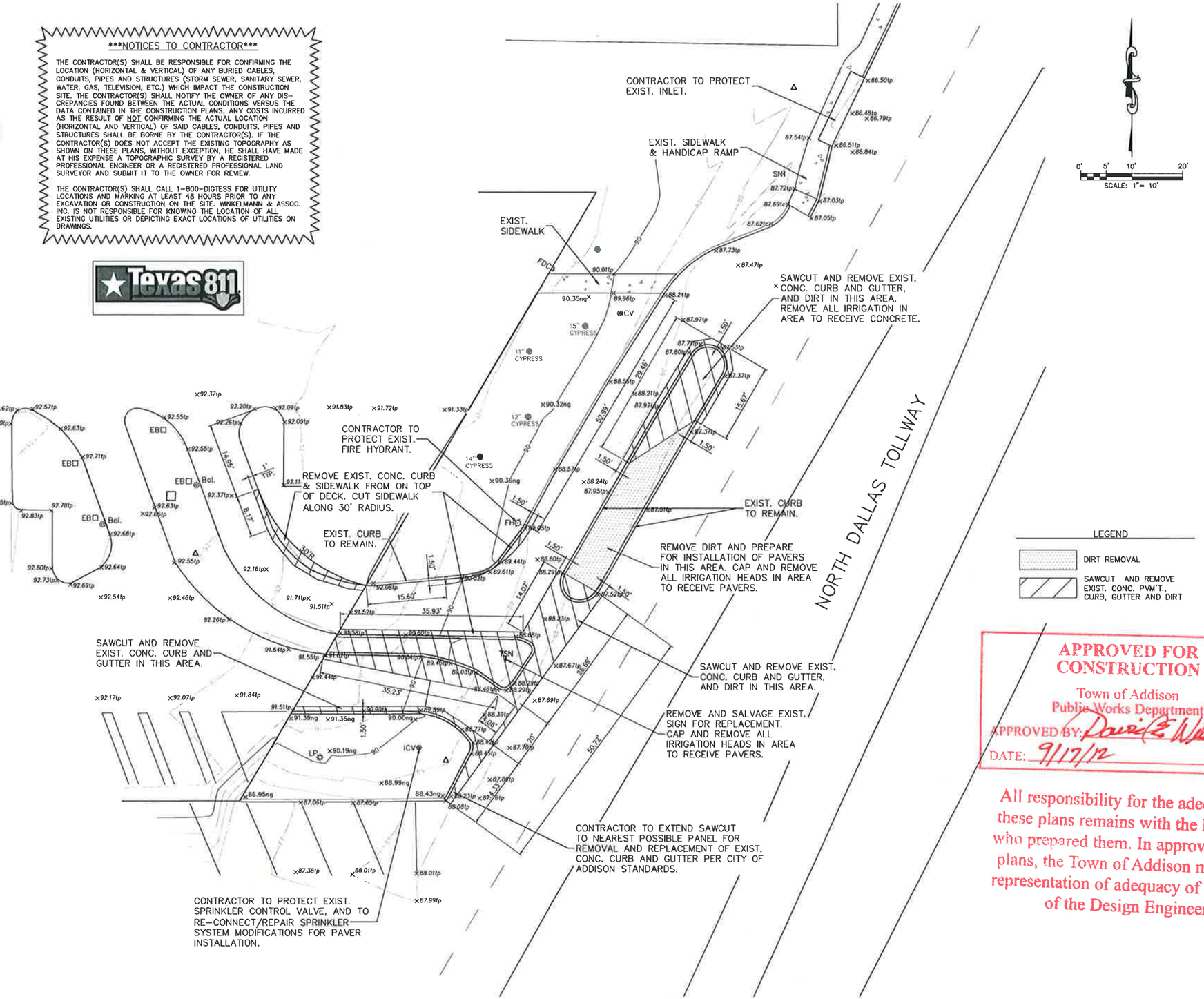
VICINITY MAP
Mapsco 14-D
N.T.S.

NOTICES TO CONTRACTOR

THE CONTRACTOR(S) SHALL BE RESPONSIBLE FOR CONFIRMING THE LOCATION (HORIZONTAL & VERTICAL) OF ANY BURIED CABLES, CONDUITS, PIPES AND STRUCTURES (STORM SEWER, SANITARY SEWER, WATER, GAS, TELEVISION, ETC.) WHICH IMPACT THE CONSTRUCTION SITE. THE CONTRACTOR(S) SHALL NOTIFY THE OWNER OF ANY DISCREPANCIES FOUND BETWEEN THE ACTUAL CONDITIONS VERSUS THE DATA CONTAINED IN THE CONSTRUCTION PLANS. ANY COSTS INCURRED AS THE RESULT OF NOT CONFIRMING THE ACTUAL LOCATION (HORIZONTAL AND VERTICAL) OF SAID CABLES, CONDUITS, PIPES AND STRUCTURES SHALL BE BORNE BY THE CONTRACTOR(S). IF THE CONTRACTOR(S) DOES NOT ACCEPT THE EXISTING TOPOGRAPHY AS SHOWN ON THESE PLANS, WITHOUT EXCEPTION, HE SHALL HAVE MADE AT HIS EXPENSE A TOPOGRAPHIC SURVEY BY A REGISTERED PROFESSIONAL ENGINEER OR A REGISTERED PROFESSIONAL LAND SURVEYOR AND SUBMIT IT TO THE OWNER FOR REVIEW.

THE CONTRACTOR(S) SHALL CALL 1-800-DIGTESS FOR UTILITY LOCATIONS AND MARKING AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION ON THE SITE. WINKELMANN & ASSOC. INC. IS NOT RESPONSIBLE FOR KNOWING THE LOCATION OF ALL EXISTING UTILITIES OR DEPICTING EXACT LOCATIONS OF UTILITIES ON DRAWINGS.

Texas 811



0' 5' 10' 20'
SCALE: 1"= 10'

LEGEND

- DIRT REMOVAL
- SAWCUT AND REMOVE EXIST. CONC. PVM'T., CURB, GUTTER AND DIRT

APPROVED FOR CONSTRUCTION
Town of Addison
Public Works Department
APPROVED BY: David E. Webb
DATE: 9/17/12

All responsibility for the adequacy of these plans remains with the Engineer who prepared them. In approving these plans, the Town of Addison makes no representation of adequacy of the work of the Design Engineer.

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY MICHAEL D. CLARK, P.E. # 63290

THESE CONSTRUCTION PLANS WERE PREPARED UNDER THE PROFESSIONAL SUPERVISION OF MICHAEL D. CLARK LICENSED PROFESSIONAL ENGINEER NO. 63290

No.	REVISION	APPROV.

Winkelmann & Associates, Inc.
CONSULTING CIVIL ENGINEERS & SURVEYORS
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DALLAS, TEXAS 75235
Texas Engineers Registration No. 89
Texas Surveyors Registration No. 100868-00
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STATE OF TEXAS
MICHAEL D. CLARK
63290
REGISTERED PROFESSIONAL ENGINEER

C.W. FISHER SURVEY, ABSTRACT 0482
CITY OF ADDISON
DALLAS COUNTY, TEXAS

PELOTON COMMERCIAL REAL ESTATE
8333 DOUGLAS AVENUE, #1600
DALLAS, TEXAS 75225
214-220-0600

EXISTING CONDITIONS/ DEMOLITION PLAN
THE ADDISON PARKING GARAGE
ADDISON, TEXAS

Scale: 1" = 10'
Date: JULY 9, 2012
File: 65301-dem.dwg
Project No.: 65301.01(20)

SHEET
C-1

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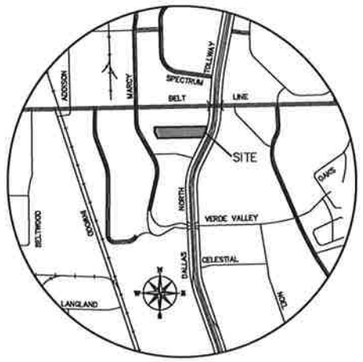


VICINITY MAP
Mapsco 14-D
N.T.S.

MATCH SAWED EXPANSION JOINTS TO EXISTING JOINTS IN STREET. PROVIDE DUMMY JOINTS IN MEDIAN AREA UNDER PAVERS.

