

CONSTRUCTION PLANS FOR COTTON MILL

PARKING LOT EXPANSION PROJECT 610 ELM STREET



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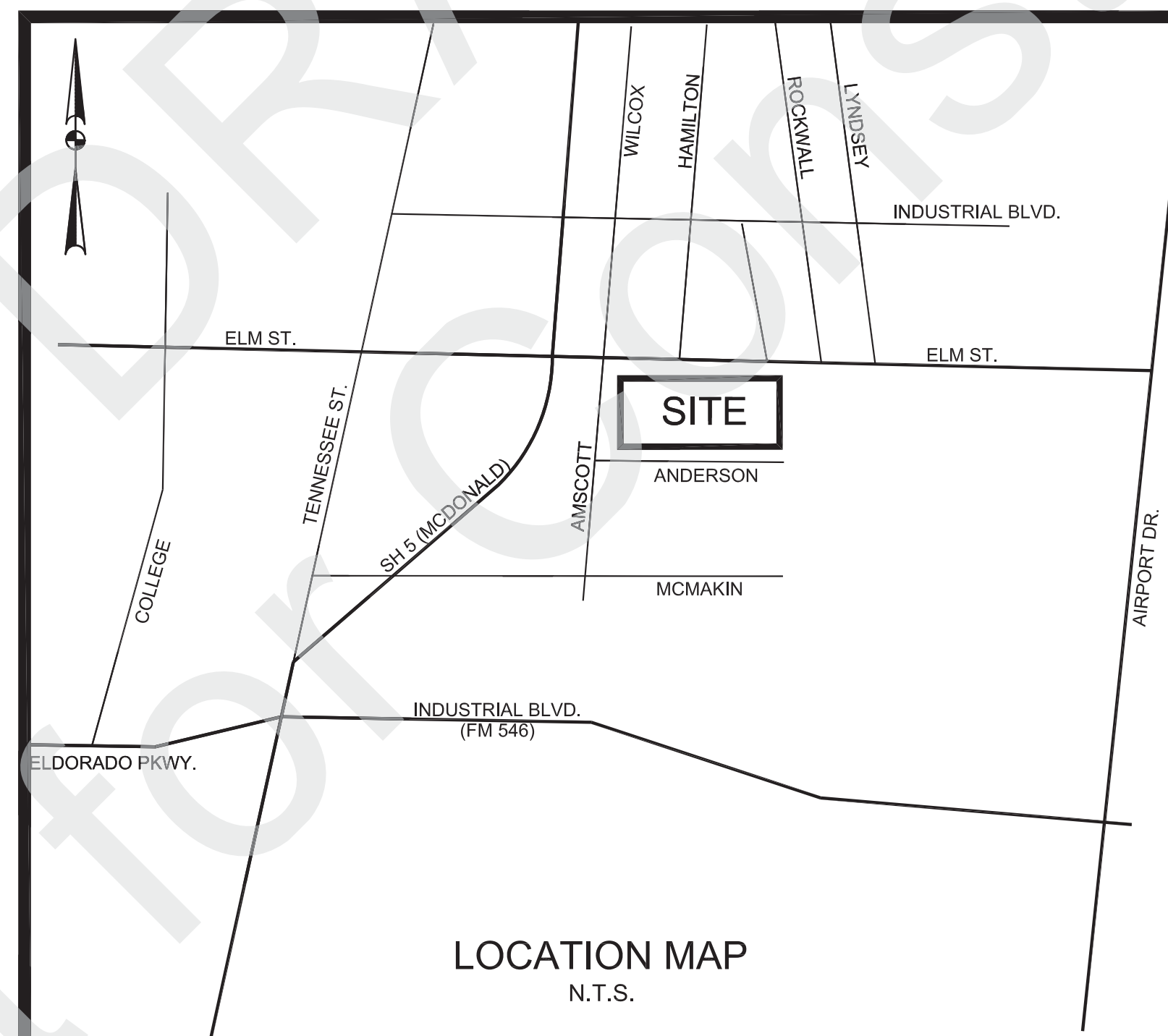
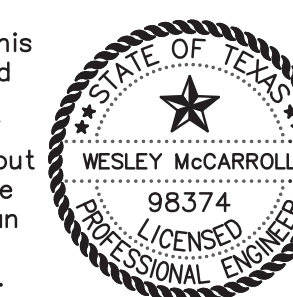


