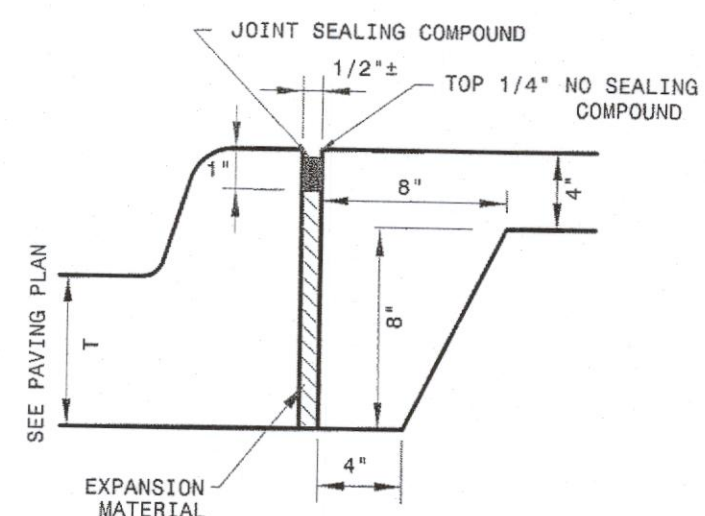
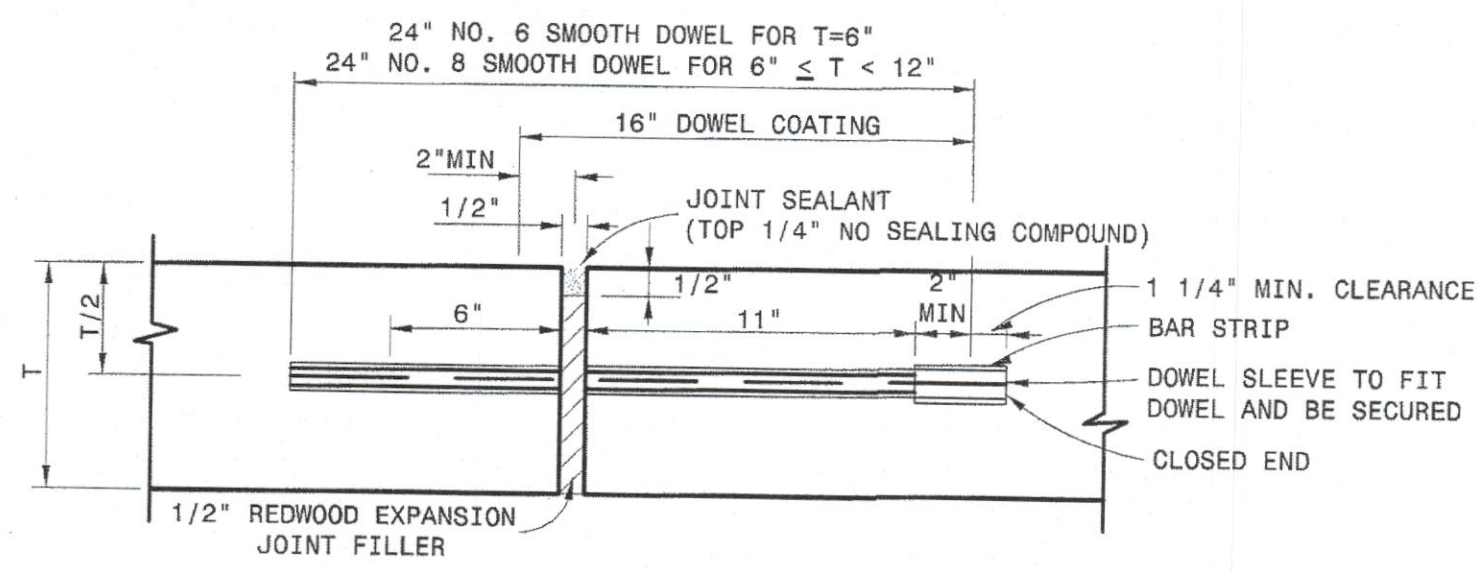


- NOTES:
1. TOOLED JOINTS AT 5' MAXIMUM SPACING.
 2. EXPANSION JOINTS AT 90' MAXIMUM SPACING.
 3. 2% MAXIMUM CROSS SLOPE.

