

Paving - General Notes

- GENERAL: PAVEMENT THICKNESS IS AS SHOWN IN NOTE 7. SUBGRADE DESIGN SHALL CONFORM TO TOWN OF ADDISON PUBLIC WORKS REQUIREMENTS IN NOTE 3, AND SHALL EXTEND 12" MIN. BEHIND THE BACK OF CURB, UNLESS NOTED OTHERWISE.
- REINFORCED CONCRETE PAVEMENT:
 - CONCRETE STRENGTH SHALL BE AS SHOWN IN NOTE 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 UNDER ALL PAVEMENT SHALL BE 6" THICK AND SHALL BE STABILIZED WITH FLEXIBLE BASE (CRUSHED STONE/CONCRETE) PER NCTCOG ITEM 301.5. (SEE DETAIL 01/C10.0). LIME TREATMENT MAY BE SUBSTITUTED FOR CRUSHED CONCRETE WITH THE APPROVAL OF THE TOWN ENGINEER.
- REBAR SHALL BE SUPPORTED BY BAR CHAIRS OR OTHERS 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 BFR'S - 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. PAVEMENT 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%.
- ALLEYS AND DRIVEWAYS
 - 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.
- HIGH EARLY STRENGTH CONCRETE TO BE USED, IF NEEDED, AT TOWN STAFF DISCRETION IN LIEU OF REGULAR CONCRETE.

Silt Fence Notes

- 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 18 INCHES.
- 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 SUPPORT POST OR TO WOVEN WIRE, WHICH IS IN TURN ATTACHED TO THE SUPPORT POST. THERE SHALL BE A 6 INCH DOUBLE OVERLAP, SECURELY FASTENED WHERE ENDS OF FABRIC MEET.
- INSPECTION SHALL BE MADE EVERY TWO WEEKS OR AFTER EACH RAINFALL. REPAIR OR REPLACEMENT SHALL BE 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 REACHES A DEPTH OF 3 INCHES. THE SILT SHALL BE DISPOSED OF AT AN APPROVED SITE AND IN SUCH A MANNER AS TO NOT CONTRIBUTE TO ADDITIONAL SILTATION.

Erosion Control Plan Notes

- ALL OPERATORS AND/OR CONTRACTORS SHALL CONFORM TO THE TERMS AND CONDITIONS OF THE TEXAS COMMISSION ON ENVIRONMENTAL QUALITY (TCEQ), TPDES GENERAL PERMIT NO. TXR 150000 ISSUED AND DATED MARCH 5, 2003.
- THE NOTICE OF INTENT (NOI), AS REQUIRED BY THE GENERAL PERMIT, MUST BE PROPERLY DISPLAYED ON SITE AT ALL TIMES BY EACH OPERATOR.
- ALL RELEASES OF THE REPORTABLE QUANTITIES OF HAZARDOUS SUBSTANCES SHALL BE REPORTED IMMEDIATELY TO THE FACILITY OPERATOR, EPA AND TCEQ.
- QUALIFIED OPERATOR PERSONNEL MUST INSPECT THE SITE AT LEAST ONCE EVERY 14 DAYS AND WITHIN 24 HOURS OF A STORM EVENT OF 0.5 INCHES OR GREATER. AS AN ALTERNATIVE, AN INSPECTION CAN BE CONDUCTED ONCE EVERY SEVEN (7) CALENDAR DAYS ON A DEFINED DAY. A DECISION ON WHICH METHOD TO USE MUST BE DECIDED BEFORE WORK BEGINS AND MUST BE FOLLOWED THROUGHOUT THE PROJECT.
- MODIFICATIONS TO THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE IMPLEMENTED AND BE IN-PLACE WITHIN A SEVEN CALENDAR DAY PERIOD.
- IF ANY CONTRACTOR SEES A VIOLATION BY AN OPERATOR OR ANOTHER CONTRACTOR, THAT OPERATOR OR CONTRACTOR IN VIOLATION SHALL BE NOTIFIED AS WELL AS THE FACILITY OPERATOR.
- EROSION CONTROL SHALL BE INSTALLED PRIOR TO GRADING.
- ACCUMULATED SILT DEPOSITS SHALL BE REMOVED FROM SILT FENCE AND HAY BALE DIKES WHEN SILT DEPTH REACHES THREE INCHES OR 25%.
- THE CONTRACTOR SHALL ADD OR DELETE EROSION PROTECTION AT THE REQUEST AND DIRECTION OF THE OPERATOR OR TOWN.
- AFTER INSTALLATION OF PAVEMENT, FINAL LOT BENCHING AND GENERAL CLEANUP, THE CONTRACTOR SHALL ESTABLISH GRASS GROUND COVER IN ALL STREET PARKWAYS, LOT AND ALL OTHER DISTURBED AREAS. SODDING SHALL BE DONE AS SPECIFIED BY SECTION 202.5 AND SEEDING AS SPECIFIED BY SECTION 202.6 OF THE OCTOBER 2004 OR LATEST EDITION OF NCTCOG STANDARD SPECIFICATION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTROL AND LIMIT SILT AND SEDIMENT LEAVING THE SITE. SPECIFICALLY, THE CONTRACTOR SHALL PROTECT ALL PUBLIC STREETS, ALLEYS, STREAMS AND STORM DRAINAGE SYSTEMS FROM EROSION DEPOSITS.
- A DRAINAGE AREA MAP WILL BE INCLUDED WITH THE EROSION CONTROL PLAN.
- CONSTRUCTION WASTE DISPOSAL CONTAINERS SHALL BE PROVIDED ON THE SITE FOR DISPOSAL OF ALL NON-HAZARDOUS CONSTRUCTION WASTE MATERIALS. THE CONTAINERS SHALL BE HAULED TO LANDFILL BY THE CONTRACTOR.
- ALL HAZARDOUS MATERIALS SHALL BE HANDLED AND DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS.

TOWN OF ADDISON - TOWN HALL DRIVE PAVEMENT REPLACEMENT MATERIAL ESTIMATE LIST

ITEM NO.	DESCRIPTION	UNIT	GENERAL	Town Hall Drive	CALC. TOTAL	BID TOTAL
SITE PREPARATION						
1	BARRICADES AND TEMP. TRAFFIC CONTROL	LS	1		1	1
2	REMOVE 6" CONCRETE CURB	LF		436	436	440
3	UNCLASSIFIED EXCAVATION	CY		254	254	260
4	SAWCUT & REMOVE CONCRETE DRIVE PAVEMENT	SY		917	917	1,000
5	SAWCUT & REMOVE EXISTING CONCRETE SIDEWALK	SF		515	515	600
6	TEMP. STABILIZED CONSTRUCTION ENTRANCE INCL. INSTALL, MAINT. & REMOVAL	CY	38		38	40
7	TEMP. SILT SOCK INCL. INSTALL, MAINT. & REMOVAL	LF		150	150	200
8	TEMP. SILT FENCE INCL. INSTALL, MAINT. & REMOVAL	LF		190	190	200
9	SWPPP COMPLETION, IMPLEMENTATION AND RECORD KEEPING	LS	1		1	1
10	BLOCK SODDING & TOPSOIL (MATCH EXISTING TYPE)	SY		160	160	200

ITEM NO.	DESCRIPTION	UNIT	GENERAL	Town Hall Drive	CALC. TOTAL	BID TOTAL
PAVEMENT AND SUBBASE SURFACE COURSES						
11	6-IN RED PAVEMENT STRIPING FOR FIRE LANE	LF		432	432	440
12	4-IN WHITE PAVEMENT STRIPING	LF		221	221	230
13	6" THICK CRUSHED CONCRETE SUBGRADE	CY		169	169	200
14	8" REINFORCED CONCRETE PAVEMENT - 4,000 PSI	SY		840	840	900
15	8" REINFORCED CONCRETE DRIVE - 4,000 PSI	SY		78	78	100
16*	8" REINFORCED HIGH EARLY STRENGTH CONCRETE PAVEMENT (3,200 PSI AT 16 HRS)	SY		200	200	200
17*	8" REINFORCED HIGH EARLY STRENGTH CONCRETE DRIVE (3,200 PSI AT 16 HRS)	SY		20	20	20
18	6" REINFORCED CONCRETE CURB	LF		435	435	440
19	4" REINFORCED CONCRETE SIDEWALK - 3,600 PSI	SF		497	497	500
20	EXPANSION JOINT	LF		93	93	100
21	PAVEMENT BUTT JOINT	LF		151	151	160

ITEM NO.	DESCRIPTION	UNIT	GENERAL	Town Hall Drive	CALC. TOTAL	BID TOTAL
MISCELLANEOUS						
22	TREE PROTECTION	EA	5		5	5
23	PROJECT SIGN	EA	1		1	1
24	PROJECT MOBILIZATION / DEMOBILIZATION	LS	1		1	1
25	DIAMOND GRID GALVANIZED STEEL PLATE	SF		10	10	10

* SEE NOTE 13 OF PAVING - GENERAL NOTES



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REV	DATE	DESCRIPTION

ADDISON

**TOWN HALL DRIVE
LAKE FOREST DRIVE
PAVEMENT REPLACEMENT**

TOWN OF ADDISON
ADDISON, TX

SHEET TITLE
**GENERAL
NOTES &
QUANTITIES**

DESIGNED BY: UEG DRAWN BY: UEG
REVIEWED BY: UEG PROJECT NO. 16-07

C2.0

SHEET NUMBER
(TH)

TOWN HALL DRIVE, ADDISON, TX - PROJECT NO. 19-117

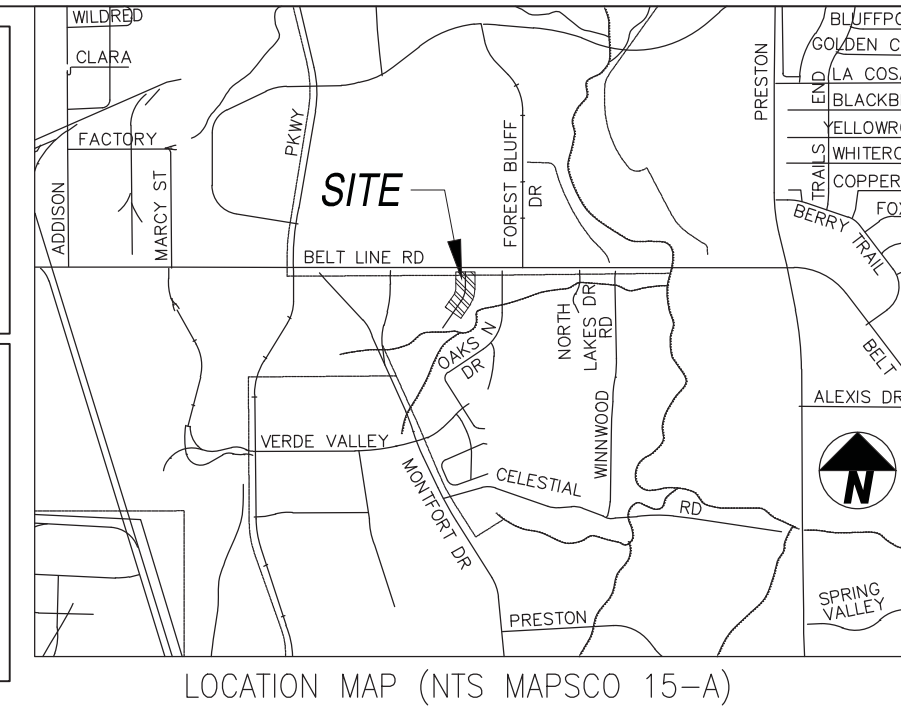
Demolition Plan Notes

- EXISTING TOPOGRAPHIC SURVEY AND LOCATION OF PHYSICAL FEATURES WERE OBTAINED FROM A TOPOGRAPHIC SURVEY PERFORMED BY GORRONDONA AND ASSOCIATES, INC., DATED MARCH 11, 2016.
- BARRICADING, TRAFFIC CONTROL, AND PROJECT SIGNS SHALL CONFORM TO THE LATEST EDITIONS OF THE TEXAS DEPARTMENT OF TRANSPORTATION & TX MUTCD.
- CONTRACTOR SHALL PROVIDE A TRAFFIC CONTROL PLAN TO THE TOWN OF ADDISON FOR APPROVAL AT THE PRE-CONSTRUCTION CONFERENCE OR PRIOR TO THE START OF CONSTRUCTION.
- CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING WITH ALL THE APPROPRIATE UTILITY COMPANIES FOR THE LOCATION OF ALL UTILITIES WITHIN THE CONSTRUCTION AREA.
- OWNER ASSUMES NO RESPONSIBILITY FOR ACTUAL CONDITION OF AREAS TO BE DEMOLISHED.
- PERFORM WORK IN A MANNER TO ELIMINATE HAZARDS TO PERSONS OR PROPERTY AND AVOID INTERFERENCE WITH ADJACENT AREAS, UTILITIES AND STRUCTURES.
- PROTECT EXISTING STRUCTURES, LANDSCAPING MATERIALS, AND APPURTENANCES WHICH ARE NOT BEING DEMOLISHED. PROTECT EXISTING CURB ADJACENT TO DEMOLITION OF SIDEWALKS.
- CONTRACTOR TO BE RESPONSIBLE FOR ALL REQUIRED PERMITS.
- CEASE DEMOLITION OPERATIONS IMMEDIATELY IF ADJACENT STRUCTURES APPEAR TO BE IN DANGER. CONDUCT SAFETY OPERATIONS AS NECESSARY. DO NOT RESUME DEMOLITION OPERATIONS UNTIL DIRECTED.
- RETURN SURFACES TO EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF SELECTIVE DEMOLITION WORK. PROVIDE POSITIVE DRAINAGE AT ALL TIMES.
- CONTRACTOR SHALL PROTECT ALL EXISTING POWER POLES, ELECTRICAL CONDUIT AND WIRES DURING DEMOLITION AND CONSTRUCTION OPERATIONS UNLESS NOTED OTHERWISE.
- ANY DAMAGE TO ELECTRICAL CONDUIT & WIRES TO BE REPLACED AT NO ADDITIONAL COST.
- ANY DAMAGE TO IRRIGATION OR ASSOCIATED APPURTENANCES SHALL BE REPLACED AT NO ADDITIONAL COST.
- ALL EXISTING CONCRETE WITHIN THE LIMITS OF DISTURBANCE SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH LOCAL LAWS AND REGULATIONS OR USED AS FILL IN ACCORDANCE WITH TOWN OF ADDISON STANDARDS.
- ALL CONSTRUCTION SPECIFICATIONS WITHIN TOWN ROW AND EASEMENTS SHOULD COMPLY WITH TOWN OF ADDISON STANDARDS. PRIOR APPROVAL TO USE ANY NON-STANDARD MATERIAL IS REQUIRED.
- EXIST. ROW AND PROPERTY LINES SHOWN HEREON HAVE BEEN GENERATED FROM TOWN OF ADDISON SUPPLIED DOCUMENTS. THEY ARE SHOWN FOR REFERENCE AND SHOULD BE CONSIDERED APPROXIMATE.
- PROVIDE EROSION AND SEDIMENTATION CONTROLS AS SHOWN ON THE DRAWINGS AND MAINTAIN FOR THE DURATION OF THE PROJECT. PROVIDE ROUTINE MAINTENANCE AS REQUIRED BY THE SWPPP PLAN TO MAINTAIN INTEGRITY OF CONTROLS AND PROTECTION MEASURES AND REMOVE ANY ACCUMULATIONS OF MUD, SILT AND DEBRIS WHICH WOULD JEOPARDIZE THE INTEGRITY OF THE CONTROL MEASURES. SEE EROSION CONTROL DRAWINGS FOR DETAILS.
- THE LOCATION OF EXISTING UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE AND BASED ON EXISTING PLANS AND DATA FURNISHED BY THE TOWN OF ADDISON. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES THAT MAY CONFLICT WITH CONSTRUCTION. CALL 1-800-344-8377 TWO WORKING DAYS PRIOR TO CONSTRUCTION FOR ONSITE LOCATIONS. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE, AT NO ADDITIONAL COST.
- NO SEPARATE PAY FOR SAWCUT. IT IS SUBSIDIARY TO PAVEMENT REMOVAL.

TEXAS ONE CALL PARTICIPANTS REQUEST 48 HOURS NOTICE BEFORE YOU DIG, DRILL, OR BLAST - STOP CALL

Texas One Call System
1-800-DIG-TESS

UTILITY LOCATION NOTE:
THE LOCATION OF EXISTING UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE AND BASED ON EXISTING PLANS AND DATA FURNISHED BY UTILITY COMPANIES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES THAT MAY CONFLICT WITH CONSTRUCTION. CALL 1-800-344-8377 TWO WORKING DAYS PRIOR TO CONSTRUCTION FOR ONSITE LOCATIONS. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE, AT NO ADDITIONAL COST.



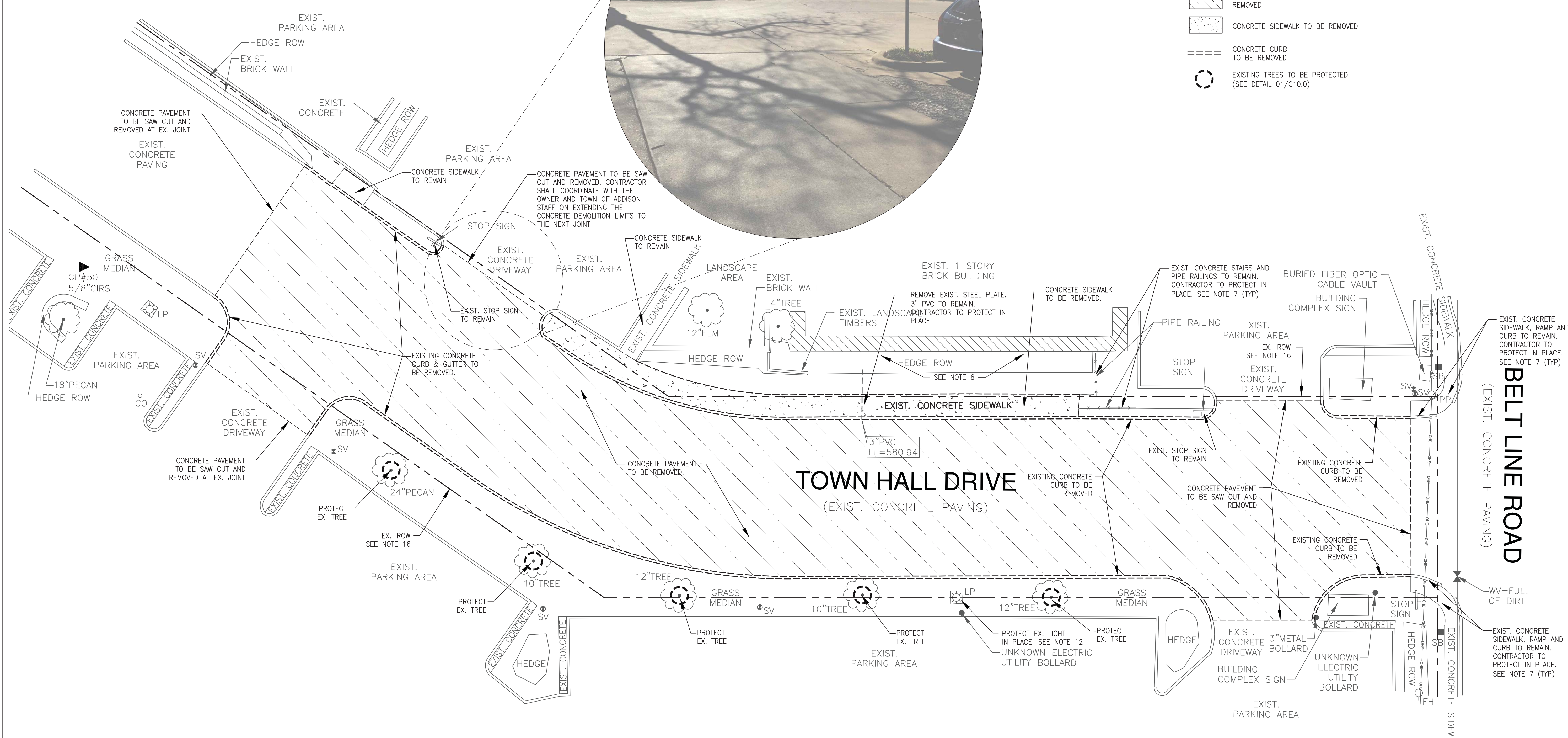
Benchmarks

BM #1 - IRON ROD SET IN THE PARKING LOT ISLAND APPROXIMATELY 274 LF SOUTH OF THE THE SOUTHERN BELT LINE ROAD CURB AND 10.5 LF EAST OF THE EASTERN TOWN HALL DRIVE CURB. ELEVATION = 578.67

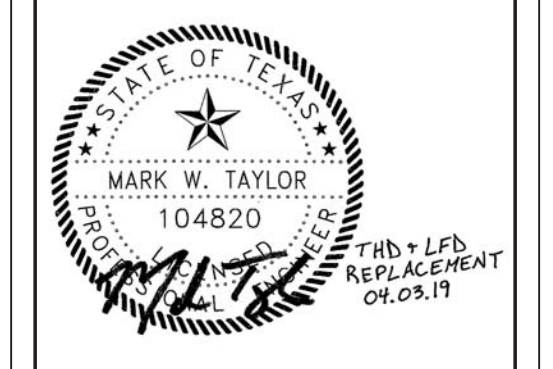
BM #2 - IRON ROD SET IN THE NORTHEAST LANDSCAPE AREA OF THE INTERSECTION OF CLUB HILL DRIVE AND BELT LINE ROAD. ELEVATION = 582.64

Legend

- CONCRETE PAVEMENT TO BE SAW CUT AND REMOVED
- CONCRETE SIDEWALK TO BE REMOVED
- CONCRETE CURB TO BE REMOVED
- EXISTING TREES TO BE PROTECTED (SEE DETAIL 01/C10.0)



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REV	DATE	DESCRIPTION

ADDISON

TOWN OF ADDISON
ADDISON, TX

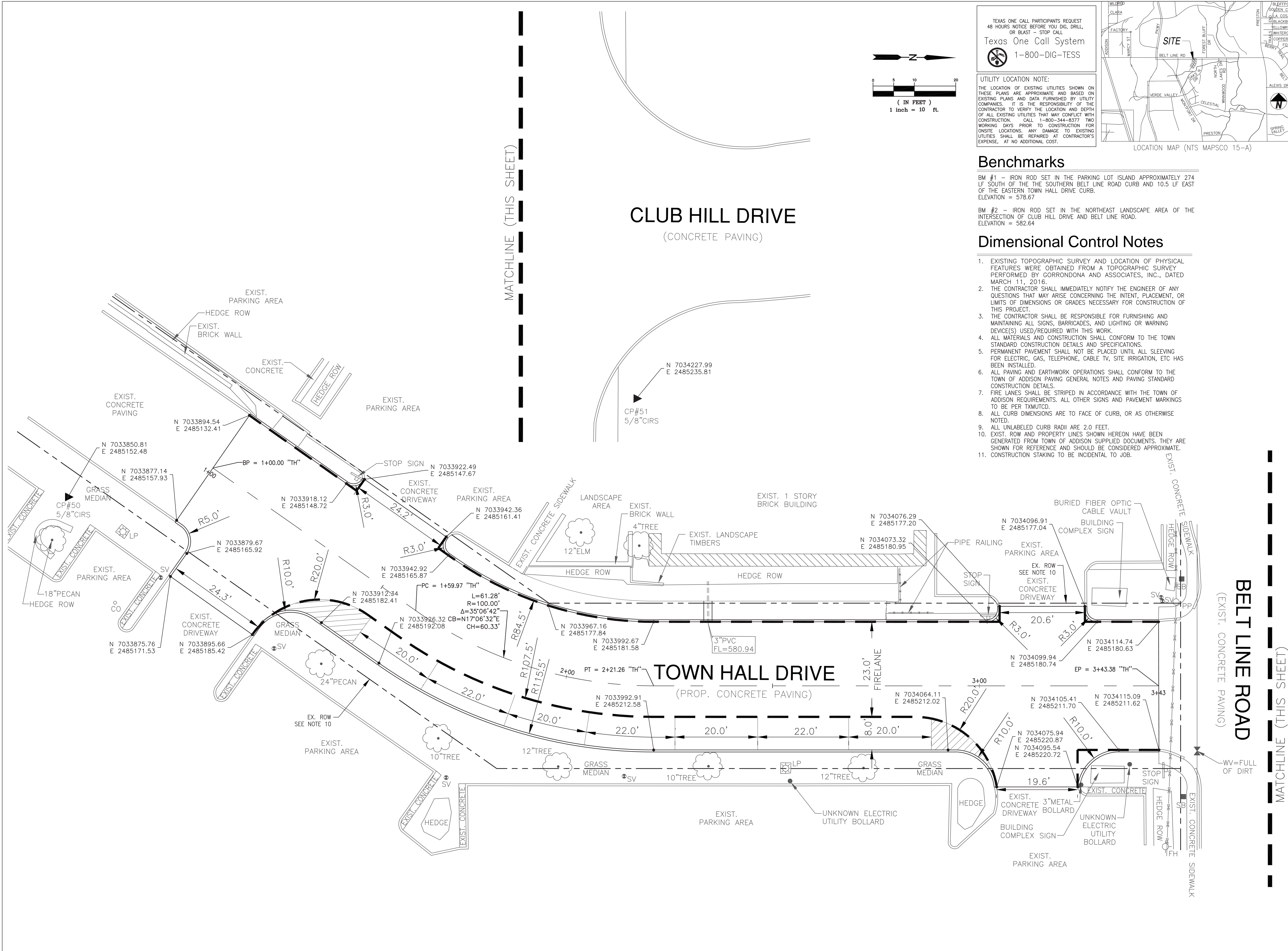
TOWN HALL DRIVE
LAKE FOREST DRIVE
PAVEMENT REPLACEMENT

SHEET TITLE DEMOLITION PLAN	
DESIGNED BY: UEG	DRAWN BY: UEG
REVIEWED BY: UEG	PROJECT NO. 16-07
SHEET NUMBER C3.0 (TH)	

Drawing: P:\UEG\DESIGN\2016\16-07 UEG-TOWN HALL DRIVE\CAD\Sheets\C3.0 - Demolition Plan.dwg Saved By: Mark Taylor Save Time: 4/3/2019 9:52 AM Plotted by: Mark Taylor Plot Date: 4/3/2019 12:47 PM

TOWN HALL DRIVE, ADDISON, TX - PROJECT NO. 19-117

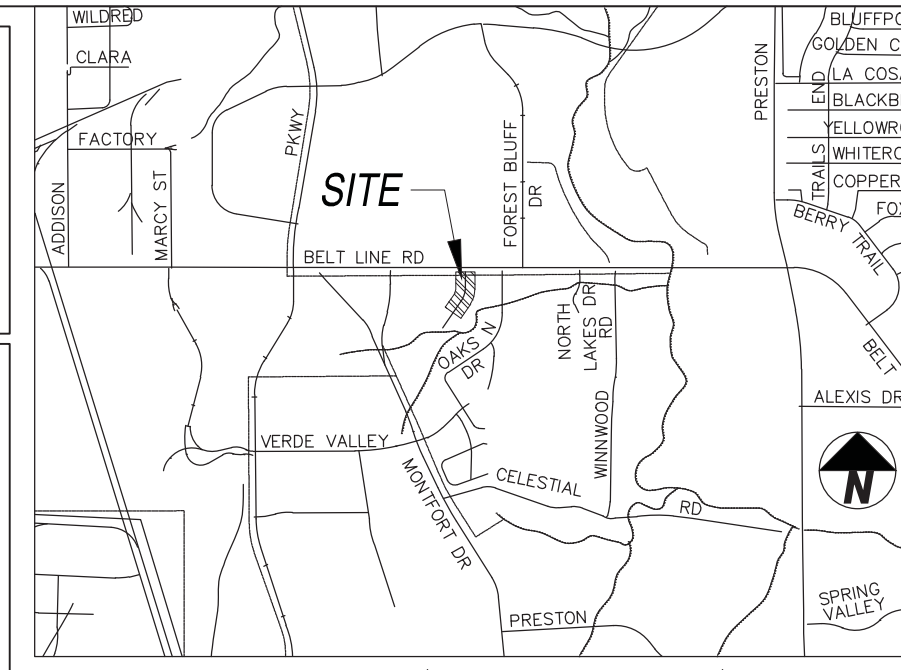
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OR BLAST - STOP CALL

Texas One Call System
1-800-DIG-TESS

UTILITY LOCATION NOTE:
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THESE PLANS ARE APPROXIMATE AND BASED ON
EXISTING PLANS AND DATA FURNISHED BY UTILITY
COMPANIES. IT IS THE RESPONSIBILITY OF THE
CONTRACTOR TO VERIFY THE LOCATION AND DEPTH
OF ALL EXISTING UTILITIES THAT MAY CONFLICT WITH
CONSTRUCTION. CALL 1-800-344-8377 TWO
WORKING DAYS PRIOR TO CONSTRUCTION FOR
ON-SITE LOCATIONS. ANY DAMAGE TO EXISTING
UTILITIES SHALL BE REPAIRED AT CONTRACTOR'S
EXPENSE, AT NO ADDITIONAL COST.



