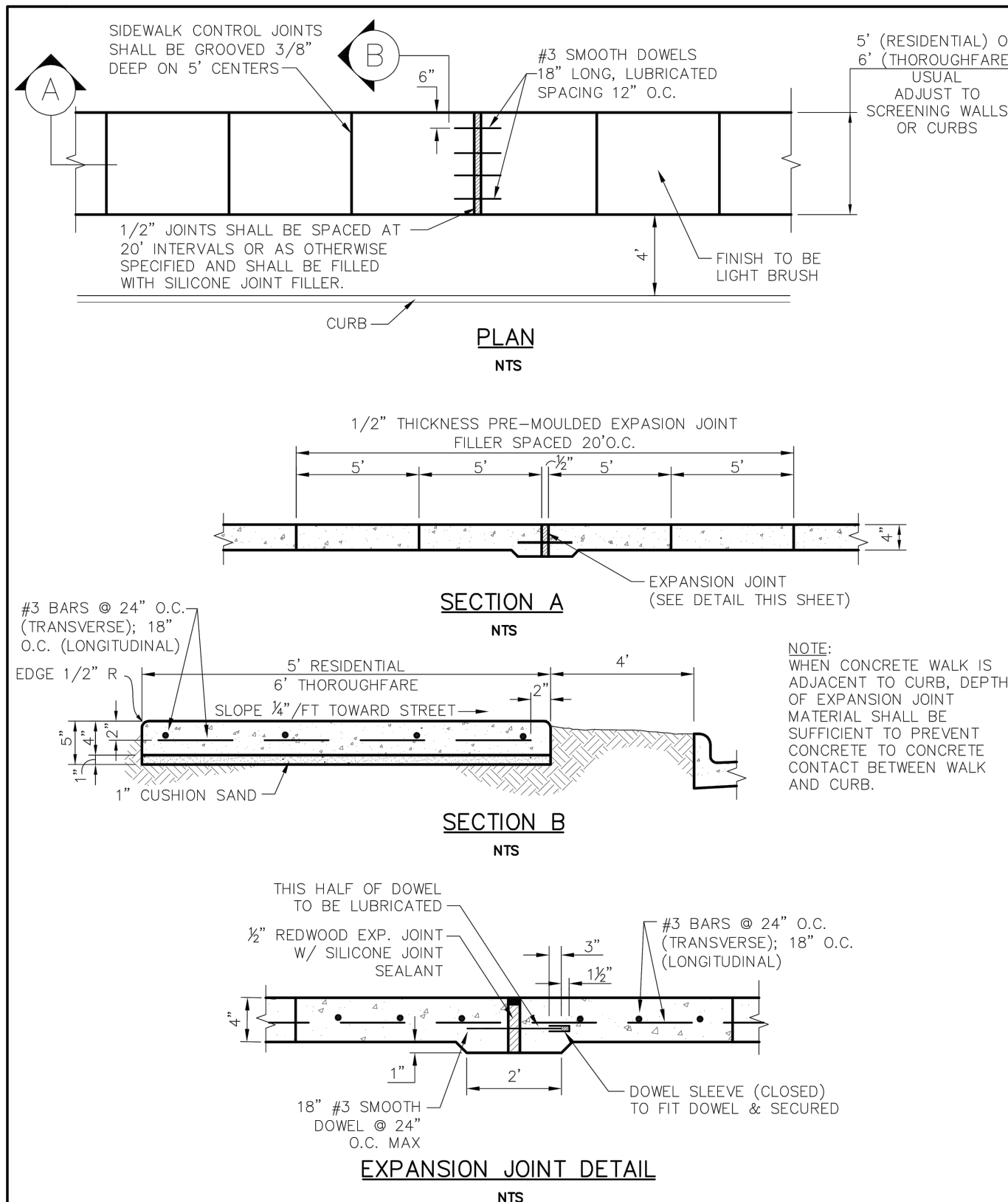


PAVING — GENERAL NOTES

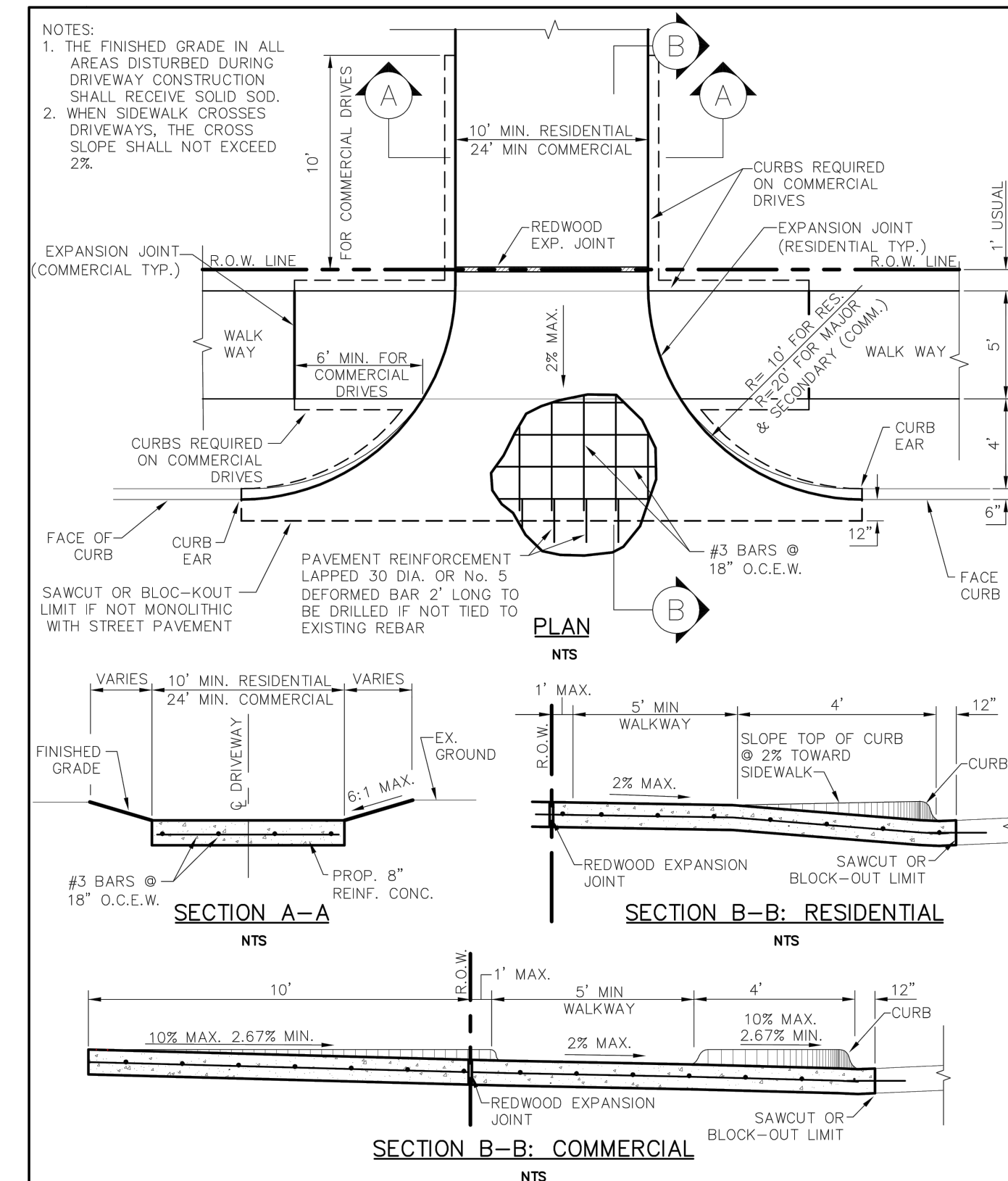
- GENERAL: PAVEMENT THICKNESS IS AS SHOWN IN ITEM 7. SUBGRADE DESIGN SHALL CONFORM TO TOWN OF ADDISON PUBLIC WORKS REQUIREMENTS IN ITEM 3, AND SHALL EXTEND 12" MIN. BEHIND THE BACK OF CURB.
- REINFORCED CONCRETE PAVEMENT:
  - CONCRETE STRENGTH SHALL BE AS SHOWN IN ITEM 7 (NCTCOG LATEST EDITION).
  - ALL CURBS SHALL BE INTEGRAL WITH PAVEMENT AND SHALL BE OF THE SAME STRENGTH AS CONCRETE PAVEMENT.
  - DETAIL AND ARRANGEMENT OF PAVEMENT JOINTS, ALL TYPES, SHALL BE AS SHOWN ON THE TOWN STANDARD CONSTRUCTION DETAILS.
  - BAR LAPS SHALL BE THIRTY DIAMETERS.
  - REINFORCING STEEL SHALL BE #3 REBAR (3/8") ON 18" CENTERS FOR 8" OR LESS. #4 FOR 10" OR ABOVE.
- SUBGRADE: SUBGRADE UNDER ALL PAVEMENT SHALL BE 6" 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 36 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.
- REBAR SHALL BE SUPPORTED BY BAR CHAIRS OR OTHER DEVICES APPROVED BY TOWN ENGINEER.
- 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.
- CROSS SLOPE OF STRAIGHT CROWN STREETS SHALL BE 1/4" PER FOOT UNLESS APPROVED BY THE TOWN ENGINEER.
- 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 DRIVE	4" CLASS "A"
DRIVE APPROACH	8" CLASS "P2"
ALLEY	6" CLASS "P1" OR "P2"
- CONCRETE MIX DESIGN SHALL BE AS DEFINED BY NCTCOG 303.3.
- ALL MEDIANS AND PARKWAYS SHALL BE PROVIDED WITH BERMUDA GROUND COVER.
- 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.
- ALL SIDEWALKS AND ACCESSIBLE ROUTES SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 5% AND A MAXIMUM CROSS SLOPE OF 2%.
  - 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.
  - SPACING AND CONSTRUCTION OF JOINTS SHALL CONFORM TO PARABOLIC STREET PAVEMENT.