INSTALL REINF. CONC. PVM'T. WITH REINF. MONOLITHIC CURB & INTEGRAL GUTTER. DOWEL TO EXIST. CONC. PVM'T. DRILL HOLES WITH CORING TYPE BIT. NO IMPACT DRILLS ARE ALLOWED. BLOW HOLES CLEAN AND COAT WITH APPROVED EPOXY (OR OTHER APPROVED METHOD). INSERT ONE HALF OF THE 3/4 INCH DIA. TIE BARS INTO THE EXIST. CONC. PVM'T., 24 INCHES ON CENTER AND 12 INCHES FROM THE ENDS. INSTALL CONSTRUCTION JOINT FULL LENGTH OF LEFT TURN LANE. ALL CONSTRUCTION TO BE PER TxDOT STANDARDS.

INSTALL REINF. CONC. PVM'T. WITH REINF. MONOLITHIC CURB & INTEGRAL GUTTER. DOWEL TO EXIST. CONC. PVM'T. DRILL HOLES WITH CORING TYPE BIT. NO IMPACT DRILLS ARE ALLOWED. BLOW HOLES CLEAN AND COAT WITH APPROVED EPOXY (OR OTHER APPROVED METHOD). INSERT ONE HALF OF THE 3/4 INCH DIA. TIE BARS INTO THE EXIST. CONC. PVM'T., 24 INCHES ON CENTER AND 12 INCHES FROM THE ENDS. INSTALL CONSTRUCTION JOINT FULL LENGTH OF LEFT TURN LANE. ALL CONSTRUCTION TO BE PER TxDOT STANDARDS.

INSTALL REINFORCED CONCRETE PER DETAIL ON SHEET C-8, WITH FULL-DEPTH 1/2" BITUMINOUS EXPANSION JOINT MATERIAL ALONG PERIMETER. STOP EXPANSION JOINT 1/4" BELOW TOP OF CURB AND SEAL WITH CONC. GREY SEALANT, AND 6"-#3 BARS EPOXIED INTO PVMT. AT 24" O.C.

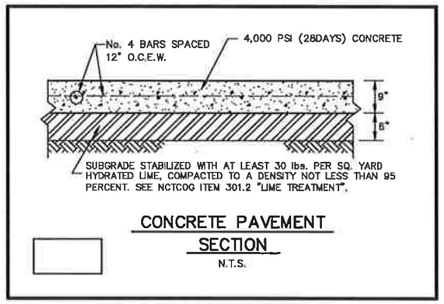
INSTALL REINF. CONC. PVM'T. WITH REINF. MONOLITHIC CURB & INTEGRAL GUTTER. DOWEL TO EXIST. CONC. PVM'T. DRILL HOLES WITH CORING TYPE BIT. NO IMPACT DRILLS ARE ALLOWED. BLOW HOLES CLEAN AND COAT WITH APPROVED EPOXY (OR OTHER APPROVED METHOD). INSERT ONE HALF OF THE 3/4 INCH DIA. TIE BARS INTO THE EXIST. CONC. PVM'T., 36 INCHES ON CENTER AND 18 INCHES FROM THE ENDS. INSTALL CONSTRUCTION JOINT FULL LENGTH OF LEFT TURN LANE. ALL CONSTRUCTION TO BE PER CITY OF ADDISON STANDARDS.

INSTALL REINF. CONC. PVM'T. WITH REINF. MONOLITHIC CURB & INTEGRAL GUTTER. DOWEL TO EXIST. CONC. PVM'T. DRILL HOLES WITH CORING TYPE BIT. NO IMPACT DRILLS ARE ALLOWED. BLOW HOLES CLEAN AND COAT WITH APPROVED EPOXY (OR OTHER APPROVED METHOD). INSERT ONE HALF OF THE 3/4 INCH DIA. TIE BARS INTO THE EXIST. CONC. PVM'T., 24 INCHES ON CENTER AND 12 INCHES FROM THE ENDS. INSTALL RED WOOD CONSTRUCTION JOINT FULL LENGTH OF LEFT TURN LANE. ALL CONSTRUCTION TO BE PER TxDOT STANDARDS.

NORTH DALLAS TOLLWAY

0' 5' 10' 20'
SCALE: 1"= 10'

LEGEND
- CONCRETE REPLACEMENT
- PROPOSED REINFORCED CONCRETE MEDIAN



CONCRETE PAVEMENT SECTION
N.T.S.

No.	REVISION	DATE	APPROV.
1	EXPANSION MATERIAL PER CITY COMMENTS	09-13-12	M.D.C.

Winkelmann & Associates, Inc.
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STATE OF TEXAS
MICHAEL D. CLARK
63290
REGISTERED PROFESSIONAL ENGINEER

THESE CONSTRUCTION PLANS WERE PREPARED UNDER THE PROFESSIONAL SUPERVISION OF:
MICHAEL D. CLARK, LICENSED PROFESSIONAL ENGINEER NO. 63290

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G.W. FISHER SURVEY, ABSTRACT 0482
CITY OF ADDISON
DALLAS COUNTY, TEXAS

PELOTON COMMERCIAL REAL ESTATE
8333 DOUGLAS AVENUE, #1600
DALLAS, TEXAS 75225
214-220-0600

DIMENSION CONTROL AND PAVING PLAN
THE ADDISON PARKING GARAGE
ADDISON, TEXAS

Scale: 1" = 10'
Date: JULY 9, 2012
File: 65301-pav.dwg
Project No.: 65301.01(20)

SHEET
C-2

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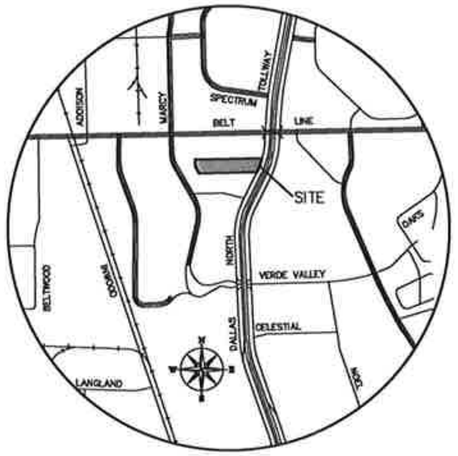
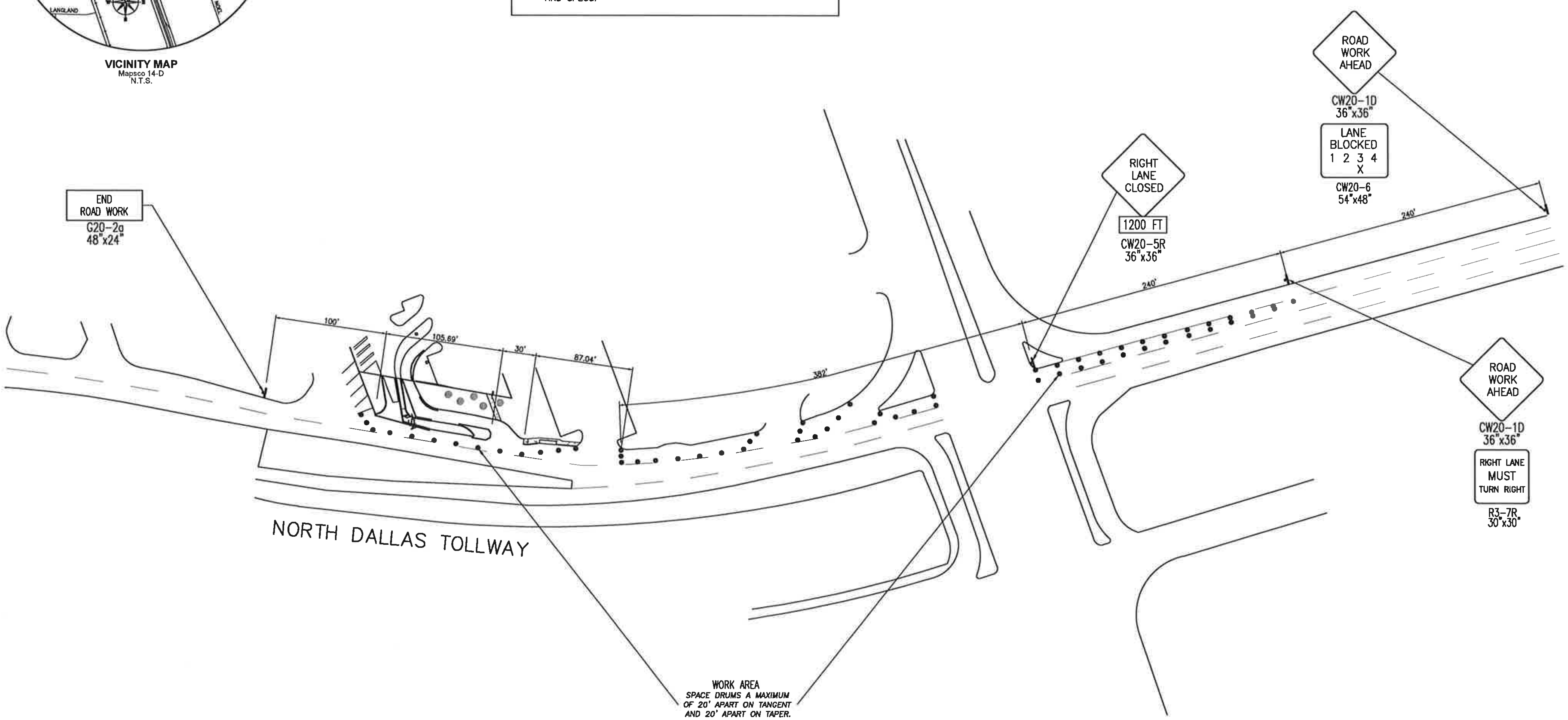


