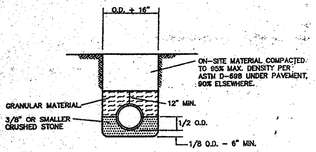
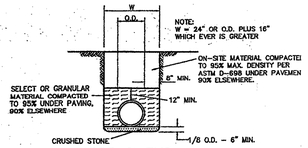
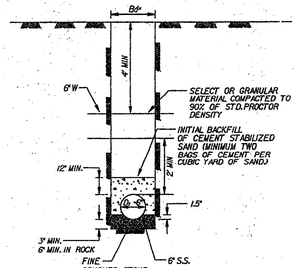


STORM AND SANITARY SEWER PIPE EMBEDMENT—PVC AND POLYETHYLENE
N.T.S.

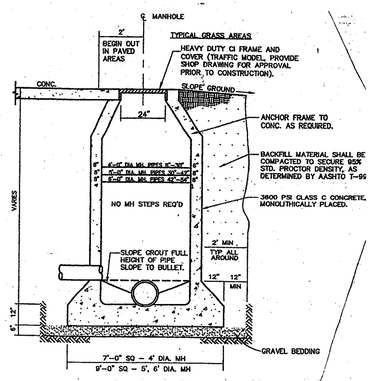


RCP & PVC
6" WATER PIPE EMBEDMENT
N.T.S.



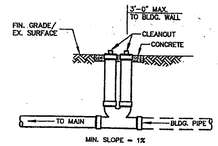
WATER - SANITARY SEWER CROSSING DETAIL (NTS)

•Bd-TRENCH WIDTH
MINIMUM-TRENCH WIDTH USED FOR MEASUREMENT AND PAYMENT AS DEFINED IN NCTCOG SPECIFICATIONS, ITEM 6.2.12.(a)(1) MAXIMUM - OUTSIDE DIAMETER OF PIPE + 16 INCHES OR 28 INCHES, WHICHEVER IS GREATER.

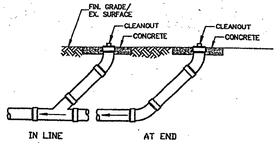


NOTE:
WHERE DROP M.H. IS REQUIRED, USE INSIDE DROP CONNECTION AS PER TOWN OF ADDISON STANDARDS.

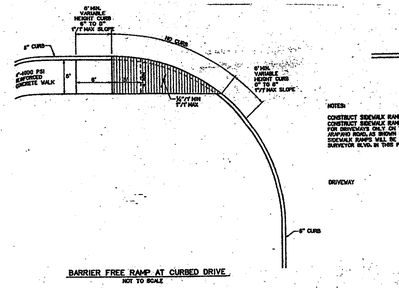
CAST IN PLACE MANHOLE
N.T.S.



DOUBLE CLEANOUT
N.T.S.

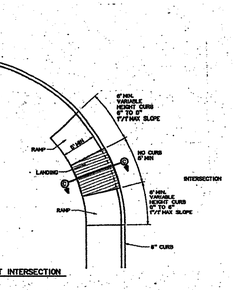


TYPICAL CLEANOUT
N.T.S.



BARRIER FREE RAMP AT CURBED DRIVE
NOT TO SCALE

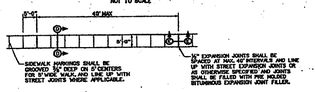
NOTES:
CONSTRUCT SIDEWALK RAMPS AT WIDER LANE. CONSTRUCT SIDEWALK RAMP DURING TIME OF CONSTRUCTION OF ADJACENT CURB. WHERE NO SIDEWALK RAMP IS SHOWN ON THE PLANS, NO SIDEWALK RAMPS WILL BE CONSTRUCTED AT DRIVEWAY BLVD. IN THIS PHASE.



BARRIER FREE RAMP AT INTERSECTION
NOT TO SCALE

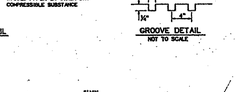
BARRIER FREE RAMP GENERAL NOTES:

1. MAXIMUM SLOPE ON BARRIER FREE RAMPS MUST NOT EXCEED ONE INCH PER FOOT AT ANY LOCATION.
2. RECESSED SIDEWALKS ARE FOR 6" CURBS. FOR CURBS WITH HEIGHT GREATER THAN 6" DIMENSIONS MUST BE INCREASED PROPORTIONATELY.
3. STREETS OR STEEP GRADE WILL REQUIRE LONGER TRANSITION OR SPECIAL GRADE.
4. LOCATION OF BARRIER FREE RAMP MAY BE SHIFTED TO CLEAR OBSTRUCTIONS.
5. CONCRETE TO HAVE MINIMUM 4000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
6. GROOVES MUST BE CLEAN AND STRAIGHT FOR CLEAR DETECTION BY CANES WITH A CANE AND PARALLEL TO DIRECTION OF TRAVEL.
7. CURBS AT ALL STREET AND DRIVEWAY INTERSECTIONS SHALL BE CONSTRUCTED TO ALLOW FOR BARRIER FREE RAMP ACCESS



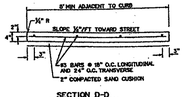
NOTE:
CONCRETE TO HAVE MINIMUM 4000 PSI COMPRESSIVE STRENGTH AT 28 DAYS AND MINIMUM CEMENT CONTENT OF 6 SACKS OF PORTLAND CEMENT PER CUBIC YARD OF CONCRETE.

