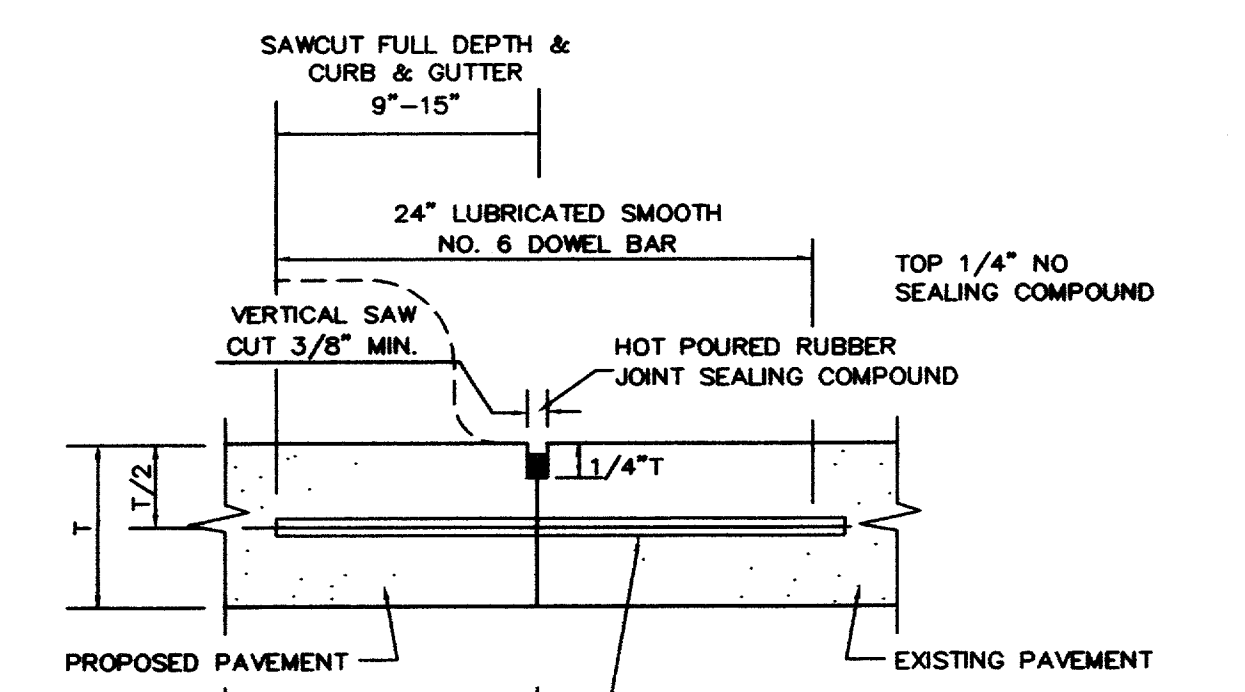


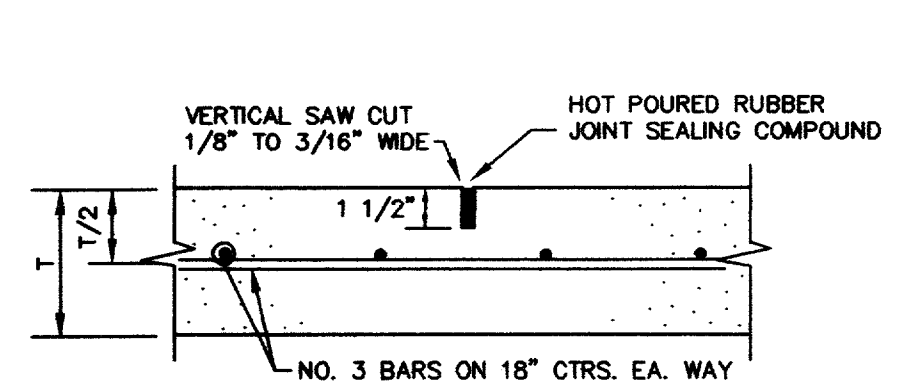
EXPANSION JOINT
(60' O.C.E.W. MAX.)

NOTE:
DOWELS AND REINFORCING BARS SHALL BE SUPPORTED BY AN APPROVED DEVICE.

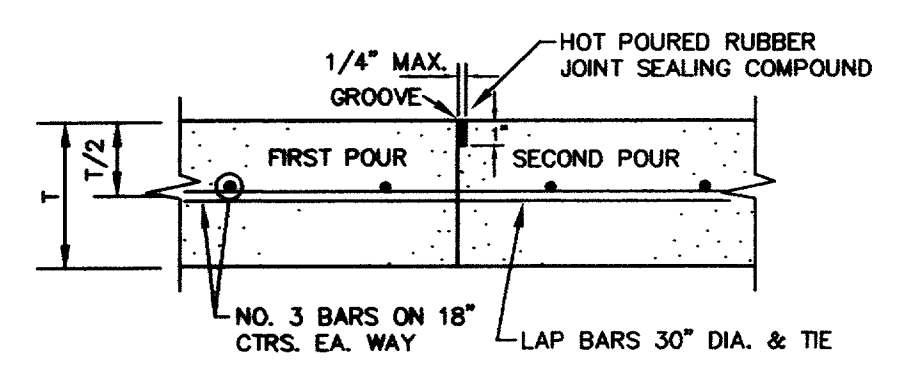


LONGITUDINAL BUTT JOINT
N.T.S.