VICINITY MAP
Mapsco 14-D
N.T.S.

TRAFFIC CONTROL GENERAL NOTES

1. ALL SIGNS, PAVEMENT MARKINGS, AND OTHER TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" SPECIFICATIONS.
2. DESIGN BASED ON 40 MPH POSTED SPEED LIMIT.
3. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH TxDOT STDS. AND SPECS.

WORK HOUR LIMITATIONS:
WORK IN THE NORTH DALLAS TOLLWAY SERVICE ROAD TO BE PERFORMED BETWEEN 9:00am AND 3:00PM ON WEEKDAYS TO MINIMIZE CONGESTION DURING PEAK HOURS.



WORK AREA
SPACE DRUMS A MAXIMUM OF 20' APART ON TANGENT AND 20' APART ON TAPER.

CHANNELIZING DEVICES SEE TXDOT BC(8)-07 STANDARD FOR DETAILS.

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THESE CONSTRUCTION PLANS WERE PREPARED UNDER THE RESPONSIBLE SUPERVISION OF MICHAEL D. CLARK, LICENSED PROFESSIONAL ENGINEER NO. 83290

No.	DATE	REVISION	APPROV.

STATE OF TEXAS
63290
REGISTERED PROFESSIONAL ENGINEER

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Texas Engineers Registration No. 89
Texas Surveyors Registration No. 100866-00

G.W. FISHER SURVEY, ABSTRACT 0482
CITY OF ADDISON
DALLAS COUNTY, TEXAS

PELOTON COMMERCIAL REAL ESTATE
8333 DOUGLAS AVENUE, #1600
DALLAS, TEXAS 75225
214-220-0600

TRAFFIC CONTROL PLAN
THE ADDISON PARKING GARAGE
ADDISON, TEXAS

Scale: 1" = 50'
Date: JULY 9, 2012
File: 65301-tcp.dwg
Project No.: 65301.01(20)

SHEET
C-3

DISCLAIMER
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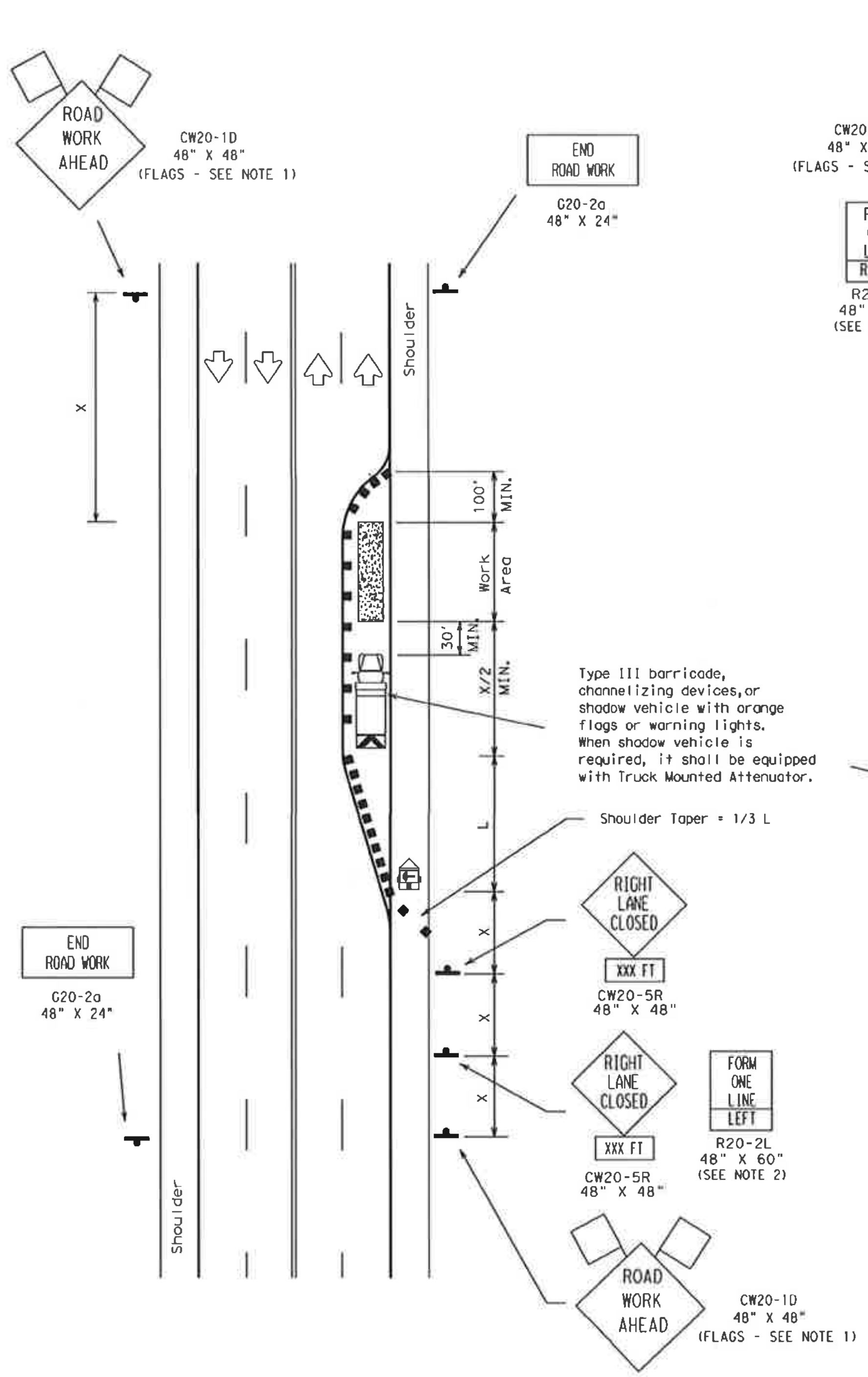
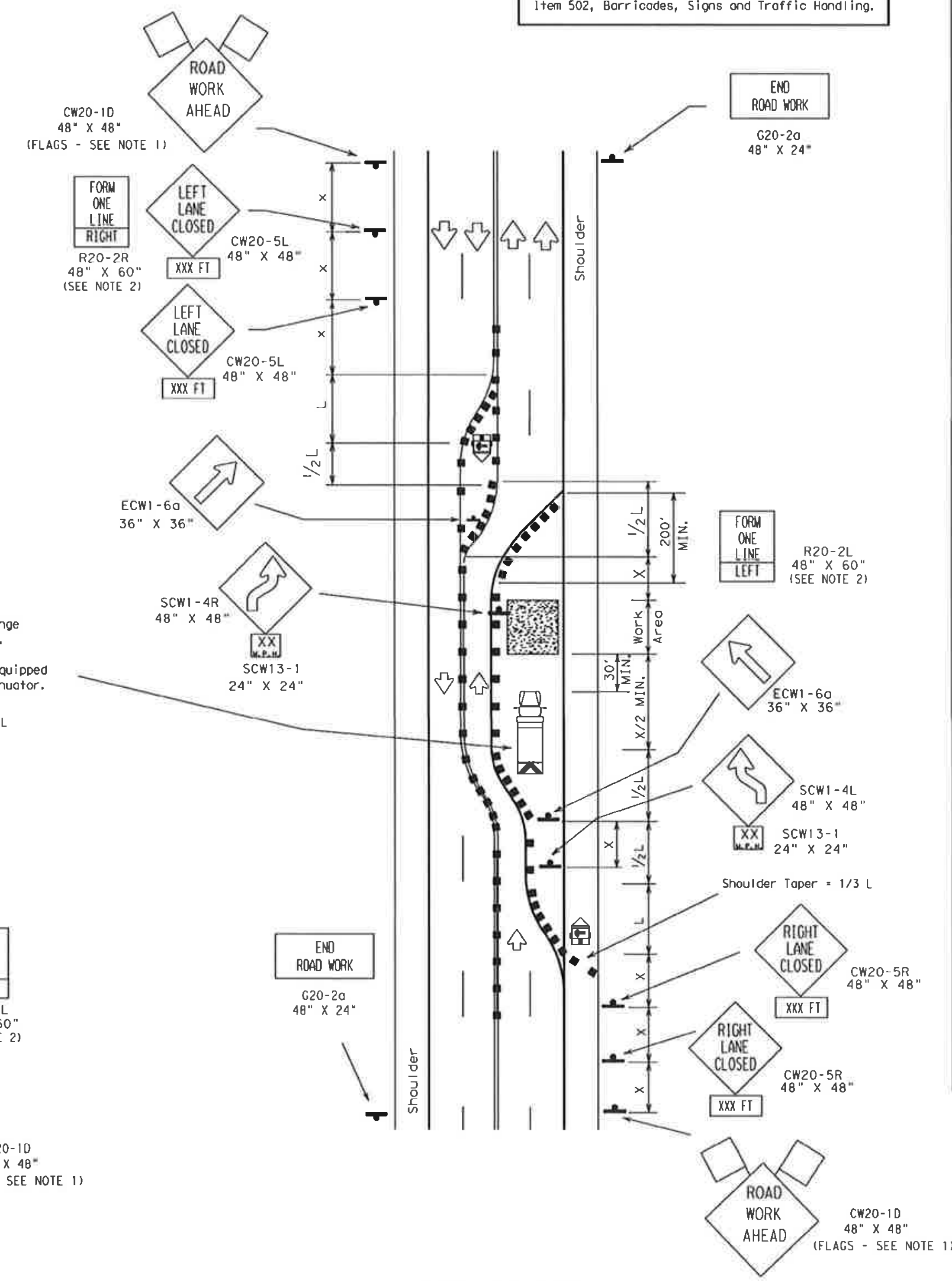


