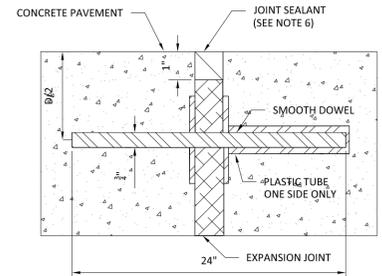


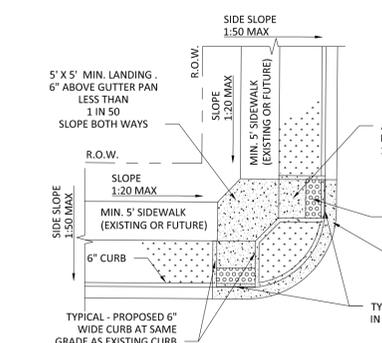
- NOTES:
- FOR ALL SIX (6) AND SEVEN (7) INCH PAVING USE #4 REBAR ON SIXTEEN (16) INCH CENTERS EACH WAY.
  - ALL REINFORCING BAR SHALL CONFORM TO ASTM A15-54T AND A305-53T.
  - THE LOCATION OF CONSTRUCTION JOINTS, CONTROL JOINTS AND DEFORMED STRIPS MAY BE VARIED, WITH THE APPROVAL OF THE CITY OF GALVESTON, TO SUIT THE PROPOSED CONSTRUCTION METHODS OF THE CONTRACTOR. THE MAXIMUM LENGTH BETWEEN LONGITUDINAL JOINTS SHALL NOT EXCEED 15'-0".
  - ALL PAVEMENT CROSS SECTION SHALL EITHER BE HYPERBOLIC OR TANGENT CROWN. MINIMUM SLOPE SHALL BE ONE-QUARTER (1/4) INCH PER FOOT.
  - D = SIX (6) INCH OR LOCAL ONLY. ALL OTHERS TO BE BASED ON GEOTECHNICAL RECOMMENDATIONS.
  - MINIMUM SLOPE FOR MEDIAN SHALL BE ONE-HALF (1/2) INCH PER FOOT.
  - STABILIZATION REQUIREMENTS TO BE SPECIFIED PER PROJECT SPECIFIC GEOTECHNICAL REPORT.

### 4 Concrete Curb

Scale: NTS



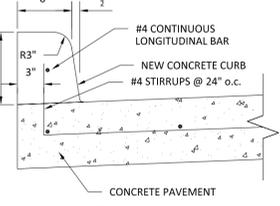
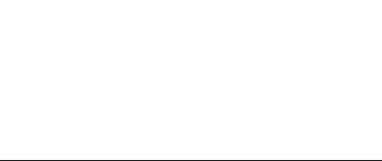
- NOTES:
- CANTILEVER TYPE, CAST MALLEABLE IRON LOAD TRANSMISSION UNIT-STARLUG MODEL D-27 OR EQUAL ON 22" o.c. ARE ACCEPTABLE ALTERNATIVES.
  - EXPANSION JOINT TO BE PLACED AT THE END OF EACH CURB RADIUS AND SPACED A MINIMUM OF 40'-0" APART. MATCH TO EXPANSION JOINTS IN PAVING PANELS.
  - STAKES FOR TRANSVERSE JOINTS SHALL NOT BE PLACED CLOSER THAN 6" TO A LONGITUDINAL JOINT. THE TOP OF STAKE SHALL NOT BE LESS THAN 1" BELOW THE FINISH SURFACE.
  - LOCATION OF CONSTRUCTION JOINTS AND DEFORMED STRIPS MAY BE VARIED WITH THE APPROVAL OF THE CITY, TO SUIT PROPOSED CONSTRUCTION OF THE CONTRACTOR.
  - CONTROL JOINTS SHALL BE SPACED AT A MAXIMUM OF 15'-0".
  - JOINTS AND SEALANTS SHALL ADHERE TO CITY OF GALVESTON TECHNICAL SPECIFICATION 02840 - CONCRETE PAVEMENT JOINTS.



