

# TOWN OF ADDISON, TEXAS

## ADDISON HUTTON OUTFALL CHANNEL AND TOWN HALL CHANNEL IMPROVEMENTS

BID NO. 24-69  
TOWN PROJECT # 2023-01-C

MAYOR

Bruce Arfsten

MAYOR PRO-TEM

Eileen Resnik

DEPUTY MAYOR

PRO-TEM

Guillermo Quintanilla

COUNCIL MEMBERS

Nancy Craig

Darren Gardner

Dan Liscio

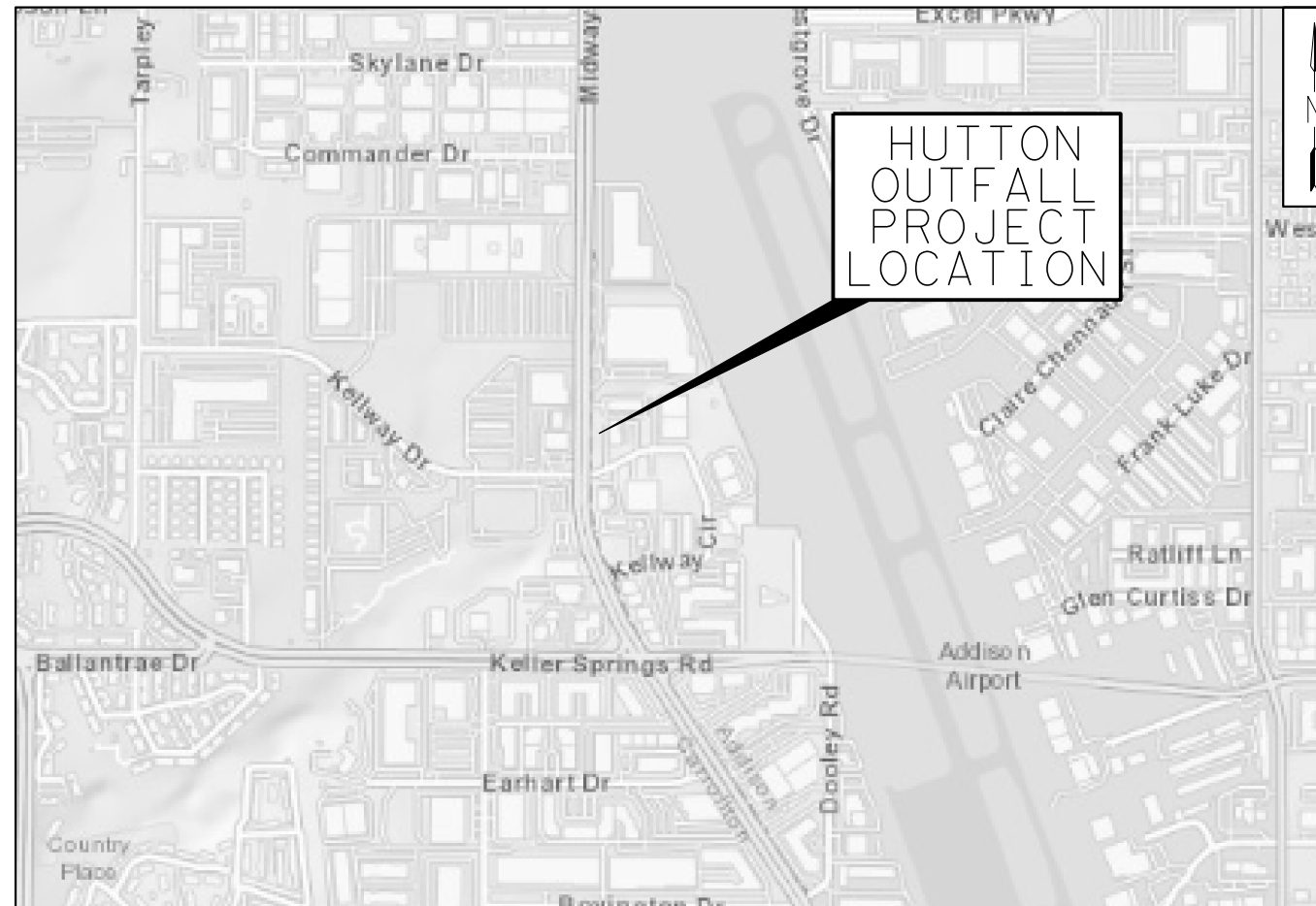
Marlin Willesen

CITY MANAGER

David Gaines

DIRECTOR OF PUBLIC WORKS  
AND ENGINEERING SERVICES

Shannon Hicks, P.E.



VICINITY MAP

NTS

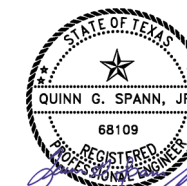


MARCH 2024

SHEET INDEX	
SHT NO.	SHEET DESCRIPTION
1	COVER SHEET
2	QUANTITIY SUMMARY
3	GENERAL NOTES
4	HUTTON OUTFALL TYPICAL SECTION
5	HUTTON OUTFALL JOINT LAYOUT AND REINFORCEMENT DETAILS
6	HUTTON OUTFALL PLAN & PROFILE
7	HUTTON OUTFALL EROSION CONTROL PLAN
8	HUTTON OUTFALL SPALL REPAIR DETAIL
9	TOWN HALL OUTFALL CHANNEL LOCATION MAP
10	TOWN HALL OUTFALL TYPICAL SECTION
11	TOWN HALL OUTFALL JOINT LAYOUT AND REINFORCEMENT DETAILS
12	TOWN HALL OUTFALL PLAN
13	TOWN HALL OUTFALL EROSION CONTROL PLAN
14-19	TXDOT STANDARDS
X1-X8	CROSS SECTIONS

GARVER PROJECT NO. (DESIGN) 22T46004  
GARVER PROJECT NO. (PS&E) 2400378

**PREPARED BY:**



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- NOTES:
- UNCLASSIFIED EXCAVATION INCLUDES ROCK CHANNEL BOTTOM REMOVAL. SEE CROSS SECTIONS FOR ADDITIONAL INFORMATION. NO SEPARATE PAY ITEM WILL BE INCLUDED FOR ROCK EXCAVATION. QUANTITY FOR UNCLASSIFIED EXCAVATION INCLUDES ALL EXCAVATION FROM TOP OF SURFACE TO BOTTOM OF CONSTRUCTION LIMITS, REGARDLESS OF MATERIAL.
  - EXIST CONCRETE CHANNEL SLOPE PAVEMENT IS TO BE PROTECTED UNLESS SPECIFIED TO BE REMOVED. CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGES TO EXIST CHANNEL SLOPE PAVEMENT DURING CONSTRUCTION. (NO SEP. PAY)
  - ALL ITEMS OF WORK ASSOCIATED WITH THE SLOPE PAVEMENT INSTALLATION INCLUDING CLASS A CONCRETE (3,000 PSI), WEEP HOLES (PVC PIPE, GEOTEXTILE FABRIC, GALVANIZED WIRE MESH, CRUSHED ROCK TRENCH AND EXCAVATION), JOINT FILLER AND BACKER RODS, REINFORCING STEEL AND ANY OTHER INCIDENTAL ITEMS NECESSARY TO COMPLETE THE WORK AS SPECIFIED ON THE PLANS SHALL BE CONSIDERED IN THE BID ITEM 6" SLOPED CONCRETE PAVEMENT (TXDOT RR8). QUANTITY INCLUDES VOLUME OF ALL TOES.
  - CONSTRUCTION CONTINGENCY ITEM SHALL COVER ITEMS UNKNOWN PRIOR TO BEGINNING CONSTRUCTION. THIS SHALL BE PAID OUT AT THE DISCRETION OF THE TOWN OF ADDISON ENGINEER AND SHALL BE TREATED AS AN ALLOWANCE ITEM.
  - CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL PLANS SIGNED AND SEALED BY A REGISTERED ENGINEER IN THE STATE OF TEXAS FOR ANY TRAFFIC CONTROL MEASURES UTILIZED FOR CONSTRUCTION OF THIS PROJECT. ALL TRAFFIC CONTROL MEASURES SHOULD BE COMPLIANT WITH TMUTCD STANDARDS.
  - BID ITEM INCLUDES REPAIRING CONCRETE HEADWALL SPALL AND STRAIGHTENING THE EXISTING DAMAGED STEEL PIPE RAIL.
  - ADJUST EXIST WATER VALVE TO FINISHED GRADE SHALL BE CONSIDERED SUBSIDIARY TO COST OF UNCLASSIFIED EXCAVATION (NO SEPARATE PAY).
  - ANY IRRIGATION EQUIPMENT DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY A LICENSED IRRIGATOR AND SHALL BE CONSIDERED SUBSIDIARY TO COST OF UNCLASSIFIED EXCAVATION (NO SEPARATE PAY).

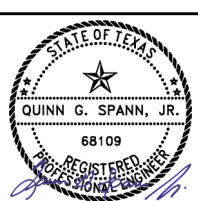
				HUTTON OUTFALL		TOWN HALL OUTFALL		
SHEET TITLE				PLAN & PROFILE	EROSION CONTROL	PLAN	EROSION CONTROL	
ITEM	BID QTY	PLAN QTY	UNIT	DESCRIPTION	SHT. 6	SHT. 7	SHT. 12	SHT. 13
1	1	1	LS	Mobilization and Demobilization/Clean Up (Max 10% of Bid Total) (For Both Outfalls)				
2	1	1	LS	Traffic Control (Incidental With Barricades, Signs, and Traffic Handling)(See Note 5)				
3	2	2	EA	Project Sign (For Both Outfalls) (1 Sign per Site)	1		1	
4	1	1	LS	Insurance and Bonding (Quantity Includes 1 to Insure Both Outfalls)				
5	1	1	AL	Construction Contingency (As Approved By Owner) (See Note 4)				
6	150	142	CY	Unclassified Excavation (Plan Quantity) (See Note 1)	142			
7	1	1	LS	Clearing and Grubbing (Including 1 Stump Removal) (For Both Outfalls)				
8	80	75	LF	Remove, Salvage, and Reinstall MBGF (Install New Wooden Posts)	75			
9	1	1	EA	Remove and Dispose of Existing MBGF Turndown	1			
10	50	47	SY	Remove Existing Concrete Sloped Pavement (Regardless of Thickness)	14		33	
11	20	14	SY	Remove Existing Concrete Driveway or Parking Lot Pavement (Including Curb) (Regardless of Thickness)	7		7	
12	20	14	CY	Construct 6" 3,000 PSI Concrete Sloped Pavement (TxDOT RR8) (See Note 3)	4		10	
13	1	1	LS	Repair Concrete Headwall Spall and Straighten Metal Pipe Rail (See Note 6)	1			
14	20	14	SY	Construct 8" 4,000 PSI Driveway or Parking Lot Pavement (Including 6" Mono Curb)	7		7	
15	100	48	LF	Install Crack Sealing in Existing Concrete Sloped Pavement	48			
16	1	1	EA	Construct New Single Guardrail Terminal (SGT) (12S)31-18	1			
17	1	1	EA	Remove Exist Tree (Including Rootball) (12" to 18" Dia.)		1		
18	350	326	SY	Block Sod (Match Existing) (Including Watering, Mowing, and Full Grass Establishment)		326		
19	550	538	SY	Hydromulch w/ Biodegradable Erosion Control Blanket (Including Ground Staples) (Including Watering and Full Grass Establishment)		538		
20	70	67	LF	Rock Filter Dam (Ty II) (Inst./Maint./Rem.)		60		7
21	1	1	EA	Inlet Protection (Inst./Maint./Rem.)		1		
22	30	24	LF	Biodegradable Erosion Control Log (Inst./Maint./Rem.)				24

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 REVISED DATE:

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ADDISON HUTTON OUTFALL CHANNEL  
 AND TOWN HALL CHANNEL IMPROVEMENTS  
 QUANTITY SUMMARY  
 TOWN OF ADDISON, TEXAS

SHEET  
 1 OF 1  
 SHEET NO.  
**2**

GENERAL NOTES:

THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG) PUBLIC WORKS CONSTRUCTION STANDARD SPECIFICATIONS AND THE TEXAS DEPARTMENT OF TRANSPORTATION SPECIFICATIONS FOR CONSTRUCTION AND MAINTENANCE OF HIGHWAYS, STREETS, AND BRIDGES (2014 EDITION) SHALL BE CONSIDERED PART OF THE CONSTRUCTION DOCUMENTS AS NOTED IN THE PLANS.

ALL CONSTRUCTION, TESTING, AND MATERIALS SHALL BE IN ACCORDANCE WITH THE TOWN'S CURRENT STANDARDS, DETAILS, AND SPECIFICATIONS. IF NOT EXPLICITLY SPECIFIED IN TOWN DOCUMENTS, NCTCOG OR THE APPROPRIATE GOVERNING BODY'S STANDARDS AND DETAILS SHALL REGULATE CONSTRUCTION, TESTING, AND MATERIALS.

THE CONTRACTOR SHALL COORDINATE WITH THE TOWN FOR ESTABLISHMENT OF ANY STAGING AREAS AND ACCESS ROUTES A MINIMUM OF 1 WEEK PRIOR TO START OF CONSTRUCTION PLAN SHEETS WITH STAGING AREAS AND ACCESS ROUTES MUST BE SUBMITTED TO THE TOWN FOR APPROVAL.

THE CONTRACTOR MUST HAVE A WRITTEN AGREEMENT WITH THE PROPERTY OWNER ON FILE WITH THE TOWN BEFORE THE CONTRACTOR MAY USE OR PLACE ANY MATERIALS OR EQUIPMENT ON PRIVATE PROPERTY. THE TOWN WILL COORDINATE THIS AGREEMENT WITH ANY PROPERTY OWNERS. WHEN THE CONTRACTOR ELECTS TO PLACE EXCESS FILL ON PRIVATE PROPERTY ON A PERMANENT BASIS, LETTERS OF FINAL APPROVAL AND RELEASE FROM THE AFFECTED PROPERTY OWNER(S) MUST BE SUBMITTED TO THE TOWN BEFORE FINAL PAYMENT WILL BE AUTHORIZED ON THIS PROJECT. NO EXCESS EXCAVATED MATERIAL SHALL BE DEPOSITED IN LOW AREAS OR ALONG ANY NATURAL DRAINAGE WAY, WITHOUT WRITTEN PERMISSION FROM THE ENGINEER. IF THE CONTRACTOR PLACES EXCESS MATERIAL IN AREAS WITHOUT WRITTEN PERMISSION, HE WILL BE RESPONSIBLE FOR ALL DAMAGE RESULTING FROM SUCH FILL AND HE SHALL REMOVE THE MATERIAL AT HIS OWN COST IF THE TOWN SO DIRECTS.

THE CONTRACTOR IS RESPONSIBLE FOR KEEPING STREETS AND SIDEWALKS ADJACENT TO THE PROJECT FREE OF MUD AND DEBRIS FROM THE CONSTRUCTION AT ALL TIMES.

THE CONTRACTOR IS COMPLETELY RESPONSIBLE FOR THE VERIFICATION OF THE ACCURACY OF THE DIMENSION CONTROL FURNISHED HEREIN. THE CONTRACTOR IS REQUIRED TO VERIFY ALL THE DIMENSIONS FOR ACCURACY. ANY DISCREPANCIES FOUND BY THE CONTRACTOR SHALL BE REPORTED IN WRITING TO THE ENGINEER IMMEDIATELY FOR RECONCILIATION.

THE CONTRACTOR SHALL USE EXTREME CAUTION WHEN WORKING IN AREAS ADJACENT TO GAS LINES, UNDERGROUND ELECTRIC CABLE, TELEPHONE CABLE, AND EXISTING STRUCTURES AND IMPROVEMENTS AS SHOWN ON THE PLANS.

WHERE EXISTING SERVICE LINES ARE CUT, BROKEN OR DAMAGED, THE CONTRACTOR SHALL REPLACE OR REPAIR THE UTILITIES OR SERVICE LINES WITH THE SAME TYPE OF MATERIAL AND CONSTRUCTION, OR BETTER UNLESS OTHERWISE SHOWN OR NOTED ON THE PLANS. AT HIS OWN COST AND EXPENSE, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER AT ONCE OF ANY CONFLICTS IN GRADES AND ALIGNMENT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING A NEAT AND ACCURATE RECORD OF ALL FIELD CHANGES TO THE PLANS.

ACCESS TO PROPERTY SHALL BE MAINTAINED DURING ALL NON-CONSTRUCTION PERIODS. ANY CLOSURE DURING WORKING HOURS SHALL BE COORDINATED BY THE CONTRACTOR AND THE TOWN PROJECT MANAGER WITH INDIVIDUAL PROPERTY OWNERS.

THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES. CONTACT PUBLIC WORKS & ENGINEERING SERVICES DEPARTMENT FOR A PERMIT TO WORK WITHIN TOWN ROW.

THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXCESS CONSTRUCTION DEBRIS AND SURPLUS MATERIAL, WHICH WILL BE CONSIDERED INCIDENTAL TO THE PAY ITEMS PROVIDED NO ADDITIONAL PAY ITEM WILL BE PROVIDED.

THE CONTRACTOR SHALL NOT CUT OR DAMAGE TREES WITHOUT WRITTEN APPROVAL OF THE TOWN ENGINEER. THE CONTRACTOR MUST NOTIFY THE TOWN ARBORIST AT (972) 450-2831 PRIOR TO BEGINNING CONSTRUCTION OF THE PROJECT. TREES SHOWN TO BE REMOVED IN THE PLANS SHALL BE CLEARLY MARKED WITH PAINT OR TAPE 1 WEEK PRIOR TO THE CONSTRUCTION. THE LOCATION OF THE TREES SHOWN TO BE REMOVED ARE APPROXIMATE. ANY ADDITIONAL TREE REMOVALS, NECESSARY TO CONSTRUCT IMPROVEMENTS ARE TO BE REMOVED AT THE CONTRACTOR'S EXPENSE PENDING APPROVAL OF THE TOWN ENGINEER. IN LOCATIONS WHERE EXCAVATION IS CLOSE TO TREE ROOTS, THE ROOTS SHALL BE SAWCUT.

EXISTING IMPROVEMENTS INCLUDING, BUT NOT LIMITED TO, FENCES, DRIVEWAYS, SIDEWALKS, PAVEMENT, CURBS, UTILITY PIPELINES AND DRAINAGE STRUCTURES WHICH ARE REMOVED OR ALTERED SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR, THE CONTRACTOR'S EXPENSE IN THE SAME LOCATION IN A CONDITION AS GOOD AS OR BETTER THAN THEY WERE FOUND. THE CONTRACTOR AND TOWN ENGINEER SHALL DOCUMENT THE PRECONSTRUCTION CONDITIONS AT EACH LOCATION WITH PHOTOGRAPHS AND/OR VIDEO IN CASE A DISPUTE ARISES.

ALL SHOP DRAWINGS, WORKING DRAWINGS OR OTHER DOCUMENTS WHICH REQUIRE REVIEW BY THE TOWN, SHALL BE SUBMITTED BY THE CONTRACTOR SUFFICIENTLY IN ADVANCE OF SCHEDULED CONSTRUCTION TO ALLOW NO LESS THAN 21 CALENDAR DAYS FOR REVIEW AND RESPONSE BY THE TOWN.

CONTRACTOR MUST KEEP AVAILABLE ONSITE, AT ALL TIMES, APPROVED CONSTRUCTION PLANS AND COPIES OF ANY/ALL REQUIRED PERMITS ALONG WITH THE APPROPRIATE VERSIONS OF THE FOLLOWING APPLICABLE REFERENCES: TOWN OF ADDISON ENGINEERING STANDARDS & DETAILS, NCTCOG STANDARDS & SPECIFICATIONS, TCEQ STANDARDS & SPECIFICATIONS, TXDOT SPECIFICATIONS & STANDARD DRAWINGS, AS APPLICABLE.

CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL SURVEY MARKERS INCLUDING IRON RODS, PROPERTY CORNERS, OR SURVEY MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION AND OUTSIDE ROW DURING CONSTRUCTION. ANY SURVEY MARKERS DISTURBED DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE TOWN.

THE CONTRACTOR SHALL PROVIDE A CONSTRUCTION SCHEDULE AND WEEKLY PROGRESS REPORTS TO THE TOWN ENGINEER.

ALL ITEMS OF WORK REQUIRED TO COMPLETE THE WORK AS SHOWN OR IMPLIED BY THE PLANS AND SPECIFIED IN THE CONTRACT DOCUMENTS WHICH ARE NOT LISTED AS A PAY ITEM IN THE PROPOSAL SHALL BE CONSIDERED INCIDENTAL.

NO PARKING OF VEHICLES AND/OR STORAGE OF MATERIALS OUTSIDE OF DESIGNATED STAGING AREAS, ACCESS ROUTES, OR CONSTRUCTION ZONE.

NO MATERIALS OR EQUIPMENT WILL BE PERMITTED TO BE STORED WITHIN THE DRAINAGE CHANNEL OVERNIGHT. THE LOCATION OF THE CONSTRUCTION STAGING AREA FOR THE STORAGE OF EQUIPMENT AND MATERIALS MUST BE APPROVED BY THE TOWN ENGINEER.

LOCATION OF CONSTRUCTION ACCESS SHALL BE APPROVED BY THE TOWN ENGINEER.

REMOVING TREES LESS THAN 4 INCH DIAMETER SHALL BE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION.

ALL EXISTING UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS AND DEPTHS AND ARE BASED ON THE BEST AVAILABLE RECORDS AND LIMITED FIELD DATA. THE ENGINEER DOES NOT CERTIFY THAT ALL UTILITIES ARE SHOWN. THE CONTRACTOR SHALL VERIFY EXACT LOCATIONS, SIZES, AND DEPTHS OF EXISTING UTILITIES BEFORE BEGINNING CONSTRUCTION. THIS WORK WILL BE INCIDENTAL TO OTHER ITEMS.

THE CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF ALL EXISTING UTILITIES AND UTILITY STRUCTURES. THE CONTRACTOR SHALL SUPPORT UNDERGROUND UTILITIES WHEN EXCAVATING OR CONSTRUCTING UNDER SUCH UTILITIES. THIS WORK WILL BE INCIDENTAL TO OTHER ITEMS. THE CONTRACTOR MAY BE REQUIRED EXPOSE THESE FACILITIES AT NO COST TO THE TOWN. THE CONTRACTOR WILL BE RESPONSIBLE FOR DAMAGES TO UTILITIES IF THE DAMAGE IS CAUSED BY NEGLIGENCE OR FAILURE TO HAVE LOCATES PERFORMED.

THE CONTRACTOR SHALL BE ADVISED THAT THE WATER LEVEL WITHIN THE CHANNEL WILL VARY AND IS SUBJECT TO RISING RAPIDLY. ALL WORK WITHIN THE CHANNEL SHALL BE EXECUTED IN AN EXPEDIENT MANNER WITH MINIMAL DELAYS TO AVOID EXPOSING CONSTRUCTION TO HIGH FLOW EVENTS. THE CONTRACTOR SHALL MONITOR WEATHER REPORTS AND BE PREPARED TO PROTECT CONSTRUCTION PRIOR TO HIGH RAINFALL EVENTS. ANY DAMAGE EXPERIENCED DURING FLOOD EVENTS SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE PROJECT.

ALL VEGETATION AND TOP SOIL CONTAINING ORGANIC MATERIAL SHALL BE REMOVED FROM ANY AREAS BEING REGRADED.

EROSION CONTROL NOTES:

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN ALL EROSION CONTROL FACILITIES BEFORE, DURING AND AFTER ALL CONSTRUCTION ACTIVITIES IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS.

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.

QUALIFIED OPERATOR PERSONNEL MUST INSPECT THE SITE WEEKLY, AND WITHIN 24 HRS (BEFORE AND AFTER) A STORM EVEN OF 0.5 INCHES OR GREATER.

ACCUMULATED SILT DEPOSITS SHALL BE REMOVED FROM ROCK FILTER DAMS AND STRAW EROSION CONTROL SOCKS WHEN SILT DEPTH REACHES THREE INCHES (3") OF 25% OF THE HEIGHT OF THE DEVICE (WHICHEVER IS LESS). THE SILT SHALL BE DISPOSED OF AT AN APPROVED SITE AND IN SUCH A MANNER SO AS NOT TO CONTRIBUTE TO ADDITIONAL SILTATION.

THE CONTRACTOR SHALL ADD OR DELETE EROSION PROTECTION AT THE REQUEST AND DIRECTION OF THE OPERATOR OR TOWN.

ASPHALT BAGS SHALL BE PLACED AT CONSTRUCTION ENTRANCES TO PREVENT CURB DAMAGE.

GEOTEXTILE FABRIC SHALL BE PLACED ON SUBGRADE PRIOR TO STONE PLACEMENT FOR CONSTRUCTION ENTRANCES.

EQUIPMENT SHALL BE CLEANED ON-SITE, OR OTHER LIQUIDS DEPOSITED AND ALLOWED TO FLOW OVERLAND OR SUBTERRANEAN WITHIN THE LIMITS OF THE CRITICAL ROOT ZONE OF TREES THAT REMAIN ON SITE. THIS INCLUDES PAINT, OIL, SOLVENTS, ASPHALT, CONCRETE, CONCRETE EQUIPMENT WASH WATER, MORTAR OF SIMILAR MATERIALS.

CONTRACTOR SHALL PROVIDE WASTE DISPOSAL CONTAINERS ON THE SITE FOR DISPOSAL OF ALL NON-HAZARDOUS CONSTRUCTION WASTE MATERIALS. THE CONTAINERS SHALL BE HAULED TO THE APPROPRIATE DISPOSAL LOCATION BY THE CONTRACTOR.

ALL HAZARDOUS MATERIALS SHALL BE HANDLED AND DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL REGULATIONS.

ALL DISTURBED AREAS SHALL BE REPLACED WITH BLOCK SODDING, NCTCOG ITEM 204 UNLESS OTHERWISE SPECIFIED IN THE CONSTRUCTION PLANS.

CONTRACTOR SHALL BE RESPONSIBLE FOR MOWING WITHIN THE CONSTRUCTION ZONE, STAGING AREAS, AND ACCESS ROUTE UNTIL FINAL ACCEPTANCE OF PROJECT.

ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO BETTER OR EQUAL CONDITION INCLUDING ESTABLISHMENT OF GRASS.

