

ADDENDUM NO. 1

TO: ALL PLAN HOLDERS

RE: Downtown Sidewalk Improvements – City of Dekalb, Texas

ADDENDUM DATE: July 16, 2024

The Plans, Specifications and Contract Documents for the above referenced project are hereby modified as follows:

- **Bid Proposal: Remove and Replace Bid Proposal with attached.**
 - a. **Item added for removal of sidewalk drains**
 - b. **Existing meter removal increased**
 - c. **Type D railing clarified to match plans**
- **Plan Set: Remove and Replace Plan Set with attached.**
 - a. **Meter removal clarified on northwest end**
 - b. **Rebar for concrete walk detail clarified to be #3 bars at 18”**

PROJECT CLARIFICATION

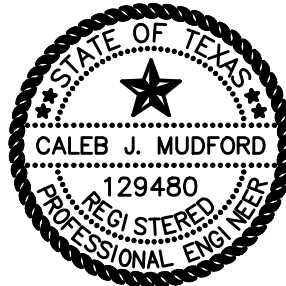
1. Lay down area available on city property located just north of project near intersection Runnels and Fulton streets.
2. Mobile crash attenuator devices are not anticipated to be required by TXDOT for this project and project is to be bid without their use at this time. A request for information from TXDOT has been made to their necessity and will update plan holders if information is received by 2:00 pm Wednesday the 17th. All other traffic control devices shown in TXDOT detail sheets for this type of construction will be required throughout the duration of the project.

ADDENDUM NO.1 ISSUED BY:

A.L. FRANKS ENGINEERING



Caleb Mudford, P.E.
Project Manager

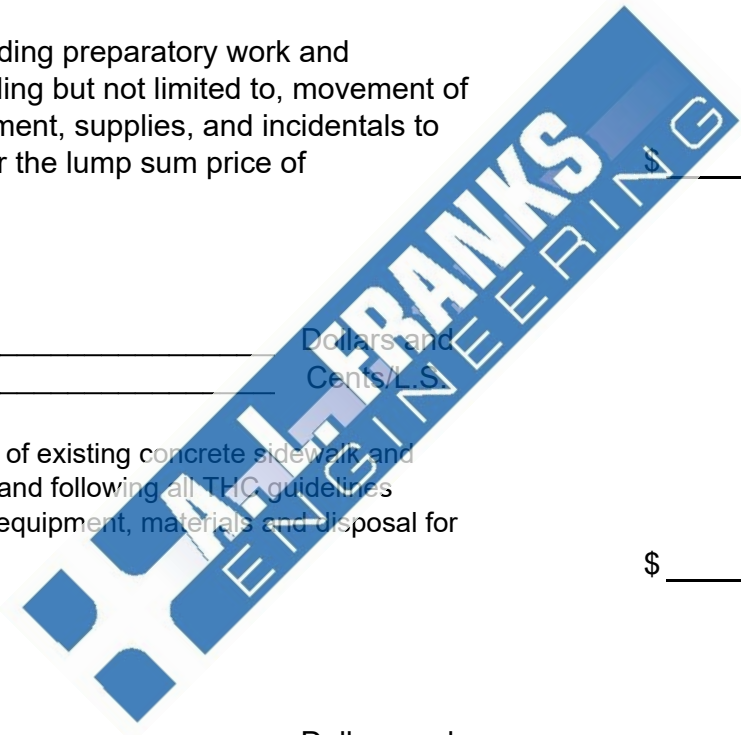


7-16-24

CITY OF DEKALB, TEXAS
DOWNTOWN SIDEWALK IMPROVEMENTS

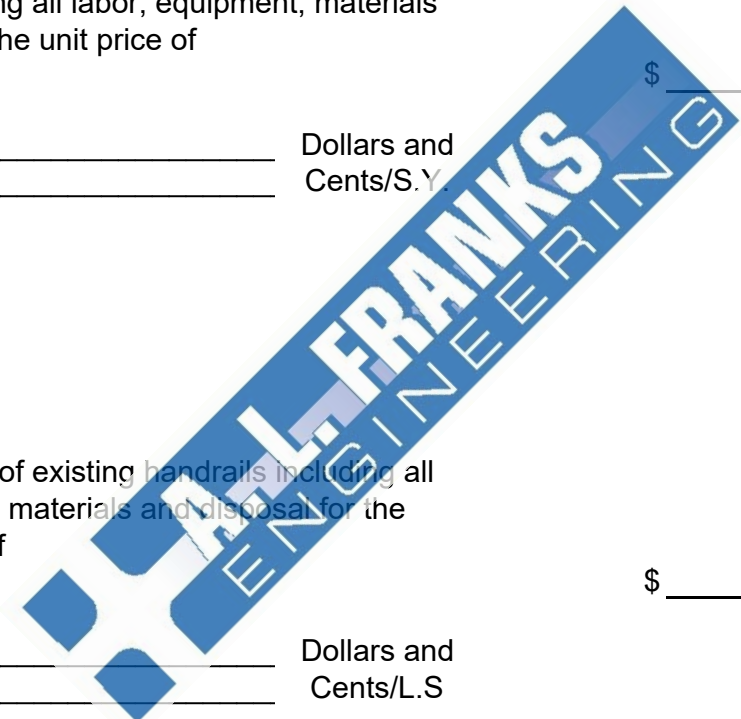
BID PROPOSAL

ITEM	QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
1	1	L.S.	Mobilization including preparatory work and operations, including but not limited to, movement of personnel, equipment, supplies, and incidentals to the project site for the lump sum price of	_____	\$ _____
			_____ Dollars and _____ Cents/L.S.		
2	760	S.Y.	Perform demolition of existing concrete sidewalk and steps to neat lines and following all THC guidelines including all labor, equipment, materials and disposal for the unit price of	\$ _____	\$ _____
			_____ Dollars and _____ Cents/S.Y.		



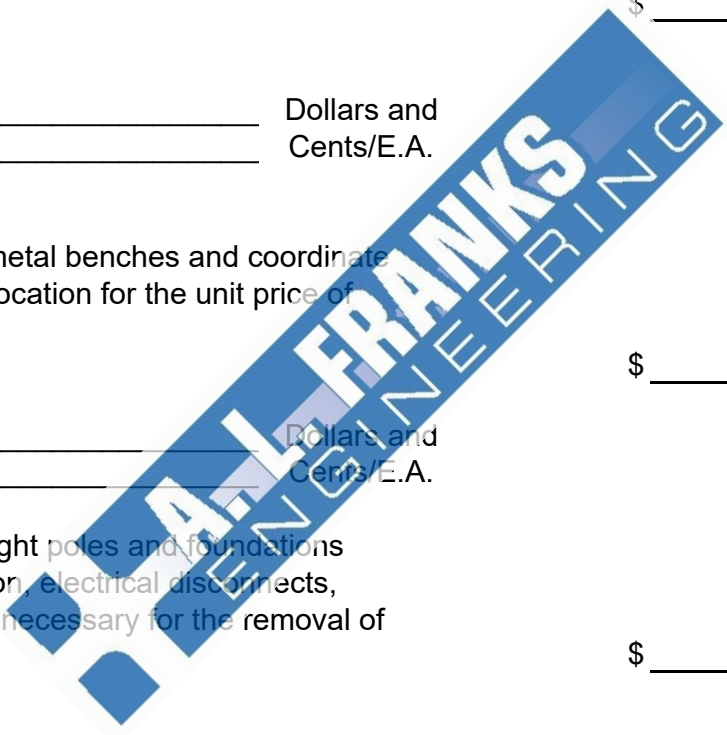
BID PROPOSAL CONTINUED

ITEM	QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
3	18	S.Y.	Perform removal of existing asphalt pavement to neat lines including all labor, equipment, materials and disposal for the unit price of _____ Dollars and _____ Cents/S.Y.	\$ _____	\$ _____
4	1	L.S.	Perform removal of existing handrails including all labor, equipment, materials and disposal for the lump sum price of _____ Dollars and _____ Cents/L.S.	\$ _____	\$ _____



BID PROPOSAL CONTINUED

ITEM	QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
5	4	E.A.	Remove existing water meters including excavation, plugs, disposal and work necessary for the abandonment of water service for the unit price of _____ Dollars and _____ Cents/E.A.	\$ _____	\$ _____
6	2	E.A.	Remove existing metal benches and coordinate w/city for storage location for the unit price of _____ Dollars and _____ Cents/E.A.	\$ _____	\$ _____
7	4	E.A.	Remove existing light poles and foundations including excavation, electrical disconnects, disposal and work necessary for the removal of existing light poles _____ Dollars and _____ Cents/E.A.	\$ _____	\$ _____

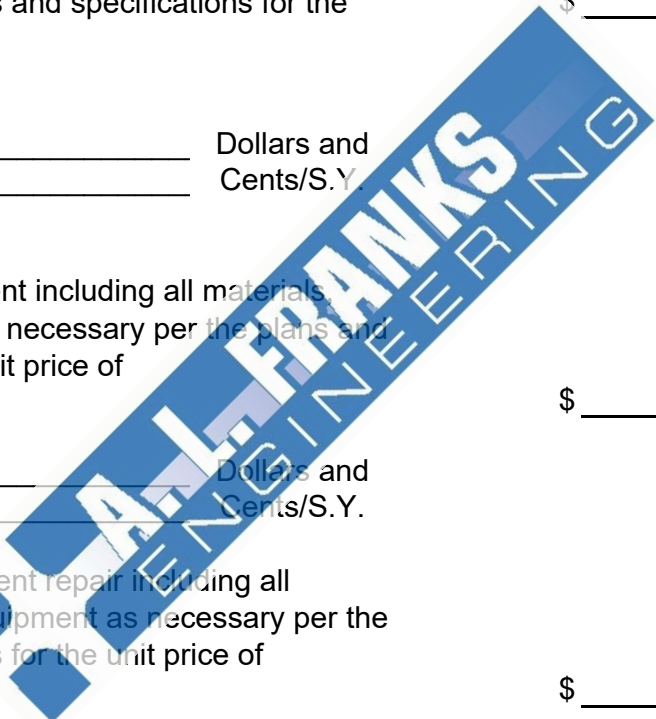


BID PROPOSAL CONTINUED

ITEM	QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
8	2	E.A.	Remove existing riser poles including excavation, disconnects as necessary, disposal and work necessary for the removal of existing riser poles for the unit price of _____ Dollars and _____ Cents/E.A.	\$ _____	\$ _____
9	1	L.S.	Remove existing sidewalk drains of various sizes including excavation, demolition, disposal and work necessary for the removal of existing sidewalk drains for the lump sum price of _____ Dollars and _____ Cents/L.S.	\$ _____	\$ _____
10	2	E.A.	Remove existing masonry planter boxes including excavation, demolition, disposal and work necessary for the removal of existing masonry planter boxes for the unit price of _____ Dollars and _____ Cents/E.A.	\$ _____	\$ _____

BID PROPOSAL CONTINUED

ITEM	QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
11	745	S.Y.	Install concrete sidewalk, including turn down curb, footings, weep holes, grading, subgrade preparation, materials, labor and equipment as necessary per the plans and specifications for the unit price of	\$ _____	\$ _____
			_____ Dollars and _____ Cents/S.Y.		
12	18	S.Y.	Install concrete pavement including all materials, labor and equipment as necessary per the plans and specifications for the unit price of	\$ _____	\$ _____
			_____ Dollars and _____ Cents/S.Y.		
13	100	S.Y.	Perform asphalt pavement repair including all materials, labor and equipment as necessary per the plans and specifications for the unit price of	\$ _____	\$ _____
			_____ Dollars and _____ Cents/S.Y.		

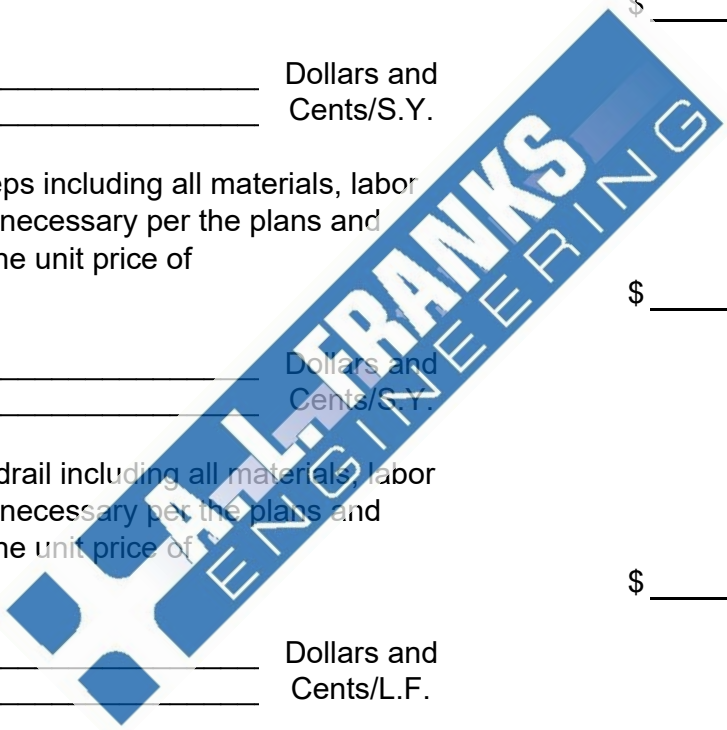


BID PROPOSAL CONTINUED

ITEM	QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
14	40	S.Y.	Perform regrading of existing gravel drive including all materials, labor and equipment as necessary per the plans and specifications for the unit price of _____ Dollars and _____ Cents/S.Y.	\$ _____	\$ _____
15	18	S.Y.	Perform subgrade preparation for concrete pavement including all excavation, materials, labor and equipment as necessary per the plans and specifications for the unit price of _____ Dollars and _____ Cents/S.Y.	\$ _____	\$ _____
16	26	S.Y.	Install ADA ramp w/Type D railing including all materials, labor and equipment as necessary per the plans and specifications for the unit price of _____ Dollars and _____ Cents/S.Y.	\$ _____	\$ _____

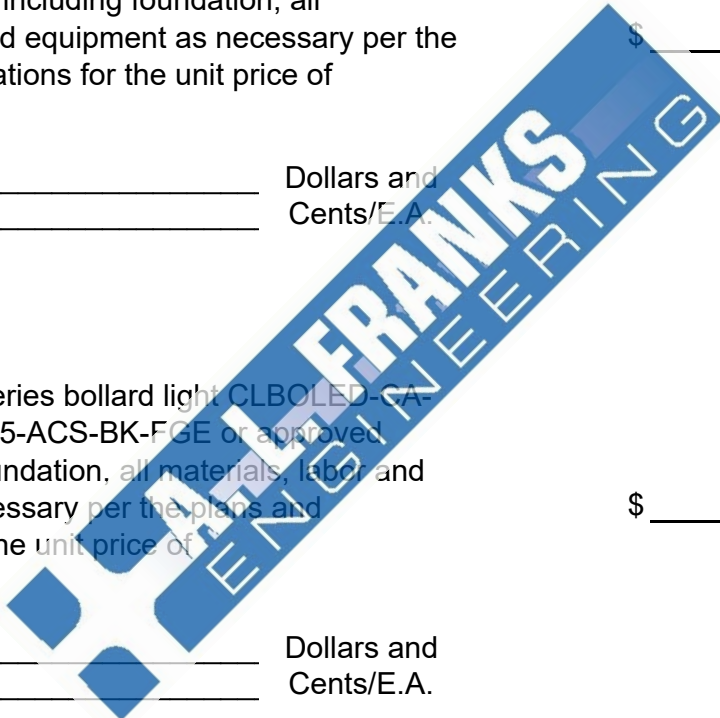
BID PROPOSAL CONTINUED

ITEM	QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
17	20	S.Y.	Install ADA ramp including all materials, labor and equipment as necessary per the plans and specifications for the unit price of _____ Dollars and _____ Cents/S.Y.	\$ _____	\$ _____
18	38	S.Y.	Install concrete steps including all materials, labor and equipment as necessary per the plans and specifications for the unit price of _____ Dollars and _____ Cents/S.Y.	\$ _____	\$ _____
19	140	L.F.	Install Type D handrail including all materials, labor and equipment as necessary per the plans and specifications for the unit price of _____ Dollars and _____ Cents/L.F.	\$ _____	\$ _____



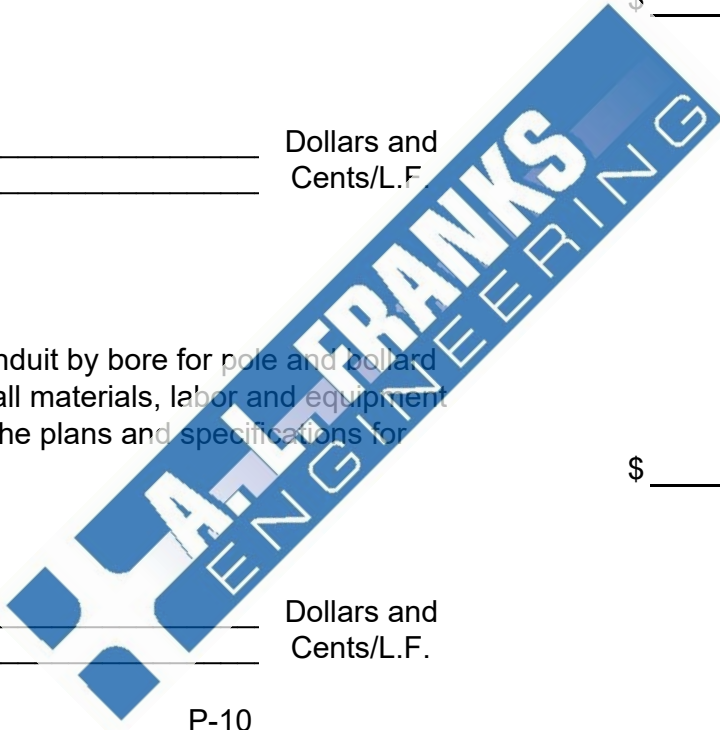
BID PROPOSAL CONTINUED

ITEM	QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
20	6	E.A.	Install Valliant series AVPL2-P201-MVOLT-30K-BK-W/SMA-12-SL4-13S-BK w/top mounted 120V outlet or approved equal including foundation, all materials, labor and equipment as necessary per the plans and specifications for the unit price of _____ Dollars and _____ Cents/E.A.	\$ _____	\$ _____
21	8	E.A.	Install Columbia series bollard light CLBOLED-CA-P30-30K-120V-GL5-ACS-BK-FGE or approved equal including foundation, all materials, labor and equipment as necessary per the plans and specifications for the unit price of _____ Dollars and _____ Cents/E.A.	\$ _____	\$ _____



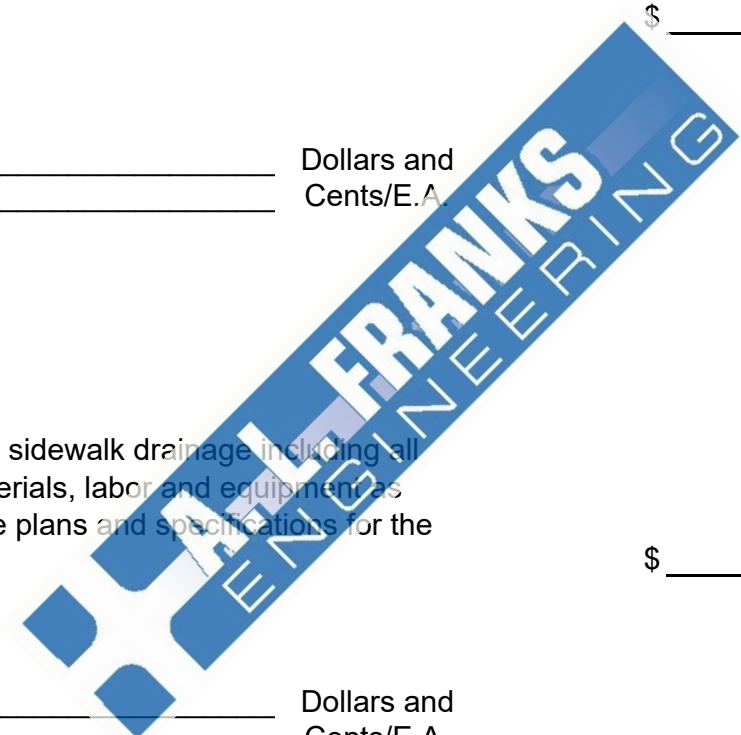
BID PROPOSAL CONTINUED

ITEM	QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
22	710	L.F.	Install wire and conduit for pole and bollard lighting including, all materials, labor and equipment as necessary per the plans and specifications for the unit price of	\$ _____	\$ _____
			_____ Dollars and _____ Cents/L.F.		
23	70	L.F.	Install wire and conduit by bore for pole and bollard lighting including, all materials, labor and equipment as necessary per the plans and specifications for the unit price of	\$ _____	\$ _____
			_____ Dollars and _____ Cents/L.F.		



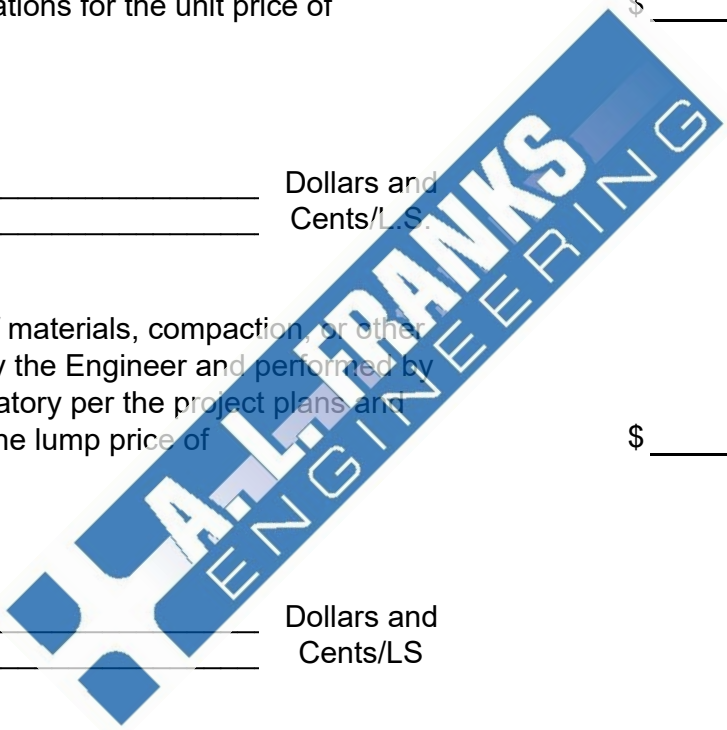
BID PROPOSAL CONTINUED

ITEM	QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
24	2	E.A.	Perform connection to existing electrical panel including, all materials, labor and equipment as necessary per the plans and specifications for the unit price of _____ Dollars and _____ Cents/E.A.	\$ _____	\$ _____
25	8	E.A.	Install downspout sidewalk drainage including all connections, materials, labor and equipment as necessary per the plans and specifications for the unit price of _____ Dollars and _____ Cents/E.A.	\$ _____	\$ _____



BID PROPOSAL CONTINUED

ITEM	QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
26	1	L.S.	Furnish and install traffic control devices, including but not limited to, installing, maintaining, and removing traffic control devices according to the plans and specifications for the unit price of _____ Dollars and _____ Cents/L.S.	\$ _____	\$ _____
27	1	L.S.	Perform Testing of materials, compaction, or other items requested by the Engineer and performed by an approved laboratory per the project plans and specifications for the lump price of _____ Dollars and _____ Cents/LS	\$ _____	\$ _____



BID PROPOSAL CONTINUED

ITEM	QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL PRICE
28	1	L.S.	Install & maintain erosion control measures as necessary to prevent the transportation of sediment offsite including but not limited to street sweeping, seeding, and other controls as necessary to limit erosion throughout the project and establish a minimum of 70% permanent vegetation for the lump sum price of	\$ _____	\$ _____
			_____ Dollars and _____ Cents/L.S.	_____	_____
TOTAL OF ITEMS 1-28				\$ _____	

NOTES: Contractor shall submit bids and hold price for a period of no more than 60 days from the bid opening. All work shall be done in accordance with TCEQ requirements and permits as provided in the specifications.

Items that are subsidiary to performing the work shall include all labor, equipment, and materials shall be supplied by the contractor. Existing utilities and improvements shall be protected during construction and contractor shall coordinate with City of Dekalb Utility Department for existing utilities encountered. Protection measures shall be approved by the engineer prior to construction.

Haul routes approved designated by the city shall be restored to original conditions upon completion of the work. This area is not included in seeding / revegetation and shall be considered subsidiary to the work.