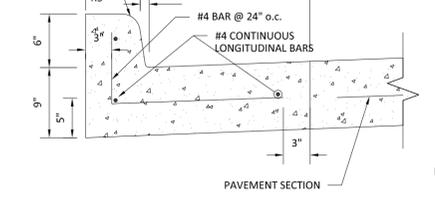
- NOTES:
- CURB RAMPS AND WALKWAYS SHALL COMPLY WITH CURRENT TEXAS ACCESSIBILITY STANDARDS (TAS) AND THE ADA ACCESSIBILITY GUIDELINES (ADAAG).
  - WALKWAY AND RAMP SURFACE SHALL BE STABLE AND FIRM WITH A SLIP RESISTANT MEDIUM BROOM FINISH PERPENDICULAR TO THE DIRECTION OF TRAVEL. COMPLY WITH TAS 302.
  - ALL CUTOUTS MUST HAVE BARRICADES INSTALLED UNTIL WHEELCHAIR RAMPS ARE COMPLETED.
  - THE MINIMUM WIDTH OF THE RAMP SHALL BE 36" BUT MAY BE NOTED GREATER THAN 36".
  - CHANGES IN LEVEL UP TO 1/4" (6 MM) MAY BE VERTICAL AND WITHOUT EDGE TREATMENT.
  - CHANGES IN LEVEL BETWEEN 1/4" IN AND 1/2" IN (6 MM AND 13 MM) SHALL BE BEVELED WITH A SLOPE NO GREATER THAN 1:2.
  - CHANGES IN LEVEL GREATER THAN 1/2" IN (13 MM) SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
  - ALL CUT OUTS MUST HAVE BARRICADES INSTALLED UNTIL ACCESSIBLE RAMP IS COMPLETED.

### 6 ACCESSIBLE CURB RAMP

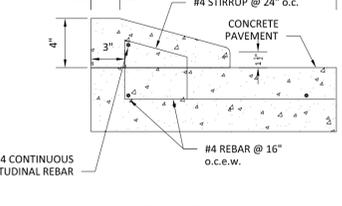
Scale: NTS



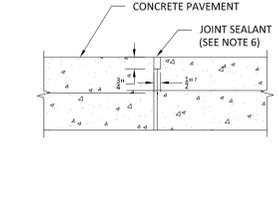
TYPE I - 6" CONCRETE CURB



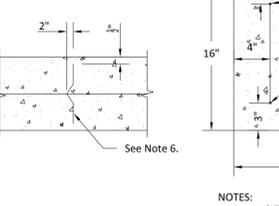
TYPE II - MONOLITHIC CONCRETE CURB AND GUTTER



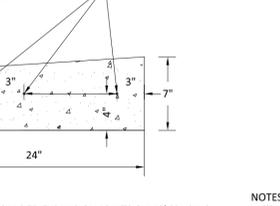
TYPE III - 4" X 12" CONCRETE CURB



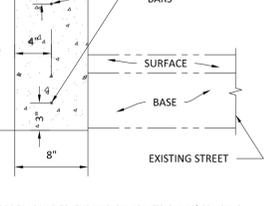
CONSTRUCTION JOINT



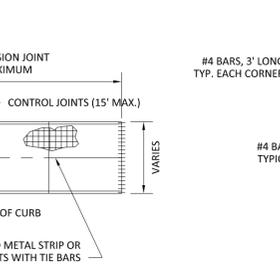
DEFORMED METAL STRIP



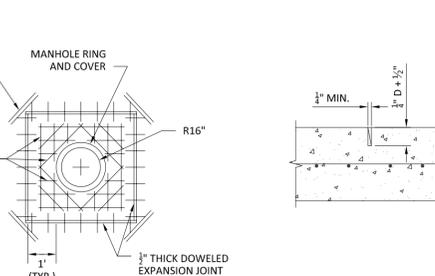
STANDARD CURB AND GUTTERPAN TYPE "A"



