a. STANDARD SUBGRADE COMPACTION FOR SIDEWALKS IS MINIMUM 95% OF STANDARD PROCTOR DENSITY WITHIN MINUS 2% TO PLUS 4% OF OPTIMUM MOISTURE CONTENT.

3. SIDEWALKS REQUIRE MINIMUM #3 BARS SPACED ON 24" CENTERS.

4. ALL CURBS WITHIN CITY RIGHT-OF-WAY MUST BE REINFORCED WITH #4 BARS.

LENGTH OR LONGER A VIBRATING SCREED IS NOT CONSIDERED A PAVING MACHINE

PLACEMENT.

SPECIFICATIONS.

GREASED AND CAPPED.

5. CURB AND GUTTER MUST BE DESIGNED AND CONSTRUCTED TO PROVIDE POSITIVE DRAINAGE.

6. SEPARATE CONCRETE CURB & GUTTER SHALL BE MARKED 3/8" DEEP WITH AN APPROVED TOOL (SAW CUT) IN 15 FOOT SECTIONS. INSTALL #4 "L-SHAPED" REBAR DOWELS (12" INTO EXISTING PAVEMENT), EVERY 18", EPOXIED IN.

1. MACHINE FINISH CLASS - TEST STRENGTH IS 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS AFTER

2. CONCRETE BASE AND PAVEMENT WILL BE REQUIRED TO BE FINISHED MECHANICALLY WITH APPROVED

3. HAND FINISH CLASS - TEST STRENGTH IS 4,500 PSI COMPRESSIVE STRENGTH AT 28 DAYS AFTER

4. HAND FINISHING WILL BE PERMITTED ON PAVEMENT WIDENING. ON SECTIONS WHERE THE PAVEMENT

WIDTH IS NOT UNIFORM. AT INTERSECTIONS. WHERE REQUIRED MONOLITHIC WIDTHS ARE GREATER THAN

THAT OF AVAILABLE FINISHING MACHINES, ON STREETS LESS THAN 200 FEET IN LENGTH, ALLEY PAVING,

AND ELSEWHERE WHERE MECHANICAL FINISHING IS NOT SPECIFIED OR REQUIRED BY CITY

5. MINIMUM PAVEMENT DEPTH IS 8". DRIVE APPROACH PAVEMENT DEPTH SHOULD MATCH ONSITE PAVEMENT

6. #3 BARS ARE REQUIRED FOR CONCRETE THICKNESS LESS THAN 9", SPACED ON 24" CENTERS. #4 BARS ARE

7. FOR THE EXPANSION JOINT AT THE PROPERTY LINE, 24" LONG, #8 (1") SMOOTH DOWEL IS REQUIRED FOR PAVING THICKNESS GREATER THAN 6". ALL DOWELS REQUIRED EVERY 12" ON CENTER AND MUST BE

DEPTH IF ONSITE PAVEMENT IS THICKER THAN THE MINIMUM THICKNESS FOR APPROACHES

REQUIRED FOR CONCRETE THICKNESS THAT IS 9" OR GREATER, SPACED ON 24" CENTER.

POWER-DRIVEN MACHINES WHEN THE STREET IS WIDER THAN 27 FEET OR WHEN THE STREET IS 200' IN

10. 1" FOOTINGS ARE REQUIRED AT ALL EXPANSION JOINTS AND THE PAVEMENT DEPTH TRANSITIONS FROM 4"

7. 1" REDWOOD EXPANSION JOINTS ARE REQUIRED AT ALL ABRUPT CHANGES IN ALIGNMENT OR WIDTH, RADII

8. IF SIDEWALK IS LOCATED AT BACK-OF-CURB, REDWOOD JOINTS SHOULD MATCH WITH EXISTING REDWOOD

TO 5" THICK, OVER THE 24" LENGTH OF PAVEMENT.

9. AT ALL EXPANSION JOINTS, 24" LONG, #6 (3/4") SMOOTH DOWEL IS REQUIRED EVERY 24" ON CENTER.

11. 8" FOOTING IS REQUIRED FOR SIDEWALKS LOCATED AT BACK-OF-CURB, WITH A 6" DOWEL.

12. SIDEWALK MUST BE MINIMUM 5' WIDE IF LOCATED AT BACK-OF-CURB.

POINTS, OR EVERY 80 FEET, BEGINNING AT THE CURB RETURN.

CITY OF DALLAS NOTES REGARDING PUBLIC PAVEMENT

8. DRIVE APPROACHES REQUIRE A SAW JOINT AT THE CENTERLINE.

9. SUBGRADE SHALL BE CEMENT STABILIZED. CONTRACTOR TO FOLLOW SPECIFICATIONS OUTLINED IN SECTION 301.3.5 - CEMENT STABILIZATION OF SUBGRADE SOILS OF THE CITY OF DALLAS 2011 ADDENDUM TO THE NCTCOG PUBLIC WORKS CONSTRUCTION STANDARDS FOR CEMENT STABILIZED SUBGRADE. MINIMUM OF 98% MAXIMUM STANDARD PROCTOR DRY DENSITY (ASTM D 698) IN THE RANGE OF -2 TO +4 PERCENT POINTS OF OPTIMUM MOISTURE CONTENT.