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NOT FOR CONSTRUCTION**

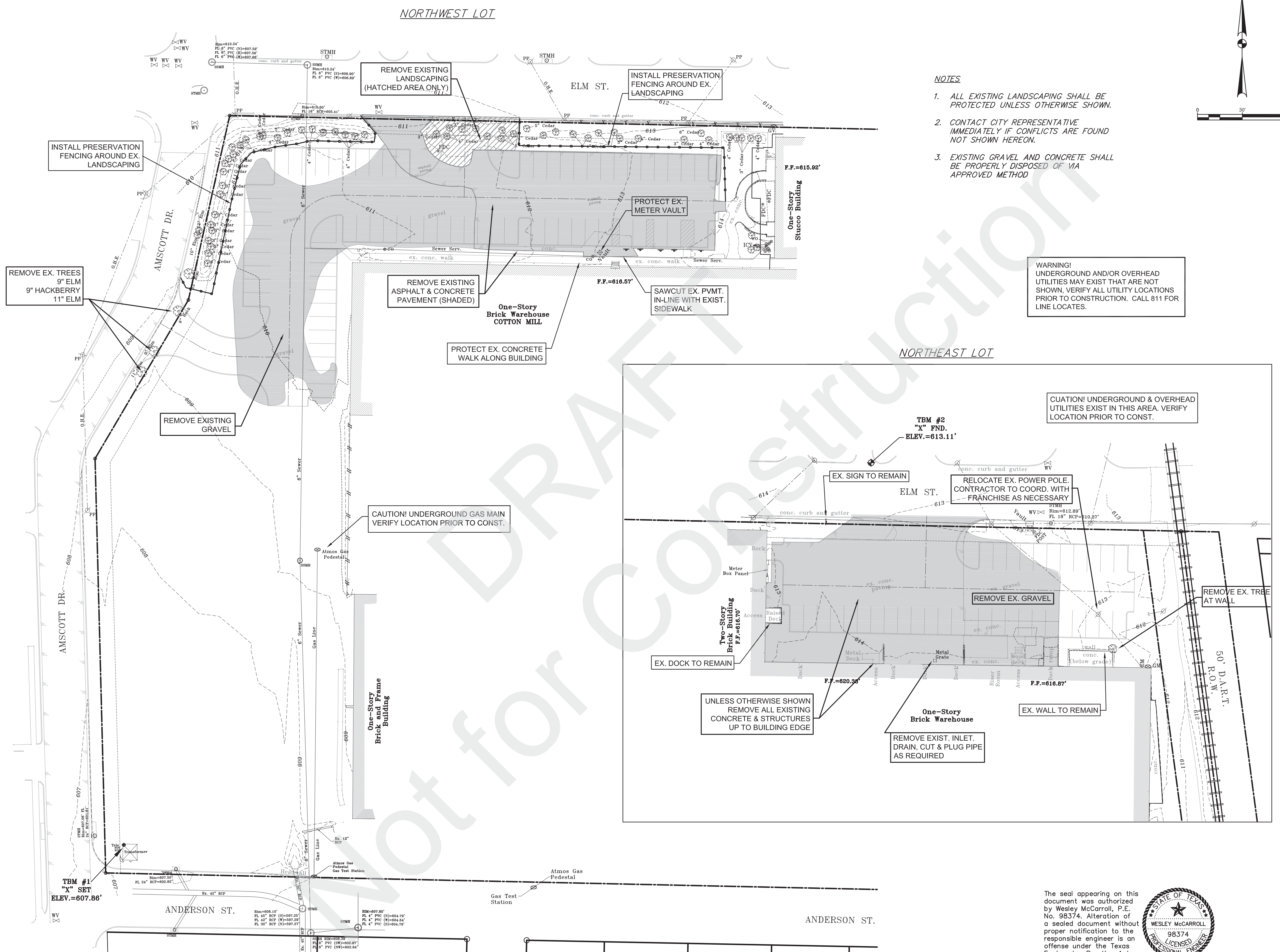
AUGUST 2012

COTTON MILL PARKING LOT IMPROVEMENTS

**COTTON MILL
PARKING LOT EXPANSION**

DEMOLITION PLAN

SCALE:	1"=30'
DESIGNED BY:	WEM
DRAWN BY:	WEM
CHECKED BY:	DH
DATE:	AUG 2012
PROJECT NO.:	NA

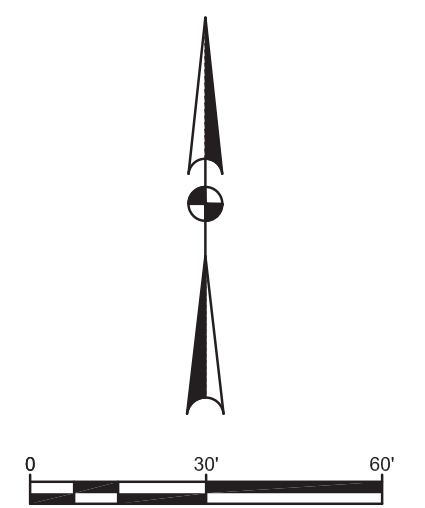


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**COTTON MILL
 PARKING LOT EXPANSION**