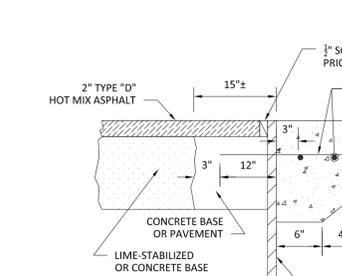
STANDARD CURB TYPE "A"



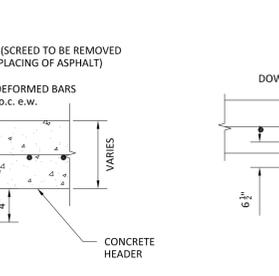
DOWEL EXPANSION JOINT



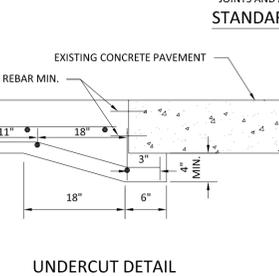
MANHOLE BLOCKOUT



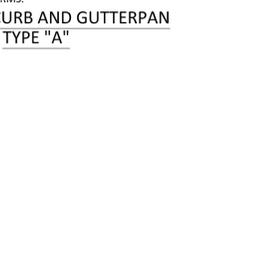
CONTRACTION JOINT



ASPHALT PAVING HEADER



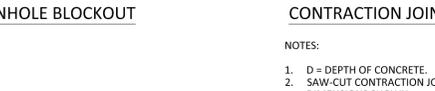
UNDERCUT DETAIL



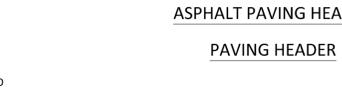
SIDEWALK & WHEEL CHAIR RAMP SECTION



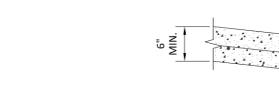
PAVING DETAIL



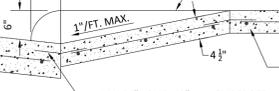
MANHOLE BLOCKOUT



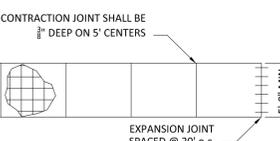
CONTRACTION JOINT



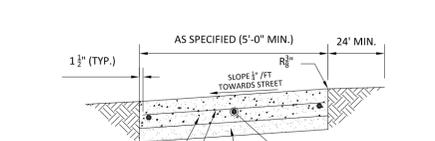
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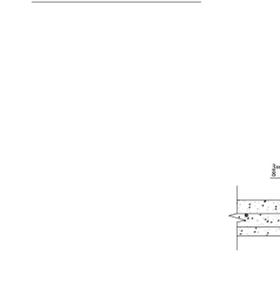
UNDERCUT DETAIL