10. STANDARD SUBGRADE COMPACTION UNDER STREET PAVEMENT IS 98% STANDARD PROCTOR DENSITY AT MINUS 2% TO PLUS 4% OF OPTIMUM MOISTURE TO THE DEPTH SPECIFIED.

11. 1" REDWOOD EXPANSION JOINTS ARE REQUIRED AT ALL PROPERTY LINES.

12. DOWEL PROPOSED DRIVE APPROACH INTO EXISTING PAVEMENT WITH 24" LONG, #4 BARS, AT 12" ON CENTER, EPOXIED IN.

13. AT ALL EXPANSION JOINTS, 24" LONG, #8 (1") SMOOTH DOWEL IS REQUIRED EVERY 12" ON CENTER AND MUST BE GREASED AND CAPPED. 14. SAWED TRAVERSE DUMMY JOINTS SPACED 15 FEET. SAWED LONGITUDINAL DUMMY JOINTS ALONG

15. INTEGRAL CONCRETE CURB AND CURB & GUTTER SHALL BE OF THE SAME COMPRESSIVE STRENGTH AS

CENTER LINE OF ALL SINGLE ROAD WAY SECTIONS EXCEPT PAVING LESS THAN 14 FEET WIDE. ADDITIONAL

SIMILAR JOINTS ON 10 FOOT CENTERS EACH SIDE OF CENTER LINE FOR ROAD WAY SECTIONS WIDER THAN

CONTRACTOR SHALL FURNISH AND INSTALL ANCHOR BOLTS, LIGHT POLE FOUNDATIONS, PULL BOXES AND CONDUIT, AS SHOWN ON THE PLANS. SEE ONCOR LIGHTING STANDARD DETAILS FOR MORE INFORMATION. CONTRACTOR SHALL FURNISH AND INSTALL MULE TAPE INSIDE ALL CONDUIT RUNS. THIS SHALL BE SUBSIDIARY TO THE INSTALLATION OF THE CONDUIT. CAP OPEN ENDS OF EXPOSED CONDUIT.

ALL ELEVATIONS SHOWN IN POINT TABLE REFERENCE TOP OF PAVEMENT AND/OR SIDEWALK GRADES, NOT TOP OF CURB ELEVATIONS.

CONTRACTOR TO PROVIDE METAL KEYWAY AT CONNECTION OF 11" THICK PAVEMENT SECTION TO 8" THICK PAVEMENT SECTION. PAVEMENT THICKNESS TO INCREASE OVER 2-FEET IN WIDTH. REFERENCE CITY OF DALLAS DETAIL 251D-1004, DRIVEWAY TURNOUT DETAIL AND SECTION A-A 7.

A TRAFFIC CONTROL PLAN (TCP) MUST BE SUBMITTED TO THE DEPARTMENT OF TRANSPORTATION FOR REVIEW AND APPROVAL BY THE TRAFFIC SAFETY COORDINATORS PRIOR TO CONSTRUCTION. NO TRAFFIC LANE OR SIDEWALK ALONG ANY PUBLIC STREET OR ALLEY IS TO BE CLOSED WITHOUT FIRST OBTAINING THE APPROPRIATE PERMIT(S). CLOSURE OF ANY TRAFFIC LANE MUST BE RESTRICTED TO THE HOURS OF 9:30 A.M. TO 3:30 P.M. WORKDAYS. CONTRACTOR MUST CALL (214) 948-4290 TO REQUEST APPROVAL OF TCP AND TO OBTAIN A RIGHT-OF WAY PERMIT.

a. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION FOR NORTH CENTRAL TEXAS. LATEST EDITION. AND THE CITY OF DALLAS DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION ADDENDUM

b. DURING THE CONSTRUCTION OF THESE IMPROVEMENTS ANY

INTERPRETATION OF THE STANDARD SPECIFICATION FOR PUBLIC

WORKS CONSTRUCTION FOR NORTH CENTRAL TEXAS, AND ANY MATTER WHICH REQUIRES THE APPROVAL OF THE OWNER MUST BE APPROVED BY THE DIRECTOR OF PUBLIC WORKS AND TRANSPORTATION TO HIS DESIGNEE BEFORE ANY CONSTRUCTION INVOLVING THAT DECISION COMMENCES. ASSUMPTIONS ABOUT WHAT THESE DECISIONS MIGHT BE WHICH ARE MADE DURING THE BIDDING PHASE WILL HAVE NO BEARING ON THE DECISION.

