 6" FOR RESIDENTIAL AND 8" FOR COLLECTOR OR LARGER.



SECTION A-A

N.T.S.



SECTION B-B

N.T.S.

NOTES:

1. MIN. PAVEMENT DEPTH AND STRENGTH SHALL BE 6" - CLASS "C", OR AS SPECIFIED BY CITY.
2. CURB HEIGHT AND WIDTH SHALL BE 6", OR AS SPECIFIED BY CITY. SEE STANDARD CONSTRUCTION DETAIL 2120.
3. SUBGRADE SHALL MATCH ALLEY PAVEMENT SUBGRADE

ALLEY APPROACH  
RADIUS RETURN TYPE

North Central Texas Council of Governments

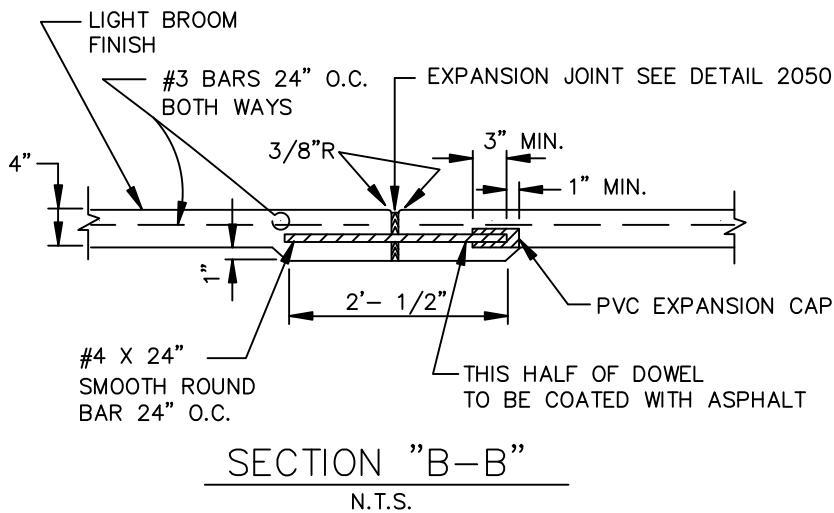
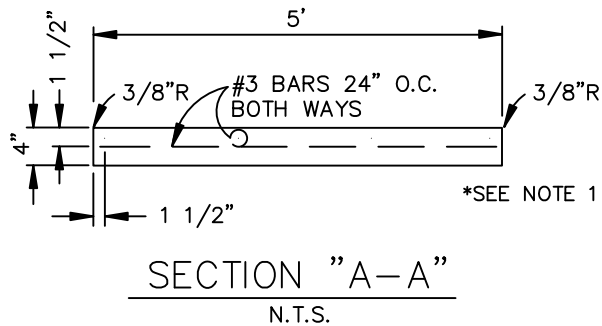
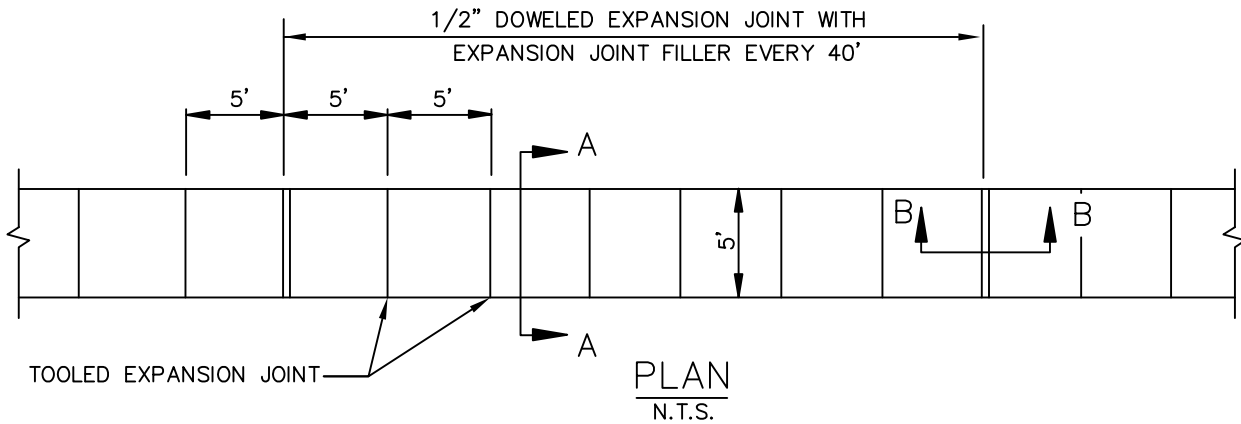


STANDARD SPECIFICATION REFERENCE

305.2 PAGES 305-1 TO 305-4

DATE  
TBD

STANDARD DRAWING NO.  
2160



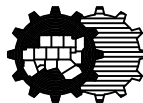
NOTE:

1. REFER TO STANDARD SPECIFICATION ITEM 305.2 FOR ALTERNATE REINFORCEMENT.
2. CROSS SLOPE OF SIDEWALK SHALL BE 2% MAX.
3. OTHER THAN 5'-0" SIDEWALK WIDTH MAY BE SPECIFIED BY OWNER.  
IF LESS THAN 5' SIDEWALK IS USED, THE TOOLED JOINT IS TO MATCH THE WIDTH OF SIDEWALK.
4. SIDEWALK SHALL BE CLASS "C" CONCRETE UNLESS OTHERWISE SPECIFIED BY OWNER.
5. ALL HONEYCOMB IN BACK OF CURB TO BE TROWEL-PLASTERED BEFORE POURING SIDEWALK.
6. LUG MAY BE FORMED BY SHAPING SUBGRADE TO APPROXIMATE DIMENSIONS SHOWN.
7. IF 5' WIDTH CANNOT BE ACHIEVED, MUST BE COMPLIANT WITH ADA AND PROWAG PASSING REQUIREMENTS.