Benchmarks

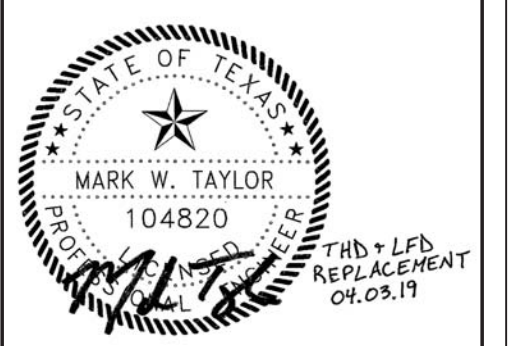
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- Dimensional Control Notes**
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 - THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY QUESTIONS THAT MAY ARISE CONCERNING THE INTENT, PLACEMENT, OR LIMITS OF DIMENSIONS OR GRADES NECESSARY FOR CONSTRUCTION OF THIS PROJECT.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND MAINTAINING ALL SIGNS, BARRICADES, AND LIGHTING OR WARNING DEVICE(S) USED/REQUIRED WITH THIS WORK.
 - ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE TOWN STANDARD CONSTRUCTION DETAILS AND SPECIFICATIONS.
 - PERMANENT PAVEMENT SHALL NOT BE PLACED UNTIL ALL SLEEVING FOR ELECTRIC, GAS, TELEPHONE, CABLE TV, SITE IRRIGATION, ETC HAS BEEN INSTALLED.
 - ALL PAVING AND EARTHWORK OPERATIONS SHALL CONFORM TO THE TOWN OF ADDISON PAVING GENERAL NOTES AND PAVING STANDARD CONSTRUCTION DETAILS.
 - FIRE LANES SHALL BE STRIPED IN ACCORDANCE WITH THE TOWN OF ADDISON REQUIREMENTS. ALL OTHER SIGNS AND PAVEMENT MARKINGS TO BE PER TxDOT.
 - ALL CURB DIMENSIONS ARE TO FACE OF CURB, OR AS OTHERWISE NOTED.
 - ALL UNLABELED CURB RADII ARE 2.0 FEET.
 - EXIST. ROW AND PROPERTY LINES SHOWN HEREON HAVE BEEN GENERATED FROM TOWN OF ADDISON SUPPLIED DOCUMENTS. THEY ARE SHOWN FOR REFERENCE AND SHOULD BE CONSIDERED APPROXIMATE.
 - CONSTRUCTION STAKING TO BE INCIDENTAL TO JOB.



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REV	DATE	DESCRIPTION

ADDISON

TOWN OF ADDISON
ADDISON, TX

TOWN HALL DRIVE
LAKE FOREST DRIVE
PAVEMENT REPLACEMENT

SHEET TITLE
DIMENSIONAL CONTROL PLAN

DESIGNED BY: UEG	DRAWN BY: UEG
REVIEWED BY: UEG	PROJECT NO. 16-07

C4.0

SHEET NUMBER (TH)

TOWN HALL DRIVE, ADDISON, TX - PROJECT NO. 19-117

Drawing: P:\UEG\DESIGN\2016\16-07 UEG-TOWN HALL DR\CAD\Sheets\C7.0 - Construction Phasing Plan.dwg Saved By: Mark Taylor Save Time: 4/3/2019 9:07:14 AM Med by: Mark Taylor Plot Date: 4/3/2019 12:52 PM

Construction Phasing Notes






MAINTENANCE OF TRAFFIC

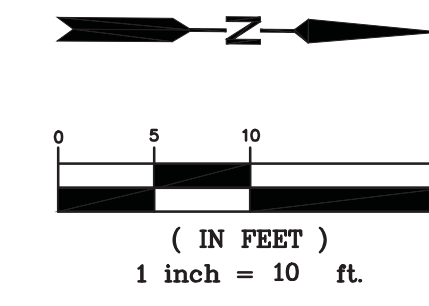
- TOWN HALL DRIVE WILL BE CLOSED. BELT LINE ROAD EASTBOUND TRAFFIC WILL BE PROHIBITED FROM RIGHT TURN MOVEMENT INTO TOWN HALL DRIVE. BELT LINE ROAD WESTBOUND TRAFFIC WILL BE PROHIBITED FROM LEFT TURN MOVEMENT INTO TOWN HALL DRIVE.

CONSTRUCTION SEQUENCE

- INSTALL TOWN HALL DRIVE CONSTRUCTION SIGNS AND BARRICADES.
- SAWCUT AND REMOVE EXISTING TOWN HALL DRIVE PAVEMENT.
- CONSTRUCT PERMANENT PAVEMENT FOR TOWN HALL DRIVE.

Legend

- PROPOSED CONSTRUCTION 
- DIRECTION OF TRAFFIC FLOW 
- CONSTRUCTION SIGN 
- TYPE III BARRICADE 
- CHANNELIZING DEVICES 

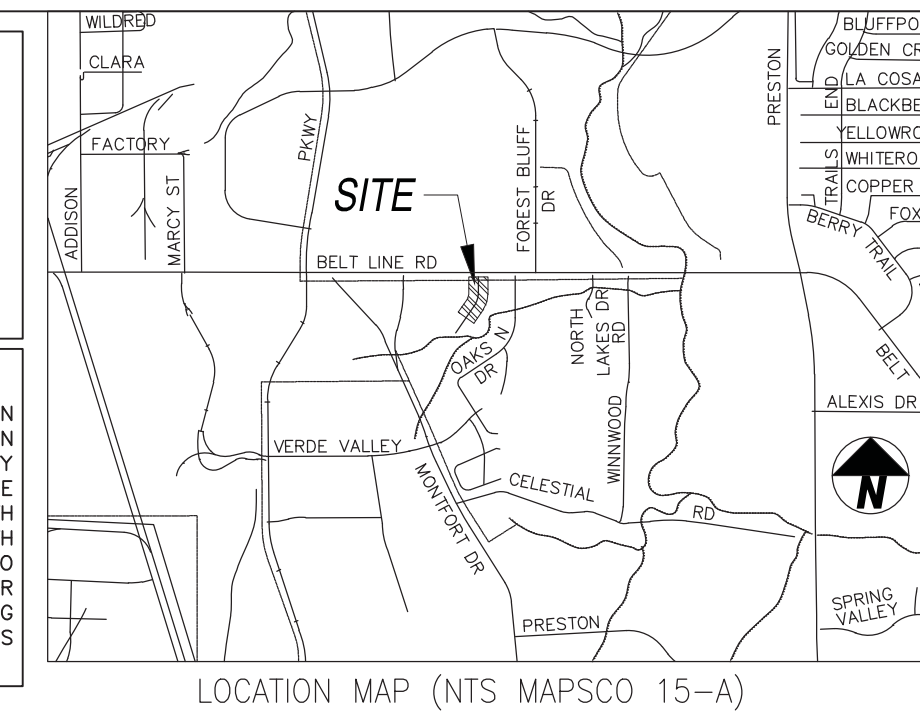


Paving Plan Notes

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Benchmarks

BM #1 - IRON ROD SET IN THE PARKING LOT ISLAND APPROXIMATELY 274 LF SOUTH OF THE SOUTHERN BELT LINE ROAD CURB AND 10.5 LF EAST OF THE EASTERN TOWN HALL DRIVE CURB.
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REV	DATE	DESCRIPTION	BY


**TOWN OF ADDISON
ADDISON, TX**
**TOWN HALL DRIVE
LAKE FOREST DRIVE
PAVEMENT REPLACEMENT**

SHEET TITLE CONSTRUCTION PHASING PLAN	
DESIGNED BY: UEG	DRAWN BY: UEG
REVIEWED BY: UEG	PROJECT NO. 16-07
C7.0	
SHEET NUMBER (TH)	

TOWN HALL DRIVE, ADDISON, TX - PROJECT NO. 19-117

EROSION CONTROL CONSTRUCTION PHASING

- PHASE 1 – INSTALL PERIMETER EROSION CONTROL DEVICES. ONLY REMOVE AS MUCH VEGETATION AS NECESSARY FOR INSTALLATION.
- PHASE 2 – REMOVE EXISTING VEGETATION WITHIN LIMITS OF DISTURBANCE AND 6" TOPSOIL. GRADING AND EXCAVATION.
- PHASE 3 – FINE GRADE AND CONSTRUCT PAVED AREAS. STABILIZE SITE.
- PHASE 4 – INSTALL LANDSCAPE. REMOVE TEMPORARY EROSION CONTROL DEVICES.

EROSION CONTROL CONSTRUCTION PLAN

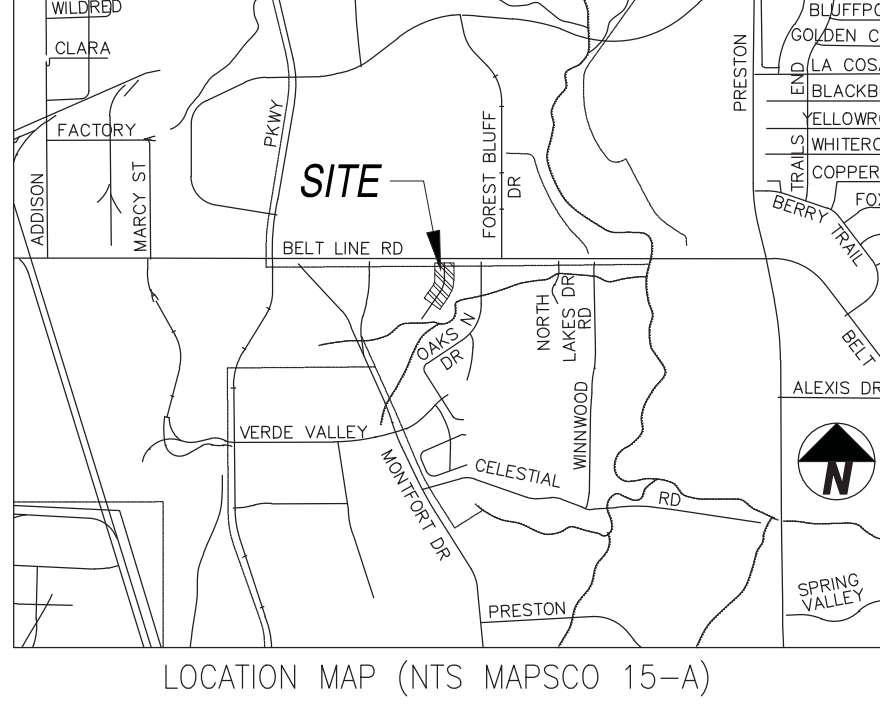
BMP	INSTALLATION	DATE	REMOVAL	DATE
SILT FENCE	PRIOR TO CONSTRUCTION		AFTER FINAL STABILIZATION OF SITE	
INLET PROTECTION	PRIOR TO CONSTRUCTION		AFTER FINAL STABILIZATION OF SITE	
ROCK STABILIZED CONSTRUCTION ENTRANCE	PRIOR TO CONSTRUCTION		AFTER FINAL STABILIZATION OF SITE	

Erosion Control Legend

- 578--- EXISTING CONTOUR AND ELEVATION
- 578 PROPOSED CONTOUR AND ELEVATION
- [Pattern] CONSTRUCTION ENTRANCE (25' X 50' MIN.)
- SILT SOCK
- SCF SILT FENCE
- [Circle with X] INLET PROTECTION
- [Shaded Area] PROPOSED PAVEMENT CONSTRUCTION
- ➔ DIRECTION OF FLOW

TEXAS ONE CALL PARTICIPANTS REQUEST 48 HOURS NOTICE BEFORE YOU DIG, DRILL, OR BLAST – STOP CALL
 Texas One Call System
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UTILITY LOCATION NOTE:
 THE LOCATION OF EXISTING UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE AND BASED ON EXISTING PLANS AND DATA FURNISHED BY UTILITY COMPANIES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES THAT MAY CONFLICT WITH CONSTRUCTION. CALL 1-800-344-8377 TWO WORKING DAYS PRIOR TO CONSTRUCTION FOR ON-SITE LOCATIONS. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE, AT NO ADDITIONAL COST.



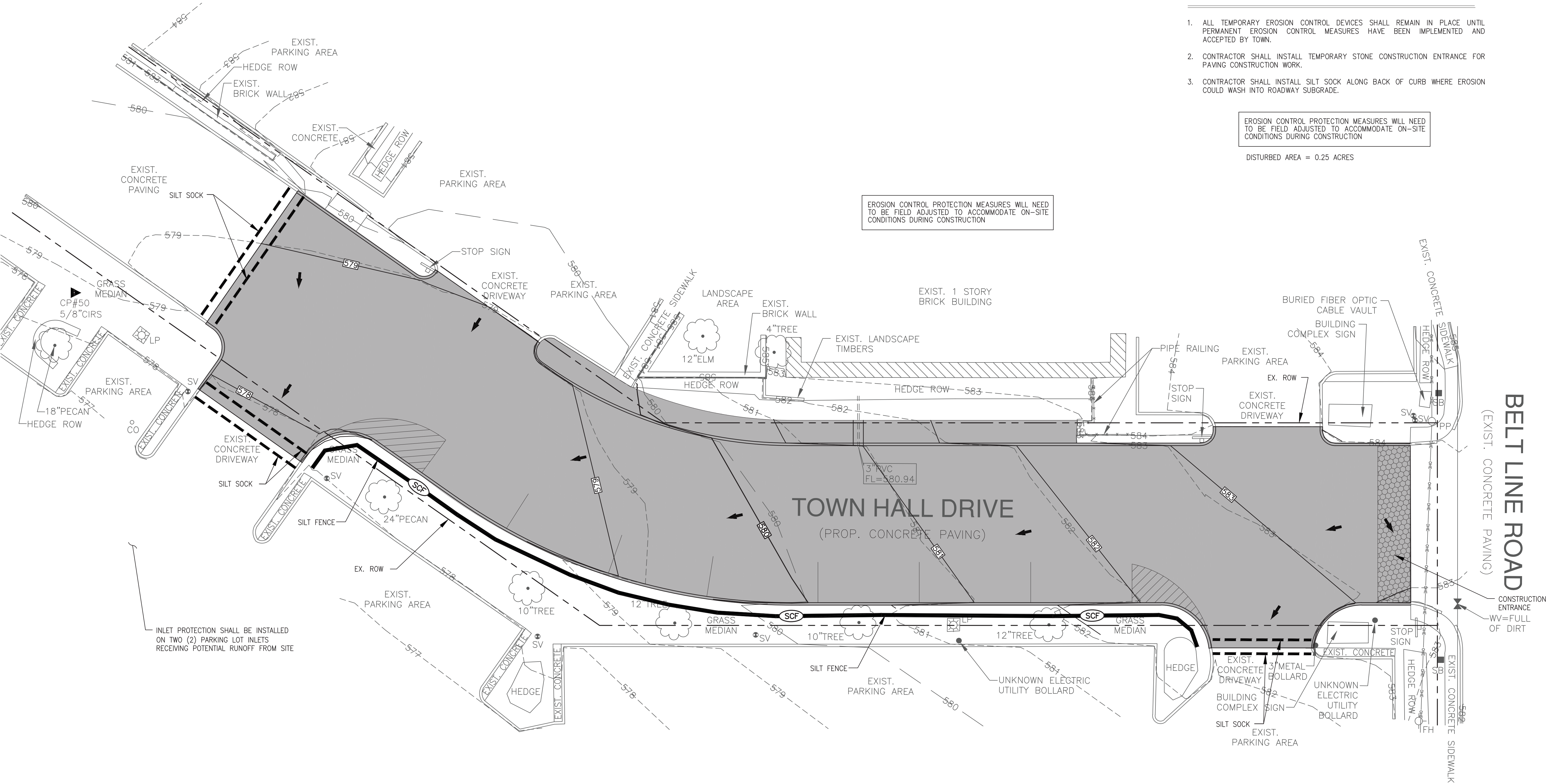
Benchmarks

- BM #1 – IRON ROD SET IN THE PARKING LOT ISLAND APPROXIMATELY 274 LF SOUTH OF THE THE SOUTHERN BELT LINE ROAD CURB AND 10.5 LF EAST OF THE EASTERN TOWN HALL DRIVE CURB. ELEVATION = 578.67
- BM #2 – IRON ROD SET IN THE NORTHEAST LANDSCAPE AREA OF THE INTERSECTION OF CLUB HILL DRIVE AND BELT LINE ROAD. ELEVATION = 582.64

Erosion Control Plan Notes

- ALL TEMPORARY EROSION CONTROL DEVICES SHALL REMAIN IN PLACE UNTIL PERMANENT EROSION CONTROL MEASURES HAVE BEEN IMPLEMENTED AND ACCEPTED BY TOWN.
- CONTRACTOR SHALL INSTALL TEMPORARY STONE CONSTRUCTION ENTRANCE FOR PAVING CONSTRUCTION WORK.
- CONTRACTOR SHALL INSTALL SILT SOCK ALONG BACK OF CURB WHERE EROSION COULD WASH INTO ROADWAY SUBGRADE.

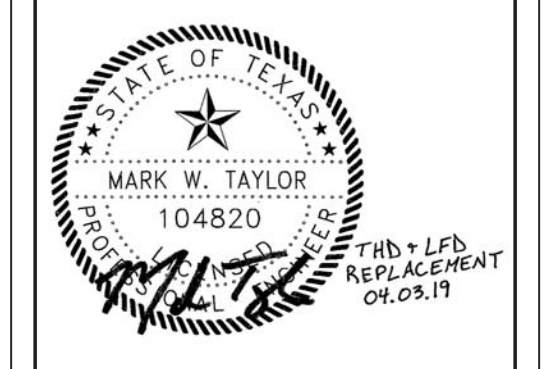
EROSION CONTROL PROTECTION MEASURES WILL NEED TO BE FIELD ADJUSTED TO ACCOMMODATE ON-SITE CONDITIONS DURING CONSTRUCTION
 DISTURBED AREA = 0.25 ACRES



INLET PROTECTION SHALL BE INSTALLED ON TWO (2) PARKING LOT INLETS RECEIVING POTENTIAL RUNOFF FROM SITE

EROSION CONTROL PROTECTION MEASURES WILL NEED TO BE FIELD ADJUSTED TO ACCOMMODATE ON-SITE CONDITIONS DURING CONSTRUCTION

BELT LINE ROAD
 (EXIST. CONCRETE PAVING)



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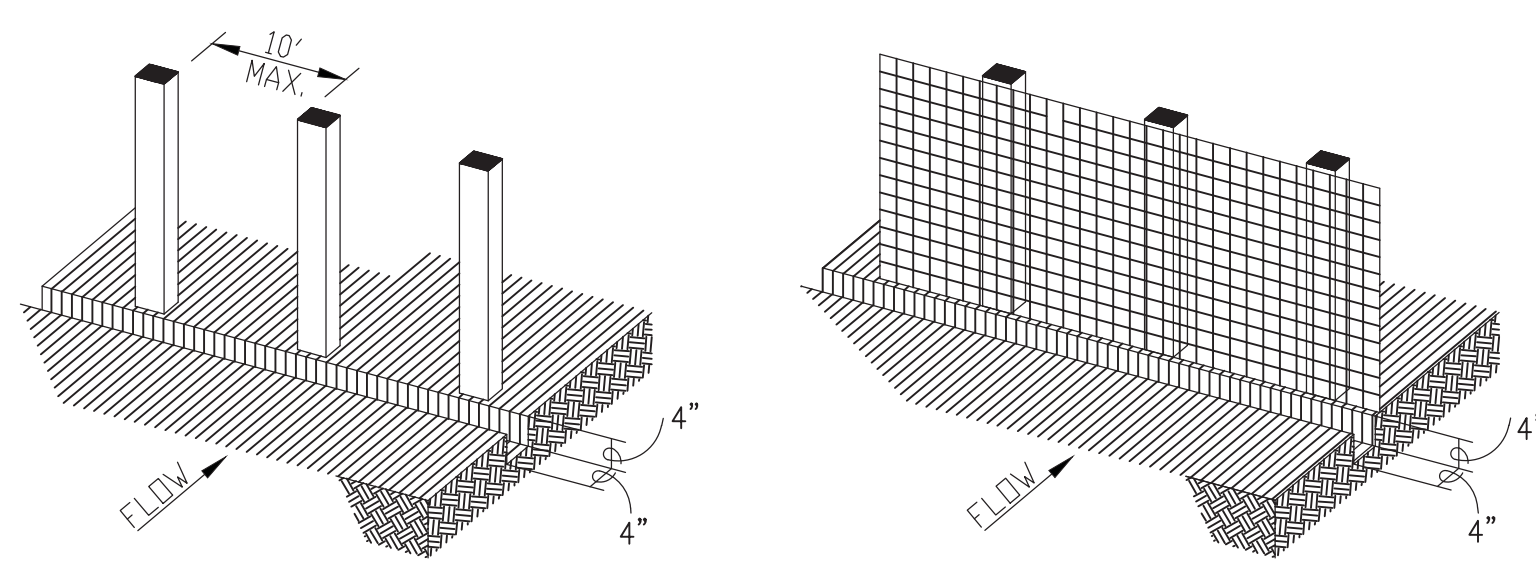
REV	DATE	DESCRIPTION

ADDISON
 TOWN OF ADDISON, TX
 TOWN HALL DRIVE
 LAKE FOREST DRIVE
 PAVEMENT REPLACEMENT

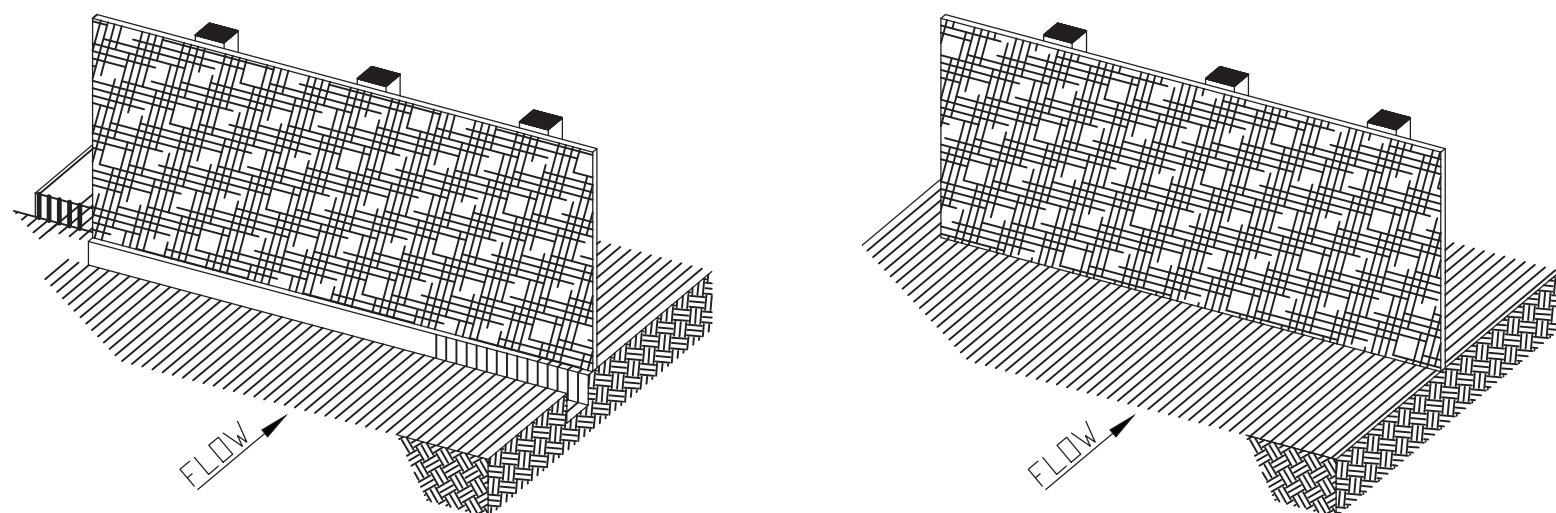
SHEET TITLE EROSION CONTROL PLAN	
DESIGNED BY: UEG	DRAWN BY: UEG
REVIEWED BY: UEG	PROJECT NO. 16-07
C8.0	
SHEET NUMBER (TH)	

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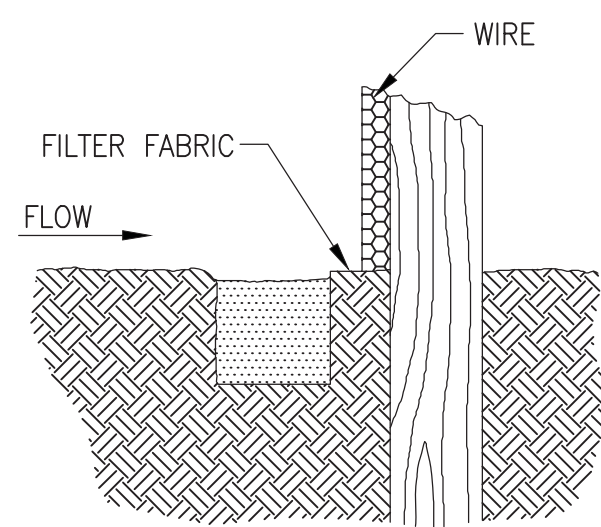
TOWN HALL DRIVE, ADDISON, TX - PROJECT NO. 19-117