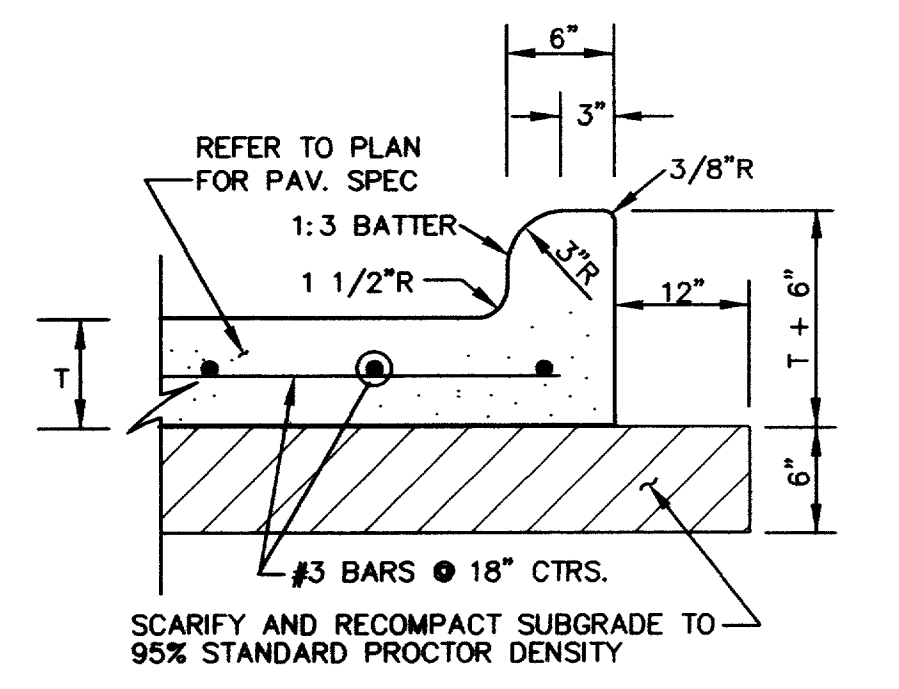
NOTES:
1. T = REFER TO SHT C5 FOR PAVEMENT THICKNESS
2. NO. 5 SMOOTH DOWEL BAR MAY BE USED IN 5 INCH AND 6 INCH PAVEMENT THICKNESS.
3. LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTORS OPTION.
4. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL REC.
5. DRILLED BY HAND IS NOT ACCEPTABLE, PUSHING DOWEL BARS INTO GREEN CONCRETE NOT ACCEPTABLE.



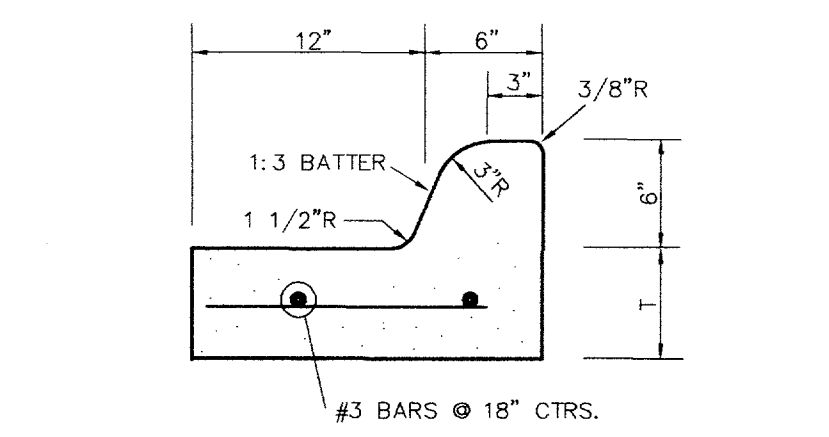
SAWED DUMMY (CONTROL) JOINT
(15' O.C.E.W. MAX.)



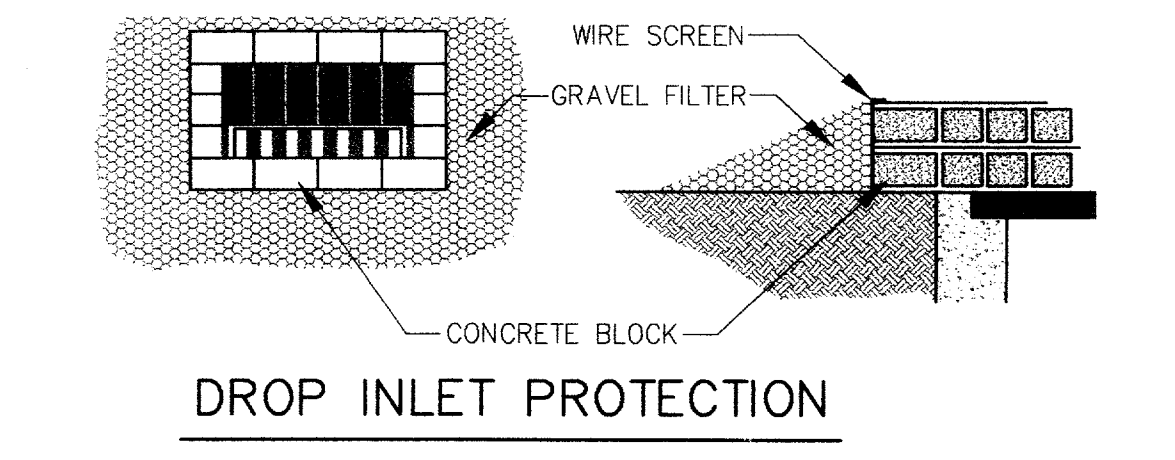
CONSTRUCTION JOINT
N.T.S.