TRAFFIC CONTROL NOTES:

CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING ALL TEMPORARY AND PERMANENT TRAFFIC CONTROL IN ACCORDANCE WITH THE MINIMUM REQUIREMENTS OF THE LATEST REVISION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD) AND TXDOT BARRICADE AND CONSTRUCTION STANDARDS.

CONTRACTOR SHALL NOT IMPEDE TRAFFIC ON EXISTING STREETS, DRIVEWAYS, ALLEYS, OR FIRE LANES OPEN TO THE PUBLIC. IN THE EVENT THE CONSTRUCTION WORK REQUIRES THE CLOSURE OF AN EXISTING STREET, ALLEY, OR FIRE LANE, THE CONTRACTOR SHALL REQUEST THE ROAD CLOSURE THROUGH THE PUBLIC WORKS & ENGINEERING SERVICES A MINIMUM OF 72 HOURS IN ADVANCE OF THE REQUESTED CLOSURE. CLOSURES WILL NOT BE ALLOWED PRIOR TO 9:00 A.M. OR AFTER 3:30 P.M., MONDAY THROUGH FRIDAY UNLESS OTHERWISE APPROVED BY THE TOWN.

PAVING NOTES:

ALL PAVING CONSTRUCTION, TESTING, AND MATERIALS, INCLUDING CONCRETE, REINFORCEMENT, JOINTING, AND SUBGRADE PREPARATION AND TREATMENT SHALL BE IN ACCORDANCE WITH THE TOWN'S CURRENT STANDARDS, DETAILS, AND CONSTRUCTION SPECIFICATIONS UNLESS OTHERWISE NOTES.

ALL PAVING SHALL INCLUDE 6" FLEXIBLE BASE (CRUSHED STONE/CONCRETE) PER NCTCOG ITEM 301.5. THIS SHALL BE CONSIDERED SUBSIDIARY TO THE PAY ITEM "CONSTRUCT 8" 4,000 PSI DRIVEWAY OR PARKING LOT PAVEMENT (INCLUDING 6" MONO CURB)" AND SHALL EXTEND A MINIMUM OF 12" BEHIND THE BACK OF CURB.

ALL REINFORCING STEEL BAR LAPS FOR PAVEMENT SHALL BE THIRTY DIAMETERS.

REINFORCING STEEL SHALL BE #3 REBAR (3/8") ON 18' CENTERS.

REINFORCING STEEL SHALL BE SUPPORTED BY BAR CHAIRS OR OTHER 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.

ALL CONCRETE STRENGTH AND MIX DESIGN SHALL BE AS SHOWN IN LATEST EDITION OF NCTCOG SECTION 303.3.

ALL DRIVEWAY OR PARKING LOT PAVEMENT SHALL BE CLASS A AND POURED BY HAND AND HAND FINISHED. REFER TO THE CONSTRUCTION PLAN FOR ADDITIONAL INFORMATION. ALL PAVEMENT SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS OF 4000 PSI.

STORM DRAIN NOTES:

ALL STORM DRAIN CONSTRUCTION, TESTING, AND MATERIALS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF NCTCOG'S SPECIFICATIONS AND DETAILS, AND THE TOWN'S CURRENT STANDARDS, DETAILS, AND SPECIFICATIONS UNLESS OTHERWISE NOTED.

ALL CONCRETE DRAINAGE STRUCTURES SHALL MEET THE CONCRETE AND REINFORCING SPECIFICATIONS SPECIFIED IN THE PLANS.

ALL CRUSHED STONE SHALL BE 3/4", PASSING #4 SIEVE (GRADE 4).

ALL FIELD JOINTS WILL BE APPROVED BY THE TOWN ENGINEER IF NECESSARY. FIELD JOINTS SHALL BE WIPE ON THE INSIDE AND OUTSIDE AND PROVIDE FOR SMOOTH FLOW OF WATER.

RAMNECK COMPOUND OR APPROVED EQUAL SHALL BE USED FOR JOINT SEALS.

ALL STORM SEWER PIPE SHALL BE CAMERA INSPECTED AFTER THE INSTALLATION OF ALL PAVING AND UTILITIES AND PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.

CONTRACTOR SHOULD INSPECT ALL STORM DRAIN OUTFALLS NO EARLIER THAN ONE WEEK PRIOR TO FINAL INSPECTION AND REMOVE ALL SILT AND DEBRIS.

LANDSCAPING NOTES:

CONTRACTOR SHALL AVOID DAMAGE TO EXISTING TREES. WHEN NECESSARY, TREES AND SHRUB TRIMMING FOR CONSTRUCTION SHALL BE PERFORMED BY CERTIFIED TREE WORKER OR UNDER THE DIRECTION OF A REGISTERED LANDSCAPE ARCHITECT OR CERTIFIED ARBORIST.

EXCAVATION OR GRADE CHANGES BELOW THE DRIPLINE OF EXISTING TREES IS NOT ALLOWED UNLESS A TREE PROTECTION PLAN WHICH CONTAINS SPECIFIC INFORMATION ON THE ROOTS OF EACH TREE IS PROVIDED, AND APPROVED BY THE PARKS & RECREATION DEPARTMENT.

ALL TREE MARKINGS AND PROTECTIVE FENCING MUST BE INSTALLED BY THE CONTRACTOR AND BE INSPECTED BY THE TOWN'S LANDSCAPE ARCHITECT.

ALL TREES WHICH ARE TO REMAIN ON SITE SHALL BE PROTECTED WITH A 4' TALL BRIGHTLY COLORED PLASTIC FENCE PLACED AT THE DRIP LINE OF THE TREES.

TREES TO BE REMOVED MAY BE CHIPPED AND USED FOR MULCH ON SITE OR HAULED OFF-SITE. BURNING OF REMOVED TREES, STUMPS, OR FOLIAGE REQUIRES WRITTEN APPROVAL BY THE FIRE DEPARTMENT.

NO SIGNS, WIRES, OR OTHER ATTACHMENTS OTHER THAN THOSE OF A PROTECTIVE NATURE SHALL BE ATTACHED TO ANY TREE TO REMAIN ON SITE.

IF TOPSOIL IS TO BE ADDED TO A ROUGH GRADE, TILL 3 TO 4 INCHES DEEP, THEN ADD TOPSOIL FOR BETTER BINDING AND ELIMINATE LAYING.

SPRAY EXISTING WEEDS WITH NON-SELECTIVE HERBICIDE PRIOR TO SOD INSTALLATION.

ON PUBLIC PROJECTS, THE TOWN'S REPRESENTATIVE RESERVES THE RIGHT TO INSPECT SOD FARM TO SELECT SOD TO BE HARVESTED. INSPECTION OF TURFGRASS SOD BY THE TOWN'S REPRESENTATIVE MAY BE MADE AT THE GROWING SITE, BUT SUCH INSPECTION WILL NOT PRECLUDE REJECTIONS AFTER DELIVERY TO THE JOB SITE.

NO MORE TURFGRASS SOD SHALL BE DELIVERED TO THE JOB SITE ON ANY DAY THAN CAN BE PLACED AND WATERED ON THAT DAY.

ANY TURFGRASS SOD SO REJECTED SHALL BE REMOVED FROM THE SITE IMMEDIATELY AND REPLACED WITH ACCEPTED TURFGRASS SOD.

CONTRACTOR SHALL PROVIDE OPTIMUM INSTALLATION TIME PERIOD FOR SOD. NO INSTALLATION ON FROZEN SOIL. NO HARVEST OF FROZEN SOD.

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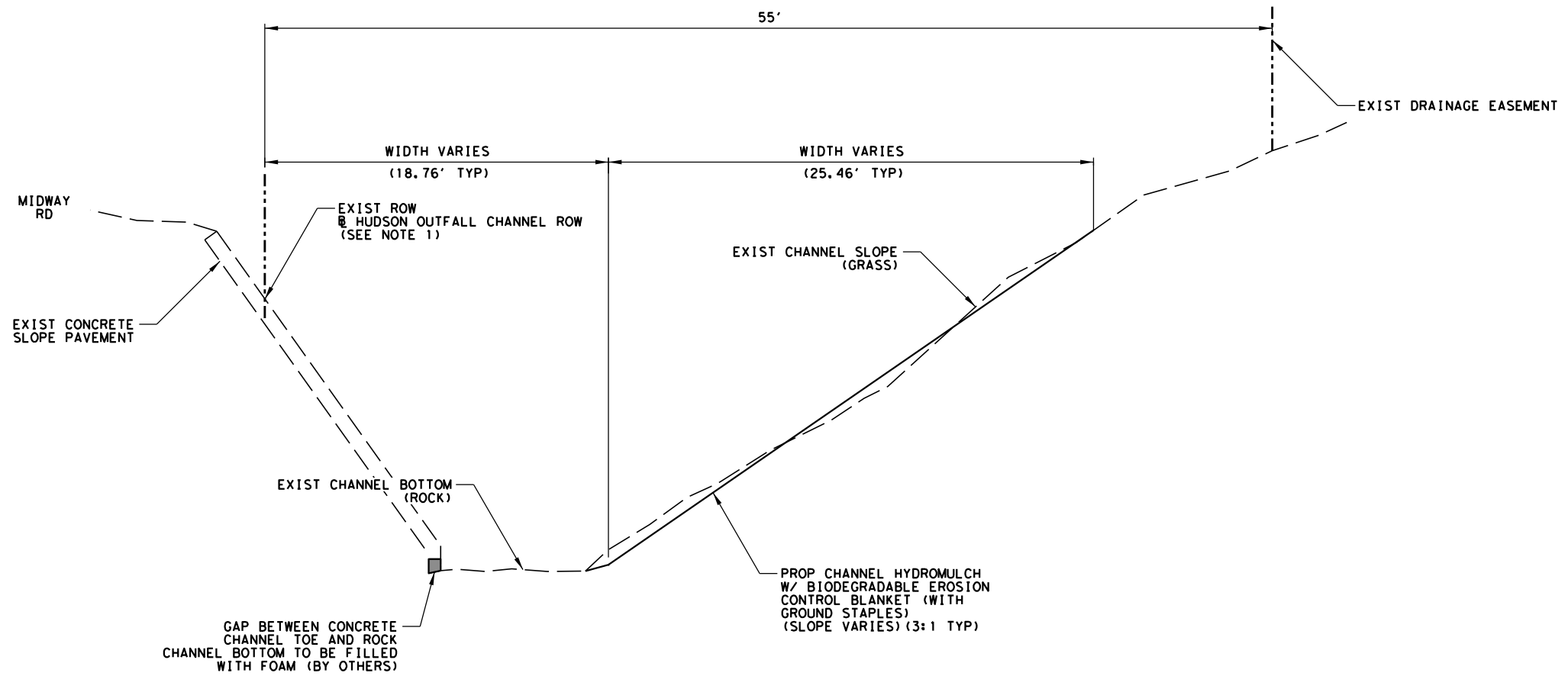
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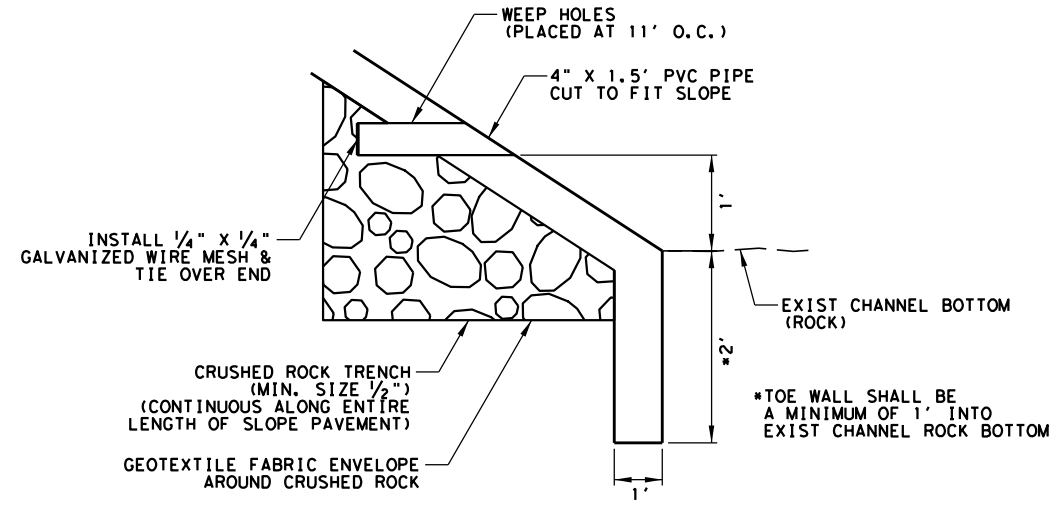


ADDISON HUTTON OUTFALL CHANNEL  
AND TOWN HALL CHANNEL IMPROVEMENTS  
  
GENERAL NOTES  
  
TOWN OF ADDISON, TEXAS

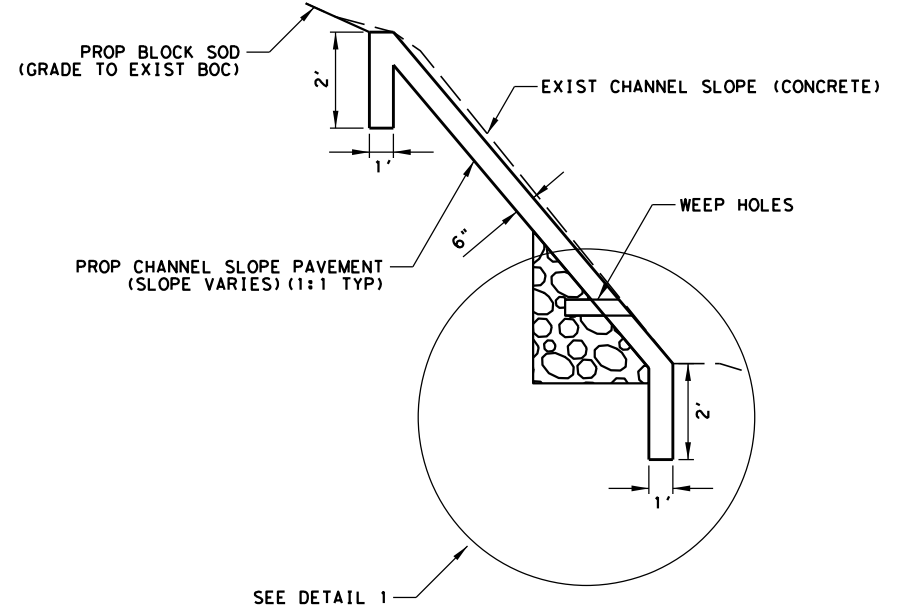
SHEET 1 OF 1  
  
SHEET NO. 3



**TYPICAL SECTION  
HUDSON OUTFALL CHANNEL**  
(NOT TO SCALE)



**DETAIL 1: WEEP HOLES**  
(NOT TO SCALE)



**TYPICAL SECTION  
SLOPE PAVEMENT**  
(NOT TO SCALE)  
(REFER TO NEXT SHEET FOR  
ADDITIONAL INFORMATION)

- NOTES:**
- HUDSON OUTFALL CHANNEL ROW IS THE BASELINE WITH WHICH PROJECT STATIONING IS BASED ON. REFER TO PLAN AND PROFILE FOR STAKING INFORMATION.
  - EXIST CONCRETE CHANNEL SLOPE PAVEMENT IS TO BE PROTECTED UNLESS SPECIFIED TO BE REMOVED. CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGES TO EXIST CHANNEL SLOPE PAVEMENT DURING CONSTRUCTION. (NO SEP. PAY)
  - EXCAVATE CHANNEL ROCK BOTTOM IS INCLUDED IN COST OF UNCLASSIFIED EXCAVATION. NO SEPARATE PAY ITEM WILL BE INCLUDED.
  - ALL CONCRETE FOR SLOPE PAVEMENT SHALL BE CLASS A (3,000 PSI) UNLESS SPECIFIED OTHERWISE.
  - MAINTAIN A MINIMUM COVER OF 2" AROUND ALL EDGES AND ENDS OF REINFORCING STEEL.
  - ALL ITEMS OF WORK ASSOCIATED WITH THE SLOPE PAVEMENT INSTALLATION INCLUDING CLASS A CONCRETE (3,000 PSI), WEEP HOLES (PVC PIPE, GEOTEXTILE FABRIC, GALVANIZED WIRE MESH, CRUSHED ROCK TRENCH AND EXCAVATION), JOINT FILLER AND BACKER RODS, REINFORCING STEEL AND ANY OTHER INCIDENTAL ITEMS NECESSARY TO COMPLETE THE WORK AS SPECIFIED ON THE PLANS SHALL BE CONSIDERED IN THE BID ITEM 6" 3,000 PSI CONCRETE SLOPED PAVEMENT (TXDOT RR8).

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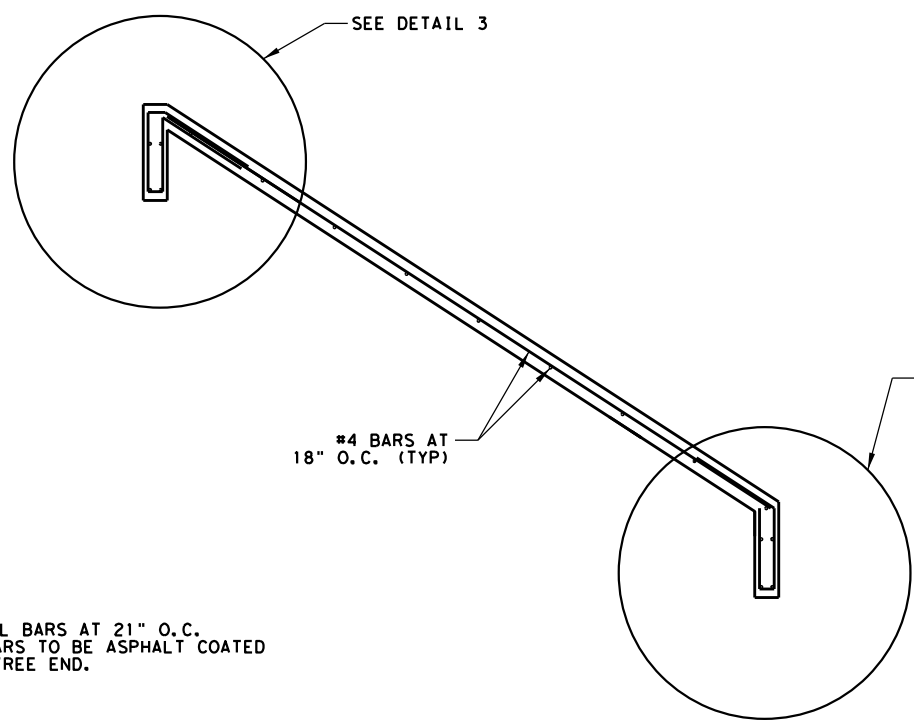
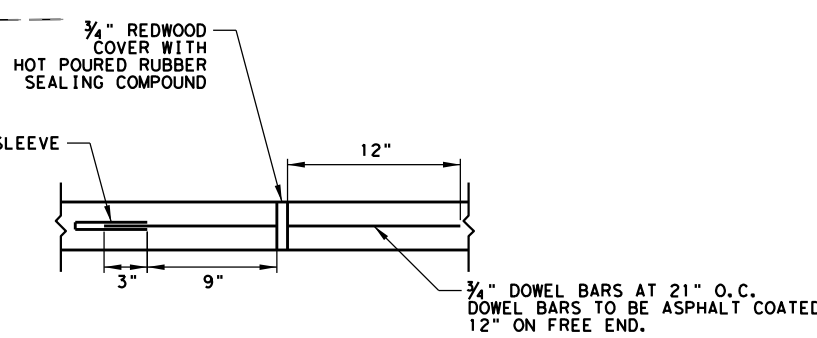
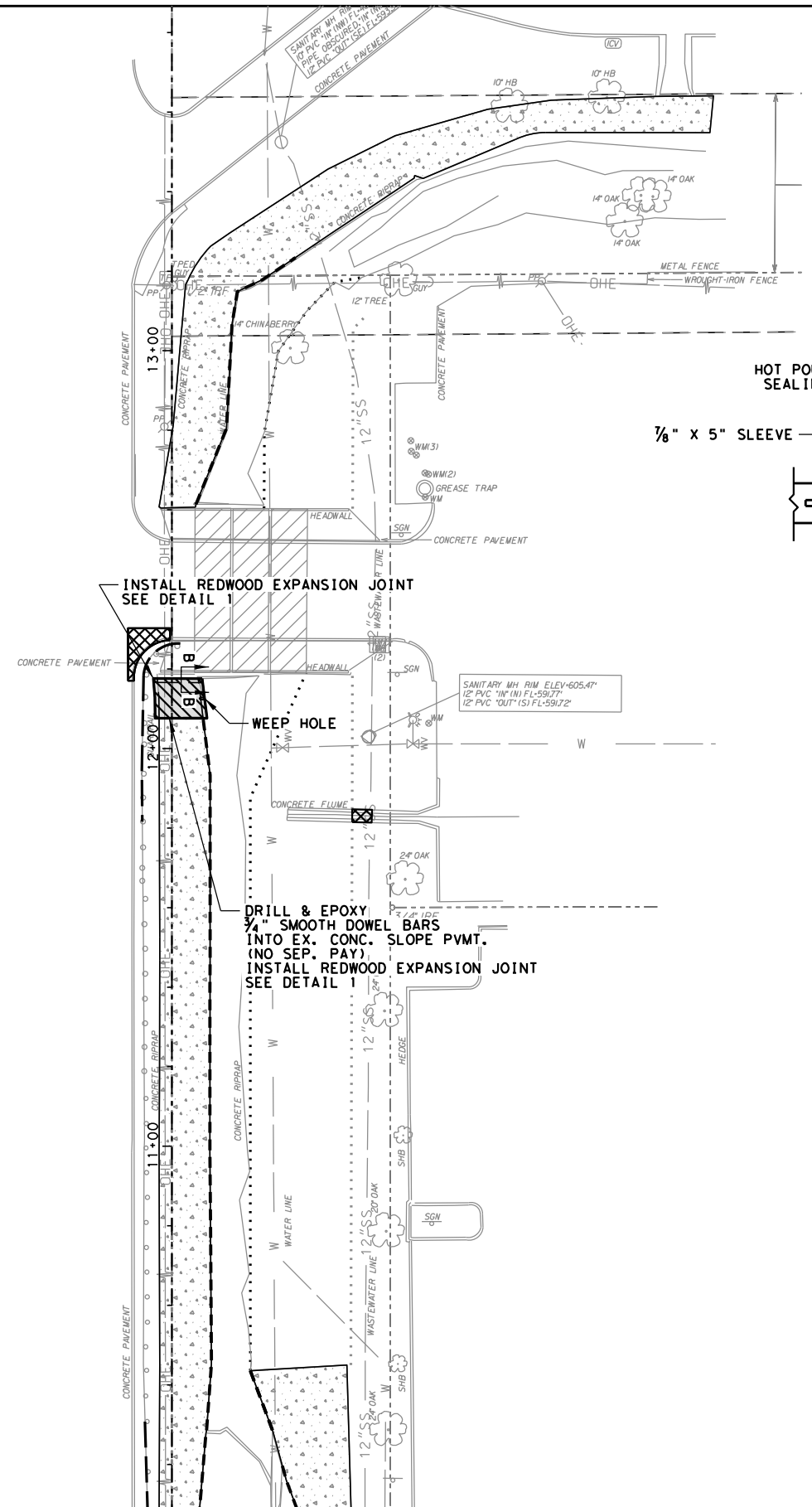
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 Signed on  
 3-28-2024

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PRJ NO.	2400378
DESIGN CHECK	SLB QGS
DRAWN CHECK	SLB QGS
DATE	3/29/2024
SCALE	AS SHOWN

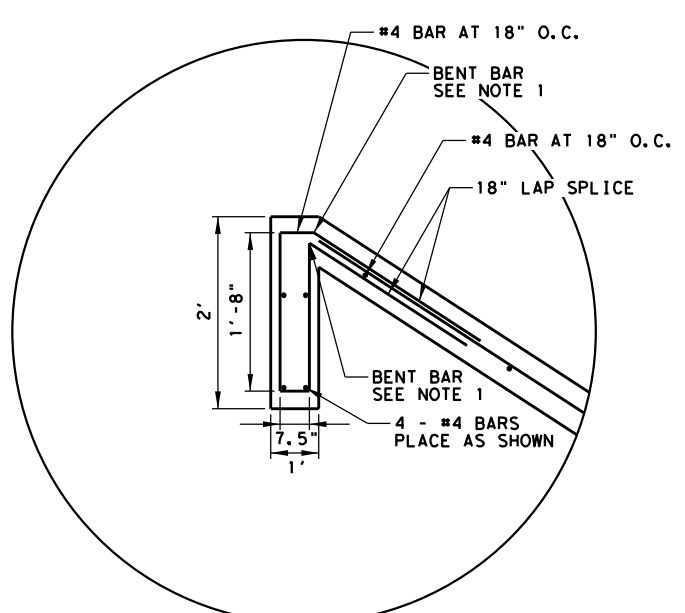
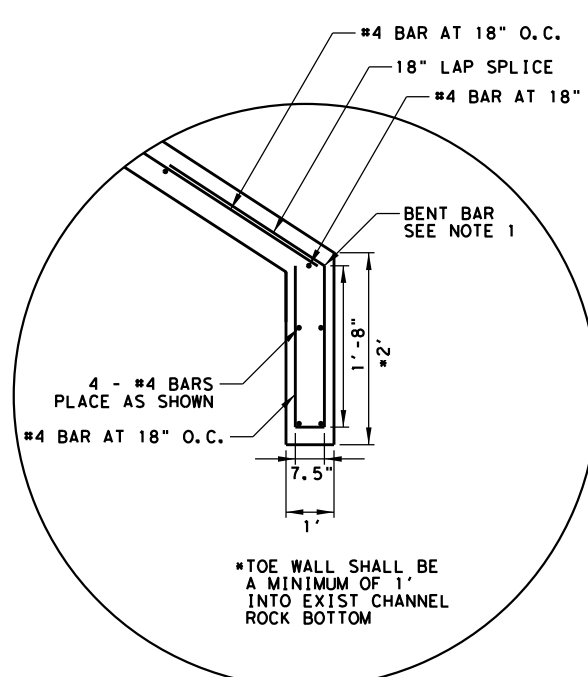


ADDISON HUTTON OUTFALL CHANNEL  
 AND TOWN HALL CHANNEL IMPROVEMENTS  
  
 HUTTON OUTFALL CHANNEL  
 TYPICAL SECTION  
 AND SPECIAL DETAILS  
  
 TOWN OF ADDISON, TEXAS

SHEET  
 1 OF 1  
  
 SHEET NO.  
**4**



- NOTES:**
1. ALL BENT BARS SHALL MATCH SLOPE OF PROPOSED SLOPE PAVEMENT. SEE CROSS SECTIONS AND PLAN AND PROFILE FOR MORE INFORMATION.
  2. MAINTAIN A MINIMUM COVER OF 2" AROUND ALL EDGES AND ENDS OF REINFORCING STEEL.
  3. ALL ITEMS OF WORK ASSOCIATED WITH THE SLOPE PAVEMENT INSTALLATION INCLUDING CLASS A CONCRETE (3,000 PSI), WEEP HOLES (PVC PIPE, GEOTEXTILE FABRIC, GALVANIZED WIRE MESH, CRUSHED ROCK TRENCH AND EXCAVATION), JOINT FILLER AND BACKER RODS, REINFORCING STEEL AND ANY OTHER INCIDENTAL ITEMS NECESSARY TO COMPLETE THE WORK AS SPECIFIED ON THE PLANS SHALL BE CONSIDERED IN THE BID ITEM 6" SLOPED CONCRETE PAVEMENT (TXDOT RR8).

