SECTION 2-A
STRAIGHT CROWN STREETS

CITY OF SACHSE, TEXAS DEPARTMENT OF ENGINEERING		
STANDARD CONSTRUCTION DETAILS PAVING		
STRAIGHT CROWN STREETS		
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GENERAL NOTES

A. GENERAL
PAVEMENT THICKNESS FOR STRAIGHT CROWN STREETS SHALL BE AS SPECIFIED BELOW IN SPECIAL NOTES.

STANDARD SPECIFICATIONS

B. REINFORCED CONCRETE PAVEMENTS
1. ALL CURBS SHALL BE PLACED INTEGRAL WITH PAVEMENT.
2. CURBS SHALL MEET THE SAME COMPRESSIVE STRENGTH AS SPECIFIED FOR THE CONCRETE PAVEMENT.
3. DETAIL AND ARRANGEMENT OF JOINTS, ALL TYPES, SHALL BE AS SHOWN ON SHEETS 2, 6, 7 & 8 OF SECTION 2-B OF THE STANDARD CONSTRUCTION DETAILS.
4. BAR LAPS SHALL BE 30 DIAMETERS
5. ALL NEW CONCRETE SHOULD BE PLACED AND STRUCK OFF USING A MECHANICAL DEVICE SUCH AS A POWER SCREED OR SLIP FORM PAVER. HAND FINISHING SHALL BE PERMITTED ONLY FOR SMALL REPAIRS (1 OR 2 PANEL REPLACEMENTS), IN INTERSECTIONS AND IN AREAS INACCESSIBLE TO A FINISHING MACHINE AS DETERMINED BY THE CITY OF SACHSE PUBLIC WORKS & ENGINEERING DEPARTMENT.

C. SUBGRADE
SUBGRADE UNDER ALL PAVEMENT SHALL BE 8 INCHES THICK AND SHALL BE STABILIZED WITH 6% BY WEIGHT OF HYDRATED LIME (44 LBS/SQUARE YARD) AND COMPACTED TO A DENSITY NOT LESS THAN 95% AS DETERMINED BY A.A.S.H.O. T-99. LABORATORY TESTS MAY BE SUBMITTED TO THE ENGINEERING DEPARTMENT FOR APPROVAL TO LOWER AMOUNT OF LIME REQUIRED.

D. BAR CHAIRS OR AN APPROVED SUPPORTING DEVICE SHALL BE FURNISHED.

E. CROSS SLOPE SHALL BE 1/4" PER FOOT UNLESS APPROVED BY ENGINEERING DEPARTMENT.

SPECIAL NOTES

PVM'T WIDTH BACK-BACK	PVM'T THICKNESS	28 DAY COMPRESSIVE STRENGTH	LIME	SUBGRADE THICKNESS	REBAR SIZE	REBAR SPACING
31'	7" *	3500 psi	MINIMUM 6% BY UNIT WT. 44 LBS. PER SQUARE YARD	8"	#4 **	18" O.C.
37'	8"	3500 psi		8"	#4	18" O.C.
45'	8"	3500 psi		8"	#4	18" O.C.
2 - 25'	10"	4000 psi		8"	#4	18" O.C.

* 6" THICKNESS MAY BE USED BASED UPON RECOMMENDATIONS PROVIDED IN A SITE-SPECIFIC GEOTECHNICAL REPORT, SIGNED AND SEALED BY A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF TEXAS.

** IF ROAD IS NOT A DESIGNATED TRUCK ROUTE, #3 REBAR MAY BE USED BASED UPON RECOMMENDATIONS PROVIDED IN A SITE-SPECIFIC GEOTECHNICAL REPORT, SIGNED AND SEALED BY A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF TEXAS.

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STRAIGHT CROWN STREETS - NOTES