1. SET POSTS 12" DEEP (MIN.) AND EXCAVATE 4" x 4" TRENCH UPSLOPE ALONG LINE OF POSTS.
2. SECURE WIRE FENCE TO POSTS.



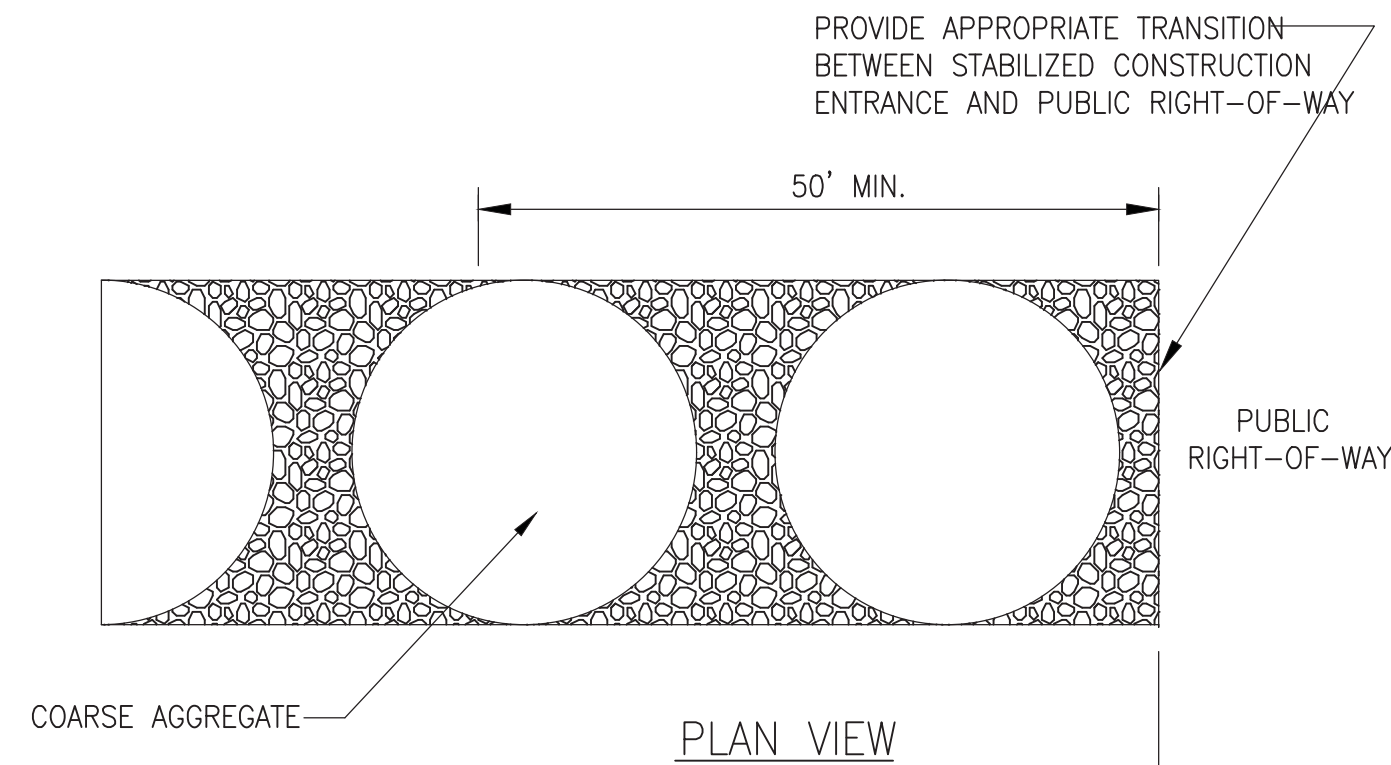
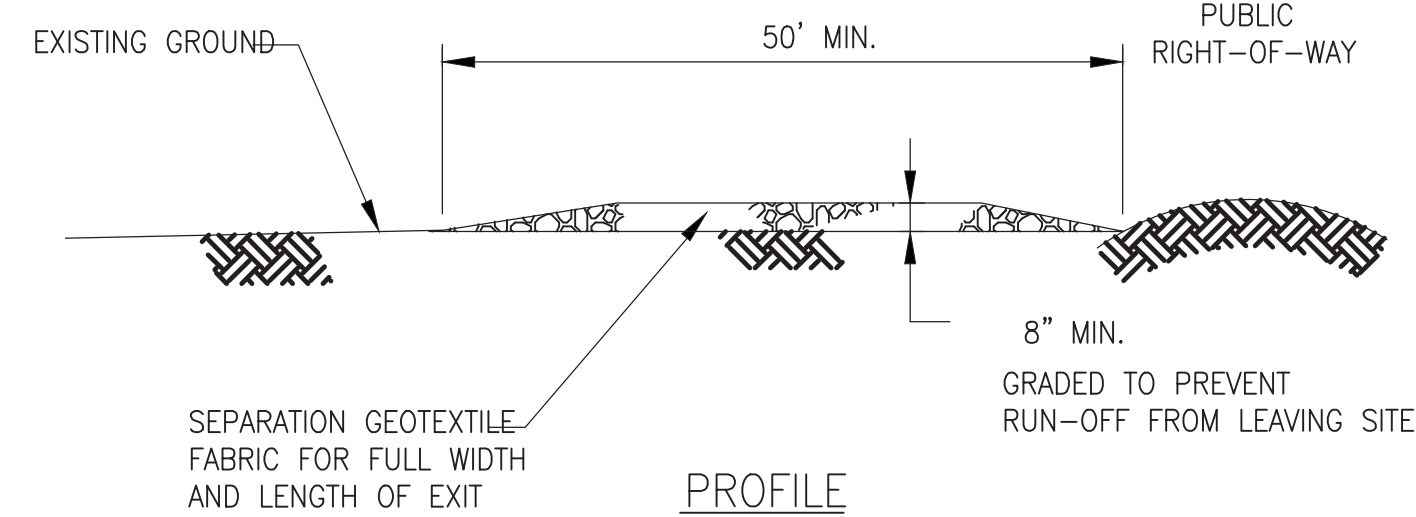
3. ATTACH FILTER MATERIAL TO WIRE FENCE AND EXTEND IT INTO THE TRENCH.
4. BACKFILL AND COMPACT THE EXCAVATED SOIL.



GENERAL NOTES:

1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH STAPLES.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24 INCHES AT TOP AND MIDSECTION.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER, THEY SHALL BE OVERLAPPED 6 INCHES AT THE POSTS, AND FOLDED.
4. IF USING METAL POSTS, PLACE A ROUND PLASTIC COVER AT TOP OF POSTS.

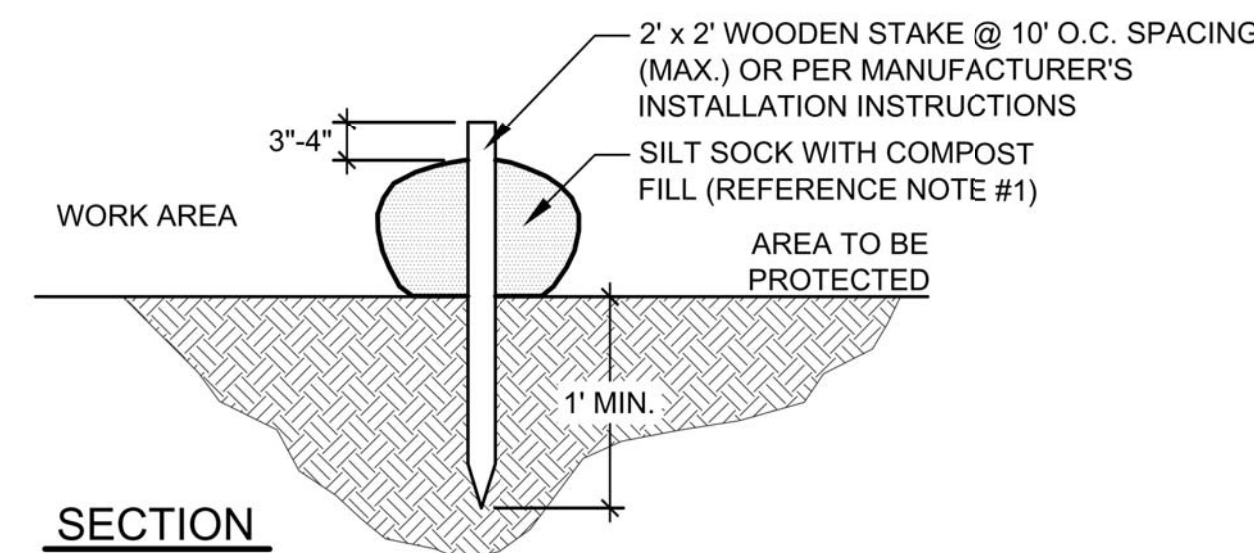
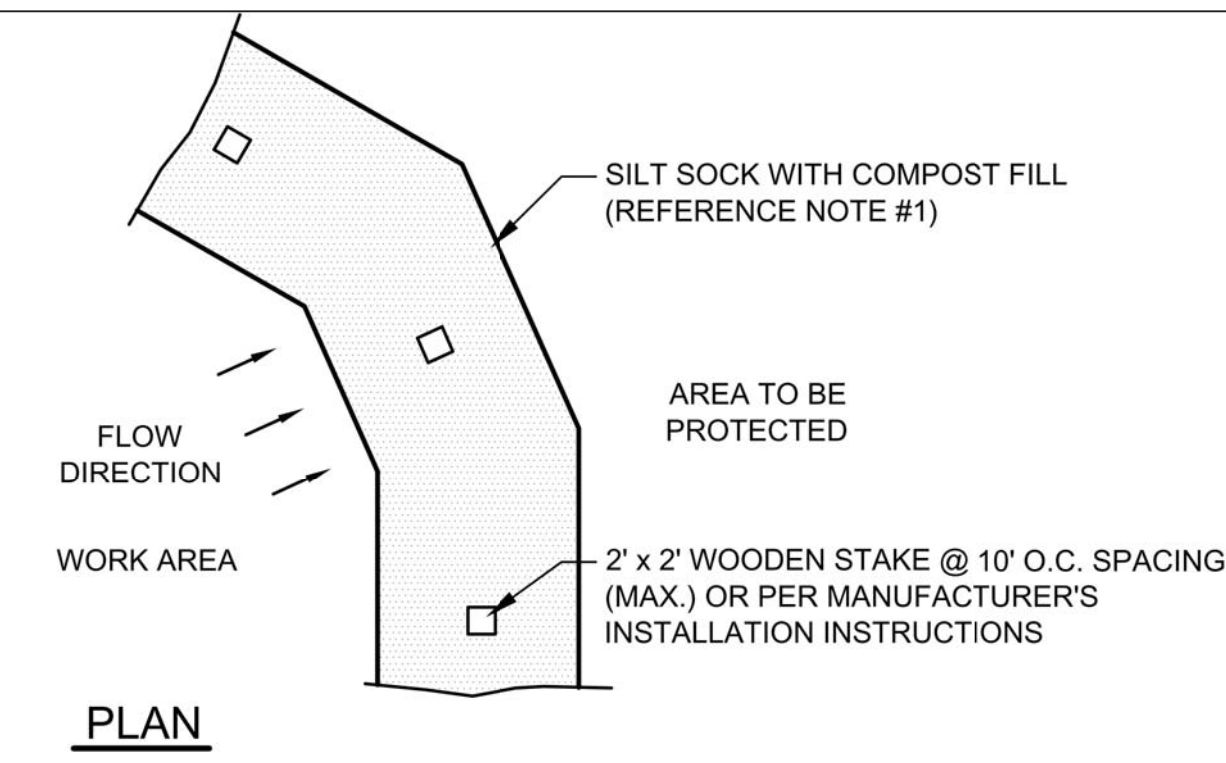
01 REINFORCED FILTER FABRIC FENCE
N.T.S.



GENERAL NOTES:

1. LENGTH SHALL BE AS SHOWN ON THE CONSTRUCTION DRAWINGS, BUT NOT LESS THAN 50 FEET.
2. THICKNESS SHALL BE NOT LESS THAN 8 INCHES.
3. WIDTH SHALL BE NOT LESS THAN FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS.
4. STABILIZATION FOR OTHER AREAS SHALL HAVE THE SAME AGGREGATE THICKNESS AND WIDTH REQUIREMENTS AS THE STABILIZED CONSTRUCTION EXIT, UNLESS OTHERWISE SHOWN ON THE CONSTRUCTION DRAWINGS.
5. STABILIZED AREA MAY BE WIDENED OR LENGTHENED TO ACCOMMODATE A TRUCK WASHING AREA, WHEN SHOWN ON THE CONSTRUCTION DRAWING. AN OUTLET SEDIMENT TRAP MUST BE PROVIDED FOR THE TRUCK WASHING AREA.

02 STABILIZED CONSTRUCTION EXIT
N.T.S.



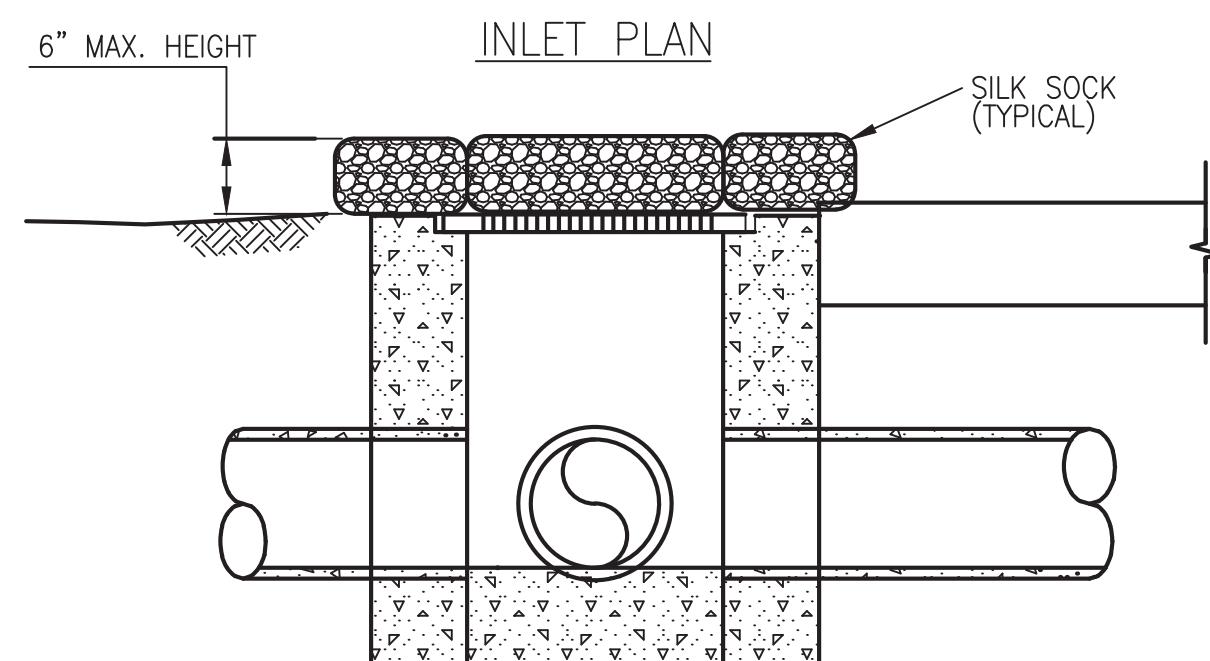
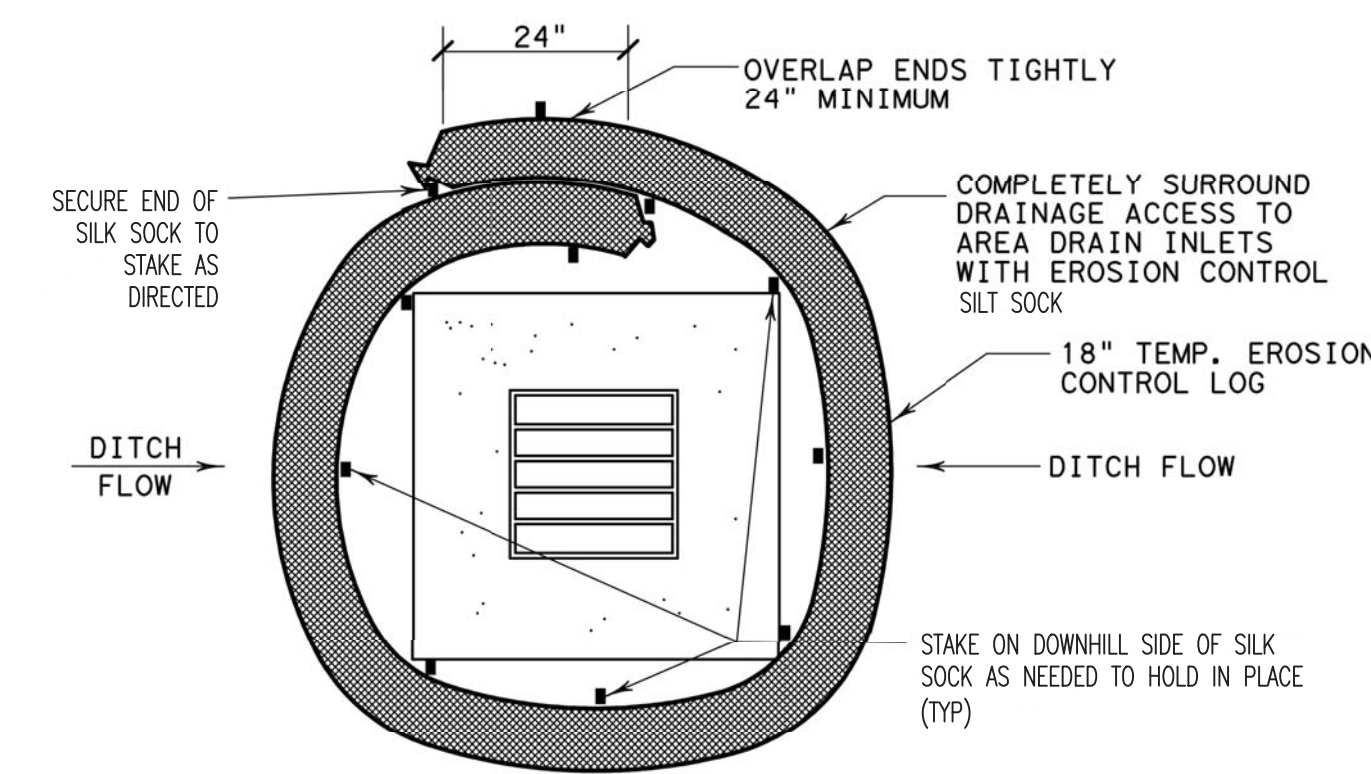
SILT SOCK NOTES:

1. REFERENCE PLAN AND/OR TECHNICAL SPECIFICATIONS FOR SILT SOCK SIZE, FILL MATERIAL AND APPROVED MANUFACTURERS.
2. THE SILT SOCK SHALL BE PLACED AT LOCATIONS INDICATED ON PLANS AND SHOULD BE INSTALLED PARALLEL TO THE BASE OF THE SLOPE OR OTHER AFFECTED AREA.
3. CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING A WORKING EROSION CONTROL SYSTEM AND MAY, WITH APPROVAL OF THE OWNER'S REPRESENTATIVE, WORK OUTSIDE THE MINIMUM CONSTRUCTION REQUIREMENTS AS NEEDED.
4. THE CONTRACTOR SHALL MAINTAIN THE SILT SOCK IN A FUNCTIONAL CONDITION AT ALL TIMES AND IT SHALL BE ROUTINELY INSPECTED. REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. THE CONTRACTOR SHALL REMOVE SEDIMENTS COLLECTED AT THE BASE OF THE SILT SOCK WHEN THEY REACH 1/3 OF THE EXPOSED HEIGHT OF THE DEVICE OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE. SEDIMENT TRAPPED BY THIS PRACTICE SHALL BE DISPOSED OF IN AN APPROVED SITE IN A MANNER THAT WILL NOT CONTRIBUTE TO ADDITIONAL SILTATION.
6. THE COMPOST FILL WILL BE DISPERSED ON SITE WHEN NO LONGER REQUIRED, AS DETERMINED BY THE OWNER'S REPRESENTATIVE.

03 SILT SOCK DETAIL
N.T.S. (OR APPROVED EQUAL)

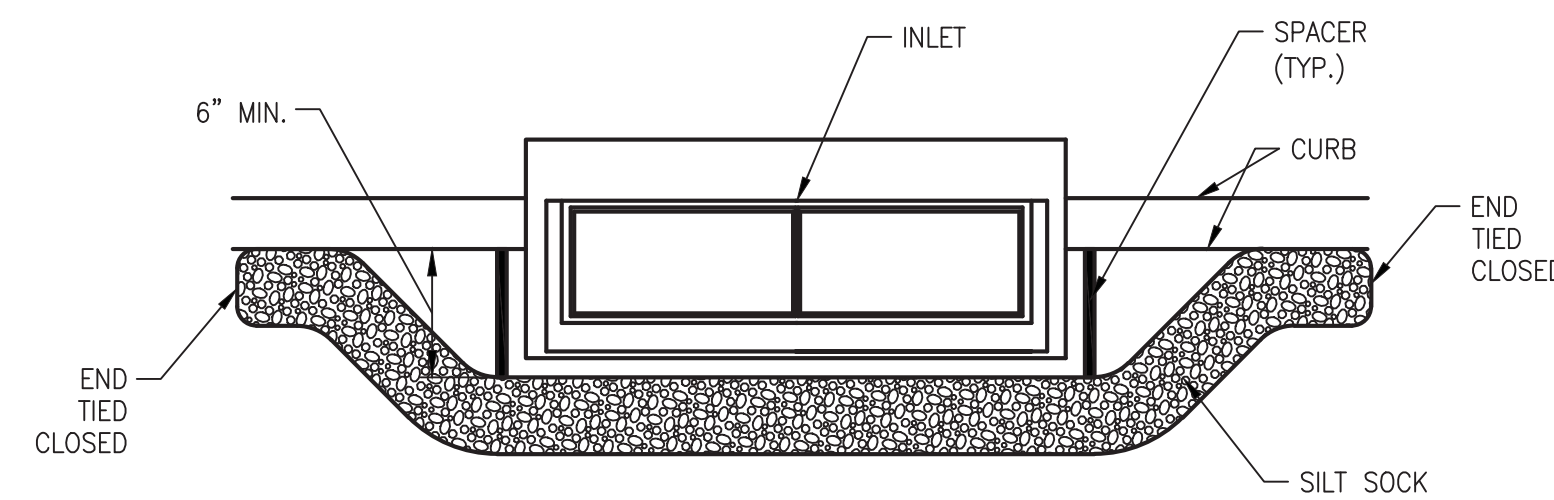
EROSION CONTROL NOTES

1. PRIOR TO THE COMMENCING OF ANY CONSTRUCTION, EROSION CONTROL DEVICES AS SHOWN ON THE EROSION CONTROL PLAN FOR PROJECT SHALL BE INSTALLED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS FOR THE PROJECT.
2. IF THIS EROSION CONTROL PLAN, AS APPROVED CANNOT CONTROL EROSION. THE EROSION CONTROL PLAN WILL BE REQUIRED TO BE REVISED AND/OR ADDITIONAL EROSION CONTROL DEVICES WILL BE REQUIRED ON SITE.
3. AT A MINIMUM, PERIMETER CONTROLS SUCH AS SILT FENCE SHALL BE INSTALLED AT ALL DOWN SLOPE BOUNDARIES AND AS WARRANTED WHERE PAVEMENT REMOVAL, UTILITY CONSTRUCTION, GRADING, OR OTHER CONSTRUCTION ACTIVITIES ARE TO BE PERFORMED. THE CONTRACTOR SHALL AT ALL TIMES TAKE SUCH MEASURES AS NECESSARY TO MINIMIZE OFF SITE TRACKING OR TRANSPORT OF SEDIMENT AND DEBRIS.
4. THE CONTRACTOR SHALL TAKE APPROPRIATE MEASURES AS NECESSARY TO PREVENT TRACKING OF MUD OR SOILS ONTO EXISTING OR PROPOSED PAVEMENT. ANY TRACKING THAT DOES OCCUR SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR.
5. AS INLETS ARE COMPLETED, THE CONTRACTOR SHALL PROVIDE ADEQUATE PROTECTION OF STORM DRAIN INLETS USING MEASURES SPECIFIED. WHERE INLETS ARE BEING INSTALLED, THE CONTRACTOR SHALL PREVENT MATERIALS FROM ENTERING THE STORM DRAIN SYSTEM.
6. AT THE COMPLETION OF THE PAVING AND FINAL GRADING, THE DISTURBED AREA(S) SHALL BE REVEGETATED IN ACCORDANCE WITH THE PLANS.
7. SILT FENCE AND INLET SEDIMENT BARRIERS SHALL REMAIN IN PLACE UNTIL REVEGETATION HAS BEEN COMPLETED.
8. DISTURBED AREAS THAT ARE SODDED SHALL BE CHECKED PERIODICALLY TO SEE THAT GRASS COVERAGE IS PROPERLY MAINTAINED. DISTURBED AREAS SHALL BE WATERED, FERTILIZED AND SODDED, IF NECESSARY.
9. ALL STOCKPILED SOILS WILL BE SURROUNDED BY SILT FENCE, SEDIMENT CONTROL SWALE, OR SIMILAR MEASURE APPROVED BY THE ENGINEER, TO PROPERLY CONTROL SEDIMENT RUNOFF.
10. IF OFF-SITE SOIL BORROW OR SPOIL SITES ARE USED IN CONJUNCTION WITH THIS PROJECT, THIS INFORMATION SHALL BE DISCLOSED AND SHOWN ON THE EROSION CONTROL PLAN. OFF-SITE BORROW AND SPOIL AREAS ARE CONSIDERED A PART OF THE PROJECT SITE AND THEREFORE SHALL COMPLY WITH EROSION CONTROL REQUIREMENTS. THESE AREAS SHALL BE STABILIZED WITH PERMANENT GROUND COVER PRIOR TO FINAL APPROVAL OF THE PROJECT.
11. DAMAGES TO ADJACENT PROPERTY OR TO THE RECEIVING WATERS CAUSED BY IMPROPERLY INSTALLED OR POORLY MAINTAINED EROSION CONTROL MEASURES ARE THE RESPONSIBILITY OF THE CONTRACTOR.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF ANY SILTATION CAUSED BY HIS OPERATIONS AND/OR FAILURE OF THE EROSION CONTROL MEASURES.
13. INSPECTIONS OF EROSION CONTROL DEVICES SHALL BE MADE WEEKLY AND AFTER RAIN STORM EVENTS TO INSURE THAT THE DEVICES ARE FUNCTIONING PROPERLY. WHEN SEDIMENT OR MUD HAS CLOGGED THE VOID SPACES BETWEEN STONES OR MUD IS BEING TRACKED ONTO A PUBLIC ROADWAY, THE AGGREGATE PAD MUST BE WASHED DOWN OR REPLACED. RUNOFF FROM THE WASHDOWN OPERATION SHALL NOT BE ALLOWED TO DRAIN DIRECTLY OFF SITE WITHOUT FIRST FLOWING THROUGH ANOTHER BMP TO CONTROL OFF SITE SEDIMENTATION. PERIODIC REGRADING OR THE ADDITION OF NEW STONE MAY BE REQUIRED TO MAINTAIN THE EFFICIENCY OF THE INSTALLATION.
14. THE CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF ACCUMULATED SILT AND SEDIMENT FROM EROSION CONTROL MEASURES WHEN IT REACHES A DEPTH OF SIX (6) INCHES OR IMPAIRS THE EFFECTIVENESS OF THE MEASURES.
15. THE CONTRACTOR SHALL STABILIZE ANY AREA WHERE CONSTRUCTION ACTIVITY IS TO BE TEMPORARILY OR PERMANENTLY CEASED FOR MORE THAN 14 DAYS.
16. CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTAL OF N.O.I., N.O.T. AND ANY ADDITIONAL INFORMATION REQUIRED BY THE E.P.A. AND TCEQ. CONTRACTOR SHALL COMPLY WITH ALL E.P.A. AND TCEQ STORMWATER POLLUTION PREVENTION REQUIREMENTS.