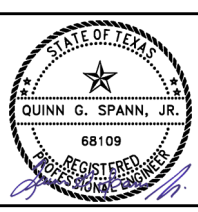


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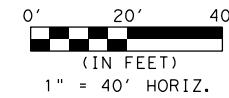


ADDISON HUTTON OUTFALL CHANNEL  
AND TOWN HALL CHANNEL IMPROVEMENTS

HUTTON OUTFALL CHANNEL  
JOINT LAYOUT  
AND REINFORCEMENT DETAILS

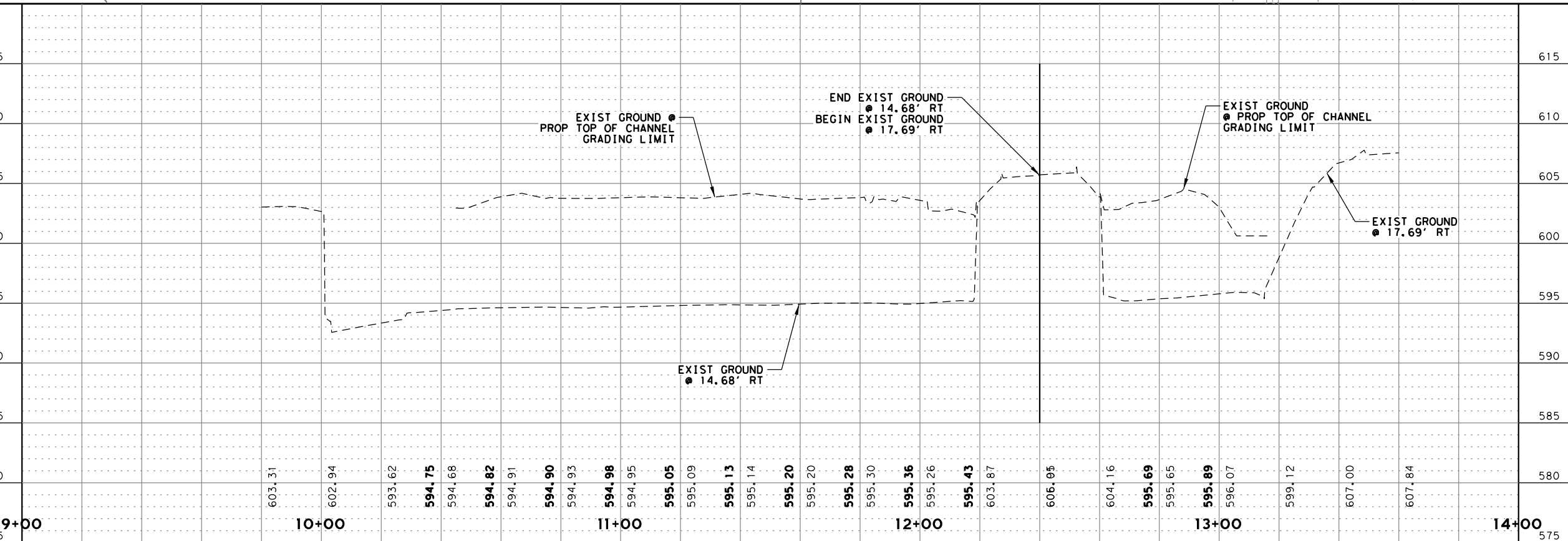
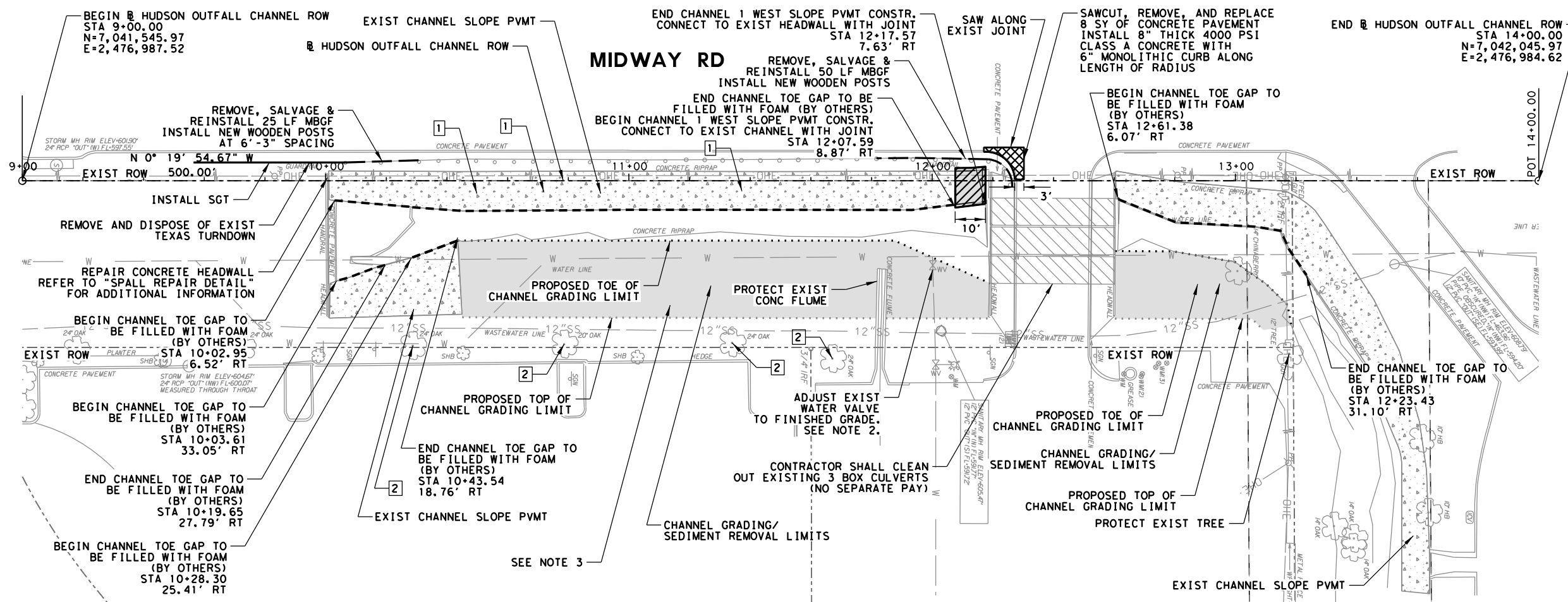
TOWN OF ADDISON, TEXAS

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 REVISED DATE:



**LEGEND**

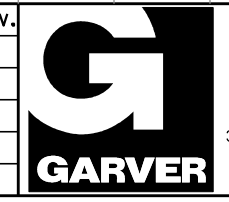
- FOAM FILL (BY OTHERS)
- PROP TOE OF SLOPE PVMT
- PROP MBGF REM./REPL.
- EXIST ROW
- PROP CHANNEL TOE
- PROP CHANNEL TOP
- EXIST CHANNEL SLOPE CONC.
- REM./REPL. EXIST CHANNEL SLOPE CONC.
- REM./REPL. EXIST CONC. PAVEMENT



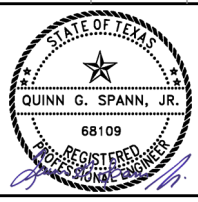
- NOTES:**
1. ALL EMBANKMENT IS CONSIDERED SUBSIDIARY TO COST OF UNCLASSIFIED EXCAVATION (NO SEPARATE PAY).
  2. ADJUST EXIST WATER VALVE TO FINISHED GRADE SHALL BE CONSIDERED SUBSIDIARY TO COST OF UNCLASSIFIED EXCAVATION (NO SEPARATE PAY).
  3. ANY IRRIGATION EQUIPMENT DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED AND SHALL BE CONSIDERED SUBSIDIARY TO COST OF UNCLASSIFIED EXCAVATION (NO SEPARATE PAY).

SLBrackett 3/29/2024 9:11:14 AM  
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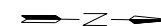
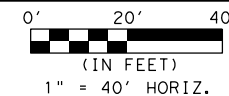
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DATE	3/29/2024
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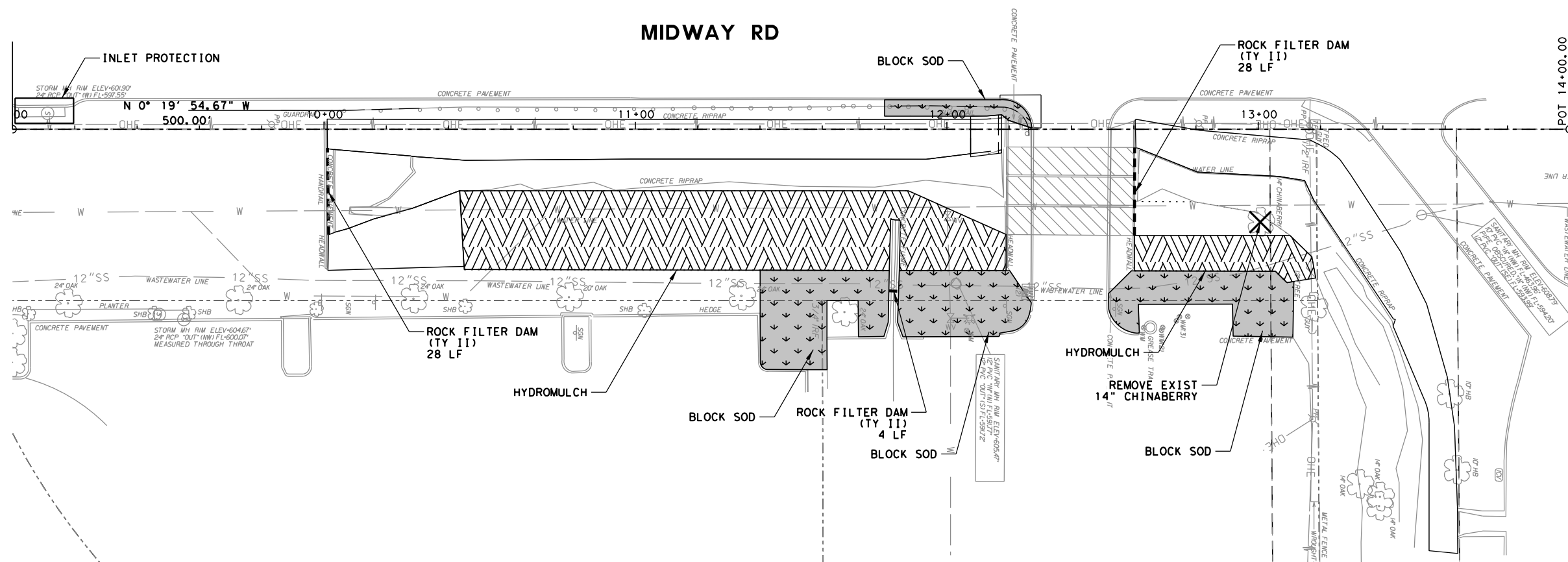


ADDISON HUTTON OUTFALL CHANNEL  
 AND TOWN HALL CHANNEL IMPROVEMENTS  
 HUTTON OUTFALL CHANNEL  
 PLAN & PROFILE  
 TOWN OF ADDISON, TEXAS

SHEET  
 1 OF 1  
 SHEET NO.  
**6**



MIDWAY RD



LEGEND

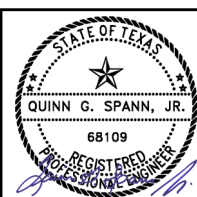
- EXIST ROW
- - - - - ROCK FILTER DAM (TY II)
- HYDROMULCH W/ BIODEGRADABLE BLANKET (STAPLED TO GROUND)
- BLOCK SOD
- INLET PROTECTION

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ADDISON HUTTON OUTFALL CHANNEL  
 AND TOWN HALL CHANNEL IMPROVEMENTS  
 HUTTON OUTFALL CHANNEL  
 EROSION CONTROL PLAN  
 TOWN OF ADDISON, TEXAS

SHEET 1 OF 1  
 SHEET NO. 7



**EXHIBIT 1: CONCRETE SPALL AT HANDRAIL ON SOUTH HEADWALL**

**NOTES:**

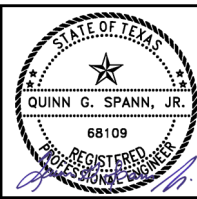
1. CONTRACTOR SHALL REPAIR EXIST METAL PIPE HANDRAIL AS CLOSE AS POSSIBLE TO ORIGINAL CONDITIONS BY MEANS OF CUTTING, WELDING, AND BENDING AND REPAINTING ENTIRE METAL RAIL TO MATCH EXISTING GRAY COLOR AS CLOSELY AS POSSIBLE.
2. CONTRACTOR SHALL PATCH SPALL IN HEADWALL TO BE SMOOTH. CONTRACTOR SHALL USE 4000 PSI CLASS A CONCRETE TO PATCH SPALL AND/OR PROVIDE A SPALL REPAIR OPTION FOR TOWN APPROVAL.

SLBrackett 3/29/2024 9:11:15 AM  
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SCALE	AS SHOWN



ADDISON HUTTON OUTFALL CHANNEL  
 AND TOWN HALL CHANNEL IMPROVEMENTS  
 HUTTON OUTFALL CHANNEL  
 SPALL REPAIR DETAIL  
 TOWN OF ADDISON, TEXAS

SHEET 1 OF 1  
 SHEET NO. **8**



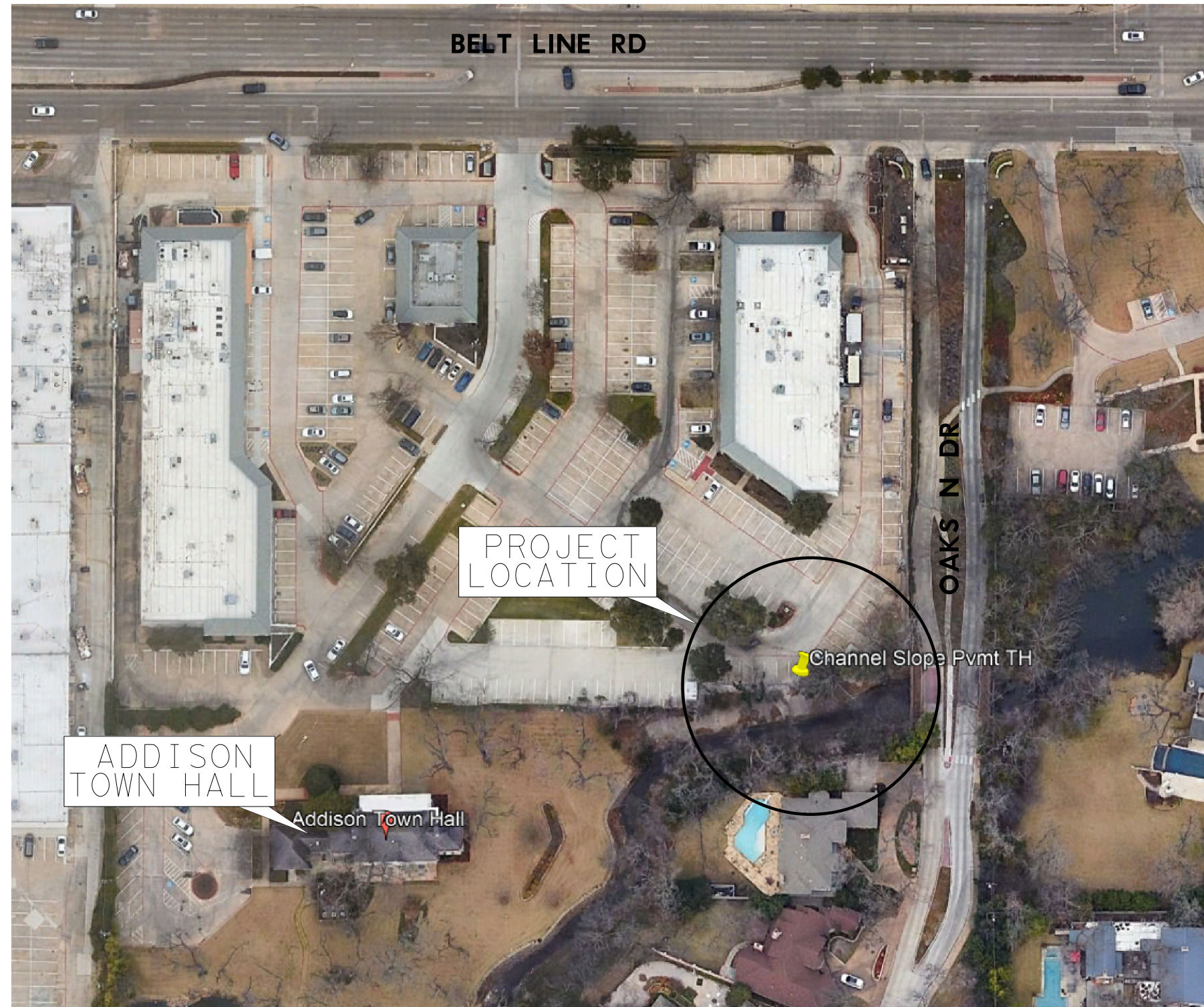


EXHIBIT 1: AERIAL IMAGERY & LOCATION MAP



EXHIBIT 2: LOOKING NORTH FROM INSIDE THE CHANNEL



EXHIBIT 3: LOOKING SOUTH FROM OUTSIDE THE CHANNEL

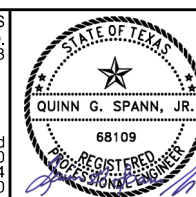
# TOWN HALL CHANNEL SITE

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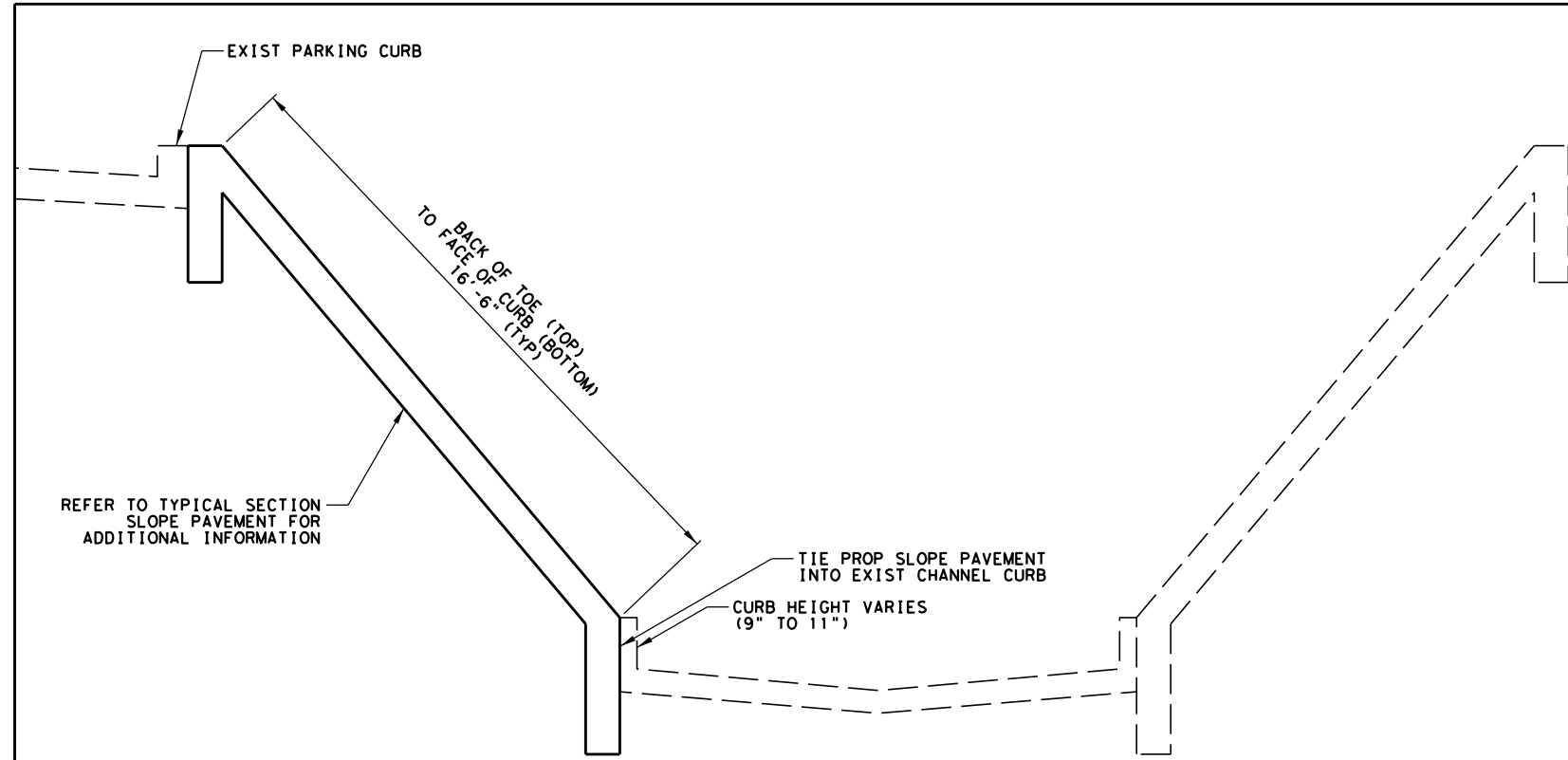


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ADDISON HUTTON OUTFALL CHANNEL AND TOWN HALL CHANNEL IMPROVEMENTS	SHEET 1 OF 1
ADDISON TOWN HALL CHANNEL	SHEET NO.
LOCATION MAP	9
TOWN OF ADDISON, TEXAS	



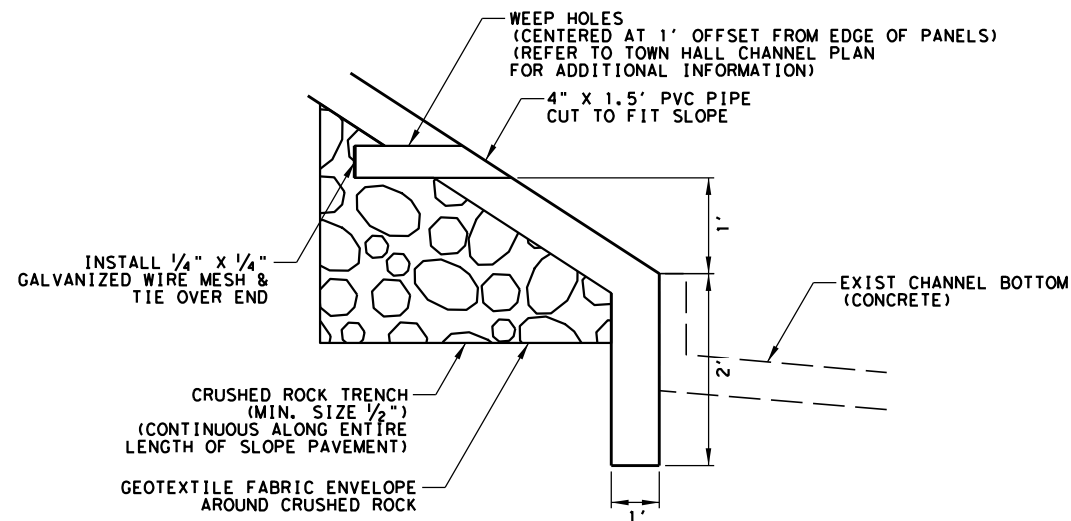
**TYPICAL SECTION  
ADDISON TOWN HALL CHANNEL**  
(NOT TO SCALE)

**NOTES:**

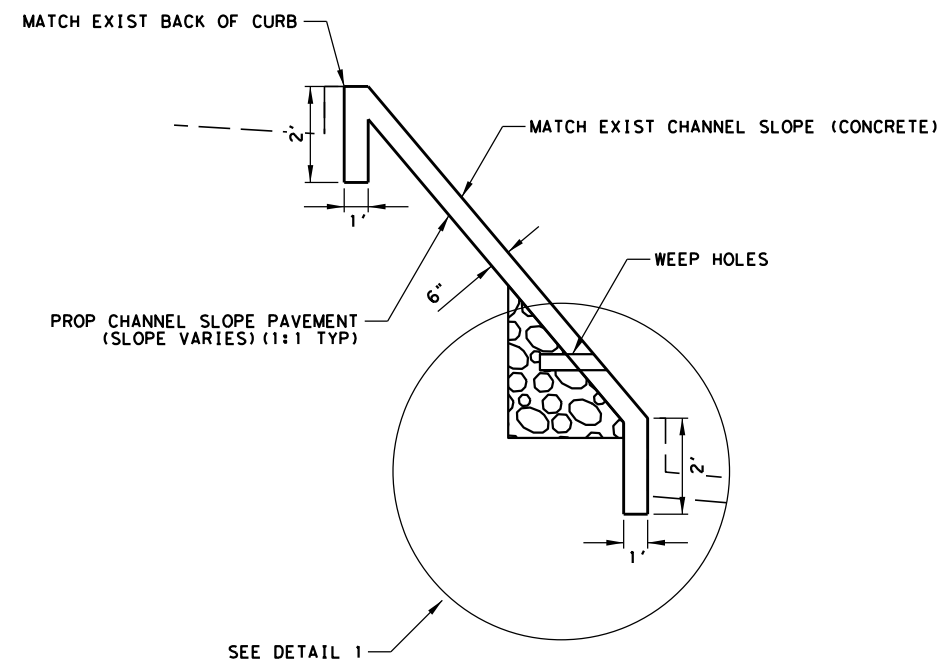
1. EXIST CONCRETE CHANNEL SLOPE PAVEMENT IS TO BE PROTECTED UNLESS SPECIFIED TO BE REMOVED. CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGES TO EXIST CHANNEL SLOPE PAVEMENT DURING CONSTRUCTION. (NO SEP. PAY)
2. ALL CONCRETE FOR SLOPE PAVEMENT SHALL BE CLASS A (3,000 PSI) UNLESS SPECIFIED OTHERWISE.
3. MAINTAIN A MINIMUM COVER OF 2" AROUND ALL EDGES AND ENDS OF REINFORCING STEEL.
4. ALL ITEMS OF WORK ASSOCIATED WITH THE SLOPE PAVEMENT INSTALLATION INCLUDING CLASS A CONCRETE (3,000 PSI), WEEP HOLES (PVC PIPE, GEOTEXTILE FABRIC, GALVANIZED WIRE MESH, CRUSHED ROCK TRENCH AND EXCAVATION), JOINT FILLER AND BACKER RODS, REINFORCING STEEL AND ANY OTHER INCIDENTAL ITEMS NECESSARY TO COMPLETE THE WORK AS SPECIFIED ON THE PLANS SHALL BE CONSIDERED IN THE BID ITEM 6" 3,000 PSI CONCRETE SLOPED PAVEMENT (TXDOT RRB).

