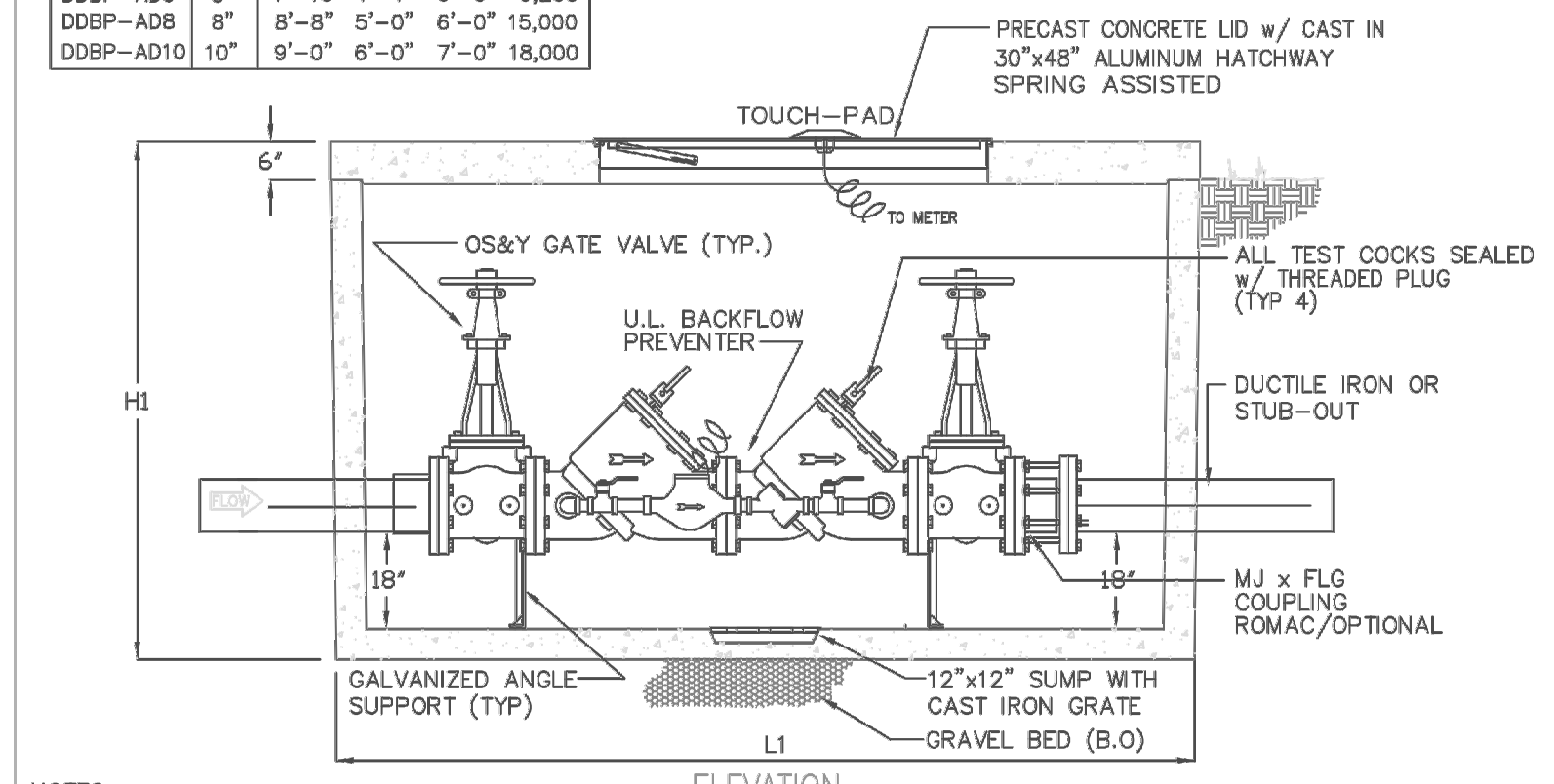


MODEL	SIZE	L1	W1	H1	WEIGHT LBS.
DDBP-AD4	4"	7'-10"	4'-4"	6'-0"	9,000
DDBP-AD6	6"	7'-10"	4'-4"	6'-0"	9,200
DDBP-AD8	8"	8'-8"	5'-0"	6'-0"	15,000
DDBP-AD10	10"	9'-0"	6'-0"	7'-0"	18,000