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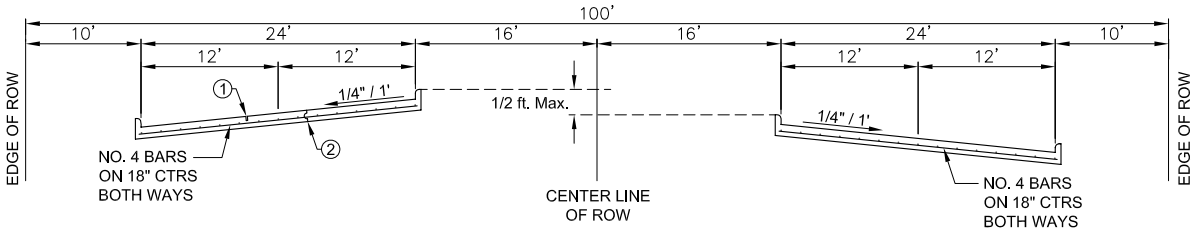
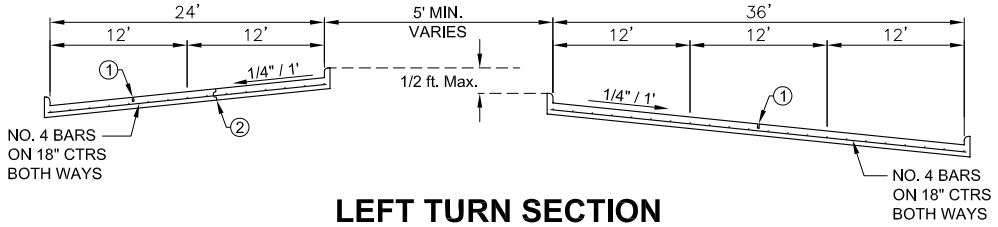
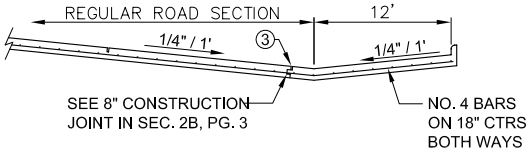


REGULAR SECTION



LEFT TURN SECTION



RIGHT TURN SECTION

LEGEND

1. SAWED LONGITUDINAL DUMMY JOINT
2. CONSTRUCTION JOINT (FULL WIDTH PVMT IS ALLOWED WHERE APPROVED BY CITY OF SACHSE) DELETE IF PAVING IS 25 FT. WIDTH TO BE WIDENED LATER. INSTALL CURB IF PAVING IS LESS THAN FULL WIDTH OF 33' - 36'
3. SAW CUT CONSTRUCTION JOINT AND SEAL USING HOT POURED RUBBER JOINT SEALING COMPOUND

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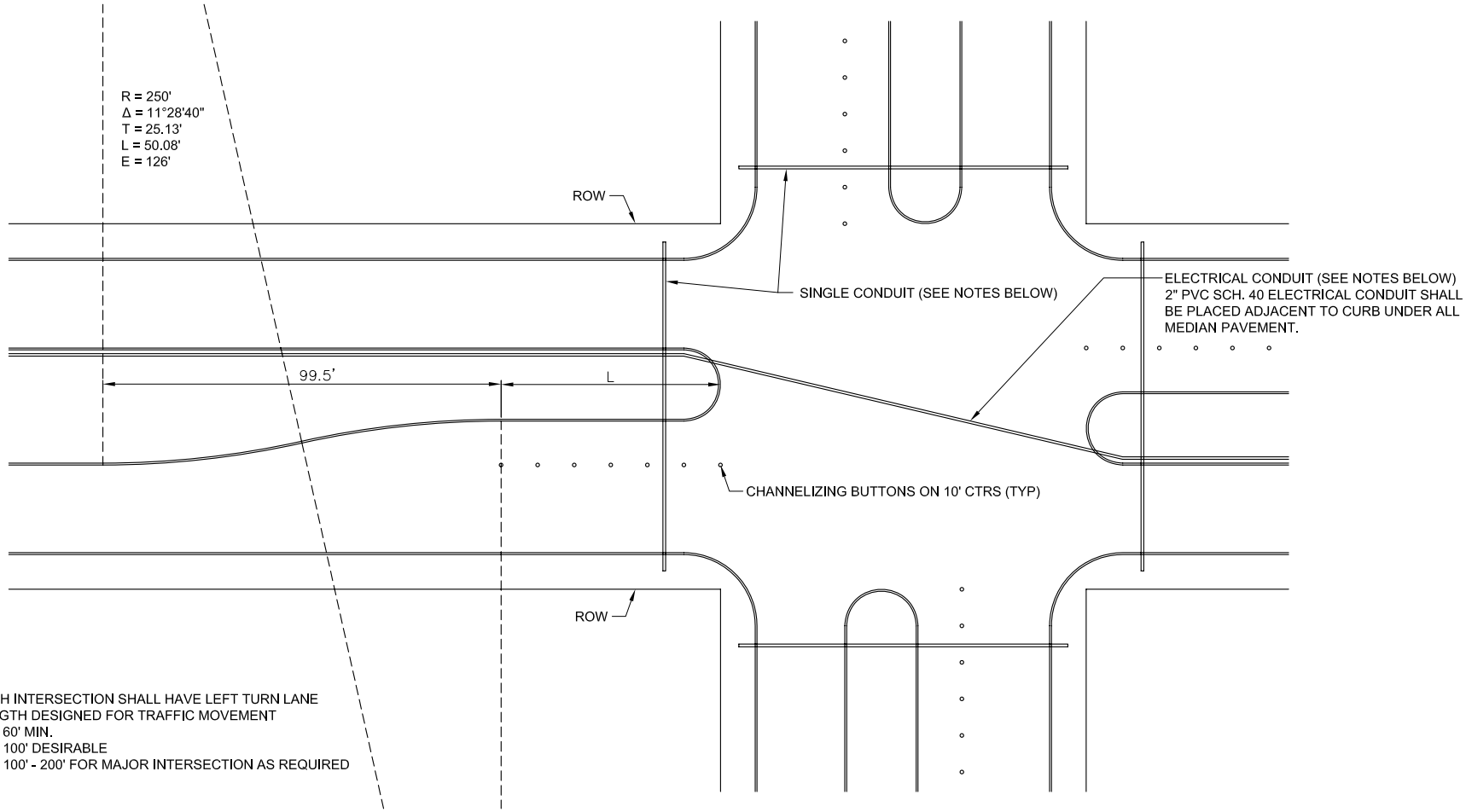