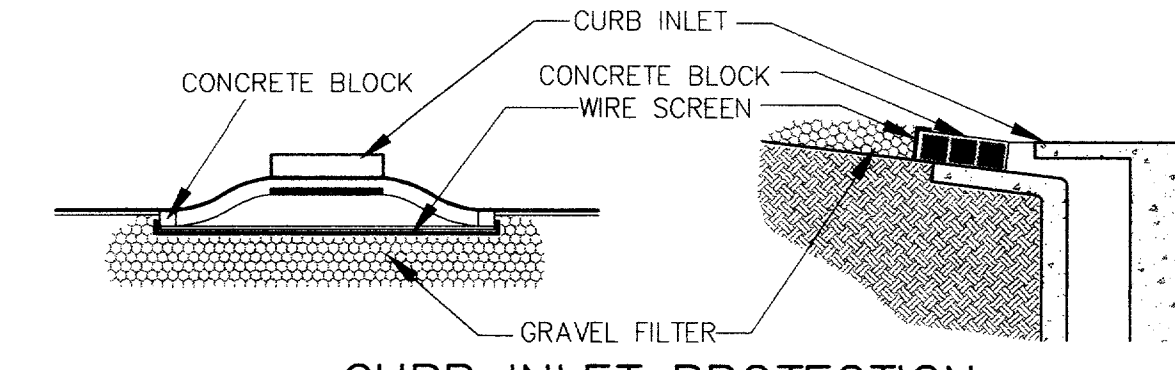
TYPICAL PAVEMENT SECTION
N.T.S.



18" CURB & GUTTER SECTION
N.T.S.