REFER TO TYPICAL SECTION SLOPE PAVEMENT FOR ADDITIONAL INFORMATION

TIE PROP SLOPE PAVEMENT INTO EXIST CHANNEL CURB  
CURB HEIGHT VARIES (9" TO 11")



**DETAIL 1: WEEP HOLES**  
(NOT TO SCALE)



**TYPICAL SECTION  
SLOPE PAVEMENT**  
(NOT TO SCALE)

(REFER TO NEXT SHEET FOR ADDITIONAL INFORMATION)

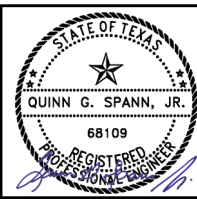
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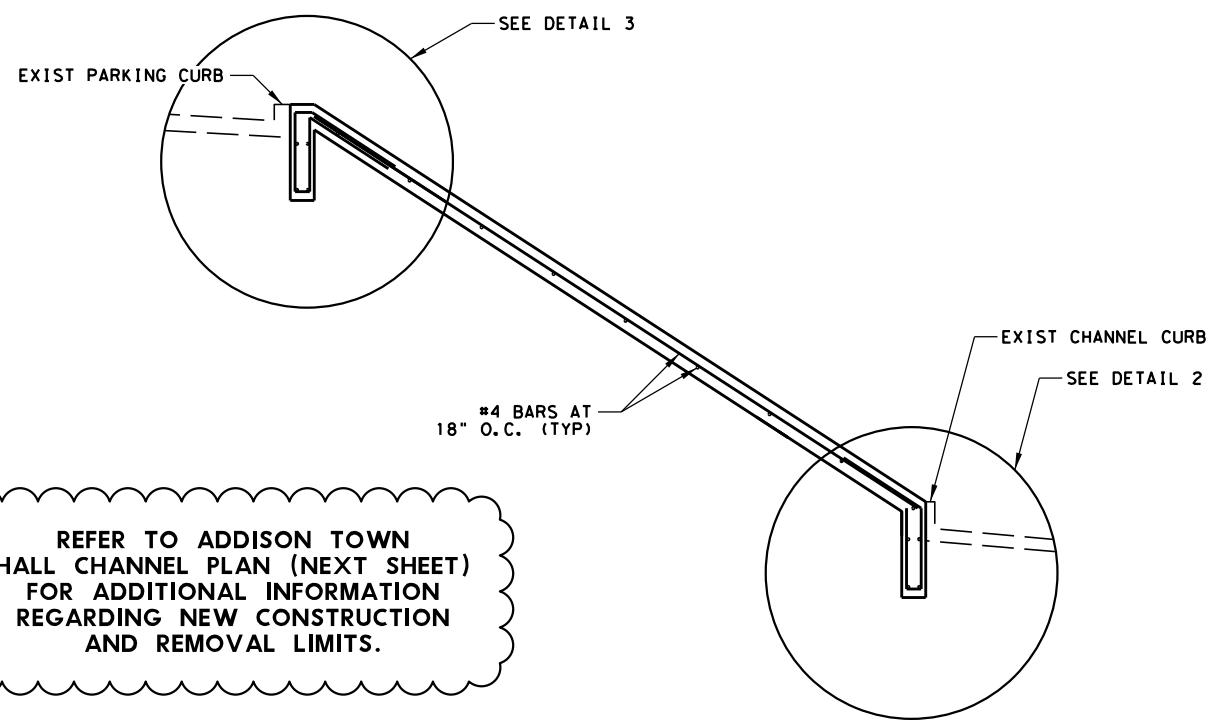
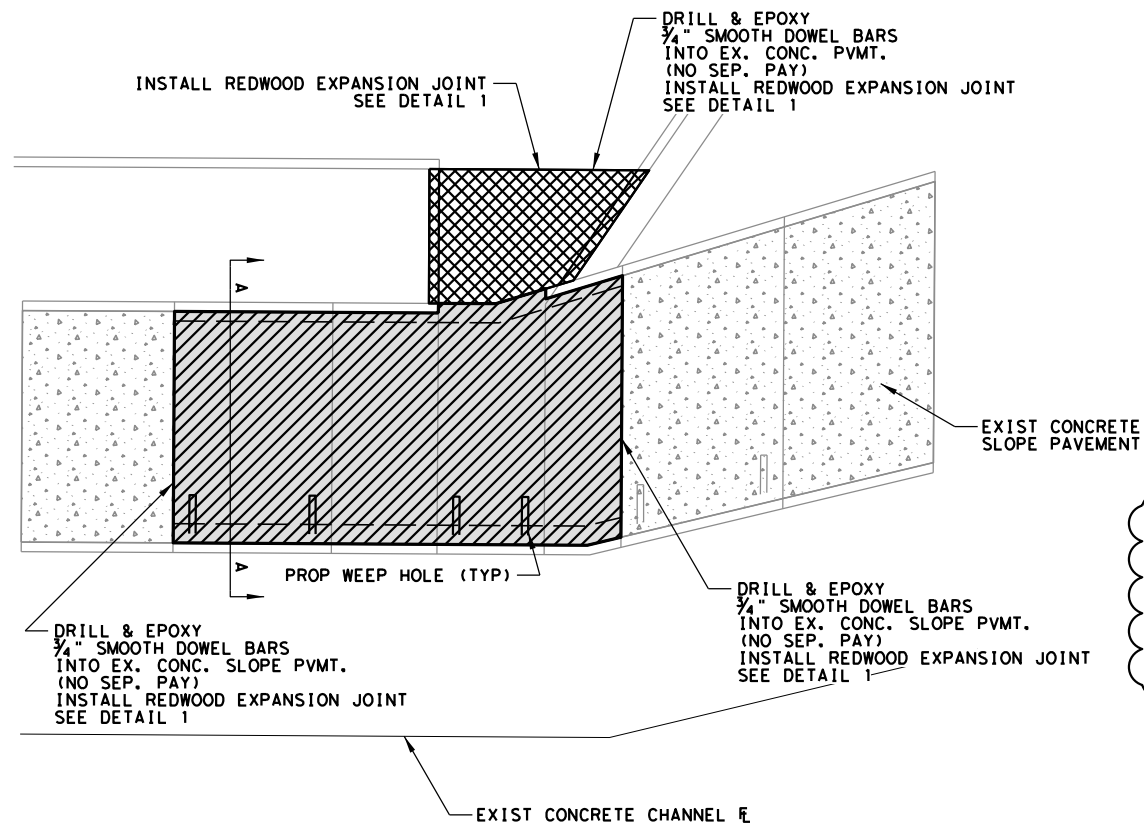
ADDISON HUTTON OUTFALL CHANNEL  
AND TOWN HALL CHANNEL IMPROVEMENTS

ADDISON TOWN HALL CHANNEL  
TYPICAL SECTION  
AND SPECIAL DETAILS

TOWN OF ADDISON, TEXAS

SHEET  
1 OF 1

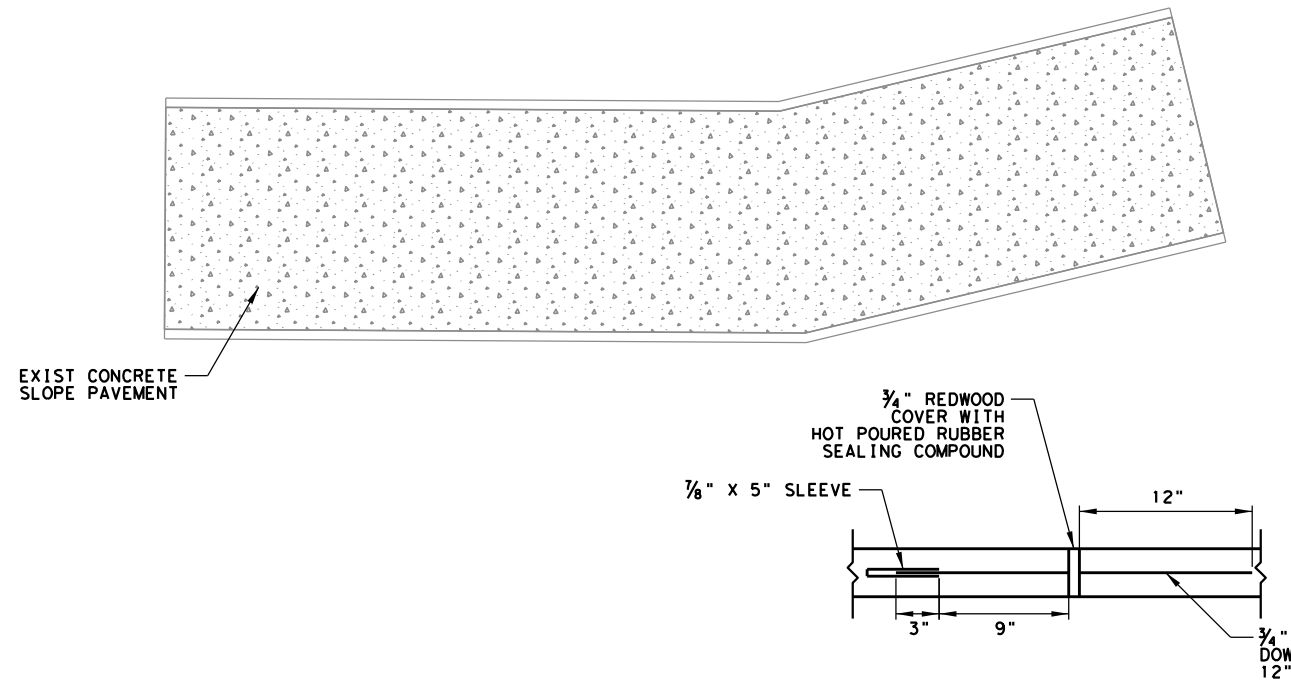
SHEET NO.  
**10**



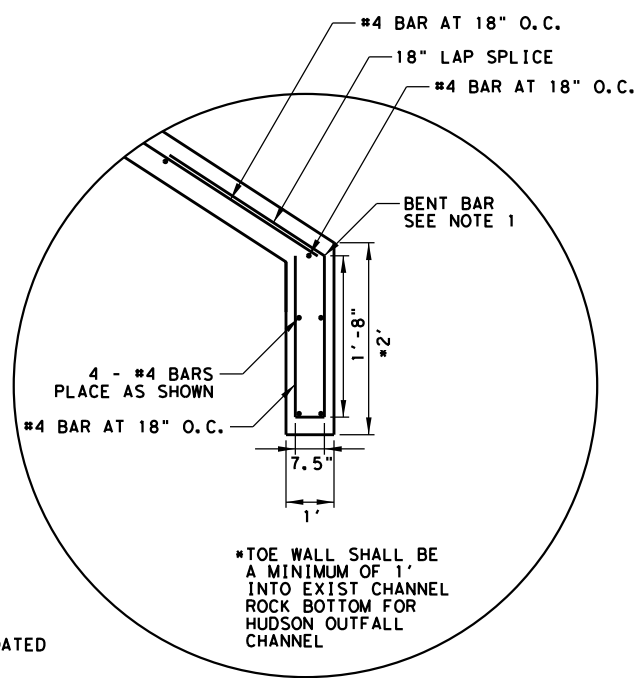
REFER TO ADDISON TOWN HALL CHANNEL PLAN (NEXT SHEET) FOR ADDITIONAL INFORMATION REGARDING NEW CONSTRUCTION AND REMOVAL LIMITS.

**SECTION A-A**  
**TYPICAL CONCRETE SLOPE PVMT SECTION**  
(NOT TO SCALE)

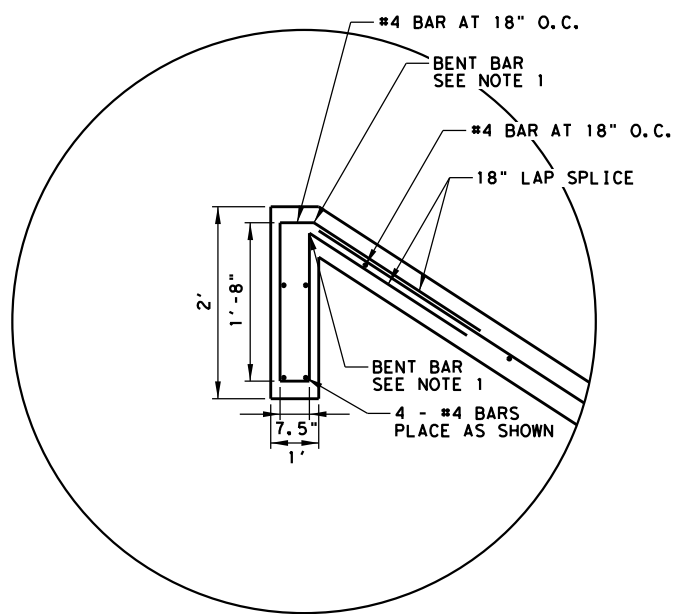
- NOTES:
1. ALL BENT BARS SHALL MATCH SLOPE OF PROPOSED SLOPE PAVEMENT. SEE CROSS SECTIONS AND PLAN AND PROFILE FOR MORE INFORMATION.
  2. MAINTAIN A MINIMUM COVER OF 2" AROUND ALL EDGES AND ENDS OF REINFORCING STEEL.
  3. ALL ITEMS OF WORK ASSOCIATED WITH THE SLOPE PAVEMENT INSTALLATION INCLUDING CLASS A CONCRETE (3,000 PSI), WEEP HOLES (PVC PIPE, GEOTEXTILE FABRIC, GALVANIZED WIRE MESH, CRUSHED ROCK TRENCH AND EXCAVATION), JOINT FILLER AND BACKER RODS, REINFORCING STEEL AND ANY OTHER INCIDENTAL ITEMS NECESSARY TO COMPLETE THE WORK AS SPECIFIED ON THE PLANS SHALL BE CONSIDERED IN THE BID ITEM 6" SLOPED CONCRETE PAVEMENT (TXDOT RR8).



**DETAIL 1**  
**REDWOOD EXPANSION JOINT**  
(NOT TO SCALE)



**DETAIL 2**  
**BOTTOM OF SLOPE PAVEMENT TOE REINFORCEMENT**  
(NOT TO SCALE)



**DETAIL 3**  
**TOP OF SLOPE PAVEMENT TOE REINFORCEMENT**  
(NOT TO SCALE)

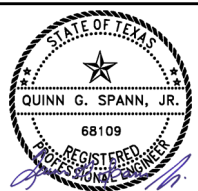
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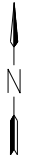
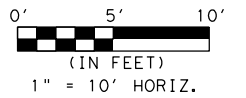
ADDISON HUTTON OUTFALL CHANNEL  
AND TOWN HALL CHANNEL IMPROVEMENTS

ADDISON TOWN HALL CHANNEL  
JOINT LAYOUT  
AND REINFORCEMENT DETAILS

TOWN OF ADDISON, TEXAS

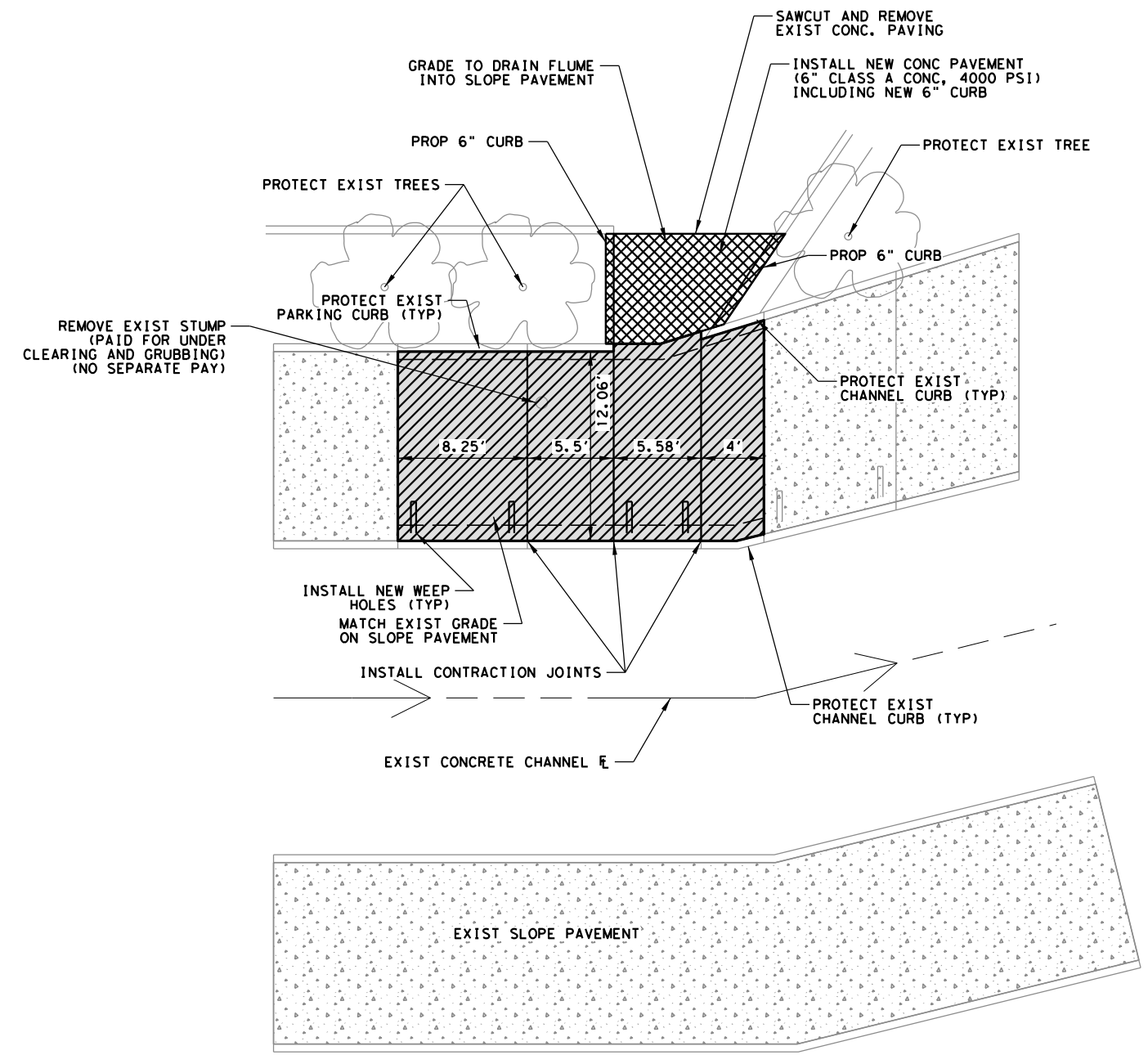
SHEET  
1 OF 1

SHEET NO.  
**11**



**LEGEND**

- FOAM FILL (BY OTHERS)
- - - - - PROP TOE OF SLOPE PVMT
- PROP MBGF REM./REPL.
- EXIST ROW
- ..... PROP CHANNEL TOE
- ..... PROP CHANNEL TOP
- [Stippled Box] EXIST CHANNEL SLOPE CONC.
- [Diagonal Lines Box] REM./REPL. EXIST CHANNEL SLOPE CONC.
- [Cross-hatched Box] REM./REPL. EXIST CONC. PAVEMENT



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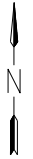
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ADDISON HUTTON OUTFALL CHANNEL  
 AND TOWN HALL CHANNEL IMPROVEMENTS  
  
 ADDISON TOWN HALL CHANNEL  
  
 PLAN  
  
 TOWN OF ADDISON, TEXAS

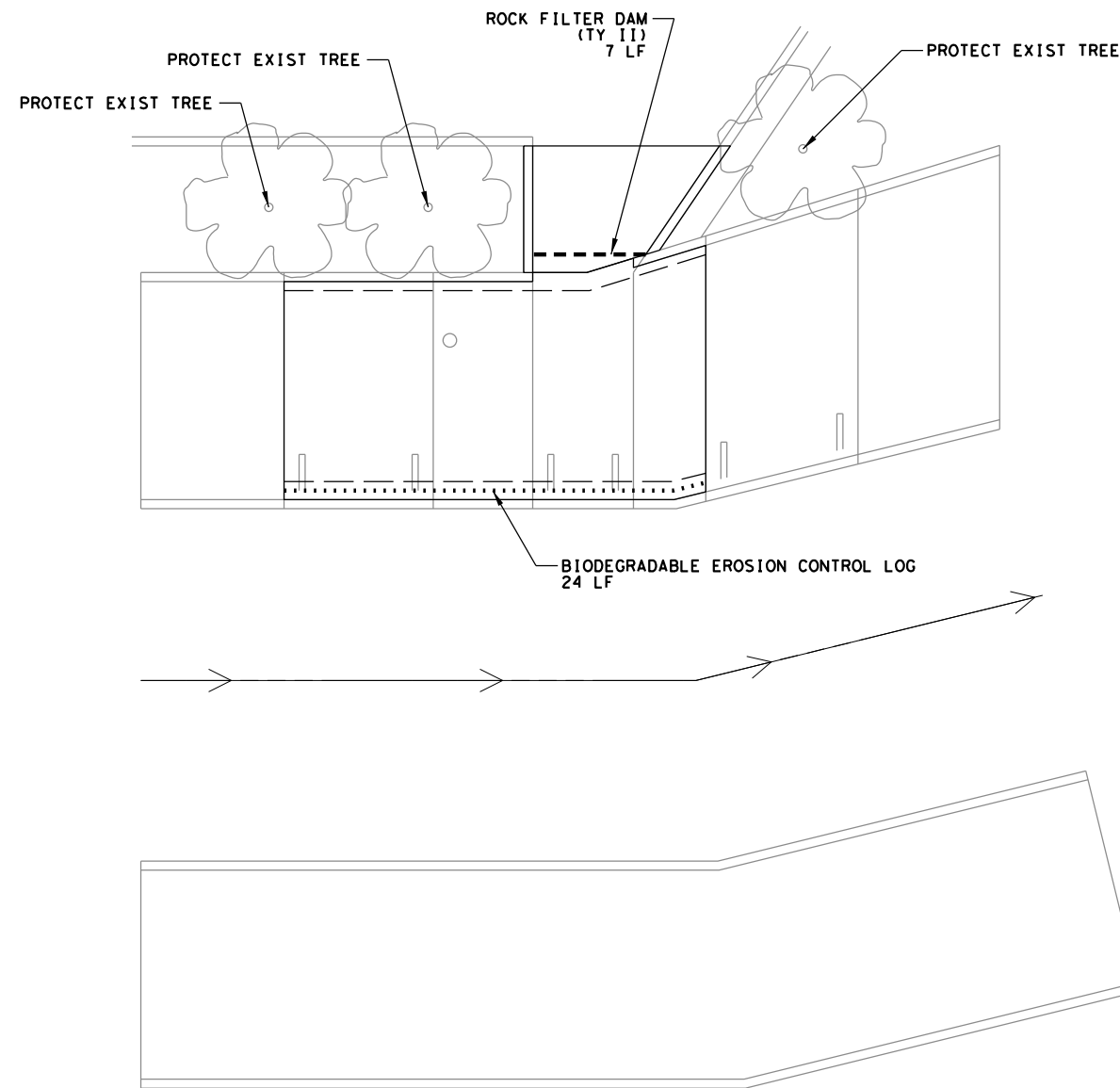
SHEET  
 1 OF 1  
  
 SHEET NO.  
**12**

0' 5' 10'  
 (IN FEET)  
 1" = 10' HORIZ.



