



FOR ADDISON USE ONLY
 Permit Number: W- 1404
 Location: 3730 Belt Line

APPLICATION
Right of Way Work Permit-GENERAL

(General Non-Franchise, Private Development, Work for the Town and Miscellaneous Work)

PLEASE PRINT LEGIBLY

Date of application: 4/24/18
 Property Owner/Developer Name: Target Company Phone #: 612-304-6072
 Property Owner Contact Name: Target Phone #: 612-304-6072
 General Contractor Name: Kansas Asphalt DBA Texas Pavement Management Phone #: 972-925-0024
 Site Supervisor Name: Junior Torres 24 hour phone #: 972-974-5421
 Work Site Address and Location: 3730 Belt Line Road, Addison, TX 75001

Purpose and general description of work: Resurfacing of Existing Parking Lot

Proposed Start Work Date: ~~4/26/2018~~ 5/15/18 Estimated Completion Date: ~~5/26/2018~~ 6/15/18

Pavement Cut? Yes No Directional Bore/Boring? Yes No Excavation? Yes No

Lane Closure? Yes No Other: _____

ZACHARY HALES [Signature] Regional Account Manager
 Applicant's Printed Name Signature Position with Company
ZHALES@TexasPave.com Texas Pavement Management 972-925-0024
 Applicant's Email Company Name & Phone Number

FOR ADDISON USE ONLY

Received By: Nicole S. Entered? Yes No Received Date: 4.24.18

Approved By: [Signature] Inspector: JF/DW Issue Date: 5/14/18

Plans Submitted? Yes No N/A Traffic Control Plan submitted? Yes No N/A Expiration Date: 5/25/18

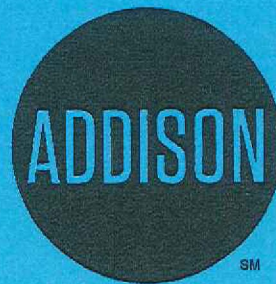
Insurance Provided? Yes No On File Performance/Maintenance Bond? Yes No On File N/A

WA SW.....Number Of Connections _____ Size _____ @\$ _____ Each = \$ _____
 WA SW.....Number Of Connections _____ Size _____ @\$ _____ Each = \$ _____
 WA SW.....Number Of Connections _____ Size _____ @\$ _____ Each = \$ _____
 WA SW.....Number Of Connections _____ Size _____ @\$ _____ Each = \$ _____
 Other (Description) Application Fee = \$ 50.00
PERMIT FEE TOTAL = \$ 50.00

Receipt #: _____ Processed By: Nicole S.
 Picked Up By: Zac Hales Company: TX Pavement Date & Time: 6/28/18 2:33PM

TOWN OF ADDISON INFRASTRUCTURE AND DEVELOPMENT SERVICES DEPARTMENT
 ATTN.: RIGHT OF WAY PERMIT - DAVE WILDE 972-450-2847
 16801 WESTGROVE RD. ADDISON, TX 75001-9010
 PHONE: 972-450-2871 FAX: 972-450-2837

**RIGHT OF WAY, EXCAVATION &
LANE CLOSURE PERMIT**



**INFRASTRUCTURE &
DEVELOPMENT SERVICES**

16801 WESTGROVE DRIVE
ADDISON, TEXAS 75001
972.450.2871

W-1404

PERMIT NUMBER

5/15/18

START DATE

6/15/18

EST. COMPLETION DATE

TX PVMNT MGMNT

CONTRACTOR

TARGET

FOR

3730 BELT LINE RD

LOCATION (ADDRESS)

PARKING LOT AROUND TARGET STORE

LOCATION (ACTUAL)

RESURFACE & RE-STRIPE LOT

TYPE OF WORK

THIS CARD MUST BE DISPLAYED ON THE JOB SITE AT ALL TIMES.