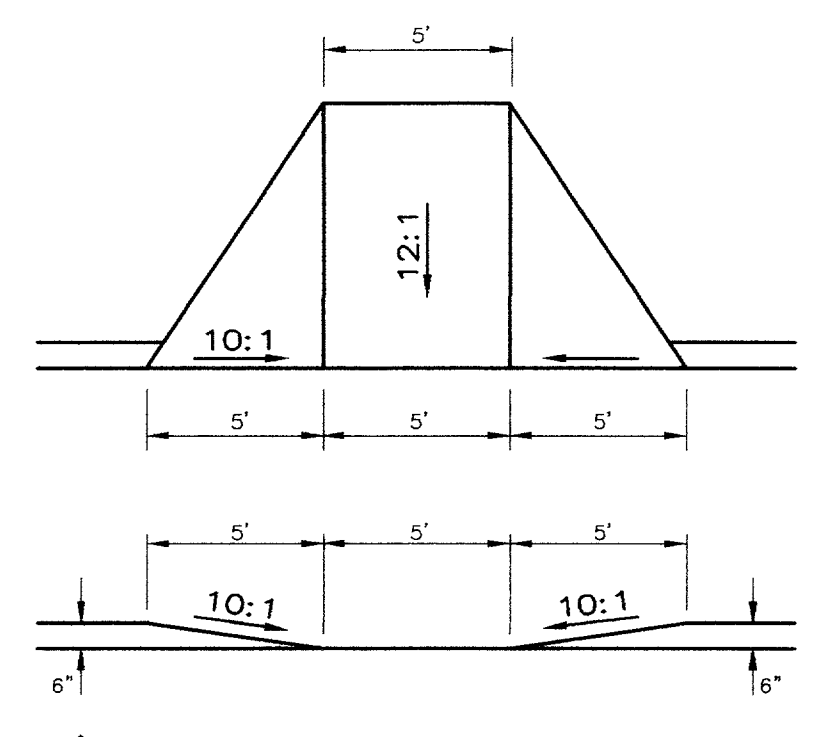


DROP INLET PROTECTION

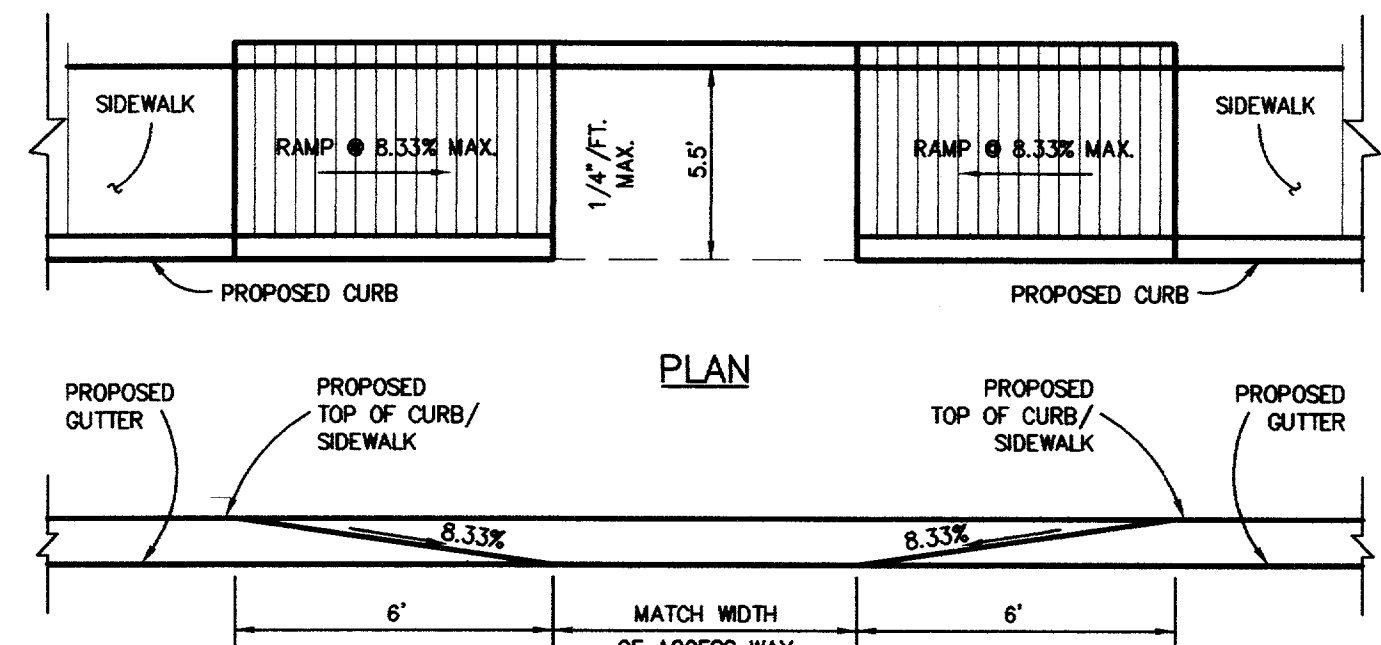


CURB INLET PROTECTION

BLOCK AND GRAVEL PROTECTION
Concrete blocks are to be placed on their sides in a single row around the perimeter of the inlet, with ends abutting. Opening in the blocks should face outward, not upward. Wire mesh shall then be placed over the outside face of the blocks covering the holes. Filter stone shall then be piled against the wire mesh to the top of the blocks with the base of the stone being a minimum of 18 inches from the blocks. Periodically, when the stone filter becomes clogged, the stone must be removed and cleaned in a proper manner or replaced with new stone and piled back against the wire mesh.



BARRIER FREE RAMP
N.T.S.



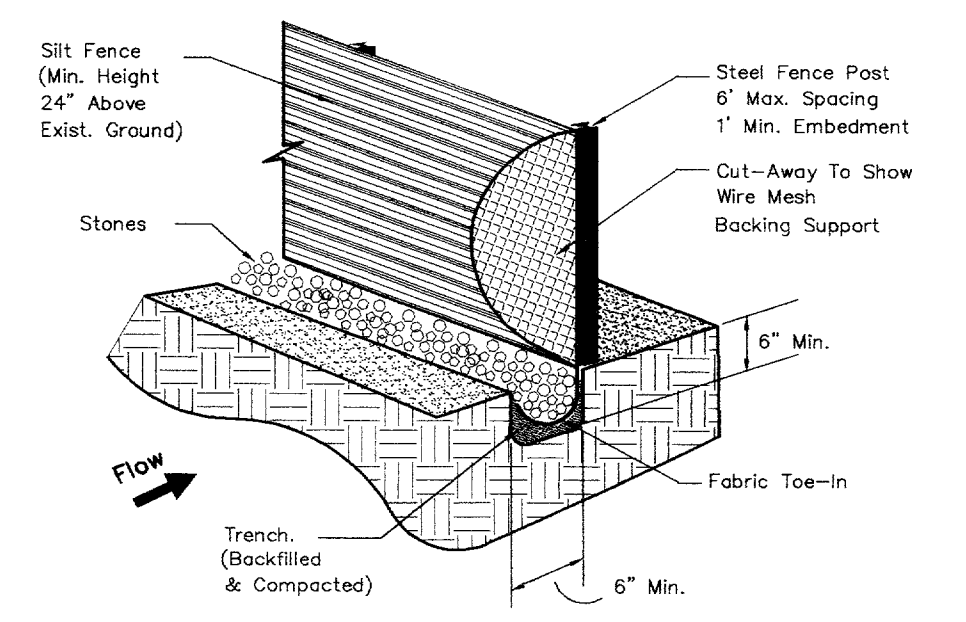
ELEVATION

NOTE:
1. ON SITE BARRIER FREE RAMPS TO BE COLORED TO CONTRAST WITH THE ADJACENT SIDEWALKS.
2. ON SITE BFR'S TO BE SCORED 1/4" WIDE BY 1/8" DEEP ON 2" CENTERS PERPENDICULAR TO DIRECTION OF TRAVEL.

PLAN AND ELEVATION OF HANDICAP RAMP @ BUILDING
N.T.S.