ON-SITE SIDEWALK DETAIL
NTS

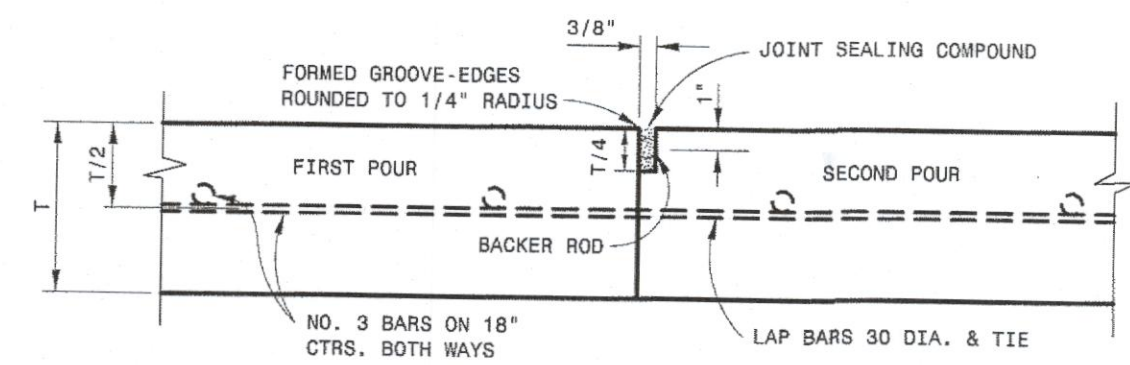


SIDEWALK/CURB DETAIL
NTS

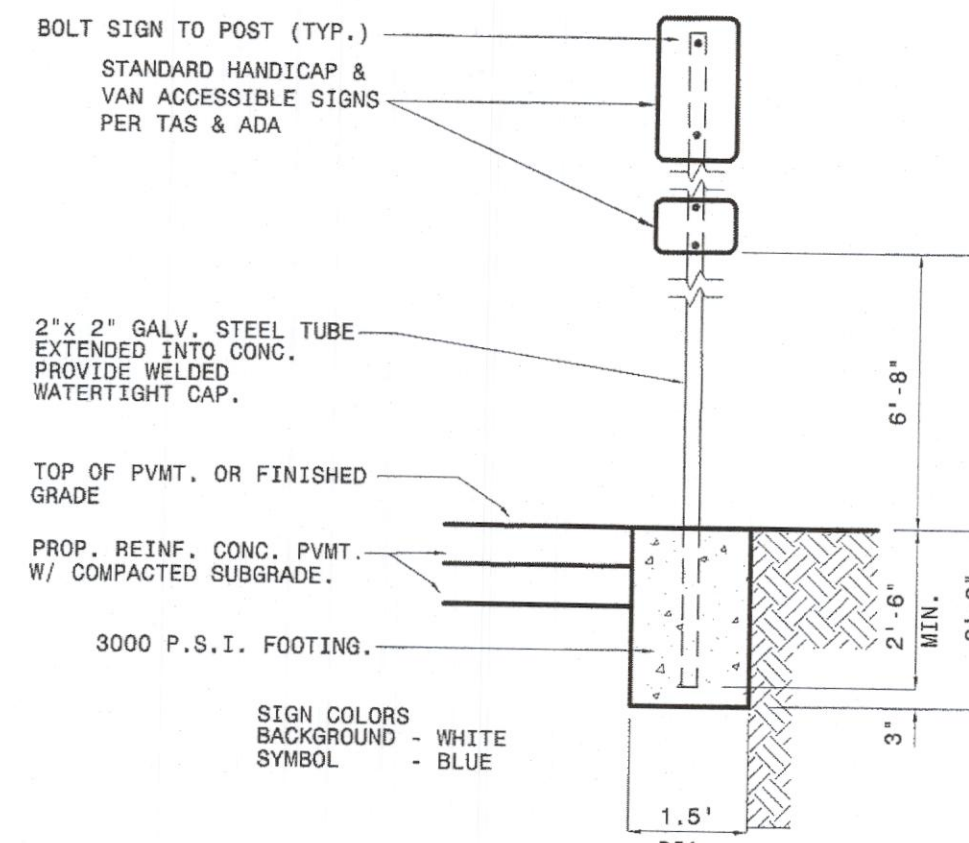


DOWEL SUPPORT SHALL BE OF A METHOD APPROVED BY ENGINEER

EXPANSION JOINT
NTS



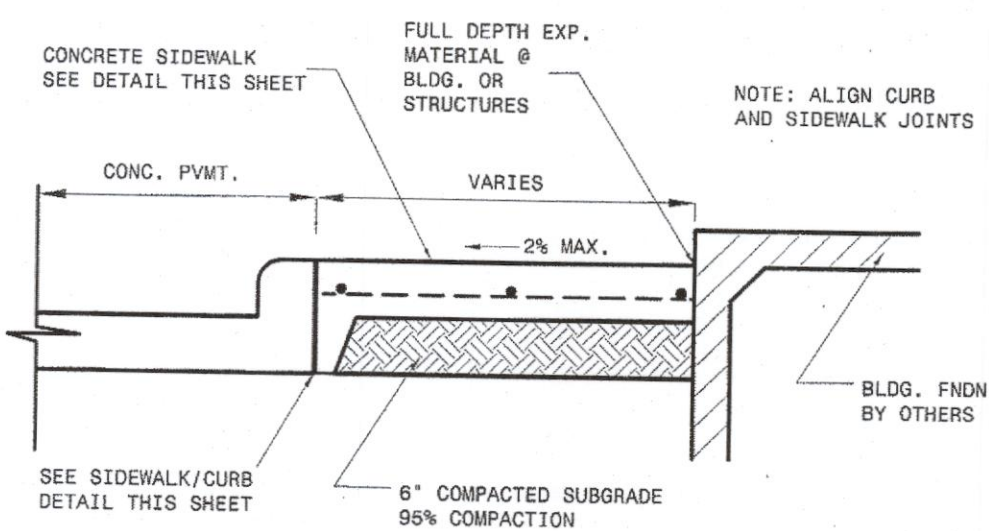
CONSTRUCTION JOINT
NTS



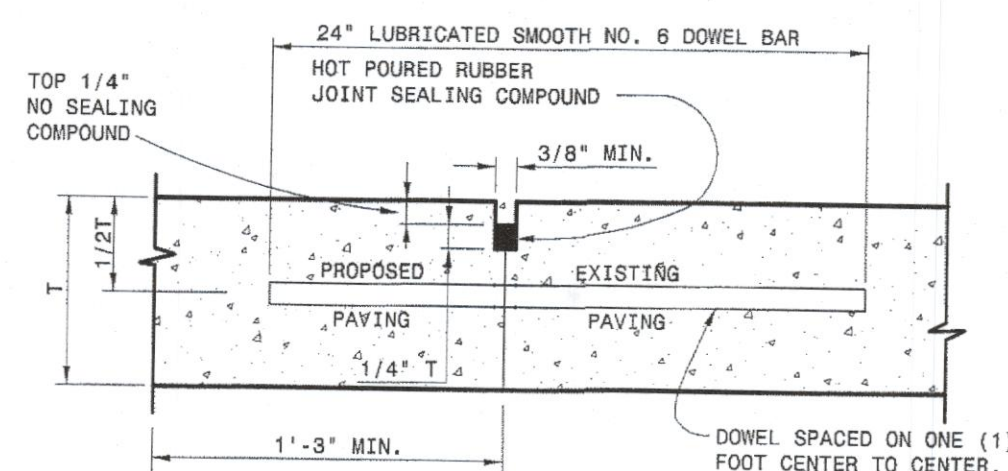
ACCESSIBLE SIGN DETAIL
NTS

GENERAL NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR BEING FAMILIAR WITH THE PLANS AND SPECIFICATIONS FOR THIS PROJECT, THE PROJECT AREA, AND ALL CODES, REGULATIONS OR LAWS APPLICABLE TO THE PROJECT.
2. ALL CONSTRUCTION SHALL BE PER CITY OF ROCKWALL (CITY) STANDARDS FOR CONSTRUCTION.
3. OWNER SHALL DESIGNATE A STAGING AREA FOR THE CONTRACTOR. NO STORAGE OF EQUIPMENT OR MATERIALS SHALL BE PERMITTED WITHOUT PERMISSION OF THE OWNER.