All work performed shall be in accordance with Texas Historical Commission Streetscape Guidelines for Historic Commercial Districts as provided in the plans and specifications

CITY OF DEKALB

DOWNTOWN SIDEWALK IMPROVEMENTS

DEKALB, TX
 PROJECT NO. DK-01-23
 PROJECT NO. CDM22-0049



**Know what's below.
 Call before you dig.**

BEFORE CONSTRUCTION BEGINS
 GIVE 48 HOURS NOTICE FOR
 UNDERGROUND UTILITY LOCATIONS

INDEX TO SHEETS

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THE (*) ABOVE INDICATES DRAWINGS FROM THE TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) STANDARD DRAWINGS. THESE DRAWINGS WERE SELECTED BY ME AND WERE DETERMINED APPLICABLE TO THE PROPOSED PROJECT. NO MODIFICATIONS WERE MADE TO THE BEFORE MENTIONED DRAWINGS. CALEB MUDFORD P.E. 129480



SUBMITTED BY:



118 E. Broad Street
 Texarkana, Arkansas 71854
 Phone (870) 216-1906
 Fax (870) 216-1907
 TEXAS FIRM #10338

REVISION 3.0



5-6-24

Caleb J. Mudford

5-6-24

CALEB J. MUDFORD, P.E. PROJECT ENGINEER DATE

Kiron S. Browning

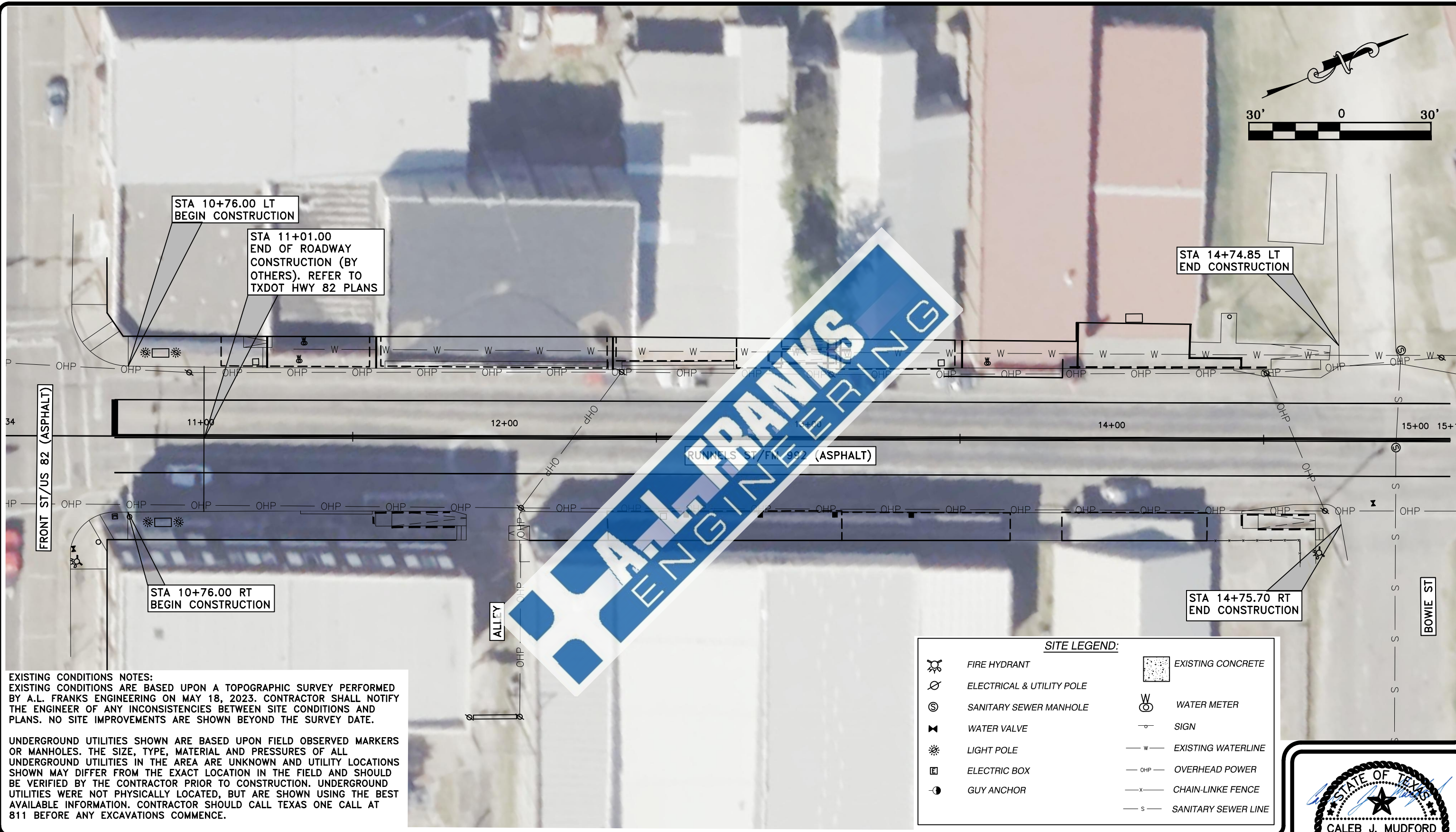
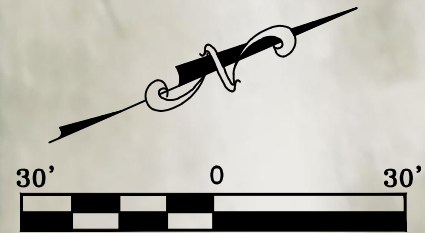
05/06/2024

KIRON S. BROWNING, P.E. PROJECT REVIEWER DATE

CLIENT
 LOWELL WALKER, MAYOR

CITY OF DEKALB, TEXAS
 110 E GRIZZLY DR.
 DEKALB, TX 75559
 PH: 903-667-2410

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STA 10+76.00 LT
BEGIN CONSTRUCTION

STA 11+01.00
END OF ROADWAY
CONSTRUCTION (BY
OTHERS). REFER TO
TXDOT HWY 82 PLANS

STA 14+74.85 LT
END CONSTRUCTION

STA 10+76.00 RT
BEGIN CONSTRUCTION

STA 14+75.70 RT
END CONSTRUCTION

EXISTING CONDITIONS NOTES:
EXISTING CONDITIONS ARE BASED UPON A TOPOGRAPHIC SURVEY PERFORMED BY A.L. FRANKS ENGINEERING ON MAY 18, 2023. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY INCONSISTENCIES BETWEEN SITE CONDITIONS AND PLANS. NO SITE IMPROVEMENTS ARE SHOWN BEYOND THE SURVEY DATE.

UNDERGROUND UTILITIES SHOWN ARE BASED UPON FIELD OBSERVED MARKERS OR MANHOLES. THE SIZE, TYPE, MATERIAL AND PRESSURES OF ALL UNDERGROUND UTILITIES IN THE AREA ARE UNKNOWN AND UTILITY LOCATIONS SHOWN MAY DIFFER FROM THE EXACT LOCATION IN THE FIELD AND SHOULD BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. UNDERGROUND UTILITIES WERE NOT PHYSICALLY LOCATED, BUT ARE SHOWN USING THE BEST AVAILABLE INFORMATION. CONTRACTOR SHOULD CALL TEXAS ONE CALL AT 811 BEFORE ANY EXCAVATIONS COMMENCE.

SITE LEGEND:

	FIRE HYDRANT		EXISTING CONCRETE
	ELECTRICAL & UTILITY POLE		WATER METER
	SANITARY SEWER MANHOLE		SIGN
	WATER VALVE		EXISTING WATERLINE
	LIGHT POLE		OVERHEAD POWER
	ELECTRIC BOX		CHAIN-LINK FENCE
	GUY ANCHOR		SANITARY SEWER LINE

2-2-24	1-UPDATED PER CITY COMMENT	CJM
5-6-24	3-UPDATED PER TXDOT COMMENT	CJM
Date	Revision	By

Designed	CJM
Checked	KSB
Drawn	BLW
Approved	KSB

118 East Broad Street
Texarkana, Arkansas 71854
Phone (870) 216-1906
Fax (870) 216-1907

CITY OF DEKALB
DOWNTOWN SIDEWALK IMPROVEMENTS
DEKALB, TEXAS 75559

EXISTING CONDITIONS

Job No.: DK-01-23

Scale: 1"=30'

Date: 5/2024

Sheet 2

STATE OF TEXAS
CALEB J. MUDFORD
129480
REGISTERED PROFESSIONAL ENGINEER
5-6-24

STREETSCAPE GUIDELINES FOR HISTORIC COMMERCIAL DISTRICTS

When street and sidewalk improvement projects receive federal funding and oversight, federal agencies or communities must consult with the Texas Historical Commission (THC) in accordance with Section 106 of the National Historic Preservation Act. Examples of commonly funded federal programs for streetscape projects in Texas include the Texas Capital Fund (U.S. Department of Housing and Urban Development funding administered by the Texas Department of Agriculture) and the Statewide Transportation Enhancement Program (Federal Highway Administration funding administered by the Texas Department of Transportation). Section 106 requires consideration of the potential effects of a project on historic properties. If your project area is identified as including historic properties in consultation with the THC, **continued close coordination with the THC regarding the design of your project will be a key element for success.** Successful projects tailor design solutions to preserve the history and character of an individual community. The THC's goal in guiding a project is to preserve significant elements and introduce new features that are compatible with the historic character of a community, not to freeze the appearance of a streetscape in time or restore it to a particular period.

As each community in Texas is unique, the design of each project should be tailored to respond to the history and needs of that specific community. In addition, community input and the creativity of your design professional are important components of the design process, and in many cases more than one option can offer a preservation-oriented solution. The THC, therefore, does not set strict rules, but instead assists design decisions, basing its review on the Secretary of the Interior's *Standards for Rehabilitation*. These 10 standards, developed by the National Park Service for projects that require sensitive treatment of historic properties while allowing for their modification to meet continued or changed uses, are as follows (italicized sections represent the THC's interpretation of these standards for streetscape projects):

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment. *Support the use and preservation of the area's historic buildings and streetscape features. Allow the historic setting, human activity, individual businesses, and special events to provide the cultural stimulus and revitalization.*
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided. *Identify historic streetscape features in your project area and plan for their preservation.*
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken. *Study the historic appearance of your streetscape and avoid adding elements from other communities that were not historically present in yours.*
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved. *Understand the period within which important events and growth occurred in your historic downtown. Respect the character of buildings and elements added during that period of significance.*
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved. *Protect significant historic streetscape features and incorporate them into your project. Protect adjacent historic buildings from damage during construction.*
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the

Streetscape Guidelines for Historic Commercial Districts

massing, size, scale, and architectural features to protect the historic integrity of the property and its environment. *Design new elements, such as ramps for accessibility, to be in keeping with the historic character of the streetscape but distinguishable as modern additions. Respect the existing character of the project area. Avoid the urge to overdesign and recognize that new features should be secondary, supporting elements.*
 10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Guidelines for the design and treatment of sidewalks and streets, accessibility, corner extensions, trees and vegetation, historic canopies and awnings, street furniture, street lights, artwork and decoration, and historic buildings are listed below to assist you in the application of the *Standards* to streetscape projects. THC staff can provide additional assistance regarding how to interpret this guidance in the context of your project and historic commercial district. Please do not hesitate to contact us with questions.

The THC encourages you to consult and incorporate these guidelines as early as possible, ideally before public meetings are held to discuss the scope and nature of the streetscape project. Material may be submitted to the THC for preliminary review early in the design process to ensure that the proposed work is in keeping with the *Standards*. To complete the Section 106 process, construction documents nearing finalization must be submitted for THC review. If the proposed work meets the *Standards*, a determination of "no adverse effect to historic properties" will conclude the review process and the project may proceed without further consultation; however, any changes made following this determination must be submitted for review. Please see our website at <http://www.thc.state.tx.us/crm/crmdefault.shtml> for additional information on the Section 106 process and what to submit for a project review. The project must be coordinated separately with other state agencies with regulatory authority.

SIDEWALKS AND STREETS

- Identify historic features of the sidewalks and streets, such as high or stepped curbs, stone or brick curbs, stamped concrete in the sidewalks, historic manhole covers, mosaic tile street names, tiled store entries, trolley tracks, and brick streets. When these elements contribute to the distinctive character of your historic downtown, preserve them in place whenever possible.
- Repair damaged brick streets if necessary and perform selective, in-kind replacement with matching brick for areas damaged beyond repair. Likewise, repair historic sidewalks or consider replacing them with like material if damaged beyond repair.
- If sidewalk replacement is necessary, the preferred option is to use either the same material as currently exists or a material used in the location historically, based on adequate documentation. Unless documentation shows historic brick sidewalks, accepted preservation practice discourages the introduction of brick or modern pavers to sidewalks as it can create a false sense of historical development of the community. However, the use of removable concrete panels or pavers for ease of access to in-ground utility boxes or channels is acceptable, when the color of the pavers is similar to or matching the existing sidewalk. Similarly, pavers may be used to distinguish pedestrian zones in areas where there are multiple curb cuts or no curb separating the sidewalk from the street. Avoid pavers that are brightly colored, multicolored, placed in decorative patterns, or inscribed with donors' names, because they can be distracting from the historic character of a commercial district.
- If you wish to introduce variety to concrete sidewalks, vary the texture by the use of a simple trowel or broom finish. Elaborate paving patterns, multiple colors, and different materials distract users and are generally not compatible with the character of historic streetscapes. However, where a variety of historic materials contribute to the varied character of the historic streetscape, these materials should be preserved.

ACCESSIBILITY

- The THC supports efforts to make historic commercial districts accessible by bringing sidewalks into compliance with Texas Accessibility Standards (TAS) and the Americans with Disabilities Act (ADA) Accessibility Guidelines. However, an effort should be made to balance new features, such as ramps and sidewalks, with the historic character of the commercial district.
- Retain historic high curbs with the addition of new steps and accessible ramps in compatible material. Where

Streetscape Guidelines for Historic Commercial Districts

possible, install these features on side streets to better preserve the main street's historic appearance.

- Railings may be necessary at ramps or along sidewalks to meet current accessibility and safety requirements. Select railings that are simple in design and as unobtrusive as possible so as not to block views or distract from the historic storefronts.

CORNER EXTENSIONS

- Corner extensions (expansion of the sidewalk into the parking lane at street corners, also known as bump-outs or aprons) are sometimes necessary when sidewalks are too narrow or have too high an elevation for other solutions, for the control of vehicle traffic and parking, or for the provision of pedestrian safety. However, when not carefully considered, these new elements can dramatically change the character of a block or district.
- When corner extensions are planned, either minimize their size as much as possible and use materials that are compatible in color and texture with the historic sidewalk, or allow these spaces to be the foci for introducing new elements such as light poles, planters, trees, and benches.

TREES AND VEGETATION

- Historically, trees and vegetation were primarily planted on residential streets and around civic buildings like courthouses, post offices, and libraries. In commercial districts, canopies and awnings (see below) were the most common method of providing shade to sidewalks. Historic documentation, such as photographs of the downtown area, should inform your decisions about whether to plant trees in your commercial district.
- New plantings reduce canopy availability to storefronts and signs, and future restoration of canopies, and obscure street lighting. When introducing trees, plant them on side streets, not on or limited storefronts, in corner extensions, or in specific spaces such as pocket parks, vacant lots, parking lots, and blocks with non-historic buildings. Vegetation should be low in profile so as not to block historic features of buildings and districts.
- Take into account necessary periodic maintenance of proposed trees and other plantings, their likelihood of survival in a heavily paved area, and potential future damage to paving from root growth.

HISTORIC CANOPIES AND AWNINGS

Historically, canopies (projecting roof structures) and awnings (lightweight shade structures, often fabric stretched over a frame) sheltered entrances to businesses and shaded sidewalks in commercial districts. In some cases, these elements are no longer extant, but have been modified over time. Although enhancement projects may not include repair or reconstruction, protect support poles for canopies or balconies during construction (see "Protection of Historic Features during Construction" below). In addition, do not introduce new elements to the streetscape that will inhibit future restoration of historic canopies and awnings by building owners.

STREET FURNITURE

- Identify and protect historic street signs, planters or historic plantings, hitching rings, benches, and other historic street furniture and preserve these elements in their original locations.
- Concentrate new street furniture, such as benches, planters, and trash receptacles, at corners. Only include furniture where sidewalks are wide enough to accommodate these elements. Select furniture based on a local historic design, or introduce a simple, modern design that is compatible in scale, style, color, and texture with surrounding significant historic features. Do not introduce historic designs from other locations as this will present a false sense of local history. Choose muted colors for modern elements to avoid distracting attention from the historic features of the buildings and streetscape.
- Do not permanently fix new street furniture to historic features. Instead, connect furniture through pavement joints, with chains to stationary objects, or other reversible methods.

STREET LIGHTS

- Protect and incorporate existing historic lighting into the streetscape design where possible.
- If historic street lights are no longer extant, choose new fixtures that match the historic as closely as possible. Some manufacturers continue to produce historic designs. However, if a commercial district did not have street

Streetscape Guidelines for Historic Commercial Districts

lights during the historic period or if the community does not wish to replicate the historic lights, choose new street lighting that is a modern design but compatible in scale, appearance, and color with the character of the downtown. Do not select historic designs from other locations as this would create a false sense of historical development.

ARTWORK AND DECORATION

- Retain and preserve historic artwork such as murals and sculpture.
- Carefully consider proposed new decorative features for their compatibility with the historic district or buildings, and whether their design and construction are likely to stand the test of time. Plan for staff time, training, and funding for periodic maintenance of proposed new features.
- Consider limiting the number of new decorative features in an effort to retain the historic character of the area.
- Seasonal enhancements and decorations are generally acceptable, provided they do not damage historic fabric. Attach festive lighting and decorations to non-historic surfaces.

PROTECTION OF HISTORIC FEATURES DURING CONSTRUCTION

Historic features, such as buildings, fences, and canopies, should be protected from damage during sidewalk demolition and construction. At the request of the THC, the Texas Department of Transportation has produced standard protection notes, below. Insert these, or similar protection notes, in construction documents:

PROTECTION NOTES FOR THE REMOVAL OF EXISTING PAVEMENT, CURB OR SIDEWALK ADJACENT TO HISTORIC BUILDINGS, CANOPIES, MATERIALS, FENCES, AND RETAINING WALLS

Where proposed work is in proximity to historic buildings or other structures (walls, canopies, retaining walls, fences), and planting beds, and vegetation/groundcover, follow the procedures listed below for demolition, protection, and construction at these addresses:

- In the city of DEKALB, ^{BLOCK BETWEEN} ~~FRONT & BOWNE ST.~~ ^{ALONG BURNELL ST.} (list addresses):
1. To minimize potential damage to historic structures and materials, contractor to saw cut existing sidewalk 8 to 12 inches away from the historic structure, canopy supports, fence, or retaining wall.
 2. Contractor to construct new sidewalk next to the saw cut edge with installation of expansion joint in between. If existing sidewalk is to be removed entirely, the remaining 8 to 12 inches next to the historic structure, canopy supports, material, fence, or retaining wall will be removed by hand. Expansion joint to be placed between historic structure, canopy support, material, fence, or retaining wall and new sidewalk.
 3. Contractor is responsible for preventing damage to historic structure, canopy supports and their awning, materials, fences, retaining walls, including garden elements (planting beds, plantings) during the entire construction project, especially during removal of existing pavement, curb, or sidewalk. During the saw cut and hand removal process, contractor will exercise utmost caution and will physically protect historic structure foundation, canopy supports, materials, elevations, entryways with decorative flooring, fences, retaining walls, and landscape elements.
 4. Contractor to repair or replace in kind, at his own expense, any historic materials damaged in the course of executing the work. Contractor is responsible for locating replacement source for historic materials damaged in the course of the work. Texas Historical Commission to be informed of damage and proposed repairs prior to execution of repair work.

CONCLUSION

Providing a safe and pleasant streetscape environment is important but does not require the loss of historic context. Streetscape modifications can be accomplished while being sensitive to and enhancing local historic resources. Early and consistent consultation is the most effective way to assist the THC in providing a smooth and efficient review. Designs may need to be revised in order to comply with preservation standards—please do not wait until the construction documents are completed to involve the THC. (*Updated 2011.*)

Texas Historical Commission
 P.O. Box 12276
 Austin, TX 78711-2276
 512.463.6100
 Fax 512.475.4872
 thc@thc.state.tx.us



**STREETSCAPE GUIDELINES NOTES:
 CONTRACTOR TO ADHERE TO ALL TEXAS HISTORICAL COMMISSION STREETSCAPE
 GUIDELINES FOR HISTORIC COMMERCIAL DISTRICTS.**

2-2-24	1-UPDATED PER CITY COMMENT	CJM
5-1-24	2-UPDATED PER TXDOT COMMENT	CJM
Date	Revision	By

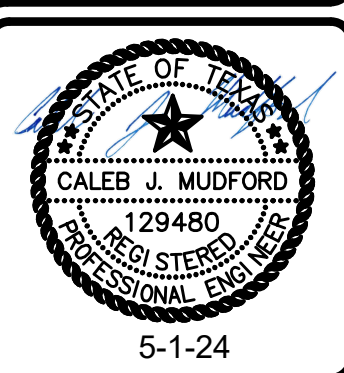
Designed	CJM
Checked	KSB
Drawn	BLW
Approved	KSB

118 East Broad Street
 Texarkana, Arkansas 71854
 Phone (870) 216-1906
 Fax (870) 216-1907

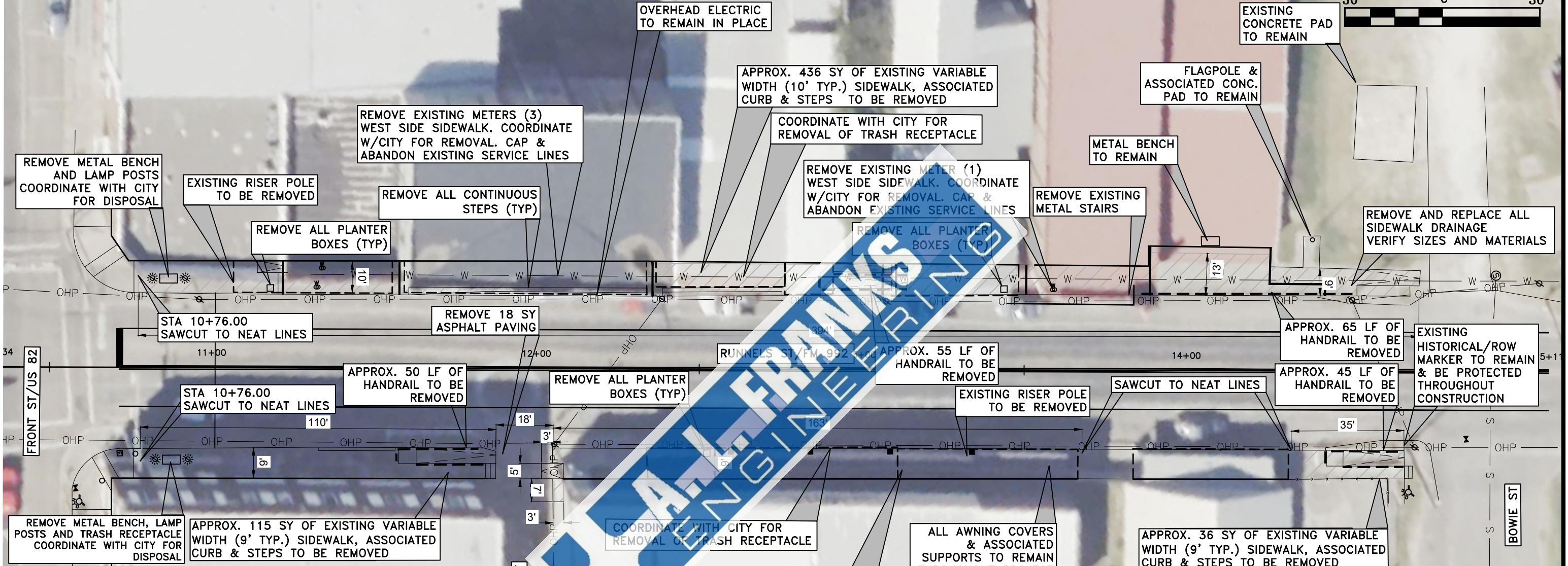
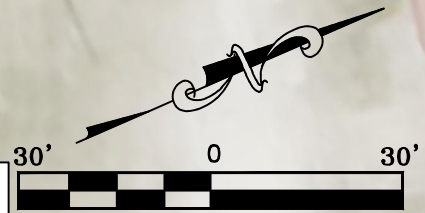
CITY OF DEKALB
 DOWNTOWN SIDEWALK IMPROVEMENTS
 DEKALB, TEXAS 75559

STREETSCAPE GUIDELINES FOR
 HISTORIC COMMERCIAL DISTRICTS

Job No.:	DK-01-23
Scale:	N/A
Date:	5/2024
Sheet	3



TEXAS HISTORICAL COMMISSION NOTE
 CONTRACTOR SHALL ADHERE TO THE TEXAS HISTORICAL COMMISSION (THC) "PROTECTION OF HISTORIC FEATURES DURING CONSTRUCTION" AS IT APPEARS IN THE ATTACHED DOCUMENT "STREETSCAPE GUIDELINES FOR HISTORIC COMMERCIAL DISTRICTS."



CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES OR SERVICE LINES CROSSED OR EXPOSED BY CONSTRUCTION OPERATIONS. WHERE EXISTING UTILITIES OR SERVICE LINES ARE CUT, BROKEN OR DAMAGED, THE CONTRACTOR SHALL REPLACE OR REPAIR THE UTILITIES OR SERVICE LINES WITH THE SAME TYPE OF ORIGINAL MATERIAL AND CONSTRUCTION, OR BETTER, AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL PROVIDE FOR THE DIVERSION OF PEDESTRIANS AND VEHICLES FOLLOWING TXDOT GUIDELINES DURING THE PROGRESS OF WORK IN A MANNER SATISFACTORY TO THE CONSTRUCTION ENGINEER.

THE CONTRACTOR IS RESPONSIBLE FOR KEEPING STREETS AND SIDEWALKS ADJACENT TO PROJECT FREE OF MUD AND DEBRIS.

ALL CONCRETE AND ASPHALT SCHEDULED FOR REMOVAL SHALL BE SAWCUT FULL DEPTH PRIOR TO REMOVAL. ALL DAMAGE BEYOND THE SAWCUT LINE FOR THE ITEM TO REMAIN SHALL BE REPAIRED AT THE CONTRACTOR'S SOLE EXPENSE.