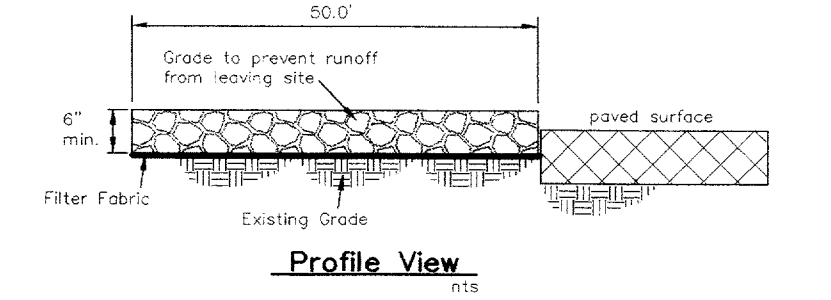
CONSTRUCTION NOTES — SILT FENCE

- Steel posts which support the silt fence shall be installed on a slight angle toward the anticipated runoff source. The post must be embedded a minimum of one foot.
- The toe of the silt fence shall be trenched in with a spade or mechanical trencher, so that the downslope face of the trench is flat and perpendicular to the line of flow. Where fence cannot be trenched in (e.g. pavement), weight fabric flap with washed gravel on the uphill side to prevent flow under fence.
- The trench must be a minimum of 6 inches deep and 6 inches wide to allow for the silt fence fabric to be laid in the ground and backfilled with compacted material.
- Silt fence shall be securely fastened to each steel support post or to woven wire, which is in turn attached to the steel support post. There shall be a 6 inch double overlap, securely fastened where ends of fabric meet.
- Inspection shall be made weekly or after each rainfall. Repair or replacement shall be made promptly as needed.
- Silt fence shall be removed when the site is completely stabilized so as not to block or impede storm flow or drainage.
- Accumulated silt shall be removed when it reached a depth of 6 inches. The silt shall be disposed of at an approved site and in such a manner as to not contribute to additional siltation.

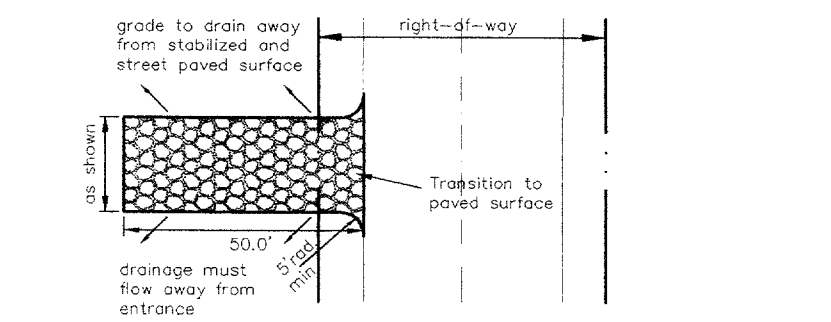


SILT FENCE

- Notes:
- Stone shall be 3 to 5 inch diameter crushed rock or acceptable crushed Portland Cement Concrete.
 - When necessary, vehicles shall be cleaned to remove sediment prior to entrance onto a public roadway. When washing is required, it shall be done on an area stabilized with crushed stone with drainage flowing away from both the street and the stabilized entrance. All sediment shall be prevented from entering any storm drain, ditch or watercourse using approved methods.
 - The entrance shall maintained in a condition which will prevent tracking or flowing of sediment onto paved surfaces. This may require periodic top dressing with additional stone a conditions demand. All sediment spilled, dropped, washed or tracked onto paved surfaces, must be removed immediately.
 - The entrance must be properly graded or incorporate a drainage swale to prevent runoff from leaving the construction site.



