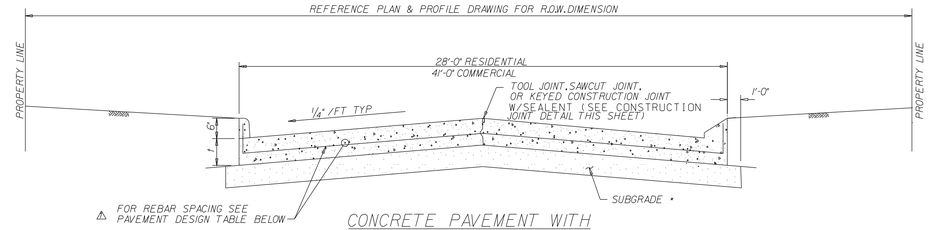
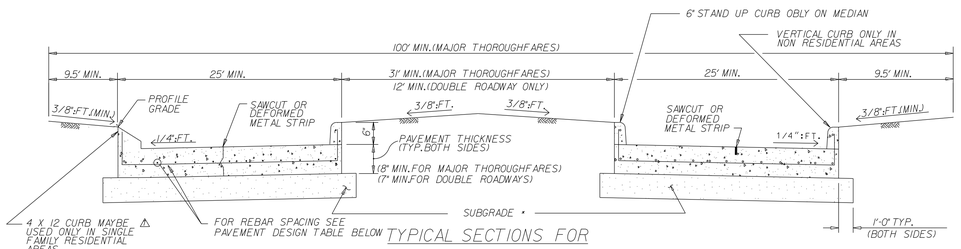
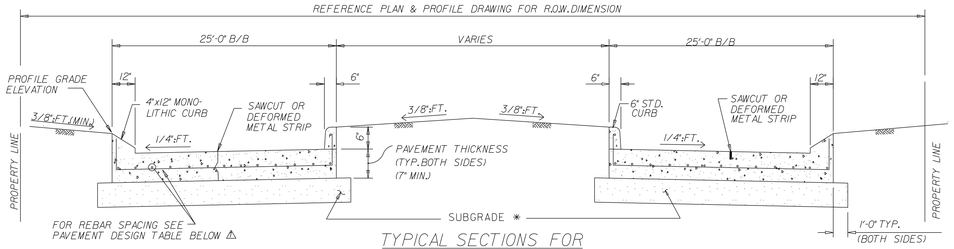


CONCRETE PAVEMENT WITH 6" STAND UP CURB & GUTTER SECTION

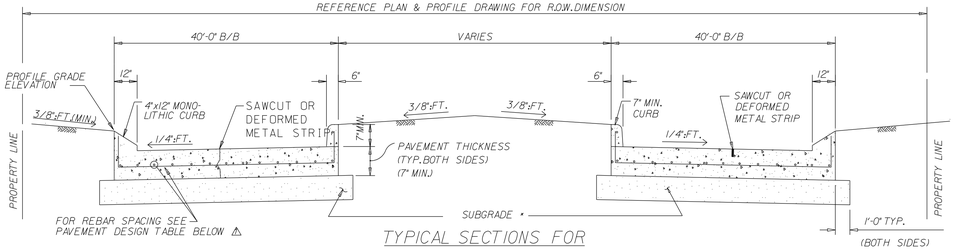
PARBOLIC CROWN IS NØT AN ACCEPTABLE OPTION



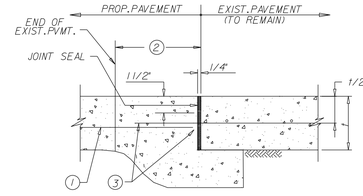
TYPICAL SECTIONS FOR MAJOR THOROUGHFARES AND DOUBLE ROADWAYS



TYPICAL SECTIONS FOR COMBINATION CURB FOR DIVIDED RESIDENTIAL STREETS (6" STAND UP CURB ONLY ON MEDIAN)



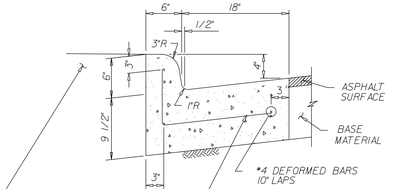
TYPICAL SECTIONS FOR 40' COLLECTOR (7"MIN. STAND UP CURB ONLY ON MEDIAN)



CONCRETE TO CONCRETE STANDARD PAVEMENT TIE-IN

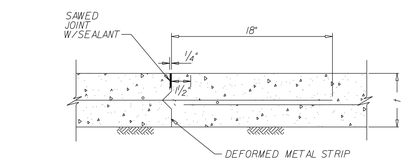
(SEE NOTES)

① Reinforcing centered in proposed pavement, 3" clear at edges.
② Saw-cut & remove 2' existing pavement or pavement with curb. Expose and clean existing reinforcing.
③ 24 bar diameter lap or weld, if directed.