TOWN OF ADDISON
INFRASTRUCTURE & DEVELOPMENT SERVICES
16801 Westgrove Dr.
Addison, TX 75001
972-450-2881
Welcome

002432-0015 Nicole S. 06/28/2018 02:33PM

MISCELLANEOUS

RIGHT OF WAY (ROWPER)
2018 Item: ROWPER
1.00 @ 50.00
RIGHT OF WAY (ROWPER) 50.00

50.00

Subtotal 50.00
Total 50.00

CREDIT CARD DEV. SVCS. 50.00
American Express *****1964
Ref=1635543601
Auth=835153
201806288A4F
AID=A000000025010801
Invoice=201806288A4F
AuthCode=835153
Entry=Chip Read
AppLabel=AMERICAN EXPRESS
ATC=000C
Seq=201806288A4F

Change due 0.00

Paid by: TX PAVEMENT MANAGEMENT

Comments: ROW PERMIT APPLICATION FEE

Signature: _____

Thank you for your payment



**Texas
Pavement
Management**

Zachary Hales

Regional Account Manager
M 214-325-9293
O 972-925-0024
802 N. Stemmons
Lewisville, TX 75067
zhales@texaspave.com

David Wilde

From: David Wilde
Sent: Thursday, April 26, 2018 11:19 AM
To: 'zhales@texaspave.com'; 'philip.kaufman@kimley-horn.com'
Cc: Charles Goff; Olga Chernomorets; Jason Shroyer (jshroyer@addisontx.gov); Bill Elliott; Michel Mitchell; Janna Tidwell
Subject: Target Parking Rehab
Attachments: Fire Lane Specs 020315.pdf; 011 SD-W09 Valve Set Rev 0417.pdf

Tracking:

Recipient

Delivery

'zhales@texaspave.com'	Delivered: 4/26/2018 11:20 AM
'philip.kaufman@kimley-horn.com'	Delivered: 4/26/2018 11:20 AM
Charles Goff	Delivered: 4/26/2018 11:20 AM
Olga Chernomorets	Delivered: 4/26/2018 11:20 AM
Jason Shroyer (jshroyer@addisontx.gov)	Delivered: 4/26/2018 11:20 AM
Bill Elliott	Delivered: 4/26/2018 11:20 AM
Michel Mitchell	Delivered: 4/26/2018 11:20 AM
Janna Tidwell	Delivered: 4/26/2018 11:20 AM

Zach:

The plans submitted with the ROW Permit application appear to be somewhat preliminary in nature. There are no sheet titles or numbers, no engineer's seal/signature, notes and/or labels are missing, and some of the detail labels are either not there and/or do not match. But my main concerns are for the existing water valves and sanitary sewer manholes that are not shown or noted, and the incomplete depiction of the fire lanes and fire lane marking details.