TO MINIMIZE POTENTIAL DAMAGE TO HISTORIC STRUCTURES AND MATERIALS, CONTRACTOR TO SAW CUT EXISTING SIDEWALK 8 TO 12 INCHES AWAY FROM THE HISTORIC STRUCTURE, CANOPY SUPPORTS, FENCE OR RETAINING WALL.

CONTRACTOR TO CONSTRUCT NEW SIDEWALK NEXT TO THE SAW CUT EDGE WITH INSTALLATION OF EXPANSION JOINT IN BETWEEN. IF EXISTING SIDEWALK IS TO BE REMOVED ENTIRELY, THE REMAINING 8 TO 12 INCHES NEXT TO THE HISTORIC STRUCTURE, CANOPY SUPPORTS MATERIAL, FENCE OR RETAINING WALL WILL BE REMOVED BY HAND. EXPANSION JOINT TO BE PLACED BETWEEN HISTORIC STRUCTURE, CANOPY SUPPORT, MATERIAL, FENCE, OR RETAINING WALL AND NEW SIDEWALK.

CONTRACTOR IS RESPONSIBLE FOR PREVENTING DAMAGE TO HISTORIC STRUCTURE, CANOPY SUPPORTS AND THEIR AWNING, MATERIALS, FENCES, RETAINING WALLS, INCLUDING GARDEN ELEMENTS (PLANTING BEDS, PLANTINGS) DURING THE ENTIRE CONSTRUCTION PROJECT, ESPECIALLY DURING REMOVAL OF EXISTING PAVEMENT, CURB OR SIDEWALK. DURING THE SAW CUT AND HAND REMOVAL PROCESS, CONTRACTOR WILL EXERCISE UTMOST CAUTION AND WILL PHYSICALLY PROTECT HISTORIC STRUCTURE FOUNDATION, CANOPY SUPPORTS, MATERIALS, ELEVATIONS, ENTRYWAYS WITH DECORATIVE FLOORING, FENCES, RETAINING WALLS AND LANDSCAPE ELEMENTS.

EXISTING SIDEWALK TO BE REMOVED

APPROX DEMO QUANTITIES:

VARIABLE WIDTH SIDEWALK.....	760 SY
HANDRAILS.....	215 LF
PLANTER BOX.....	3 EACH
LAMP POST.....	4 EACH
METAL BENCH.....	2 EACH
ASPHALT PAVING.....	18 SY
METER REMOVAL.....	3 EACH
DRAIN REMOVAL.....	9 EACH

2-2-24	1-UPDATED PER CITY COMMENT	CJM
5-1-24	2-UPDATED PER TXDOT COMMENT	CJM
7-16-24	3-METER NOTE UPDATED	CJM
Date	Revision	By

Designed	CJM
Checked	KSB
Drawn	BLW
Approved	KSB

A.L. FRANKS ENGINEERING

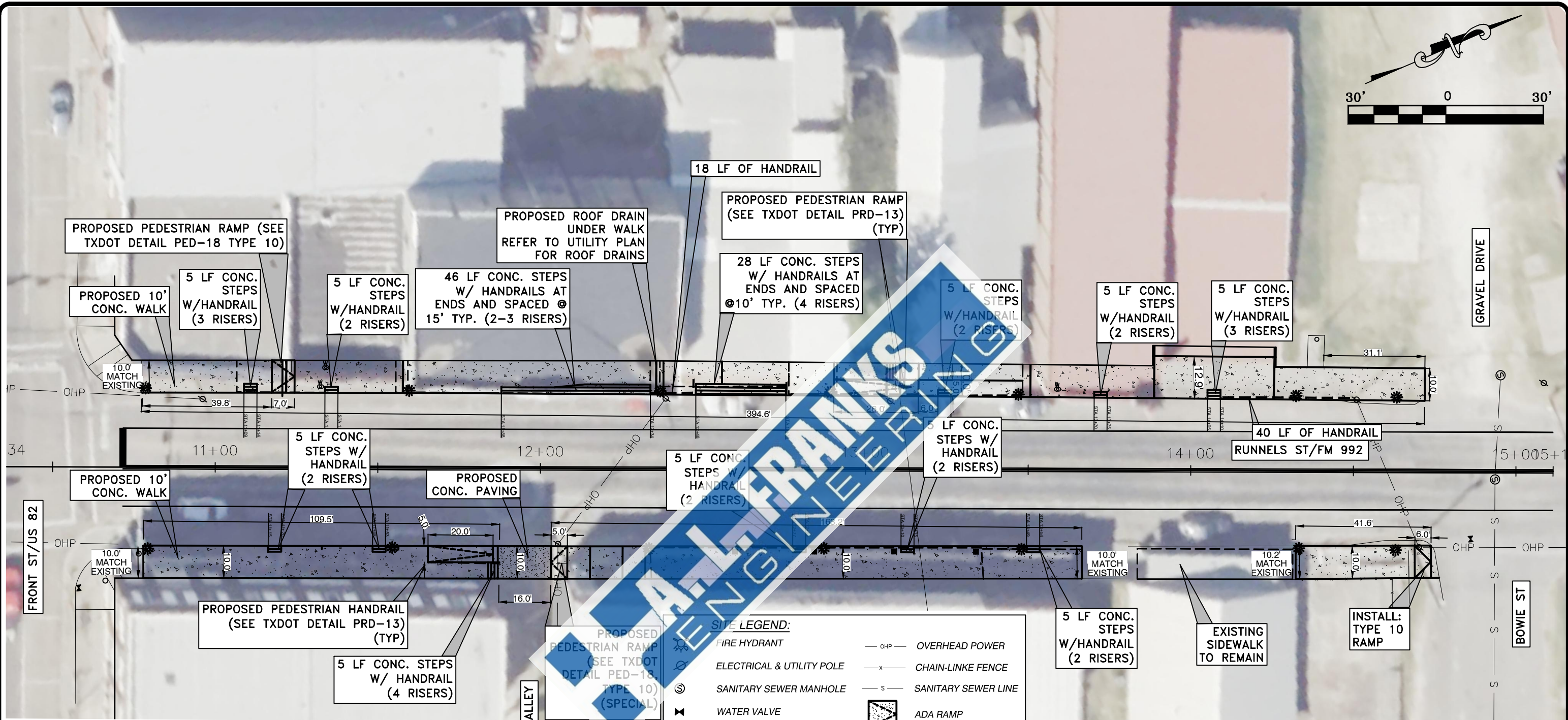
118 East Broad Street
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 Phone (870) 216-1906
 Fax (870) 216-1907

CITY OF DEKALB
 DOWNTOWN SIDEWALK IMPROVEMENTS
 DEKALB, TEXAS 75559

DEMO PLAN

Job No.: DK-01-23
 Scale: 1"=30'
 Date: 7/2024
 Sheet 4

STATE OF TEXAS
 CALEB J. MUDFORD
 129480
 REGISTERED PROFESSIONAL ENGINEER
 7-16-24



SITE NOTES
 EXISTING CONDITIONS ARE BASED UPON A TOPOGRAPHIC SURVEY PERFORMED BY A.L. FRANKS ENGINEERING ON MAY 18, 2023. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY INCONSISTENCIES BETWEEN SITE CONDITIONS AND PLANS. NO SITE IMPROVEMENTS ARE SHOWN BEYOND THE SURVEY DATE.

DIMENSIONS SHOWN ARE TO EDGE OF PAVEMENT.

CONTRACTOR SHALL NOTIFY ENGINEER OF ANY INCONSISTENCIES BETWEEN BUILDING PLANS AND CIVIL PLANS.

ALL UNCURBED PAVEMENT EDGES SHALL BE THICKENED ACCORDING TO TYPICAL DETAILS OR GEOTECHNICAL REPORT RECOMMENDATIONS.

STEPS SHALL BE CENTERED AT DOORWAY LOCATIONS WHERE POSSIBLE. STATIONS SHOWN ARE APPROXIMATE

HANDRAILS TO BE TXDOT TYPE D AND FOLLOW REQUIREMENTS IN DETAIL PRD-13. HANDRAILS ARE TO BE PAINTED BLACK AND SHALL NOT PROTRUDE INTO PARALLEL PARKING AREA WHERE PLACED AT STEPS.

SITE LEGEND:

	FIRE HYDRANT		OVERHEAD POWER
	ELECTRICAL & UTILITY POLE		CHAIN-LINK FENCE
	SANITARY SEWER MANHOLE		SANITARY SEWER LINE
	WATER VALVE		ADA RAMP
	LIGHT POLE		HANDRAIL
	ELECTRIC BOX		ADA STRIPING
	GUY ANCHOR		ADA PARKING
	PROPOSED CONCRETE		ASPHALT PAVING
	WATER METER		
	SIGN		

SITE QUANTITIES:

VARIABLE WIDTH SIDEWALK.....	745 SY
PRD-13 RAMP.....	26 SY
TYPE 10 RAMP.....	20 SY
CONCRETE PAVEMENT.....	18 SY
HANDRAIL.....	140 LF

2-2-24	1-UPDATED PER CITY COMMENT	CJM
5-1-24	2-UPDATED PER TXDOT COMMENT	CJM
5-6-24	3-UPDATED PER TXDOT COMMENT	CJM
Date	Revision	By

Designed	CJM
Checked	KSB
Drawn	BLW
Approved	KSB

A.L. FRANKS ENGINEERING

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 Fax (870) 216-1907

CITY OF DEKALB
 DOWNTOWN SIDEWALK IMPROVEMENTS
 DEKALB, TEXAS 75559

SITE PLAN

Job No.:	DK-01-23
Scale:	1"=30'
Date:	5/2024
Sheet	5

STATE OF TEXAS
 CALEB J. MUDFORD
 129480
 REGISTERED PROFESSIONAL ENGINEER
 5-6-24

GRADING NOTES
 EXISTING CONDITIONS ARE BASED UPON A TOPOGRAPHIC SURVEY PERFORMED BY A.L. FRANKS ENGINEERING ON MAY 18, 2023. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY INCONSISTENCIES BETWEEN SITE CONDITIONS AND PLANS. NO SITE IMPROVEMENTS ARE SHOWN BEYOND THE SURVEY DATE.

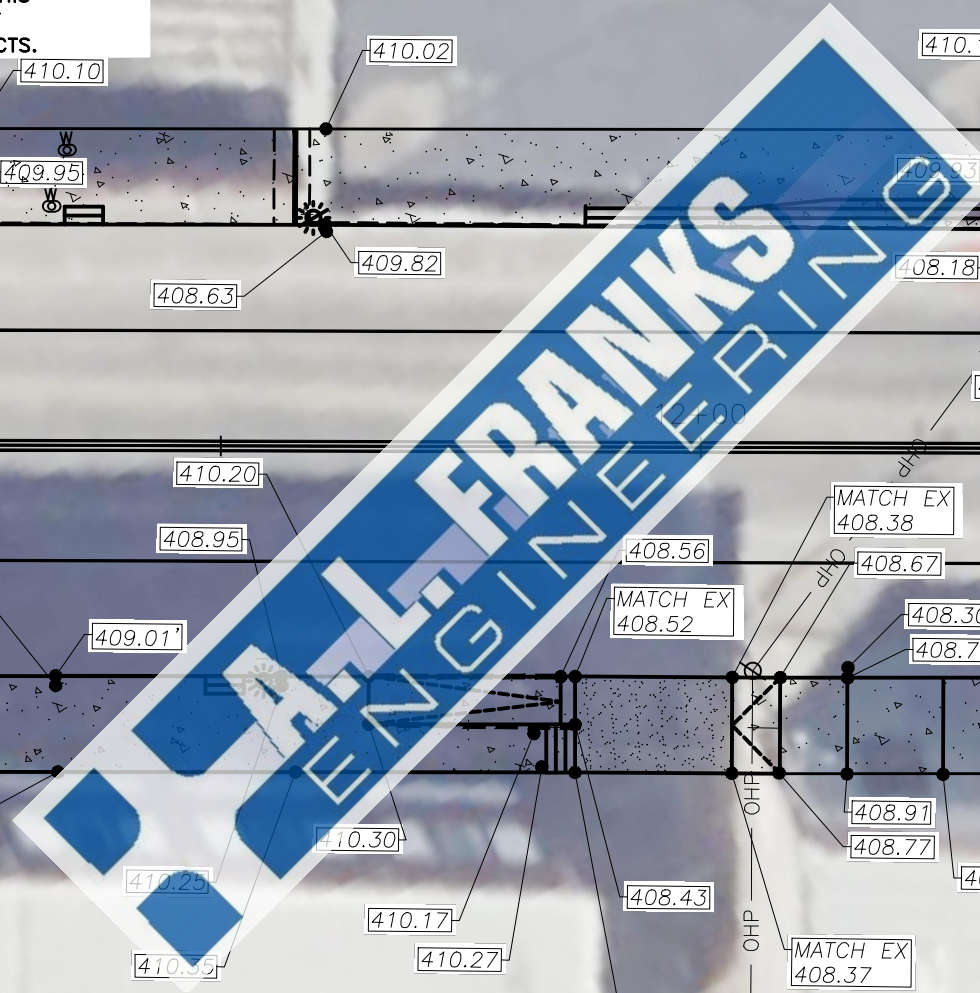
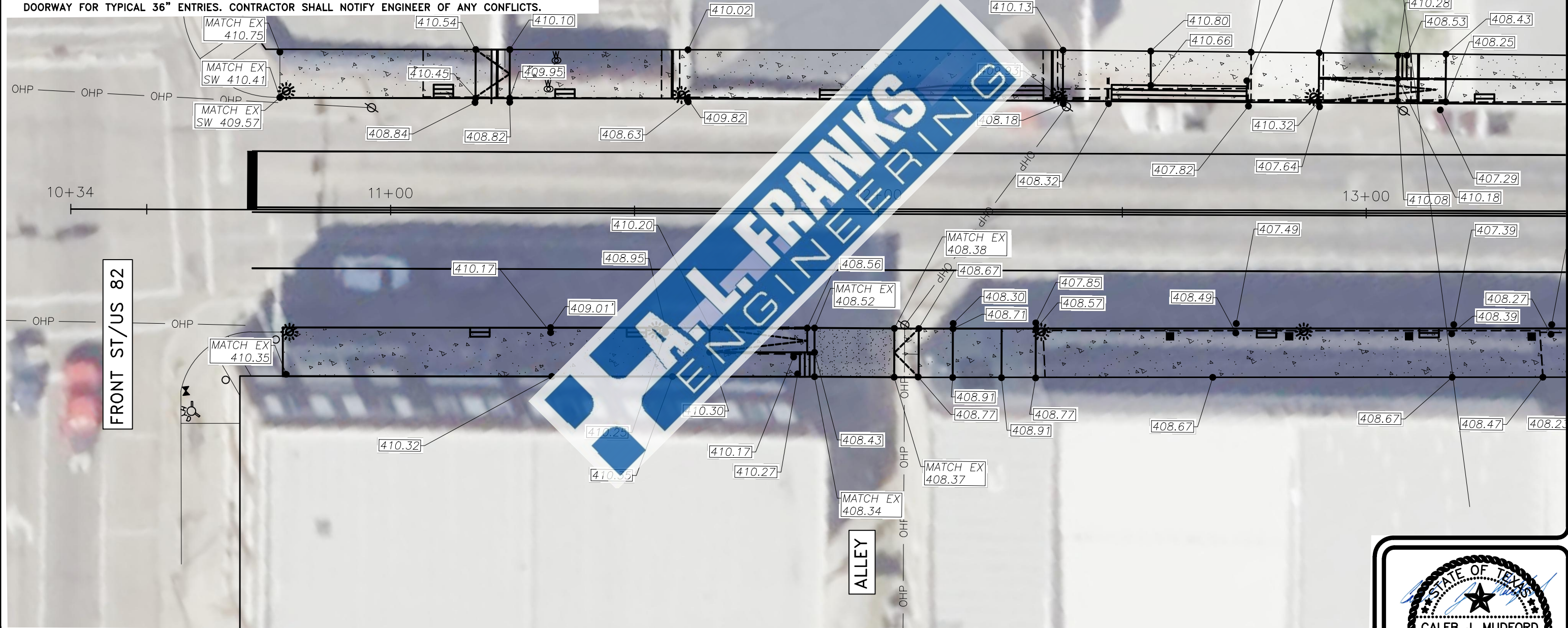
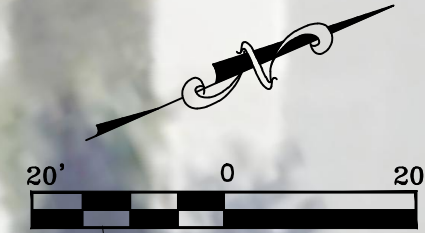
GRADES SHOWN ARE TO FINISHED GRADE SURFACE. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY CONFLICTS IN SITE CONDITIONS.

DISTURBED AREAS SHALL BE REVEGETATED AS SOON AS SITE CONDITIONS ALLOW. CONTRACTOR SHALL ENSURE VEGETATION IS ESTABLISHED BEFORE VACATING THE SITE. SITE DISTURBANCE IS BELOW 1.0 ACRE AND RECEIVES AUTOMATIC COVERAGE FOR STORMWATER THROUGH TCEQ, HOWEVER CONTRACTOR SHALL SWEEP ANY SEDIMENT TRACKING AS NEEDING AND TAKE STEPS TO REDUCE DOWNSTREAM SEDIMENT TRANSPORT.

CONTRACTOR SHALL FIELD VERIFY ALL UTILITY LOCATIONS PRIOR TO PERFORMING GRADING ACTIVITIES.

ALL GRADES SHALL MEET ADA AND TAS REQUIREMENTS. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY CONFLICTS.

FINISHED GRADES SHALL MEET FINISHED FLOOR ELEVATIONS AT ENTRANCES AND MAINTAIN THIS ELEVATION FOR 5 LF AT ENTRANCE WITH THE 5 LF STARTING 18" BEYOND HANDLE SIDE OF DOORWAY FOR TYPICAL 36" ENTRIES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY CONFLICTS.



2-2-24	1-UPDATED PER CITY COMMENT	CJM
5-6-24	3-UPDATED PER TXDOT COMMENT	CJM
Date	Revision	By

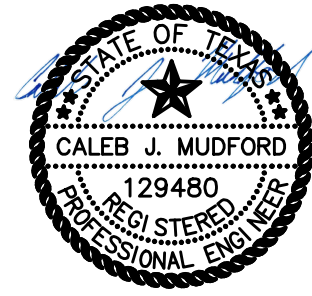
Designed	CJM
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Drawn	BLW
Approved	KSB

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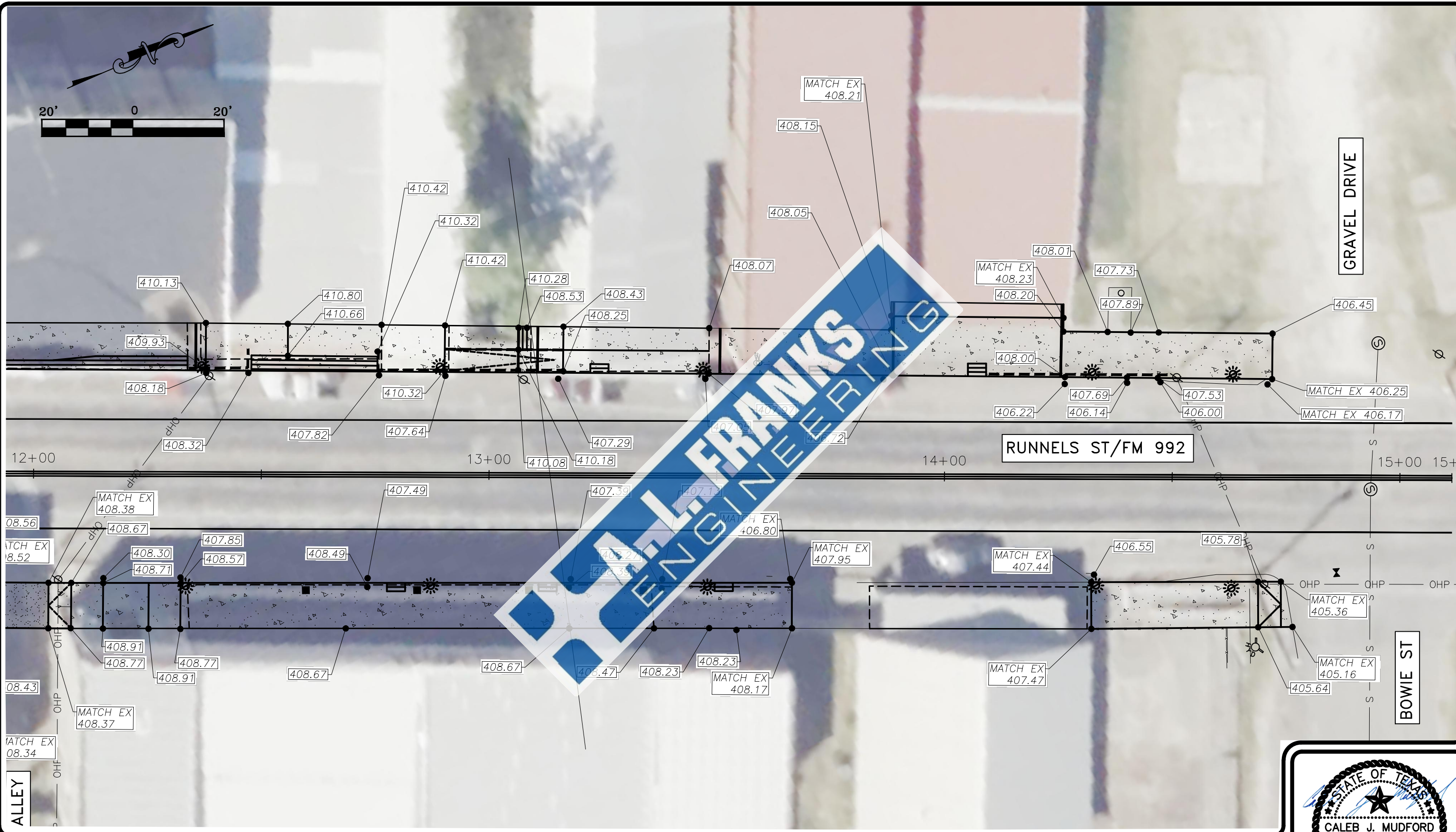
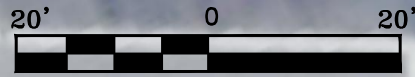
CITY OF DEKALB
 DOWNTOWN SIDEWALK IMPROVEMENTS
 DEKALB, TEXAS 75559

GRADING PLAN - 1

Job No.: DK-01-23
 Scale: 1"=20'
 Date: 5/2024
 Sheet 6



5-6-24



2-2-24	1-UPDATED PER CITY COMMENT	CJM
5-1-24	2-UPDATED PER TXDOT COMMENT	CJM
Date	Revision	By

Designed	CJM
Checked	KSB
Drawn	BLW
Approved	KSB

A.L. FRANKS ENGINEERING

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CITY OF DEKALB
 DOWNTOWN SIDEWALK IMPROVEMENTS
 DEKALB, TEXAS 75559

GRADING PLAN - 2

Job No.:	DK-01-23
Scale:	1"=20'
Date:	5/2024
Sheet	7

STATE OF TEXAS
 CALEB J. MUDFORD
 129480
 REGISTERED PROFESSIONAL ENGINEER

5-1-24



INSTALL 10 LF 6" HDPE WITH NYOPLAST DOWNSPOUT ADAPTER OR APPROVED EQUAL (TYP)

INSTALL: (12' LIGHT POLE) VALLIANT SERIES LIGHT POLE AVPL2-P201-MVOLT-30K-BK W/SMA-12-SL4-13S-BK W/TOP MOUNTED 120V OUTLET OR APPROVED EQUAL

INSTALL: (BOLLARD LIGHT) COLUMBIA SERIES BOLLARD LIGHT CLBOLED-CA-P30-30K-120V-GL5-ACS-BK-FGE OR APPROVED EQUAL

INSTALL: 12' LIGHT POLE (TYP.)

INSTALL: BOLLARD LIGHT (TYP.)

INSTALL 16 LF 6" HDPE WITH NYOPLAST DOWNSPOUT ADAPTER OR APPROVED EQUAL (TYP)

INSTALL: 12' LIGHT POLE (TYP.)

INSTALL: BOLLARD LIGHT (TYP.)

INSTALL: 70 LF OF UNDERGROUND ELECTRIC BY BORE

COORDINATE W/OWNER & UTILITY FOR CONNECTION TO EXISTING BREAKER PANEL

INSTALL: 390 LF 1" CONDUIT

INSTALL: BOLLARD LIGHT (TYP.)

INSTALL: BOLLARD LIGHT (TYP.)

INSTALL: 320 LF 1" CONDUIT

INSTALL: BOLLARD LIGHT (TYP.)

INSTALL: 12' LIGHT POLE (TYP.)

UTILITY NOTES
 UNDERGROUND UTILITIES SHOWN ARE BASED UPON FIELD OBSERVATIONS, GIS SOURCES AND OTHER THIRD PARTY SOURCES. THE SIZE, TYPE, MATERIAL AND PRESSURES OF ALL UNDERGROUND UTILITIES IN THE AREA ARE UNKNOWN AND UTILITY LOCATIONS SHOWN MAY DIFFER FROM THE EXACT LOCATION IN THE FIELD AND SHOULD BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. UNDERGROUND UTILITIES WERE NOT PHYSICALLY LOCATED, BUT ARE SHOWN USING THE BEST AVAILABLE INFORMATION. CONTRACTOR SHALL CALL TEXAS ONE CALL AT 811 BEFORE ANY EXCAVATION COMMENCES.