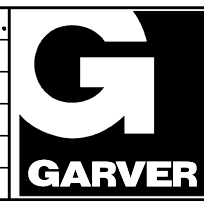
**LEGEND**

- EXIST ROW
- ROCK FILTER DAM (TY II)
- ..... STRAW EROSION CONTROL SOCK

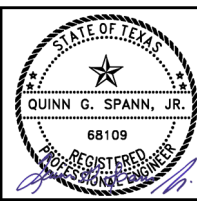


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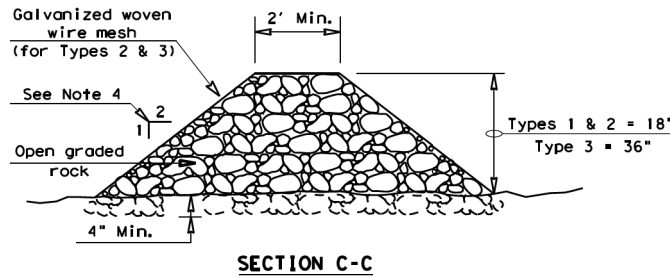
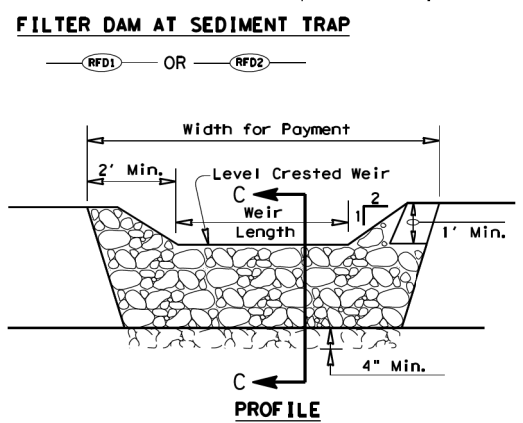
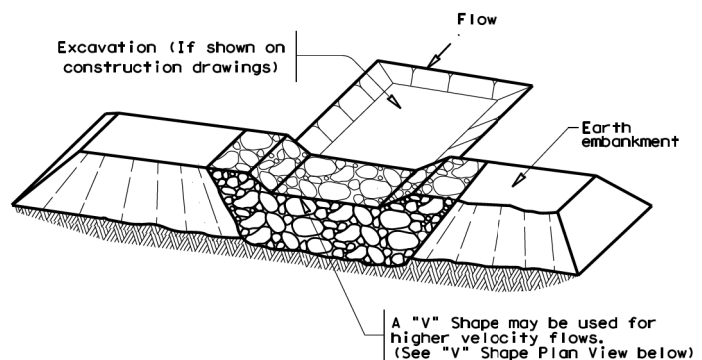
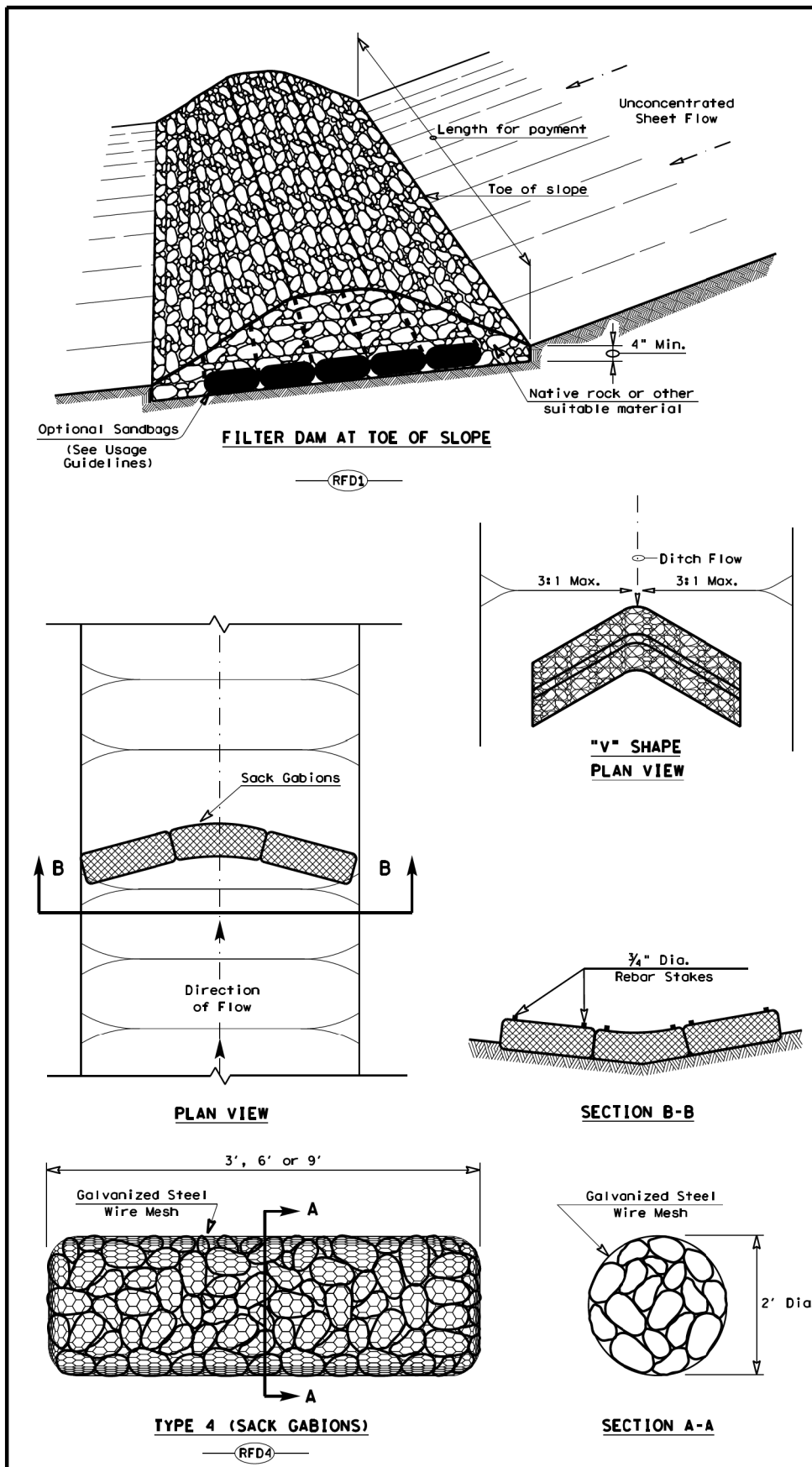
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ADDISON HUTTON OUTFALL CHANNEL  
 AND TOWN HALL CHANNEL IMPROVEMENTS  
 ADDISON TOWN HALL CHANNEL  
 EROSION CONTROL PLAN  
 TOWN OF ADDISON, TEXAS

SHEET  
 1 OF 1  
 SHEET NO.  
**13**

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**ROCK FILTER DAM USAGE GUIDELINES**

Rock Filter Dams should be constructed downstream from disturbed areas to intercept sediment from overland runoff and/or concentrated flow. The dams should be sized to filter a maximum flow through rate of 60 GPM/FT<sup>2</sup> of cross sectional area. A 2 year storm frequency may be used to calculate the flow rate.

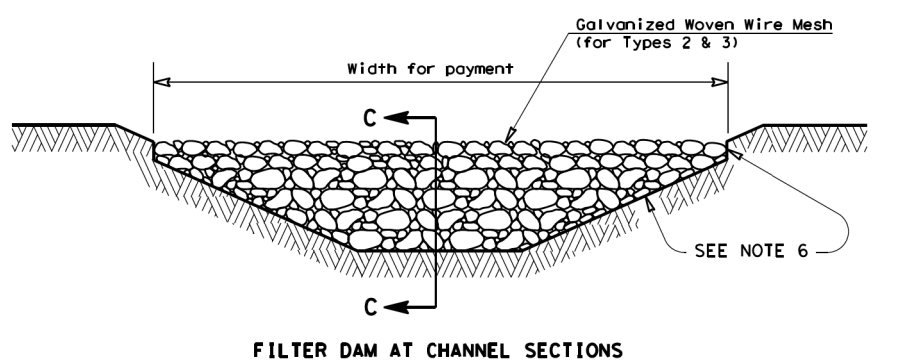
Type 1 (18" high with no wire mesh) (3" to 6" aggregate): Type 1 may be used at the toe of slopes, around inlets, in small ditches, and at dike or swale outlets. This type of dam is recommended to control erosion from a drainage area of 5 acres or less. Type 1 may not be used in concentrated high velocity flows (approximately 8 Ft/Sec or more) in which aggregate wash out may occur. Sandbags may be used at the embedded foundation (4" deep min.) for better filtering efficiency of low flows if called for on the plans or directed by the Engineer.

Type 2 (18" high with wire mesh) (3" to 6" aggregate): Type 2 may be used in ditches and at dike or swale outlets.

Type 3 (36" high with wire mesh) (4" to 8" aggregate): Type 3 may be used in stream flow and should be secured to the stream bed.

Type 4 (Sack gabions) (3" to 6" aggregate): Type 4 May be used in ditches and smaller channels to form an erosion control dam.

Type 5: Provide rock filter dams as shown on plans.



- FILTER DAM AT CHANNEL SECTIONS**
- RFD1 — OR — RFD2 — OR — RFD3 —
- GENERAL NOTES**
1. If shown on the plans or directed by the Engineer, filter dams should be placed near the toe of slopes where erosion is anticipated, upstream and/or downstream at drainage structures, and in roadway ditches and channels to collect sediment.
  2. Materials (aggregate, wire mesh, sandbags, etc.) shall be as indicated by the specification for "Rock Filter Dams for Erosion and Sedimentation Control".
  3. The rock filter dam dimensions shall be as indicated on the SW3P plans.
  4. Side slopes should be 2:1 or flatter. Dams within the safety zone shall have sideslopes of 6:1 or flatter.
  5. Maintain a minimum of 1' between top of rock filter dam weir and top of embankment for filter dams at sediment traps.
  6. Filter dams should be embedded a minimum of 4" into existing ground.
  7. The sediment trap for ponding of sediment laden runoff shall be of the dimensions shown on the plans.
  8. Rock filter dam types 2 & 3 shall be secured with 20 gauge galvanized woven wire mesh with 1" diameter hexagonal openings. The aggregate shall be placed on the mesh to the height & slopes specified. The mesh shall be folded at the upstream side over the aggregate and tightly secured to itself on the downstream side using wire ties or hog rings. For in stream use, the mesh should be secured or staked to the stream bed prior to aggregate placement.
  9. Sack Gabions should be staked down with 3/4" dia. rebar stakes, and have a double-twisted hexagonal weave with a nominal mesh opening of 2 1/2" x 3 1/4"
  10. Flow outlet should be onto a stabilized area (vegetation, rock, etc.).
  11. The guidelines shown hereon are suggestions only and may be modified by the Engineer.

**PLAN SHEET LEGEND**

Type 1 Rock Filter Dam — RFD1 —

Type 2 Rock Filter Dam — RFD2 —

Type 3 Rock Filter Dam — RFD3 —

Type 4 Rock Filter Dam — RFD4 —

Texas Department of Transportation Design Division Standard

**TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES ROCK FILTER DAMS EC(2)-16**

FILE: ec216	DIV: TxDOT	CHK: KM	DR: VP	DN/CK: LS
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ADDISON HUTTON OUTFALL CHANNEL AND TOWN HALL CHANNEL IMPROVEMENTS

TXDOT STANDARD

TOWN OF ADDISON, TEXAS

**BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:**

1. The Barricade and Construction Standard Sheets (BC sheets) are intended to show typical examples for placement of temporary traffic control devices, construction pavement markings, and typical work zone signs. The information contained in these sheets meet or exceed the requirements shown in the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
2. The development and design of the Traffic Control Plan (TCP) is the responsibility of the Engineer.
3. The Contractor may propose changes to the TCP that are signed and sealed by a licensed professional engineer for approval. The Engineer may develop, sign and seal Contractor proposed changes.
4. The Contractor is responsible for installing and maintaining the traffic control devices as shown in the plans. The Contractor may not move or change the approximate location of any device without the approval of the Engineer.
5. Geometric design of lane shifts and detours should, when possible, meet the applicable design criteria contained in manuals such as the American Association of State Highway and Transportation Officials (AASHTO), "A Policy on Geometric Design of Highways and Streets," the TxDOT "Roadway Design Manual" or engineering judgment.
6. When projects abut, the Engineer(s) may omit the END ROAD WORK, TRAFFIC FINES DOUBLE, and other advance warning signs if the signing would be redundant and the work areas appear continuous to the motorists. If the adjacent project is completed first, the Contractor shall erect the necessary warning signs as shown on these sheets, the TCP sheets or as directed by the Engineer. The BEGIN ROAD WORK NEXT X MILES sign shall be revised to show appropriate work zone distance.
7. The Engineer may require duplicate warning signs on the median side of divided highways where median width will permit and traffic volumes justify the signing.
8. All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition. Sign details not shown in this manual shall be shown in the plans or the Engineer shall provide a detail to the Contractor before the sign is manufactured.
9. The temporary traffic control devices shown in the illustrations of the BC sheets are examples. As necessary, the Engineer will determine the most appropriate traffic control devices to be used.
10. Where highway construction or maintenance work is being undertaken, other than mobile operations as defined by the Texas Manual on Uniform Traffic Control Devices, CSJ limit signs are required. CSJ limit signs are shown on BC(2). The OBEY WARNING SIGNS STATE LAW sign, STAY ALERT TALK OR TEXT LATER and the WORK ZONE TRAFFIC FINES DOUBLE sign with plaque shall be erected in advance of the CSJ limits. The BEGIN ROAD WORK NEXT X MILES, CONTRACTOR and END ROAD WORK signs shall be erected at or near the CSJ limits. For mobile operations, CSJ limit signs are not required.
11. Traffic control devices should be in place only while work is actually in progress or a definite need exists.
12. The Engineer has the final decision on the location of all traffic control devices.
13. Inactive equipment and work vehicles, including workers' private vehicles must be parked away from travel lanes. They should be as close to the right-of-way line as possible, or located behind a barrier or guardrail, or as approved by the Engineer.

**WORKER SAFETY NOTES:**

1. Workers on foot who are exposed to traffic or to construction equipment within the right-of-way shall wear high-visibility safety apparel meeting the requirements of ISEA "American National Standard for High-Visibility Apparel," or equivalent revisions, and labeled as ANSI 107-2004 standard performance for Class 2 or 3 risk exposure. Class 3 garments should be considered for high traffic volume work areas or night time work.
2. Except in emergency situations, flagger stations shall be illuminated when flagging is used at night.

**COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES**



1. Only pre-qualified products shall be used. The "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources.
2. Work zone traffic control devices shall be compliant with the Manual for Assessing safety Hardware (MASH).

<p><b>THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT</b>  <a href="http://www.txdot.gov">http://www.txdot.gov</a></p>
COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD)
DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS)
MATERIAL PRODUCER LIST (MPL)
ROADWAY DESIGN MANUAL - SEE "MANUALS (ONLINE MANUALS)"
STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD)
TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD)
TRAFFIC ENGINEERING STANDARD SHEETS

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SHEET 1 OF 12

 Texas Department of Transportation		 Traffic Safety Division Standard	
<p><b>BARRICADE AND CONSTRUCTION                  GENERAL NOTES                  AND REQUIREMENTS</b></p> <p><b>BC (1) - 21</b></p>			
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© TxDOT	November 2002	CONT:	SECT:
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REVISIONS		DIST:	COUNTY:
4-03	7-13	SHEET NO.:	
9-07	8-14		
5-10	5-21		
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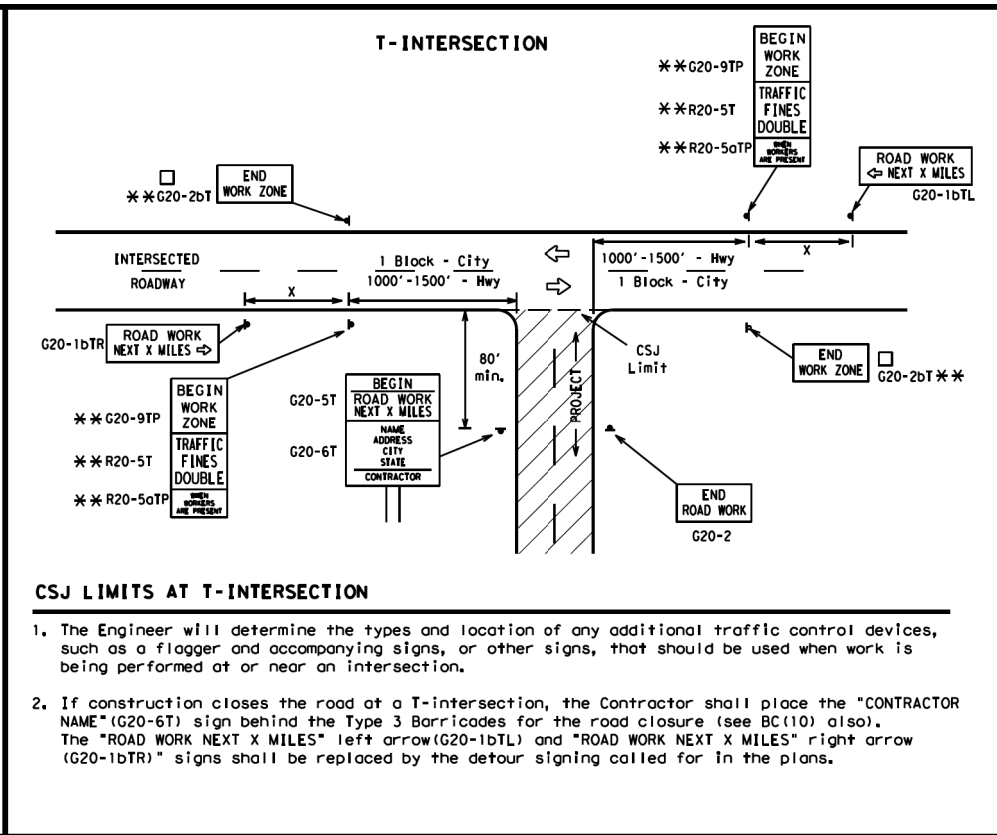
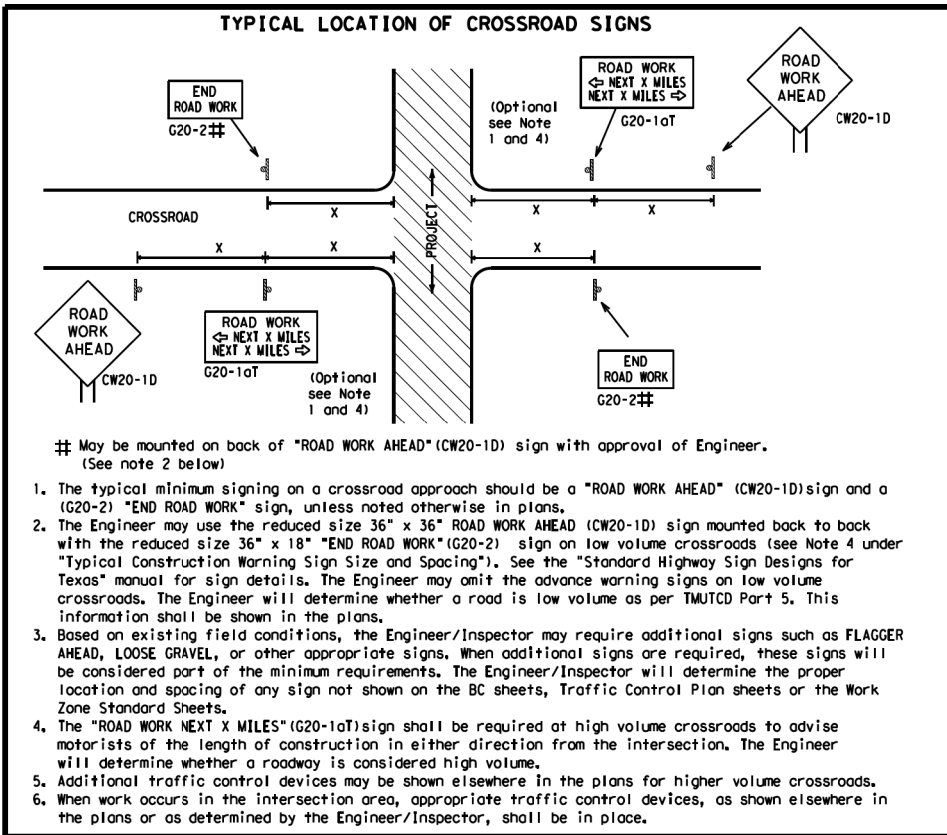
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ADDISON HUTTON OUTFALL CHANNEL  
 AND TOWN HALL CHANNEL IMPROVEMENTS  
  
 TxDOT STANDARD  
  
 TOWN OF ADDISON, TEXAS

SHEET  
 2 OF 6  
  
 SHEET NO.  
**15**

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### TYPICAL CONSTRUCTION WARNING SIGN SIZE AND SPACING<sup>1,5,6</sup>

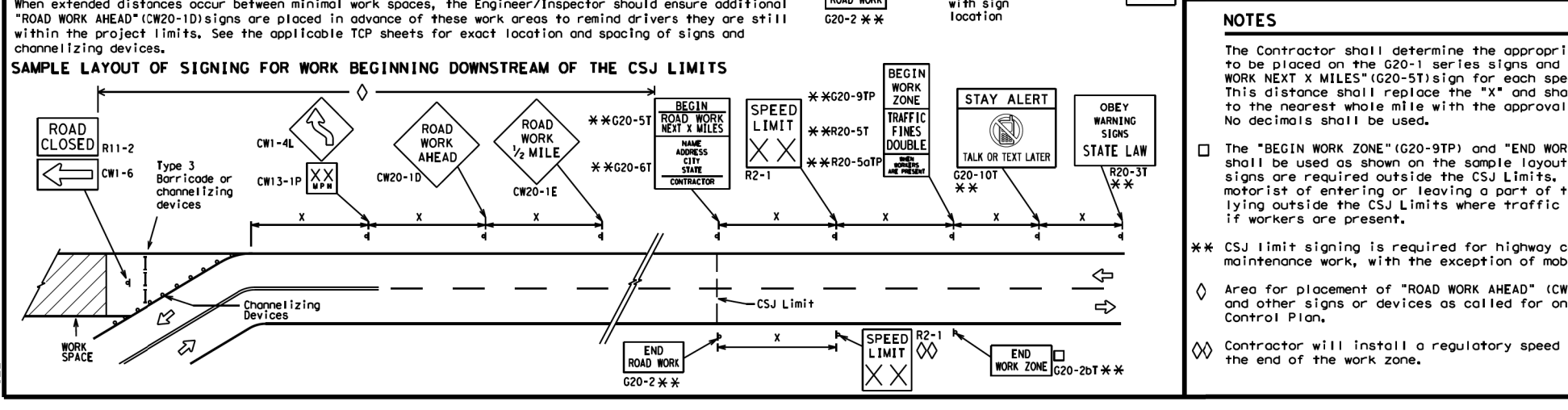
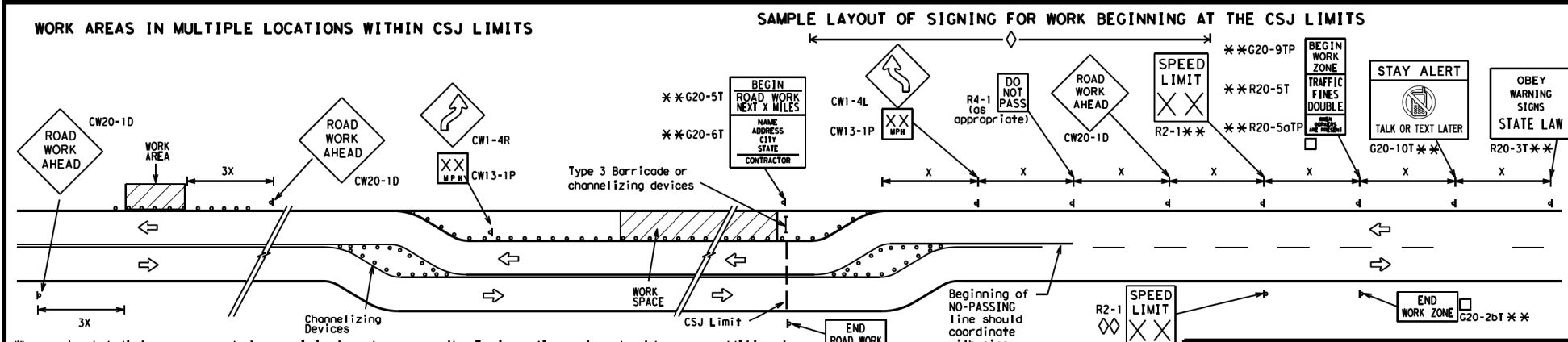
Sign Number or Series	SIZE		SPACING	
	Conventional Road	Expressway/Freeway	Posted Speed MPH	Sign Spacing "x" (Feet (Apprx.))
CW20 <sup>4</sup>	48" x 48"	48" x 48"	30	120
CW21			35	160
CW22			40	240
CW23			45	320
CW1, CW2, CW7, CW8, CW9, CW11, CW14	36" x 36"	48" x 48"	50	400
CW3, CW4, CW5, CW6, CW8-3, CW10, CW12	48" x 48"	48" x 48"	55	500 <sup>2</sup>
			60	600 <sup>2</sup>
			65	700 <sup>2</sup>
			70	800 <sup>2</sup>
			75	900 <sup>2</sup>
			80	1000 <sup>2</sup>
			*	* <sup>3</sup>

<sup>1</sup> For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

<sup>2</sup> Minimum distance from work area to first Advance Warning sign nearest the work area and/or distance between each additional sign.

#### GENERAL NOTES

- Special or larger size signs may be used as necessary.
- Distance between signs should be increased as required to have 1500 feet advance warning.
- Distance between signs should be increased as required to have 1/2 mile or more advance warning.
- 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may be used on low volume crossroads at the discretion of the Engineer as per TMUTCD Part 5. See Note 2 under "Typical Location of Crossroad Signs".
- Only diamond shaped warning sign sizes are indicated.
- See sign size listing in "TMUTCD", Sign Appendix or the "Standard Highway Sign Designs for Texas" manual for complete list of available sign design sizes.



#### NOTES

The Contractor shall determine the appropriate distance to be placed on the G20-1 series signs and "BEGIN ROAD WORK NEXT X MILES" (G20-5T) sign for each specific project. This distance shall replace the "X" and shall be rounded to the nearest whole mile with the approval of the Engineer. No decimals shall be used.

The "BEGIN WORK ZONE" (G20-9TP) and "END WORK ZONE" (G20-2bT) shall be used as shown on the sample layout when advance signs are required outside the CSJ Limits. They inform the motorist of entering or leaving a part of the work zone lying outside the CSJ Limits where traffic fines may double if workers are present.

\*\* CSJ limit signing is required for highway construction and maintenance work, with the exception of mobile operations.

◇ Area for placement of "ROAD WORK AHEAD" (CW20-1D) sign and other signs or devices as called for on the Traffic Control Plan.

◇◇ Contractor will install a regulatory speed limit sign at the end of the work zone.

#### LEGEND

—	Type 3 Barricade
○ ○ ○	Channelizing Devices
—	Sign
x	See Typical Construction Warning Sign Size and Spacing chart or the TMUTCD for sign spacing requirements.

SHEET 2 OF 12

Texas Department of Transportation  
Traffic Safety Division Standard

## BARRICADE AND CONSTRUCTION PROJECT LIMIT

### BC (2) - 21

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© TxDOT	November 2002	CONT:	SECT	JOB:	HIGHWAY				
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STATE OF TEXAS

QUINN G. SPANN, JR.