TCP (2-5a)
One Lane Closed
More Than Two Weeks



TCP (2-5b)
Two Lanes Closed
More Than Two Weeks

The requirement for shadow vehicles will be listed in the project GENERAL NOTES, Item 502, Barricades, Signs and Traffic Handling.

LEGEND

- Type III Barricade
- Channelizing Devices
- Flag
- Heavy Work Vehicle
- Truck Mounted Attenuator
- Trailer Mounted Flashing Arrow Panel
- Portable Changeable Message Sign
- Flagger
- Sign Post

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'	120'
35		205'	225'	245'	35'	70'-90'	160'
40		265'	295'	320'	40'	80'-100'	240'
45	L=WS	450'	495'	540'	45'	90'-110'	320'
50		500'	550'	600'	50'	100'-125'	400'
55		550'	605'	660'	55'	110'-140'	500'
60		600'	660'	720'	60'	120'-150'	*600'
65		650'	715'	780'	65'	130'-165'	*700'
70		700'	770'	840'	70'	140'-175'	*800'

* Conventional Roads Only

** Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE:				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
			✓	✓

GENERAL NOTES:

1. Unless otherwise stated in the plans, flags attached to signs are REQUIRED.
2. The FORM ONE LINE LEFT (or RIGHT) sign may be used following the RIGHT (or LEFT) LANE CLOSED XXX FT sign. Spacing distance between signs should be the minimum distance indicated.
3. When the work zone will be in place more than two weeks, conflicting pavement markings shall be removed. New markings shall be installed and maintained to the satisfaction of the Engineer.
4. Downstream taper is optional. When used, it should be 100' minimum length per lane.
5. For intermediate term situations, when it is not feasible to remove and restore pavement markings, the channelization must be made dominant by using a very close spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations a maximum channelizing device spacing of 10 feet is recommended. The 10 foot channelizing device spacing recommendation is intended for the area of conflicting information and not the entire work zone.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

TCP(2-5)-03

©TxDOT December 1985 DN: LR CK: DW: DN CK: MT
REVISIONS 8-95 1-97 4-98 3-03
6

THESE CONSTRUCTION PLANS WERE PREPARED UNDER THE RESPONSIBLE SUPERVISION OF MICHAEL D. CLARK, LICENSED PROFESSIONAL ENGINEER No. 63290

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY MICHAEL D. CLARK, P.E. # 63290

Winkelmann & Associates, Inc.

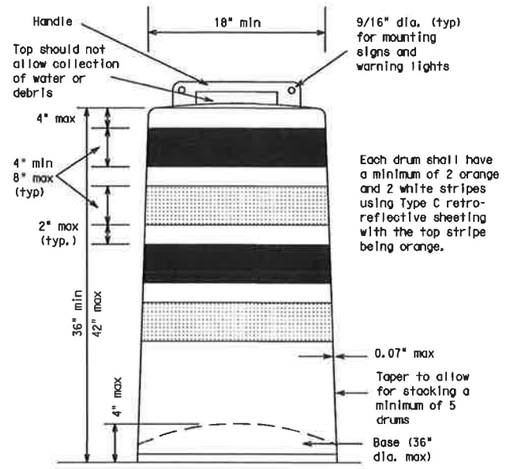
G.W. FISHER SURVEY, ABSTRACT 0482
CITY OF ADDISON
DALLAS COUNTY, TEXAS

PELOTON COMMERCIAL REAL ESTATE
8333 DOUGLAS AVENUE, #1600
DALLAS, TEXAS 75225
214-220-0600

TRAFFIC CONTROL PLAN
TCP (2-5)-03
THE ADDISON PARKING GARAGE
ADDISON, TEXAS

Scale: ########
Date: JULY 9, 2012
File: 65301-tcp.dwg
Project No.: 65301.01(20)

SHEET
C-4



GENERAL NOTES

1. For long term stationary work zones on freeways, drums shall be used as the primary channelizing device.
2. For intermediate term stationary work zones on freeways, drums should be used as the primary channelizing device but may be replaced in tangent sections by vertical panels, or 42" two-piece cones. In tangent sections one-piece cones may be used with the approval of the Engineer but only if personnel are present on the project at all times to maintain the cones in proper position and location.
3. For short term stationary work zones on freeways, drums are the preferred channelizing device but may be replaced in tapers, transitions and tangent sections by vertical panels, two-piece cones or one-piece cones as approved by the Engineer.
4. Drums and all related items shall comply with the requirements of the current version of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) and the "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
5. Drums, bases, and related materials shall exhibit good workmanship and shall be free from objectionable marks or defects that would adversely affect their appearance or serviceability.
6. The Contractor shall have a maximum of 24 hours to replace any plastic drums identified for replacement by the Engineer/Inspector. The replacement device must be an approved device.