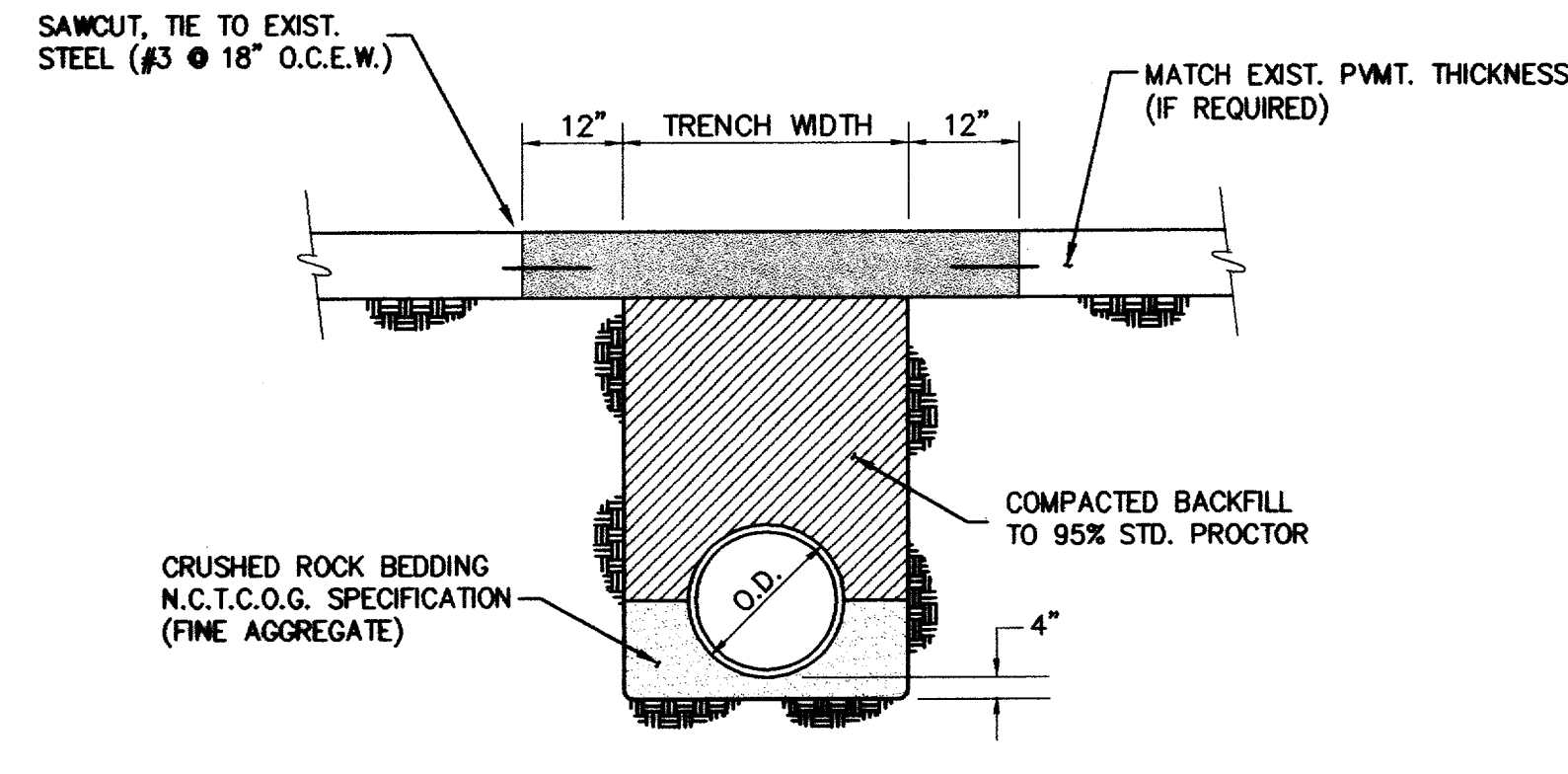
Profile View



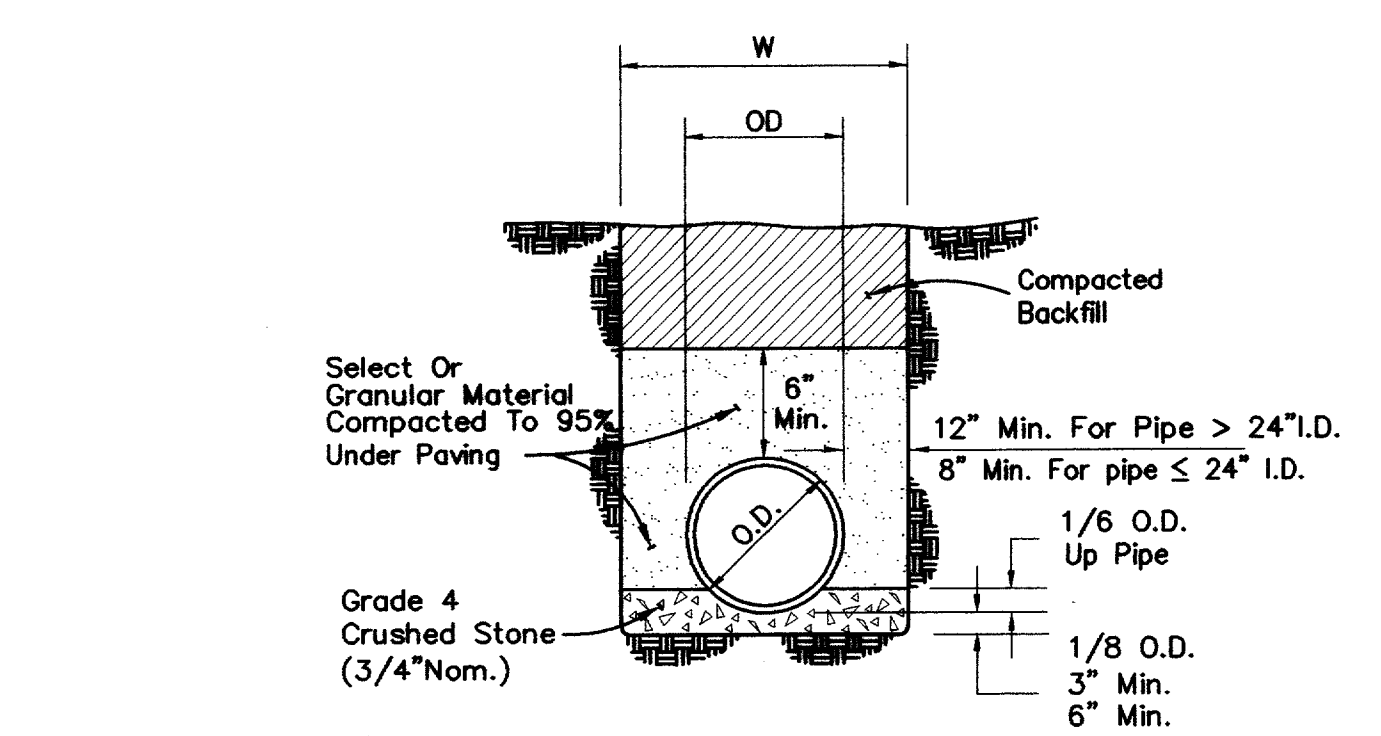
Plan View

Stabilized Construction Entrance

BENCHMARK:
TOP OF BRASS DISK FOUND ON SOUTHWEST CORNER OF 8' RECESSED CURB INLET ON EAST SIDE OF ADDISON ROAD, 275'± NORTH OF BELT LINE ROAD.
ELEV.=631.82'