68109 REGISTERED PROFESSIONAL ENGINEER

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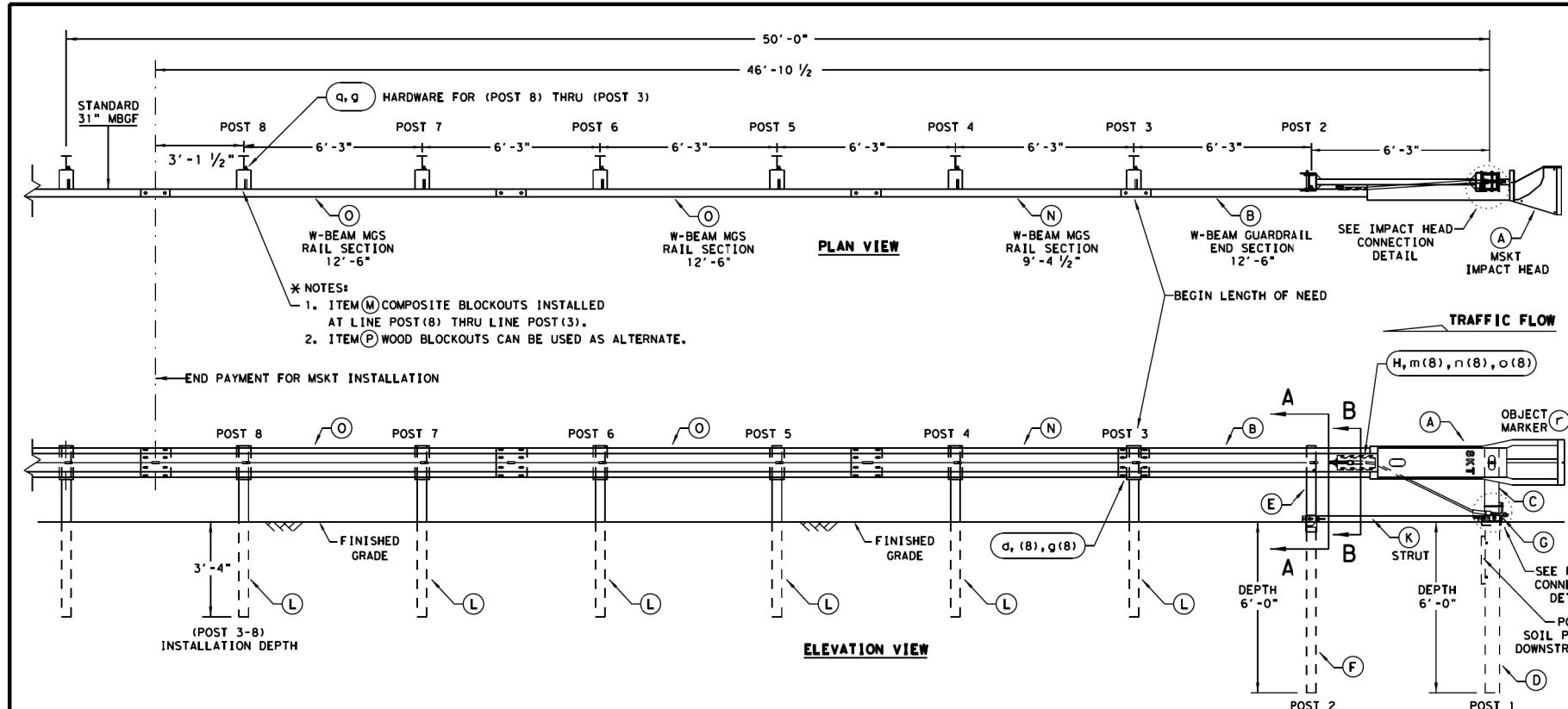
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TXDOT STANDARD

TOWN OF ADDISON, TEXAS

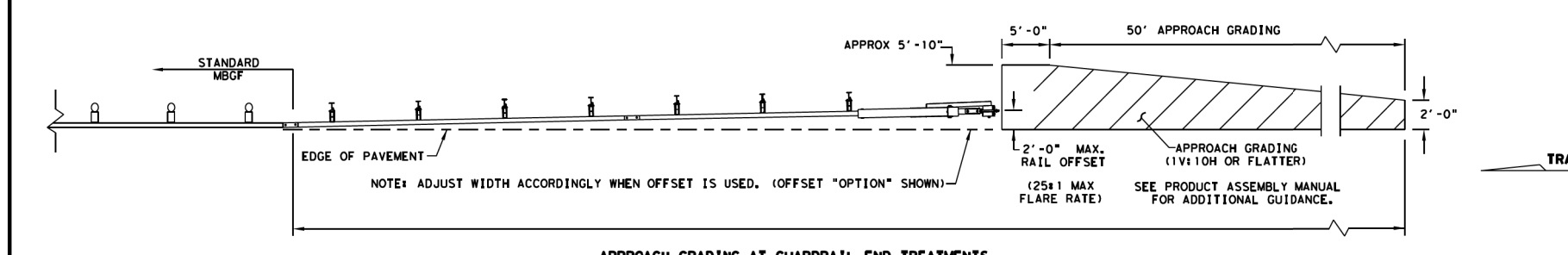
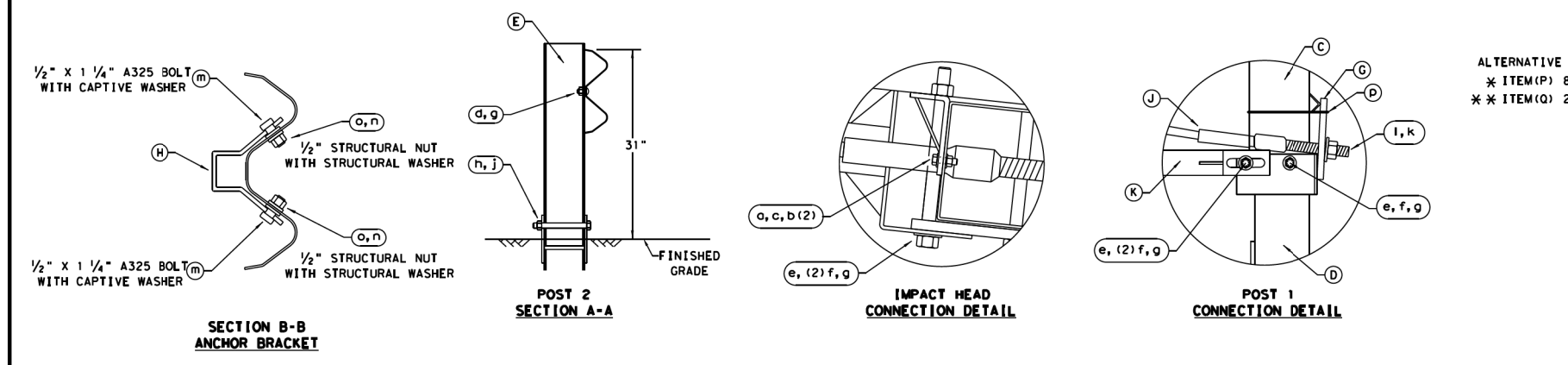


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- GENERAL NOTES**
- FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: ROAD SYSTEMS, INC. (432)263-2435. 3616 OLD HOWARD COUNTY AIRPORT, BIG SPRING, TX 79720
  - FOR INSTALLATION, REPAIR AND MAINTENANCE REFER TO THE: MSKT END TERMINAL, PRODUCT DESCRIPTION ASSEMBLY MANUAL (PUBLICATION-062717).
  - APPLY HIGH INTENSITY REFLECTIVE SHEETING, "OBJECT MARKER" ON THE FRONT FACE OF THE DEVICE PER MANUFACTURER'S RECOMMENDATIONS. OBJECT MARKER SHALL CONFORM TO THE STANDARDS REQUIRED IN TEXAS MUTCD.
  - FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TXDOT'S LATEST ROADWAY MOW STRIP STANDARD.
  - HARDWARE (BOLTS, NUTS, & WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
  - SYSTEM SHOWN USING STEEL WIDE FLANGE POSTS WITH COMPOSITE BLOCKOUTS.
  - A COMPOSITE MATERIAL BLOCKOUTS THAT MEETS THE REQUIREMENTS OF DMS-7210, MAY BE SUBSTITUTED FOR BLOCKOUTS OF SIMILAR DIMENSIONS. SEE CONSTRUCTION DIVISION MATERIAL PRODUCER LIST (MPL) FOR CERTIFIED PRODUCERS.
  - IF SOLID ROCK IS ENCOUNTERED IN THE AREA OF (POST 1) AND / OR (POST 2) CONTACT THE MANUFACTURER, & REFER TO THE LATEST ROADWAY MBGF STANDARD FOR INSTALLATION GUIDANCE.
  - POSTS SHALL NOT BE SET IN CONCRETE.
  - SYSTEM MUST BE ATTACHED TO STANDARD 31" MBGF.
  - UNDER NO CIRCUMSTANCES SHALL THE GUARDRAIL WITHIN THE MSKT SYSTEM BE CURVED.
  - A FLARE RATE OF UP TO 25:1 MAY BE USED TO PREVENT THE TERMINAL HEAD FROM ENCRANCHING ON THE SHOULDER. THE FLARE MAY BE DECREASED OR ELIMINATED FOR SPECIFIC INSTALLATIONS, IF DIRECTED BY THE ENGINEER.
  - THE SYSTEM IS SHOWN WITH TWO 12'-6" MBGF PANELS, ONE 25'-0" MBGF PANEL IS ALSO ALLOWED IN THEIR PLACE.
  - A DRIVING CAP WITH A TIMBER OR PLASTIC INSERT SHALL BE USED WHEN DRIVING POSTS 3-8 TO PREVENT DAMAGE TO THE GALVANIZING ON TOP OF THE POST. SPECIAL DRIVING CAP TO BE USED ON LOWER POSTS 1 & 2 TO PREVENT DAMAGE TO THE WELDED PLATES.

ITEM	QTY	MAIN SYSTEM COMPONENTS	ITEM NUMBERS
A	1	MSKT IMPACT HEAD	MS3000
B	1	W-BEAM GUARDRAIL END SECTION, 12 Ga.	SF1303
C	1	POST 1 - TOP (6" X 6" X 1/8" TUBE)	MTPHP1A
D	1	POST 1 - BOTTOM (6" W6X15)	MTPHP1B
E	1	POST 2 - ASSEMBLY TOP	UHP2A
F	1	POST 2 - ASSEMBLY BOTTOM (6" W6X9)	HP2B
G	1	BEARING PLATE	E750
H	1	CABLE ANCHOR BOX	S760
J	1	BCT CABLE ANCHOR ASSEMBLY	E770
K	1	GROUND STRUT	MS785
L	6	W6X9 OR W6X8.5 STEEL POST	P621
M	6	COMPOSITE BLOCKOUTS	CBSP-14
N	1	W-BEAM MGS RAIL SECTION (9'-4 1/2")	G12025
O	2	W-BEAM MGS RAIL SECTION (12'-6")	G1203A
P	6	WOOD BLOCKOUT 6" X 8" X 14"	P675
Q	1	W-BEAM MGS RAIL SECTION (25'-0")	G1209
SMALL HARDWARE			
a	2	3/8" x 1" HEX BOLT (GRD 5)	B5160104A
b	4	3/8" WASHER	W0516
c	2	3/8" HEX NUT	N0516
d	25	3/8" Dia. x 1 1/4" SPLICE BOLT (POST 2)	B580122
e	2	3/8" Dia. x 9" HEX BOLT (GRD A449)	B580904A
f	3	3/8" WASHER	W050
g	33	3/8" Dia. H.G.R. NUT	N050
h	1	3/4" Dia. x 8 1/2" HEX BOLT (GRD A449)	B340854A
j	1	3/4" Dia. HEX NUT	N030
k	2	1 ANCHOR CABLE HEX NUT	N100
l	2	1 ANCHOR CABLE WASHER	W100
m	8	1/2" x 1 1/4" A325 BOLT WITH CAPTIVE WASHER	SB12A
n	8	1/2" STRUCTURAL NUTS	N012A
o	8	1 1/8" O.D. x 3/8" I.D. STRUCTURAL WASHERS	W012A
p	1	BEARING PLATE RETAINER TIE	CT-1005T
q	6	3/8" x 10" H.G.R. BOLT	B581002
r	1	OBJECT MARKER 18" X 18"	E3151



NOTE: SEE (GENERAL NOTE 14) FOR DRIVING CAP INFORMATION.

SEE NOTES: \*

ALTERNATIVE ITEMS NOT SHOWN. \*\*

\* ITEM (P) 8" WOOD-BLOCKOUT

\*\* ITEM (Q) 25' GUARD FENCE PANEL

NOTE: TXDOT GENERIC APPROACH GRADING LAYOUT USED FOR ALL TANGENT TYPE END TREATMENTS.

NOTE: THIS STANDARD IS A BASIC REPRESENTATION OF THE MSKT END TERMINAL. IT IS NOT INTENDED TO REPLACE THE PRODUCT DESCRIPTION ASSEMBLY MANUAL.

Texas Department of Transportation  
Design Division Standard

### SINGLE GUARDRAIL TERMINAL

MSKT-MASH-TL-3

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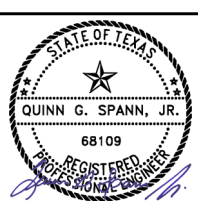
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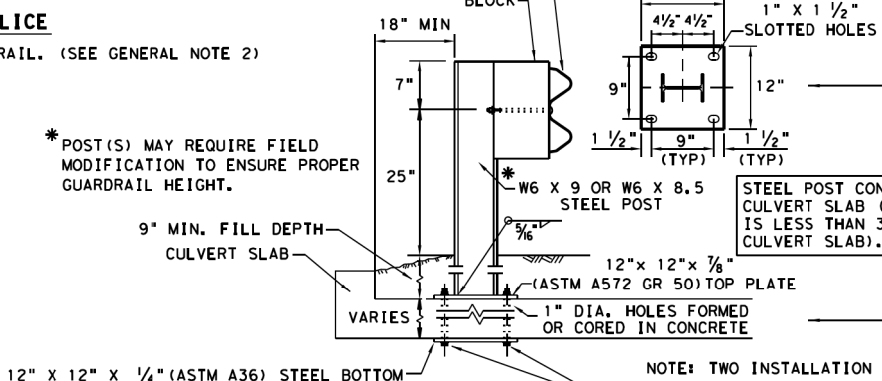
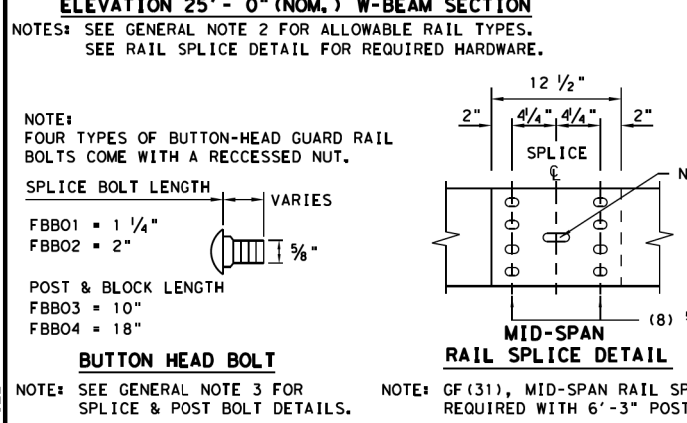
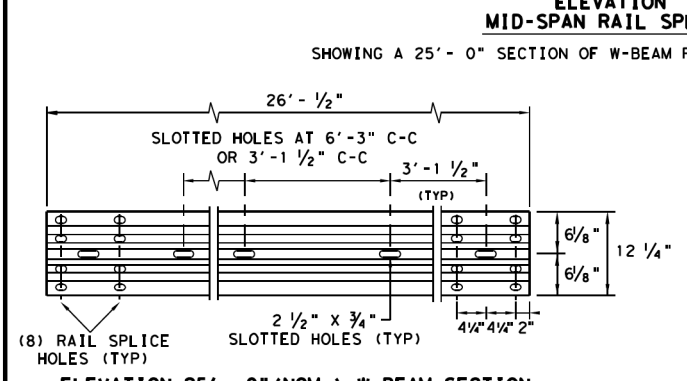
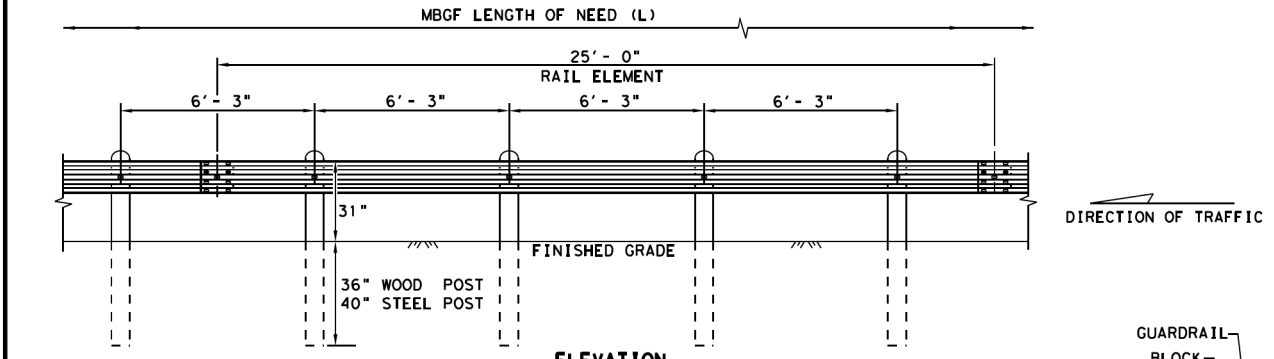
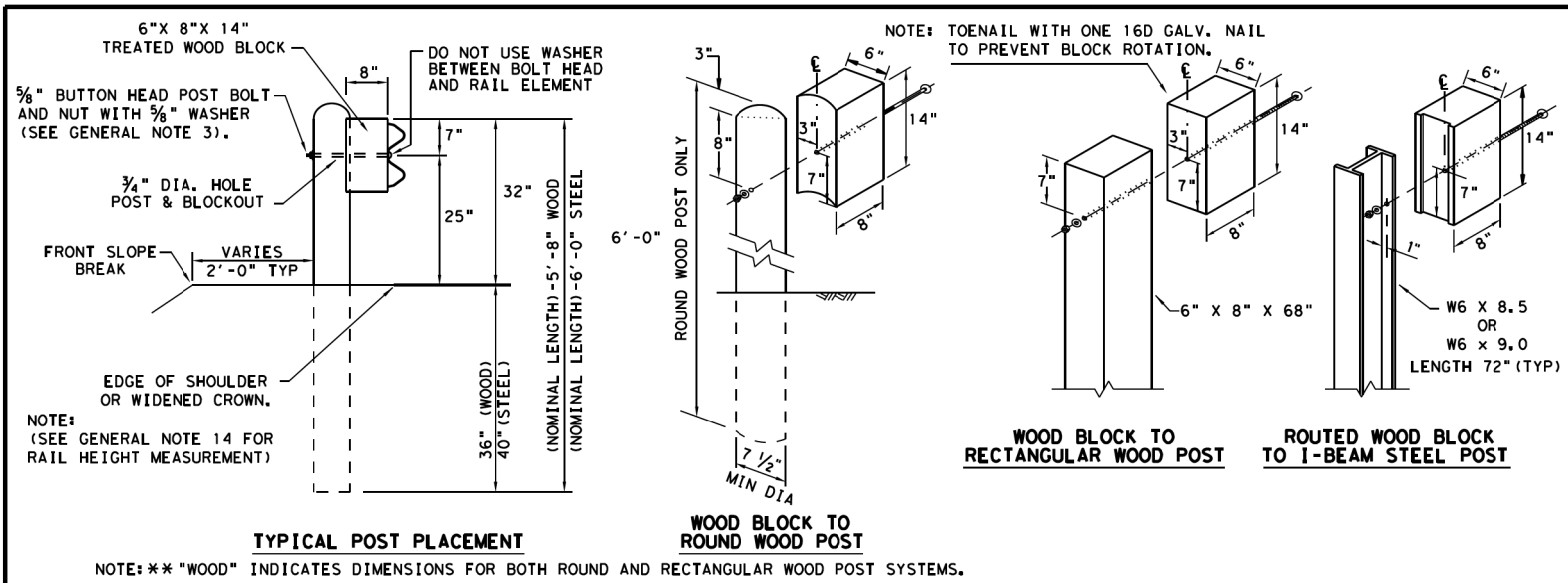


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TXDOT STANDARD

TOWN OF ADDISON, TEXAS

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- GENERAL NOTES**
- THE TYPE OF POST (ROUND WOOD POST, RECTANGULAR WOOD POST, OR STEEL POST) WILL BE AS SHOWN IN THE PLANS. THE EXACT POSITION OF MBGF SHALL BE SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. STEEL POSTS TO BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING."
  - RAIL ELEMENTS SHALL MEET THE REQUIREMENTS OF ITEM 540, "METAL BEAM GUARD FENCE" EXCEPT AS MODIFIED IN THE PLANS. THE CONTRACTOR MAY FURNISH RAIL ELEMENTS OF 25'-0", OR 12'-6" (NOM.) LENGTHS. RAIL ELEMENTS MAY HAVE SLOTTED HOLES AT 3'-1 1/2" C-C OR 6'-3" C-C. A SPECIAL LENGTH OF RAIL MAY BE MANUFACTURED TO ACCOMMODATE THE DOWNSTREAM ANCHOR TERMINAL (DAT) AND THE TRANSITION SECTIONS OF GUARDRAIL.
  - BUTTON HEAD "POST BOLTS & NUTS" SHALL MEET THE REQUIREMENTS OF (ASTM A307), AND SHALL BE OF SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND 5/8" WASHER (FWC16G) AND NOT MORE THAN 1" BEYOND IT. TRIM REMAINING BOLT LENGTH TO MEET REQUIRED LENGTH.
  - FITTINGS (BOLTS, NUTS, AND WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING." FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
  - CROWN SHALL BE WIDENED TO ACCOMMODATE THE METAL BEAM GUARD FENCE.
  - THE LATERAL APPROACH TO THE GUARD FENCE, SHALL HAVE A MAXIMUM SLOPE OF 1V:10H.
  - IF SHOWN ELSEWHERE IN THE PLANS OR AS DIRECTED BY THE ENGINEER, THE GUARD FENCE MAY BE FLARED AT A RATE OF 25:1 OR FLATTER.
  - UNLESS OTHERWISE SHOWN IN THE PLANS, GUARD FENCE PLACED IN THE VICINITY OF CURBS SHALL BE POSITIONED SO THAT THE FACE OF CURB IS LOCATED DIRECTLY BELOW OR BEHIND THE FACE OF THE RAIL. RAIL PLACED OVER CURBS SHALL BE INSTALLED SO THAT THE POST BOLT IS LOCATED APPROXIMATELY 25 INCHES ABOVE THE GUTTER PAN OR EDGE OF SHOULDER.
  - APPLICATIONS IN SOLID ROCK ARE ONLY ALLOWED WITH STEEL POSTS. IF SOLID ROCK IS ENCOUNTERED WITHIN 0 TO 18" OF THE FINISHED GRADE, DRILL A 24" DIA. HOLE, 24" INTO THE ROCK. IF SOLID ROCK IS ENCOUNTERED BELOW 18", DRILL A 12" DIA. HOLE, 12" INTO THE ROCK OR TO THE STANDARD EMBEDMENT DEPTH, WHICHEVER MAYBE LESS. ANY EXCESS POST LENGTH, AFTER MEETING THESE DEPTHS, MAY BE FIELD CUT TO ENSURE PROPER GUARDRAIL MOUNTING HEIGHT. BACKFILL WITH COARSE AGGREGATE MATERIAL.
  - POSTS SHALL NOT BE SET IN CONCRETE, OF ANY DEPTH.
  - SPECIAL FABRICATION WILL BE REQUIRED AT INSTALLATION LOCATIONS HAVING A CURVATURE OF LESS THAN 150 FT. RADIUS.
  - UNLESS OTHERWISE SHOWN IN THE PLANS, A COMPOSITE MATERIAL BLOCK THAT MEETS THE REQUIREMENTS OF DMS-7210, "COMPOSITE MATERIAL POSTS AND BLOCKS FOR METAL BEAM GUARD FENCE" MAY BE SUBSTITUTED FOR BLOCKS OF SIMILAR DIMENSIONS. THE CONSTRUCTION DIVISION, TxDOT MAINTAINS A MATERIAL PRODUCER LIST (MPL) FOR PRODUCERS OF MATERIALS CONFORMING TO DMS-7210 ONLY PRODUCERS ON THE MPL MAY FURNISH COMPOSITE MATERIAL BLOCKS.
  - FOR THE LOW FILL CULVERT OPTION, POSTS LOCATED PARTIALLY OR WHOLLY BETWEEN PRECAST BOX CULVERT UNITS, THE USE OF A CAST-IN-PLACE CONCRETE CLOSURE BETWEEN BOXES IS REQUIRED. THE LENGTH OF THE CAST-IN-PLACE CONCRETE CLOSURE SHALL ACCOMMODATE THE PLACEMENT OF THE LOW FILL CULVERT OPTION. SEE CONCRETE CLOSURE DETAILS ON BRIDGE STANDARD SCP-MD.
  - GUARDRAIL HEIGHT MEASUREMENT: WHEN THE GUARDRAIL IS LOCATED ABOVE PAVEMENT, MEASURE THE HEIGHT FROM THE PAVEMENT TO THE TOP OF THE W-BEAM RAIL. WHEN THE GUARDRAIL IS LOCATED UP TO 2 FT. OFF OF THE EDGE OF PAVEMENT OR FOR A PAVEMENT OVERLAY, USE A 10-FOOT STRAIGHTEDGE TO EXTEND THE PAVEMENT/SHOULDER SLOPE TO THE BACK OF RAIL, MEASURE FROM THE BOTTOM OF STRAIGHTEDGE TO THE TOP OF RAIL. FOR GUARDRAIL LOCATED DOWN A 10:1 SLOPE, MEASURE FROM THE NOMINAL TERRAIN.

NOTE: TRANSITIONS TO BRIDGE RAILS OR TRAFFIC BARRIERS. SEE GF(31)TL3 TR STANDARD FOR HIGH-SPEED TL-3 TRANSITIONS. SEE GF(31)TL2 TR STANDARD FOR LOW-SPEED TL-2 TRANSITIONS.