REINFORCED CONCRETE SIDEWALK - PLAN VIEW
NOT TO SCALE

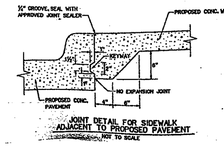


SECTION E-E
EXPANSION JOINT DETAIL
NOT TO SCALE

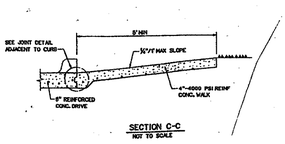
GROOVE DETAIL
NOT TO SCALE



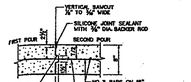
SECTION D-D
TYPICAL SECTION
NOT TO SCALE



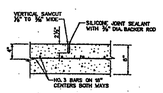
JOINT DETAIL FOR SIDEWALK ADJACENT TO PROPOSED PAVEMENT
NOT TO SCALE



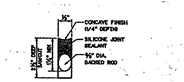
SECTION C-C
NOT TO SCALE



KEYED CONSTRUCTION JOINT
NOT TO SCALE



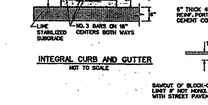
SAWED DUMMY JOINT
NOT TO SCALE



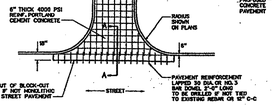
TYPICAL JOINT DETAIL
NOT TO SCALE

NOTES:

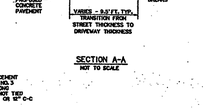
1. UNLESS SPECIFICALLY STATED OTHERWISE IN PLANS OR CONTRACT DOCUMENTS, THE CONTRACTOR SHALL FURNISH ALL MATERIALS, LABOR, EQUIPMENT AND CONSTRUCTION SUPERVISION AS REQUIRED TO COMPLETE THE CONSTRUCTION. THOSE PORTIONS NOT SPECIFICALLY ADDRESSED IN THE PLANS OR SPECIFICATIONS SHALL BE IN ACCORDANCE WITH THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG) SPECIFICATIONS. COPIES OF THE NCTCOG SPECIFICATIONS MAY BE PURCHASED BY MAIL OR OVER THE COUNTER FROM THE NCTCOG OFFICE LOCATED AT 616 SIX FLAGS DRIVE, CENTRAL PARK EAST, ARLINGTON, TEXAS. MAILING ADDRESS: P.O. BOX 5888, ARLINGTON, TEXAS 76005-5888. PHONE 817/640-3300. BULK DISCOUNTS ARE AVAILABLE. THIS DOCUMENT IS COPYRIGHTED.
2. ROUGH GRADING SHALL BE ACCOMPLISHED TO WITHIN +/- 0.10 FEET OF PLAN ELEVATION.
3. ALL TRAFFIC CONTROL NECESSARY FOR THE WORK SHALL BE PROVIDED BY THE CONTRACTOR. ALL BARRICADES, WARNING SIGNS, LIGHTS, DEVICES, ETC. SHALL CONFORM TO THE REQUIREMENTS OF PART VI OF THE LATEST EDITION (AND REVISIONS THERETO) OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AS CURRENTLY ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION.
4. ALL FILL SHALL BE PLACED IN MAXIMUM 8-INCH LIFTS COMPACTED TO 95% OF STANDARD PROCTOR DENSITY BETWEEN -2% AND +3% OF OPTIMUM MOISTURE CONTENT.
5. ALL TREES, STUMPS, BRUSH, GRASSES AND SURFACE ORGANICS WITHIN PROPOSED RIGHT-OF-WAY ARE TO BE REMOVED AND PROPERLY DISPOSED OF OFF-SITE. TREE REMOVAL PERMITS, IF REQUIRED, WILL BE OBTAINED BY THE OWNER.
6. EXISTING UTILITY POLES, IF ANY, WILL BE REMOVED OR RELOCATED BY THE UTILITY COMPANIES THROUGH COORDINATION BY THE OWNER. CONTRACTOR SHALL BRING TO THE OWNER'S ATTENTION ANY FACILITIES THAT APPEAR TO BE IN CONFLICT SO THAT THE OWNER HAS SUFFICIENT TIME TO ACCOMPLISH THE NECESSARY RELOCATIONS.
7. WHERE DEEP VERTICAL EXCAVATIONS OR EXCESS OF 3 FEET) ARE INDICATED, CUTS SHALL BE LAID BACK AT A STABLE SLOPE FOR OWNER'S PROPERTY LINES. WALLS ARE CONSTRUCTED, BACKFILL MATERIAL SHALL BE STOCKPILED ON-SITE AT THE DIRECTION OF THE OWNER.
8. ALL REINFORCING STEEL AND DOWEL BARS IN PAVEMENT SHALL BE SUPPORTED AND MAINTAINED AT THE CORRECT CLEARANCES BY THE USE OF BAR CHAIRS OR OTHER APPROVED SUPPORTS.
9. THE USE OF WOOD FORMS FOR PAVEMENT CONSTRUCTION WILL BE PERMITTED.
10. DUMMY JOINTS SHALL BE SAWED IN THE PAVEMENT IN THIS PROJECT. DUMMY JOINTS WILL BE SPACED APPROXIMATELY 5 FEET ON CENTERS UNLESS DIRECTED OTHERWISE BY THE TOWN. SPACING VARIATIONS SHALL BE MADE AT BLOCKOUTS, CONSTRUCTION JOINTS, AND STREET INTERSECTIONS TO LINE UP WITH EXISTING PAVING JOINTS AS SHOWN ON THE PLANS. THE SPACING ALTERNATE ANY JOINT SHALL NOT BE LESS THAN 3 FEET. SAWING OF JOINTS SHALL BE DONE AS SOON AS POSSIBLE BUT NOT LATER THAN 6 HOURS AND NO LATER THAN 12 HOURS AFTER END OF PLACEMENT OF THE PAVEMENT.
11. MONOLITHIC CONCRETE MEDIAN NOSE SHALL CONFORM TO NCTCOG STANDARD DRAWING NO. D-745.
12. BARRIER-FREE RAMPS SHALL BE BUILT WITH THIS PROJECT. LOCATIONS MAY BE ADJUSTED AS DIRECTED BY THE TOWN TO CLEAR OBSTRUCTIONS.
13. VARIABLE HEIGHT CURB AT INTERSECTIONS AND SLOPING CURBS AT DRIVES SHALL BE BUILT TO MATCH FUTURE BARRIER-FREE RAMPS PER PLANS. NO SEPERATE PAY ITEMS ARE PROVIDED.
14. TWO-WAY TRAFFIC MUST BE MAINTAINED AT ALL TIMES ON PUBLIC STREETS ADJACENT TO THIS PROJECT UNLESS SPECIFIED OTHERWISE IN THE PLANS AND SPECIFICATIONS, OR DIRECTED BY THE ENGINEER. THE TRAVELWAY WIDTH SHALL NOT BE LESS THAN 18 FEET.
15. SEE TYPICAL SECTIONS SHEET FOR ADDITIONAL DETAILS AND NOTES.
16. ALL CURBS SHALL BE PLACED INTEGRAL WITH PAVEMENT.
17. CURBS SHALL MEET THE SAME COMPRESSIVE STRENGTH AS SPECIFIED FOR THE CONCRETE PAVEMENT.
18. BAR LAPS SHALL BE 30 DIAMETERS.