CONTRACTOR SHALL FIELD VERIFY LOCATION OF ALL UTILITIES BEFORE PERFORMING ANY GRADING ACTIVITIES AND NOTIFY THE ENGINEER OF ANY CONFLICTS.

CONTRACTOR IS RESPONSIBLE FOR TRENCH SAFETY DURING CONSTRUCTION.

ALL UTILITY MATERIALS AND METHODS SHALL MEET OR EXCEED THE CITY OF DEKALB REQUIREMENTS AND ALL APPLICABLE STATE AGENCY REQUIREMENTS.

SITE LEGEND:

	FIRE HYDRANT		EXISTING CONCRETE
	ELECTRICAL & UTILITY POLE		WATER METER
	SANITARY SEWER MANHOLE		SIGN
	WATER VALVE		EXISTING WATERLINE
	LIGHT POLE		OVERHEAD POWER
	ELECTRIC BOX		DOWNSPOUT DRAIN
	GUY ANCHOR		SANITARY SEWER LINE

2-2-24	1-UPDATED PER CITY COMMENT	CJM
5-6-24	3-UPDATED PER TXDOT COMMENT	CJM
Date	Revision	By

Designed	CJM
Checked	KSB
Drawn	BLW
Approved	KSB

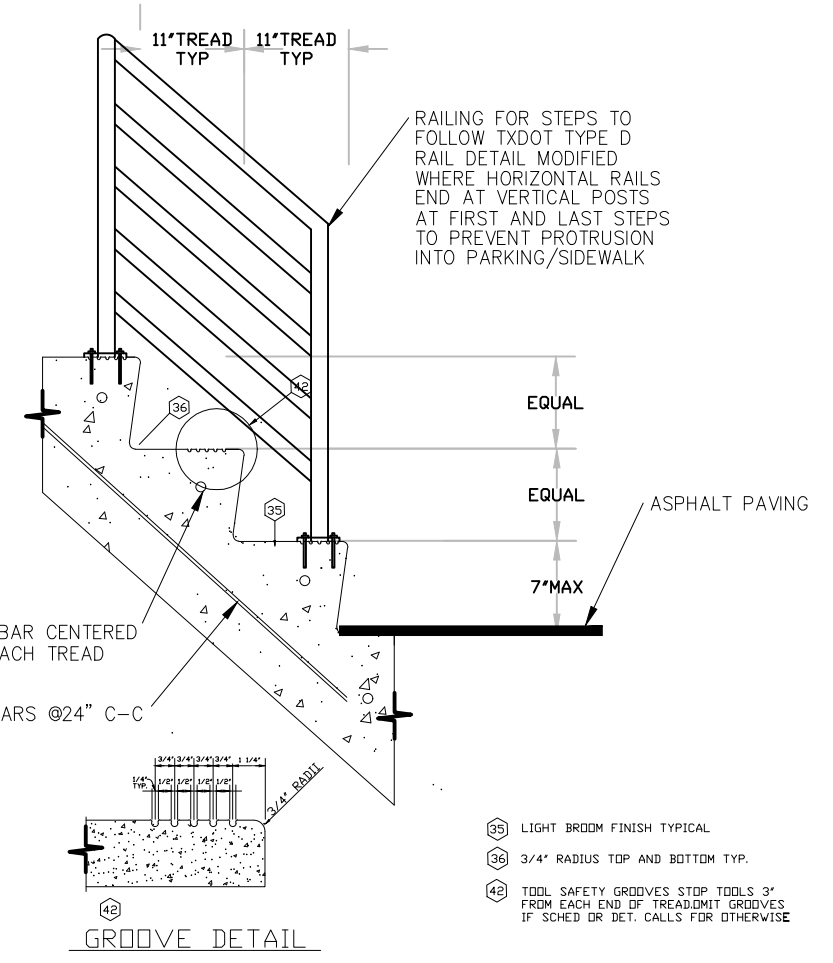
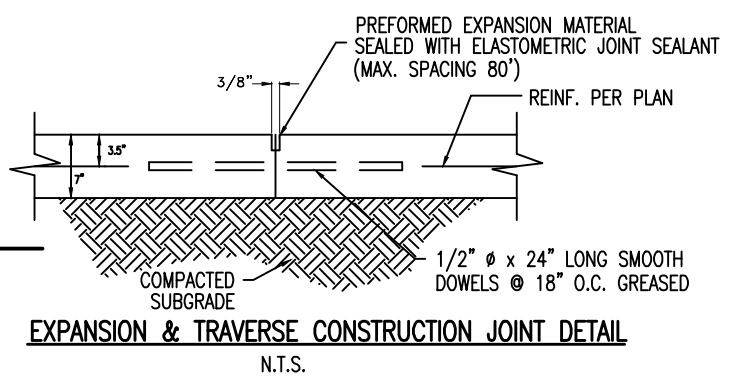
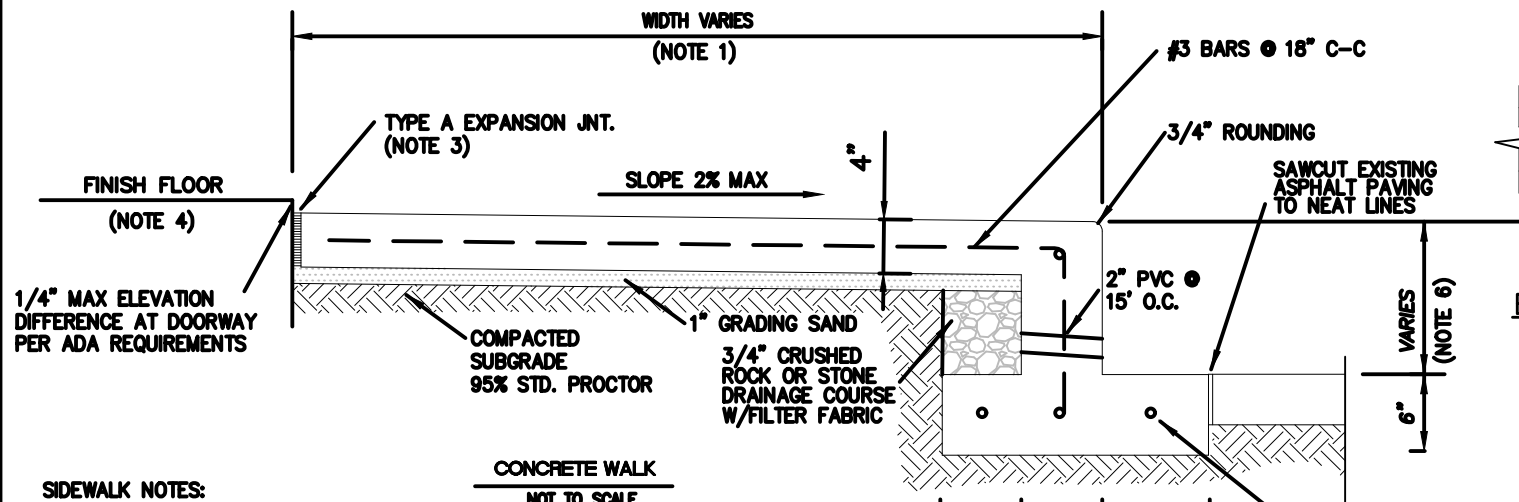
A.L. FRANKS ENGINEERING
 118 East Broad Street
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CITY OF DEKALB
 DOWNTOWN SIDEWALK IMPROVEMENTS
 DEKALB, TEXAS 75559

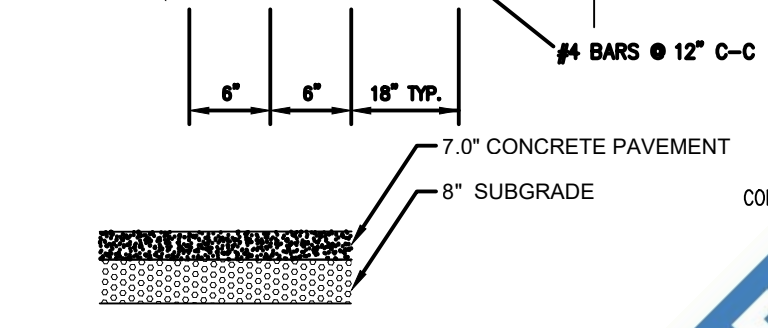
UTILITY PLAN

Job No.:	DK-01-23
Scale:	1"=30'
Date:	5/2024
Sheet	8

STATE OF TEXAS
 CALEB J. MUDFORD
 129480
 REGISTERED PROFESSIONAL ENGINEER
 5-6-24



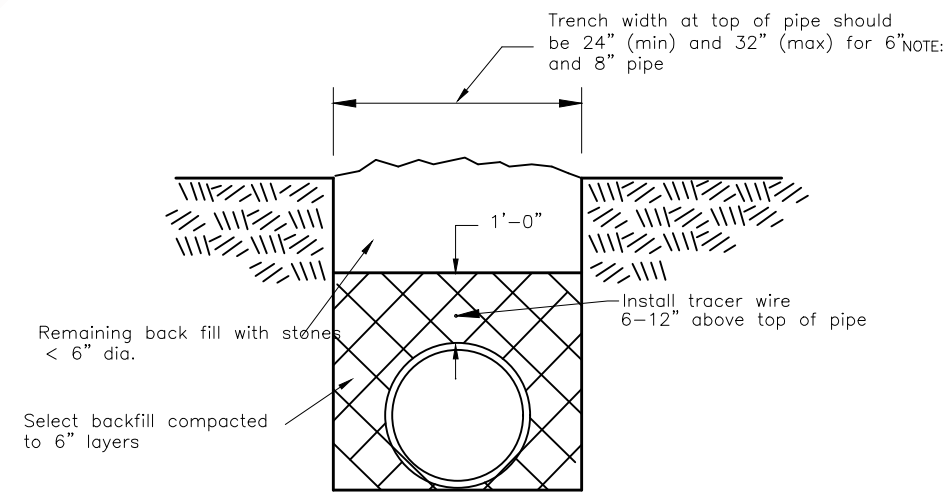
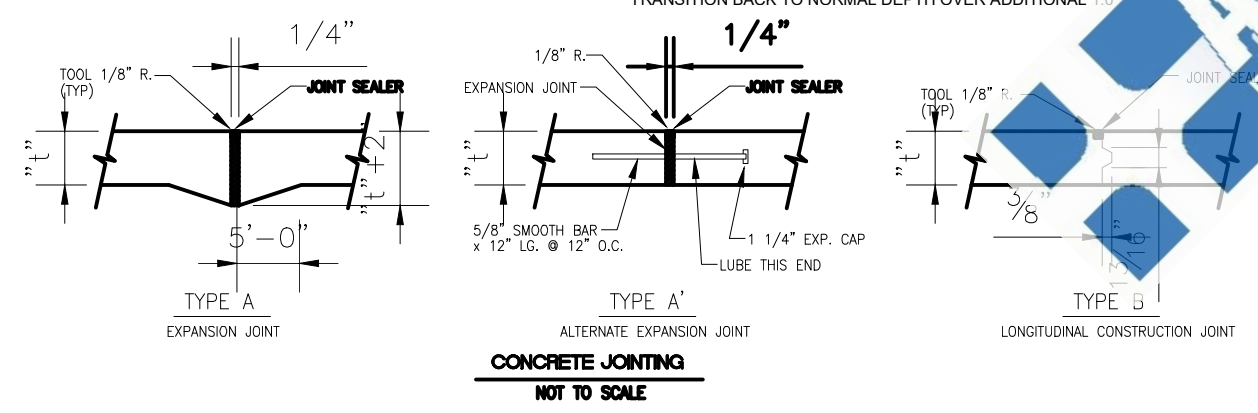
- SIDEWALK NOTES:**
- CONTROL JOINT SPACING EQUALS SIDEWALK WIDTH
 - TURN-DOWN NOT REQUIRED WHERE SIDEWALK MATCHES SURROUNDING GRADE
 - EXPANSION JOINT REQUIRED AT ALL ADJACENT CONCRETE. NOT REQUIRED AT ASPHALT PAVING OR SOIL
 - CONTRACTOR TO SAWCUT 8" MIN. AWAY FROM EXISTING BUILDINGS, PER THE REQUIREMENTS AND REMAINING SIDEWALK TO BE REMOVED BY HAND. ANY DAMAGE TO EXISTING STRUCTURES ARE TO BE REPAIRED AT CONTRACTORS EXPENSE.
 - PROPOSED GRADES TO MATCH FINISHED FLOOR ELEVATIONS AT ALL BUILDING ENTRANCES WITHIN TEXAS ACCESSIBILITY STANDARDS REQUIREMENTS. GRADES SHALL NOT EXCEED TAS OR ADA MAXIMUM ALLOWANCES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY CONFLICTS.
 - ANY VERTICAL ELEVATION CHANGE 18" OR GREATER SHALL BE PROTECTED BY HANDRAILS.



RIGID PAVEMENT SECTION
N.T.S.

- NOTE:
- CONCRETE SHALL HAVE A MINIMUM 3,500 28-DAY COMPRESSIVE STRENGTH W/4.5-6% ENTRAINED AIR. SUBGRADE SHALL BE COMPACTED TO 98% OF STANDARD PROCTOR +/-3% AND EXTEND A MINIMUM 1.0' BEYOND PAVEMENT EDGE.
 - REINFORCEMENT SHALL BE NO. 4 BARS @ 24" EACH WAY C-C.
 - ALL UNCURBED PAVEMENT EDGES TO BE THICKENED BY 2" FOR 1.0' AND TRANSITION BACK TO NORMAL DEPTH OVER ADDITIONAL 1.0'

NOTES:
1. ANCHOR BASE DETAIL TO BE USED FOR EXISTING SUPPORTS THAT DO NOT PENETRATE EXISTING CONCRETE SURFACE. SUPPORTS THAT PENETRATE CONCRETE SHALL HAVE ADJACENT CONCRETE REMOVED UP TO SUPPORT THE GUIDELINES AND HAVE AN EXPANSION JOINT INSTALLED AROUND SUPPORT TO SEPARATE EXISTING AND PROPOSED CONCRETE.



- CONCRETE STEPS**
NOT TO SCALE
- Trench bottom should be smooth and free from large stones > 1/2" or clods
 - Bell holes shall be dug at each joint.
 - Select back fill shall be free of rocks > 3/4"Ø, clods or frozen material compacted to 90% standard proctor.
 - Trench excavation is unclassified; contractors bid shall include excavation of all materials and shall include bedding or back fill as shown in type 1, 2, or 3 laying conditions.
 - Pipe bedding must meet AWWA C605 standard.

TYPE 1 LAYING CONDITION
(USE UNDER NORMAL CONDITIONS)

2-2-24	1-UPDATED PER CITY COMMENT	CJM
5-1-24	2-UPDATED PER TXDOT COMMENT	CJM
7-16-24	3-WWM REMOVED FROM WALK DETAIL	CJM
Date	Revision	By

Designed	CJM
Checked	KSB
Drawn	BLW
Approved	KSB

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CITY OF DEKALB
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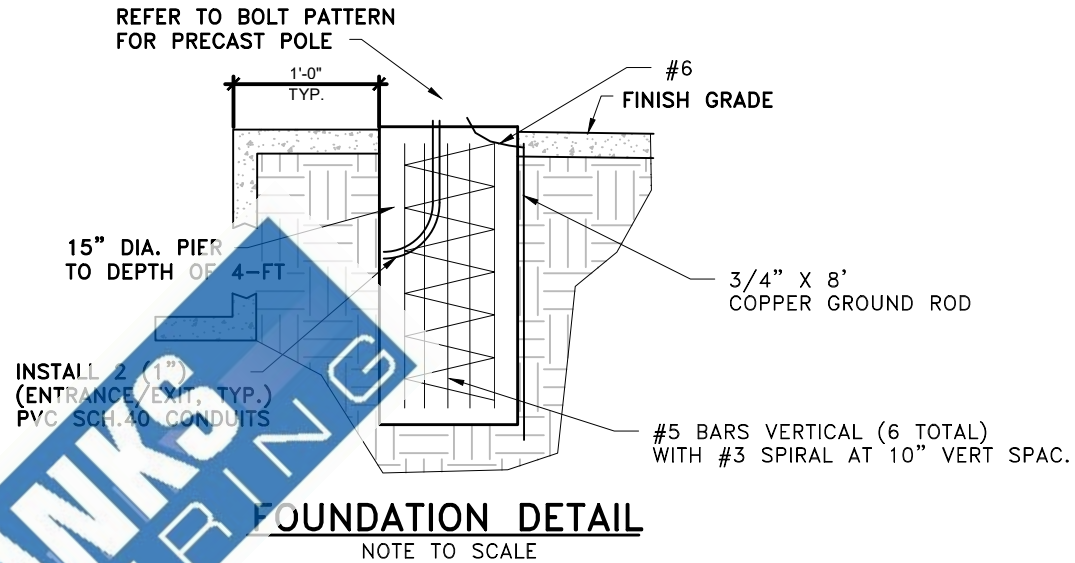
STANDARD DETAILS

Job No.:	DK-01-23
Scale:	N/A
Date:	7/2024
Sheet	9

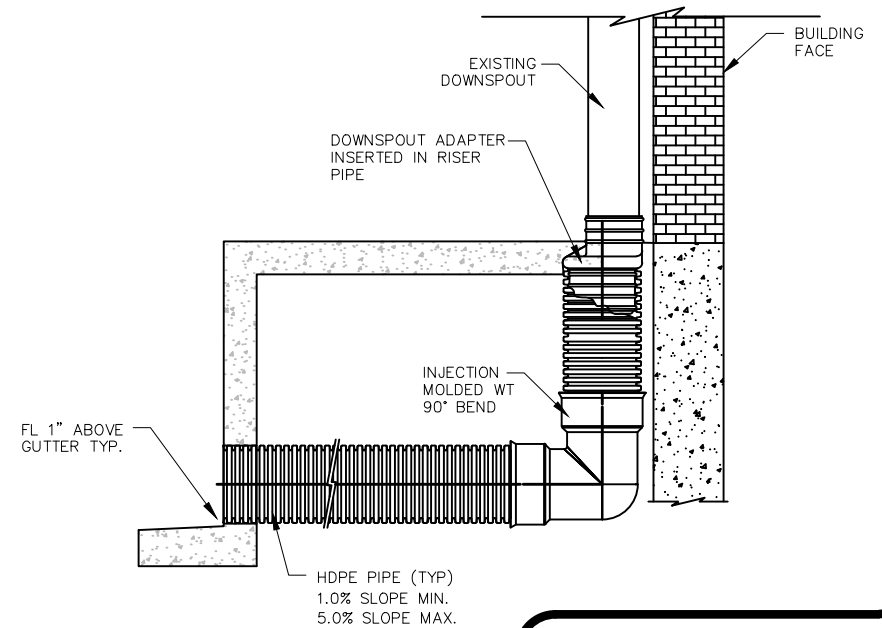
STATE OF TEXAS
CALEB J. MUDFORD
129480
REGISTERED PROFESSIONAL ENGINEER
7-16-24

GENERAL ELECTRICAL NOTES:

1. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE (NFPA 70, CURRENT EDITION), LIFE SAFETY CODE (NFPA 101, CURRENT EDITION), UNDERGROUND FACILITIES DAMAGE PREVENTION ACT (§14-14-271-101 ET SEQ.), AND LOCAL ELECTRICAL CODE IN ADDITION, ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE TEXAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.
2. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE DOCUMENTATION TO PROJECT ENGINEER OF THE CONTRACTORS OR CONTRACTORS SUB OF PROPER ELECTRICAL LICENSING.
3. THE CONTRACTOR SHALL NOT ENGAGE IN EXCAVATION OR DEMOLITION ACTIVITIES WITHOUT HAVING FIRST NOTIFIED THE TEXAS ONE CALL CENTER IN ACCORDANCE WITH UNDERGROUND FACILITIES DAMAGE PREVENTION ACT. NOT ALL UTILITY COMPANY ARE MEMBERS OF THE TEXAS ONE CALL SYSTEM. THE CONTRACTOR IS ADVISED TO CONTRACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE CALL CENTER.
4. UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. THE PLANS SHOW VISIBLE UTILITIES ONLY, THE CONTRACTOR SHALL CONTRACT THE UTILITY COMPANIES INVOLVED AND VERIFY THE LOCATION OF UNDERGROUND UTILITIES. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL IT IS NO LONGER NECESSARY.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS OF REPAIR OR REPLACEMENT OF EXISTING UTILITIES DAMAGED DURING THE CONSTRUCTION. IT IS FURTHER RECOMMENDED THAT THE CONTRACTOR UTILIZE A HYDROVAC TO CONFIRM LOCATIONS.
6. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAYBE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
7. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY A PUSHING OR BORING METHOD OR AS DIRECTED BY ENGINEER. PVC OR HDPE CONDUIT SHALL BE USED AS APPROVED BY THE ENGINEER. PVC CONDUIT SHALL BE MARKED "DIR. BORING" OR "DIRECTIONAL BORING" AS PER NEC.
8. NON-DESTRUCTIVE MEG TEST AND CURRENT LEAKAGE TEST SHALL BE PERFORMED ON NEW CONDUCTORS, IN THE PRESENCE OF FIELD INSPECTOR. THE TEST VOLTAGE SHALL BE LIMITED TO 230 VOLTS. ANY CONDUCTOR NOT MEETING THE MINIMUM ACCEPTABLE VALUE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE USING NEW CONDUCTOR. THE RESULTS SHALL BE DOCUMENTED AND PROVIDED TO THE JOB ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGES CAUSED BY MEG TEST WHILE DEVICES OR ACCESSORIES ARE STILL CONNECTED AND SHALL BE REPLACED AT CONTRACTOR'S EXPENSE.
9. PULL BOX LIDS SHALL CLOSE FLUSH WITHOUT PINCHING ANY CONDUCTORS. CONDUIT LENGTHS IN PULL BOXES SHALL BE SET ACCORDINGLY. ANY CONDUCTORS THAT HAVE BEEN DAMAGED BY PINCHING SHALL BE COMPLETELY REPLACED AT CONTRACTOR'S EXPENSE.
10. EACH SIDEWALK ILLUMINATION POLE SHALL BE BONDED TO FOUNDATION GROUNDING CONDUCTOR PER NEC. SEE ARTICLES 250 AND 410.
11. ALL ELECTRICAL COMPONENTS SHALL BE UL LISTED. ALL LUMINAIRE ASSEMBLIES SHALL BE BUG RATING OF U0.
12. PULL CABLE SHALL BE MINIMUM 1/2" PULL NYLON OR POLYESTER ROPE, OR 1200 LBS PULL TAPE WHEN PULLING CONDUCTORS. STEEL CABLE OR FISH TAPE SHALL NOT BE USED. CONNECT PULLING DEVICES TO COPPER WIRE AND NOT TO JACKET. USE PULLING COMPOUND PER MANUFACTURER'S REQUIREMENTS. ALL BENDS SHALL NOT BE LESS THAN RECOMMENDED BY NEC FOR CONDUCTORS USED.