Texas Department of Transportation  
**METAL BEAM GUARD FENCE**  
**TL-3 MASH COMPLIANT**  
**GF (31) - 19**

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REVISIONS:	DIST:	COUNTY:	SHEET NO.:	

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 TEXAS REGISTRATION NO. F-5713  
 3000 Internet Boulevard Suite 400 Frisco, TX 75034 (972) 377-7480

STATE OF TEXAS  
 QUINN G. SPANN, JR.  
 68109  
 REGISTERED PROFESSIONAL ENGINEER

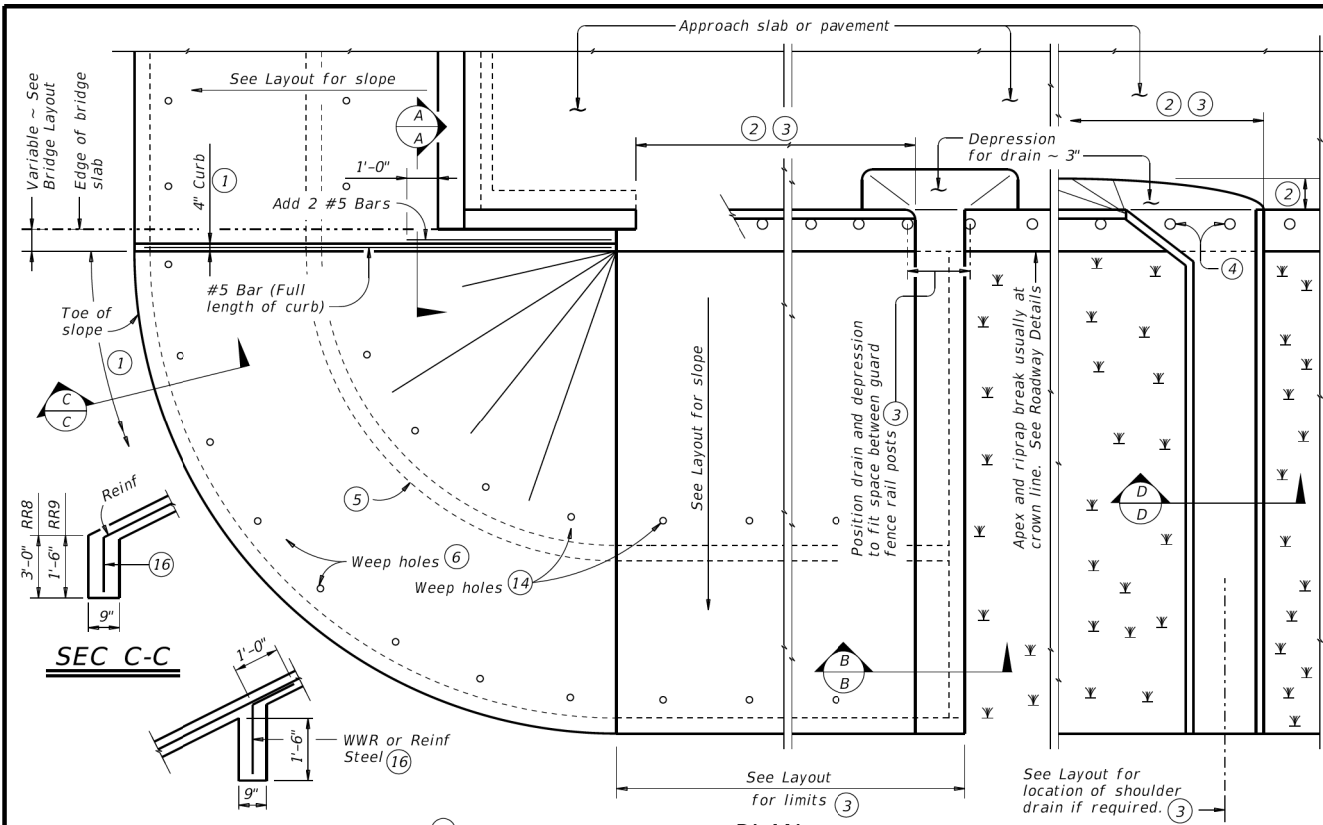
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DATE 3/29/2024	SCALE AS SHOWN



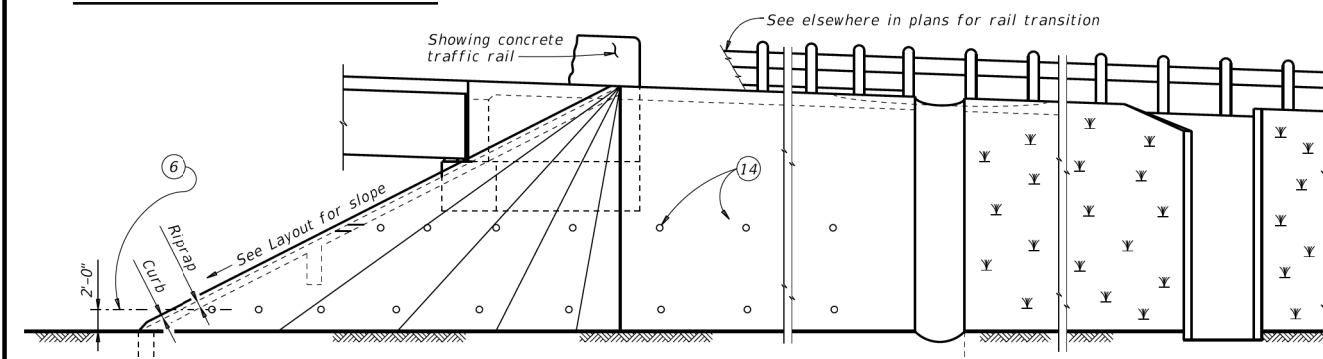
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 TxDOT STANDARD  
 TOWN OF ADDISON, TEXAS

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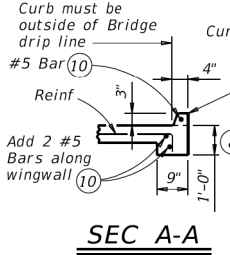


**INTERMEDIATE TOEWALL** (5)

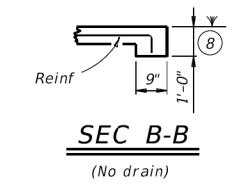
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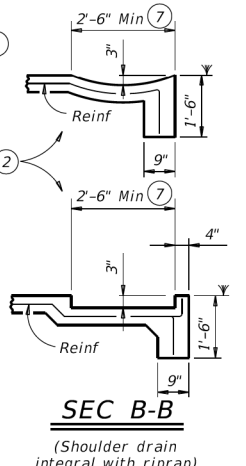
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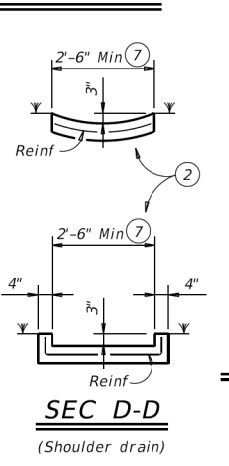
**SEC A-A**



**SEC B-B**  
(No drain)



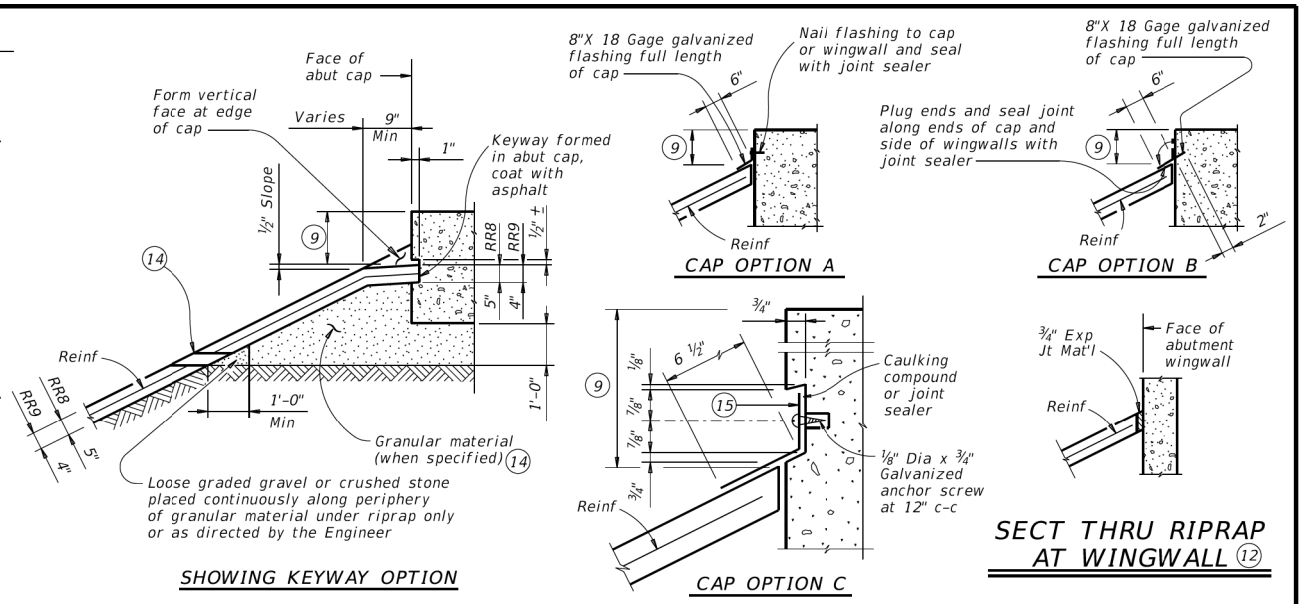
**SEC B-B**  
(Shoulder drain integral with riprap)



**SEC D-D**  
(Shoulder drain)

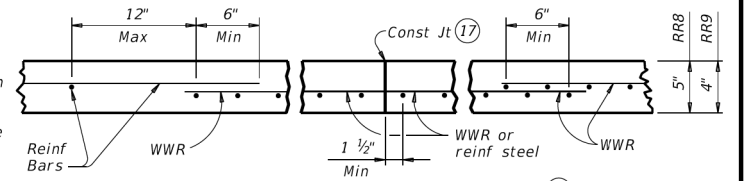
**RIPRAP DETAIL AT COLUMNS**

(As directed by the Engineer)



**SHOWING KEYWAY OPTION**

**SECTIONS THRU RIPRAP AT CAP** (11)



**REINFORCEMENT DETAILS** (13)

See General Notes for optional synthetic fiber reinforcement.

- 1 When riprap is shown extended around header on layout, extend slab and toewall as shown and eliminate 4" curb.
- 2 Limits and configuration of drains and depressions are as shown elsewhere in plans or as directed by the Engineer.
- 3 Location of shoulder drain must consider limitations imposed by rail transition. Do not locate shoulder drains at expansion joints between approach slab and concrete pavement.
- 4 See details elsewhere in plans for installation of guard fence posts through concrete riprap.
- 5 Provide intermediate toewall only when designated elsewhere in the plans or included in the specifications.
- 6 Provide lower level of 2" Dia weep holes at 10' c-c backed by 1 CF packet of gravel and galvanized hardware cloth at all locations unless directed by the Engineer to eliminate.
- 7 Use wider or other drain configurations if shown elsewhere in plans or if directed by the Engineer.
- 8 Wall extension may be reduced or modified if approved by the Engineer. Increase wall extension to 1'-6" whenever the optional intermediate toewall is called for in the plans.
- 9 Top of cap to top of riprap dimension varies as directed by the Engineer. Should be 9" Min for beam/slab type bridges and 1'-6" for slab span, box beam, or slab beam bridges.
- 10 #5 bars shown are required even when synthetic fiber reinforcing option is selected.
- 11 Provide sealing option for joint between the face of cap and riprap as designated by the Engineer or as shown elsewhere on plans.
- 12 Flashing (shown in Cap Option A) may be used at wingwall in addition to Exp Jt Mat'l if shown on plans or directed by the Engineer.
- 13 Provide #3 reinforcing bars at 18" Spa c-c. Provide Welded Wire Reinforcement (WWR) as 6x6-D2.9xD2.9 or D3xD3. Combinations of WWR and reinforcing bars may be used if both are permitted. Use lap splices of a minimum 6 inches, measured from the transverse wire of WWR, and the ends of reinforcing bars.
- 14 If granular material is specified, provide upper level of 2" Dia weep holes at 10' c-c backed by galvanized hardware cloth.
- 15 8" x 18 Gage Galv Sheet Metal
- 16 Provide WWR or #3 bars, with 1'-0" extension into slope.
- 17 WWR or reinforcing steel is continuous through riprap construction joints. Provide WWR or reinforcing steel that extends 1'-1" minimum into adjacent riprap on each side of construction joint even if synthetic reinforcing fiber is utilized.

**GENERAL NOTES:**  
 Provide Class "B" concrete (f'c = 2,000 psi) unless noted elsewhere in plans.  
 Provide Grade 60 reinforcing steel.  
 Provide deformed welded wire reinforcement (WWR) meeting ASTM A1064, unless otherwise shown.  
 Provide reinforcing bars, deformed WWR, or any suitable combination of both types for riprap reinforcing, unless specified elsewhere in the plans.  
 Optionally synthetic fibers may be used if approved by the Engineer. Provide synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) in lieu of steel reinforcing in riprap concrete.  
 Install construction joints or grooved joints extending the full slant slope height at intervals of approximately 20 feet unless otherwise directed by the Engineer.  
 Hardware cloth, loose grade stone behind weep holes, flashing, or other sealing material are subsidiary to the bid item "Riprap".  
 See Layout for limits of riprap.  
 RR8 is to be used on stream crossings.  
 RR9 is to be used on other embankments.

FOR CONTRACTOR'S INFORMATION ONLY:

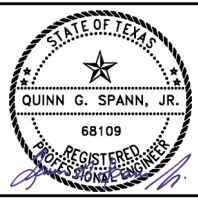
5" of RR8	= 0.015 CY/SF
4" of RR9	= 0.012 CY/SF
#3 Reinf at 18" c-c	= 0.501 Lbs/SF
6x6-D3xD3	= 0.408 Lbs/SF

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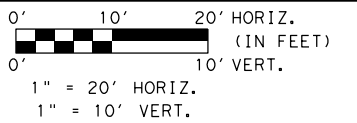
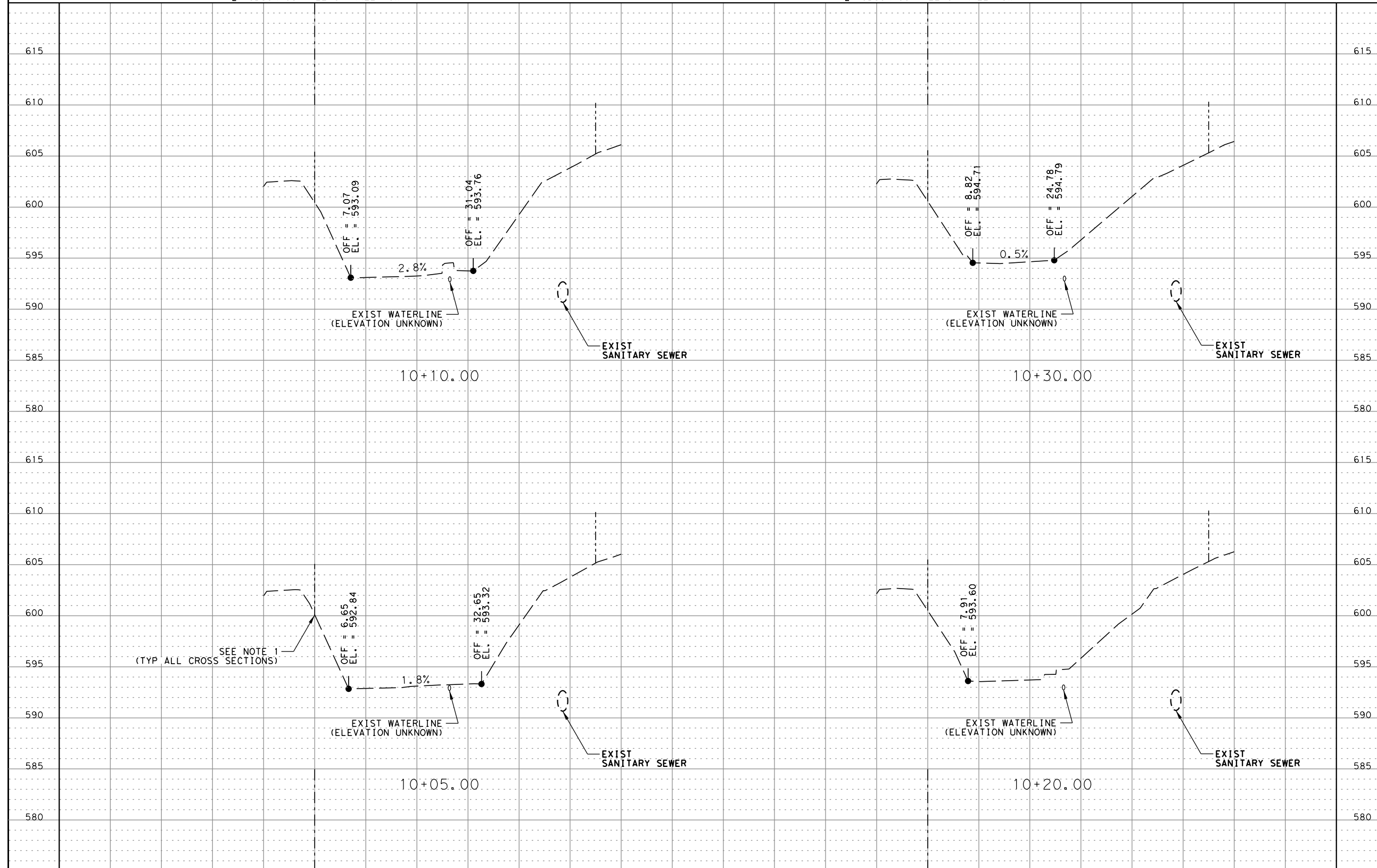


ADDISON HUTTON OUTFALL CHANNEL AND TOWN HALL CHANNEL IMPROVEMENTS  
 TxDOT STANDARD  
 TOWN OF ADDISON, TEXAS

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HUDSON OUTFALL CHANNEL ROW

HUDSON OUTFALL CHANNEL ROW



LEGEND

- EXISTING ROW
- CHANNEL TOE TO BE FILLED W/ FOAM (BY OTHERS)

NOTE 1: THE OFFSET DIMENSIONS FOR THE CROSS SECTIONS ARE BASED ON 0- FEET STARTING FROM THE HUDSON OUTFALL CHANNEL ROW.

SEE NOTE 1  
(TYP ALL CROSS SECTIONS)

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HUDSON OUTFALL CHANNEL ROW

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ADDISON HUTTON OUTFALL CHANNEL  
AND TOWN HALL CHANNEL IMPROVEMENTS

CROSS SECTIONS

TOWN OF ADDISON, TEXAS

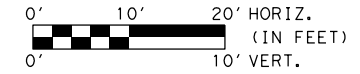
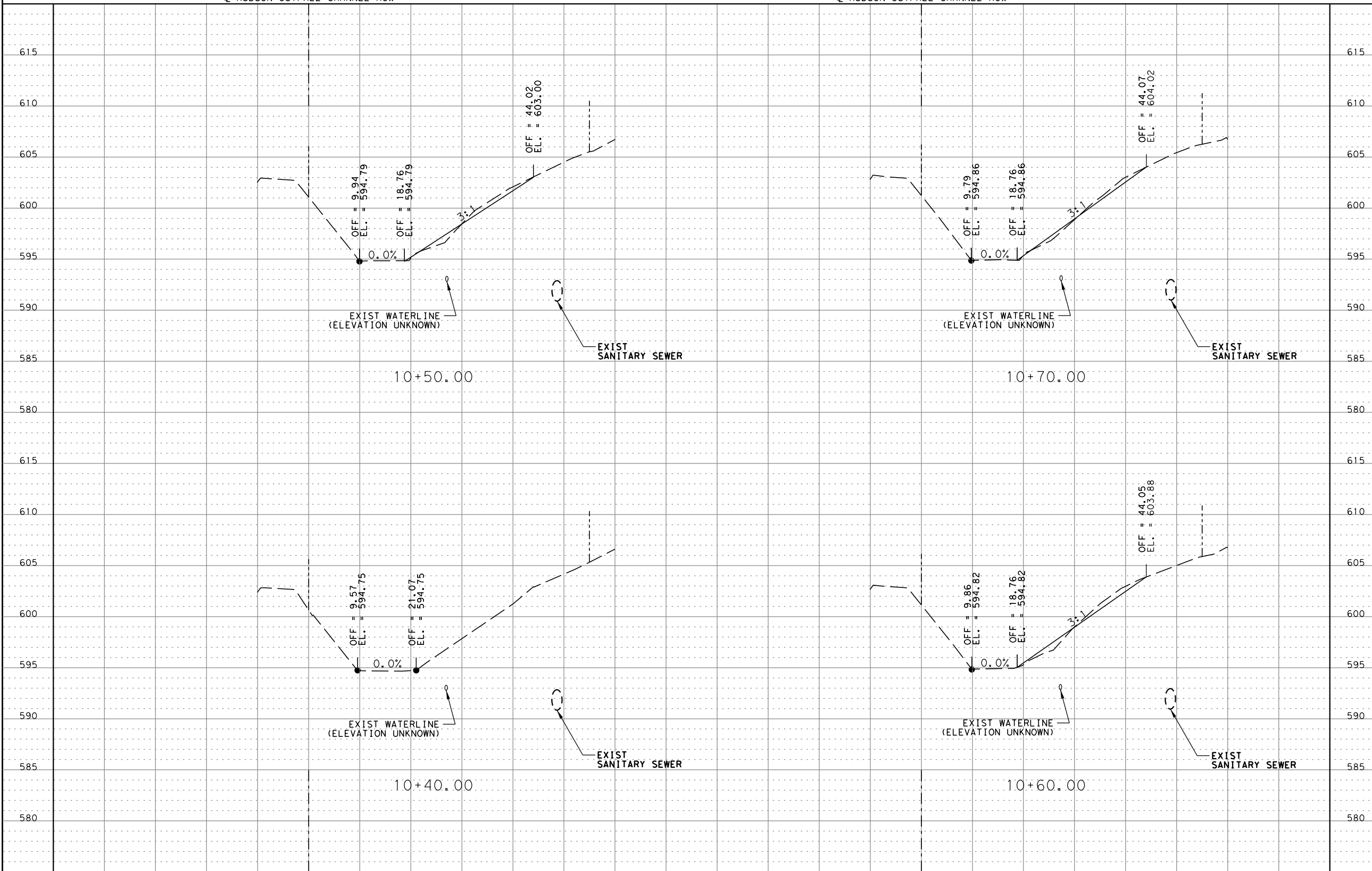
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SHEET NO.  
**X1**

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HUDSON OUTFALL CHANNEL ROW

HUDSON OUTFALL CHANNEL ROW



1" = 20' HORIZ.  
1" = 10' VERT.