GENERAL DESIGN REQUIREMENTS

Prequalified plastic drums shall meet the following requirements:

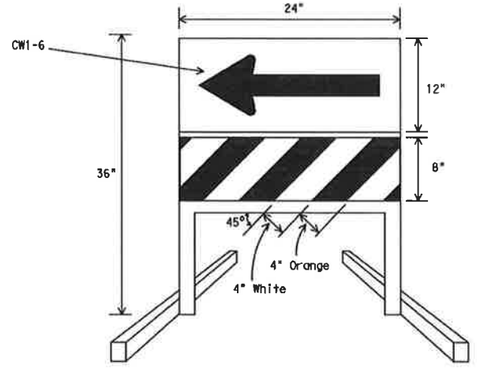
1. Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
2. The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents accidental separation due to normal handling and/or air turbulence created by passing vehicles.
3. Plastic drums shall be constructed of lightweight flexible, and deformable materials. The Contractor shall NOT use metal drums or single piece plastic drums as channelization devices or sign supports.
4. Drums shall present a profile that is a minimum of 18 inches in width at the 36 inch height when viewed from any direction. The height of drum unit (body installed on base) shall be a minimum of 36 inches and a maximum of 42 inches.
5. The top of the drum shall have a built-in handle for easy pickup and shall be designed to drain water and not collect debris. The handle shall have a minimum of two widely spaced 9/16 inch diameter holes to allow attachment of a warning light, warning reflector unit or approved compliant sign.
6. The exterior of the drum body shall have a minimum of four alternating orange and white retroreflective circumferential stripes not less than 4 inches nor greater than 8 inches in width. Any non-reflectorized space between any two adjacent stripes shall not exceed 2 inches in width.
7. Bases shall have a maximum width of 36 inches, a maximum height of 4 inches, and a minimum of two footholds of sufficient size to allow base to be held down while separating the drum body from the base.
8. Plastic drums shall be constructed of ultra-violet stabilized, orange, high-density polyethylene (HDPE) or other approved material.
9. Drum body shall have a minimum unballasted weight of 7.7 lbs. and maximum unballasted weight of 11 lbs. The wall of the drum body shall be a minimum of 0.07 inch in thickness. Weight of any drum supplied shall not vary more than 0.5 lb. from that of the prequalified sample.
10. Drum and base shall be marked with manufacturer's name and model number.

RETROREFLECTIVE SHEETING

1. The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Flat Surface Reflective Sheeting." High Specific Intensity (Type C) retroreflective sheeting shall be supplied unless otherwise specified in the plans.
2. The sheeting shall be suitable for use on and shall adhere to the drum surface such that, upon vehicular impact, the sheeting shall remain adhered in-place and exhibit no delaminating, cracking, or loss of retroreflectivity other than that loss due to abrasion of the sheeting surface.

BALLAST

1. Unballasted bases shall be large enough to hold up to 50 lbs. of sand. This base, when filled with the ballast material, should weigh between 35 lbs (minimum) and 50 lbs (maximum). The ballast may be sand in one to three sandbags separate from the base, sand in a sand-filled plastic base, or other ballasting devices as approved by the Engineer. Stacking of sandbags will be allowed, however height of sandbags above pavement surface may not exceed 12 inches.
2. Bases with built-in ballast shall weigh between 40 lbs. and 50 lbs. Built-in ballast can be constructed of an integral crumb rubber base or a solid rubber base.
3. The ballast shall not be heavy objects, water, or any material that would became hazardous to motorists, pedestrians, or workers when the drum is struck by a vehicle.
4. When used in regions susceptible to freezing, drums shall have drainage holes in the bottoms so that water will not collect and freeze becoming a hazard when struck by a vehicle.
5. Ballast shall not be placed on top of drums.
6. Adhesives may be used to secure base of drums to pavement.



DIRECTION INDICATOR BARRICADE

1. The Direction Indicator Barricade may be used in tapers, transitions, and other areas where specific directional guidance to drivers is necessary.
2. If used, the Direction Indicator Barricade should be used in series to direct the driver through the transition and into the intended travel lane.
3. The Direction Indicator Barricade shall consist of One-Direction Large Arrow (CW1-6) sign in the size shown with a black arrow on a background of Type E Fluorescent Prismatic Orange above a rail with Type C High Specific Intensity retroreflective sheeting in alternation 4" white and orange stripes sloping downward at an angle of 45 degrees in the direction road users are to pass.
4. Double arrows on the Direction Indicator Barricade will not be allowed.
5. Approved manufacturers are shown on the CWZTCD List. Ballast shall be as approved by the manufacturers instructions.

18" x 24" Sign (Maximum Sign Dimension) Chevron CW1-8, Opposing Traffic Lane Divider, Driveway sign D70a, Keep Right R4 series or other signs as approved by Engineer

12" x 24" Vertical Panel mount with diagonals sloping down towards travel way

Plywood, Aluminum or Metal sign substrates shall NOT be used on plastic drums

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

1. Signs used on plastic drums shall be manufactured using substrates listed on the CWZTCD.
2. Chevrons and other work zone signs with an orange background shall be manufactured with Type E (Fluorescent Prismatic) sheeting meeting the color and retroreflectivity requirements of DMS-8300, "Sign Face Material," unless otherwise specified in the plans.
3. Vertical Panels shall be manufactured with orange and white sheeting meeting the requirements of DMS-8300 Type C (High Specific Intensity). Diagonal stripes on Vertical Panels shall slope down toward the intended traveled lane.
4. Other sign messages (text or symbolic) may be used as approved by the Engineer. Sign dimensions shall not exceed 18 inches in width or 24 inches in height.
5. Signs shall be installed using a 1/2 inch bolt (nominal) and nut, two washers, and one locking washer for each connection.
6. Mounting bolts and nuts shall be fully engaged and adequately torqued. Bolts should not extend more than 1/2 inch beyond nuts.
7. Chevrons may be placed on drums on the outside of curves, on merging tapers or on shifting tapers. When used in these locations they may be placed on every drum or spaced not more than on every third drum. A minimum of three (3) should be used at each location called for in the plans.
8. R9-9, R9-10, R9-11 and R9-11a Sidewalk Closed signs which are 24 inches wide may be mounted on plastic drums, with approval of the Engineer.

STANDARD PLANS
Texas Department of Transportation
Traffic Operations Division

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES STANDARD

8 of 12 BC(8)-07

©TxDOT 11-4-02	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
REVISIONS 4-03 9-07	STATE DISTRICT	FEDERAL REGION 6	FEDERAL AID PROJECT	SHEET
	COUNTY	CONTROL	SECTION	JOB	HIGHWAY

108

LEVELS DISPLAYED
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32
7 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32
ACC:

Winkelmann & Associates, Inc.
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Texas Engineering Registration No. 829
Texas Surveying Registration No. 100888-00
(972) 490-7990
(972) 490-7996 FAX

REVISION | APPROV. | DATE | No.

THESE CONSTRUCTION PLANS WERE PREPARED UNDER THE DIRECTION OF MICHAEL D. CLARK, LICENSED PROFESSIONAL ENGINEER NO. 63290

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY MICHAEL D. CLARK, P.E. # 63290

G.W. FISHER SURVEY, ABSTRACT 0482
CITY OF ADDISON
DALLAS COUNTY, TEXAS

PELOTON COMMERCIAL REAL ESTATE
8333 DOUGLAS AVENUE, #1600
DALLAS, TEXAS 75225
214-220-0600

TRAFFIC CONTROL DEVICES DETAILS BC(8)-07
THE ADDISON PARKING GARAGE
ADDISON, TEXAS

Scale: ########
Date: JULY 9, 2012
File: 65301-tcp.dwg
Project No.: 65301.01(20)

SHEET C-5

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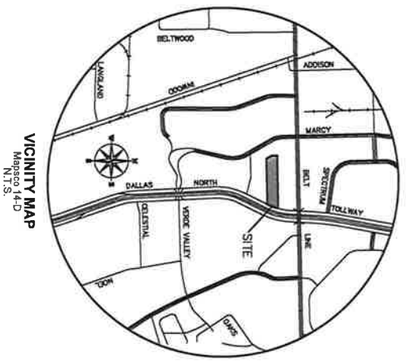

VICINITY MAP
Map 654-G
N.T.S.

REPLACE SOD IN DISTURBED AREAS AS NECESSARY PER CITY OF ADDISON STANDARDS.

REPLACE SOD IN DISTURBED AREAS AS NECESSARY PER CITY OF ADDISON STANDARDS.

EX. CONC. PAVT. TO REMAIN

REMOVE GRASS AND DIRT IN THIS AREA, AND PREPARE FOR INSTALLATION OF PAVERS PER DETAIL ON SHEET C-3 AND CITY OF ADDISON STANDARDS.

NORTH DALLAS TOLLWAY

LEGEND

PROPOSED REINFORCED CONCRETE MEDIAN

SOD REPLACEMENT

EXISTING CONC. SIDEWALK

SCALE: 1" = 10'

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THESE CONSTRUCTION PLANS WERE PREPARED UNDER THE RESPONSIBLE SUPERVISION OF MICHAEL D. CLARK, LICENSED PROFESSIONAL ENGINEER NO. 63290

No.	DATE	REVISION	APPROV.