NOTE:
FILL BAGS LOOSELY SO THAT THEY CAN BE PLACED TIGHTLY TOGETHER WITHOUT ANY OPEN SPACES BETWEEN THEM.

04 GRATE INLET PROTECTION BARRIER
N.T.S. (OR APPROVED EQUAL)



05 CURB INLET PROTECTION BARRIER
N.T.S. (OR APPROVED EQUAL)



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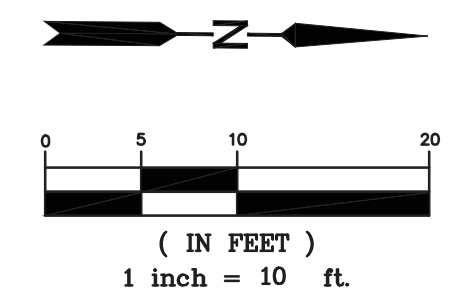
TOWN OF ADDISON
ADDISON, TX
TOWN HALL DRIVE
LAKE FOREST DRIVE
PAVEMENT REPLACEMENT

SHEET TITLE EROSION CONTROL DETAILS	
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REVIEWED BY: UEG	PROJECT NO. 16-07
C8.1	
SHEET NUMBER (TH)	

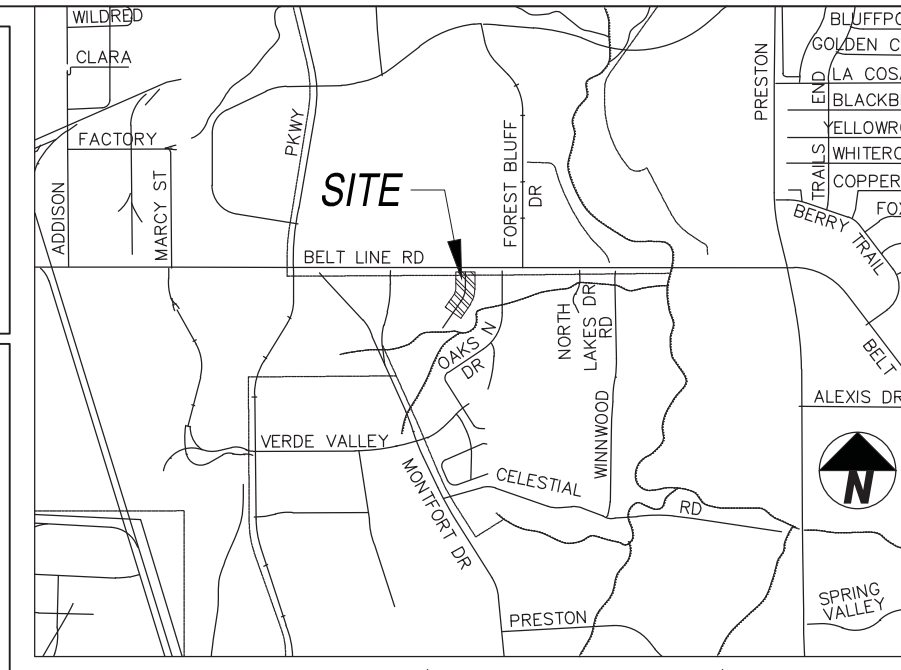
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 Plotted by: Mark Taylor Plot Date: 4/3/2019 12:57 PM

Joint Plan Notes

- ALL JOINTS ARE TO BE CUT WITH EARLY ENTRY DRY CUT SAWS.
- ALL JOINTS ARE TO BE CUT IMMEDIATELY AFTER INITIAL SET OF THE CONCRETE IN THAT JOINT LOCATION, TYPICALLY WITHIN ONE TO FOUR HOURS DEPENDING ON WEATHER CONDITIONS.
- SAW JOINTS TO THE DEPTH SHOWN ON THE PLANS AS SOON AS SAWING CAN BE ACCOMPLISHED WITHOUT SPALLING AND RAVING DAMAGE TO THE PAVEMENT REGARDLESS OF TIME OF DAY OR WEATHER CONDITIONS.
- USE A CHALK LINE, STRING LINE, SAWING TEMPLATE, OR OTHER APPROVED METHOD TO PROVIDE A TRUE JOINT ALIGNMENT.
- PROVIDE ENOUGH SAWS TO MATCH THE PAVING PRODUCTION RATE TO ENSURE SAWING COMPLETION AT THE EARLIEST POSSIBLE TIME TO AVOID UNCONTROLLED CRACKING.
- REDUCE PAVING PRODUCTION IF NECESSARY TO ENSURE TIMELY SAWING OF JOINTS.
- PROMPTLY RESTORE MEMBRANE CURE DAMAGED WITHIN THE FIRST 72 HOURS OF CURING.
- SAWED JOINTS SHALL BE SPACED AT INTERVALS OF 15 FEET AND AT ALL RADIUS RETURNS, SAWED JOINTS SHALL BE PERPENDICULAR TO ALL CURVES BEGINNING THREE FEET FROM THE CURVE.
- SAWED JOINTS SHALL MATCH THE EXISTING PAVEMENT JOINT PATTERN WHERE NEW PAVEMENT IS CONSTRUCTED ADJACENT TO EXISTING CONCRETE PAVEMENT.
- EXISTING TOPOGRAPHIC SURVEY AND LOCATION OF PHYSICAL FEATURES WERE OBTAINED FROM A TOPOGRAPHIC SURVEY PERFORMED BY GORRONDONA AND ASSOCIATES, INC., DATED MARCH 11, 2016.
- EXIST. ROW AND PROPERTY LINES SHOWN HEREON HAVE BEEN GENERATED FROM TOWN OF ADDISON SUPPLIED DOCUMENTS. THEY ARE SHOWN FOR REFERENCE ONLY AND SHOULD BE CONSIDERED APPROXIMATE.



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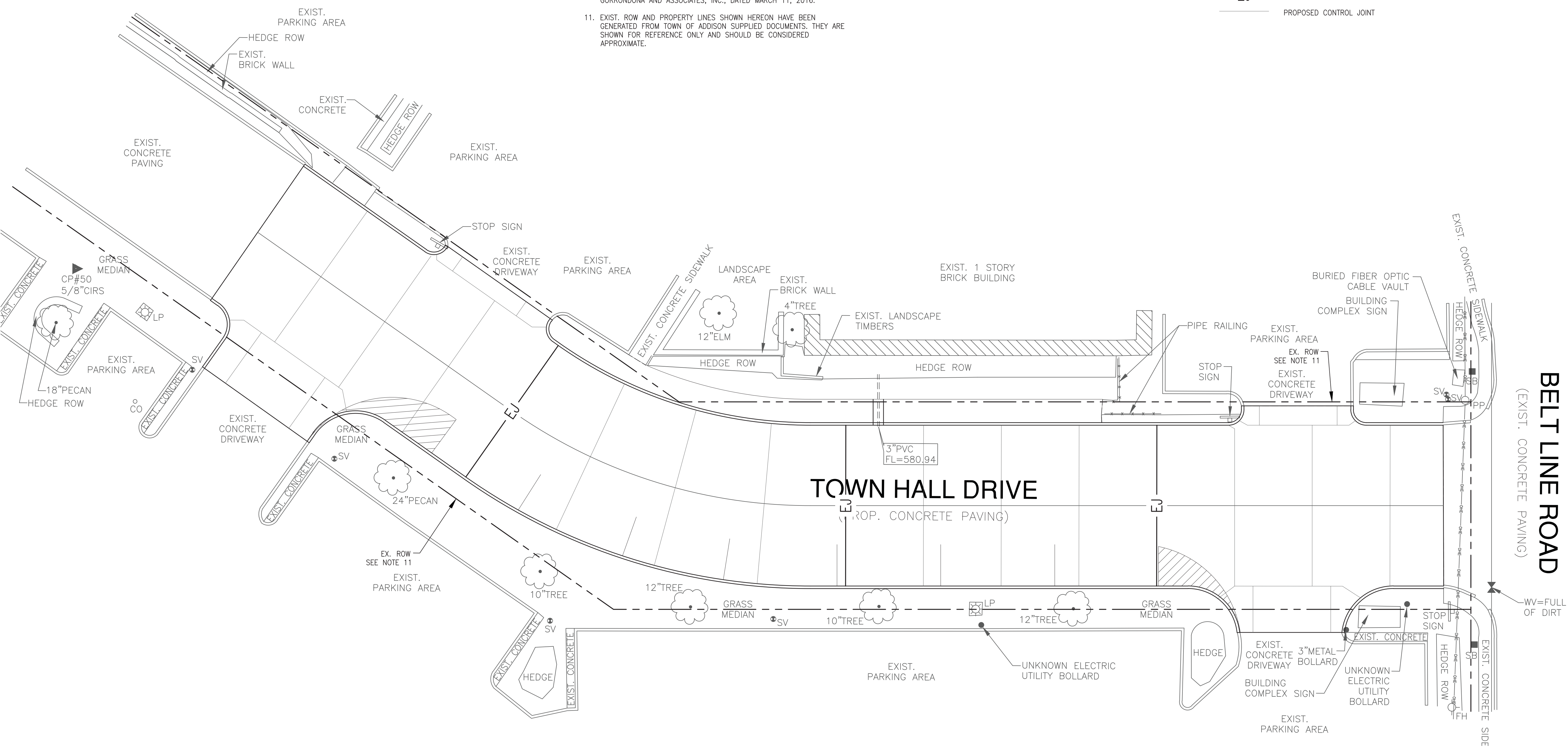


Benchmarks

BM #1 - IRON ROD SET IN THE PARKING LOT ISLAND APPROXIMATELY 274 LF SOUTH OF THE THE SOUTHERN BELT LINE ROAD CURB AND 10.5 LF EAST OF THE EASTERN TOWN HALL DRIVE CURB. ELEVATION = 578.67
 BM #2 - IRON ROD SET IN THE NORTHEAST LANDSCAPE AREA OF THE INTERSECTION OF CLUB HILL DRIVE AND BELT LINE ROAD. ELEVATION = 582.64

Legend

- PROPOSED EXPANSION JOINT
- PROPOSED CONTROL JOINT



BELT LINE ROAD
 (EXIST. CONCRETE PAVING)

W/W=FULL OF DIRT



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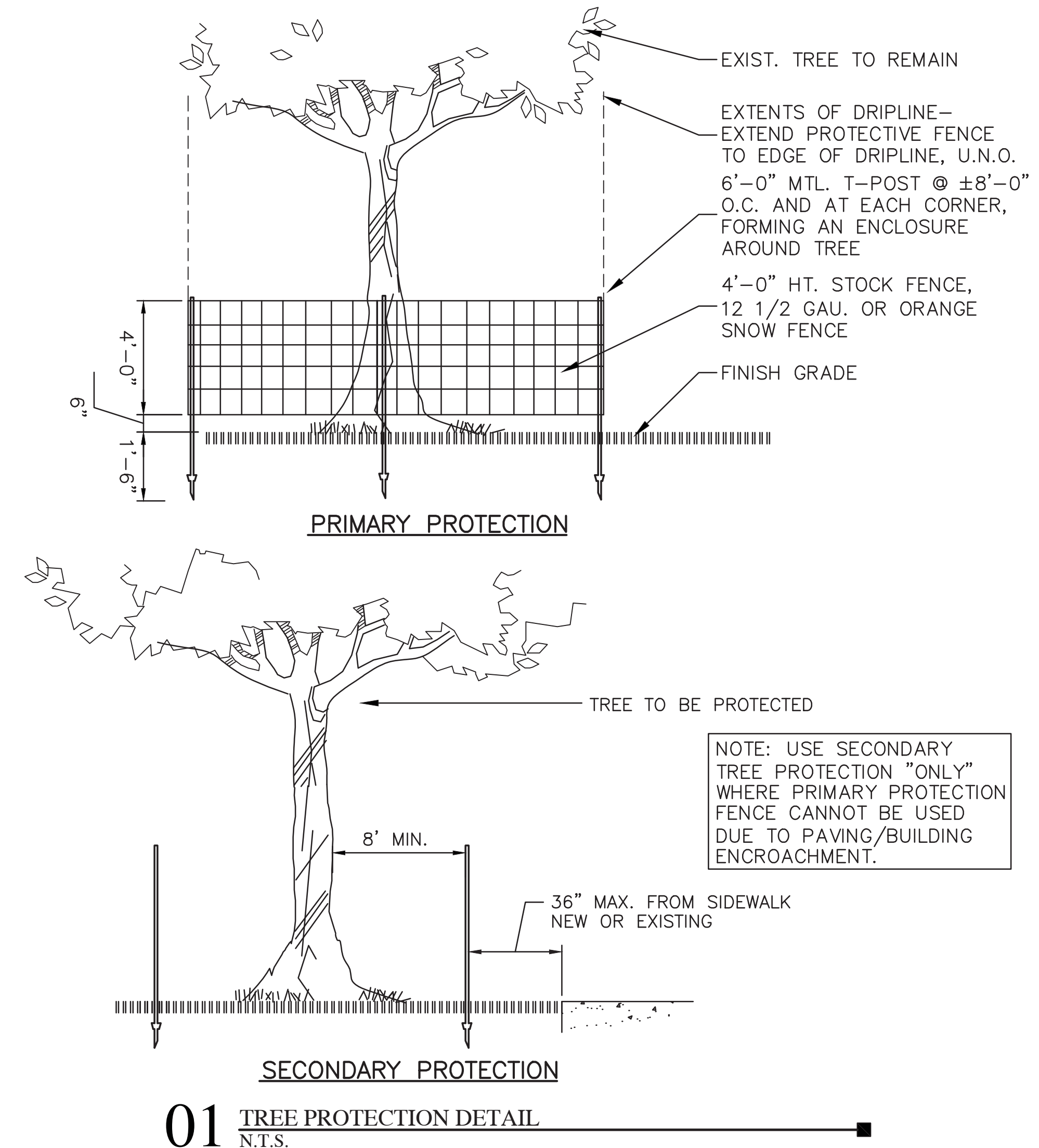
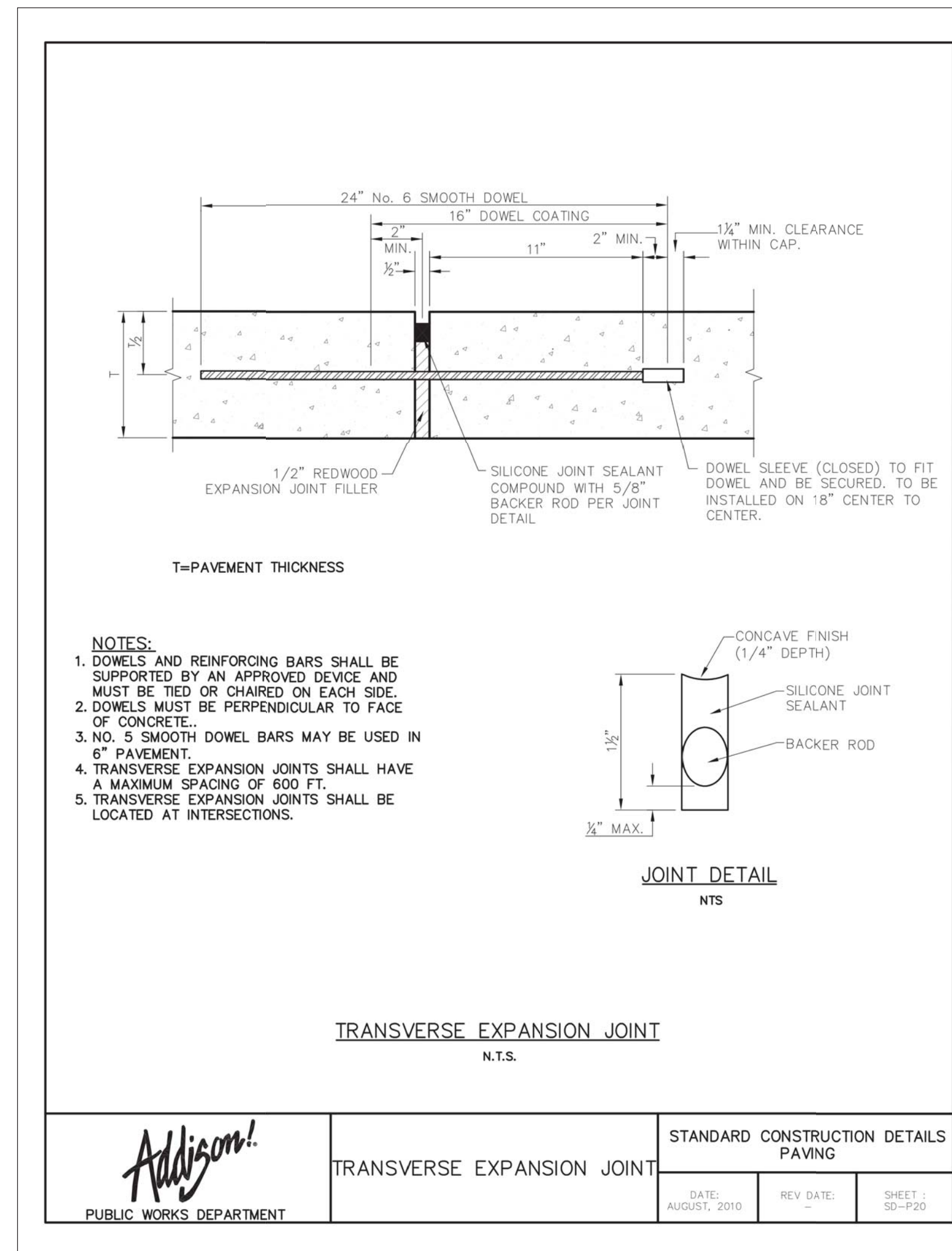
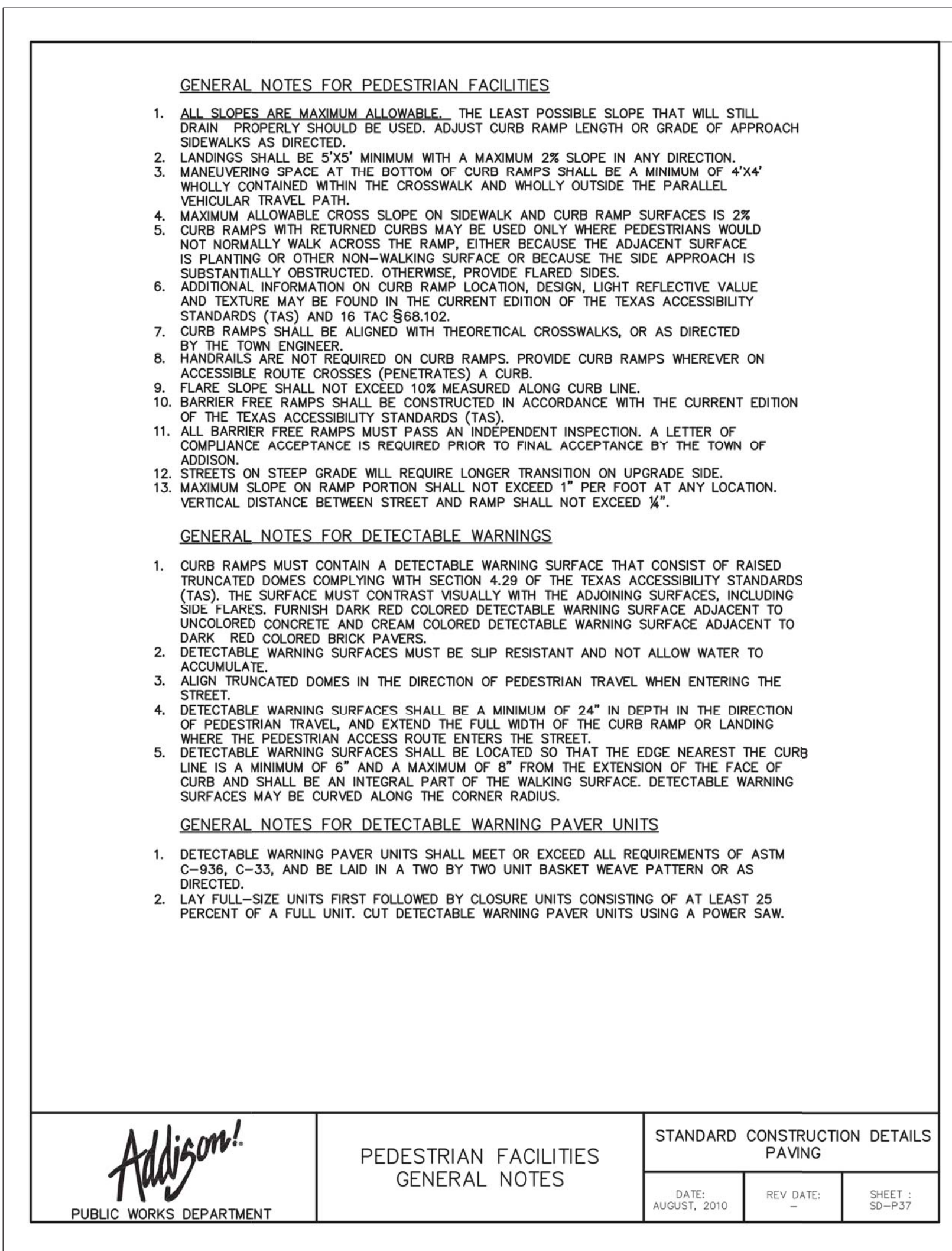
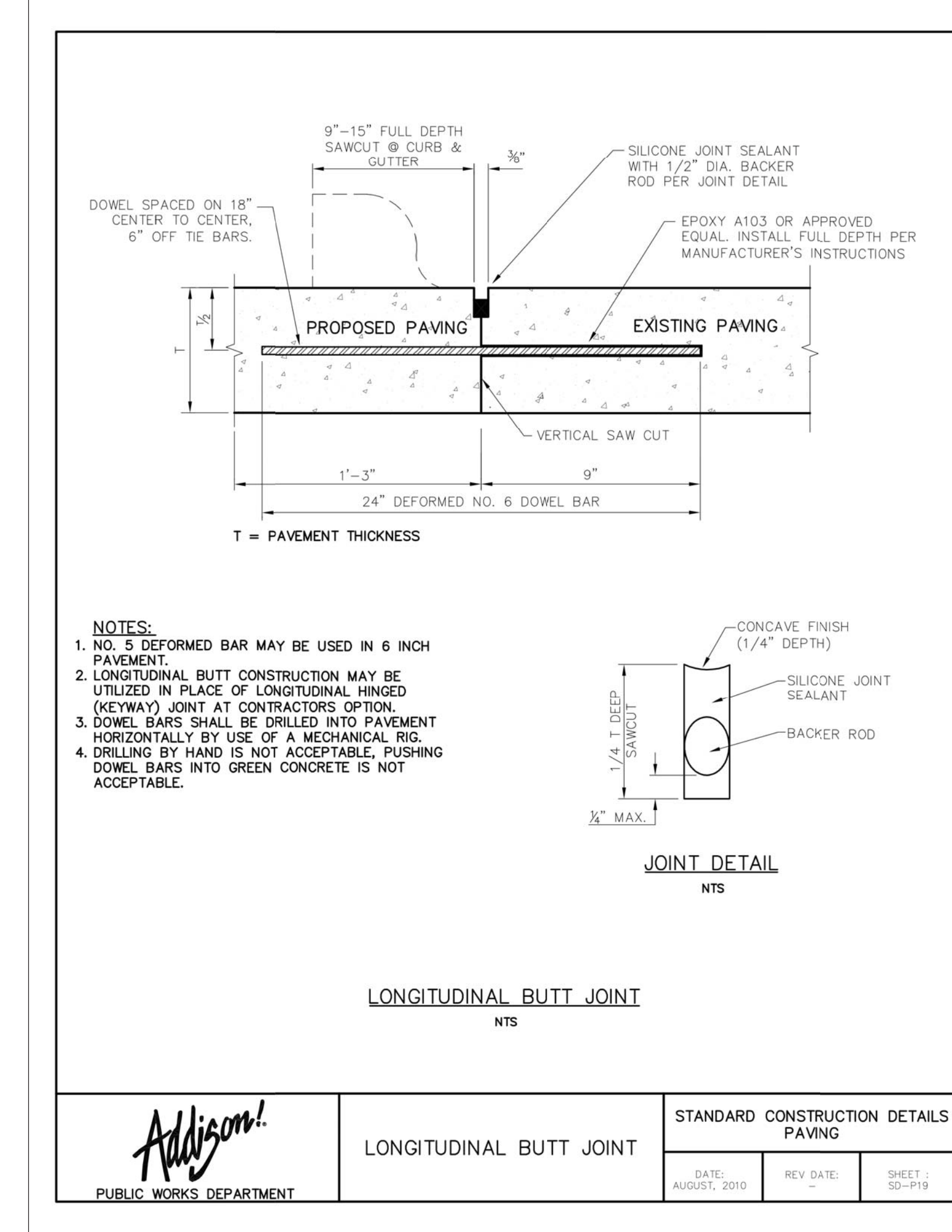
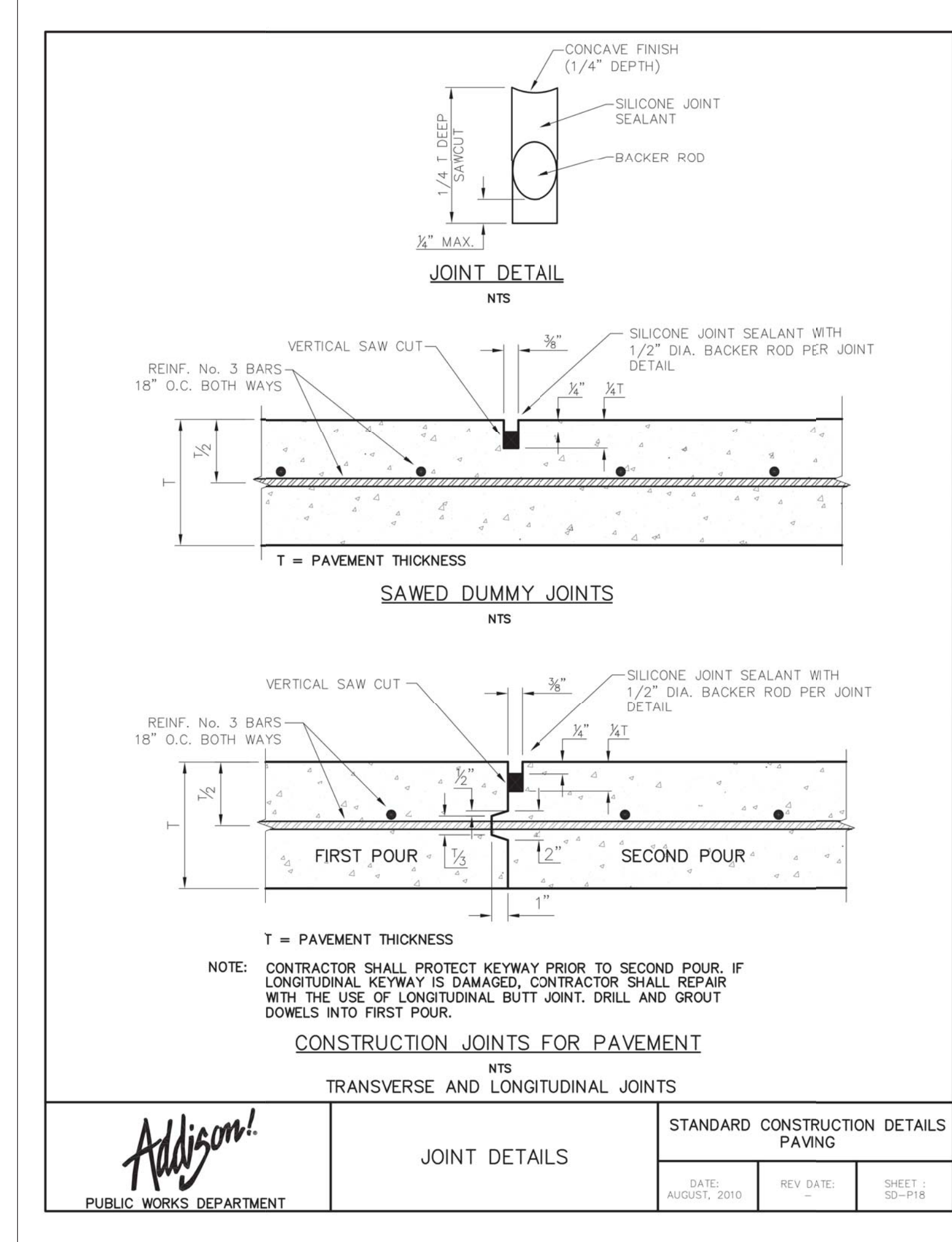
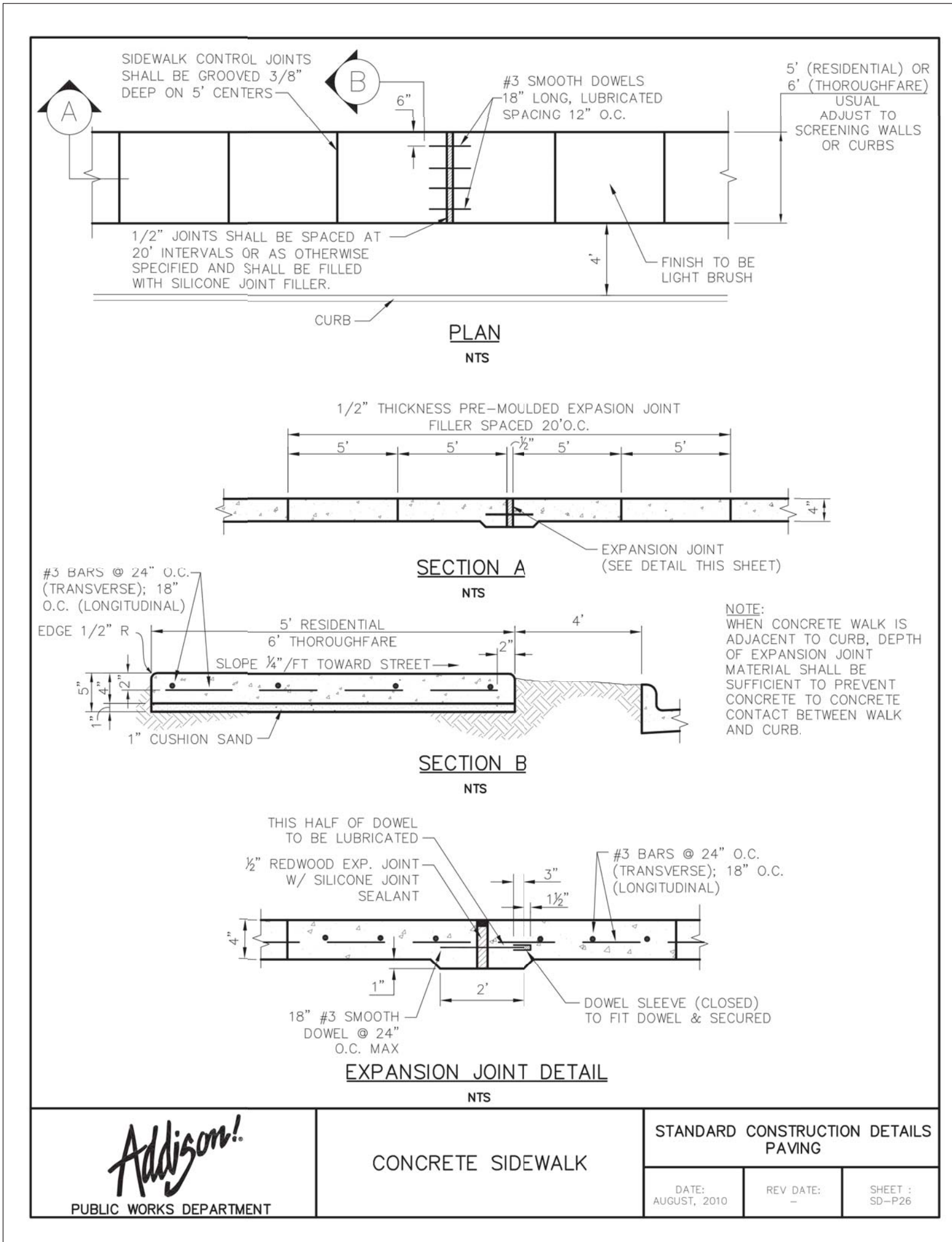
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ADDISON, TX
TOWN HALL DRIVE
LAKE FOREST DRIVE
PAVEMENT REPLACEMENT