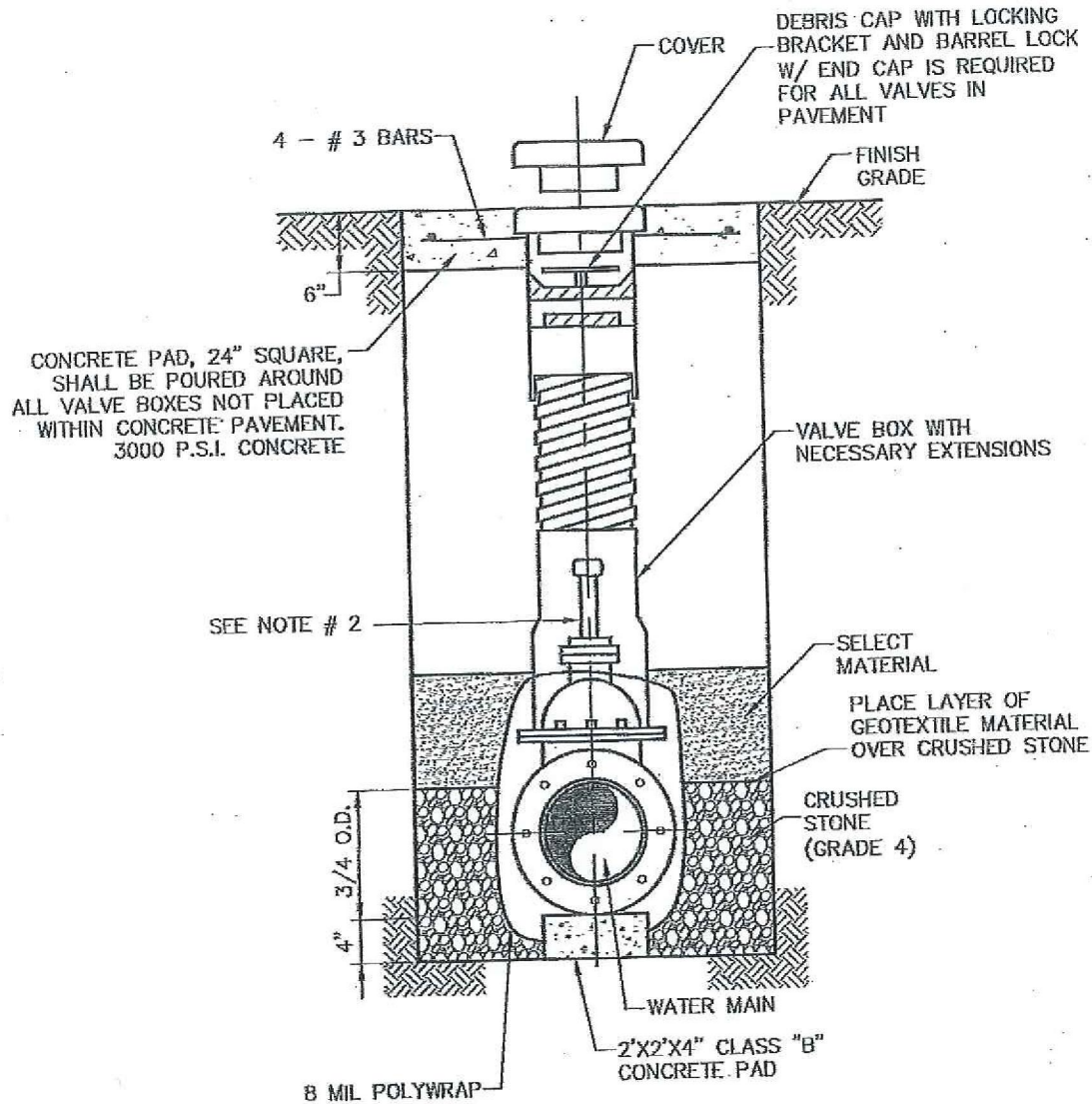
All water valves and sanitary sewer manholes shall be adjusted to grade in such a way as to prevent the ponding of water, sand, grits, etc., and to prevent them from entering the valve stacks or manholes. There shall be no depression of pavement around the facility. A detail of that adjustment would need to be approved.

The fire lane striping is not shown on the alley behind the store on Sheet C1-01, only one side is shown in a number of instances, and there is no detail on either C2 sheet. All existing fire lane should be shown and accounted for, and the Addison Detail shall be used (see attached).

I would also like to emphasize the importance of the erosion control efforts. Our neighboring municipality is the immediate recipient of any runoff, and they are extremely hypersensitive to any erosion entering their drainage system. It is imperative that no erosion or trash be allowed to leave the site or enter the drainage system.

I see that your proposed start date is today. I have not yet had an opportunity to share/discuss with any others of our team, but I do not have a problem with initial preparations taking place, pending additional comments from them. With only the one set of plans submitted, I can only reach one at a time, but I will let you know when that is complete.

Thank you.