SIDEWALK PLAN VIEW

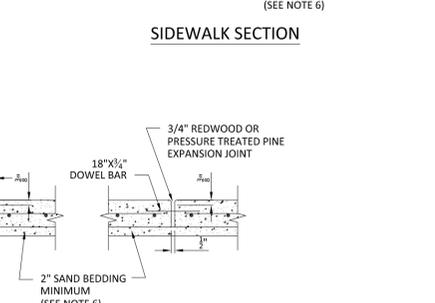


SIDEWALK SECTION

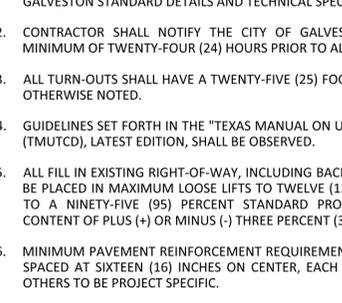


SIDEWALK JOINTS

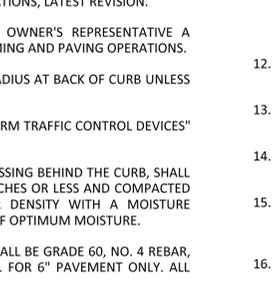
- NOTES:
- ALL EDGES SHALL BE ROUNDED WITH 3/8" RADIUS.
  - CONTRACTION JOINTS SHALL BE PLACED AT 4'-0" INTERVALS.
  - CONTRACTION JOINTS SHALL BE 3/8" DEEP AND HAVE TROWEL EDGE.
  - 3/8" EXPANSION JOINT MATERIAL REQUIRED WHERE SIDEWALKS ABUT BUILDINGS, CURBS, DRIVEWAYS, OR EXISTING SIDEWALKS.
  - EXPANSION JOINTS SHALL BE PLACED AT 20'-0" INTERVALS.
  - WHERE NEW SIDEWALK IS PLACED AGAINST EXISTING SIDEWALK, SAW CUT EXISTING SIDEWALK TO AN EVEN STRAIGHT LINE PRIOR TO INSTALLATION OF THE NEW SIDEWALK. INSTALL #4 REBAR DOWEL INTO EXISTING SIDEWALK.