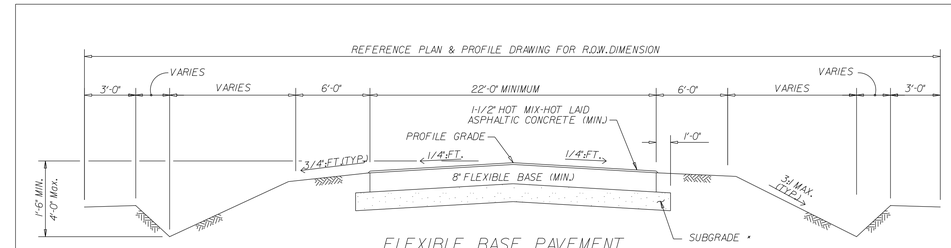


NOTE:
SOIL SHALL BE COMPACTED IN ACCORDANCE WITH SPEC-IFICATIONS PRIOR TO FURTHER ROADWAY CONSTRUCTION.

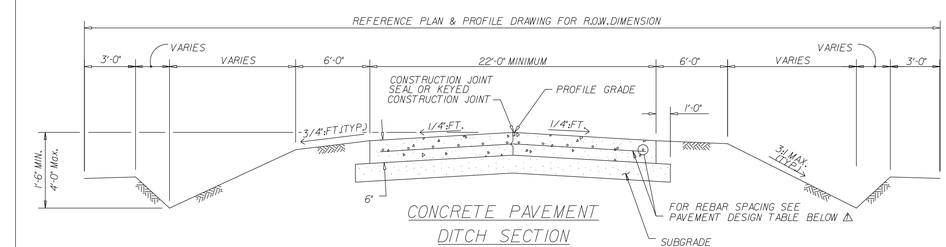
MONOLITHIC CONCRETE CURB & GUTTER DETAIL



CONSTRUCTION JOINT DETAIL

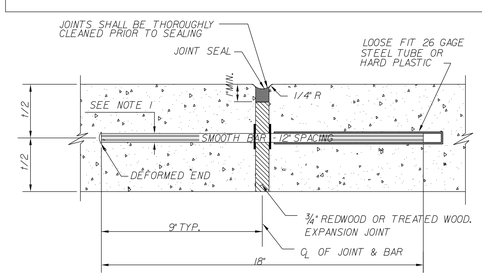


FLEXIBLE BASE PAVEMENT DITCH SECTION



CONCRETE PAVEMENT DITCH SECTION

FOR LARGE LOT ESTATES ONLY



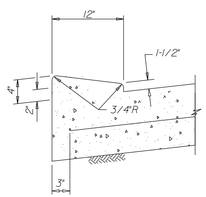
DOWEL TYPE EXPANSION JOINT DETAIL

Pavement Design Table			
Class	**Thickness**	**Longitudinal Steel #4 bars**	**Transverse Steel #4 bars**
Local	6"	20.5"	36"
Collector	7"	18"	36"
Collector in LI or HI Zoning District*	8"	16"	30"
Minor Arterial	8"	16"	30"
Principal Arterial	Specialized Design	Specialized Design	Specialized Design
Major Thoroughfare	Specialized Design	Specialized Design	Specialized Design

*If trucking volumes are anticipated to exceed 2,500 equivalent single axle loads per week, pavement design shall be by a geotechnical engineer licensed in the state to provide a 25-year minimum design life, as approved by the city engineer.