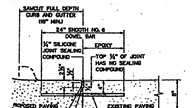
INTEGRAL CURB AND GUTTER
NOT TO SCALE



DRIVE APPROACH
NOT TO SCALE

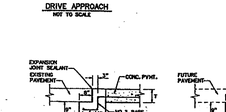


SECTION A-A
NOT TO SCALE



LONGITUDINAL BUTT JOINT
NOT TO SCALE

NOTE:
DOWEL BARS SHALL BE DRILLED INTO EXIST. PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG. DRILLING BY HAND IS NOT ACCEPTABLE. PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.



STREET HEADER
NOT TO SCALE

NOTE:
STEEL DOWELS WILL BE USED FOR LOAD TRANSFER AT ALL TRAVERSE CONTRACTION JOINTS (SAWED DUMMY JOINTS). THE DOWELS WILL BE 24 INCHES LONG, PLACED 12 O-C AND LOCATED MID-HEIGHT IN THE SLAB. NO. 6 SMOOTH DOWELS WILL BE USED. NO SEPERATE PAY ITEM WILL BE ESTABLISHED FOR THIS ITEM.

RECORD DRAWINGS

The intent of the owner and engineer was to construct these facilities according to these plans as approved by the Town of Addison. The lines and grades were set on the ground for construction according to said plans. The Town of Addison inspected the construction. Neither the owner nor the engineer verified lines or grades after construction. We are not aware of any changes or revisions to these plans during construction except as noted.

REVISIONS	DATE	BY
1ST SUBMITTAL TO ARCHITECT	1/10/02	JSH
2-REVISIONS PER CITY	3/20/02	LMM

ADAMS CONSULTING ENGINEERS, INC.
CIVIL • ENVIRONMENTAL ENGINEERS
2445 E. Southlake Blvd., Suite 100 • Southlake, Texas 76092
Phone: (817) 329-6990 • Fax: (817) 329-7671

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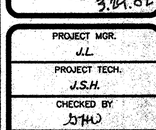
RAYMOND HARRIS AND ASSOCIATES ARCHITECTS
PROPOSED SAM'S CLUB BUILDING REMODEL
4150 BELTLINE ROAD
ADDISON, TEXAS

TOWN OF ADDISON DETAILS



PROJECT MGR.	J.L.
PROJECT TECH.	J.S.H.
CHECKED BY	DJHJ
JOB NO.	2001.189
SHEET NO.	6

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