TYPICAL VALVE SETTING & BOX

NOTE:

1. 4"-12" R.S. GATE VALVES SHALL BE IN ACCORDANCE WITH TOWN OF ADDISON WATER SYSTEM REQUIREMENTS.
2. A PERMANENTLY ATTACHED VALVE EXTENSION STEM SHALL BE REQUIRED FOR ANY VALVE WHERE THE OPERATING NUT IS LOCATED IN EXCESS OF 5 FEET BELOW THE TOP OF VALVE BOX. THIS EXTENSION SHALL BE OF SUFFICIENT LENGTH TO INSURE THAT ITS TOP IS WITHIN 5 FEET OF VALVE BOX LID.
3. BLUE "V" (3") CUT INTO FACE OF NEAREST CURB AND POINTING TOWARD THE VALVE.
4. ALL IRON MATERIALS SHALL BE DOMESTIC. (MADE IN USA)
5. CRUSHED STONE SHALL BE 3/4", PASSING #4 SIEVE.

Addison!

PUBLIC WORKS DEPARTMENT

VALVE SETTING BOX

STANDARD CONSTRUCTION DETAILS WATER

DATE: AUGUST, 2010	REV DATE: -	SHEET : SD-W09
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Fire Lanes



Topic: Fire Lanes and Emergency Access Routes
Scope: All structures and locations in Addison
Authority: International Fire Code and City Ordinance
Effective: June 22, 2007

What is the legal basis for requiring fire lanes?

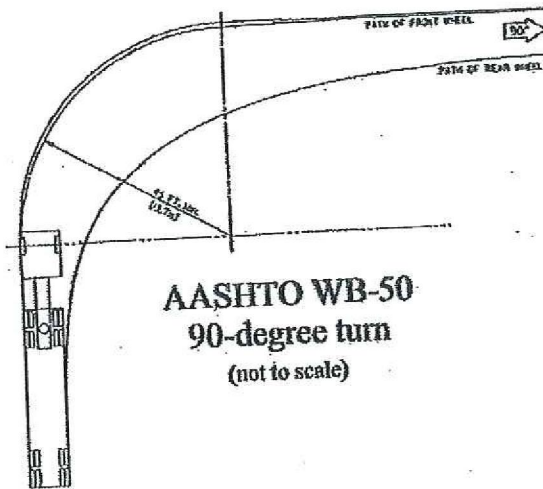
The International Fire Code and Addison ordinance (006-012) provide for emergency vehicle access to any building, structure or location within the Town. The Fire Prevention Chief is responsible for ensuring that emergency access is available at all times and that all new and existing developments comply with emergency access requirements.

Is there a difference between a fire lane and a private street?

Private streets are regulated by the Town's private street ordinance (006-036). As such private streets may conform to a different design standard than designated fire lanes. However, they must always allow for appropriate emergency access just as a public street would and may, in some cases, be required to have fire lane markings.

Under what circumstances are fire lanes required?

Fire lanes are generally required when any portion of a structure is located more than 150-feet from a public street. On occasion, emergency access requirements may be modified to be more or less stringent depending on circumstances unique to each site (e.g. occupancy type, building design, parking layouts or landscape features).



What are the dimensional requirements for a fire lane?

Fire lanes must have a minimum of 24-foot wide working area between marking stripes and have an overhead clearance of not less than 14-feet. All curve or turn radii must be sufficient to accommodate the turning profile of the Town's largest emergency apparatus. This may be accomplished by the use of minimum turn requirements for an AASHTO WB-50 vehicle. Rather than specify a minimum inside and outside radii, this approach allows the designer to consider all aspects of the site which

may affect the turning and positioning of emergency apparatus. Conformance with this policy must be demonstrated by including a scale illustration on the submitted site plan showing the turning of an AASHTO WB-50 vehicle within the proposed fire lanes.

How many points of access are required?

Structures exceeding three stories or 30-feet in height shall have fire lanes along three sides of the building. One or two story buildings shall have fire lanes on two sides if they have a gross area of more than 62,000 square feet.

What types of structural material are allowed?