- NOTES:
1. PIER DEPTH MAY BE REDUCED TO 2-FT FOR BOLLARD FOUNDATIONS
 2. CONCRETE SHALL BE CLASS A CONCRETE



DOWNSPOUT DETAIL
NOTE TO SCALE

2-2-24	1-UPDATED PER CITY COMMENT	CJM
5-6-24	3-UPDATED PER TXDOT COMMENT	CJM
Date	Revision	By

Designed	CJM
Checked	KSB
Drawn	BLW
Approved	KSB

118 East Broad Street
Texarkana, Arkansas 71854
Phone (870) 216-1906
Fax (870) 216-1907

CITY OF DEKALB
DOWNTOWN SIDEWALK IMPROVEMENTS
DEKALB, TEXAS 75559

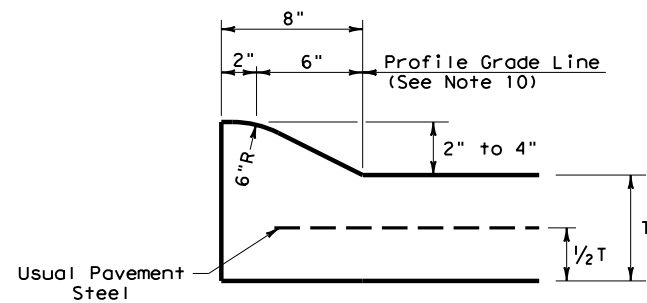
STANDARD DETAILS

Job No.:	DK-01-23
Scale:	N/A
Date:	5/2024
Sheet	10

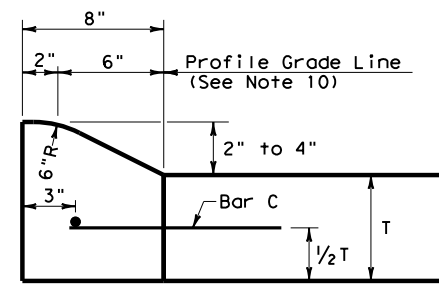
STATE OF TEXAS
CALEB J. MUDFORD
129480
REGISTERED
PROFESSIONAL ENGINEER
5-6-24

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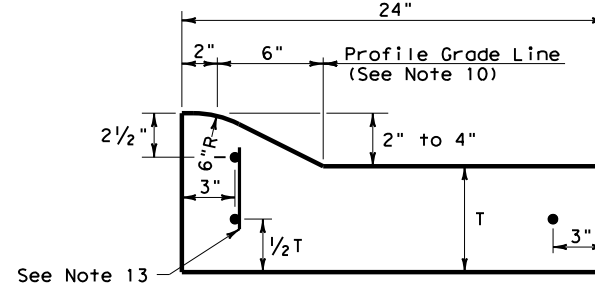
DATE:
FILE:



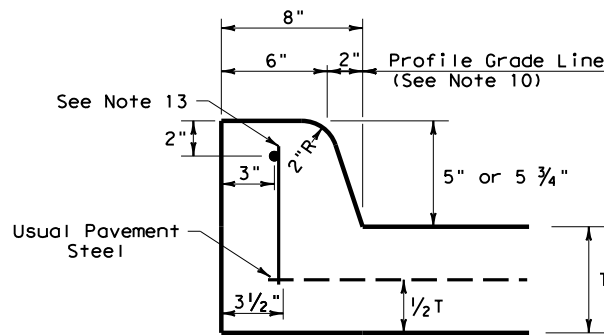
**TYPE I CURB (MONOLITHIC)
2" - 4" HEIGHT**



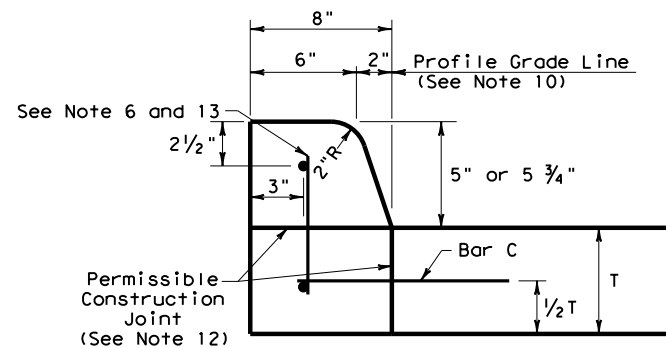
**TYPE I CURB
2" - 4" HEIGHT**



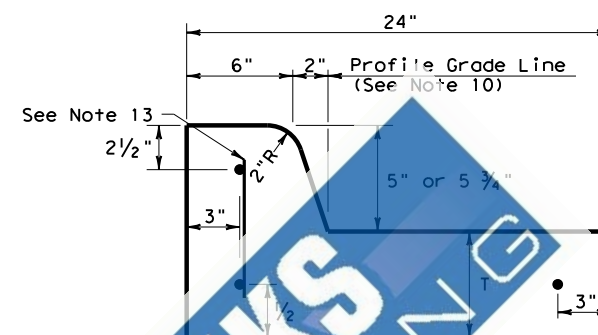
**TYPE I CURB AND GUTTER
2" - 4" HEIGHT**



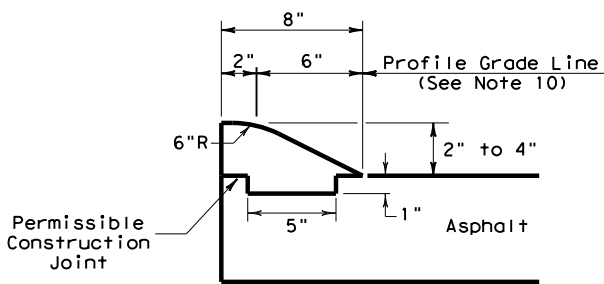
**TYPE II CURB (MONOLITHIC)
5" - 5 3/4" HEIGHT**



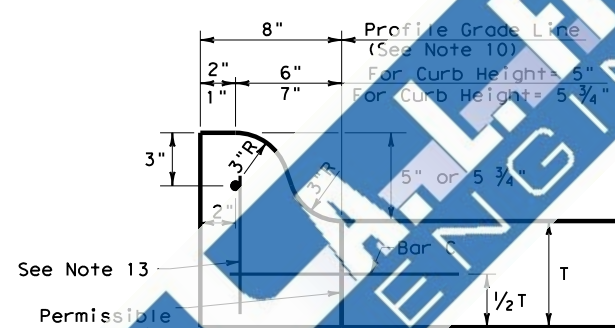
**TYPE II CURB
5" - 5 3/4" HEIGHT**



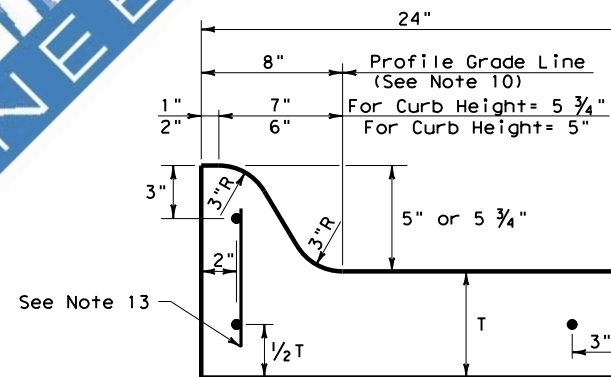
**TYPE II CURB AND GUTTER
5" - 5 3/4" HEIGHT**



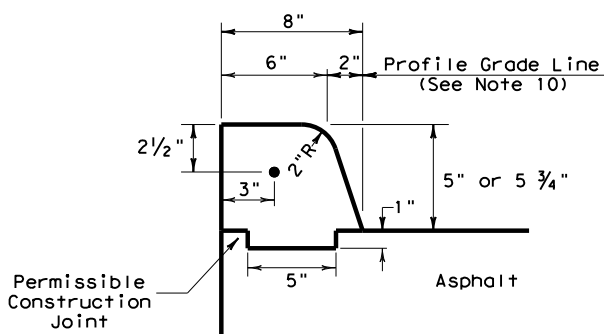
**TYPE III CURB (KEYED)
2" - 4" HEIGHT**



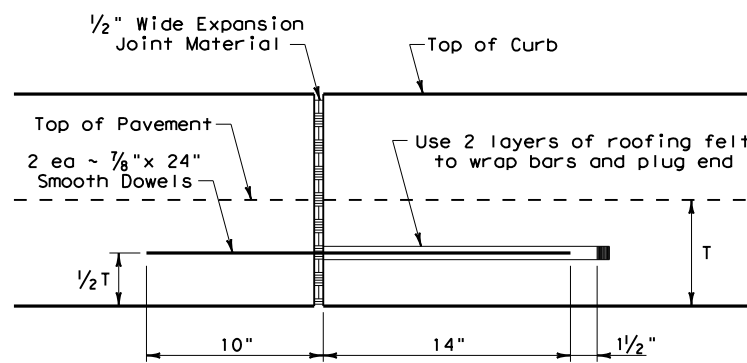
**TYPE IIIa CURB
5" - 5 3/4" HEIGHT**



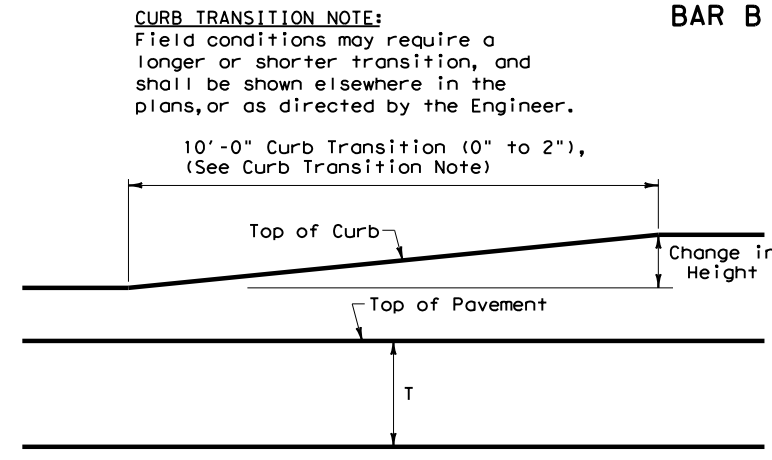
**TYPE IIIa CURB AND GUTTER
5" - 5 3/4" HEIGHT**



**TYPE IV CURB (KEYED)
5" - 5 3/4" HEIGHT**



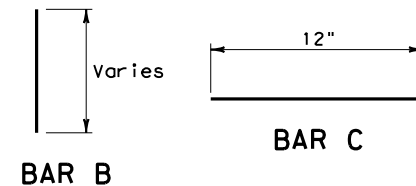
EXPANSION JOINT DETAIL



CURB TRANSITION
Note: To be paid for as Highest Curb

GENERAL NOTES

- All materials and construction shall be in accordance with Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter."
- Concrete shall be Class A.
- When reinforcing bars are used, they shall be No.4 unless otherwise shown. The use of fiber reinforced concrete in lieu of reinforcing steel is acceptable. Use fibers meeting the requirements of DMS 4550, "Fibers for Concrete," and dose fibers in accordance with Material Producers List (MPL) "Fibers for Class A and B Concrete Applications."
- Round exposed sharp edges with a rounding tool, to a minimum radius of 1/4 inch.
- All existing curbs and driveways to be removed shall be sawed or removed at existing joints.
- Where concrete curb is to be placed on existing concrete pavement, Bar B may be drilled and grouted in place, or may be inserted into fresh concrete.
- Expansion and contraction joints shall be constructed to match pavement joints in all curbs and curb and gutter adjacent to jointed concrete pavement. Where placement of curb or curb and gutter is not adjacent to concrete pavement, expansion joints shall be provided at structures, curb returns at streets, and at locations directed by The Engineer.
- Vertical and horizontal dowel bars and transverse reinforcing bars shall be placed at four feet C-C.
- Dimension 'T' shown is the thickness of concrete pavement. When curb is installed adjacent to flexible pavement dimension 'T' is 8" maximum.
- Usual profile grade line. Refer to typical sections and plan-profile sheets for exact locations.
- One-half inch expansion joint material shall be provided where curb or curb and gutter is adjacent to sidewalk or riprap.
- When horizontal permissible construction joints are used, the longitudinal pavement steel shall be placed in accordance with pavement details shown elsewhere in the plans. Reinforcing steel for curb section shall then conform to that required for concrete curb.
- Bar B placement as needed (typically at four ft. C-C) to support curb reinforcing steel during concrete placement.

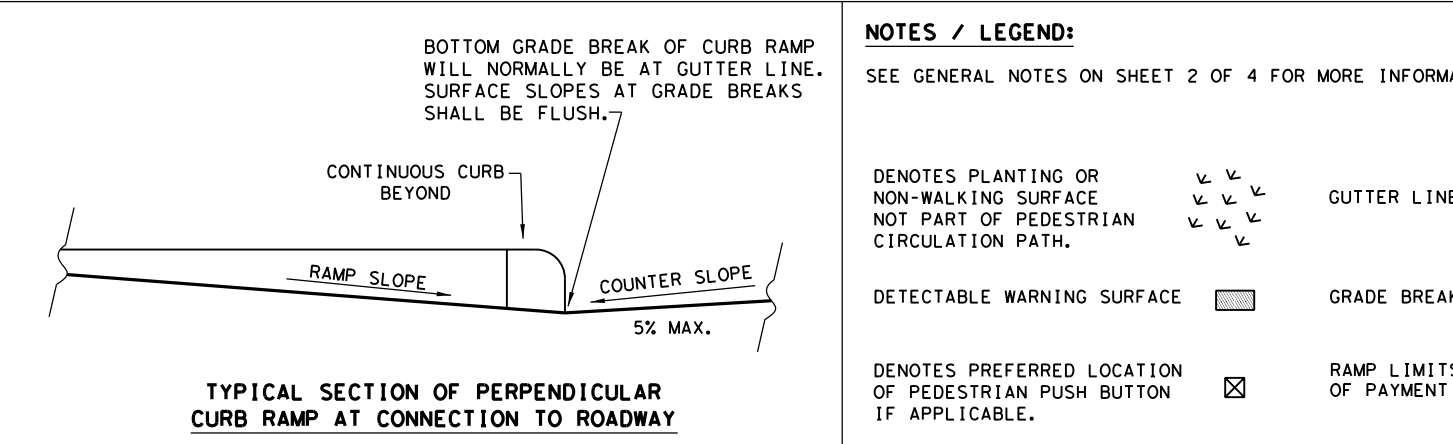
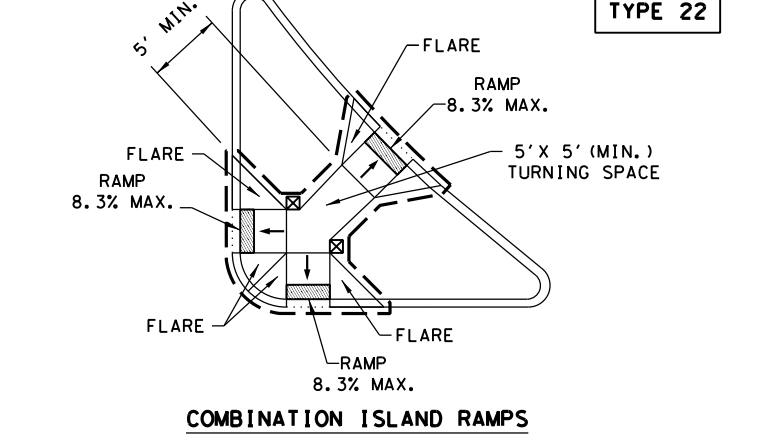
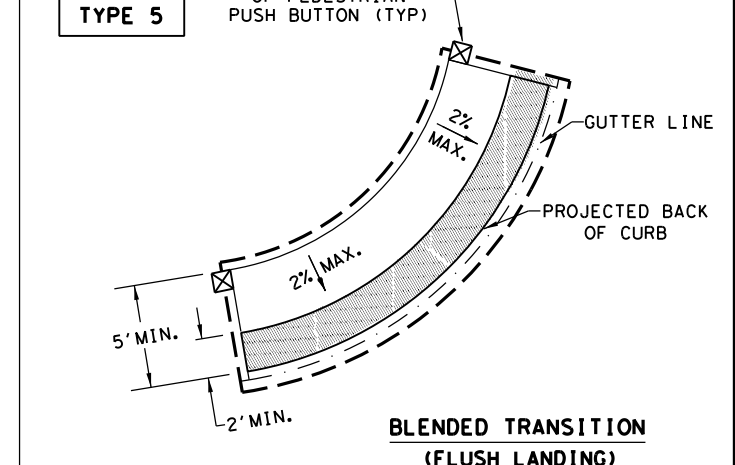
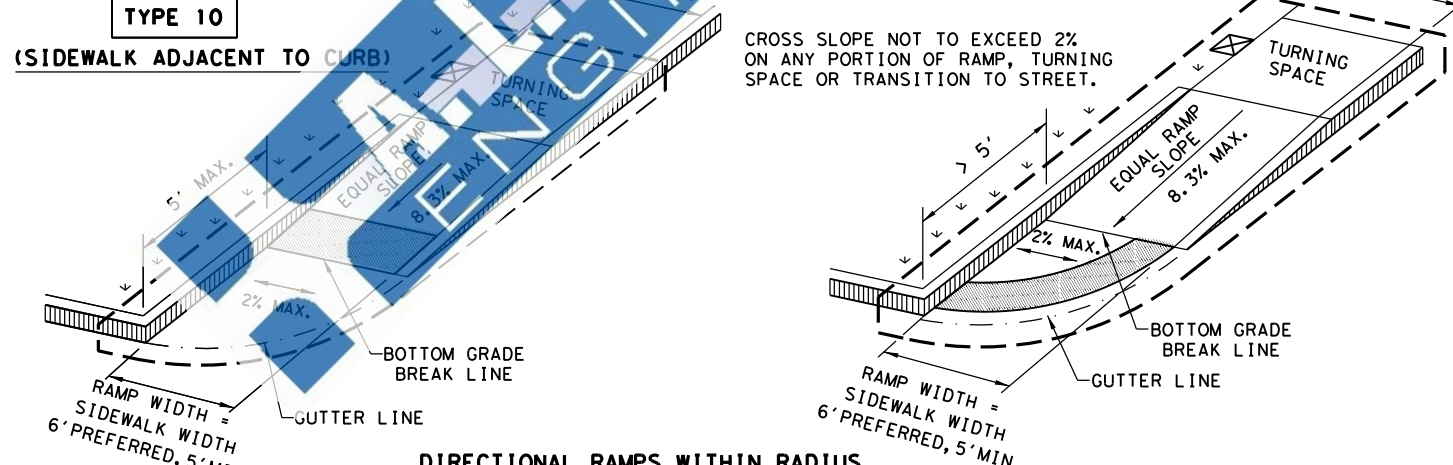
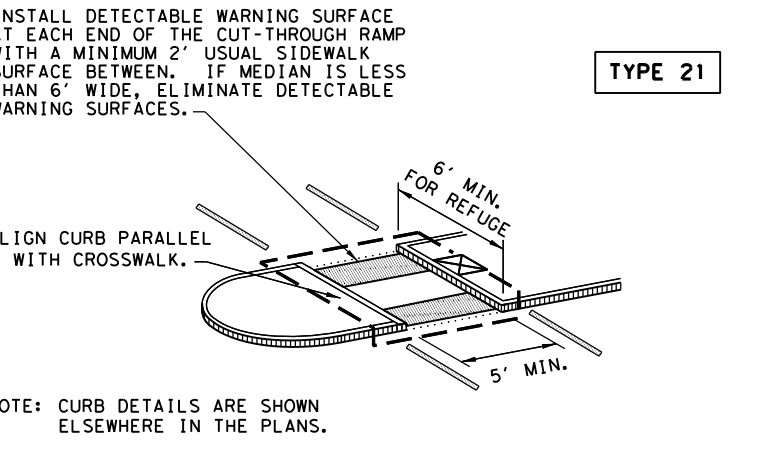
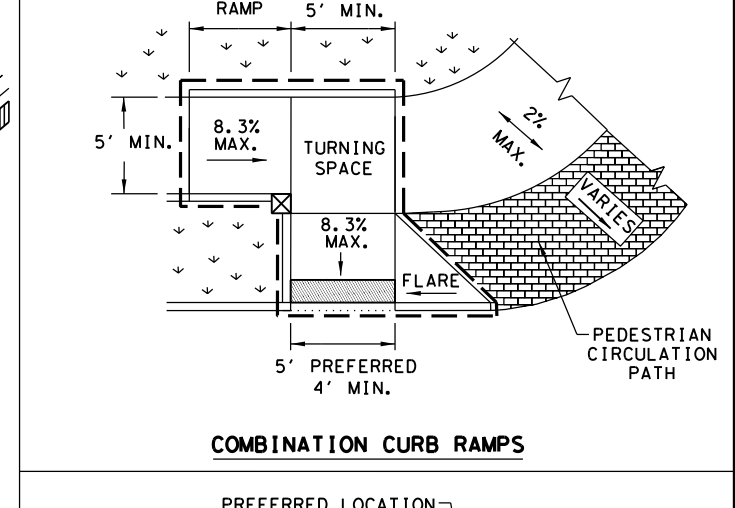
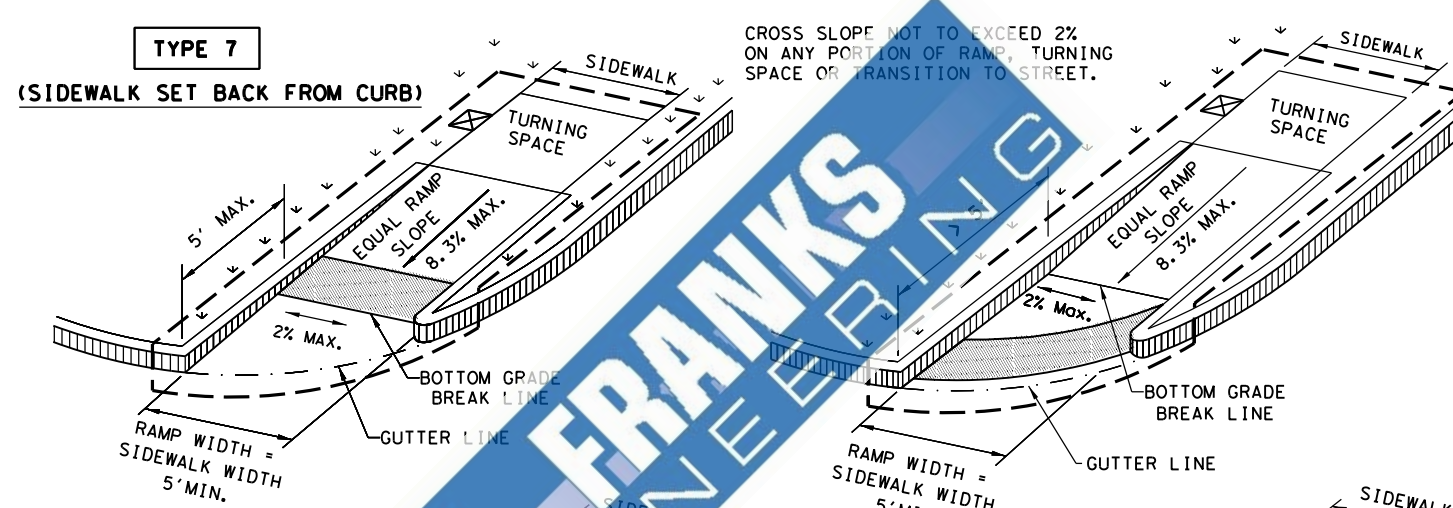
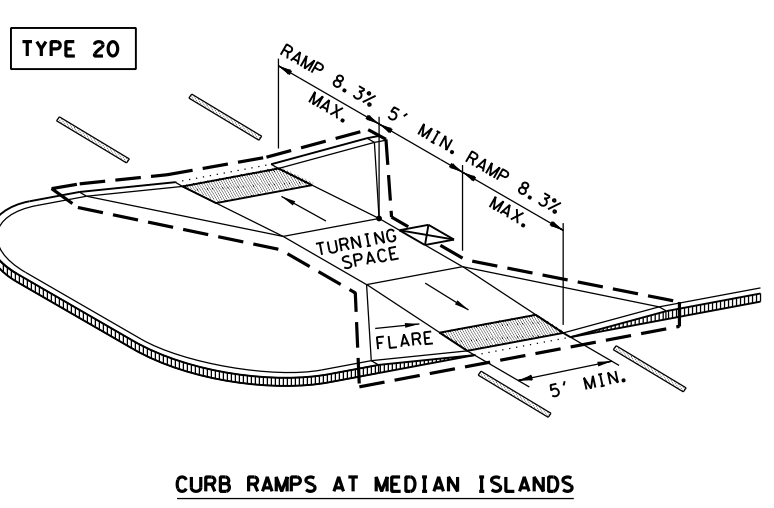
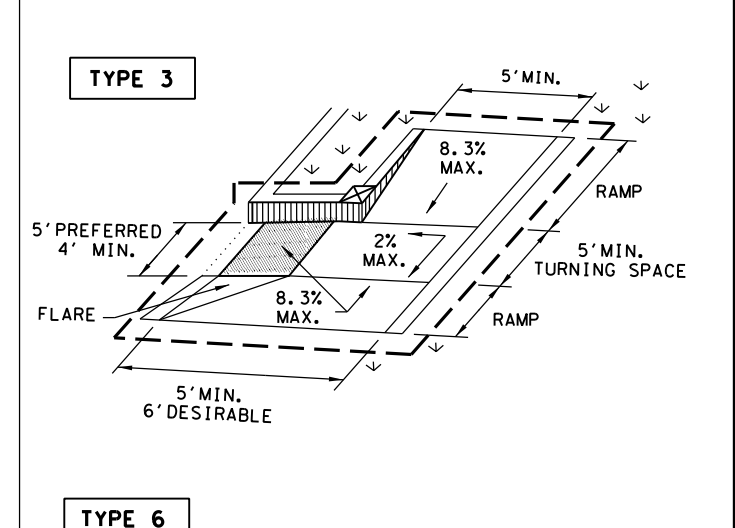
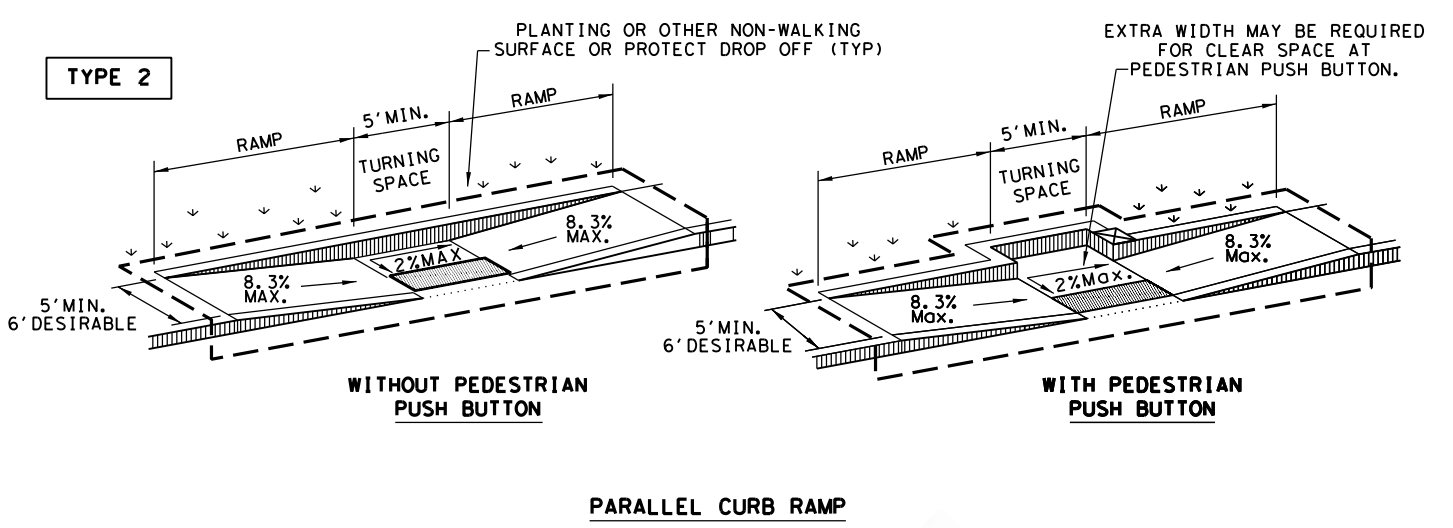
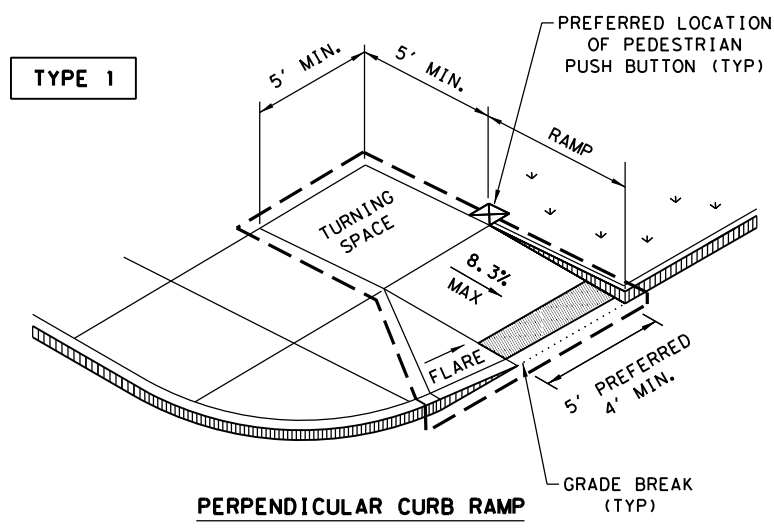


CURB TRANSITION NOTE:
Field conditions may require a longer or shorter transition, and shall be shown elsewhere in the plans, or as directed by the Engineer.