SHEET C-6

Scale: 1" = 10'
Date: JULY 9, 2012
File: 65301-lan.dwg
Project No.: 65301.01(20)

LANDSCAPE PLAN
THE ADDISON PARKING GARAGE
ADDISON, TEXAS

G.W. FISHER SURVEY, ABSTRACT 0482
CITY OF ADDISON
DALLAS COUNTY, TEXAS

PELOTON COMMERCIAL REAL ESTATE
8333 DOUGLAS AVENUE, #1600
DALLAS, TEXAS 75225
214-220-0600

STATE OF TEXAS
MICHAEL D. CLARK
63290
LICENSED PROFESSIONAL ENGINEER

Winkelmann & Associates, Inc.
CONSULTING CIVIL ENGINEERS ■ SURVEYORS
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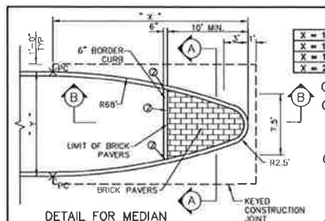
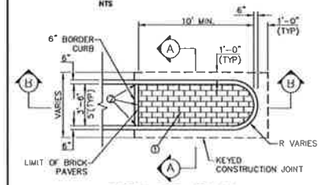
DALLAS, TEXAS 75230
(972) 490-7090
(972) 490-7099 FAX
Texas Engineers Registration No. 89
Texas Surveyors Registration No. 100666-00



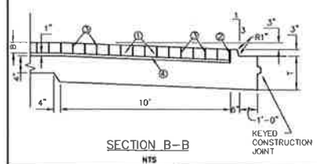
DETAIL FOR MEDIAN WIDER THAN 6' (Y>6')

NTS



DETAIL FOR MEDIAN 3'-0" TO 6'-0"

NTS



SECTION B–B

NTS

DIMENSIONS OF MEDIAN NOSE

X = 13.90'	Y = 7.0'	X = 28.38'	Y = 14.0'
X = 16.44'	Y = 8.0'	X = 29.89'	Y = 17.0'
X = 18.08'	Y = 9.0'	X = 32.93'	Y = 20.0'
X = 20.42'	Y = 10.0'	X = 36.47'	Y = 24.0'

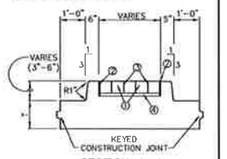
① VEHICULAR BRICK PAVER

② ½" BITUMINOUS EXPANSION JOINT MATERIAL SHALL BE SUFFICIENT TO PREVENT CONTACT BETWEEN WALK & CURB. STOP EXPANSION JOINT AT ½" BELOW TOP OF CURB AND FILL WITH CONC. GRAY SEALANT.

③ JOINT SAND COMPRISED OF CRUSHED GRANITE SAND CONFORMING TO ASTM C144 AND A DRY MIX POLYMER BASED JOINT SAND STABILIZER. JOINT SAND STABILIZER SHALL BE APPROVED BY THE PUBLIC WORKS DEPARTMENT PRIOR TO INSTALLATION.

④ BEDDING SAND COMPRISED OF 90% NATURAL OR CRUSHED GRANITE SAND CONFORMING TO ASTM C33 AND 10% PORTLAND CEMENT.

T=PAVEMENT THICKNESS
B=BRICK PAVER THICKNESS



SECTION A–A

NTS

NOTES:
1. BRICK PAVERS SHALL BE VEHICULAR PAVERS CONFORMING TO ASTM C1272, TYPE R APPLICATION AND SHALL BE APPROVED BY PUBLIC WORKS DEPT.
2. BRICK PAVERS SHALL BE WITHOUT FROGS OR CORES IN SURFACE EXPOSED TO VIEW IN THE COMPLETED WORK.
3. MEDIAN PAVERS SHALL EXTEND TO A POINT WHERE MEDIAN IS AT LEAST 6' WIDE. IF MEDIAN IS 6' WIDE, PAVERS SHALL EXTEND 10' FROM THE NOSE.
4. ALL DISTANCES ARE MINIMUM.

Addison!
PUBLIC WORKS DEPARTMENT

MEDIAN DETAILS

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-P14

GENERAL NOTES FOR PEDESTRIAN FACILITIES

1. ALL SLOPES ARE MAXIMUM ALLOWABLE. THE LEAST POSSIBLE SLOPE THAT WILL STILL DRAIN PROPERLY SHOULD BE USED. ADJUST CURB RAMP LENGTH OR GRADE OF APPROACH SIDEWALKS AS DIRECTED.
2. LANDINGS SHALL BE 5'X5' MINIMUM WITH A MAXIMUM 2% SLOPE IN ANY DIRECTION.
3. MANEUVERING SPACE AT THE BOTTOM OF CURB RAMPS SHALL BE A MINIMUM OF 4'X4' WHOLLY CONTAINED WITHIN THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICULAR TRAVEL PATH.
4. MAXIMUM ALLOWABLE CROSS SLOPE ON SIDEWALK AND CURB RAMP SURFACES IS 2%
5. CURB RAMPS WITH RETURNED CURBS MAY BE USED ONLY WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP, EITHER BECAUSE THE ADJACENT SURFACE IS PLANTING OR OTHER NON-WALKING SURFACE OR BECAUSE THE SIDE APPROACH IS SUBSTANTIALLY OBSTRUCTED. OTHERWISE, PROVIDE FLARED SIDES.
6. ADDITIONAL INFORMATION ON CURB RAMP LOCATION, DESIGN, LIGHT REFLECTIVE VALUE AND TEXTURE MAY BE FOUND IN THE CURRENT EDITION OF THE TEXAS ACCESSIBILITY STANDARDS (TAS) AND 16 TAC §68.102.
7. CURB RAMPS SHALL BE ALIGNED WITH THEORETICAL CROSSWALKS, OR AS DIRECTED BY THE TOWN ENGINEER.
8. HANDRAILS ARE NOT REQUIRED ON CURB RAMPS. PROVIDE CURB RAMPS WHEREVER ON ACCESSIBLE ROUTE CROSSES (PENETRATES) A CURB.
9. FLARE SLOPE SHALL NOT EXCEED 10% MEASURED ALONG CURB LINE.
10. BARRIER FREE RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT EDITION OF THE TEXAS ACCESSIBILITY STANDARDS (TAS).
11. ALL BARRIER FREE RAMPS MUST PASS AN INDEPENDENT INSPECTION. A LETTER OF COMPLIANCE ACCEPTANCE IS REQUIRED PRIOR TO FINAL ACCEPTANCE BY THE TOWN OF ADDISON.
12. STREETS ON STEEP GRADE WILL REQUIRE LONGER TRANSITION ON UPGRADE SIDE.
13. MAXIMUM SLOPE ON RAMP PORTION SHALL NOT EXCEED 1" PER FOOT AT ANY LOCATION. VERTICAL DISTANCE BETWEEN STREET AND RAMP SHALL NOT EXCEED ¼".

GENERAL NOTES FOR DETECTABLE WARNINGS

1. CURB RAMPS MUST CONTAIN A DETECTABLE WARNING SURFACE THAT CONSIST OF RAISED TRUNCATED DOMES COMPLYING WITH SECTION 4.29 OF THE TEXAS ACCESSIBILITY STANDARDS (TAS). THE SURFACE MUST CONTRAST VISUALLY WITH THE ADJOINING SURFACES, INCLUDING SIDE FLARES. FURNISH DARK RED COLORED DETECTABLE WARNING SURFACE ADJACENT TO UNCOLORED CONCRETE AND CREAM COLORED DETECTABLE WARNING SURFACE ADJACENT TO DARK RED COLORED BRICK PAVERS.
2. DETECTABLE WARNING SURFACES MUST BE SLIP RESISTANT AND NOT ALLOW WATER TO ACCUMULATE.
3. ALIGN TRUNCATED DOMES IN THE DIRECTION OF PEDESTRIAN TRAVEL WHEN ENTERING THE STREET.
4. DETECTABLE WARNING SURFACES SHALL BE A MINIMUM OF 24" IN DEPTH IN THE DIRECTION OF PEDESTRIAN TRAVEL, AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR LANDING WHERE THE PEDESTRIAN ACCESS ROUTE ENTERS THE STREET.
5. DETECTABLE WARNING SURFACES SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS A MINIMUM OF 6" AND A MAXIMUM OF 8" FROM THE EXTENSION OF THE FACE OF CURB AND SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE. DETECTABLE WARNING SURFACES MAY BE CURVED ALONG THE CORNER RADIUS.

