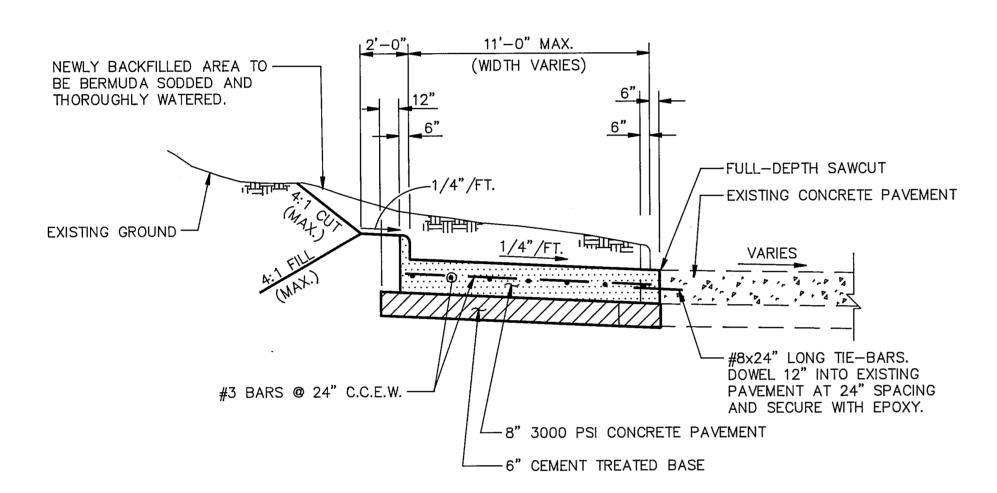


PAVEMENT WIDENING SECTION

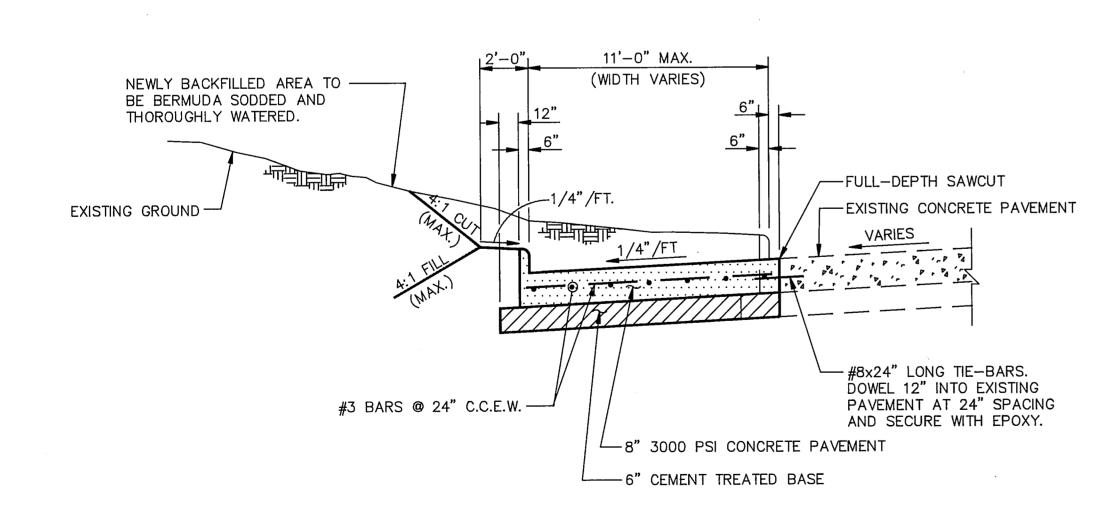
NOT TO SCALE

NOTE: EXTEND #3 BARS FROM SEPARATE CURB AND GUTTER 12"
INTO 8" CONCRETE PAVEMENT AND TIE TO PAVEMENT REINFORCEMENT.



PAVEMENT WIDENING SECTION B-B

NOT TO SCALE



REVISION

PAVEMENT WIDENING SECTION

C-C

DESIGNED BY: ____J. WALDBAUER

CHECKED BY: B. GRANTHAM

DATE: SEPTEMBER 1992

FILE: \ADDISON\PROJECT1\DETAILS

DRAWN BY:_____

BRUCE R'CRANTHAM 62659 GISTE

e_h

ESPEY, HUSTON & ASSOCIATES, INC.

Engineering & Environmental Consultants
13800 Montfort Drive Suite 230 Dallas, Texas 75240
(214) 387-0771

CONSTRUCTION DETAILS

INTERSECTION IMPROVEMENTS ADDISON ROAD AT BELT LINE ROAD

OF

= 3 1 SHEETS

13921

SHEET NO.