REINFORCED CONCRETE SIDEWALKS

JOINTS AND SPACING

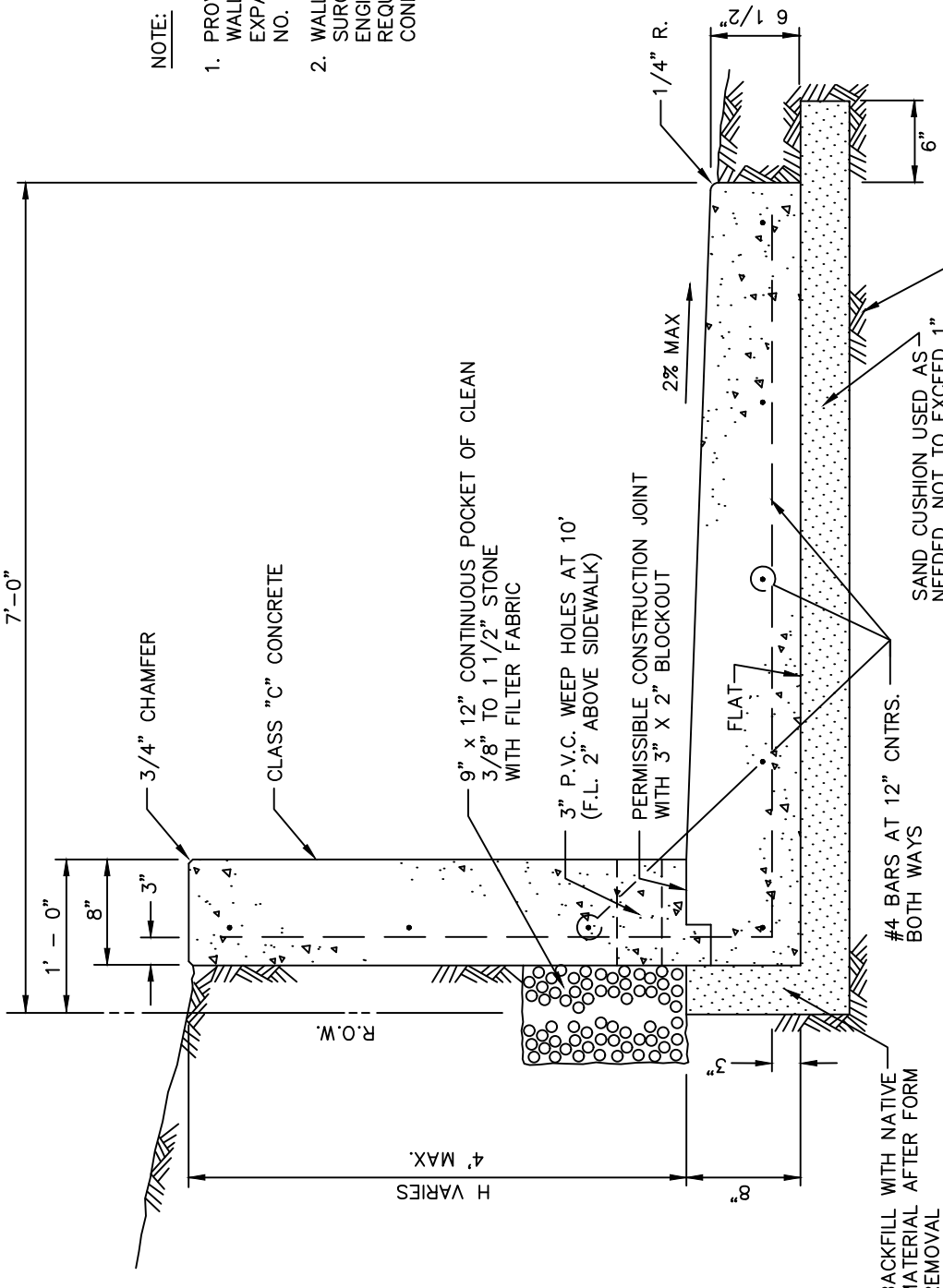
North Central Texas Council of Governments



STANDARD SPECIFICATION REFERENCE  
305.2. PAGES 305-1 TO 305-4

DATE  
TBD

STANDARD DRAWING NO.  
2170



**NOTE:**

1. PROVIDE VERTICAL EXPANSION IN WALL AT 25' MAX. SPACING (USE EXPANSION JOINT, STANDARD DRAWING NO. 2050, AND MODIFY AS REQUIRED)
2. WALL DESIGN ASSUMES NO SURCHARGE. A SPECIAL ENGINEERING ANALYSIS IS REQUIRED FOR OTHER CONDITIONS.

COMPACTED SUBGRADE - 95% MAXIMUM DENSITY PER ASTM D 698.

RETAINING WALL WITH INTEGRAL SIDEWALK  
N.T.S.

REINFORCED CONCRETE RETAINING WALL  
INTEGRAL WITH SIDEWALK

STANDARD SPECIFICATION REFERENCE	802.2 PAGE 802-1
DATE	TBD
STANDARD DRAWING NO.	2180