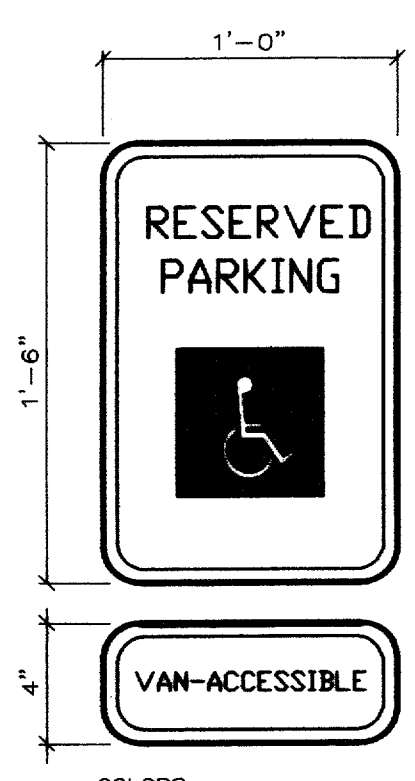


EMBEDMENT FOR PVC PIPE
N.T.S.



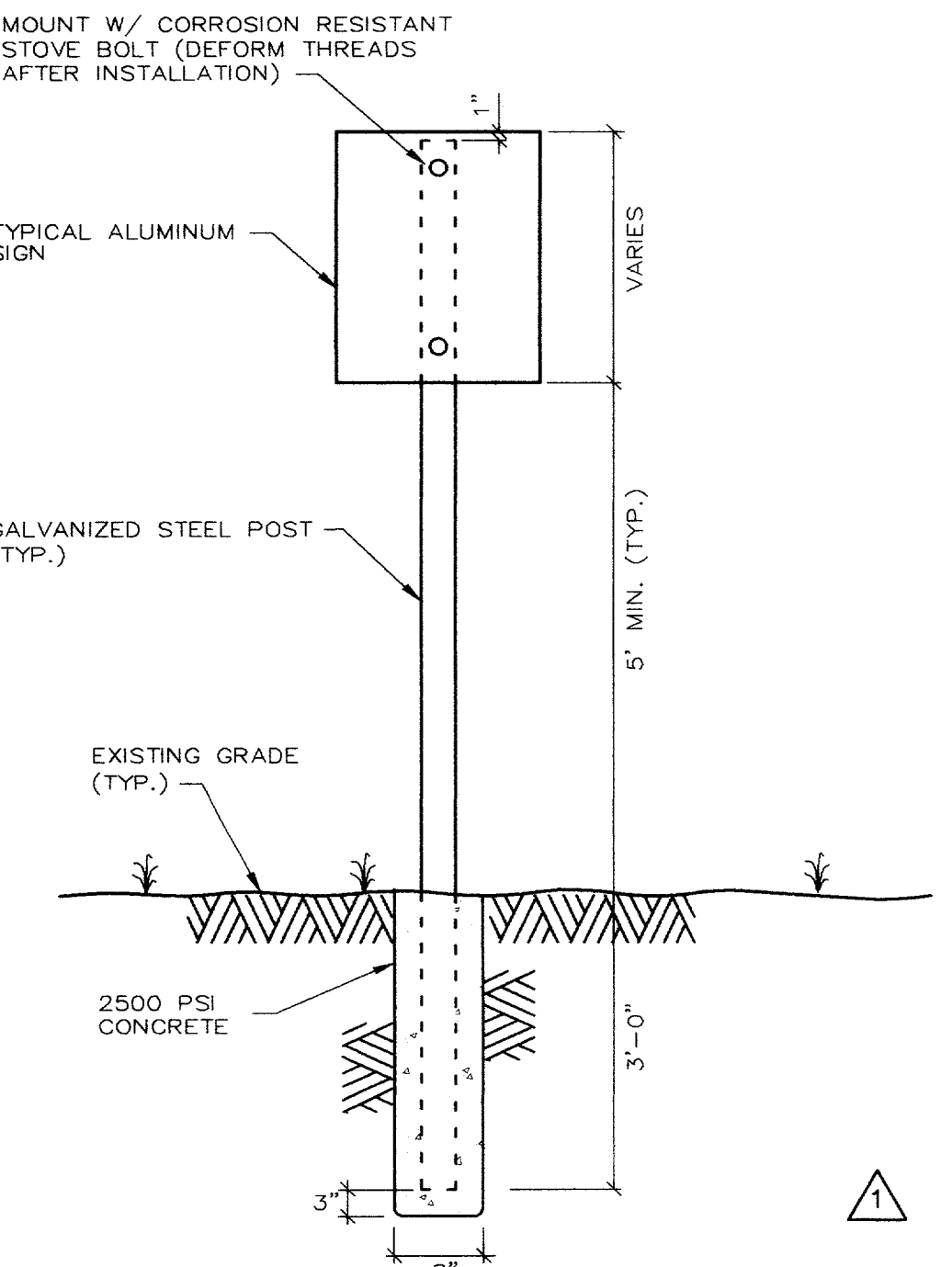
STORM SEWER PIPE EMBEDMENT DETAIL
N.T.S.