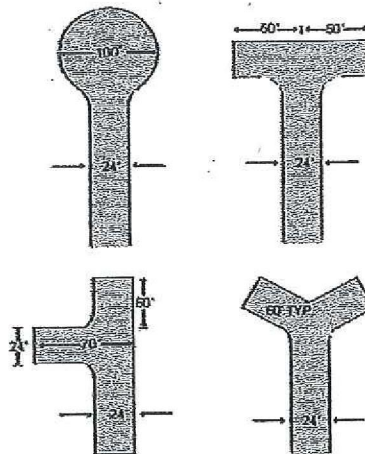
Fire lanes must be constructed of an approved all-weather material capable of supporting a 100,000 pound vehicle. The design engineer or architect shall certify that the paved surface complies with this requirement. Grasscrete™, grass-pavers or other similar materials are disallowed. It has been our experience that these types of surfaces will not support the required vehicle weights and they tend to degrade and disappear over time causing the apparatus driver to be unsure of the fire lane's location and unable to judge its limits.

What is the maximum grade or slope allowed?

Fire lanes and other emergency vehicle access routes must not exceed a 10% grade or incline on any plane. Grades for cul-de-sacs and turnarounds may not exceed 6%.

Are dead-end fire lanes allowed?

Continuous fire lanes which connect to more than one outlet are preferred, however it is understood that site limitations may not allow this in every case. Therefore, a dead-end fire lane may be allowed in certain cases provided it does not exceed 100-feet in length. If a distance in excess of 100-feet is necessary, a turnaround feature must be incorporated as part of the designated fire lane. Turnarounds must be of an approved design which meets the dimensional requirements of the other portions of the fire lane and which approximates those examples shown here. Other designs may be acceptable if approved by the Fire Prevention Chief.



Can "speed bumps" or other traffic calming devices be placed in fire lanes?

We understand and support the desire for safe streets and vehicle/pedestrian interfaces. Islands, roundabouts, bump-outs and other similar features may be incorporated within a fire lane in limited areas providing they reduce the width of the fire lane to no less than 20-feet and do not present an impediment to emergency operations. These features will be approved on a case-by-case basis. The use of "speed bumps" is highly discouraged, however these too will be considered if no alternative is available to enhance pedestrian safety.

How must a fire lane be marked?

Fire lanes must be marked, as shown below, by a 6-inch wide, durable red stripe running the entire length of the fire lane on both sides. The words "FIRE LANE NO PARKING" shall be applied in 4-inch white lettering at 30-foot intervals. Whenever possible all markings will be placed on curbs.



Where necessary, fire lanes may be marked in alternative manners as approved by the Fire Prevention Chief. If such alternative designation is allowed but fails to effectively control parking, then the standard red-stripe marking will be installed.

Can fire lanes be gated or obstructed for security purposes?

The gating of fire lanes will be considered on a case-by case basis. If allowed, the installed gate must be controlled via a Knox™ Rapid Entry System. An approved manual releasing mechanism must also be installed so the gate may be opened in the event of a power failure or system malfunction. Removable bollards, subgrade "pop-up" barriers or similar arrangements are disallowed for use in fire lanes.

Can a single fire lane serve two or more buildings?

This is not preferred because of the potential legal complications, however it is possible in some cases provided the emergency access is suitable and all interested parties agree. The fire lane must be legally platted as a mutual access easement which cannot be changed or impaired without the consent of all parties served.