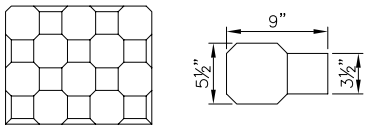
EACH INTERSECTION SHALL HAVE LEFT TURN LANE LENGTH DESIGNED FOR TRAFFIC MOVEMENT
L = 60' MIN.
L1 = 100' DESIRABLE
L2 = 100' - 200' FOR MAJOR INTERSECTION AS REQUIRED

PLAN

NOTES:

1. 3" PVC SCH 40 TO BE INSTALLED CONTINUOUS CROSS INTERSECTION, EXTENDING TO 2' BEHIND CURB.
2. RED MARKER TAPE IS TO BE INSTALLED ON THE ENDS OF THE CONDUIT.
3. THE EXACT LOCATION 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 NYLON CORD SHALL BE PLACED IN ALL CONDUIT UNDER PAVEMENT. THIS CORD SHALL EXTEND A MINIMUM OF 1' FROM THE END OF THE CONDUIT
5. BRICK PAVERS ARE REQUIRED FOR ALL MEDIANS 4' AND LESS IN WIDTH. USE KEYSTONE SHAPED PAVERS (SEE DETAIL), ANTIQUE RED IN COLOR.

BLVD. PAVING SECTION



KEYSTONE DETAIL

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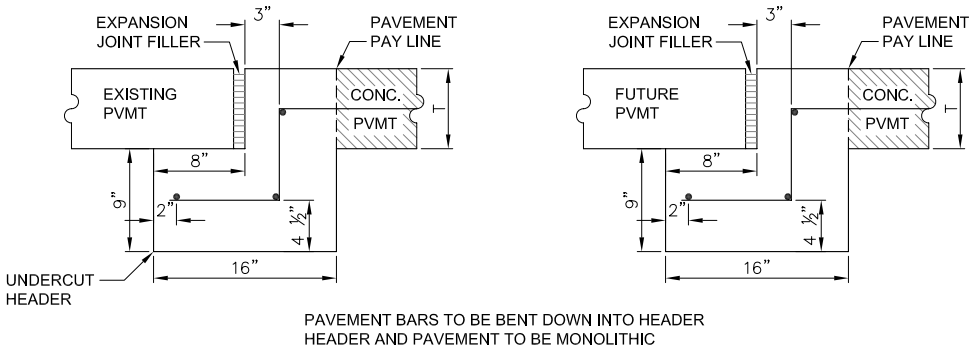
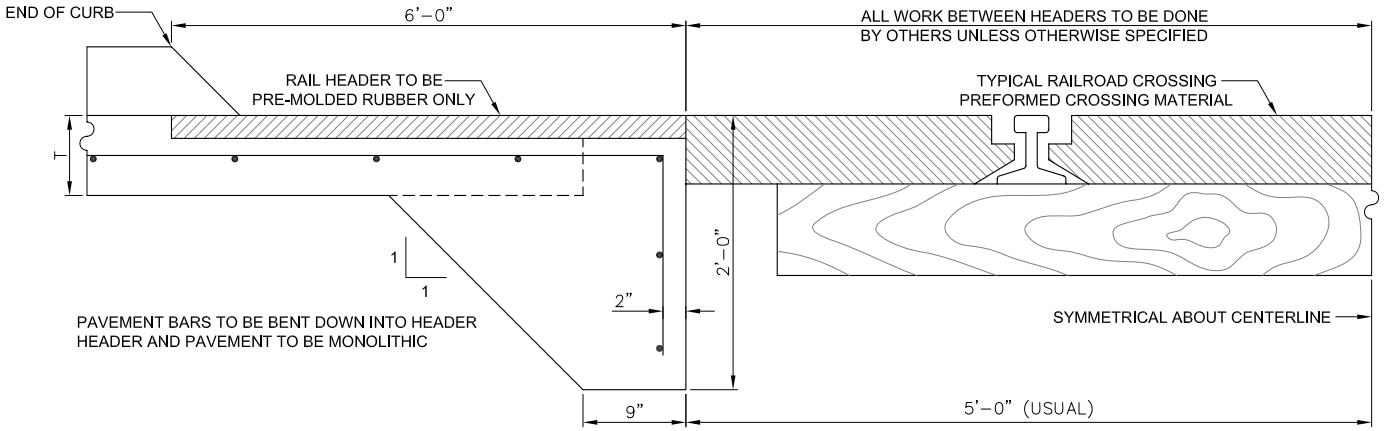