THE AREA CALL (214) 670 1770 AT LEAST (3) THREE WORKING DAYS PRIOR TO THE CONSTRUCTION

STREETS, ALLEYS, SIDEWALKS, DRIVEWAYS, AND STORM DRAINAGE | | | THE CENTERLINE INTERSECTION OF BLANCO DRIVE AND E. WINTERGREEN ROAD. FACILITIES IN THE PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE CITY OF DALLAS, STANDARD CONSTRUCTION DETAILS. FILE 251D-1, LATEST EDITION

e. ALL CONCRETE FOR PAVEMENT SHALL BE 4000 PSI FOR MACHINE FINISHED AND 4500 PSI IF IT IS NECESSARY FOR HAND FINISH.

SPOT SHOTS ALONG SIDEWALKS HAVE BEEN PROVIDED AT 100' **INCREMENTS**

BENCHMARK LIST

TO BEARING LOCATIONS O EXISTING WATER AND WASTEWATER MAINS IN | | | | THE CENTERLINE INTERSECTION OF E. WINTERGREEN ROAD AND BLANCO DRIVE.

> ELEV. = 559.67' TBM #2361 - A SQUARE W/ "X" CUT ON THE MIDDLE OF A CONCRETE HEADWALL ON THE NORTH SIDE OF WITT ROAD

TBM #2360 - COTTON SPINDLE SET ON THE WEST SIDE OF BLANCO DRIVE IN ASPHALT PAVEMENT, ±1,500' NORTH OF

±40' EAST OF THE RAILROAD TRACKS. ELEV. = 548.65'

TBM #2362 - A SQUARE W/ "X" CUT ON THE BACK OF CURB TO THE NORTH ENTRANCE TO THE AUTO AUCTION, ±865' EAST OF THE INTERSECTION OF THE RAILROAD TRACKS AND WITT ROAD. ELEV. = 558.10'

TBM #2363 A SQUARE W/ "X" CUT ON TOP OF A 30" RCP ON THE SOUTH SIDE OF WITT ROAD ±2,095' EAST OF THE

INTERSECTION OF THE RAILROAD TRACKS AND WITT ROAD. TBM #2364 - A COTTON SPINDLE SET IN THE CENTERLINE OF WITT ROAD, ±3,260' EAST OF THE INTERSECTION OF THE RAILROAD TRACKS AND WITT ROAD.

TBM #2365 - A COTTON SPINDLE SET ON THE EAST SIDE OF ASPHALT PAVEMENT AT THE INTERSECTION OF WITT ROAD AND LANCASTER HUTCHINS ROAD. ELEV. = 558.27' THIS SPACE RESERVED - BLDG INSPECTION

ELEV. = 541.50'

City of Dallas **REVIEW COMPLETE** FNGINFFRING PAVING/DRAINAGE 01/12/24





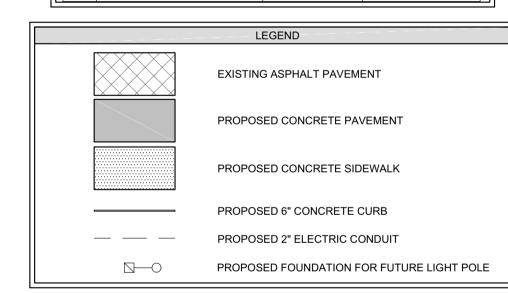
E WINTERGREEN RD

GRAPHIC SCALE IN FEET

LOCATION MAP

THIS SPACE RESERVED - ENGINEERING

POINT CONTROL TABLE						
ID	STATION OFFSET	ELEVATION	DESCRIPTION			
37	28+29.95 OFF: -18.50LT	542.81	PC			
38	28+81.60 OFF: -18.00LT	544.96	PI			
39	28+29.95 OFF: 18.00RT	542.31	PC			
40	28+81.60 OFF: 18.00RT	544.88	PI			
41	32+67.26 OFF: -18.00LT	555.16	PC			
42	32+68.88 OFF: -23.50LT	555.81	END			
43	32+68.91 OFF: -28.50LT	555.77	END			
44	32+96.79 OFF: -47.95LT	556.79	END			
45	32+68.59 OFF: 28.50RT	555.76	END			
46	32+68.62 OFF: 23.50RT	555.75	END			
47	32+66.19 OFF: 18.00RT	555.41	PC			
48	32+96.82 OFF: 0.00	556.58	ME			
49	32+96.73 OFF: 48.06RT	556.24	END			