		Design Division Standard	
CONCRETE CURB AND GUTTER			
CCCG-22			
FILE: cccg21.dgn	DN: TxDOT	CK: AN	DW: CS
© TxDOT: JUNE 2022	CONT	SECT	JOB
REVISIONS		HIGHWAY	
DIST	COUNTY	SHEET NO.	
		11	

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DATE: FILE:



NOTES / LEGEND:

SEE GENERAL NOTES ON SHEET 2 OF 4 FOR MORE INFORMATION.

DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH.

DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON IF APPLICABLE.

Detectable Warning Surface: [Symbol]

Gutter Line: [Symbol]

Grade Break: [Symbol]

Ramp Limits of Payment: [Symbol]

SHEET 1 OF 4

Texas Department of Transportation

Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

PED-18

FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISED 08, 2005	REVISIONS			
REVISED 06, 2012	DIST	COUNTY	SHEET NO.	
REVISED 01, 2018			12	

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DATE:
FILE:

GENERAL NOTES

CURB RAMPS

1. Install a curb ramp or blended transition at each pedestrian street crossing.
2. All slopes shown are maximum allowable. Cross slopes of 1.5% and lesser running should be used. Adjust curb ramp length or grade of approach sidewalks as directed.
3. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
4. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 6' sidewalk width is desirable. Where a 5' sidewalk cannot be provided due to site constraints, sidewalk width may be reduced to 4' for short distances. 5' x 5' passing areas at intervals not to exceed 200' are required.
5. Turning Spaces shall be 5' x 5' minimum. Cross slope shall be maximum 2%.
6. Clear space at the bottom of curb ramps shall be a minimum of 4' x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.
7. Provide flared sides where the pedestrian circulation path crosses the curb ramp. Flared sides shall be sloped at 10% maximum, measured parallel to the curb. Returned curbs may be used only where pedestrians would not normally walk across the ramp, either because the adjacent surface is planted, substantially obstructed, or otherwise protected.
8. Additional information on curb ramp location, design, light reflective value and texture may be found in the latest draft of the Proposed Guidelines for Pedestrian Facilities in the Public Right of Way (PROWAG) as published by the U.S. Architectural and Transportation Barriers Compliance Board (Access Board).
9. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured from back of curbs. Medians should be designed to provide accessible passage over or through them.
10. Small channelization islands, which do not provide a minimum 5' x 5' landing at the top of curb ramps, shall be cut through level with the surface of the street.
11. Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, curb ramps shall align with theoretical crosswalks unless otherwise directed.
12. Provide curb ramps to connect the pedestrian access route at each pedestrian street crossing. Handrails are not required on curb ramps.
13. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
14. Place concrete at a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.
15. Furnish and install No. 3 reinforcing steel bars at 18" o.c. both ways, unless otherwise directed.
16. Provide a smooth transition where the curb ramps connect to the street.
17. Curbs shown on sheet 1 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
18. Existing features that comply with applicable standards may remain in place unless otherwise shown on the plans.

DETECTABLE WARNING MATERIAL

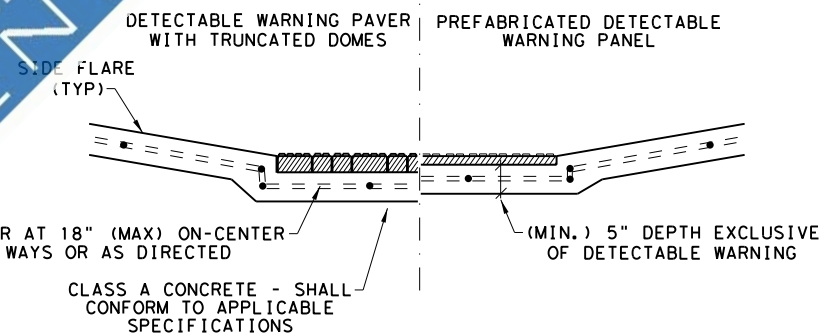
19. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with PROWAG. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material adjacent to uncolored concrete, unless specified elsewhere in the plans.
20. Detectable Warning Materials must meet TxDOT Departmental Materials Specification DMS 4350 and be listed on the Material Producer List. Install products in accordance with manufacturer's specifications.
21. Detectable warning surfaces must be firm, stable and slip resistant.
22. Detectable warning surfaces shall be a minimum of 24 inches in depth in the direction of pedestrian travel, and extend the full width of the curb ramp or landing where the pedestrian access route enters the street.
23. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb and neither end of that edge is greater than 5 feet from the back of curb. Detectable warning surfaces may be curved along the corner radius.
24. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.

DETECTABLE WARNING PAVERS (IF USED)

25. Furnish detectable warning paver units meeting all requirements of ASTM C-936, C-33. Lay in a two by two unit basket weave pattern or as directed.
26. Lay full-size units first followed by closure units consisting of at least 25 percent (25%) of a full unit. Cut detectable warning paver units using a power saw.

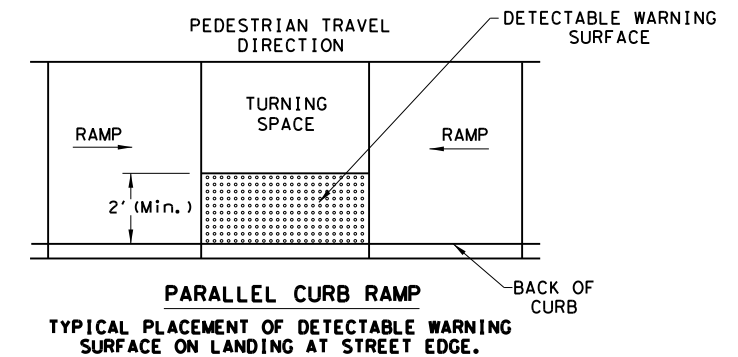
SIDEWALKS

27. Provide clear ground space at operable parts, including pedestrian push buttons. Operable parts shall be placed within unobstructed reach range specified in PROWAG section R406.
28. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items so as not to obstruct the pedestrian access route or clear ground space.
29. Street grades and cross slopes shall be as shown elsewhere in the plans.
30. Changes in level greater than 1/4 inch are not permitted.
31. The least possible grade should be used to maximize accessibility. The running slope of sidewalks and crosswalks within the public right of way may follow the grade of the parallel roadway. Where a continuous grade greater than five percent (5%) must be provided, handrails may be desirable to improve accessibility. Handrails may also be needed to protect pedestrians from potentially hazardous conditions. If provided, handrails shall comply with PROWAG R409.
32. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.
33. Driveways and turnouts shall be constructed and paid for in accordance with Item "Intersections, Driveways and Turnouts". Sidewalks shall be constructed and paid for in accordance with Item "Sidewalks".
34. Sidewalk details are shown elsewhere in the plans.

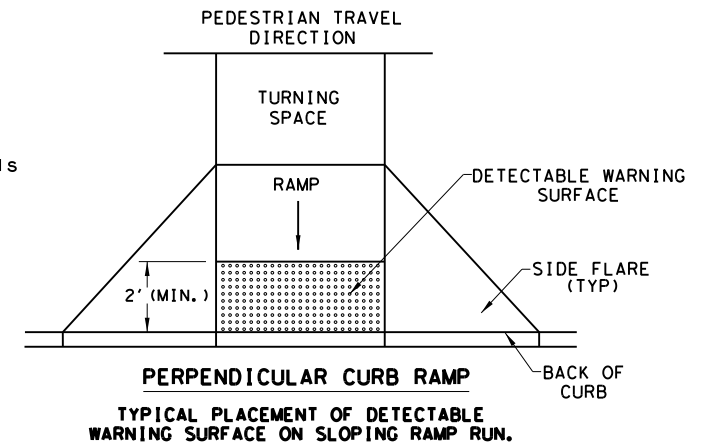


SECTION VIEW DETAIL
CURB RAMP AT DETECTIBLE WARNINGS

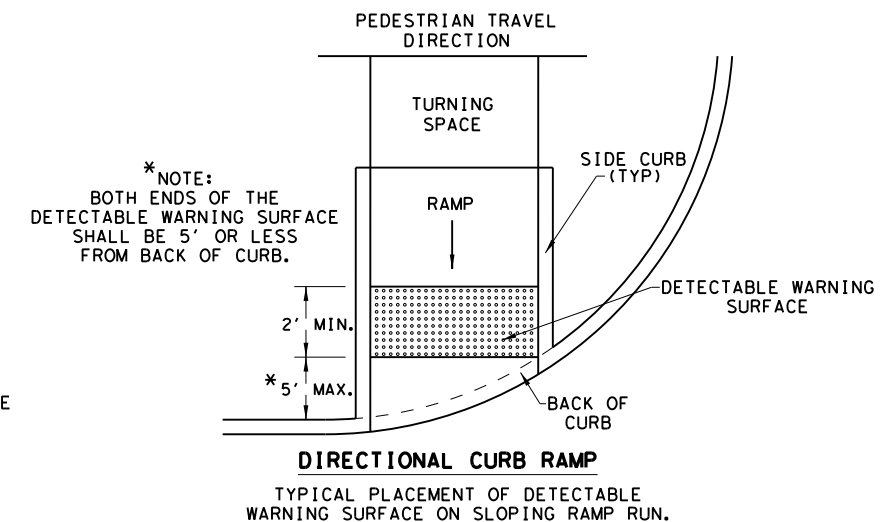
DETECTABLE WARNING SURFACE DETAILS



PARALLEL CURB RAMP
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON LANDING AT STREET EDGE.



PERPENDICULAR CURB RAMP
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.



DIRECTIONAL CURB RAMP
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.

* NOTE:
BOTH ENDS OF THE
DETECTABLE WARNING SURFACE
SHALL BE 5' OR LESS
FROM BACK OF CURB.

SHEET 2 OF 4



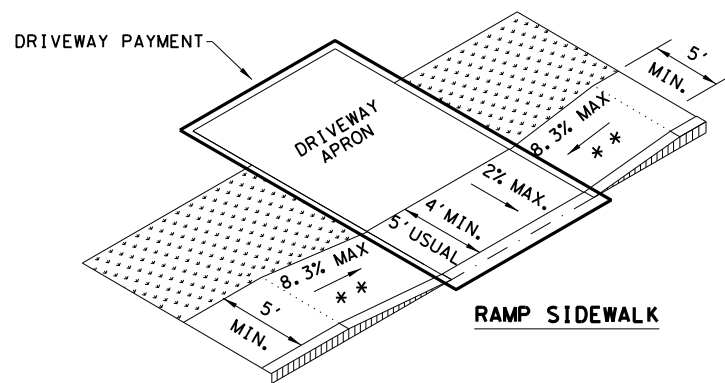
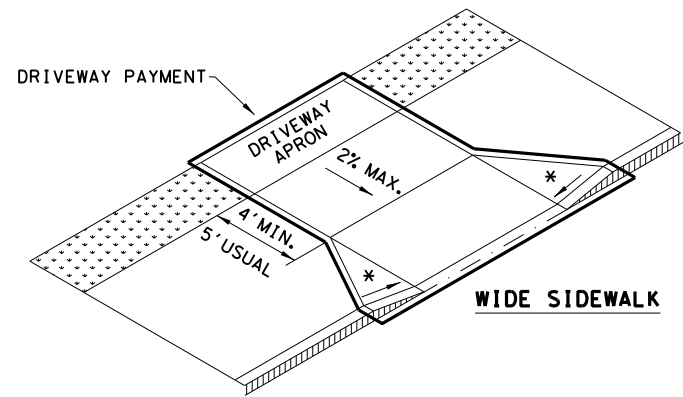
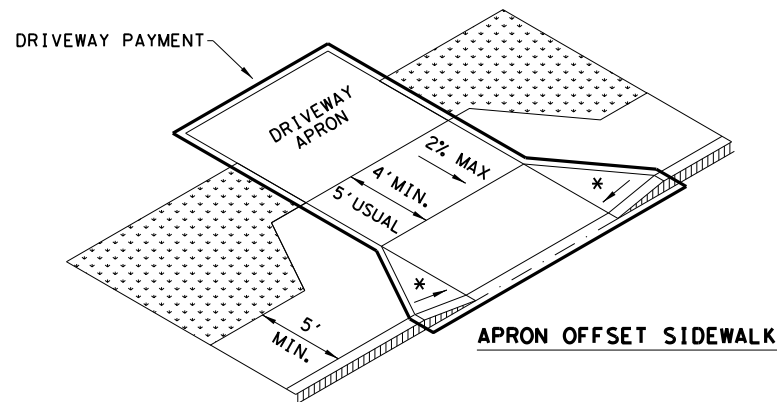
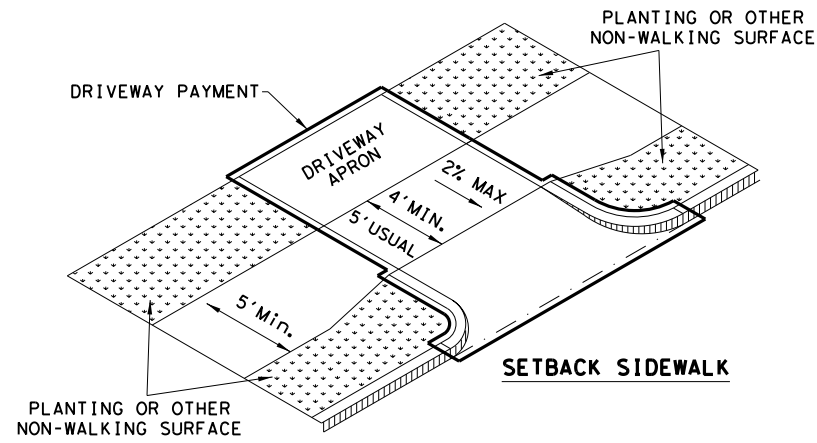
PEDESTRIAN FACILITIES CURB RAMPS

PED-18

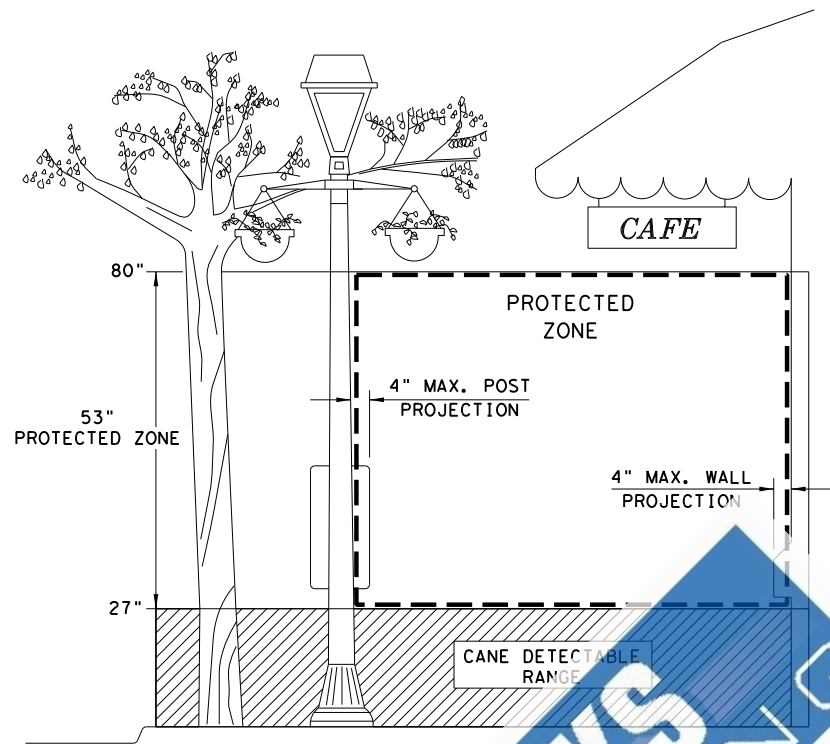
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© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				
REVISED 08, 2005	DIST	COUNTY	SHEET NO.	
REVISED 06, 2012			13	
REVISED 01, 2018				

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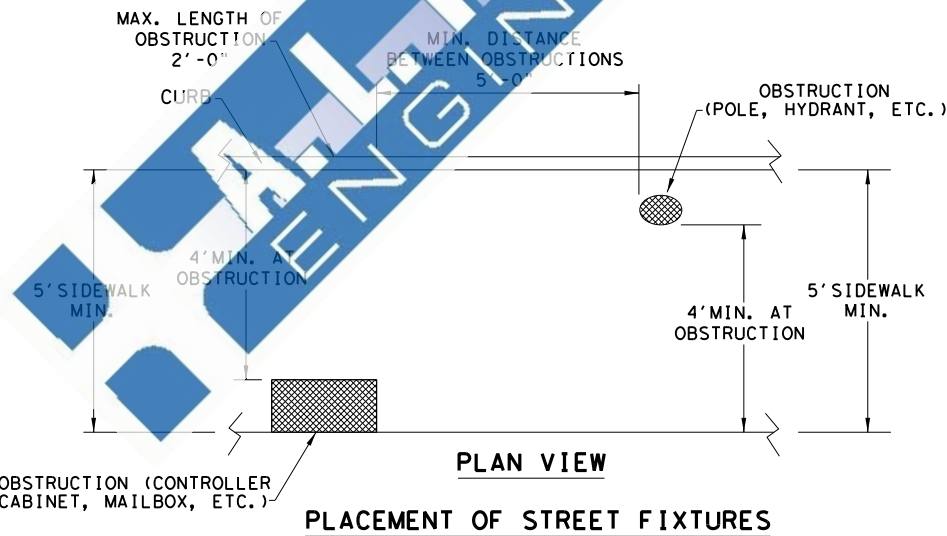
SIDEWALK TREATMENT AT DRIVEWAYS



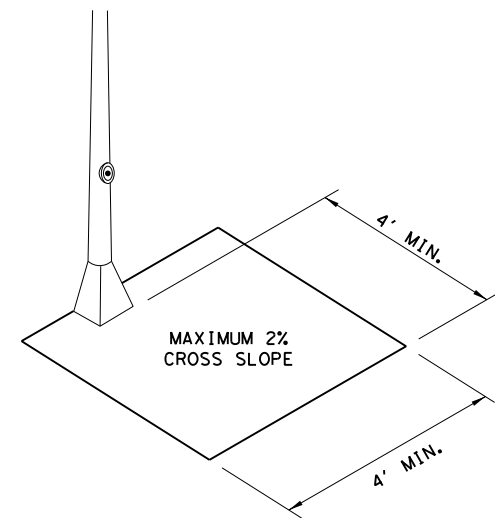
NOTES:
 * WHERE DRIVEWAYS CROSS THE PEDESTRIAN ROUTE, SIDES SHALL BE FLARED AT 10% MAX SLOPE.
 ** IF CURB HEIGHT IS GREATER THAN 6 INCHES, USE GRADE LESS THAN OR EQUAL TO 5%. HANDRAIL AND DETECTABLE WARNING ARE NOT REQUIRED.



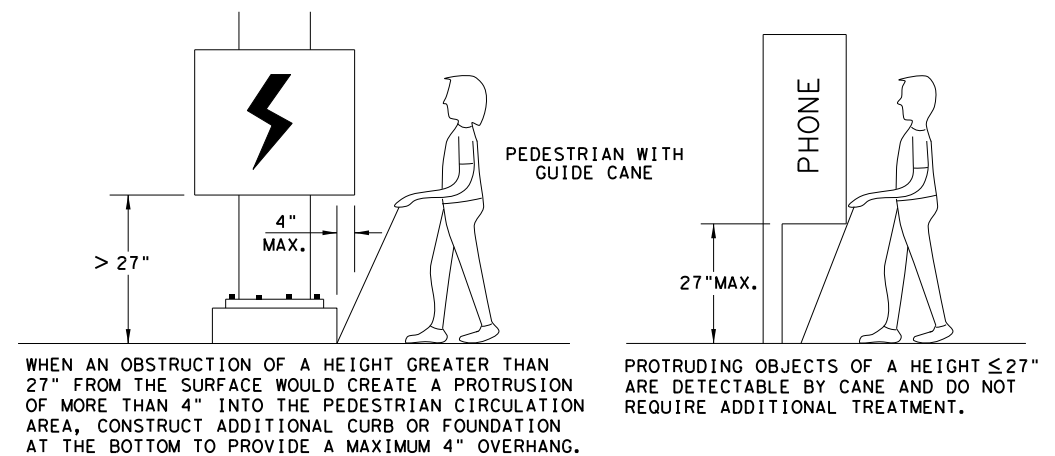
NOTE: IN PEDESTRIAN CIRCULATION AREA, MAXIMUM 4" PROJECTION FOR POST OR WALL MOUNTED OBJECTS BETWEEN 27" AND 80" ABOVE THE SURFACE.



NOTE: ITEMS NOT INTENDED FOR PUBLIC USE. MINIMUM 4' X 4' CLEAR GROUND SPACE REQUIRED AT PUBLIC USE FIXTURES.