 PUBLIC WORKS DEPARTMENT	PAVING GENERAL NOTES	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV. DATE:	SHEET: 50-P01



 PUBLIC WORKS DEPARTMENT	CONCRETE SIDEWALK	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV. DATE:	SHEET: 50-P02



 PUBLIC WORKS DEPARTMENT	DRIVEWAY RETURN DETAILS	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV. DATE:	SHEET: 50-P03

GENERAL NOTES FOR PEDESTRIAN FACILITIES

- 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.
- LANDINGS SHALL BE 5'x5' MINIMUM WITH A MAXIMUM 2% SLOPE IN ANY DIRECTION.
- MANEUVERING SPACE AT THE BOTTOM OF CURB RAMP SHALL BE A MINIMUM OF 4'x4' WHOLLY CONTAINED WITHIN THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICULAR TRAVEL PATH.
- MAXIMUM ALLOWABLE CROSS SLOPE ON SIDEWALK AND CURB RAMP SURFACES IS 2%.
- CURB RAMP WITH RETURNED CURBS MAY BE USED ONLY WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP, EITHER BECAUSE THE ADJACENT SURFACE IS SUBSTANTIALLY OBSTRUCTED, OTHERWISE, PROVIDE FLARED SIDES.
- 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.
- CURB RAMP SHALL BE ALIGNED WITH THEORETICAL CROSSWALKS, OR AS DIRECTED BY THE TOWN ENGINEER.
- HANDRAILS ARE NOT REQUIRED ON CURB RAMP. PROVIDE CURB RAMP WHEREVER ON ACCESSIBLE ROUTE CROSSES (PENETRATES) A CURB.
- FLARE SLOPE SHALL NOT EXCEED 10% MEASURED ALONG CURB LINE.
- BARRIER FREE RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT EDITION OF THE TEXAS ACCESSIBILITY STANDARDS (TAS).
- 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.
- STREETS ON STEEP GRADE WILL REQUIRE LOWER TRANSITION ON UPGRADE SIDE.
- MAXIMUM SLOPE ON RAMP PORTION SHALL NOT EXCEED 1% PER FOOT AT ANY LOCATION. VERTICAL DISTANCE BETWEEN STREET AND RAMP SHALL NOT EXCEED 1/4".