4. CONTRACTOR SHALL MAINTAIN THE SITE IN A NEAT AND ORDERLY FASHION AND DISPOSE OF EXCESS MATERIALS AND DEBRIS BY LEGAL MEANS OFF SITE. NO DEBRIS SHALL BE BURIED ON SITE.
5. WORK IN THE RIGHT-OF-WAY SHALL BE COORDINATED WITH THE CITY. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING TRAFFIC FLOW IN A SAFE MANNER IN ACCORDANCE WITH CITY REQUIREMENTS. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING APPROPRIATE PERMITS AND FOR PROVIDING ALL NECESSARY WARNING AND SAFETY DEVICES AS REQUIRED BY THE CITY OR TXDOT.
6. UTILITIES SHOWN ARE AT APPROXIMATE LOCATIONS BASED ON AVAILABLE PLANS AND NOT ALL UTILITIES MAY BE SHOWN. CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES PRIOR TO CONSTRUCTION AND SHALL NOTIFY THE CITY AND ENGINEER OF POTENTIAL CONFLICTS WITH THE PLANS PRIOR TO CONSTRUCTION.
7. CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF EXISTING UTILITIES AND SITE FEATURES DURING CONSTRUCTION. CONTRACTOR SHALL REPAIR ANY DAMAGED UTILITIES OR SITE FEATURES TO A LIKE NEW CONDITION AT CONTRACTORS EXPENSE PRIOR TO FINAL APPROVAL OF THE CONSTRUCTION BY OWNER.



SIDEWALK ADJACENT TO CURB DETAIL
NTS

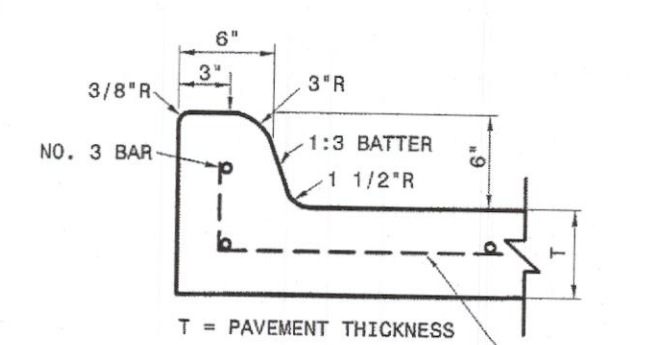


NOTES: T = PAVEMENT THICKNESS

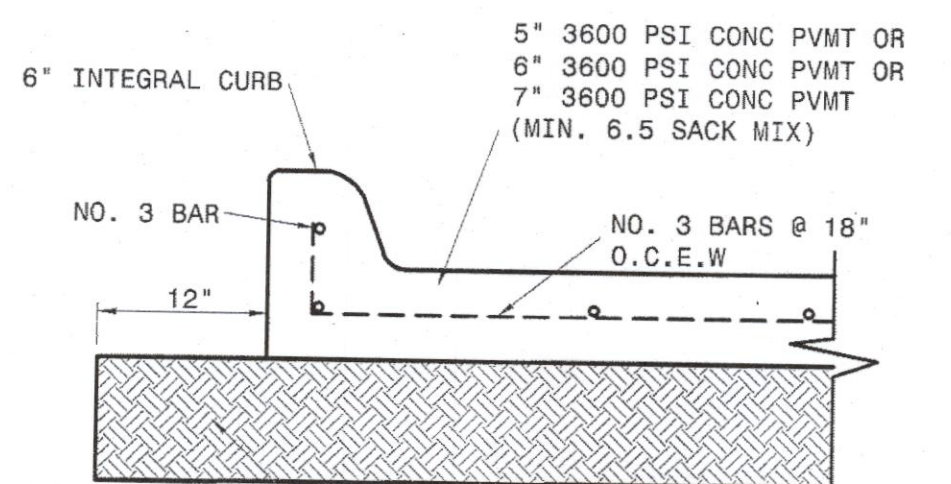
1. LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTORS OPTION.
2. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG.