SHEET TITLE	
JOINT PLAN	
DESIGNED BY: UEG	DRAWN BY: UEG
REVIEWED BY: UEG	PROJECT NO. 16-07
C9.0	
SHEET NUMBER (TH)	

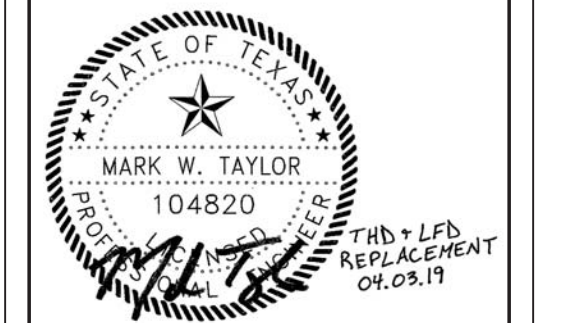
TOWN HALL DRIVE, ADDISON, TX - PROJECT NO. 19-117

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DESCRIPTION	BY	DATE	REV

TOWN OF ADDISON
ADDISON, TX

ADDISON

TOWN HALL DRIVE
LAKE FOREST DRIVE
PAVEMENT REPLACEMENT

SHEET TITLE: CIVIL DETAILS

DESIGNED BY: UEG	DRAWN BY: UEG
REVIEWED BY: UEG	PROJECT NO. 16-07

C10.0 (TH)

SHEET NUMBER

TOWN HALL DRIVE, ADDISON, TX - PROJECT NO. 19-117

Paving - General Notes

- GENERAL: PAVEMENT THICKNESS IS AS SHOWN IN NOTE 7. SUBGRADE DESIGN SHALL CONFORM TO TOWN OF ADDISON PUBLIC WORKS REQUIREMENTS IN NOTE 3, AND SHALL EXTEND 12" MIN. BEHIND THE BACK OF CURB, UNLESS NOTED OTHERWISE.
- REINFORCED CONCRETE PAVEMENT:
 - CONCRETE STRENGTH SHALL BE AS SHOWN IN NOTE 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 UNDER ALL PAVEMENT SHALL BE 6" THICK AND SHALL BE STABILIZED WITH FLEXIBLE BASE (CRUSHED STONE/CONCRETE) PER NCTCOG ITEM 301.5. (SEE DETAIL 01/C5.0). LIME TREATMENT MAY BE SUBSTITUTED FOR CRUSHED CONCRETE WITH THE APPROVAL OF THE TOWN ENGINEER.
- REBAR SHALL BE SUPPORTED BY BAR CHAIRS OR OTHERS 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 BFR'S – 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. PAVEMENT 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%.
- ALLEYS AND DRIVEWAYS
 - 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.
- HIGH EARLY STRENGTH CONCRETE TO BE USED, IF NEEDED, AT TOWN STAFF DISCRETION IN LIEU OF REGULAR CONCRETE.

Silt Fence Notes

- 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 18 INCHES.
- 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 SUPPORT POST OR TO WOVEN WIRE, WHICH IS IN TURN ATTACHED TO THE SUPPORT POST. THERE SHALL BE A 6 INCH DOUBLE OVERLAP, SECURELY FASTENED WHERE ENDS OF FABRIC MEET.
- INSPECTION SHALL BE MADE EVERY TWO WEEKS OR AFTER EACH RAINFALL. REPAIR OR REPLACEMENT SHALL BE 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 REACHES A DEPTH OF 3 INCHES. THE SILT SHALL BE DISPOSED OF AT AN APPROVED SITE AND IN SUCH A MANNER AS TO NOT CONTRIBUTE TO ADDITIONAL SILTATION.

Erosion Control Plan Notes

- ALL OPERATORS AND/OR CONTRACTORS SHALL CONFORM TO THE TERMS AND CONDITIONS OF THE TEXAS COMMISSION ON ENVIRONMENTAL QUALITY (TCEQ), TPDES GENERAL PERMIT NO. TXR 150000 ISSUED AND DATED MARCH 5, 2003.
- THE NOTICE OF INTENT (NOI), AS REQUIRED BY THE GENERAL PERMIT, MUST BE PROPERLY DISPLAYED ON SITE AT ALL TIMES BY EACH OPERATOR.
- ALL RELEASES OF THE REPORTABLE QUANTITIES OF HAZARDOUS SUBSTANCES SHALL BE REPORTED IMMEDIATELY TO THE FACILITY OPERATOR, EPA AND TCEQ.
- QUALIFIED OPERATOR PERSONNEL MUST INSPECT THE SITE AT LEAST ONCE EVERY 14 DAYS AND WITHIN 24 HOURS OF A STORM EVENT OF 0.5 INCHES OR GREATER. AS AN ALTERNATIVE, AN INSPECTION CAN BE CONDUCTED ONCE EVERY SEVEN (7) CALENDAR DAYS ON A DEFINED DAY. A DECISION ON WHICH METHOD TO USE MUST BE DECIDED BEFORE WORK BEGINS AND MUST BE FOLLOWED THROUGHOUT THE PROJECT.
- MODIFICATIONS TO THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE IMPLEMENTED AND BE IN-PLACE WITHIN A SEVEN CALENDAR DAY PERIOD.
- IF ANY CONTRACTOR SEES A VIOLATION BY AN OPERATOR OR ANOTHER CONTRACTOR, THAT OPERATOR OR CONTRACTOR IN VIOLATION SHALL BE NOTIFIED AS WELL AS THE FACILITY OPERATOR.
- EROSION CONTROL SHALL BE INSTALLED PRIOR TO GRADING.
- ACCUMULATED SILT DEPOSITS SHALL BE REMOVED FROM SILT FENCE AND HAY BALE DIKES WHEN SILT DEPTH REACHES THREE INCHES OR 25%.
- THE CONTRACTOR SHALL ADD OR DELETE EROSION PROTECTION AT THE REQUEST AND DIRECTION OF THE OPERATOR OR TOWN.
- AFTER INSTALLATION OF PAVEMENT, FINAL LOT BENCHING AND GENERAL CLEANUP, THE CONTRACTOR SHALL ESTABLISH GRASS GROUND COVER IN ALL STREET PARKWAYS, LOT AND ALL OTHER DISTURBED AREAS. SODDING SHALL BE DONE AS SPECIFIED BY SECTION 202.5 AND SEEDING AS SPECIFIED BY SECTION 202.6 OF THE OCTOBER 2004 OR LATEST EDITION OF NCTCOG STANDARD SPECIFICATION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTROL AND LIMIT SILT AND SEDIMENT LEAVING THE SITE. SPECIFICALLY, THE CONTRACTOR SHALL PROTECT ALL PUBLIC STREETS, ALLEYS, STREAMS AND STORM DRAINAGE SYSTEMS FROM EROSION DEPOSITS.
- A DRAINAGE AREA MAP WILL BE INCLUDED WITH THE EROSION CONTROL PLAN.
- CONSTRUCTION WASTE DISPOSAL CONTAINERS SHALL BE PROVIDED ON THE SITE FOR DISPOSAL OF ALL NON-HAZARDOUS CONSTRUCTION WASTE MATERIALS. THE CONTAINERS SHALL BE HAULED TO LANDFILL BY THE CONTRACTOR.
- ALL HAZARDOUS MATERIALS SHALL BE HANDLED AND DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS.

TOWN OF ADDISON - LAKE FOREST DRIVE PAVEMENT REPLACEMENT MATERIAL ESTIMATE LIST

ITEM NO.	DESCRIPTION	UNIT	GENERAL	Lake Forest Drive	CALC. TOTAL	BID TOTAL
SITE PREPARATION						
1	BARRICADES AND TEMP. TRAFFIC CONTROL	LS	1		1	1
2	REMOVE 6" CONCRETE CURB	LF		431	431	440
3	REMOVE / REPLACE TRAFFIC BUTTON	EA		5	5	5
4	UNCLASSIFIED EXCAVATION	CY		150	150	150
5	SAWCUT & REMOVE CONCRETE DRIVE PAVEMENT	SY		542	542	600
6	TEMP. STABILIZED CONSTRUCTION ENTRANCE INCL. INSTALL, MAINT. & REMOVAL	CY	25		25	25
7	TEMP. SILT SOCK INCL. INSTALL, MAINT. & REMOVAL	LF		17	17	20
8	TEMP. SILT FENCE INCL. INSTALL, MAINT. & REMOVAL	LF		105	105	110
9	SWPPP COMPLETION, IMPLEMENTATION AND RECORD KEEPING	LS	1		1	1
10	BLOCK SODDING & TOPSOIL (MATCH EXISTING TYPE)	SY		258	258	300

ITEM NO.	DESCRIPTION	UNIT	GENERAL	Lake Forest Drive	CALC. TOTAL	BID TOTAL
PAVEMENT AND SUBBASE SURFACE COURSES						
11	6-IN RED PAVEMENT STRIPING FOR FIRE LANE	LF		31	31	40
12	4-IN WHITE PAVEMENT STRIPING	LF		122	122	130
13	6" THICK CRUSHED CONCRETE SUBGRADE	CY		100	100	100
14	8" REINFORCED CONCRETE PAVEMENT - 4,000 PSI	SY		530	530	600
15	8" REINFORCED CONCRETE DRIVE - 4,000 PSI	SY		8	8	10
16*	8" REINFORCED HIGH EARLY STRENGTH CONCRETE PAVEMENT (3,200 PSI AT 16 HRS)	SY		120	120	120
17*	8" REINFORCED HIGH EARLY STRENGTH CONCRETE DRIVE (3,200 PSI AT 16 HRS)	SY		10	10	10
18	HOT MIX ASPHALT CONCRETE SURFACE COURSE (TYPE D)	TON		29	29	30
19	GRAVEL SURFACE	SY		2	2	5
20	6" REINFORCED CONCRETE CURB	LF		464	464	470
21	EXPANSION JOINT	LF		70	70	70
22	PAVEMENT BUTT JOINT	LF		65	65	70

ITEM NO.	DESCRIPTION	UNIT	GENERAL	Lake Forest Drive	CALC. TOTAL	BID TOTAL
MISCELLANEOUS						
23	TREE PROTECTION	EA	9		9	9
24	REINFORCED CONCRETE FLUME	SY		20	20	20
25	PROJECT SIGN	EA	1		1	1
26	PROJECT MOBILIZATION / DEMOBILIZATION	LS	1		1	1

* SEE NOTE 13 OF PAVING – GENERAL NOTES



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REV	DATE	DESCRIPTION

TOWN OF ADDISON
ADDISON, TX

TOWN HALL DRIVE
LAKE FOREST DRIVE
PAVEMENT REPLACEMENT

SHEET TITLE
GENERAL NOTES & QUANTITIES

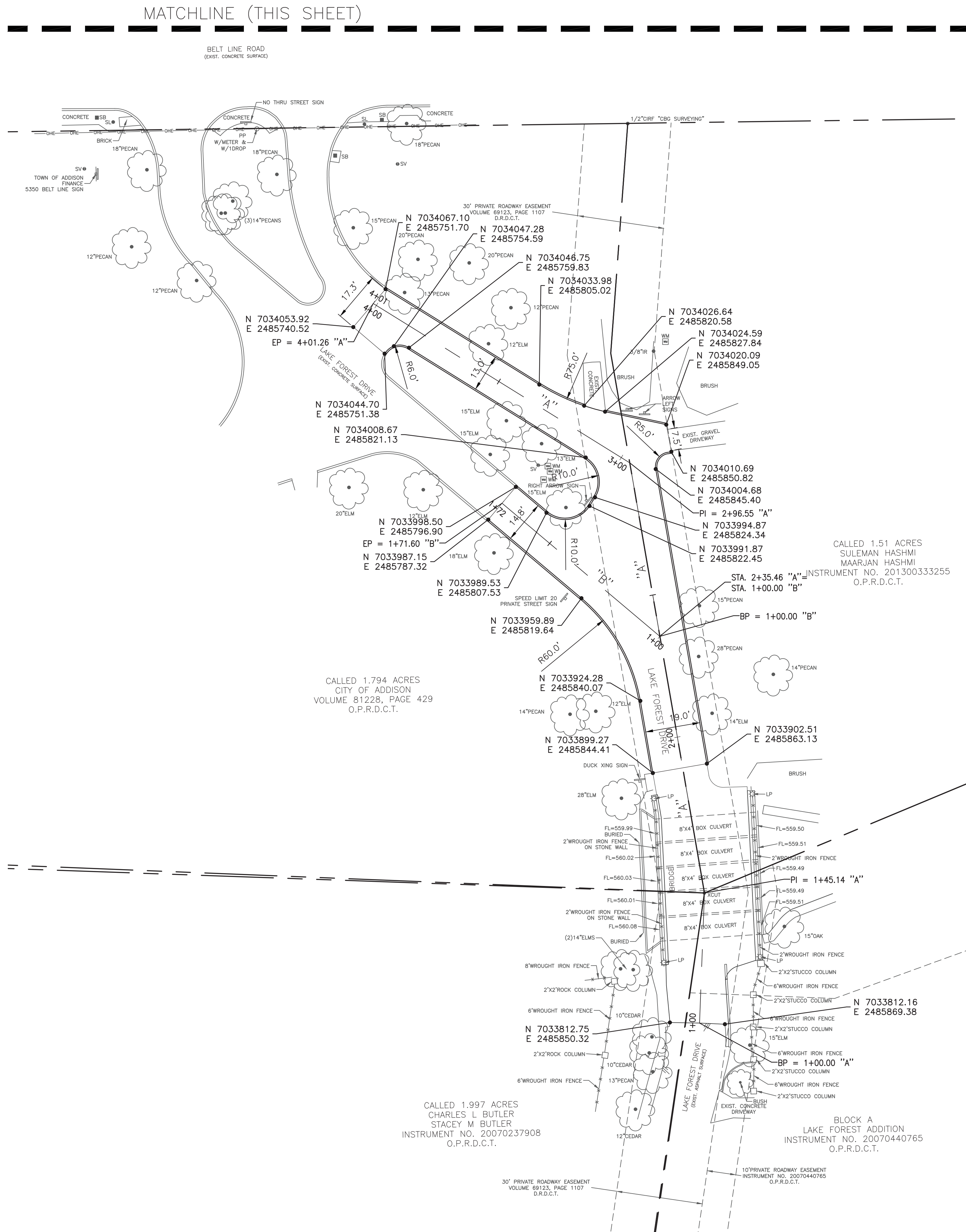
DESIGNED BY: UEG DRAWN BY: UEG
REVIEWED BY: UEG PROJECT NO. 19-05

C2.0

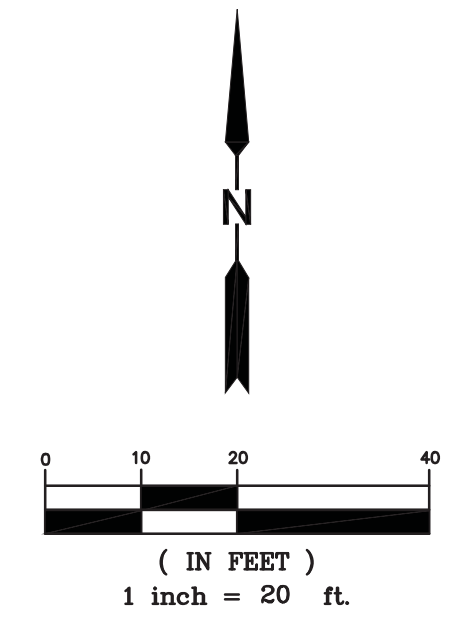
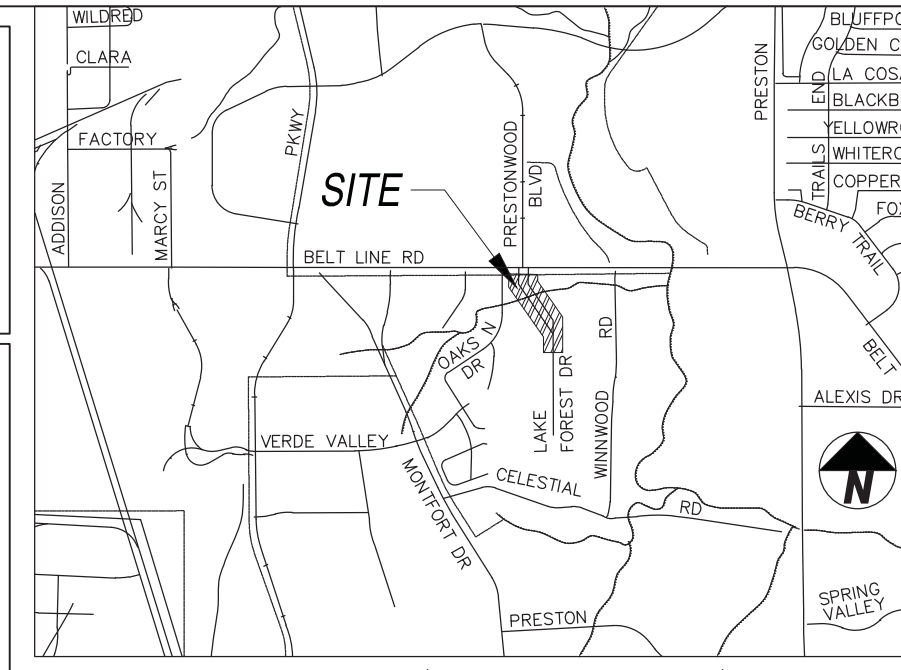
SHEET NUMBER
(LF)

LAKE FOREST DRIVE, ADDISON, TX - PROJECT NO. 19-117

Drawing: P:\UEG\DESIGN\2019\19-05 UEG-LAKE FOREST FOREST DR\CAD\Sheets\C4.0 - Dimensional Control Plan.dwg Saved By: Mark Taylor Save Time: 4/3/2019 10:13:06 AM Date: 4/5/2019 10:30 AM



TEXAS ONE CALL PARTICIPANTS REQUEST
48 HOURS NOTICE BEFORE YOU DIG, DRILL,
OR BLAST - STOP CALL.
Texas One Call System
1-800-DIG-TESS



Benchmarks

BM #1 - "X" CUT IN THE SIDEWALK AT NORTHWEST INTERSECTION OF BELT LINE ROAD AND PRESTONWOOD BLVD., APPROX. 0.60 FT EAST OF TRAFFIC BOX. ELEVATION = 568.11
BM #2 - IRON ROD SET IN THE NORTHEAST LANDSCAPE AREA OF THE INTERSECTION OF PRESTONWOOD BLVD. AND PRESTONWOOD TOWN CENTER ROAD. ELEVATION = 578.36

Dimensional Control Notes

- EXISTING TOPOGRAPHIC SURVEY AND LOCATION OF PHYSICAL FEATURES WERE OBTAINED FROM A TOPOGRAPHIC SURVEY PERFORMED BY GORRONDONA AND ASSOCIATES, INC., DATED JANUARY 7, 2019.
- THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY QUESTIONS THAT MAY ARISE CONCERNING THE INTENT, PLACEMENT, OR LIMITS OF DIMENSIONS OR GRADES NECESSARY FOR CONSTRUCTION OF THIS PROJECT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND MAINTAINING ALL SIGNS, BARRICADES, AND LIGHTING OR WARNING DEVICE(S) USED/REQUIRED WITH THIS WORK.
- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE TOWN STANDARD CONSTRUCTION DETAILS AND SPECIFICATIONS.
- PERMANENT PAVEMENT SHALL NOT BE PLACED UNTIL ALL SLEEVING FOR ELECTRIC, GAS, TELEPHONE, CABLE TV, SITE IRRIGATION, ETC HAS BEEN INSTALLED.
- ALL PAVING AND EARTHWORK OPERATIONS SHALL CONFORM TO THE TOWN OF ADDISON PAVING GENERAL NOTES AND PAVING STANDARD CONSTRUCTION DETAILS.
- FIRE LANES SHALL BE STRIPED IN ACCORDANCE WITH THE TOWN OF ADDISON REQUIREMENTS. ALL OTHER SIGNS AND PAVEMENT MARKINGS TO BE PER TXMUTCD.
- ALL CURB DIMENSIONS ARE TO FACE OF CURB, OR AS OTHERWISE NOTED.
- ALL UNLABELED CURB RADII ARE 2.0 FEET.
- CONSTRUCTION STAKING TO BE INCIDENTAL TO JOB.