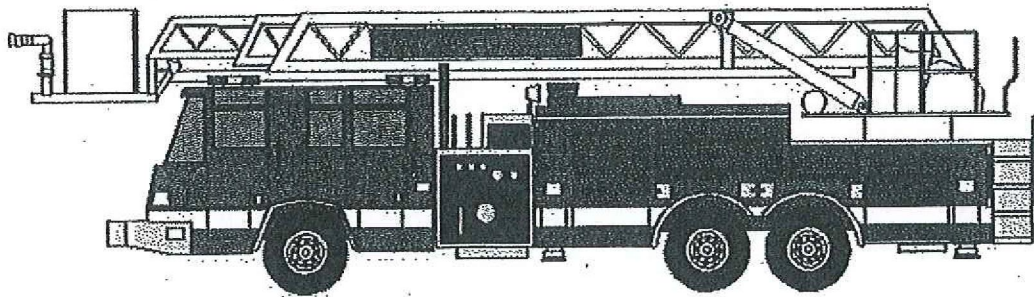
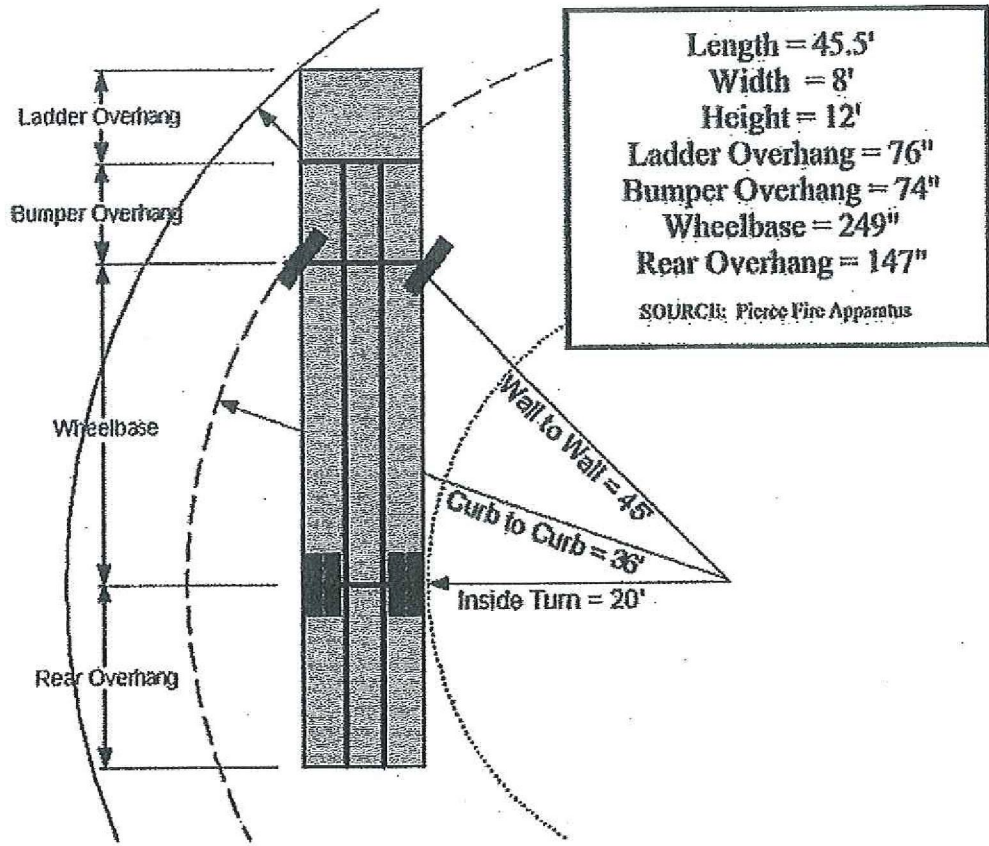
Are there any alternatives or exceptions to this policy?