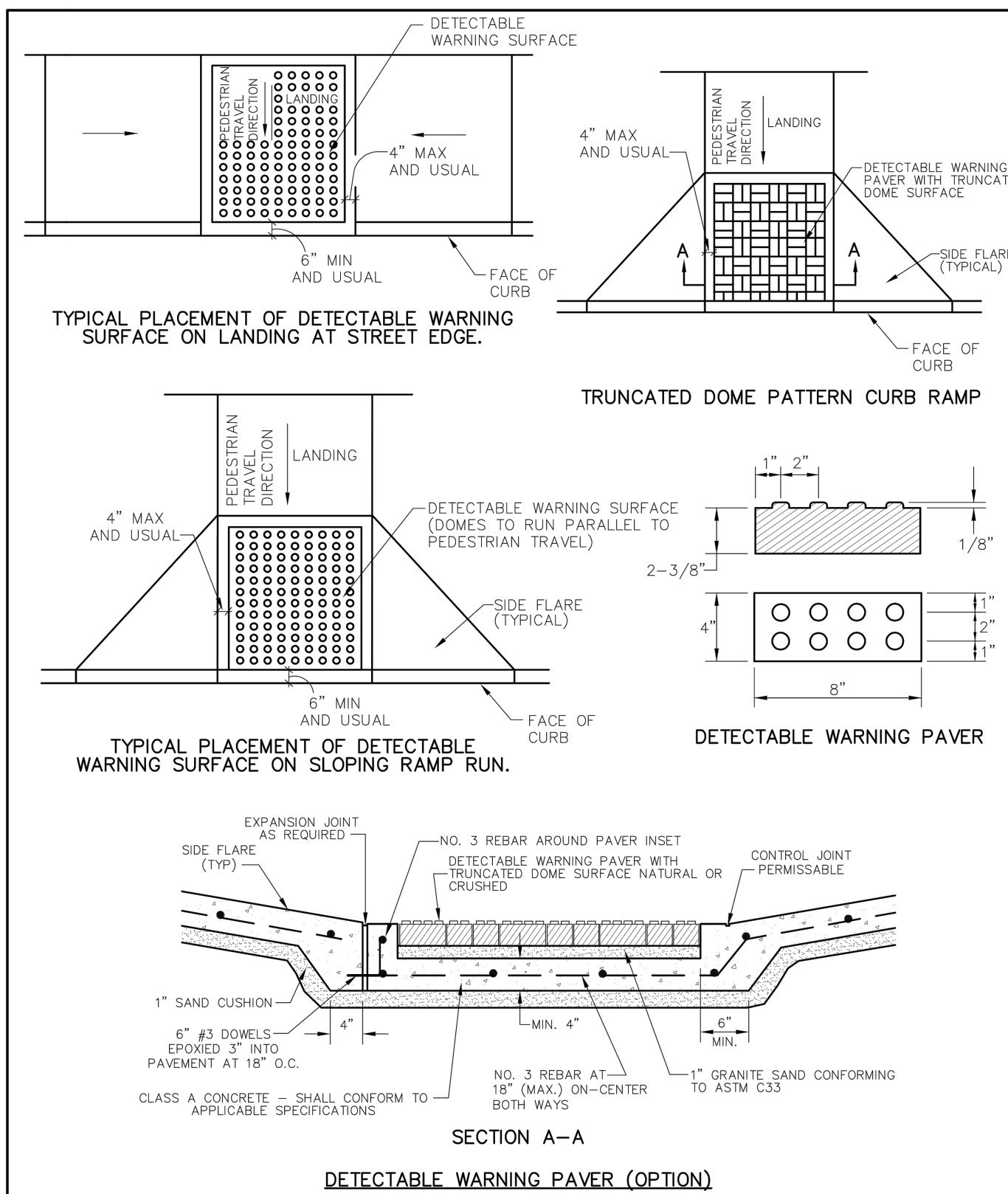
GENERAL NOTES FOR DETECTABLE WARNINGS

- 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 DREAM COLORED DETECTABLE WARNING SURFACE ADJACENT TO DARK RED COLORED BRICK PAVERS.
- DETECTABLE WARNING SURFACES MUST BE SLIP RESISTANT AND NOT ALLOW WATER TO ACCUMULATE.
- ALIGN TRUNCATED DOMES IN THE DIRECTION OF PEDESTRIAN TRAVEL WHEN ENTERING THE STREET.
- 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.
- 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

- 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.
- 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.

 PUBLIC WORKS DEPARTMENT	PEDESTRIAN FACILITIES GENERAL NOTES	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV. DATE:	SHEET: 50-P37



 PUBLIC WORKS DEPARTMENT	DETECTABLE WARNING PAVER	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV. DATE:	SHEET: 50-P41

**RECORD DRAWING**

THE SIGNED AND SEALED CONSTRUCTION DOCUMENT HAS BEEN REVISED TO REFLECT CONSTRUCTION RECORDS MAINTAINED AND PROVIDED BY THE CONTRACTOR FOR THIS PROJECT. THE INFORMATION SHOWN ON THIS RECORD DRAWING, WHICH WAS PROVIDED BY THE CONTRACTOR, OR OTHERS NOT ASSOCIATED WITH THE DESIGN ENGINEER, CANNOT BE VERIFIED FOR ACCURACY OR COMPLETENESS. PACHECO KOCH SHALL ASSUME NO LIABILITY FOR ANY CHANGES MADE DURING CONSTRUCTION THAT WERE NOT SPECIFICALLY APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION. THE SEALED CONSTRUCTION DRAWINGS ARE ON FILE AT THE OFFICES OF PACHECO KOCH.

ATTESTED BY:  
SIGNATURE: *Cody R. Risner*  
ENGINEER OF RECORD: CODY R. RISNER, PE # 123160  
CONTRACTOR: STRATEGIC CONSTRUCTION  
DATE REVISED: 11/10/2020

NO.	11/10/2020	RECORD DRAWINGS
NO.	DATE	REVISION
7557 RAMBLER ROAD SUITE 1400 DALLAS, TX 75231 972.235.3031 TX REG. ENGINEERING FIRM F-469 TX REG. SURVEYING FIRM LS-10008000		
<b>TOWN PAVING DETAILS</b>		
<b>OFFICE BUILDING</b>		
<b>4595 EXCEL PARKWAY</b>		
<b>0.978 ACRE TRACT</b>		
<b>TOWN OF ADDISON, DALLAS COUNTY, TEXAS</b>		
DESIGN	DRAWN	DATE
CRR	CBA	FEB 2020
SCALE	NOTES	FILE
N.T.S.		
NO.	<b>C6.3</b>	