GENERAL NOTES FOR DETECTABLE WARNING PAVER UNITS

1. DETECTABLE WARNING PAVER UNITS SHALL MEET OR EXCEED ALL REQUIREMENTS OF ASTM C-936, C-33, AND BE LAID IN A TWO BY TWO UNIT BASKET WEAVE PATTERN OR AS DIRECTED.
2. LAY FULL-SIZE UNITS FIRST FOLLOWED BY CLOSURE UNITS CONSISTING OF AT LEAST 25 PERCENT OF A FULL UNIT. CUT DETECTABLE WARNING PAVER UNITS USING A POWER SAW.

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PUBLIC WORKS DEPARTMENT

PEDESTRIAN FACILITIES GENERAL NOTES

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-P37

PAVING – GENERAL NOTES

1. GENERAL:
   PAVEMENT THICKNESS IS AS SHOWN IN ITEM 7. SUBGRADE DESIGN SHALL CONFORM TO TOWN OF ADDISON PUBLIC WORKS REQUIREMENTS IN ITEM 3, AND SHALL EXTEND 12" MIN. BEHIND THE BACK OF CURB.
2. REINFORCED CONCRETE PAVEMENT:
   A. CONCRETE STRENGTH SHALL BE AS SHOWN IN ITEM 7 (NCTCOG LATEST EDITION).
   B. ALL CURBS SHALL BE INTEGRAL WITH PAVEMENT AND SHALL BE OF THE SAME STRENGTH AS CONCRETE PAVEMENT.
   C. DETAIL AND ARRANGEMENT OF PAVEMENT JOINTS, ALL TYPES, SHALL BE AS SHOWN ON THE TOWN STANDARD CONSTRUCTION DETAILS.
   D. BAR LAPS SHALL BE THIRTY DIAMETERS.
   E. REINFORCING STEEL SHALL BE #3 REBAR (3/8") ON 18" CENTERS FOR 8" OR LESS, #4 FOR 10" OR ABOVE
3. SUBGRADE:
   SUBGRADE UNDER ALL PAVEMENT SHALL BE 8" THICK AND SHALL BE STABILIZED WITH AT LEAST 30 LBS. PER SQ. YD. HYDRATED LIME, COMPACTED TO A DENSITY NOT LESS THAN 95 PERCENT. LABORATORY TESTS MUST BE SUBMITTED TO THE PUBLIC WORKS DEPARTMENT FOR APPROVAL TO DETERMINE AMOUNT OF LIME REQUIRED. LABORATORY TEST MAY BE WAIVED PROVIDED AT LEAST 30 LBS. OF LIME PER SQ. YD. IS USED. SEE NCTCOG ITEM 301.2 "LIME TREATMENT". FLEXIBLE BASE (CRUSHED STONE/CONCRETE) PER NCTCOG ITEM 301.5 MAY BE SUBSTITUTED FOR LIME TREATMENT WITH THE APPROVAL OF THE TOWN ENGINEER.
4. REBAR SHALL BE SUPPORTED BY BAR CHAIRS OR OTHER DEVICES APPROVED BY TOWN ENGINEER.
5. NO TRAFFIC ON FINISHED SUBGRADE SHALL BE PERMITTED AFTER REINFORCING STEEL IS INSTALLED ABOVE SUBGRADE. NO TRAFFIC SHALL BE PERMITTED BEFORE OR DURING THE PLACING OF CONCRETE.
6. CROSS SLOPE OF STRAIGHT CROWN STREETS SHALL BE 1/4" PER FOOT UNLESS APPROVED BY THE TOWN ENGINEER.
7. PAVEMENT THICKNESS AND STRENGTHS SHALL BE AS FOLLOWS:
   MAJOR ARTERIAL – 10" CLASS "P1" OR "P2."
   MINOR ARTERIAL – 8" CLASS "P1" OR "P2."
   COMMERCIAL/INDUSTRIAL COLLECTOR – 8" CLASS "P1" OR "P2."
   RESIDENTIAL COLLECTOR – 8" CLASS "P1" OR "P2."
   RESIDENTIAL LOCAL – 8" CLASS "P1" OR "P2."
   SIDEWALK AND BFR's–4"–CLASS "A"
   DRIVE APPROACH–8"–CLASS "P2"
   ALLEY–6" CLASS "P1" OR "P2."
8. CONCRETE MIX DESIGN SHALL BE AS DEFINED BY NCTCOG 303.3.
9. ALL MEDIANS AND PARKWAYS SHALL BE PROVIDED WITH BERMUDA GROUND COVER.
10. ONCE A CURB ABUTTING A THOROUGHFARE HAS BEEN SAWCUT AND REMOVED, THE CONTRACTOR MUST REPLACE THE CONCRETE WITH A NEW POUR (i.e. DRIVEWAY) WITHIN 14 CALENDAR DAYS. LIQUIDATED DAMAGES WILL BE ASSESSED AT $500 PER DAY FOR EACH CALENDAR DAY IN EXCESS OF 14 CALENDAR DAYS. PAYMENT SHALL BE MADE PRIOR TO ACCEPTANCE OR ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
11. ALL SIDEWALKS AND ACCESSIBLE ROUTES SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 5% AND A MAXIMUM CROSS SLOPE OF 2%.
12. ALLEYS AND DRIVEWAYS
    A. CONCRETE FOR ALLEY RETURNS AND DRIVEWAYS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS IDENTICAL TO THAT SPECIFIED FOR THE STREET PAVEMENT OR BASE WHEN BUILT AS COMPONENTS OF A CONCRETE PAVING PROJECT. WHEN BUILT SEPARATELY, THE STRENGTH SHALL BE AS SPECIFIED ON THE CONSTRUCTION PLAN.
    B. SPACING AND CONSTRUCTION OF JOINTS SHALL CONFORM TO PARABOLIC STREET PAVEMENT.

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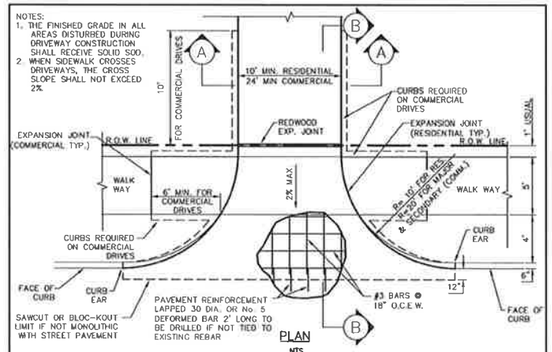
PUBLIC WORKS DEPARTMENT

PAVING GENERAL NOTES

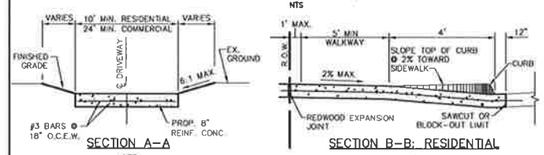
STANDARD CONSTRUCTION DETAILS
PAVING

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-P01



PLAN

NTS

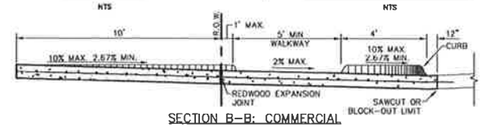


SECTION A–A

NTS

SECTION B–B: RESIDENTIAL

NTS



SECTION B–B: COMMERCIAL

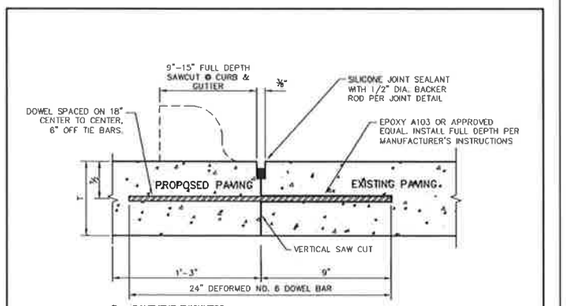
NTS

Addison!
PUBLIC WORKS DEPARTMENT

DRIVEWAY RETURN DETAILS

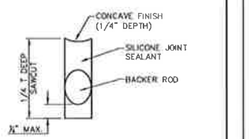
STANDARD CONSTRUCTION DETAILS
PAVING

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-P35



T = PAVEMENT THICKNESS

NOTES:
1. NO. 5 DEFORMED BAR MAY BE USED IN 6 INCH PAVEMENT.
2. LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTORS OPTION.
3. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG.
4. DRILLING BY HAND IS NOT ACCEPTABLE. PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.