THE TOWN OF ADDISON

NOTES:

- CEMENT TREATED BASE SHALL BE MIXED AND PROCESSED BY A CENTRAL MIXING PLANT.
- 2. SIDEWALK TOE WALL SHALL BEGIN AT STA. 0+72 AND END AT STA. 1+42. TRANSITION HEIGHT AS REQUIRED TO MAINTAIN 1/4"/FT SIDEWALK CROSS—SLOPE SEE DETAIL D—D (NO SEPARATE PAY ITEM).
- 3. ALL NEW PAVEMENT JOINTS INCLUDING CONSTRUCTION, EXPANSION AND SAWED DUMMY JOINTS SHALL MATCH EXISTING JOINT LOCATIONS.
- 4. ALL FILL SHALL BE PLACE IN MAXIMUM 6" LIFTS AND SHALL BE COMPACTED TO 95 PERCENT STANDARD PROCTOR DENSITY.
- 5. ALL EXCESS EXCAVATED MATERIAL AND STRIPPINGS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN A PROPER MANNER OFF THE PROJECT SITE.
- 6. THE TOP 6" OF SOIL SHALL BE STRIPPED, STOCKPILLED ON THE SITE AS DIRECTED BY THE TOWN OF ADDISON UNTIL PAVING AND UTILITIES ARE COMPLETE, THEN SPREAD AS REQUIRED TO BRING THE SITE TO FINAL GRADES.

CONNECT SIDEWALK TOE WALL
TO EXISTING CURB (HEIGHT VARIES, SEE NOTE 2).

VARIES

#3 BARS AT 18" CENTERS

BENT DOWN INTO TOE WALL.
DOWELL 6" INTO EXISTING
CURB AND SECURE WITH
GROUT.

REMOVE TOP 2" OF EXISTING
CURB AND LEAVE CLEAN, EVEN
JOINT.

SIDEWALK TOE WALL D-D

SHALL BE REMOVED BY THE CONTRACTOR AND DELIVERED TO A LOCATION DESIGNATED BY THE TOWN OF ADDISON. EXISTING PULLBOXES THAT ARE SHOWN ON THE PLANS TO BE RELOCATED

GENERAL NOTES FOR TRAFFIC SIGNAL RELOCATIONS AND IMPROVEMENTS

1. CONTRACTOR SHALL RELOCATE EXISTING TRAFFIC SIGNAL POLES AND

2. NEW MAST ARMS SHALL BE INSTALLED AT LOCATIONS SHOWN ON THE

PLANS. THESE MAST ARMS SHALL BE INSTALLED WITH NEW POLES AND

PAINTED TO MATCH THE EXISTING PAINT. OLD MAST ARMS AND POLES

SHALL BE SALVAGED BY THE CONTRACTOR AND REINSTALLED AT THE

MAST ARMS AS SHOWN ON THE PLANS.

NEW LOCATION INDICATED ON THE PLANS.

- 4. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW CONDUIT FROM THE POINT WHERE THE OLD CONDUIT IS TERMINATED OR TO BE REMOVED FOR ROADWAY CONSTRUCTION. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW CONDUIT IN ACCORDANCE WITH SPECIFICATIONS USED BY THE TOWN OF ADDISON AT LOCATIONS SHOWN ON THE PLANS. THE NEW CONDUIT SHALL BE TIED TO THE EXISTING CONDUIT TO FORM A CONTINUOUS CONDUIT RUN. THE CONTRACTOR SHALL SEAL THE CONNECTION BETWEEN THE EXISTING AND NEW CONDUIT SO AS TO NOT ALLOW ANY MOISTURE TO ENTER THE CONDUIT.
- 5. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW TRAFFIC SIGNAL AND DETECTOR CABLE AS SHOWN ON THE PLANS. TRAFFIC SIGNAL AND DETECTOR CABLE SHALL MEET THE TOWN OF ADDISON SPECIFICATIONS.
- 6. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW TRAFFIC SIGNAL HEADS AS SHOWN ON THE PLANS. SIGNAL HEADS SHALL HAVE BACKPLATES AND BE PAINTED TO MATCH THE EXISTING SIGNAL HEADS AT THE INTERSECTION. SIGNAL HEADS SHALL BE OF THE SIZE AS SHOWN ON THE PLANS.
- 7. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW LOOP DETECTORS AS SHOWN ON THE PLANS. LOOP DETECTORS SHALL BE INSTALLED IN ACCORDANCE WITH TOWN OF ADDISON SPECIFICATIONS.
- 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING SURE THAT ALL TRAFFIC SIGNAL CABLES AND DETECTOR CABLES ARE PROPERLY WIRED TO PROVIDE EXISTING TRAFFIC SIGNAL OPERATION OR ANY CHANGES AS SHOWN ON THE PLANS.
- THE CONTRACTOR SHALL FURNISH AND INSTALL DRILLED SHAFT TRAFFIC SIGNAL POLE FOUNDATIONS AS SHOWN ON THE PLANS. ALL DRILLED SHAFT FOUNDATIONS SHALL MEET THE TOWN OF ADDISON SPECIFICATIONS AND SHALL HAVE TRAFFIC SIGNAL ANCHOR BOLTS AND PLATES FURNISHED AND INSTALLED TO RECEIVE AND SUPPORT THE TRAFFIC SIGNAL POLE THAT IS TO BE RELOCATED. EXISTING DRILLED SHAFTS THAT ARE TO BE ABANDONED SHALL BE REMOVED TO AN ELEVATION THAT IS SIX INCHES BELOW THE GROUNDLINE OR SUBGRADE IF THE DRILLED SHAFT IS LOCATED IN AN AREA THAT IS TO BE PAVED.