- NOTES:**
1. ALL CONCRETE SHALL BE CLASS 1 CONCRETE WITH DESIGN STRENGTH OF 4500 PSI AT 28 DAYS. UNITS ARE OF MONOLITHIC CONSTRUCTION AT FLOOR AND FIRST STAGE OF WALL WITH SECTIONAL RISER TO REQUIRED DEPTH.
  2. ALL REINFORCEMENT SHALL BE GRADE 60 REINFORCED STEEL REBAR CONFORMING TO ASTM A615 ON REQUIRED CENTERS OR EQUAL.
  3. ALL HATCHWAYS SHALL BE 1/2" ALUMINUM DIAMOND PLATE COVER, WITH 1/4" EXTRUDED ALUMINUM FRAME. HATCH TO BE FURNISHED WITH 316 STAINLESS STEEL SNAP LOCK AND HINGES.
  4. THE BACKFLOW ASSEMBLY SHALL BE FACTORY ASSEMBLED IN VAULT AND HYDROSTATICALLY TESTED PRIOR TO DELIVERY. PIPE, VALVES AND FITTINGS OF THE ASSEMBLY SHALL BE IN ACCORDANCE WITH THE TOWN OF ADDISON WATER SYSTEM REQUIREMENTS.

	<b>INFRASTRUCTURE DEPARTMENT</b> DOUBLE CHECK DETECTOR ASSEMBLY	STANDARD CONSTRUCTION DETAILS WATER		
		DATE: AUGUST, 2009	LAST REV DATE: MAY 2016	SHEET: SD-W22

**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 RAMP 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 RAMP 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 §66.102.
7. CURB RAMP SHALL BE ALIGNED WITH THEORETICAL CROSSWALKS, OR AS DIRECTED BY THE TOWN ENGINEER.
8. HANDRAILS ARE NOT REQUIRED ON CURB RAMP. PROVIDE CURB RAMP 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. HANDRAILS ARE NOT REQUIRED ON CURB RAMP. PROVIDE CURB RAMP WHEREVER ON ACCESSIBLE ROUTE CROSSES (PENETRATES) A CURB.
13. STREETS ON STEEP GRADE WILL REQUIRE LONGER TRANSITION ON UPGRADE SIDE.
14. MAXIMUM SLOPE ON RAMP PORTION SHALL NOT EXCEED 1" PER FOOT AT ANY LOCATION. VERTICAL DISTANCE BETWEEN STREET AND RAMP SHALL NOT EXCEED 4".