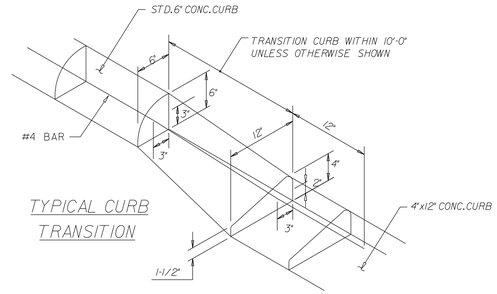
4"x12" MONOLITHIC AND TRANSITION CURB NOTES:

1. 6-inch concrete curb to be constructed on all esplanades, islands and non-residential streets. Residential streets may be constructed with either 6-inch concrete curb or 4-inch x 12-inch concrete curb as noted on plans. Stand up curb required at intersections, E.R to E.R.
2. All 4-inch x 12-inch concrete curbs to be poured monolithicly with proposed concrete pavement.
3. Transitions from 6-inch concrete curb to 4-inch x 12-inch concrete curb to be accomplished within 10 feet, unless otherwise shown. If this 10-foot transition curb is not poured monolithicly with the pavement, then reinforcing steel as shown above in typical detail 4-inch x 12-inch transition curb is to be installed.

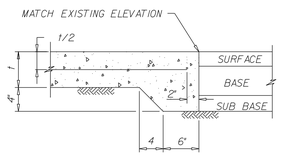


TYPICAL DETAIL 4"X12" MONOLITHIC CURB

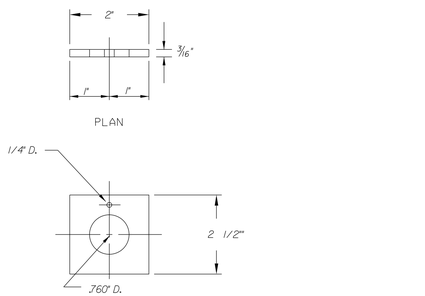
SEE GENERAL NOTE 8



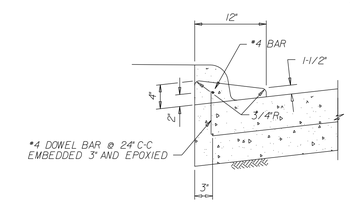
TYPICAL CURB TRANSITION



CONCRETE TO ASPHALT STANDARD PAVING HEADER

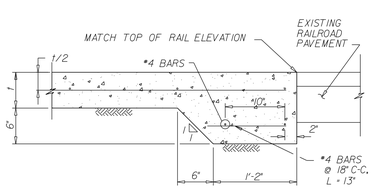


PRE-MFG.JOINT PLATE



TYPICAL DETAIL 4"X12" TRANSITION CURB

SEE GENERAL NOTE 8



RAILROAD HEADER DETAIL

GENERAL NOTES :

1. Dowels for pavement expansion joints shall be ¾" dia. for 6" to less than 7" pavement thickness, 1" dia. for 7" to less than 9" pavement thickness and 1 and ¼" dia. for 9" or greater pavement thickness.
2. Expansion joint shall be placed at the end of each curb return and at maximum 80' spacing (see plans).
3. All joint seal material shall be asphalt rubber or as approved in accordance with ASTM designation D3405 except for Alternate Joint Detail.
4. If deformed metal strips are allowed, they shall be staked in place with #3 bars.
5. Pavement sections to be located in center of R-O-W.
6. Refer to rules and regulations for subdivisions for minimum treatment and compaction.
7. Thickness of concrete pavement refer to subdivision rules and regulations.
8. 6" stand up curb required at intersections, E.R to E.R.
9. Subgrade shall be according to City of Baytown Ordinance 126-641 or better.
10. These details are minimum. The Consultant using these details is responsible for the adequacy of his/her design.
11. Pre manufactured joint Plate, two per load transfer device, Loosefit on expansion end and tackweld to fixed end.

NO.	REVISIONS	DATE
⚠	Revised Note to Referencing Pavement Design Table	01-08-2009
	Revised Street Paving Issue	11-26-2007

CITY OF BAYTOWN

ENGINEERING DEPARTMENT

BAYTOWN

STANDARD SUBDIVISION STREET DETAILS

CHECKED BY:	SCALE:
R.E.C.	N.T.S.
DRAWN BY:	DWG. NO.
E.M.B.	
DATE:	SHT NO:
01-08-2009	11 of 11