BM #2
N 7034717.66
E 2485745.52

BM #1
N 7034264.12
E 2485653.72

MATCHLINE

MATCHLINE (THIS SHEET)



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REV	DATE	DESCRIPTION

ADDISON
TOWN OF ADDISON
ADDISON, TX
TOWN HALL DRIVE
LAKE FOREST DRIVE
PAVEMENT REPLACEMENT

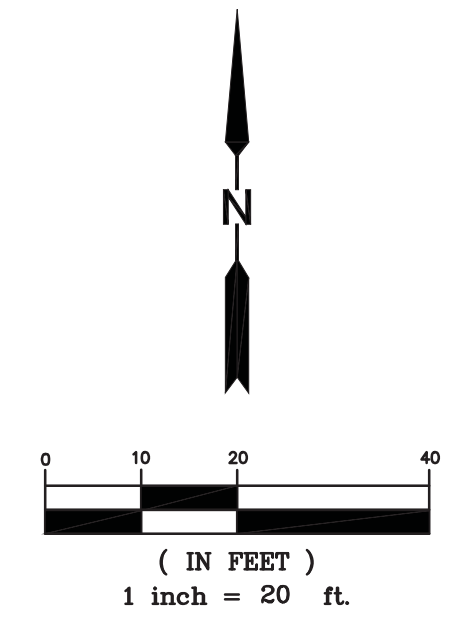
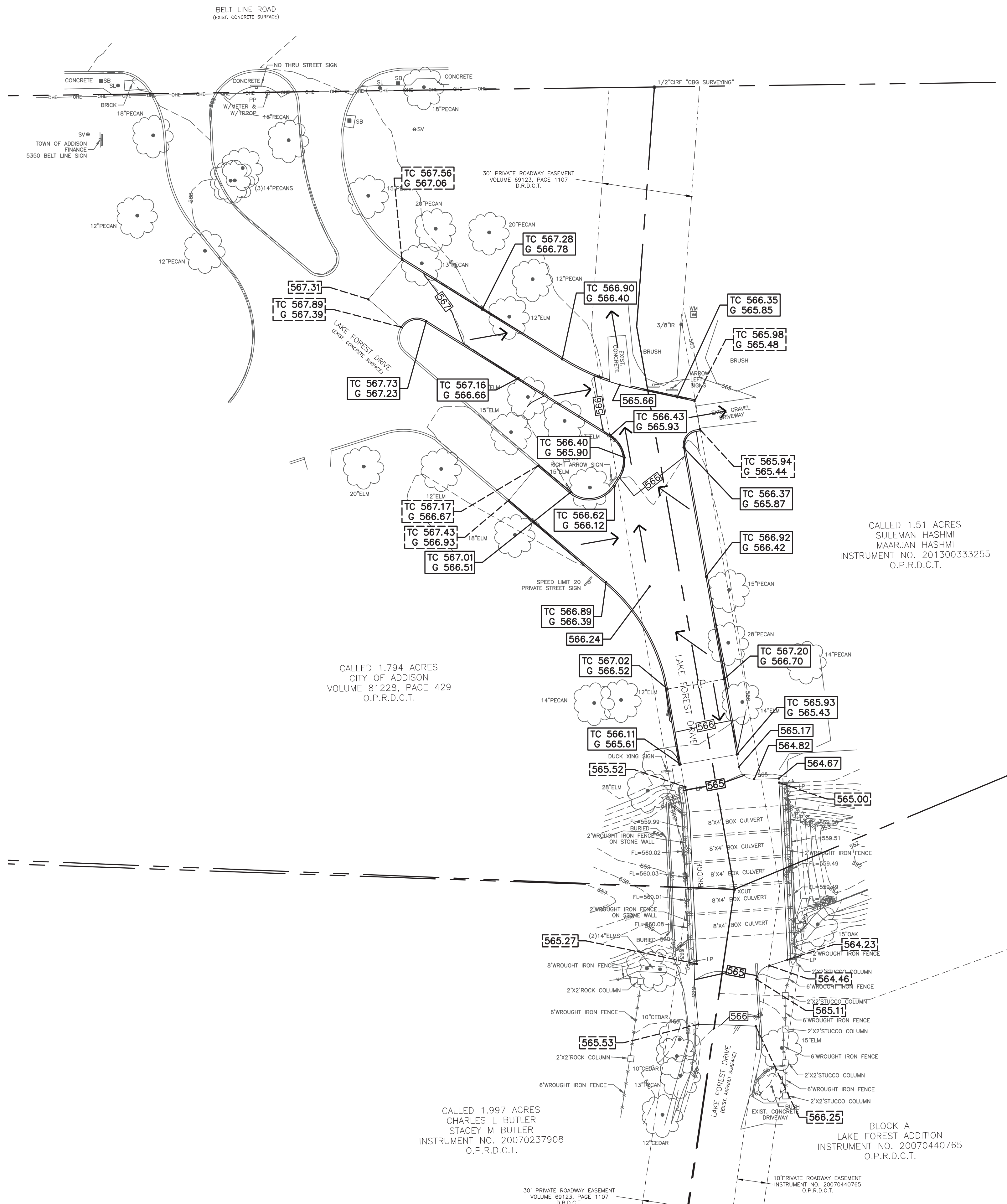
SHEET TITLE
DIMENSIONAL CONTROL PLAN

DESIGNED BY: UEG	DRAWN BY: UEG
REVIEWED BY: UEG	PROJECT NO. 19-05

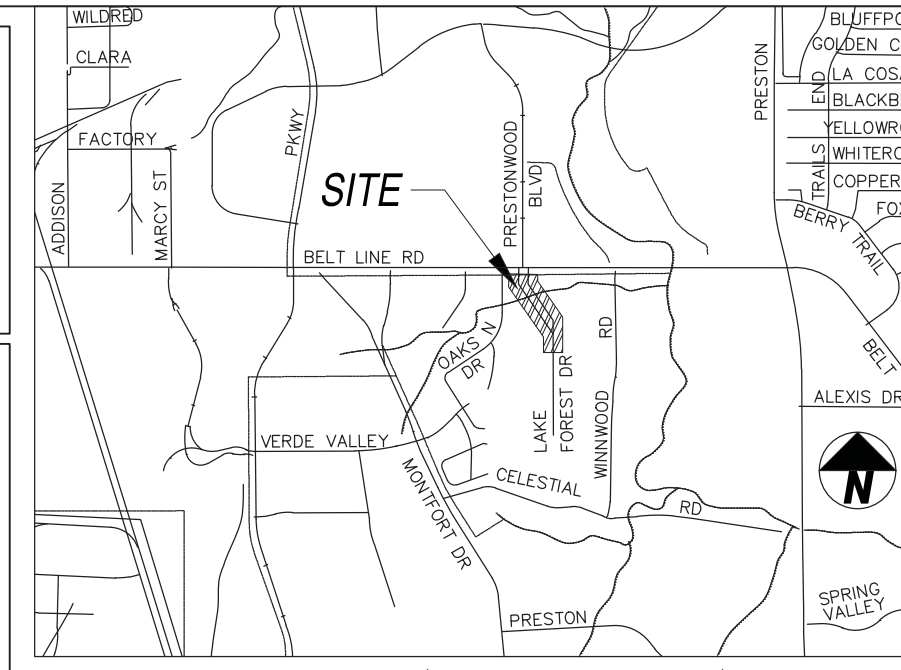
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SHEET NUMBER (LF)

LAKE FOREST DRIVE, ADDISON, TX - PROJECT NO. 19-117

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OR BLAST - STOP CALL
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Benchmarks

BM #1 - "X" CUT IN THE SIDEWALK AT NORTHWEST INTERSECTION OF BELT LINE ROAD AND PRESTONWOOD BLVD., APPROX. 0.60 FT EAST OF TRAFFIC BOX.
ELEVATION = 568.11

BM #2 - IRON ROD SET IN THE NORTHEAST LANDSCAPE AREA OF THE INTERSECTION OF PRESTONWOOD BLVD. AND PRESTONWOOD TOWN CENTER ROAD.
ELEVATION = 578.36

Legend

- 566 --- EXISTING CONTOUR AND ELEVATION
- [566] PROPOSED CONTOUR AND ELEVATION
- [566.09] MATCH EXISTING ELEVATION
- [566.09] PROPOSED SPOT GRADE
- TC TOP OF CURB ELEVATION
- G GUTTER ELEVATION
- HP HIGH POINT

Grading Plan Notes

- EXISTING TOPOGRAPHIC SURVEY AND LOCATION OF PHYSICAL FEATURES WERE OBTAINED FROM A TOPOGRAPHIC SURVEY PERFORMED BY GORRONDONA & ASSOCIATES INC., DATED JANUARY 7, 2019.
- POSITIVE DRAINAGE SHALL BE MAINTAINED ON ALL SURFACE AREAS WITHIN THE SCOPE OF THIS PROJECT. DRAINAGE SHALL BE DIRECTED AWAY FROM ALL BUILDING FOUNDATIONS. CONTRACTOR SHOULD TAKE PRECAUTIONS NOT TO ALLOW ANY PONDING OF WATER.
- NO ABRUPT CHANGE OF GRADE SHALL OCCUR IN THE DRIVEWAYS, PARKING AREAS OR SIDEWALKS.
- UTILITIES SHOWN ON THE PLANS ARE FROM THE BEST INFORMATION SOURCES AVAILABLE AT THE TIME OF DESIGN BUT MAY NOT REPRESENT ALL EXISTING UTILITIES ON SITE. THE CONTRACTOR WILL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL UTILITIES AND DRAINAGE STRUCTURES WHETHER SHOWN ON THE PLANS OR NOT. THE CONTRACTOR SHALL UNCOVER EXISTING UTILITIES PRIOR TO CONSTRUCTION TO VERIFY SIZE, GRADE AND LOCATION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY DEVIATIONS FROM THE PLANS PRIOR TO BEGINNING CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES, WHETHER SHOWN ON THE PLAN OR NOT, SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR, AT HIS OWN EXPENSE.
- CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY QUESTIONS THAT MAY ARISE CONCERNING THE INTENT, PLACEMENT, OR LIMITS OF DIMENSIONS OR GRADES NECESSARY FOR CONSTRUCTION OF THIS PROJECT.
- ALL CONSTRUCTION AREAS WITHIN THE SITE SHALL BE STRIPPED OF VEGETATION AND LOOSE TOPSOIL. ANY POCKETS OF DEBRIS ENCOUNTERED SHOULD ALSO BE REMOVED.
- REFER TO GEOTECHNICAL REPORT FOR FILL COMPACTION AND MOISTURE CONTENT REQUIREMENTS.
- CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS (USE OF SILT FENCES, ETC.) TO KEEP DRAINAGE AND SILT FROM WASHING ONTO ADJACENT PROPERTY OR CROSSING ADJACENT STREETS. CONTRACTOR SHALL IMMEDIATELY REMOVE SILT/DEBRIS THAT WASH OFFSITE OR INTO EXISTING STORM DRAIN SYSTEMS.
- IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT ALL MANHOLES, CLEANOUTS, VALVE BOXES, FIRE HYDRANTS, ETC. WITHIN THE AREA OF CONSTRUCTION. THEY MUST BE ADJUSTED TO PROPER LINE AND GRADE BY THE CONTRACTOR PRIOR TO AND AFTER THE PLACING OF PAVING AND GRADING AT NO ADDITIONAL COST TO THE OWNER.
- SIDEWALKS SHALL HAVE A SLOPE NO GREATER THAN 5% AND A CROSS SLOPE NOT GREATER THAN 2%, UNLESS OTHERWISE NOTED.



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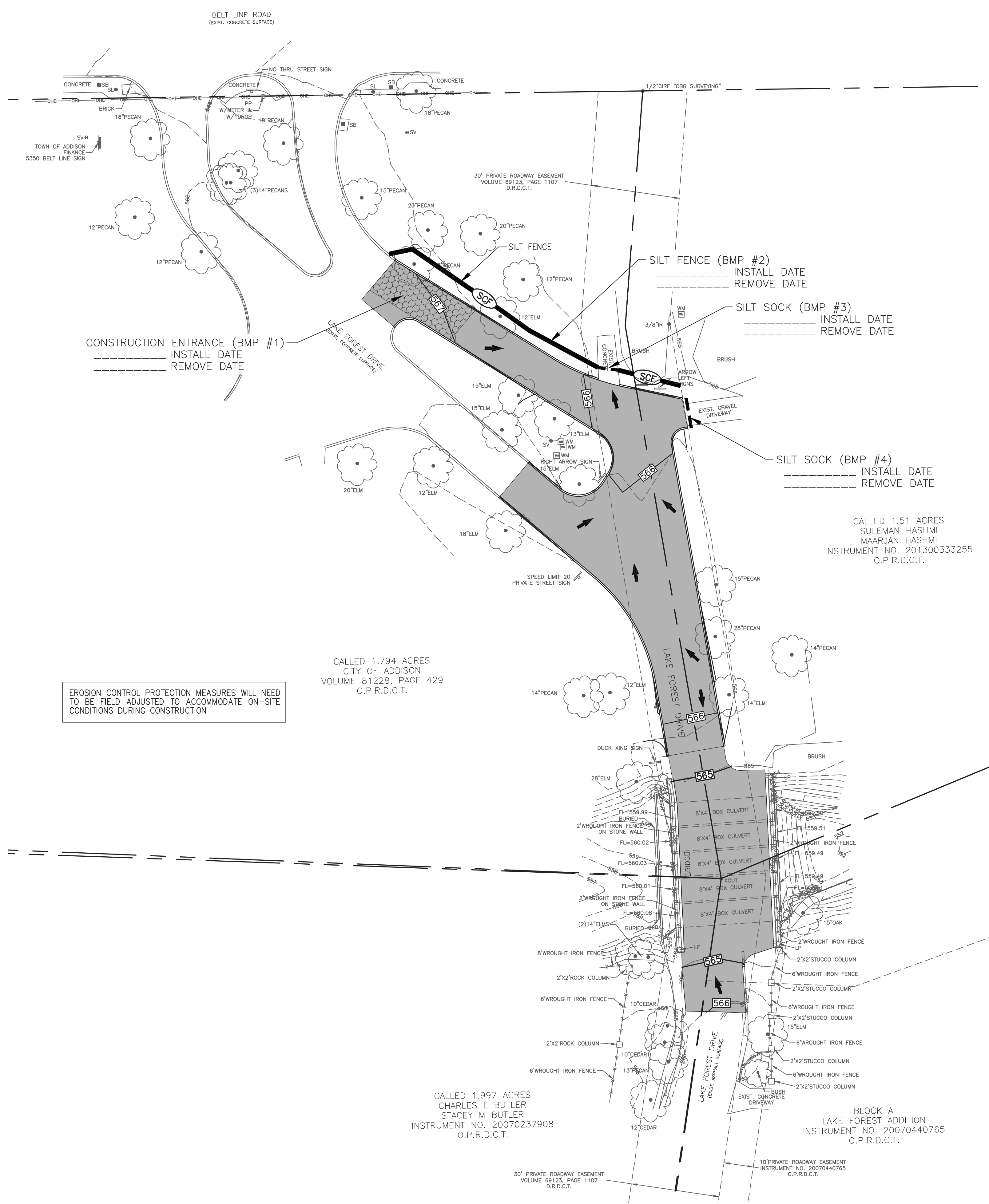
ADDISON

**TOWN HALL DRIVE
LAKE FOREST DRIVE
PAVEMENT REPLACEMENT**

SHEET TITLE	
GRADING PLAN	
DESIGNED BY: UEG	DRAWN BY: UEG
REVIEWED BY: UEG	PROJECT NO. 19-05
C6.0	
SHEET NUMBER (LF)	

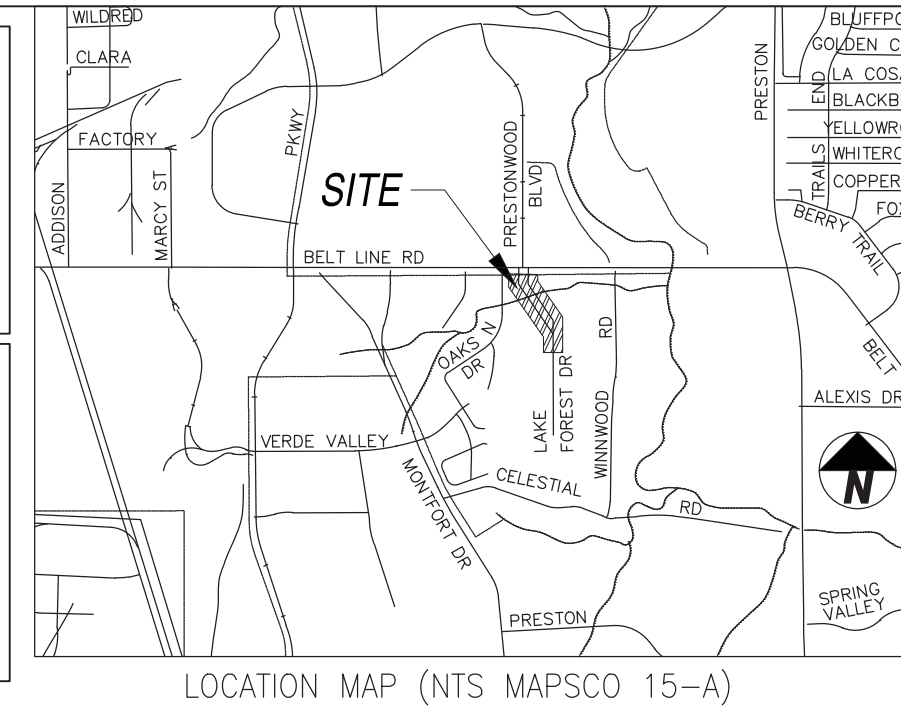
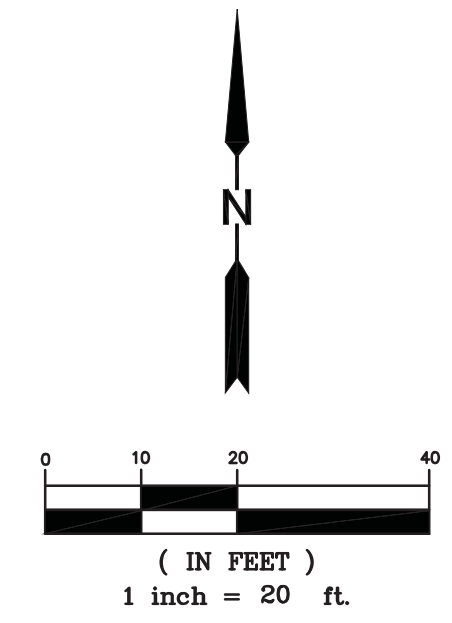
LAKE FOREST DRIVE, ADDISON, TX - PROJECT NO. 19-117

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 Texas One Call System
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UTILITY LOCATION NOTE:
 THE LOCATION OF EXISTING UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE AND BASED ON EXISTING PLANS AND DATA FURNISHED BY UTILITY COMPANIES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES THAT MAY CONFLICT WITH CONSTRUCTION. CALL 1-800-344-8377 TWO WORKING DAYS PRIOR TO CONSTRUCTION FOR ON-SITE LOCATIONS. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE, AT NO ADDITIONAL COST.



Benchmarks

BM #1 - "X" CUT IN THE SIDEWALK AT NORTHWEST INTERSECTION OF BELT LINE ROAD AND PRESTONWOOD BLVD., APPROX. 0.60 FT EAST OF TRAFFIC BOX. ELEVATION = 568.11
 BM #2 - IRON ROD SET IN THE NORTHEAST LANDSCAPE AREA OF THE INTERSECTION OF PRESTONWOOD BLVD. AND PRESTONWOOD TOWN CENTER ROAD. ELEVATION = 578.36

Legend

- 579--- EXISTING CONTOUR AND ELEVATION
- [Pattern] CONSTRUCTION ENTRANCE (25' X 50' MIN.)
- [Dashed] SILT SOCK
- [SCF] SILT FENCE
- [Grey] PROPOSED PAVEMENT CONSTRUCTION
- [Arrow] DIRECTION OF FLOW

Erosion Control Plan Notes

- ALL TEMPORARY EROSION CONTROL DEVICES SHALL REMAIN IN PLACE UNTIL PERMANENT EROSION CONTROL MEASURES HAVE BEEN IMPLEMENTED AND ACCEPTED BY TOWN.
- CONTRACTOR SHALL INSTALL TEMPORARY STONE CONSTRUCTION ENTRANCE FOR PAVING CONSTRUCTION WORK.
- CONTRACTOR SHALL INSTALL SILT SOCK ALONG BACK OF CURB WHERE EROSION COULD WASH INTO ROADWAY SUBGRADE.

EROSION CONTROL PROTECTION MEASURES WILL NEED TO BE FIELD ADJUSTED TO ACCOMMODATE ON-SITE CONDITIONS DURING CONSTRUCTION
 DISTURBED AREA = 0.21 ACRES

EROSION CONTROL CONSTRUCTION PHASING

- PHASE 1 - INSTALL PERIMETER EROSION CONTROL DEVICES. ONLY REMOVE AS MUCH VEGETATION AS NECESSARY FOR INSTALLATION.
- PHASE 2 - REMOVE EXISTING VEGETATION WITHIN LIMITS OF DISTURBANCE AND 6" TOPSOIL. GRADING AND EXCAVATION.
- PHASE 3 - FINE GRADE AND CONSTRUCT PAVED AREAS. STABILIZE SITE.
- PHASE 4 - INSTALL LANDSCAPE. REMOVE TEMPORARY EROSION CONTROL DEVICES.

EROSION CONTROL CONSTRUCTION PLAN

BMP	INSTALLATION	DATE	REMOVAL	DATE
SILT FENCE	PRIOR TO CONSTRUCTION		AFTER FINAL STABILIZATION OF SITE	
INLET PROTECTION	PRIOR TO CONSTRUCTION		AFTER FINAL STABILIZATION OF SITE	
ROCK STABILIZED CONSTRUCTION ENTRANCE	PRIOR TO CONSTRUCTION		AFTER FINAL STABILIZATION OF SITE	



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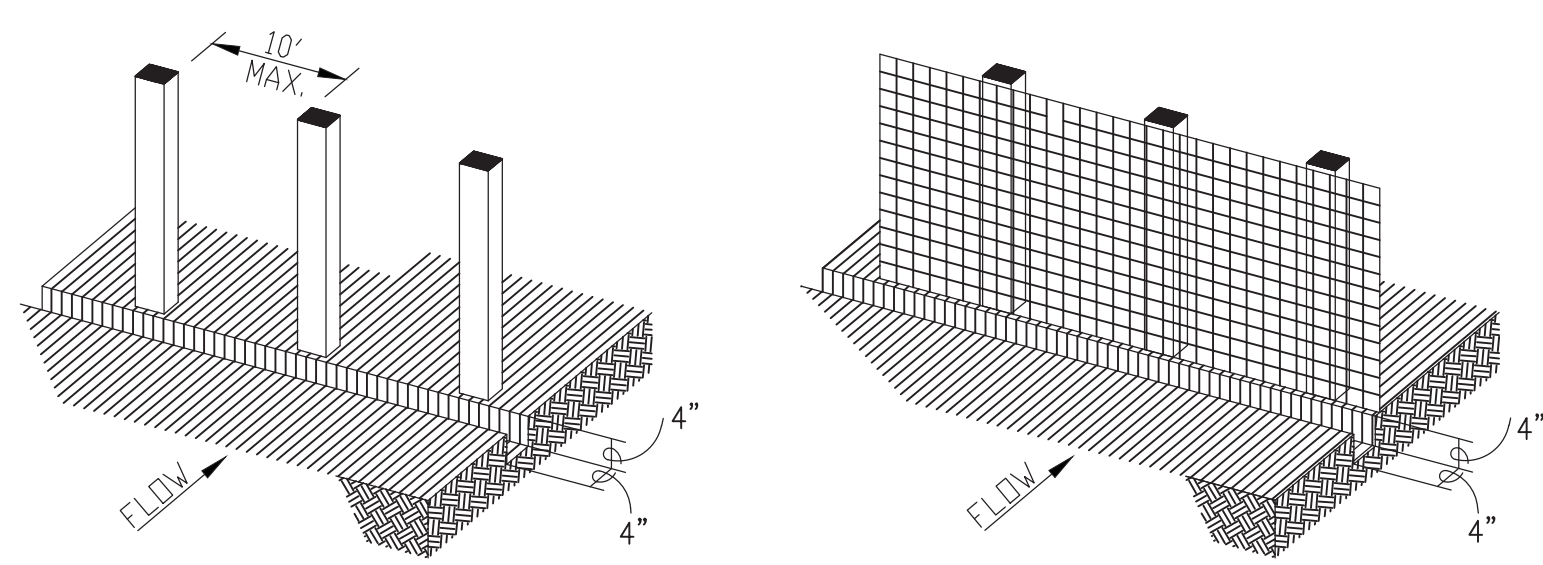
REV	DATE	DESCRIPTION

ADDISON
 TOWN OF ADDISON, TX
 TOWN HALL DRIVE
 LAKE FOREST DRIVE
 PAVEMENT REPLACEMENT

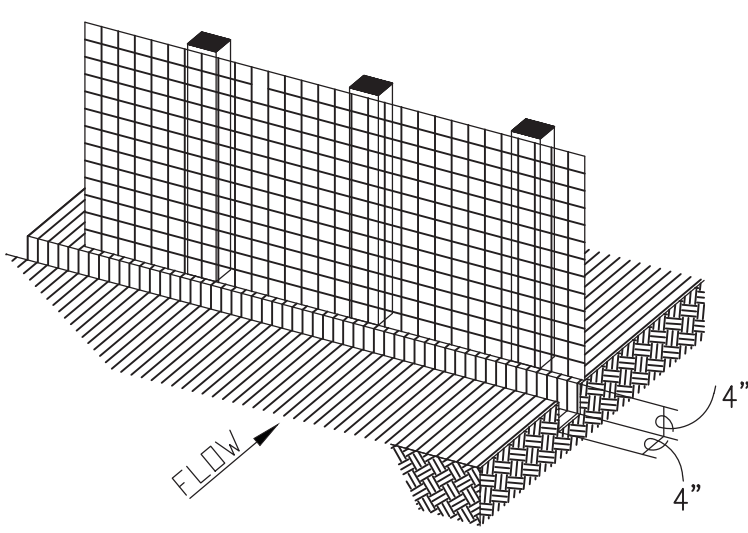
SHEET TITLE
EROSION CONTROL PLAN
 DESIGNED BY: UEG DRAWN BY: UEG
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C8.0
 SHEET NUMBER (LF)

LAKE FOREST DRIVE, ADDISON, TX - PROJECT NO. 19-117

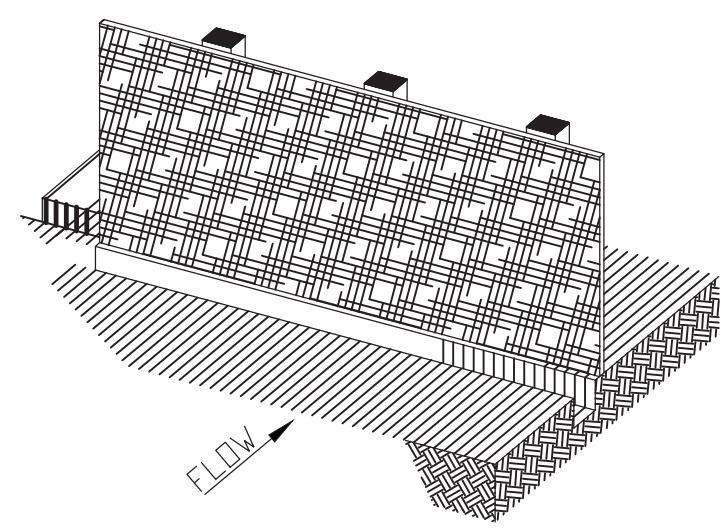
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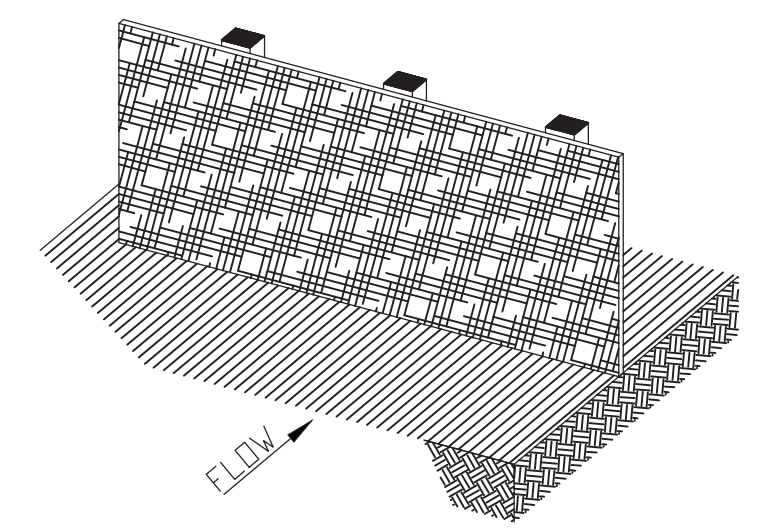
1. SET POSTS 12" DEEP (MIN.) AND EXCAVATE 4" x 4" TRENCH UPSLOPE ALONG LINE OF POSTS.