DRILLING BY HAND IS NOT ACCEPTABLE, PUSHING DOWEL BARS INTO GREEN CONCRETE NOT ACCEPTABLE

LONGITUDINAL BUTT JOINT
NTS

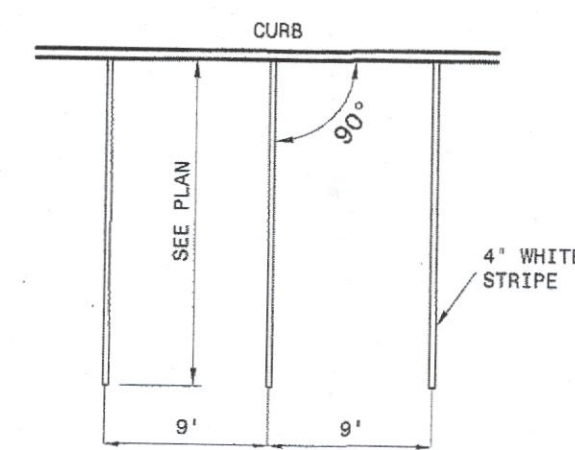


INTEGRAL CURB
NTS

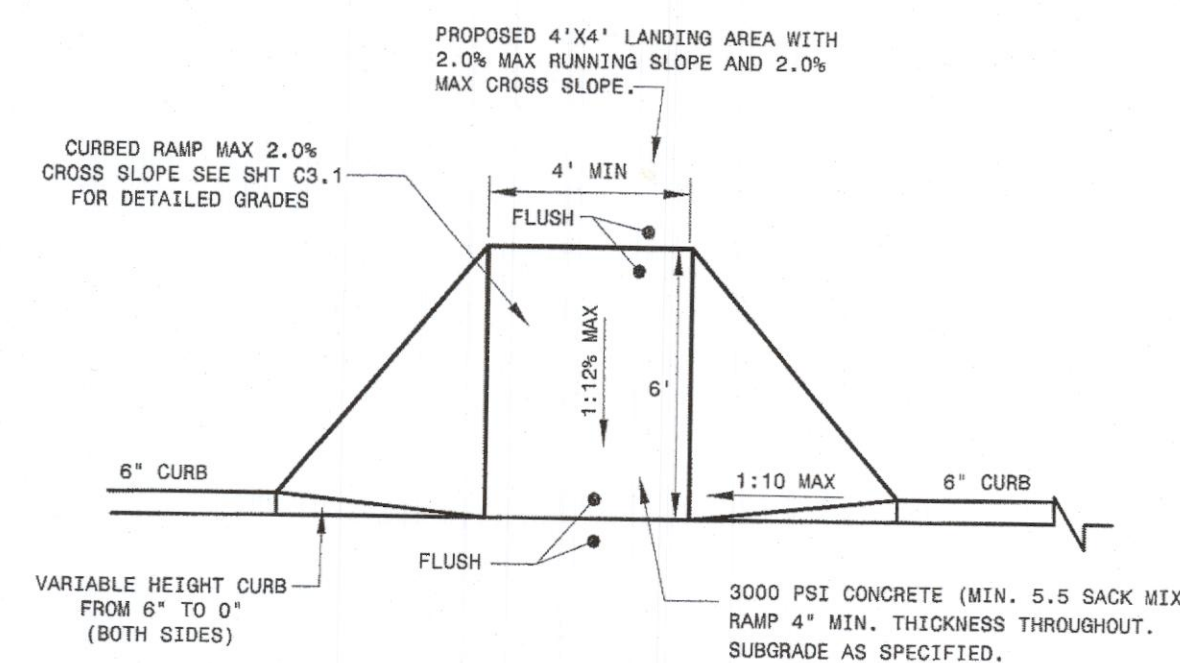


- NOTES:
1. AREAS TO BE PAVED SHALL EXCAVATED BELOW THE PROPOSED FINISHED SUBGRADE REFER TO GEOTECHNICAL REPORT FOR RECOMMENDATIONS.
 2. CONCRETE TO BE AIR ENTRAINED BETWEEN 3 AND 6%.
 3. SAW JOINTS TO BE AT 15' O.C. MAX.
 4. EXPANSION JOINTS SHALL BE AS NOTED ON PLAN.