Depth Of Trench Below Pipe:
3" Min. For 27" Pipe and Smaller
4" Min. For 30" To 60" Pipe
6" Min. For 66" Pipe and Larger

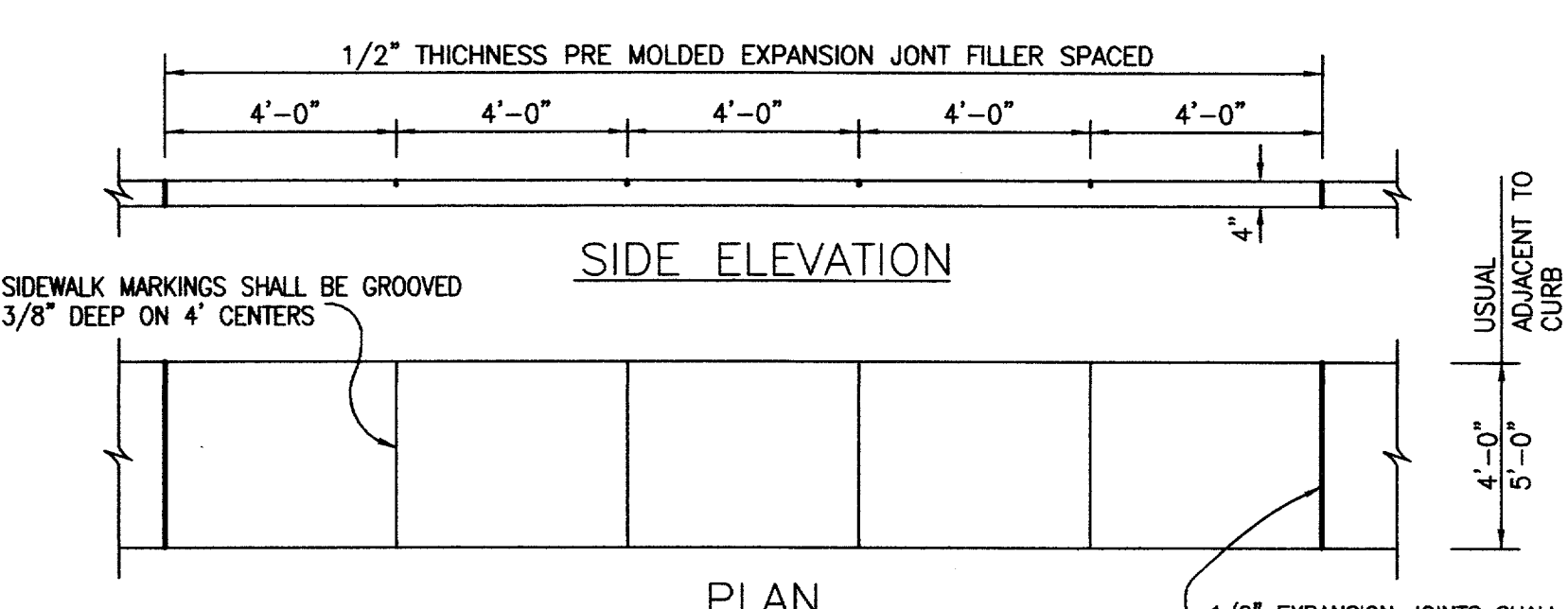


TYPICAL SIGNAGE DETAIL
N.T.S.

- NOTES:
1. SPACING BETWEEN LETTERS, COLORS, AND PROCESSES SHALL CONFORM STANDARD HIGHWAY AND SIGN DESIGNS FOR TEXAS.
2. INSTALL WHERE INDICATED ON PLANS.
3. VAN-ACCESSIBLE SIGNAGE ON VAN SPACES ONLY.



TYPICAL SIGNAGE MOUNTING DETAIL
N.T.S.



SIDE ELEVATION

PLAN

SECTION

CONCRETE SIDEWALK
N.T.S.

NO. 3 BARS 24" O.C. EACH WAY MAX. SPACING, OR 6 x 6 #10 WIRE
1/2" EXPANSION JOINTS SHALL BE SPACED AT 20' INTERVALS OR AS OTHERWISE SPECIFIED AND JOINTS SHALL BE FILLED WITH PREMOULDED BITUMINOUS EXPANSION JOINT FILLER.
WHEN CONCRETE WALK IS ADJACENT TO CURB, DEPTH OF EXPANSION JOINT MATERIAL SHALL BE SUFFICIENT TO PREVENT CONCRETE TO CONCRETE CONTACT BETWEEN WALK AND CURB.

AS-BUILT

NOTE:
THESE PLANS HAVE BEEN REVISED TO CONFORM WITH CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR.

10-7-02 ADDED HC SIGN & BFR DETAIL

DETAILS

BJ'S RESTAURANT
LOT 2, BLOCK A OF
BELTWAY CENTRE ADDITION
TOWN OF ADDISON
DALLAS COUNTY, TEXAS

BROCKETTE • DAVIS • DRAKE, INC.
consulting engineers
Civil & Structural Engineering • Surveying
4144 North Central Expressway, Suite 1100 • Dallas, Texas 75204
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DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
JAR	BLM	11/19/02	NTS	BDD	C02132	C13