CLEAR SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON



DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"

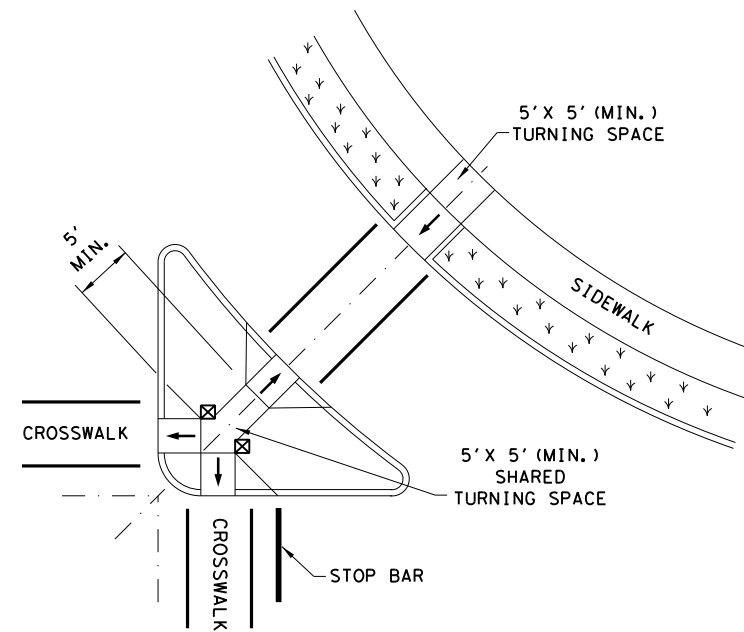
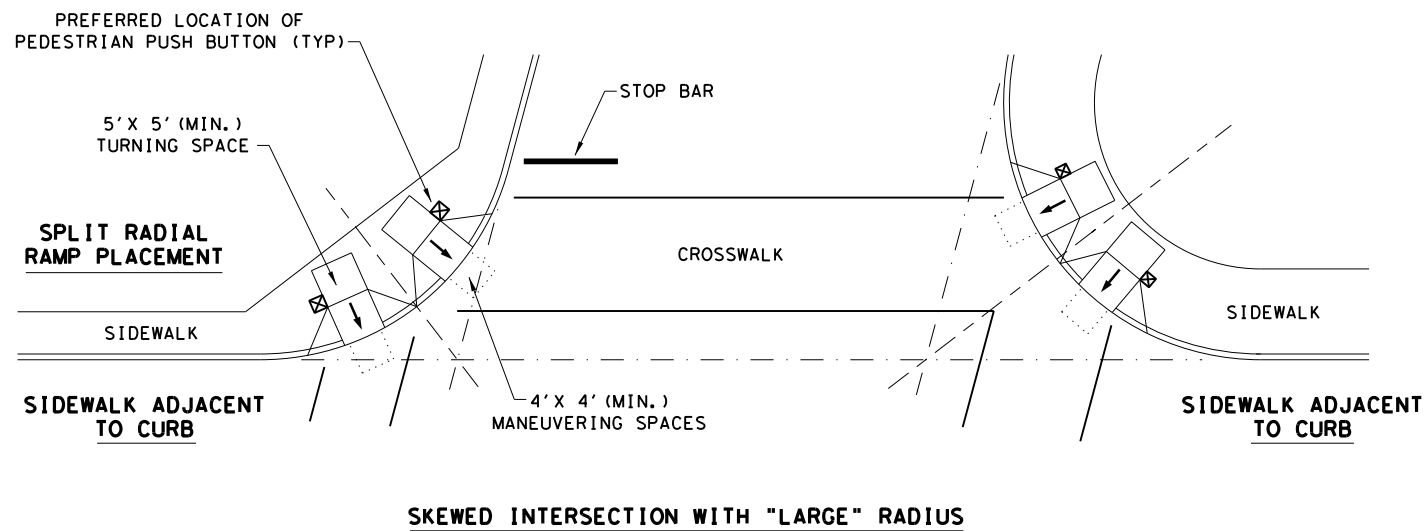
SHEET 3 OF 4

		Design Division Standard	
PEDESTRIAN FACILITIES CURB RAMPS PED-18			
FILE: ped18	DN: TxDOT	DW: VP	CK: KM
© TxDOT: MARCH, 2002	CONT	SECT	JOB
REVISIONS	DIST		COUNTY
REVISED 08, 2005	SHEET NO.		14
REVISED 06, 2012			
REVISED 01, 2018			

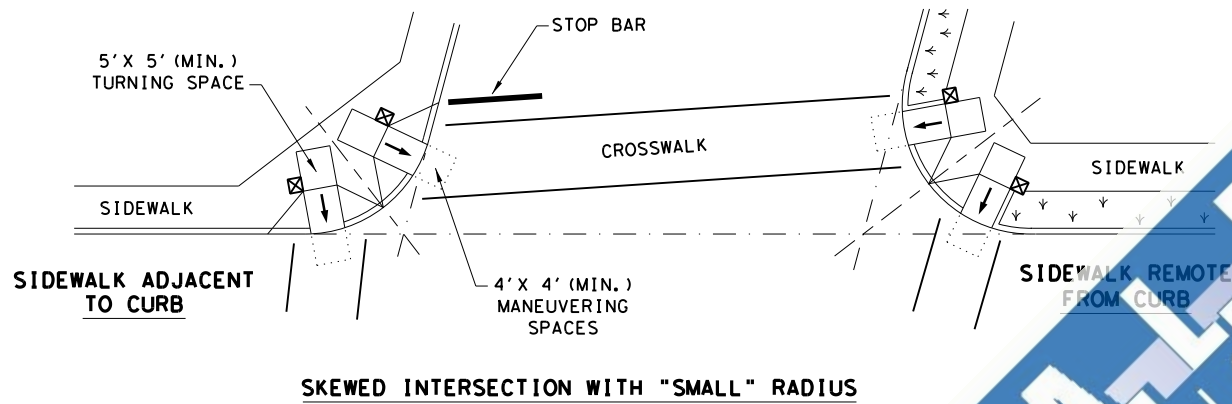
DATE:
FILE:

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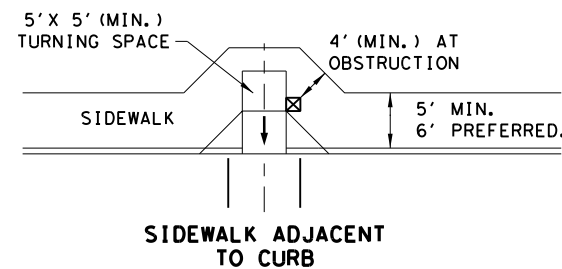
TYPICAL CROSSING LAYOUTS
SEE SHEET 1 OF 4 FOR DETAILS AND DIMENSIONS



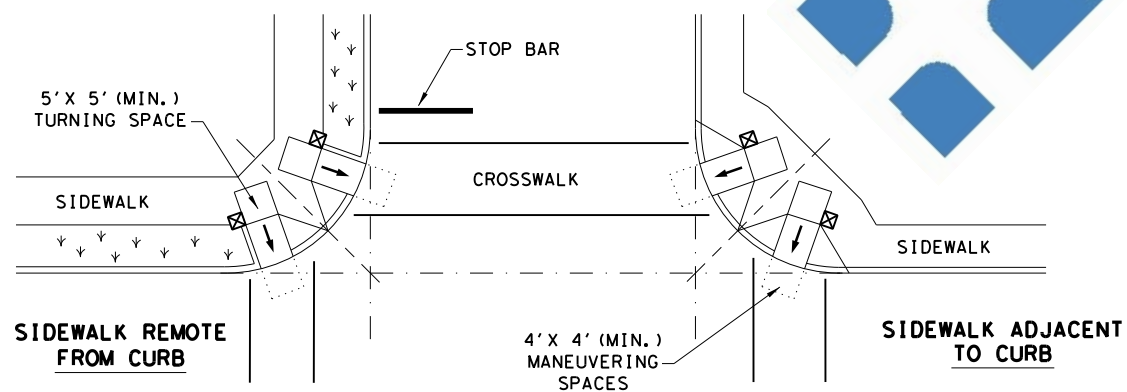
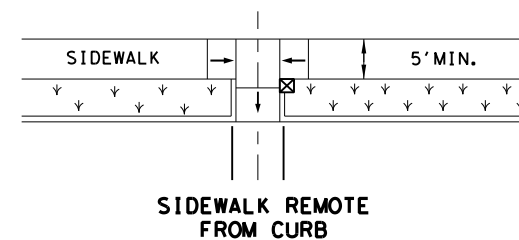
AT INTERSECTION
W/FREE RIGHT TURN & ISLAND



SKewed INTERSECTION WITH "SMALL" RADIUS



MID-BLOCK PLACEMENT
PERPENDICULAR RAMPS



NORMAL INTERSECTION WITH "SMALL" RADIUS

LEGEND:

SHOWS DOWNWARD SLOPE. →

DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON (IF APPLICABLE). ☒

DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH. ↙ ↘ ↗ ↖

SHEET 4 OF 4



PEDESTRIAN FACILITIES
CURB RAMPS

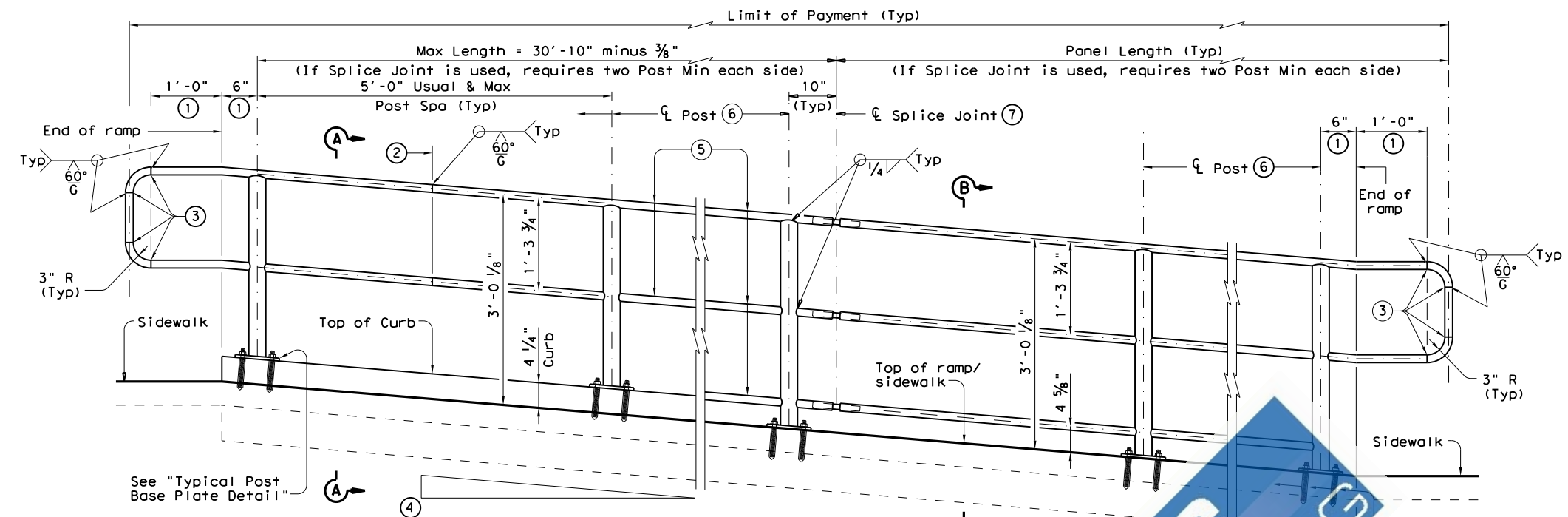
PED-18

FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				
REVISED 08, 2005	DIST	COUNTY	SHEET NO.	
REVISED 06, 2012			15	
REVISED 01, 2018				

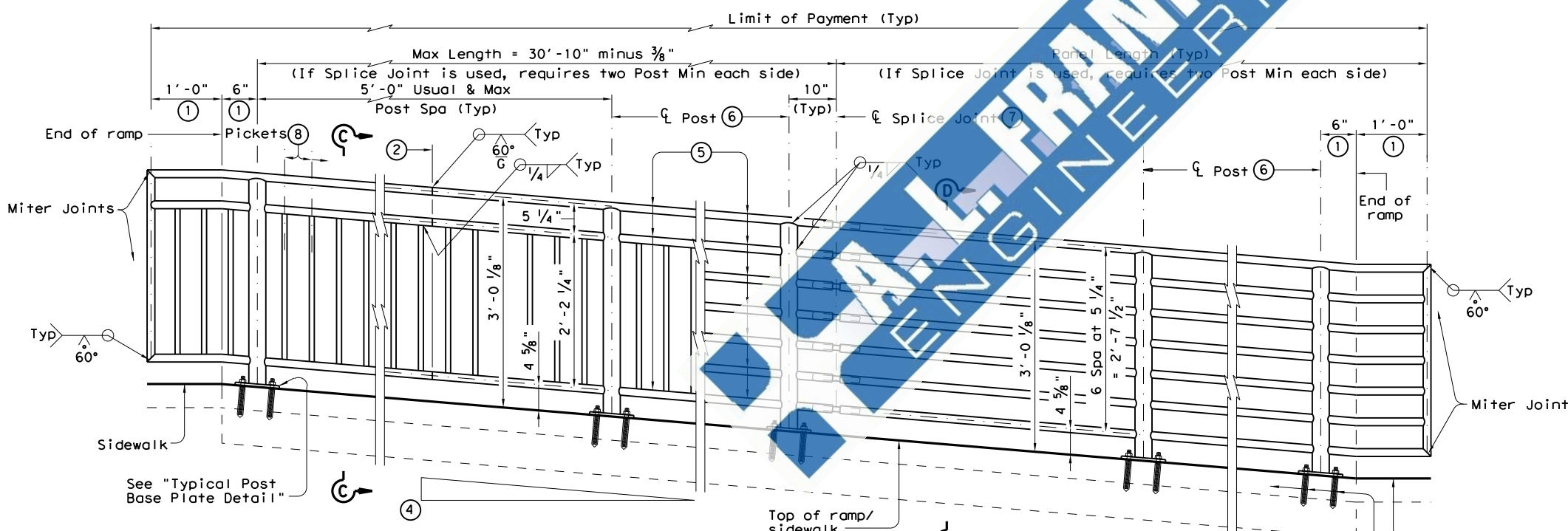
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FILE:

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DATE:
FILE:

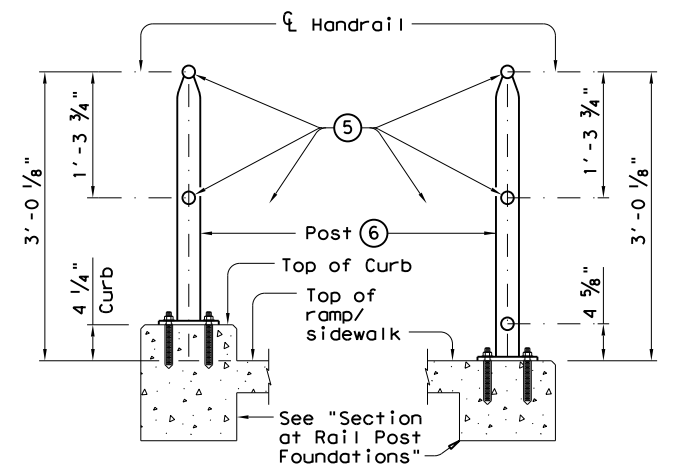


TY A ELEVATION VIEW (Shop Splices and Splice Joints only shown on one Type for clarity)

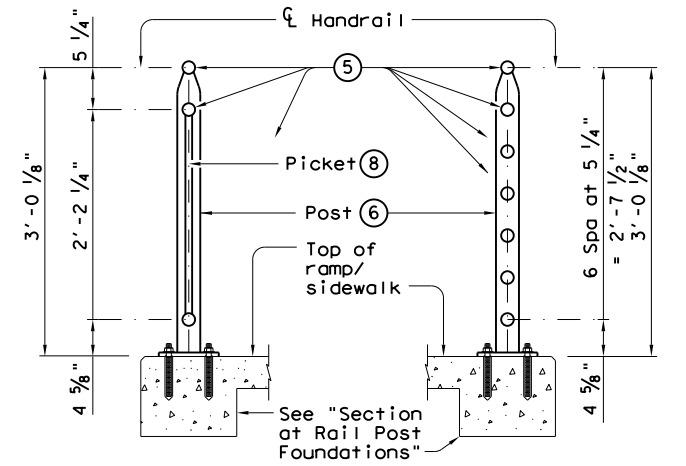


TY C ELEVATION VIEW (Shop Splices and Splice Joints only shown on one Type for clarity)

RECOMMENDED USAGE (9) (10)	
Dropoff Height/Condition	Recommended Rail Options
< 30" dropoff	TY A, TY B, TY C, or TY D
≥ 30" dropoff, or along Bike Path	TY E or TY F



SECTION A-A (Showing Handrail TY A) **SECTION B-B** (Showing Handrail TY B)



SECTION C-C (Showing Handrail TY C) **SECTION D-D** (Showing Handrail TY D)

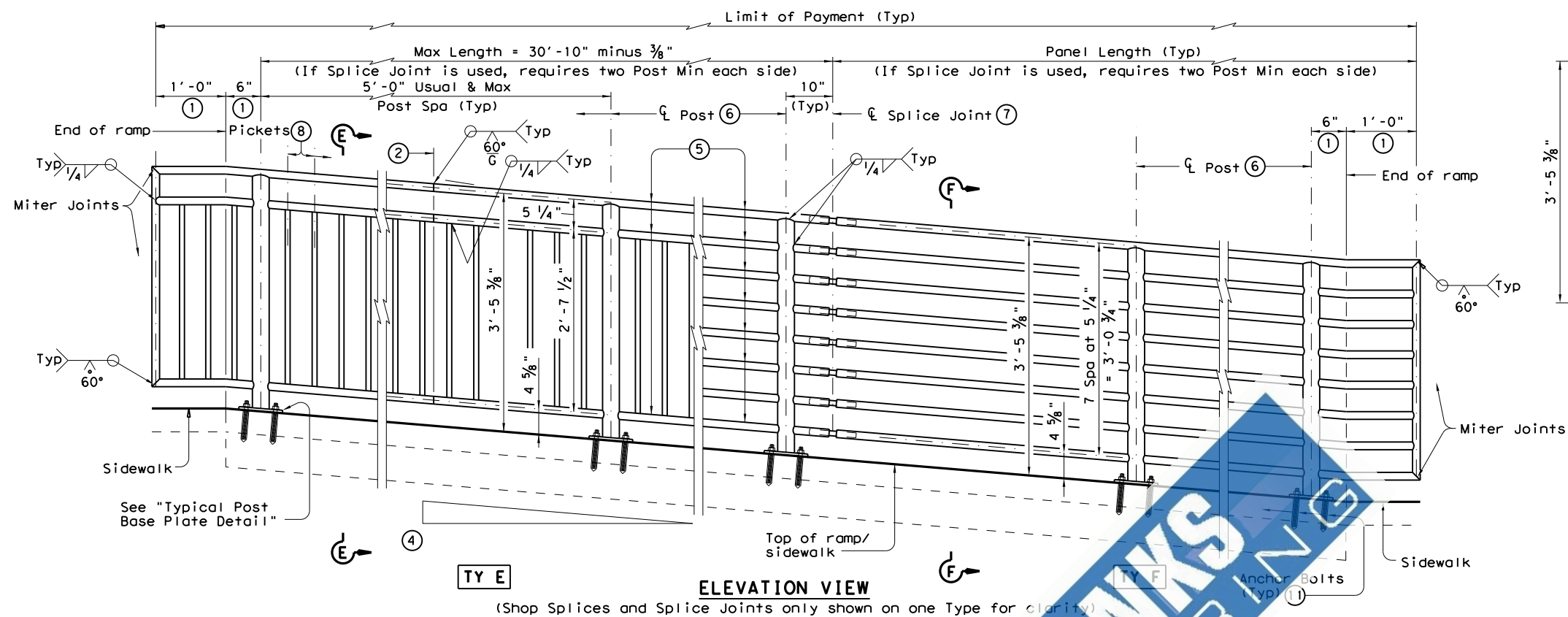
- ① Parallel to ground.
- ② One shop splice per panel is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
- ③ Shop splice is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
- ④ See Ramp Details located elsewhere in plans for ramp slope and dimensions. Maximum ramp slope will not exceed 8.3 percent. Level landing required for each 30" rise if grade exceeds 5 percent.
- ⑤ 1 1/2" Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to ramp / sidewalk. Provide holes as needed in 1 1/2" Dia. pipe for galvanizing drainage and venting.
- ⑥ 2 1/2" Dia. Standard Pipe (2.875" O.D., 0.203" wall thickness). See "Post Mount Detail" for crimping and trimming post to fit Dia. of top rail. Provide holes as needed in post for galvanizing drainage and venting. Plumb all posts.
- ⑦ See "Handrail Fabrication Details" for Splice Joints.
- ⑧ 5/8" Dia. Round Bar equal spacing at 4 1/2" Max. Plumb all pickets.
- ⑨ When needed for accessibility (grade > 5 percent) or as needed for pedestrian safety.
- ⑩ Not to be used on bridges.
- ⑪ See "General Notes" for anchor bolt information.

SHEET 1 OF 3

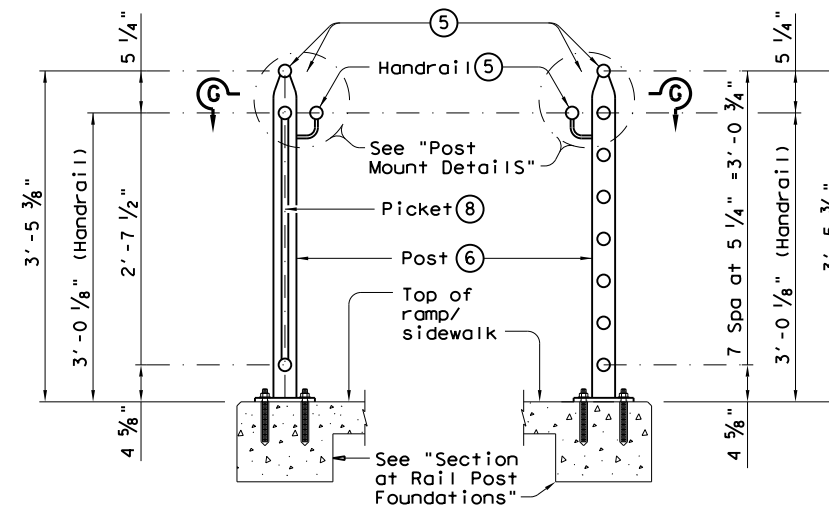
		Design Division Standard		
<h2>PEDESTRIAN HANDRAIL DETAILS</h2> <h3>PRD-13</h3>				
FILE: prd13.dgn	DN: TxDOT	CK: AM	DW: JTR	CK: CGL
© TxDOT December 2006	CONT	SECT	JOB	HIGHWAY
REVISED MAY, 2013 (VP)	DIST	COUNTY	SHEET NO.	
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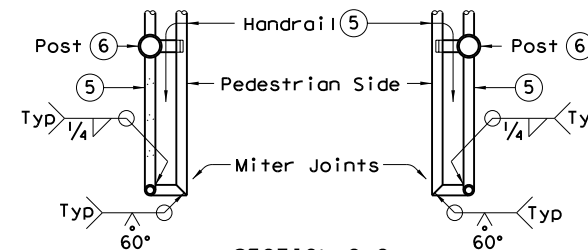
DATE:
FILE:



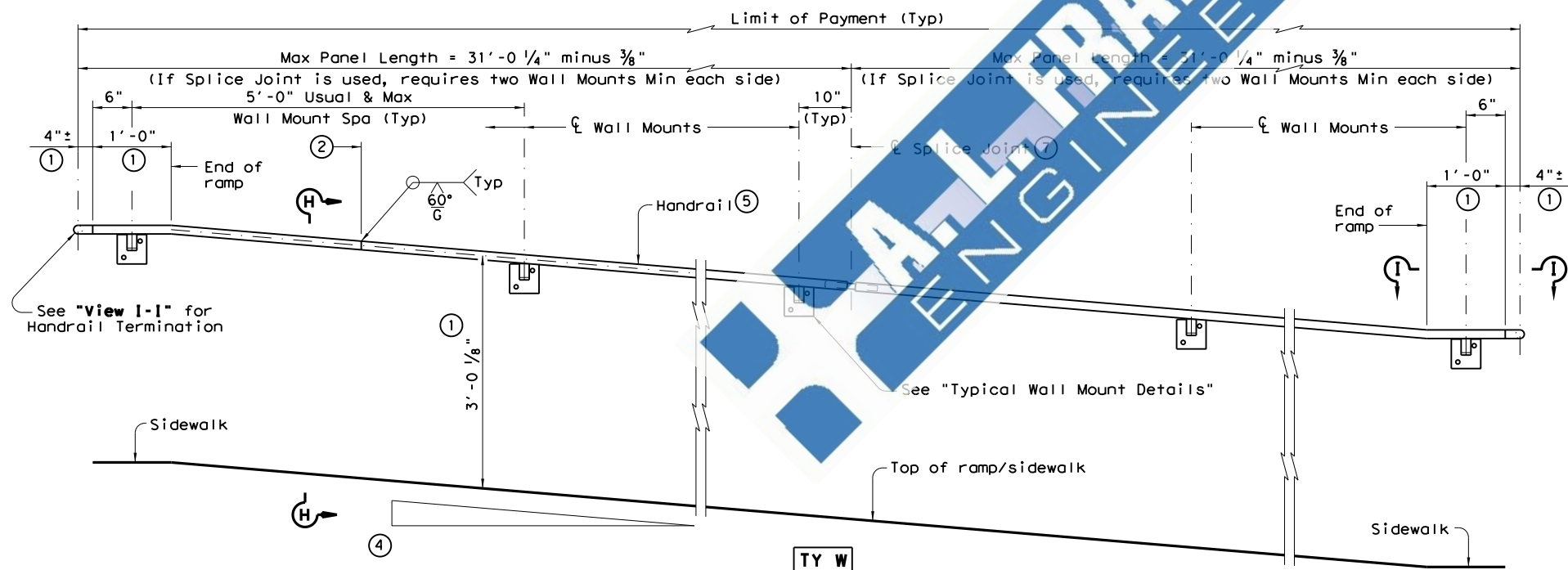
ELEVATION VIEW
(Shop Splices and Splice Joints only shown on one Type for clarity)



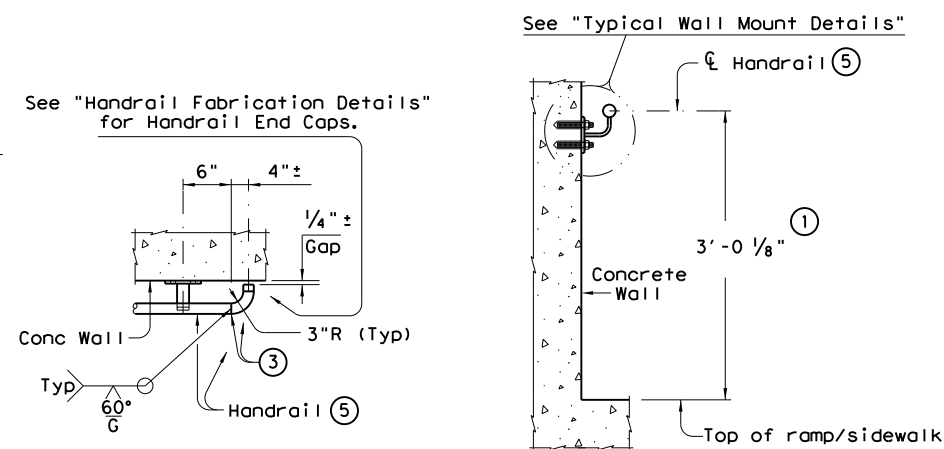
SECTION E-E
(Showing Handrail TY E) **SECTION F-F**
(Showing Handrail TY F)



SECTION G-G
(Showing Handrail Termination)



ELEVATION VIEW



VIEW I-I
(Showing Handrail Termination)

SECTION H-H
(Showing Handrail TY W)

- ① Parallel to ground.
- ② One shop splice per panel is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
- ③ Shop splice is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
- ④ See Ramp Details located elsewhere in plans for ramp slope and dimensions. Maximum ramp slope will not exceed 8.3 percent. Level landing required for each 30" rise if grade exceeds 5 percent.
- ⑤ 1 1/2" Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to ramp / sidewalk. Provide holes as needed in 1 1/2" Dia. pipe for galvanizing drainage and venting.
- ⑥ 2 1/2" Dia. Standard Pipe (2.875" O.D., 0.203" wall thickness). See "Post Mount Detail" for crimping and trimming post to fit Dia. of top rail. Provide holes as needed in post for galvanizing drainage and venting. Plumb all posts.
- ⑦ See "Handrail Fabrication Details" for Splice Joints.
- ⑧ 1/2" Dia. Round Bar equal spacing at 4 1/2" Max. Plumb all pickets.
- ⑩ See "General Notes" for anchor bolt information.