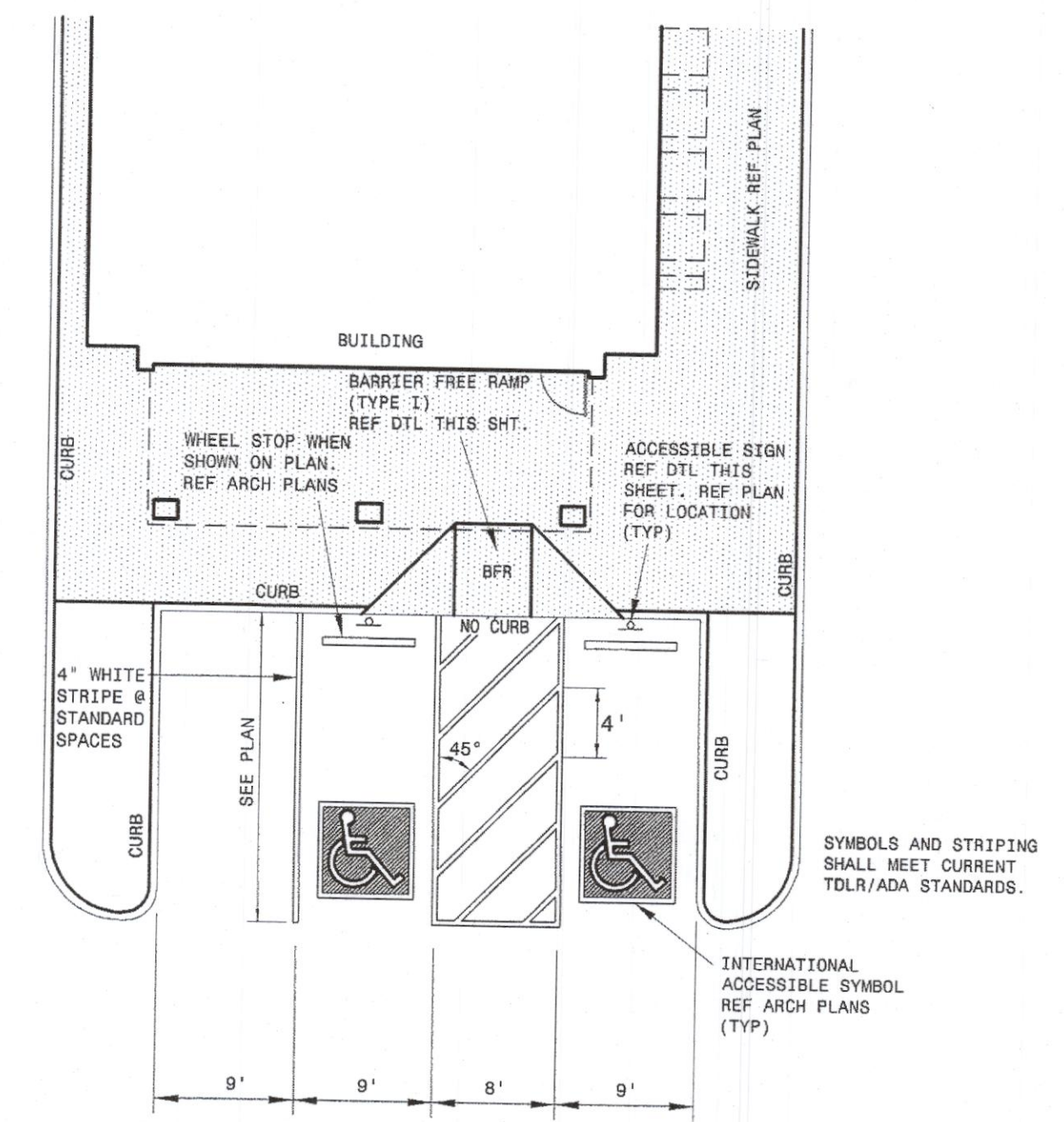
ON-SITE CONCRETE PVMT SECTION
NTS



STANDARD PARKING STALL DETAIL
NTS



PRIVATE BARRIER FREE RAMP TYPE I
NTS



HANDICAP PARKING STALL DETAIL
NTS