PAVEMENT BARS TO BE BENT DOWN INTO HEADER
HEADER AND PAVEMENT TO BE MONOLITHIC

STREET HEADER



RAIL HEADER

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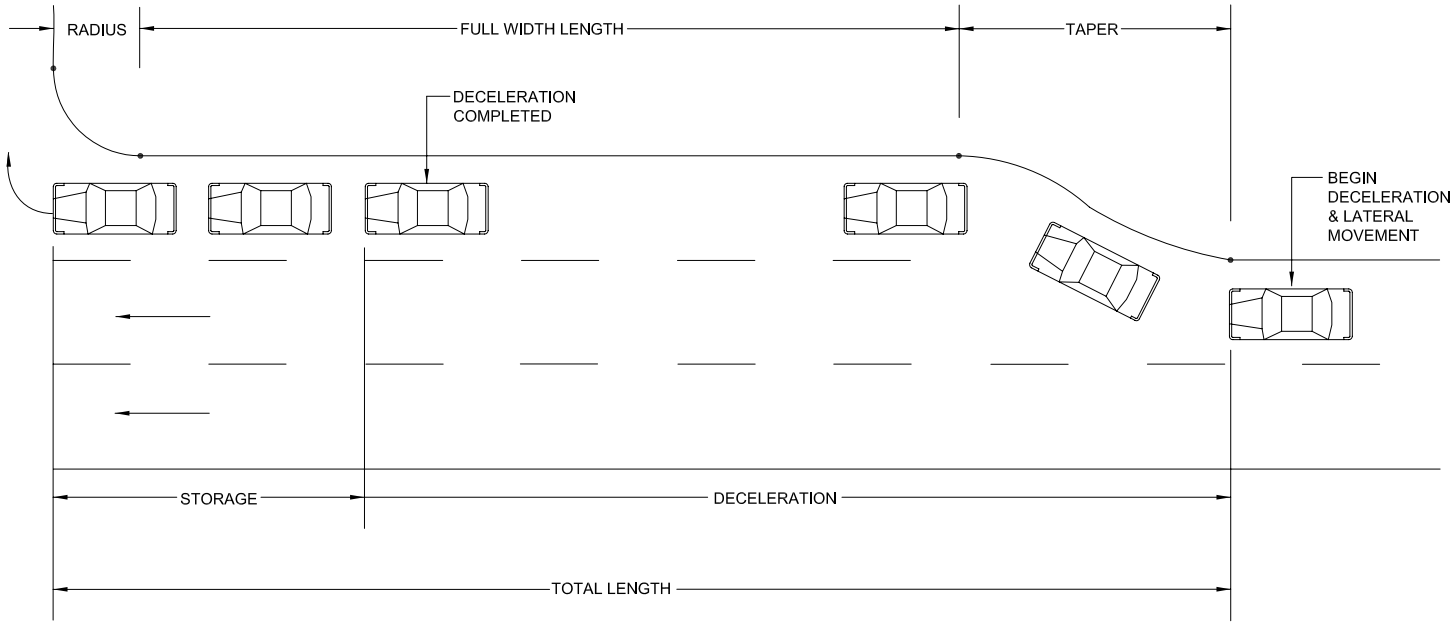

RIGHT TURN LANE CONFIGURATION

SPEED (MPH)	MIN. DECELERATION LENGTH (FT)	STORAGE LENGTH (FT)	TAPER LENGTH (FT)
30	75	30	50
35	110	30	50
40	160	30	50
45	215	30	100

LENGTH TABLE

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