JOINT DETAIL

NTS

LONGITUDINAL BUTT JOINT

NTS

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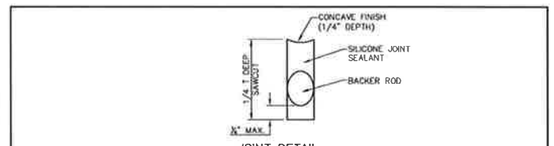
PUBLIC WORKS DEPARTMENT

LONGITUDINAL BUTT JOINT

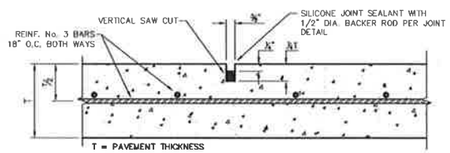
STANDARD CONSTRUCTION DETAILS
PAVING

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-P19



JOINT DETAIL

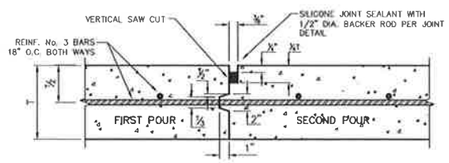
NTS



T = PAVEMENT THICKNESS

SAWED DUMMY JOINTS

NTS



T = PAVEMENT THICKNESS

NOTE: CONTRACTOR SHALL PROTECT KEYWAY PRIOR TO SECOND POUR. IF LONGITUDINAL KEYWAY IS DAMAGED, CONTRACTOR SHALL REPAIR WITH THE USE OF LONGITUDINAL BUTT JOINT. DRILL AND GROUT DOWELS INTO FIRST POUR.

CONSTRUCTION JOINTS FOR PAVEMENT

NTS

TRANSVERSE AND LONGITUDINAL JOINTS

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PUBLIC WORKS DEPARTMENT

JOINT DETAILS

STANDARD CONSTRUCTION DETAILS
PAVING

DATE:	REV DATE:	SHEET :
AUGUST, 2010	–	SD-P18

No.	REVISION	APPROV.

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MICHAEL D. CLARK
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G.W. FISHER SURVEY, ABSTRACT 0482
CITY OF ADDISON
DALLAS COUNTY, TEXAS

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214-220-0600

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CIVIL DETAILS
THE ADDISON PARKING GARAGE
ADDISON, TEXAS

Scale: N.T.S.
Date: JULY 9, 2012
File: 65301-civ.dwg
Project No: 65301.01(20)

SHEET
C-7

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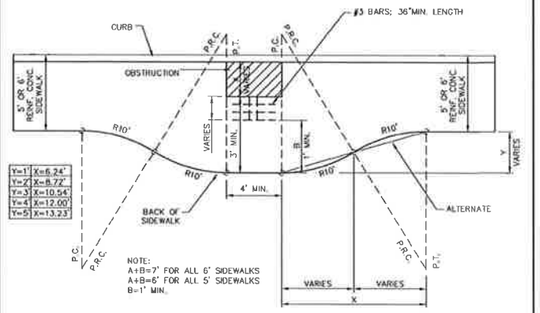
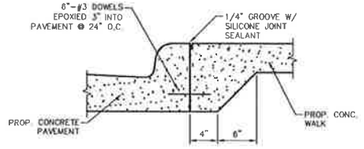


SIDEWALK WIDENING REQUIRED AROUND OBSTACLE IN SIDEWALK

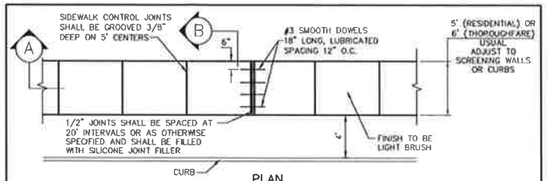
NTS



JOINT DETAIL FOR SIDEWALKS ADJACENT TO CURB

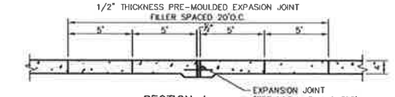
NTS

Addison! PUBLIC WORKS DEPARTMENT	SIDEWALK WIDENING REQUIRED AROUND OBSTACLE IN SIDEWALK & JOINT DETAIL FOR SIDEWALKS ADJACENT TO CURB	STANDARD CONSTRUCTION DETAILS PAVING	DATE: AUGUST, 2010 / REV DATE: - / SHEET: SD-P23



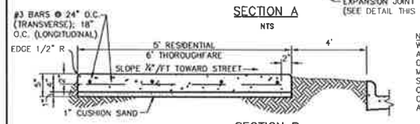
PLAN

NTS



SECTION A

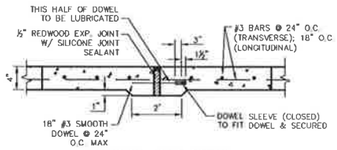
NTS



SECTION B

NTS

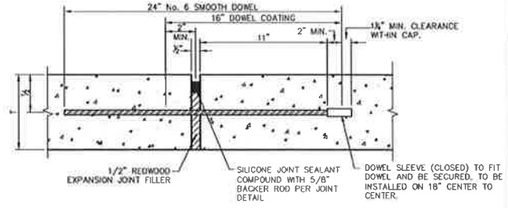
NOTE:
WHEN CONCRETE WALK IS ADJACENT TO CURB, DEPTH OF EXPANSION JOINT MATERIAL SHALL BE SUFFICIENT TO PREVENT CONCRETE TO CONCRETE CONTACT BETWEEN WALK AND CURB.



EXPANSION JOINT DETAIL

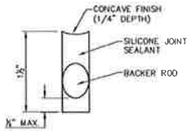
NTS

Addison! PUBLIC WORKS DEPARTMENT	CONCRETE SIDEWALK	STANDARD CONSTRUCTION DETAILS PAVING	DATE: AUGUST, 2010 / REV DATE: - / SHEET: SD-P28



T=PAVEMENT THICKNESS

NOTES:
1. DOWELS AND REINFORCING BARS SHALL BE SUPPORTED BY AN APPROVED DEVICE AND MUST BE TIED OR CHAIRED ON EACH SIDE.
2. DOWELS MUST BE PERPENDICULAR TO FACE OF CONCRETE.
3. NO. 5 SMOOTH DOWEL BARS MAY BE USED IN 6" PAVEMENT.
4. TRANSVERSE EXPANSION JOINTS SHALL HAVE A MAXIMUM SPACING OF 600 FT.
5. TRANSVERSE EXPANSION JOINTS SHALL BE LOCATED AT INTERSECTIONS.



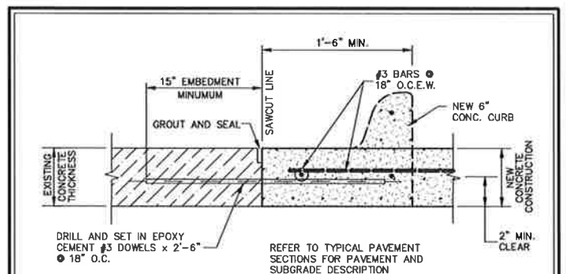
JOINT DETAIL

NTS

TRANSVERSE EXPANSION JOINT

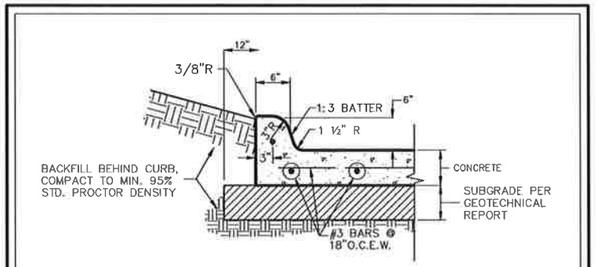
N.T.S.

Addison! PUBLIC WORKS DEPARTMENT	TRANSVERSE EXPANSION JOINT	STANDARD CONSTRUCTION DETAILS PAVING	DATE: AUGUST, 2010 / REV DATE: - / SHEET: SD-P20



PAVEMENT CONNECTION DETAIL

N.T.S.



TYPICAL CONCRETE PAVEMENT AND INTEGRAL CONCRETE CURB SECTION

N.T.S.

No.	REVISION	APPROV.

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Texas Surveyor Registration No. 100885-00
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STATE OF TEXAS
63290
REGISTERED
MICHAEL D. CLARK
ENGINEER

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CIVIL DETAILS
THE ADDISON PARKING GARAGE
ADDISON, TEXAS

Scale: N.T.S.
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