CONTRACT INFORMATION					
CONTRACT NO.	DP23-004	DATE _	12/20/23		
CONTRACTOR _	LITHKO CONTRACTING				

REVISIONS				
REV NO.	DATE	DESCRIPTION	BY	

	Kiml	ev	/ >>>>	Horn		
3 KIMLEY-H	IORN AND ASSOCIATES				FAX: 972-239-38	320
13455 NO	EL ROAD, TWO GALLER	IA OFFICE	E TOWER,	SUITE 700, DALLAS	, TEXAS 75240	
WWW.KIMLEY-HORN.COM						
VT NO	DI DC DEDMIT I	VIO.	DEV	ENCINEEDING T	DACKING NOS	Τ

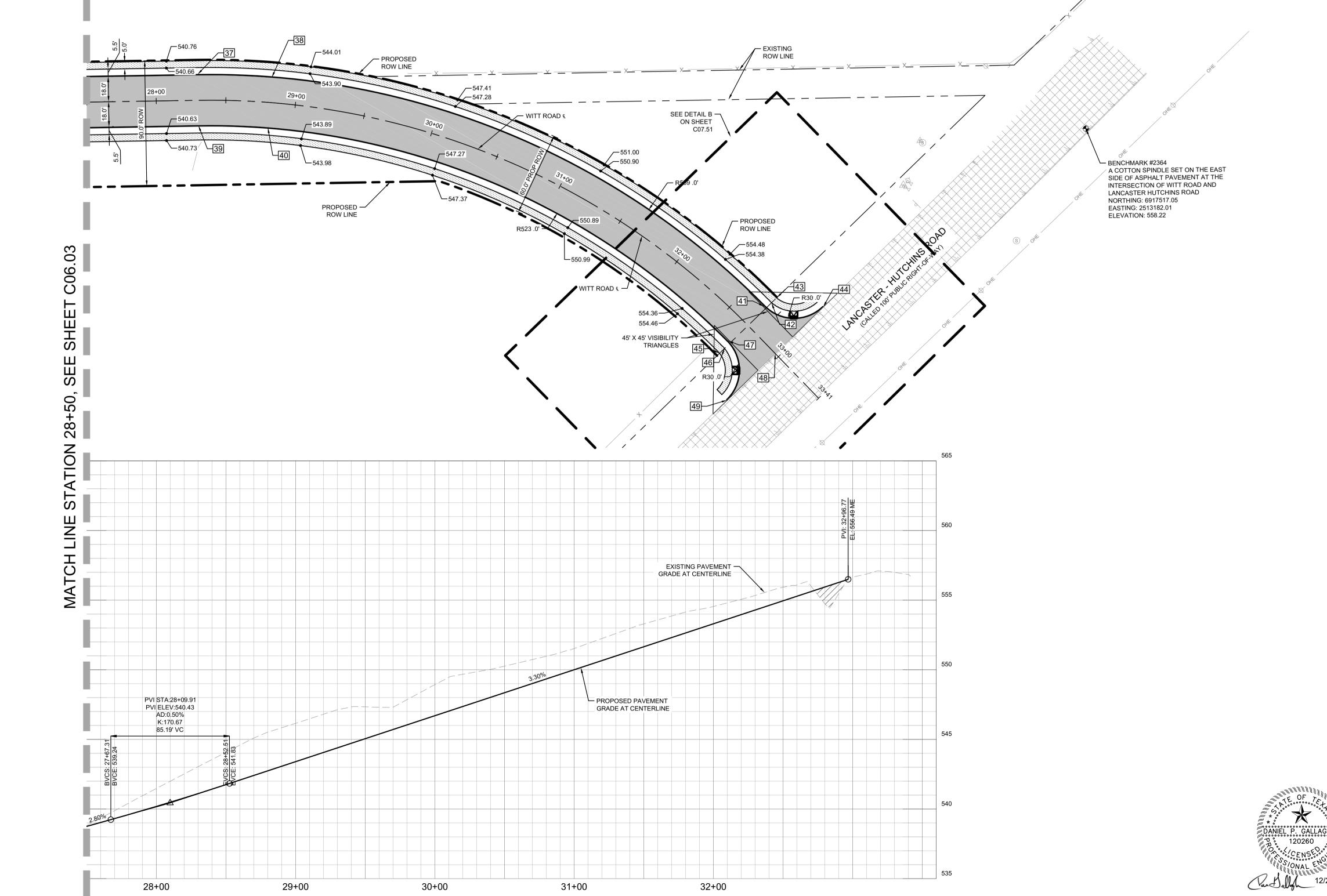
WWW.Rimide I - HORN.GOW					
PLAT NO.	BLDG PERMIT NO.	DEV ENGINEERING TRACKING NOS.			
S223-021	N/A	DP23-004	WW23-295		

PAVING PLAN AND PROFILE (4 OF 4)

WITT ROAD IMPROVEMENTS LOT A, BLOCK 8273

DEVELOPMENT SERVICES CITY OF DALLAS, DALLAS COUNTY, TEXAS

DATE FILE NUMBER SHEET DECEMBER XXXX C06.04



REVIEWED DPG