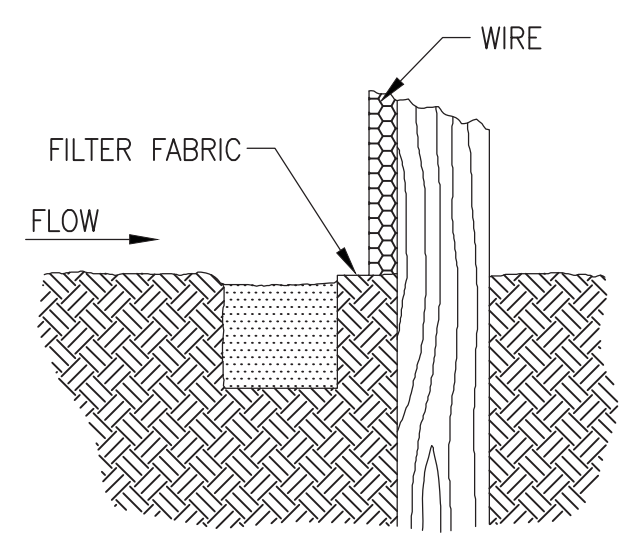
2. SECURE WIRE FENCE TO POSTS.



3. ATTACH FILTER MATERIAL TO WIRE FENCE AND EXTEND IT INTO THE TRENCH.



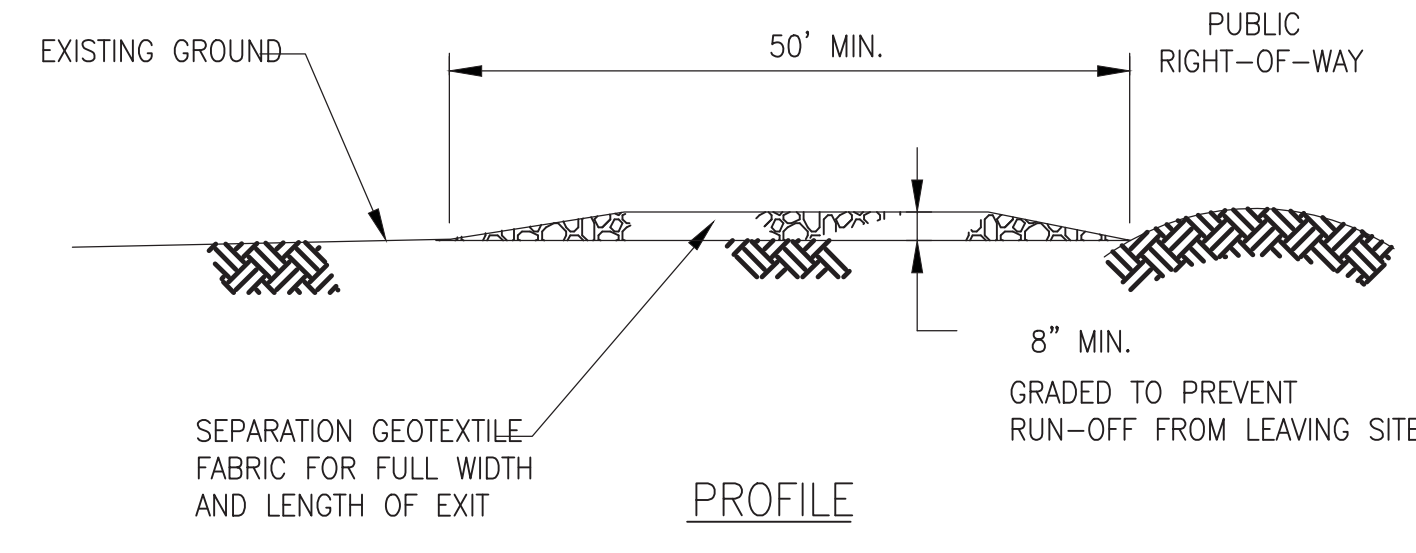
4. BACKFILL AND COMPACT THE EXCAVATED SOIL.



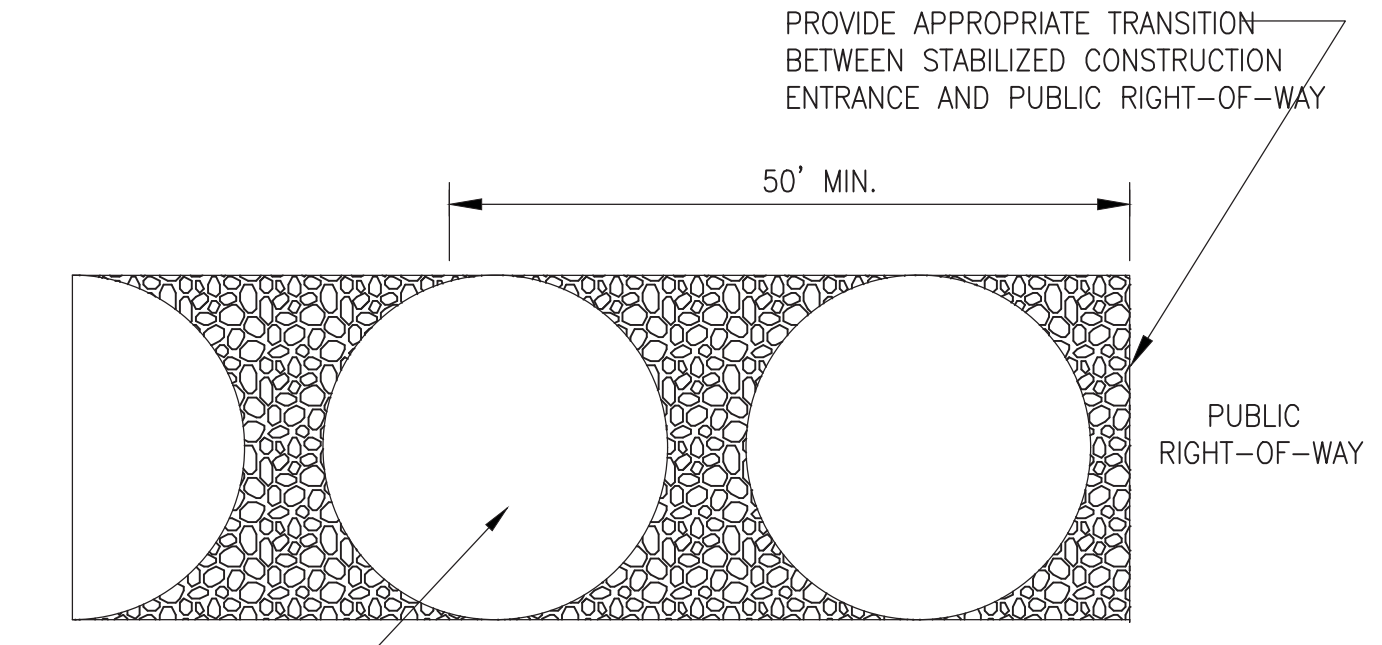
GENERAL NOTES:

- WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH STAPLES.
- FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24 INCHES AT TOP AND MIDSECTION.
- WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER, THEY SHALL BE OVERLAPPED 6 INCHES AT THE POSTS, AND FOLDED.
- IF USING METAL POSTS, PLACE A ROUND PLASTIC COVER AT TOP OF POSTS.

01 REINFORCED FILTER FABRIC FENCE
N.T.S.



PROFILE

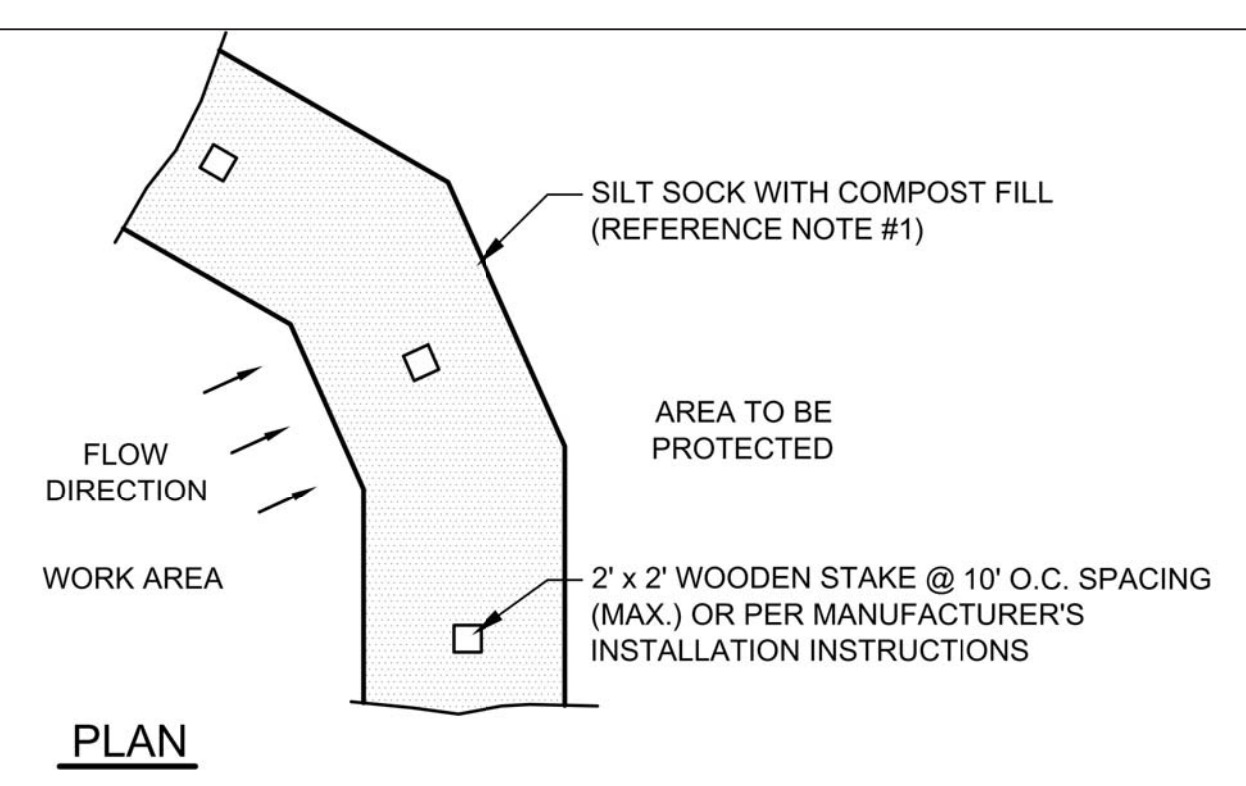


PLAN VIEW

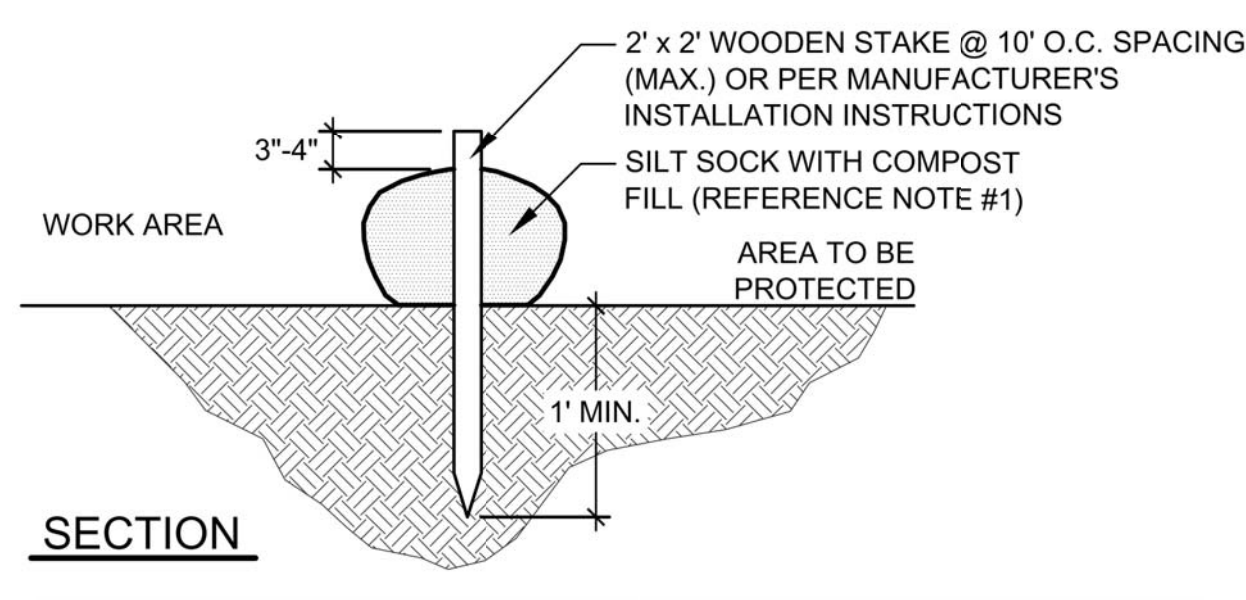
GENERAL NOTES:

- LENGTH SHALL BE AS SHOWN ON THE CONSTRUCTION DRAWINGS, BUT NOT LESS THAN 50 FEET.
- THICKNESS SHALL BE NOT LESS THAN 8 INCHES.
- WIDTH SHALL BE NOT LESS THAN FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS.
- STABILIZATION FOR OTHER AREAS SHALL HAVE THE SAME AGGREGATE THICKNESS AND WIDTH REQUIREMENTS AS THE STABILIZED CONSTRUCTION EXIT, UNLESS OTHERWISE SHOWN ON THE CONSTRUCTION DRAWINGS.
- STABILIZED AREA MAY BE WIDENED OR LENGTHENED TO ACCOMMODATE A TRUCK WASHING AREA, WHEN SHOWN ON THE CONSTRUCTION DRAWING. AN OUTLET SEDIMENT TRAP MUST BE PROVIDED FOR THE TRUCK WASHING AREA.

02 STABILIZED CONSTRUCTION EXIT
N.T.S.



PLAN



SECTION

SILT SOCK NOTES:

- REFERENCE PLAN AND/OR TECHNICAL SPECIFICATIONS FOR SILT SOCK SIZE, FILL MATERIAL AND APPROVED MANUFACTURERS.
- THE SILT SOCK SHALL BE PLACED AT LOCATIONS INDICATED ON PLANS AND SHOULD BE INSTALLED PARALLEL TO THE BASE OF THE SLOPE OR OTHER AFFECTED AREA.
- CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING A WORKING EROSION CONTROL SYSTEM AND MAY, WITH APPROVAL OF THE OWNER'S REPRESENTATIVE, WORK OUTSIDE THE MINIMUM CONSTRUCTION REQUIREMENTS AS NEEDED.
- THE CONTRACTOR SHALL MAINTAIN THE SILT SOCK IN A FUNCTIONAL CONDITION AT ALL TIMES AND IT SHALL BE ROUTINELY INSPECTED. REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
- THE CONTRACTOR SHALL REMOVE SEDIMENTS COLLECTED AT THE BASE OF THE SILT SOCK WHEN THEY REACH 1/3 OF THE EXPOSED HEIGHT OF THE DEVICE OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE. SEDIMENT TRAPPED BY THIS PRACTICE SHALL BE DISPOSED OF IN AN APPROVED SITE IN A MANNER THAT WILL NOT CONTRIBUTE TO ADDITIONAL SILTATION.
- THE COMPOST FILL WILL BE DISPERSED ON SITE WHEN NO LONGER REQUIRED, AS DETERMINED BY THE OWNER'S REPRESENTATIVE.

03 SILT SOCK DETAIL
N.T.S. (OR APPROVED EQUAL)

EROSION CONTROL NOTES

- PRIOR TO THE COMMENCING OF ANY CONSTRUCTION, EROSION CONTROL DEVICES AS SHOWN ON THE EROSION CONTROL PLAN FOR PROJECT SHALL BE INSTALLED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS FOR THE PROJECT.
- IF THIS EROSION CONTROL PLAN, AS APPROVED CANNOT CONTROL EROSION. THE EROSION CONTROL PLAN WILL BE REQUIRED TO BE REVISED AND/OR ADDITIONAL EROSION CONTROL DEVICES WILL BE REQUIRED ON SITE.
- AT A MINIMUM, PERIMETER CONTROLS SUCH AS SILT FENCE SHALL BE INSTALLED AT ALL DOWN SLOPE BOUNDARIES AND AS WARRANTED WHERE PAVEMENT REMOVAL, UTILITY CONSTRUCTION, GRADING, OR OTHER CONSTRUCTION ACTIVITIES ARE TO BE PERFORMED. THE CONTRACTOR SHALL AT ALL TIMES TAKE SUCH MEASURES AS NECESSARY TO MINIMIZE OFF SITE TRACKING OR TRANSPORT OF SEDIMENT AND DEBRIS.
- THE CONTRACTOR SHALL TAKE APPROPRIATE MEASURES AS NECESSARY TO PREVENT TRACKING OF MUD OR SOILS ONTO EXISTING OR PROPOSED PAVEMENT. ANY TRACKING THAT DOES OCCUR SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR.
- AS INLETS ARE COMPLETED, THE CONTRACTOR SHALL PROVIDE ADEQUATE PROTECTION OF STORM DRAIN INLETS USING MEASURES SPECIFIED. WHERE INLETS ARE BEING INSTALLED, THE CONTRACTOR SHALL PREVENT MATERIALS FROM ENTERING THE STORM DRAIN SYSTEM.
- AT THE COMPLETION OF THE PAVING AND FINAL GRADING, THE DISTURBED AREA(S) SHALL BE REVEGETATED IN ACCORDANCE WITH THE PLANS.
- SILT FENCE AND INLET SEDIMENT BARRIERS SHALL REMAIN IN PLACE UNTIL REVEGETATION HAS BEEN COMPLETED.
- DISTURBED AREAS THAT ARE SODDED SHALL BE CHECKED PERIODICALLY TO SEE THAT GRASS COVERAGE IS PROPERLY MAINTAINED. DISTURBED AREAS SHALL BE WATERED, FERTILIZED AND SODDED, IF NECESSARY.
- ALL STOCKPILED SOILS WILL BE SURROUNDED BY SILT FENCE, SEDIMENT CONTROL SWALE, OR SIMILAR MEASURE APPROVED BY THE ENGINEER, TO PROPERLY CONTROL SEDIMENT RUNOFF.
- IF OFF-SITE SOIL BORROW OR SPOIL SITES ARE USED IN CONJUNCTION WITH THIS PROJECT, THIS INFORMATION SHALL BE DISCLOSED AND SHOWN ON THE EROSION CONTROL PLAN. OFF-SITE BORROW AND SPOIL AREAS ARE CONSIDERED A PART OF THE PROJECT SITE AND THEREFORE SHALL COMPLY WITH EROSION CONTROL REQUIREMENTS. THESE AREAS SHALL BE STABILIZED WITH PERMANENT GROUND COVER PRIOR TO FINAL APPROVAL OF THE PROJECT.
- DAMAGES TO ADJACENT PROPERTY OR TO THE RECEIVING WATERS CAUSED BY IMPROPERLY INSTALLED OR POORLY MAINTAINED EROSION CONTROL MEASURES ARE THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF ANY SILTATION CAUSED BY HIS OPERATIONS AND/OR FAILURE OF THE EROSION CONTROL MEASURES.
- INSPECTIONS OF EROSION CONTROL DEVICES SHALL BE MADE WEEKLY AND AFTER RAIN STORM EVENTS TO INSURE THAT THE DEVICES ARE FUNCTIONING PROPERLY. WHEN SEDIMENT OR MUD HAS CLOGGED THE VOID SPACES BETWEEN STONES OR MUD IS BEING TRACKED ONTO A PUBLIC ROADWAY, THE AGGREGATE PAD MUST BE WASHED DOWN OR REPLACED. RUNOFF FROM THE WASHDOWN OPERATION SHALL NOT BE ALLOWED TO DRAIN DIRECTLY OFF SITE WITHOUT FIRST FLOWING THROUGH ANOTHER BMP TO CONTROL OFF SITE SEDIMENTATION. PERIODIC REGRADING OR THE ADDITION OF NEW STONE MAY BE REQUIRED TO MAINTAIN THE EFFICIENCY OF THE INSTALLATION.
- THE CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF ACCUMULATED SILT AND SEDIMENT FROM EROSION CONTROL MEASURES WHEN IT REACHES A DEPTH OF SIX (6) INCHES OR IMPAIRS THE EFFECTIVENESS OF THE MEASURES.
- THE CONTRACTOR SHALL STABILIZE ANY AREA WHERE CONSTRUCTION ACTIVITY IS TO BE TEMPORARILY OR PERMANENTLY CEASED FOR MORE THAN 14 DAYS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTAL OF N.O.I., N.O.T. AND ANY ADDITIONAL INFORMATION REQUIRED BY THE E.P.A. AND TCEQ. CONTRACTOR SHALL COMPLY WITH ALL E.P.A. AND TCEQ STORMWATER POLLUTION PREVENTION REQUIREMENTS.