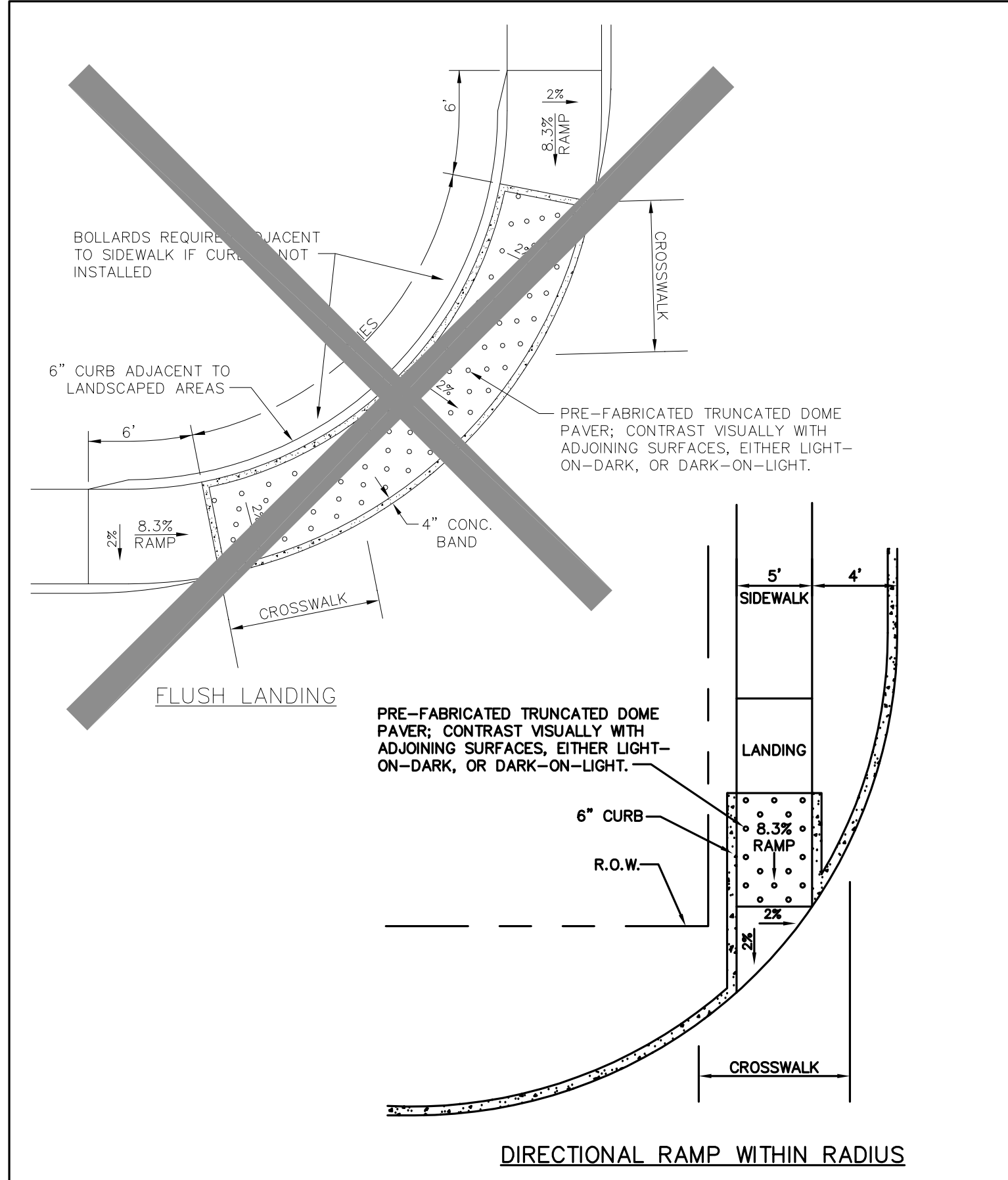
**GENERAL NOTES FOR DETECTABLE WARNINGS**

1. CURB RAMP 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.
6. ALL PEDESTRIAN FACILITIES IN THE PUBLIC R.O.W. MUST CONFORM TO THE MOST RECENT VERSION OF PUBLIC RIGHT OF WAY ACCESSIBILITY GUIDELINES.

**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.

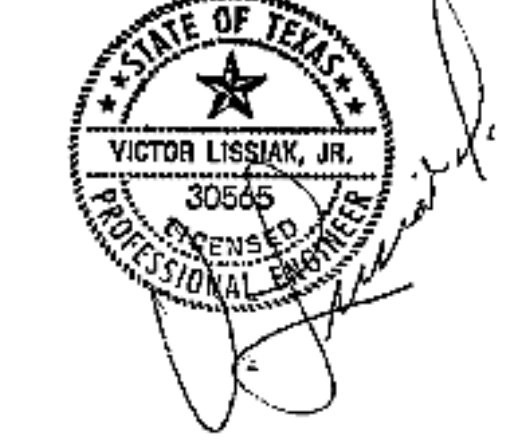
	<b>PEDESTRIAN FACILITIES GENERAL NOTES</b>	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE:	SHEET: SD-P37



	<b>PEDESTRIAN RAMPS</b>	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: AUGUST, 2010	REV DATE: -	SHEET: SD-P38

**AS-BUILT**  
10/25/2018

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY VICTOR LISSIAK, JR., P.E. 30565 ON 10/25/2018



<b>STANDARD DETAILS</b> <b>MEHRDAD HANGAR</b> <b>ADDISON AIRPORT</b> LEASEHOLD ESTATES TRACT II 1458 ACRES GROUND LEASE #080A-29 ALP#U23 4700 WESTGROVE DRIVE ADDISON, TEXAS					
<b>VIEWTECH INC.</b> TEXAS FIRM REGISTRATION NO. F2658 4205 BELTWAY DR. ADDISON, TX. 75001 (972) 661-8187 FAX (972) 661-8172					
DESIGN	DRAWN	DATE	SCALE	JOB #	SHEET
AW	AW	10/24/16		2015-224	<b>C15</b>