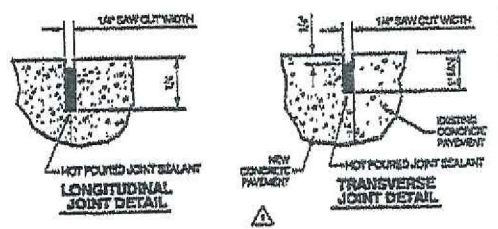
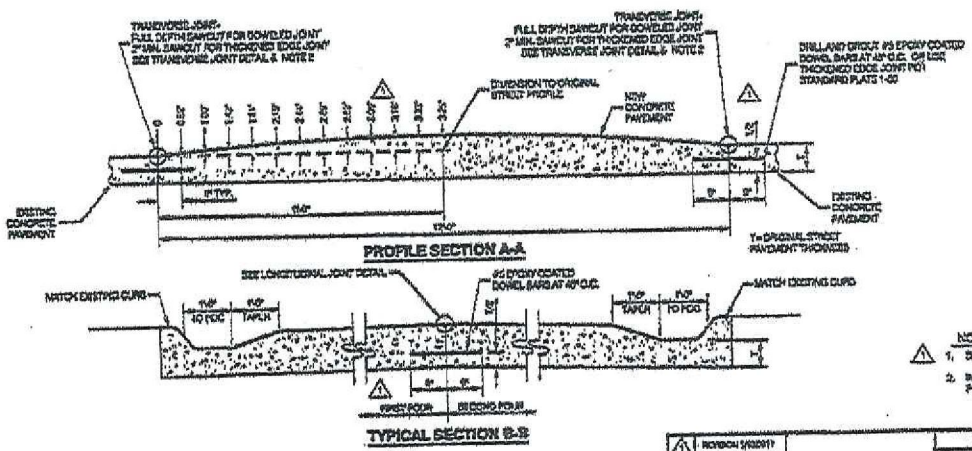
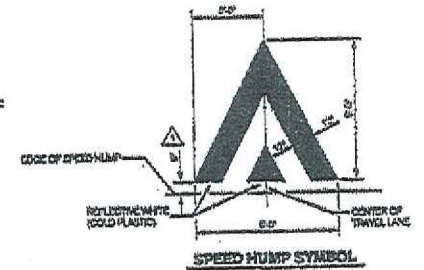
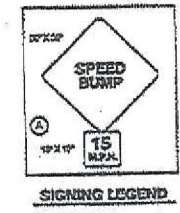
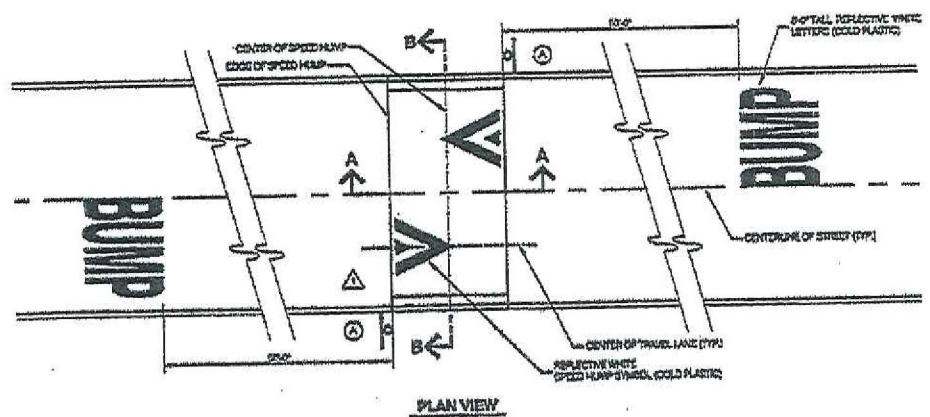
It is the desire of the Addison Fire Department to be as flexible as possible without compromising safety. Several specific exceptions are noted above, but if you have an alternative proposal we will consider it carefully. Alternatives may be approved by the Fire Chief if the design allows for adequate emergency access and deviations from City Ordinance and this policy are justified by specific site considerations.

For further information, please contact the Addison Fire Department at 972-450-7201.



Addison Fire Department Truck 101 Turn Illustration





- NOTES**
1. SIGNS ARE TO BE INSTALLED AT THE SAME TIME THE CONCRETE HUMP IS INSTALLED.
 2. IN SOME SITUATIONS A TRANSVERSE JOINT MAY BE LOCATED BEYOND THE EDGE OF THE SPEED HUMP. FOR EXAMPLE TO REPLACE ADDITIONAL PAVEMENT OR TO MATCH UP TO AN EXISTING TRANSVERSE JOINT.

REVISION NO. DATE _____ _____	SPEED HUMP DETAILS CONCRETE SPEED HUMP	STANDARD PLATE	6-90	PAGE 2/2
		CSJC DATE: MAY 27, 2010		