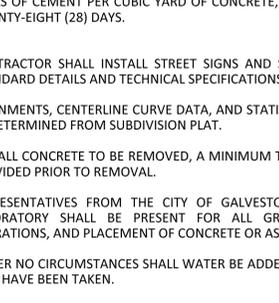
SIDEWALK SECTION



CONTRACTION JOINT



ASPHALT PAVING HEADER

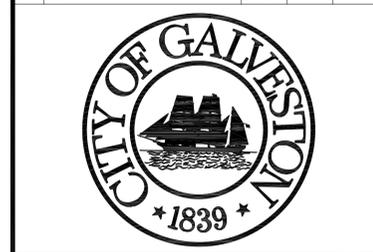


UNDERCUT DETAIL

### PAVING CONSTRUCTION NOTES:

- PAVEMENT AND SUBGRADE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF GALVESTON STANDARD DETAILS AND TECHNICAL SPECIFICATIONS, LATEST REVISION.
- CONTRACTOR SHALL NOTIFY THE CITY OF GALVESTON OWNER'S REPRESENTATIVE A MINIMUM OF TWENTY-FOUR (24) HOURS PRIOR TO ALL LIMING AND PAVING OPERATIONS.
- ALL TURN-OUTS SHALL HAVE A TWENTY-FIVE (25) FOOT RADIUS AT BACK OF CURB UNLESS OTHERWISE NOTED.
- GUIDELINES SET FORTH IN THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (TMUTCD), LATEST EDITION, SHALL BE OBSERVED.
- ALL FILL IN EXISTING RIGHT-OF-WAY, INCLUDING BACKDRESSING BEHIND THE CURB, SHALL BE PLACED IN MAXIMUM LOOSE LIFTS TO TWELVE (12) INCHES OR LESS AND COMPACTED TO A NINETY-FIVE (95) PERCENT STANDARD PROCTOR DENSITY WITH A MOISTURE CONTENT OF PLUS (+) OR MINUS (-) THREE PERCENT (3%) OF OPTIMUM MOISTURE.
- MINIMUM PAVEMENT REINFORCEMENT REQUIREMENT SHALL BE GRADE 60, NO. 4 REBAR, SPACED AT SIXTEEN (16) INCHES ON CENTER, EACH WAY. FOR 6" PAVEMENT ONLY. ALL OTHERS TO BE PROJECT SPECIFIC.
- ALL RESIDENTIAL OR COLLECTION PAVEMENT TO BE A MINIMUM OF SIX (6) INCHES THICK REINFORCED CONCRETE, UNLESS OTHERWISE NOTED. **FOR THIS PROJECT PAVEMENT.**
- FOR PAVEMENT WIDTHS LESS THAN OR EQUAL TO TWENTY-EIGHT (28) FEET BACK OF CURB TO BACK OF CURB:
  - MINIMUM CONCRETE SLAB THICKNESS SHALL BE SIX (6) INCHES, UNLESS OTHERWISE NOTED.
  - MINIMUM STABILIZED SUBGRADE THICKNESS SHALL BE SIX (6) INCHES.
- FOR PAVEMENT WIDTHS GREATER THAN TWENTY-EIGHT (28) FEET FROM BACK OF CURB TO BACK OF CURB AND MAJOR ARTERIAL THOROUGHFARES:
  - MINIMUM CONCRETE SLAB THICKNESS SHALL BE SEVEN (7) INCHES.
  - MINIMUM STABILIZED SUBGRADE THICKNESS SHALL BE EIGHT (8) INCHES.
- PAVING EXPANSION JOINTS SHALL BE PLACED AT A MINIMUM SIXTY (60) FEET INTERVALS.
- ALL CONCRETE USED FOR PAVEMENT SHALL BE "CLASS A" CONCRETE, MINIMUM OF 5.0 SACKS OF CEMENT PER CUBIC YARD OF CONCRETE, 3500 PSI COMPRESSIVE STRENGTH AT TWENTY-EIGHT (28) DAYS.
- CONTRACTOR SHALL INSTALL STREET SIGNS AND STOP SIGNS PER CITY OF GALVESTON STANDARD DETAILS AND TECHNICAL SPECIFICATIONS, LATEST EDITION.
- ALIGNMENTS, CENTERLINE CURVE DATA, AND STATIONING FOR ALL CONSTRUCTION SHALL BE DETERMINED FROM SUBDIVISION PLAT.
- FOR ALL CONCRETE TO BE REMOVED, A MINIMUM TWO (2) INCH DEEP SAW CUT SHALL BE PROVIDED PRIOR TO REMOVAL.
- REPRESENTATIVES FROM THE CITY OF GALVESTON, THE OWNER, AND THE TESTING LABORATORY SHALL BE PRESENT FOR ALL GRADATIONS, DENSITY TESTING, LIME OPERATIONS, AND PLACEMENT OF CONCRETE OR ASPHALT PAVING.
- UNDER NO CIRCUMSTANCES SHALL WATER BE ADDED TO A CONCRETE LOAD AFTER SLUMP TEST HAVE BEEN TAKEN.
- BLUE REFLECTORIZED RAISED PAVEMENT MARKERS SHALL BE PLACED ADJACENT TO FIRE HYDRANT LOCATIONS AT A POINT OFFSET SIX (6) INCHES FROM THE CENTERLINE OF THE ROADWAY (REFLECTORS SHALL FACE TRAFFIC FLOW).
- CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING LOCATION OF ALL EXISTING UTILITIES PRIOR TO EXCAVATION. DURING THE COURSE OF ANY AND ALL CLEARING, GRUBBING, FILL, GRADING, EXCAVATION, OR OTHER CONSTRUCTION, CONTRACTOR SHALL ENSURE THAT STORM DRAINAGE PATHWAYS ARE MAINTAINED AND REMAIN OPEN TO ENSURE POSITIVE DRAINAGE AND THAT SUCH CONVEYANCES ARE NOT IMPEDED OR BLOCKED IN ANY WAY. STORM SEWER INLETS SHALL BE PROTECTED FROM ENTRY OF SILT, TRASH, DEBRIS, AND ANY OTHER SUBSTANCES DELETERIOUS TO THE STORM SEWER SYSTEM AND/OR WATERWAYS RECEIVING STORM WATER RUNOFF. CONTRACTOR SHALL, AT COMPLETION OF WORK, FILL LOW SPOTS AND GRADE ALL RIGHT-OF-WAY AND UTILITY EASEMENTS AND REGRADE/RESTORE DITCHES AS NECESSARY TO MAINTAIN AND/OR ESTABLISH POSITIVE DRAINAGE.

NO.	DATE	BY	CHK.



City Engineer

City of Galveston, Texas

Engineering Section

**Paving Construction Details**

SHEET NO.:	SCALE:	SHEET
DATE: MARCH, 2018	HORZ : ONE INCH	
DWN BY: JR	VERT : ONE INCH	
CHKD BY: DRF	IF ABOVE MARK DOES NOT MEASURE ONE INCH, THEN THIS DWG. NOT TO SCALE	