**LEGEND**

- EXISTING ROW
- CHANNEL TOE TO BE FILLED W/ FOAM (BY OTHERS)

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HUDSON OUTFALL CHANNEL ROW

HUDSON OUTFALL CHANNEL ROW

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ADDISON HUTTON OUTFALL CHANNEL  
AND TOWN HALL CHANNEL IMPROVEMENTS

CROSS SECTIONS

TOWN OF ADDISON, TEXAS

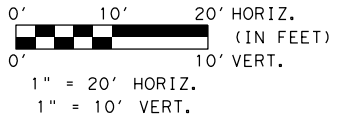
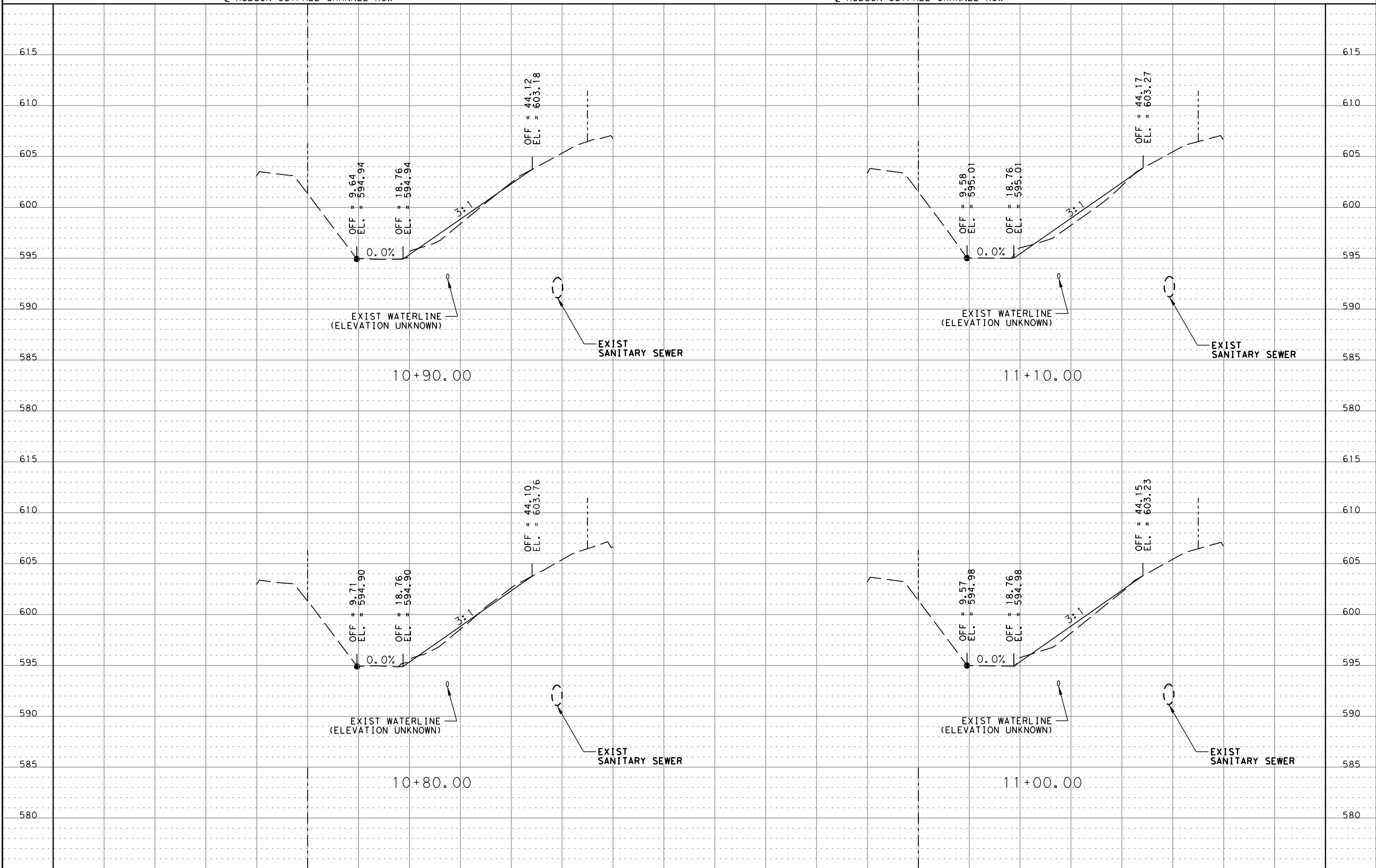
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HUDSON OUTFALL CHANNEL ROW

HUDSON OUTFALL CHANNEL ROW



**LEGEND**

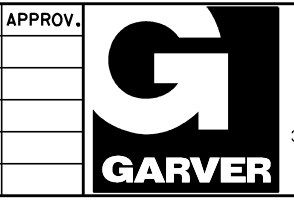
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- CHANNEL TOE TO BE FILLED W/ FOAM (BY OTHERS)

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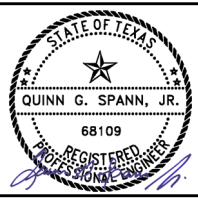
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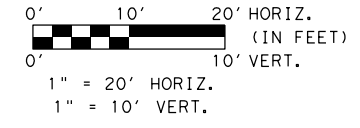
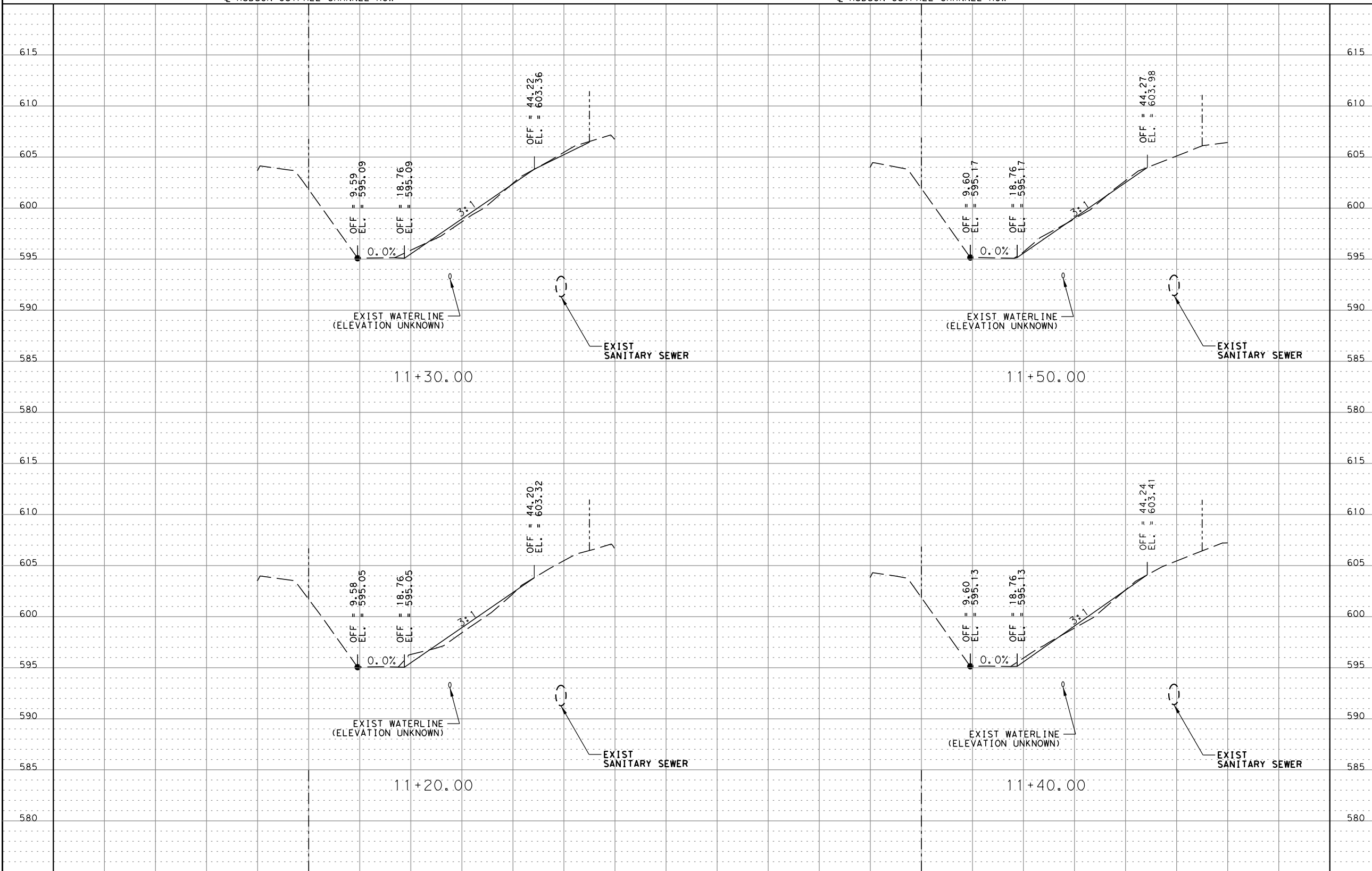
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 AND TOWN HALL CHANNEL IMPROVEMENTS  
 CROSS SECTIONS  
 TOWN OF ADDISON, TEXAS

SHEET  
 3 OF 8  
 SHEET NO.  
**X3**

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HUDSON OUTFALL CHANNEL ROW

HUDSON OUTFALL CHANNEL ROW



**LEGEND**

- EXISTING ROW
- CHANNEL TOE TO BE FILLED W/ FOAM (BY OTHERS)

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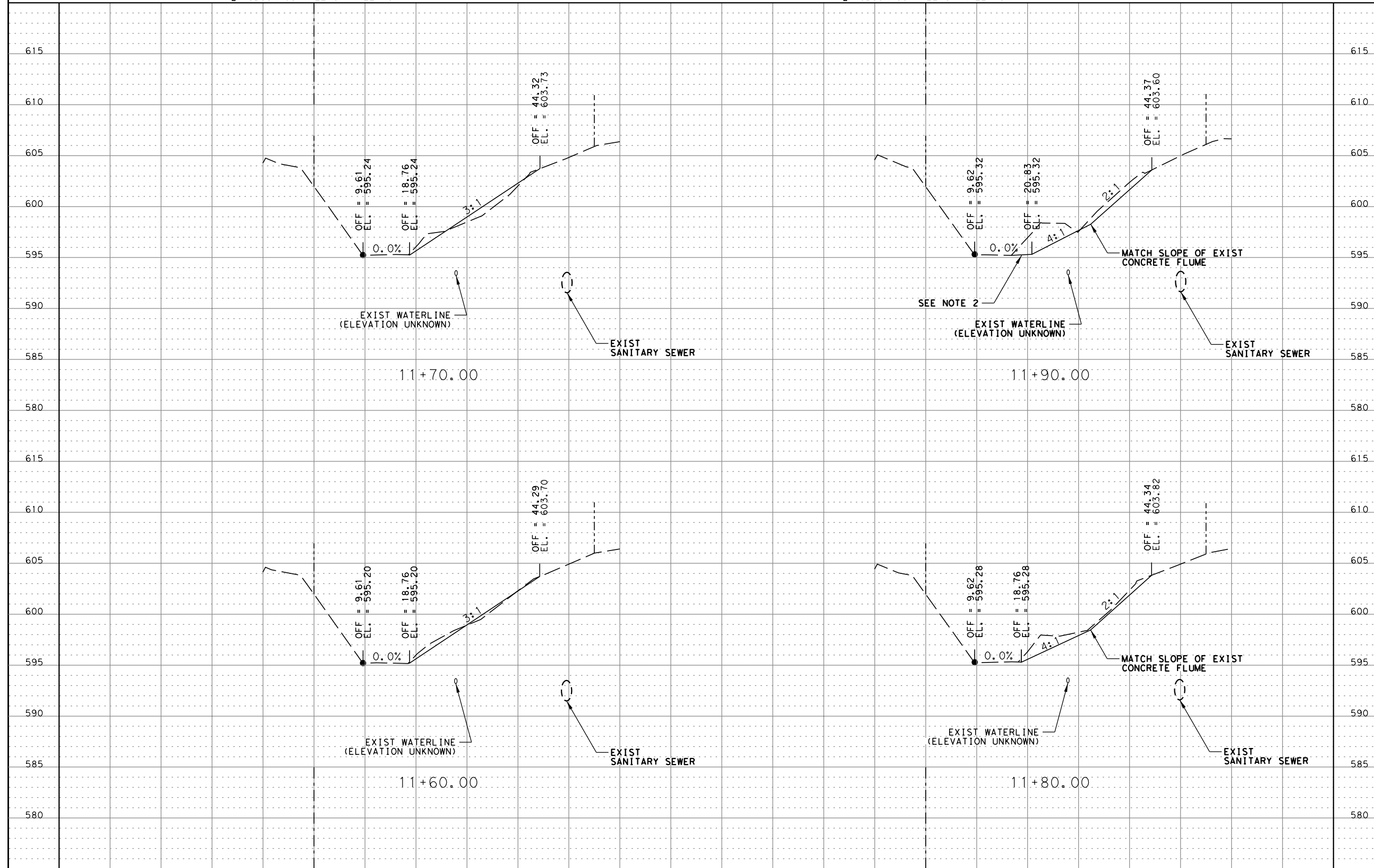
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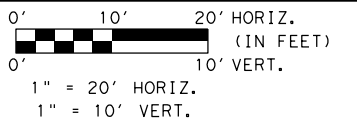
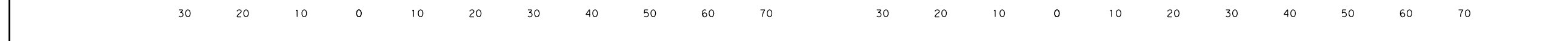
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HUDSON OUTFALL CHANNEL ROW

HUDSON OUTFALL CHANNEL ROW



LEGEND

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NOTE 2: CONTRACTOR TO FIELD ADJUST BOTTOM OF GRADING LIMITS TO MATCH EXIST ROCK CHANNEL ELEVATION.

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 AND TOWN HALL CHANNEL IMPROVEMENTS  
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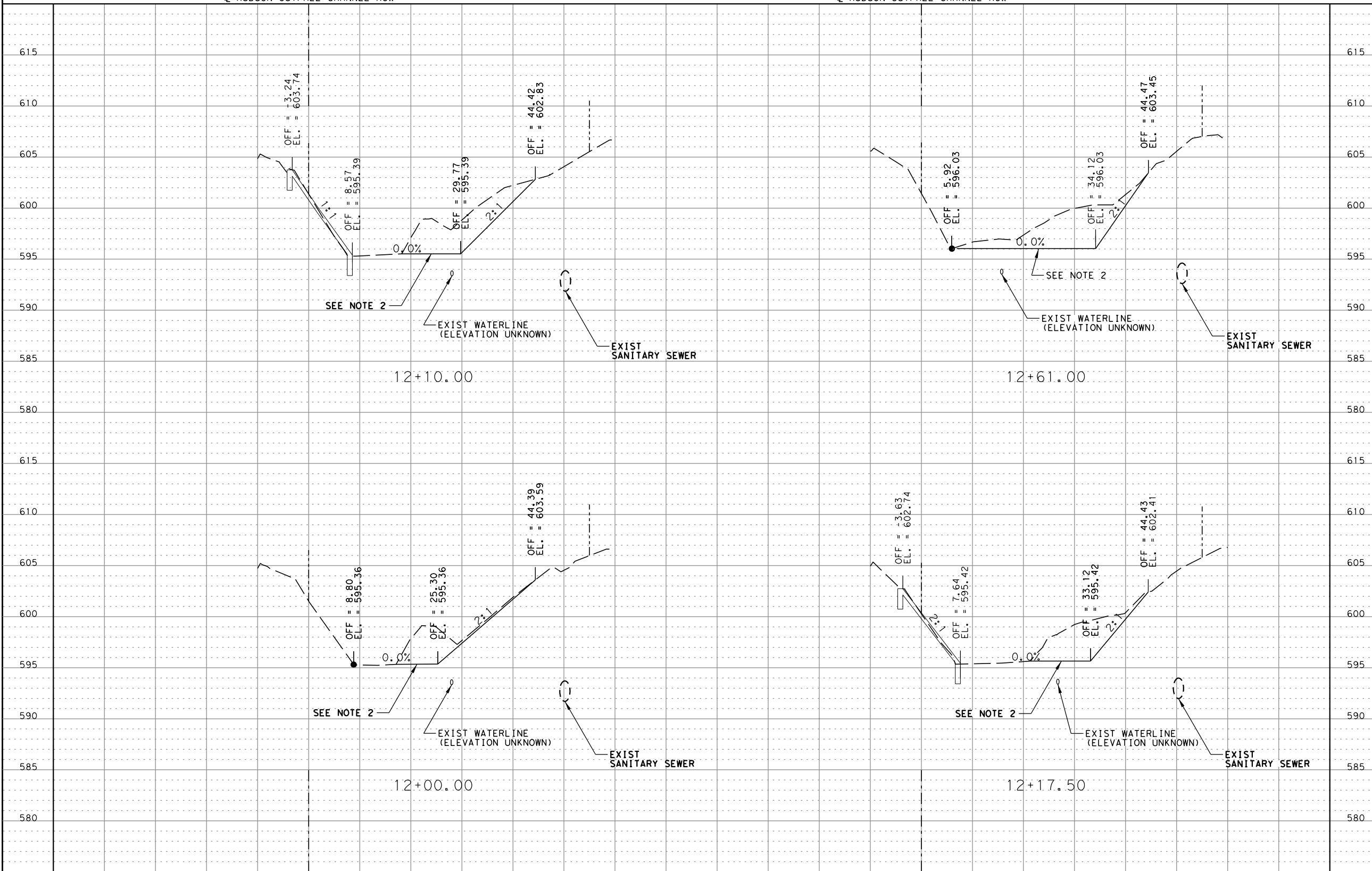
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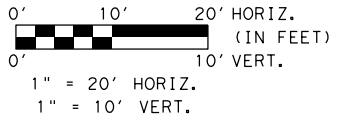
HUDSON OUTFALL CHANNEL ROW



HUDSON OUTFALL CHANNEL ROW

HUDSON OUTFALL CHANNEL ROW

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**LEGEND**

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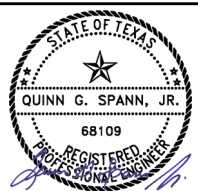
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CROSS SECTIONS

TOWN OF ADDISON, TEXAS

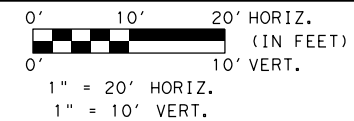
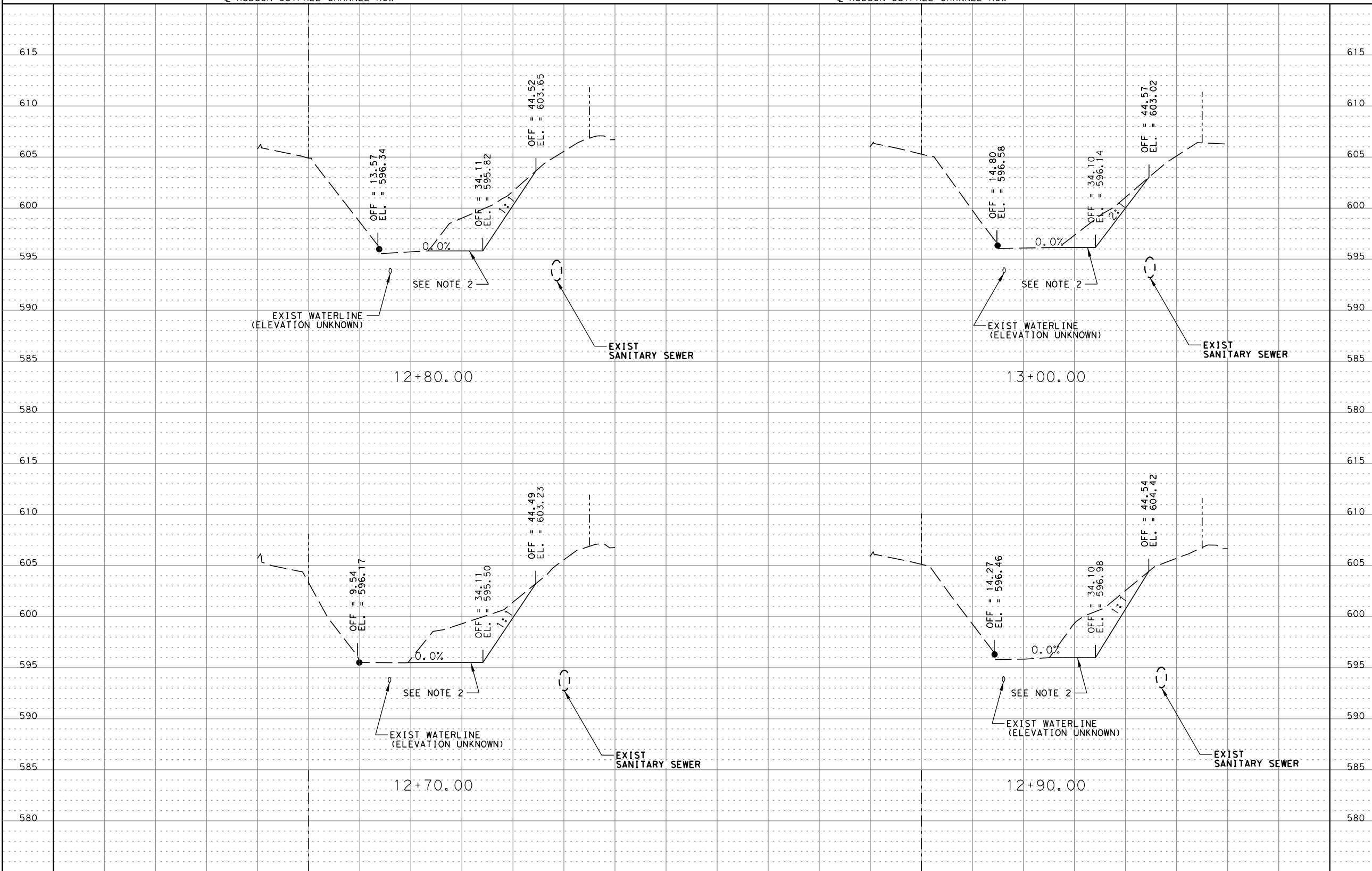
SHEET  
 6 OF 8

SHEET NO.  
**X6**

30 20 10 0 10 20 30 40 50 60 70 30 20 10 0 10 20 30 40 50 60 70

HUDSON OUTFALL CHANNEL ROW

HUDSON OUTFALL CHANNEL ROW



**LEGEND**

- EXISTING ROW
- CHANNEL TOE TO BE FILLED W/ FOAM (BY OTHERS)

NOTE 1: THE OFFSET DIMENSIONS FOR THE CROSS SECTIONS ARE BASED ON 0- FEET STARTING FROM THE HUDSON OUTFALL CHANNEL ROW.

NOTE 2: CONTRACTOR TO FIELD ADJUST BOTTOM OF GRADING LIMITS TO MATCH EXIST ROCK CHANNEL ELEVATION.

3/29/2024 9:11:54 AM  
 WORKSPACE:TXDOT\_2016  
 L:\2022\22146004 - Addison Airport Hutton Outfall Channel\Drawings\AAO\_XS\_01.dgn  
 REVISED DATE:

NO.	DATE	REVISION	APPROV.



TEXAS  
REGISTRATION NO.  
F-5713

3000 Internet Boulevard  
Suite 400  
Frisco, TX 75034  
(972) 377-7480



Digitally  
Signed on  
3-28-2024

PRJ NO.	22T46004
PRJ NO.	2400378
DESIGN CHECK	SLB QGS
DRAWN CHECK	SLB QGS
DATE	3/29/2024
SCALE	AS SHOWN



ADDISON HUTTON OUTFALL CHANNEL  
AND TOWN HALL CHANNEL IMPROVEMENTS

CROSS SECTIONS

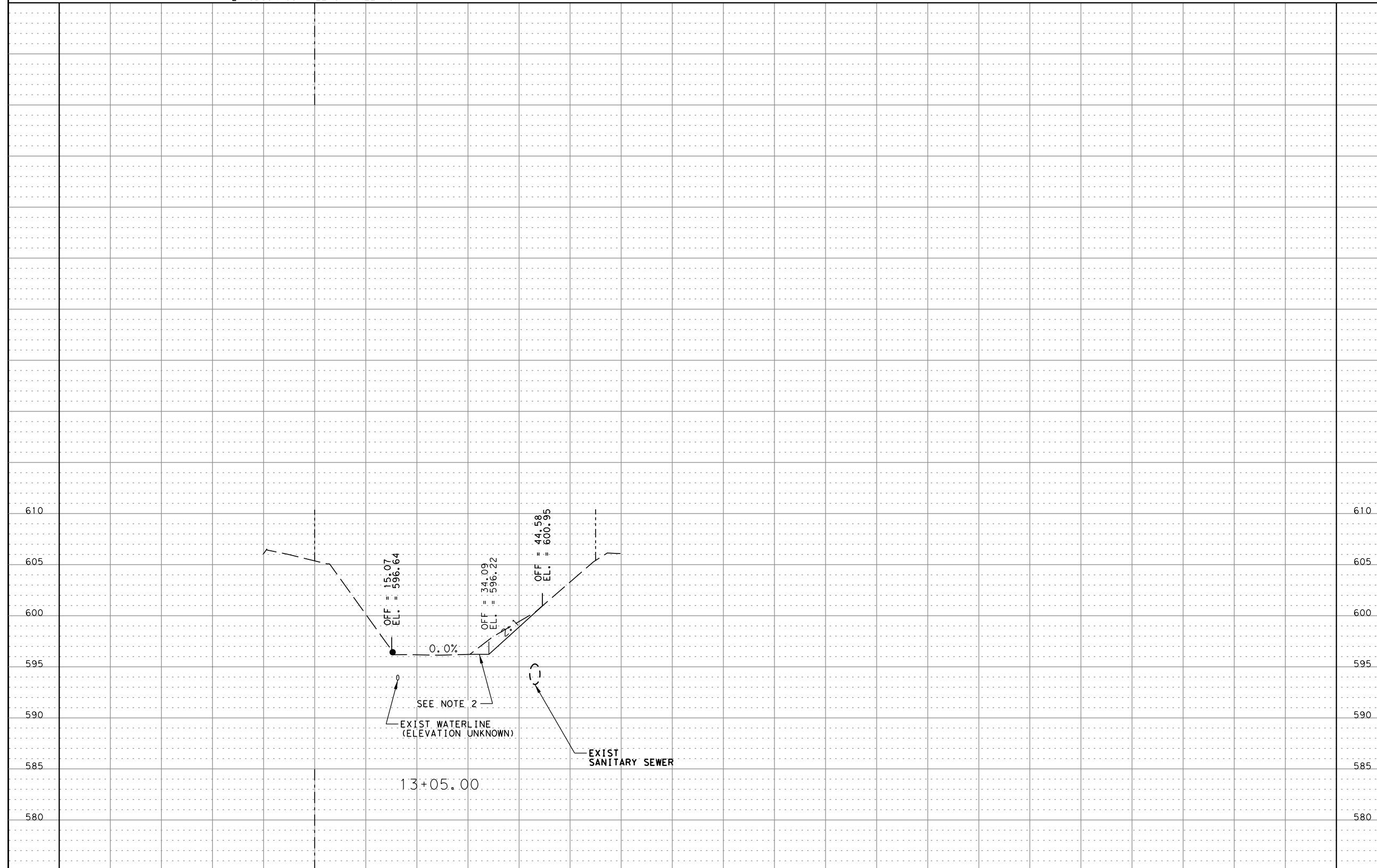
TOWN OF ADDISON, TEXAS

SHEET  
7 OF 8

SHEET NO.  
**X7**

30 20 10 0 10 20 30 40 50 60 70

HUDSON OUTFALL CHANNEL ROW



30 20 10 0 10 20 30 40 50 60 70

HUDSON OUTFALL CHANNEL ROW

0' 10' 20' HORIZ.  
(IN FEET)  
0' 10' VERT.  
1" = 20' HORIZ.  
1" = 10' VERT.

**LEGEND**

- EXISTING ROW
- CHANNEL TOE TO BE FILLED W/ FOAM (BY OTHERS)

NOTE 1: THE OFFSET DIMENSIONS FOR THE CROSS SECTIONS ARE BASED ON 0- FEET STARTING FROM THE HUDSON OUTFALL CHANNEL ROW.

NOTE 2: CONTRACTOR TO FIELD ADJUST BOTTOM OF GRADING LIMITS TO MATCH EXIST ROCK CHANNEL ELEVATION.

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 WORKSPACE:\XDOT\_2016  
 L:\2022\22146004 - Addison Airport Hutton Outfall Channel\Drawings\AAO\_XS\_01.dgn  
 REVISED DATE:

NO.	DATE	REVISION	APPROV.

**GARVER**

TEXAS  
REGISTRATION NO.  
F-5713

3000 Internet Boulevard  
Suite 400  
Frisco, TX 75034  
(972) 377-7480

STATE OF TEXAS  
REGISTERED PROFESSIONAL ENGINEER  
QUINN G. SPANN, JR.  
68109

Digitally Signed on  
3-28-2024

PRJ NO.	22T46004
PRJ NO.	2400378
DESIGN CHECK	SLB QGS
DRAWN CHECK	SLB QGS
DATE	3/29/2024
SCALE	AS SHOWN



ADDISON HUTTON OUTFALL CHANNEL  
AND TOWN HALL CHANNEL IMPROVEMENTS

CROSS SECTIONS

TOWN OF ADDISON, TEXAS

SHEET 8 OF 8

SHEET NO. **X8**