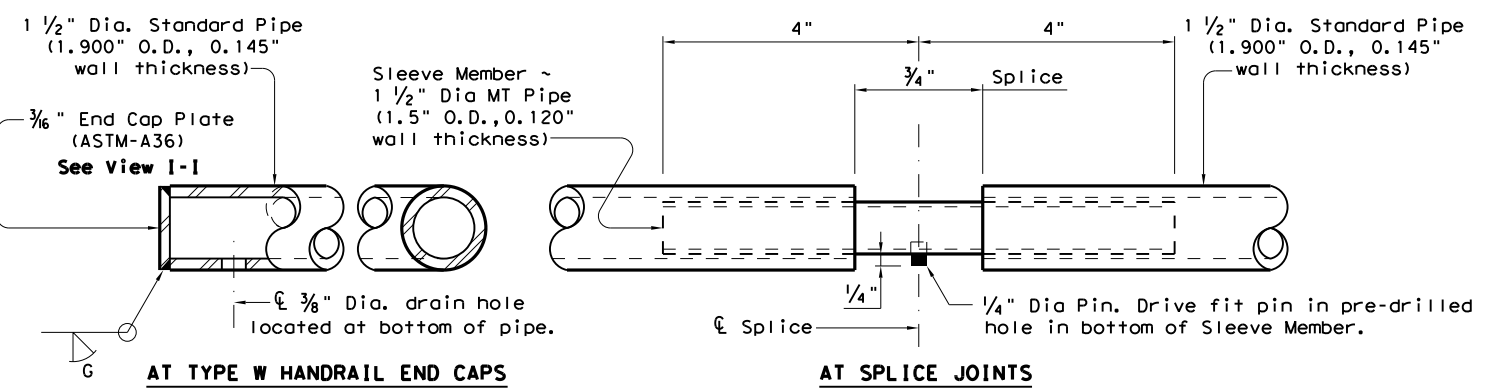
SHEET 2 OF 3



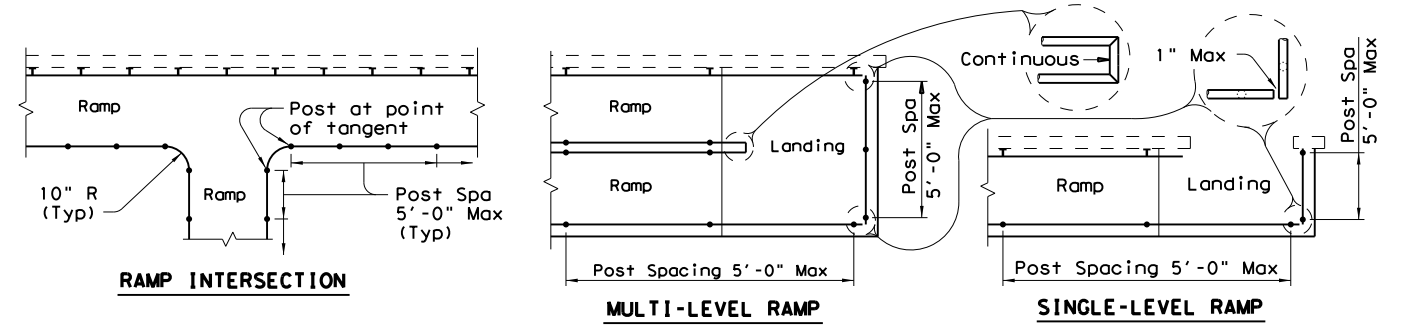
**PEDESTRIAN HANDRAIL
DETAILS
PRD-13**

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REVISED MAY, 2013 (VP)	DIST	COUNTY	SHEET NO.	
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HANDRAIL FABRICATION DETAILS



PLAN SHOWING RAIL AT RAMP CONDITIONS

GENERAL NOTES

Designed according to ADAAG, Texas Accessibility Standards, Uniform Building Code, and AASHTO LRFD Specifications.

Handrail anchorage details shown on this standard may require modification for select structure types. See appropriate details elsewhere in plans for these modifications.

Pipe will conform to ASTM-A53 Grade B or A500 Grade B. Steel plates and steel bars will conform to ASTM-A36. Mechanical tubing (MT) will conform to ASTM A513 Grade 1015 or higher. Galvanize all steel components except reinforcing steel unless noted otherwise.

Concrete for foundations will be in accordance with Item 531 "Sidewalks". All reinforcing steel must be Grade 60. Bar laps, where required, will be as follows: Uncoated #4 = 1'-5" Epoxy coated #4 = 2'-1"

When the plans require painted steel, follow the requirements for painting galvanized steel in Item 446, "Cleaning and Painting Steel". Sleeve Members will receive galvanization and only get field painted after installation unless directed otherwise by Engineer.

Epoxy Anchor bolts for wall mount and post base plate will be 5/8 inch Dia. ASTM A36 threaded rods with one hex nut and one hardened steel washer at each bolt. 5/8 inch Dia. threaded rod embedment depth for wall mounts is 3 1/2 inches and embedment depth for post base plate is 5 inches.

Embed threaded rods into concrete with a Type III (Class C) epoxy meeting the requirements of DMS-6100, "Epoxyes and Adhesives". Mix and dispense adhesive with the manufacturer's static mixing nozzle/dual cartridge system. Core drill holes (percussion drilling not permitted).

At the contractor's option the post base plate anchor bolts may be cast with the Ramp/Sidewalk (See Cast-in-Place Anchor Bolt Options).

Optional cast-in-place anchor bolts will be 5/8 inch Dia ASTM A307 Grade A bolts (or A36 threaded rods with one tack welded hex nut each) with one hex nut and one hardened steel washer at each bolt. Embedment depth of cast-in-place bolt will be 8 inches for post base plate.

Handrails and any wall or other surface adjacent to them will be free of any sharp or abrasive elements.

Submit shop drawings to the Engineer unless otherwise noted. For curved handrail applications, fabricate the handrail to the curve if radius is less than 600 feet. Shop drawings are required when rail is fabricated to the curve.

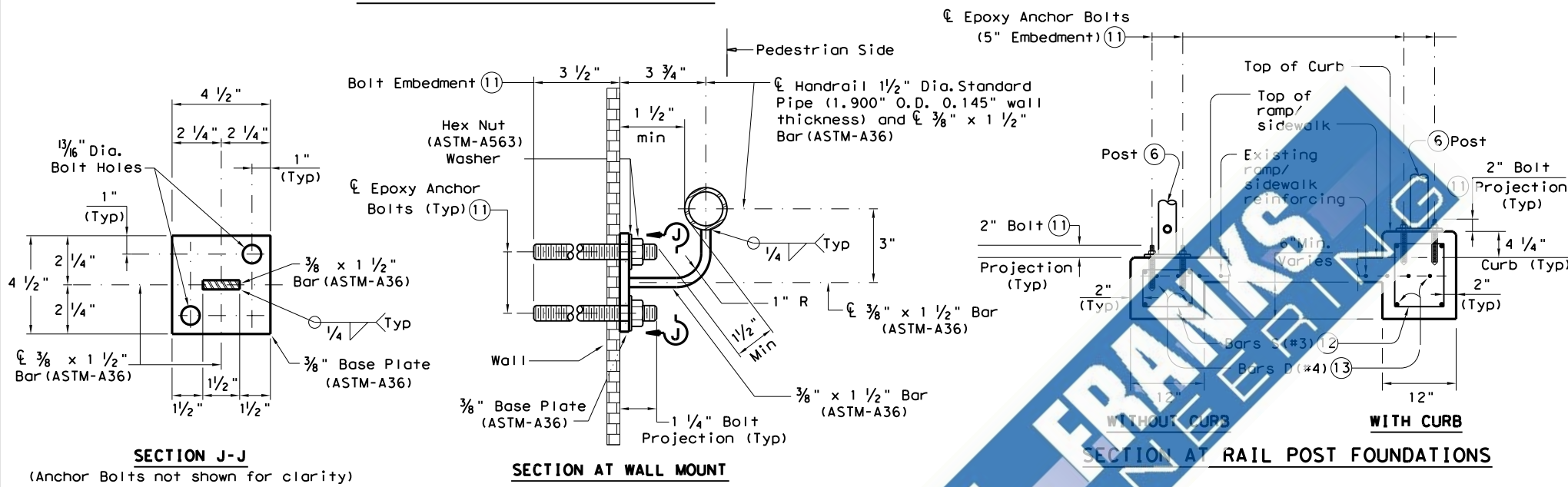
For all handrails, erection drawings will be submitted to the Engineer for approval to ensure proper installation.

Drawings will show handrail mount locations with bolts setting, spacing, ramp slope, and/or splice joint locations, and handrail lengths with identification showing where each handrail goes on the layout.

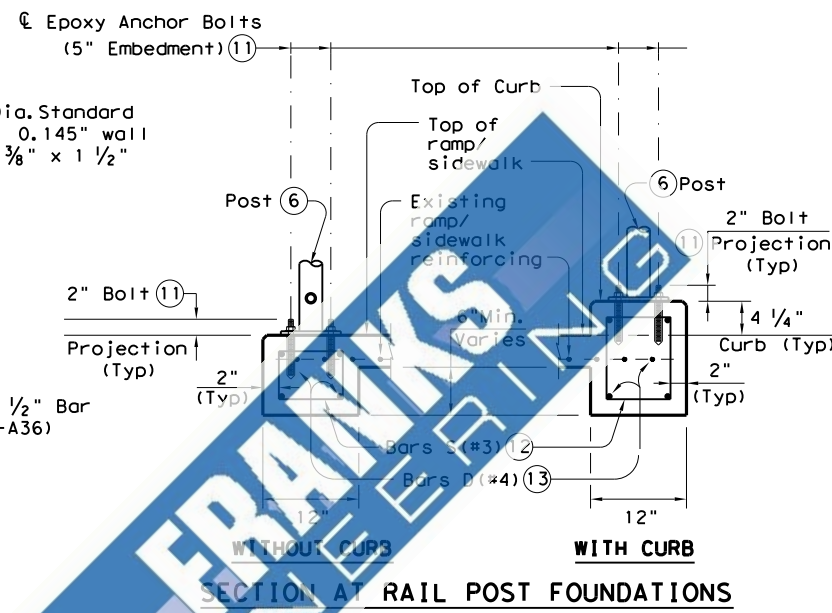
Payment for concrete sidewalks or curb ramps will be paid for in accordance with Item 531 "Sidewalks".

Payment for all items shown is to be included in unit price bid in accordance with Item 450 "Railing" of the type specified.

All exposed edges will be rounded or chamfered to approximately 1/8 inch by grinding.

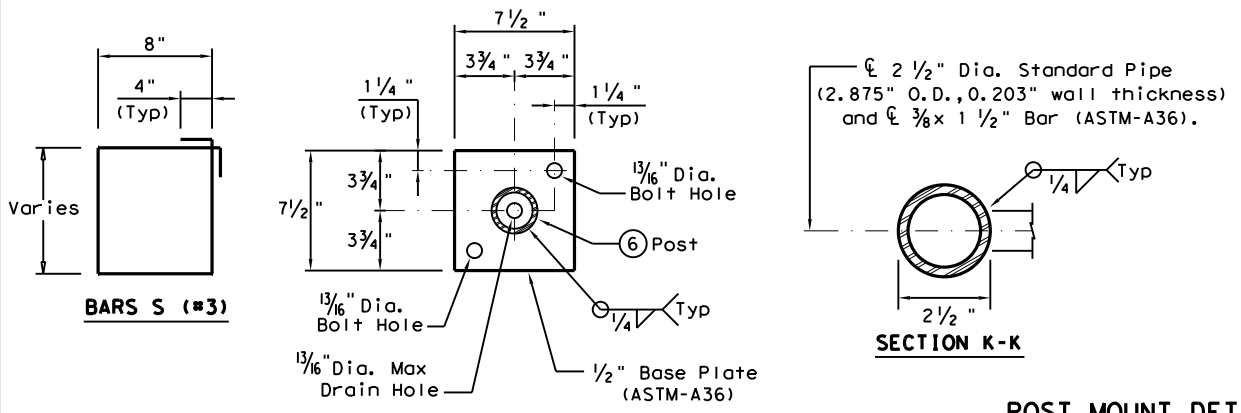
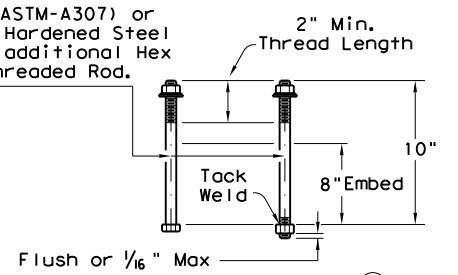


TYPICAL WALL MOUNT DETAILS

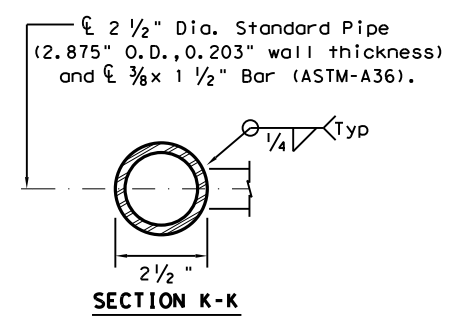


SECTION AT RAIL POST FOUNDATIONS

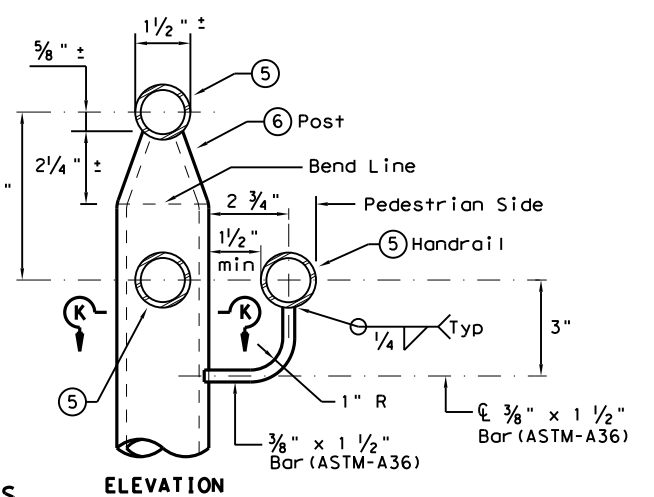
- (5) 1 1/2 inch Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to ramp/sidewalk. Provide holes as needed in 1 1/2 inch Dia. pipe for galvanizing drainage and venting.
- (6) 2 1/2 inch Dia. Standard Pipe (2.875" O.D., 0.203" wall thickness). Plumb all posts. See "Post Mount Detail" for crimping and trimming post to fit the diameter of top rail. Provide holes as needed in post for galvanizing drainage and venting.
- (11) See "General Notes" for anchor bolt information.
- (12) Bars S (#3) spaced at 12" Max (Spaced 3" from outside edge of overall length of Ramp/Sidewalk).
- (13) Provide 1 1/2 inch end cover to Bars D (#4) from outside edge of overall length of Ramp/Sidewalk.



TYPICAL POST BASE PLATE DETAIL



POST MOUNT DETAILS



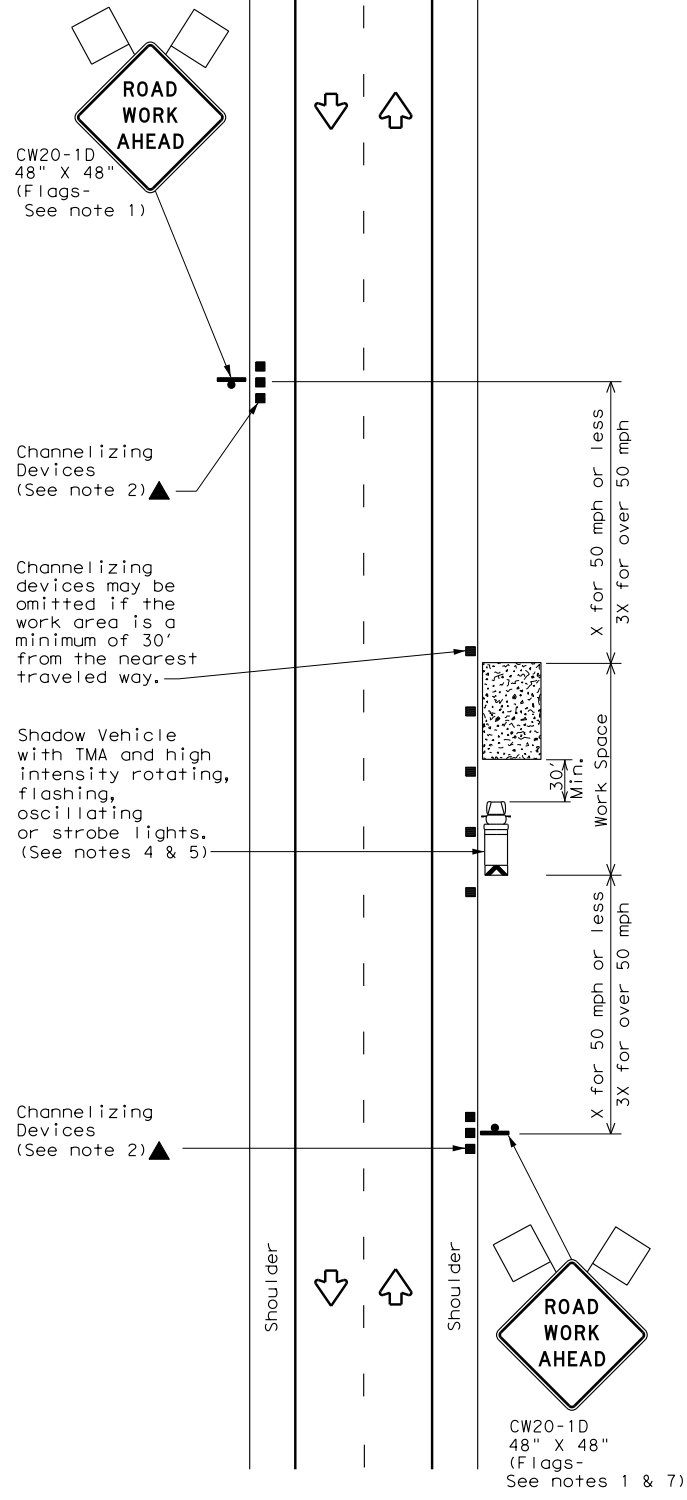
ELEVATION

PEDESTRIAN HANDRAIL DETAILS
PRD-13

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REVISIONS				
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				18

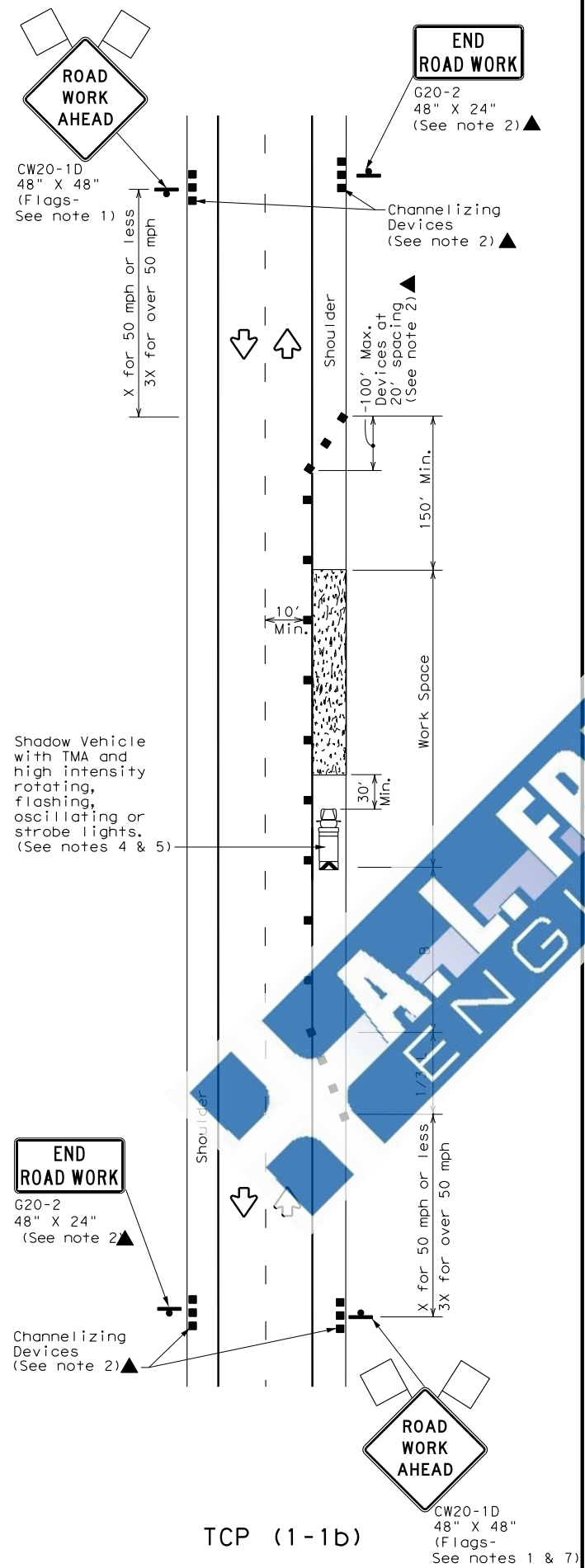
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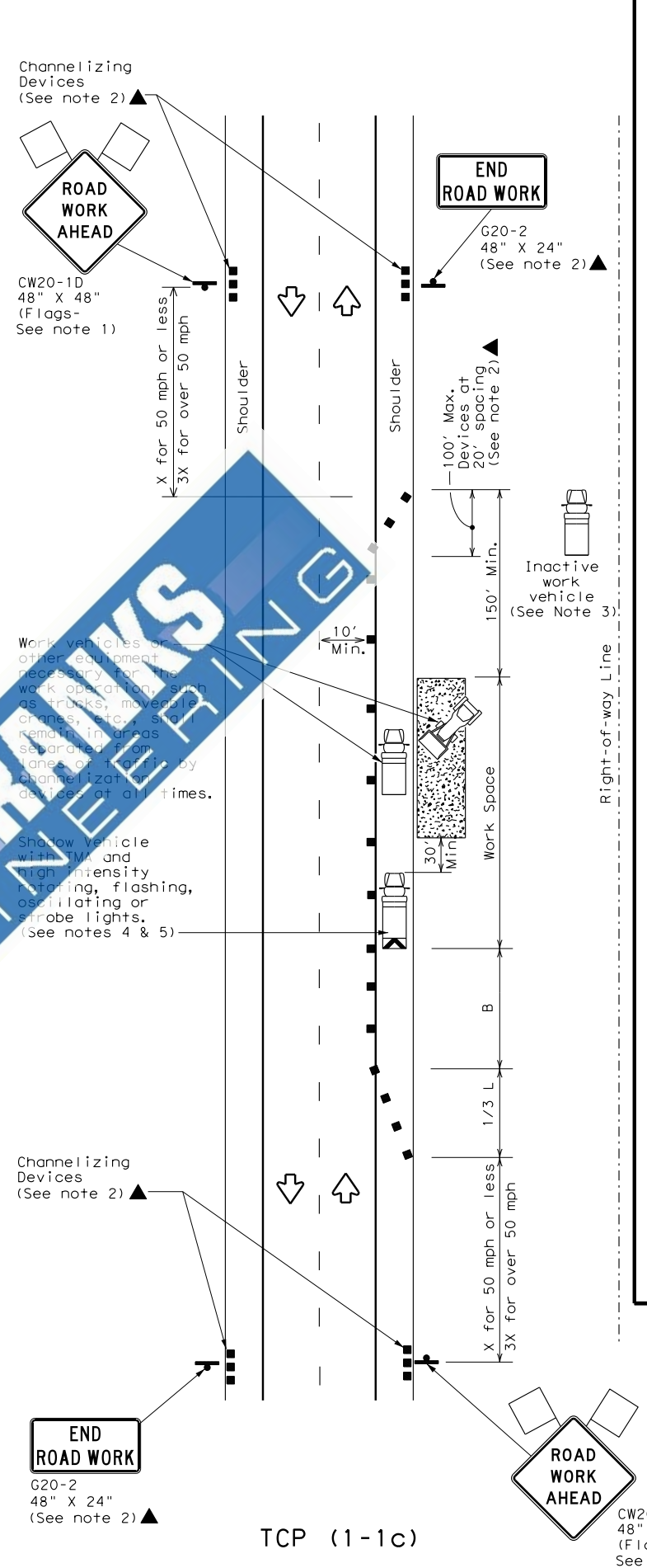
TCP (1-1a)

WORK SPACE NEAR SHOULDER
Conventional Roads



TCP (1-1b)

WORK SPACE ON SHOULDER
Conventional Roads



TCP (1-1c)

WORK VEHICLES ON SHOULDER
Conventional Roads

LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent		
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45	L = WS	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70		700'	770'	840'	70'	140'	800'	475'
75		750'	825'	900'	75'	150'	900'	540'

* Conventional Roads Only
 ** Taper lengths have been rounded off.
 L=Length of Taper (FT) W=Width of Offset (FT) S=Posted Speed (MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

- GENERAL NOTES**
- Flags attached to signs where shown are REQUIRED.
 - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 - Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
 - A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
 - Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.
 - See TCP(5-1) for shoulder work on divided highways, expressways and freeways.
 - CW21-5 "SHOULDER WORK" signs may be used in place of CW20-1D "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.



TRAFFIC CONTROL PLAN
CONVENTIONAL ROAD
SHOULDER WORK

TCP (1-1) - 18

FILE: tcp1-1-18.dgn	DN:	CK:	DW:	CK:
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8-95 2-12				
1-97 2-18				
	DIST	COUNTY	SHEET NO.	
			19	