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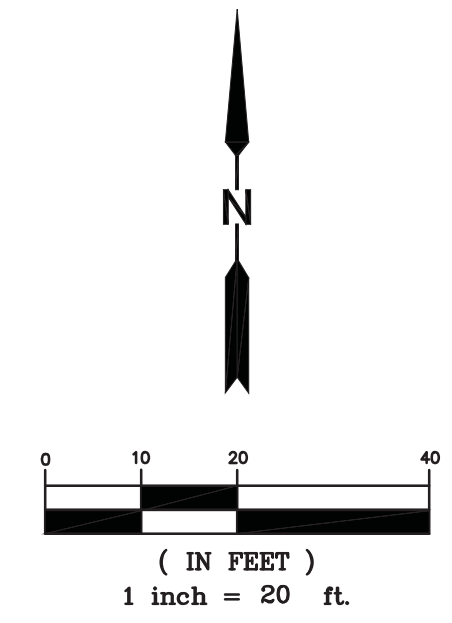
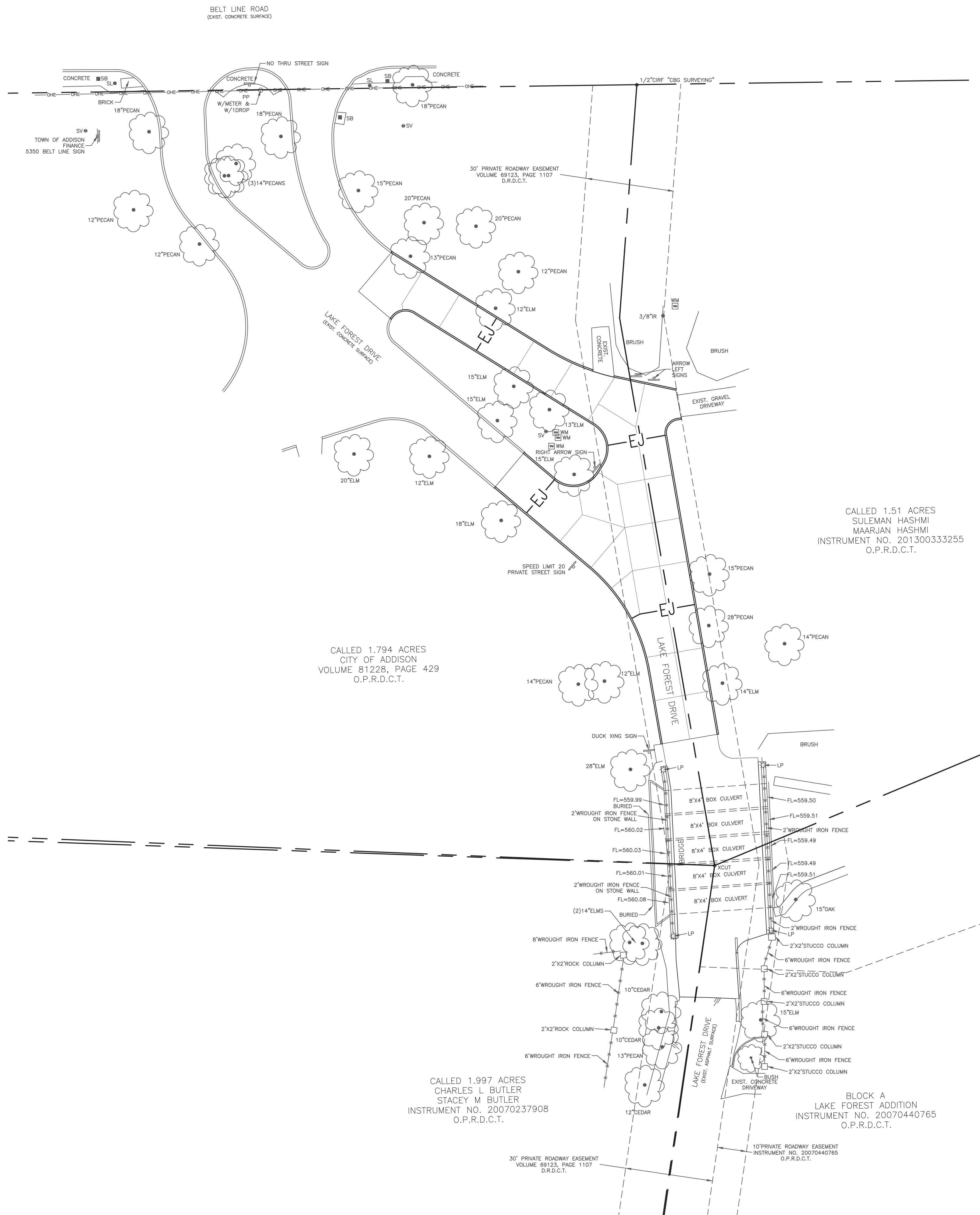
REV	DATE	DESCRIPTION	BY

ADDISON
TOWN OF ADDISON
ADDISON, TX
TOWN HALL DRIVE
LAKE FOREST DRIVE
PAVEMENT REPLACEMENT

SHEET TITLE
EROSION CONTROL DETAILS
DESIGNED BY: UEG DRAWN BY: UEG
REVIEWED BY: UEG PROJECT NO. 19-05
C8.1
SHEET NUMBER (LF)

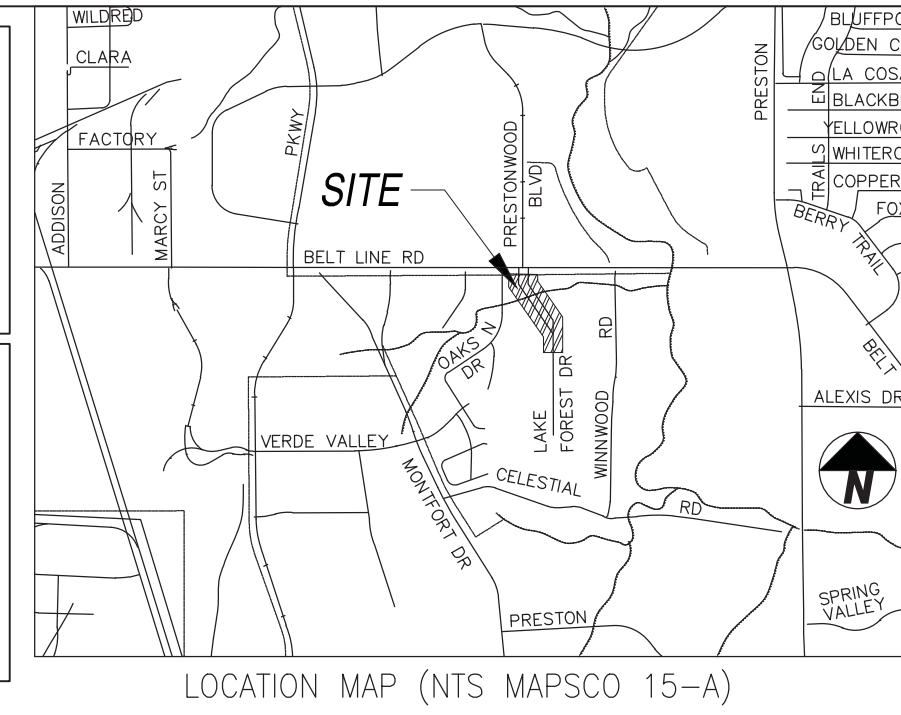
LAKE FOREST DRIVE, ADDISON, TX - PROJECT NO. 19-117

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TEXAS ONE CALL PARTICIPANTS REQUEST
48 HOURS NOTICE BEFORE YOU DIG, DRILL,
OR BLAST - STOP CALL
Texas One Call System
1-800-DIG-TESS

UTILITY LOCATION NOTE:
THE LOCATION OF EXISTING UTILITIES SHOWN ON
THESE PLANS ARE APPROXIMATE AND BASED ON
EXISTING PLANS AND DATA FURNISHED BY UTILITY
COMPANIES. IT IS THE RESPONSIBILITY OF THE
CONTRACTOR TO VERIFY THE LOCATION AND DEPTH
OF ALL EXISTING UTILITIES THAT MAY CONFLICT WITH
CONSTRUCTION. CALL 1-800-344-8377 TWO
WORKING DAYS PRIOR TO CONSTRUCTION FOR
ON-SITE LOCATIONS. ANY DAMAGE TO EXISTING
UTILITIES SHALL BE REPAIRED AT CONTRACTOR'S
EXPENSE, AT NO ADDITIONAL COST.



Benchmarks

BM #1 - "X" CUT IN THE SIDEWALK AT NORTHWEST INTERSECTION OF BELT LINE ROAD AND PRESTONWOOD BLVD., APPROX. 0.60 FT EAST OF TRAFFIC BOX. ELEVATION = 568.11
BM #2 - IRON ROD SET IN THE NORTHEAST LANDSCAPE AREA OF THE INTERSECTION OF PRESTONWOOD BLVD. AND PRESTONWOOD TOWN CENTER ROAD. ELEVATION = 578.36

Legend

- EJ— PROPOSED EXPANSION JOINT
- CJ— PROPOSED CONTROL JOINT

Joint Plan Notes

1. ALL JOINTS ARE TO BE CUT WITH EARLY ENTRY DRY CUT SAWS.
2. ALL JOINTS ARE TO BE CUT IMMEDIATELY AFTER INITIAL SET OF THE CONCRETE IN THAT JOINT LOCATION, TYPICALLY WITHIN ONE TO FOUR HOURS DEPENDING ON WEATHER CONDITIONS.
3. SAW JOINTS TO THE DEPTH SHOWN ON THE PLANS AS SOON AS SAWING CAN BE ACCOMPLISHED WITHOUT SPALLING AND RAVINGE DAMAGE TO THE PAVEMENT REGARDLESS OF TIME OF DAY OR WEATHER CONDITIONS.
4. USE A CHALK LINE, STRING LINE, SAWING TEMPLATE, OR OTHER APPROVED METHOD TO PROVIDE A TRUE JOINT ALIGNMENT.
5. PROVIDE ENOUGH SAWS TO MATCH THE PAVING PRODUCTION RATE TO ENSURE SAWING COMPLETION AT THE EARLIEST POSSIBLE TIME TO AVOID UNCONTROLLED CRACKING.
6. REDUCE PAVING PRODUCTION IF NECESSARY TO ENSURE TIMELY SAWING OF JOINTS.
7. PROMPTLY RESTORE MEMBRANE CURE DAMAGED WITHIN THE FIRST 72 HOURS OF CURING.
8. SAWS JOINTS SHALL BE SPACED AT INTERVALS OF 15 FEET AND AT ALL RADIUS RETURNS. SAWS JOINTS SHALL BE PERPENDICULAR TO ALL CURVES BEGINNING THREE FEET FROM THE CURVE.
9. SAWS JOINTS SHALL MATCH THE EXISTING PAVEMENT JOINT PATTERN WHERE NEW PAVEMENT IS CONSTRUCTED ADJACENT TO EXISTING CONCRETE PAVEMENT.
10. EXISTING TOPOGRAPHIC SURVEY AND LOCATION OF PHYSICAL FEATURES WERE OBTAINED FROM A TOPOGRAPHIC SURVEY PERFORMED BY GORRONDONA AND ASSOCIATES, INC., DATED DECEMBER 28, 2018.



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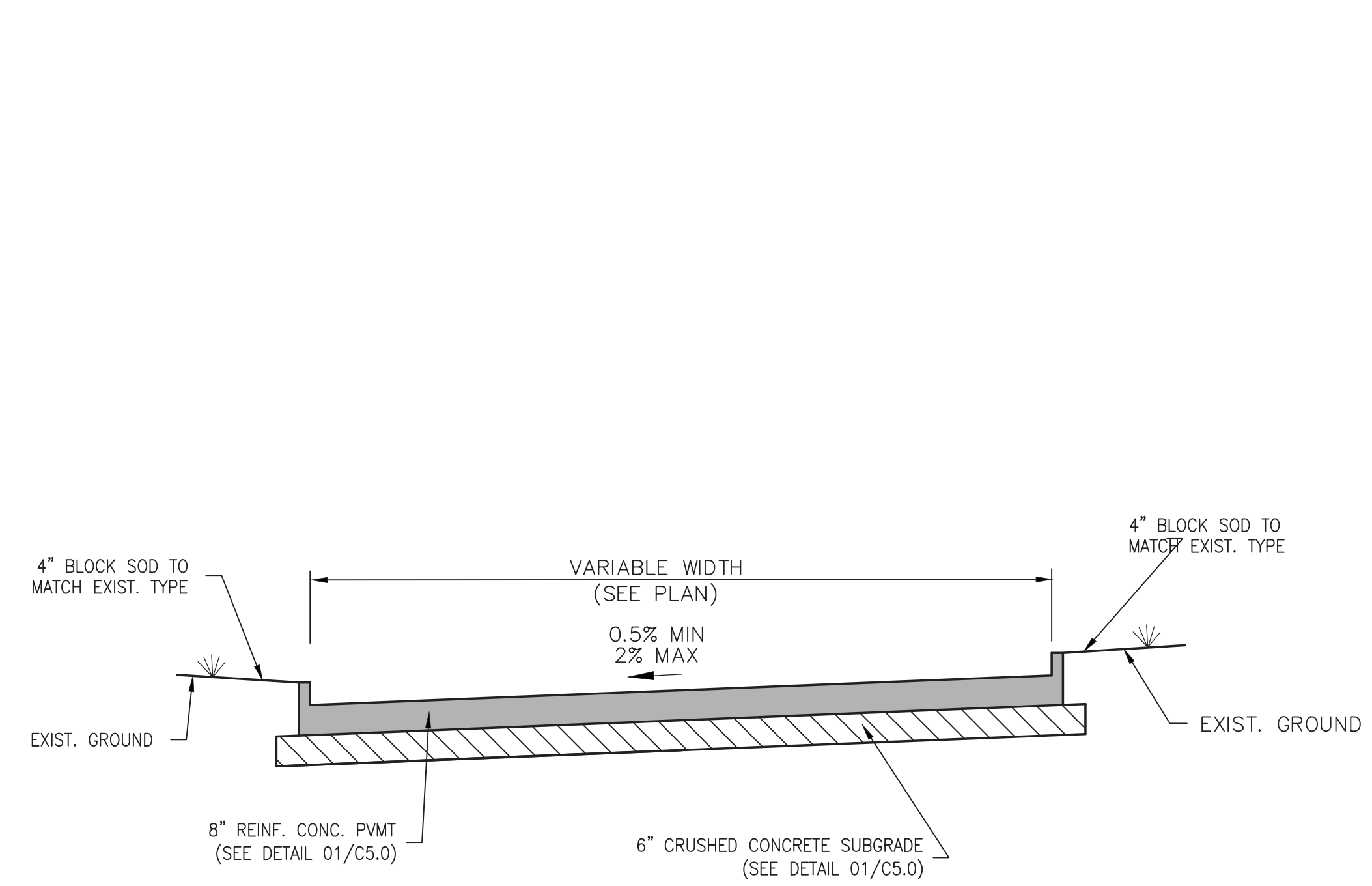
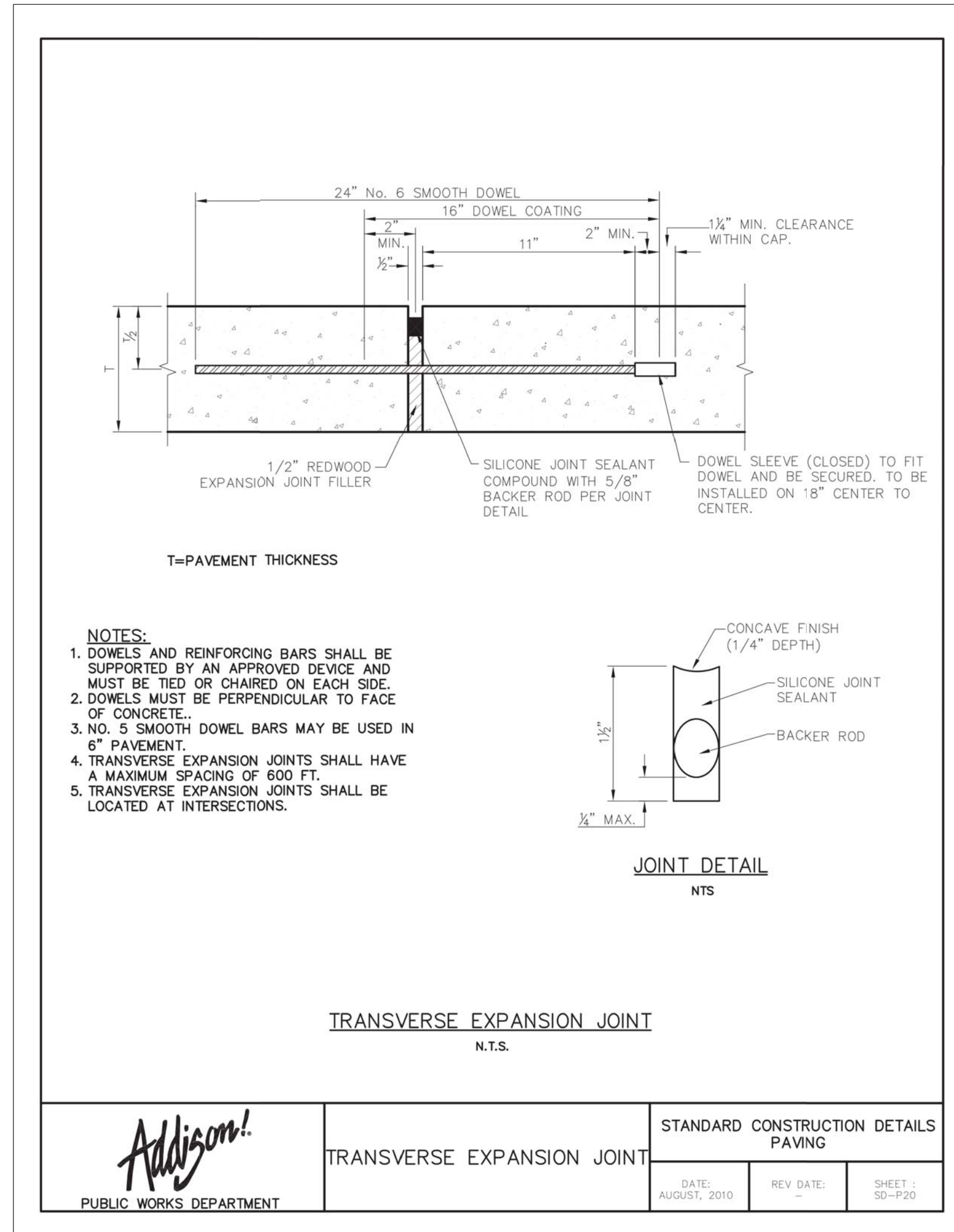
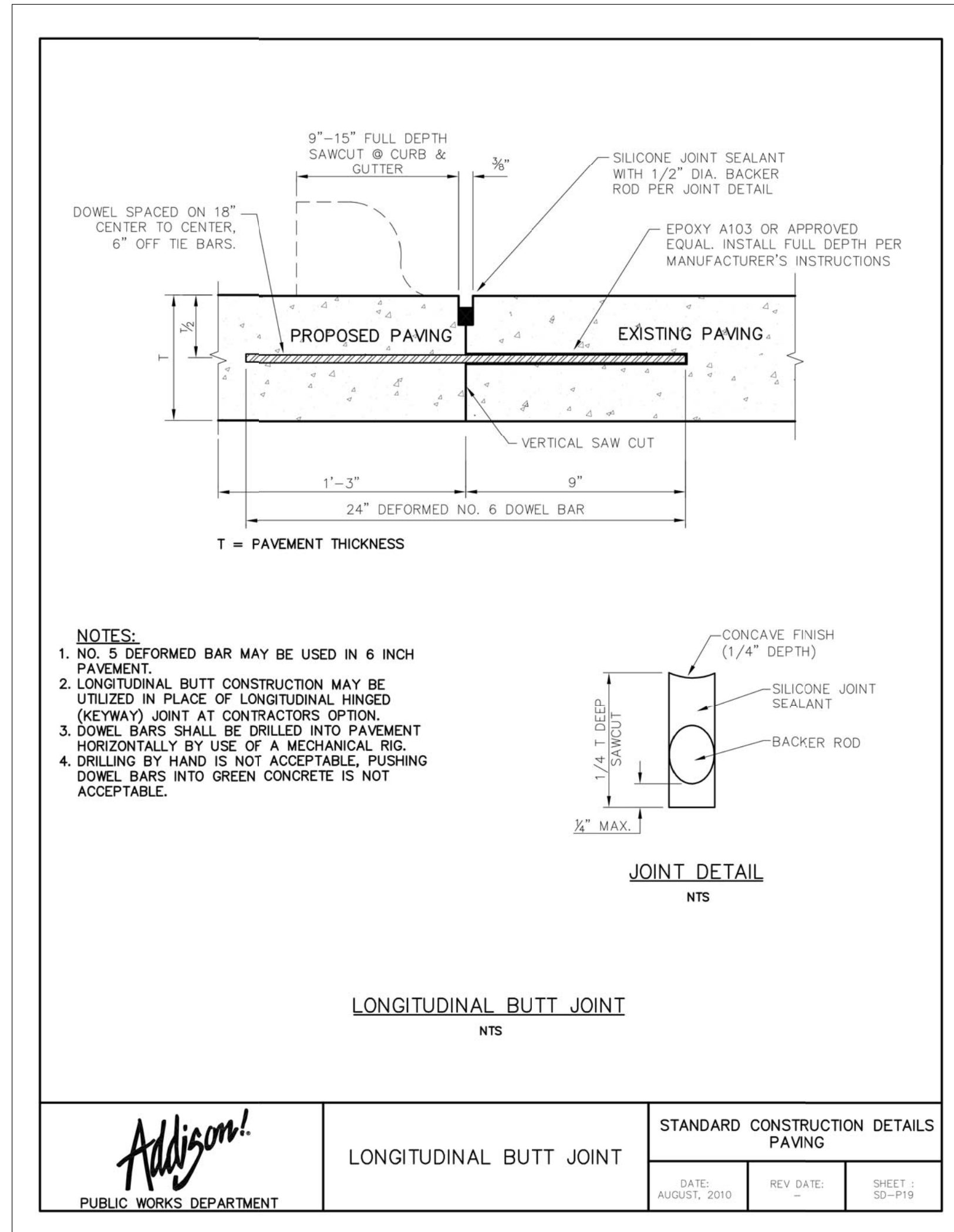
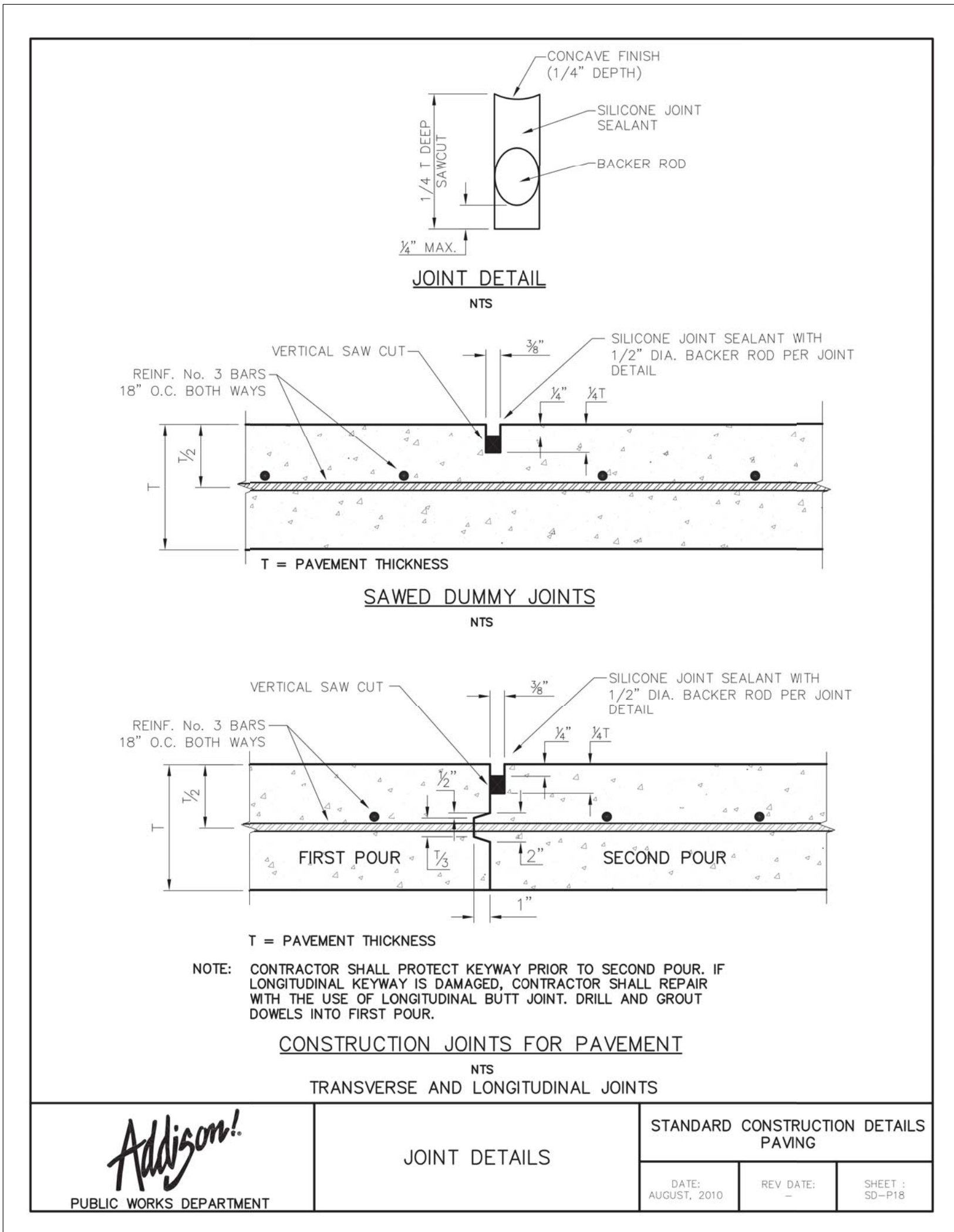
ADDISON

**TOWN HALL DRIVE
LAKE FOREST DRIVE
PAVEMENT REPLACEMENT**

SHEET TITLE	
JOINT PLAN	
DESIGNED BY: UEG	DRAWN BY: UEG
REVIEWED BY: UEG	PROJECT NO. 19-05
C9.0	
SHEET NUMBER (LF)	

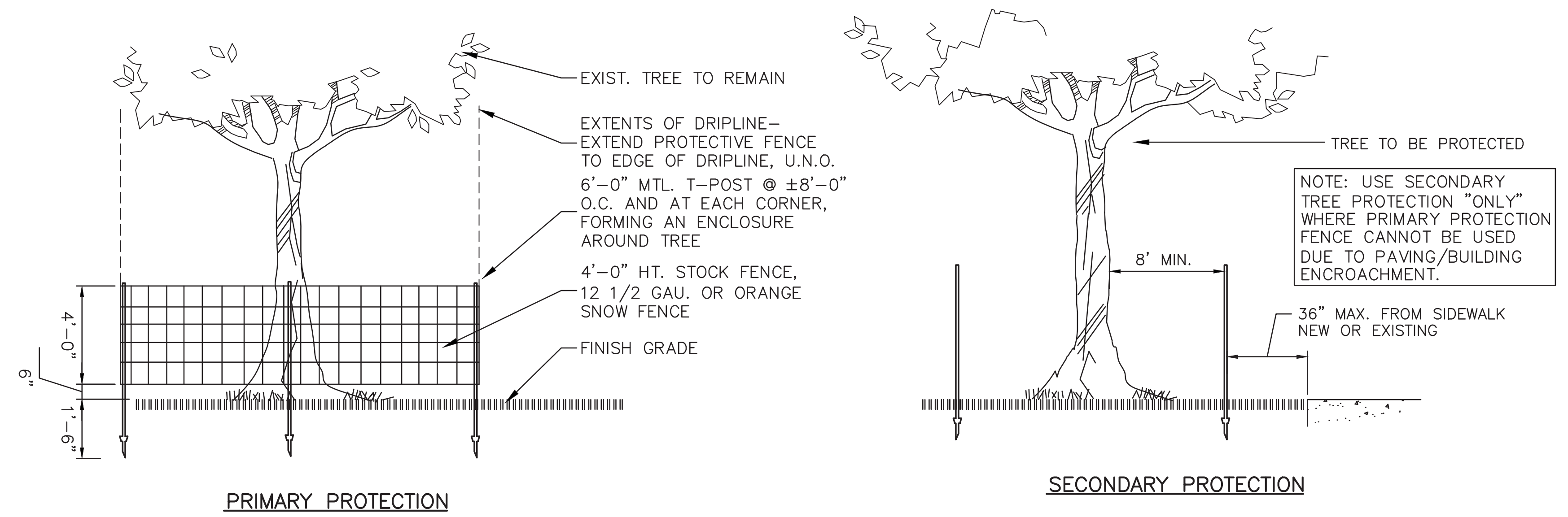
LAKE FOREST DRIVE, ADDISON, TX - PROJECT NO. 19-117

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01 TYPICAL PAVEMENT SECTION
N.T.S.

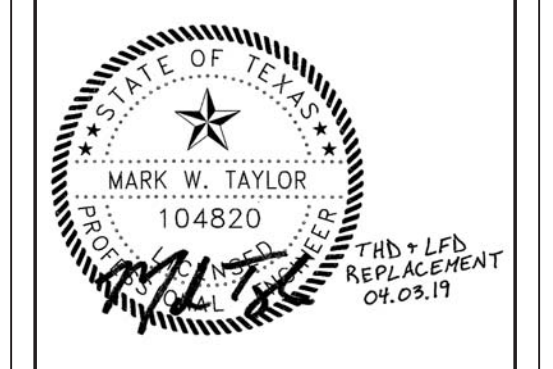
NOTES:
1. SEE PAVEMENT SECTION DETAIL 01/C5.0 FOR ADDITIONAL INFORMATION.



02 TREE PROTECTION DETAIL
N.T.S.



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REV	DATE	DESCRIPTION

ADDISON

TOWN OF ADDISON
ADDISON, TX

TOWN HALL DRIVE
LAKE FOREST DRIVE
PAVEMENT REPLACEMENT

SHEET TITLE	
CIVIL DETAILS	
DESIGNED BY: UEG	DRAWN BY: UEG
REVIEWED BY: UEG	PROJECT NO. 19-05
C10.0	
SHEET NUMBER (LF)	

LAKE FOREST DRIVE, ADDISON, TX - PROJECT NO. 19-117