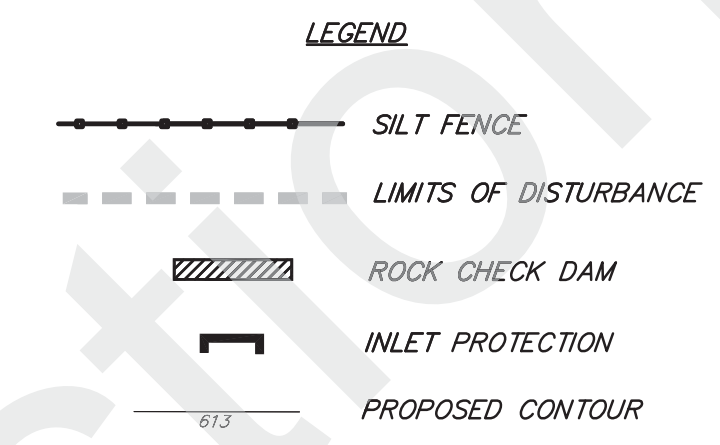
EROSION CONTROL PLAN

SCALE:	1"=30'
DESIGNED BY:	WEM
DRAWN BY:	WEM
CHECKED BY:	DH
DATE:	AUG 2012
PROJECT NO.:	NA

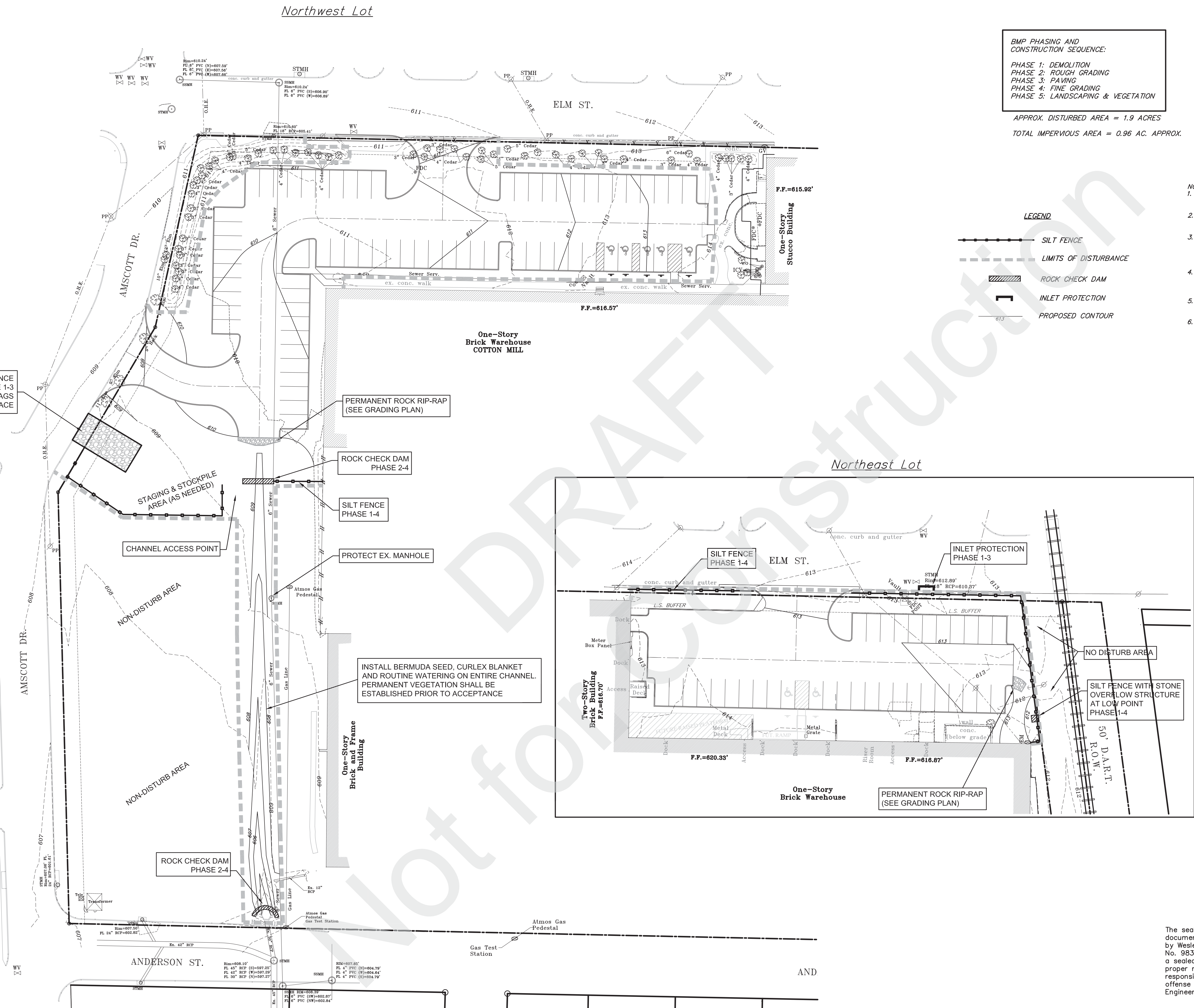


BMP PHASING AND CONSTRUCTION SEQUENCE:
 PHASE 1: DEMOLITION
 PHASE 2: ROUGH GRADING
 PHASE 3: PAVING
 PHASE 4: FINE GRADING
 PHASE 5: LANDSCAPING & VEGETATION

APPROX. DISTURBED AREA = 1.9 ACRES
 TOTAL IMPERVIOUS AREA = 0.96 AC. APPROX.

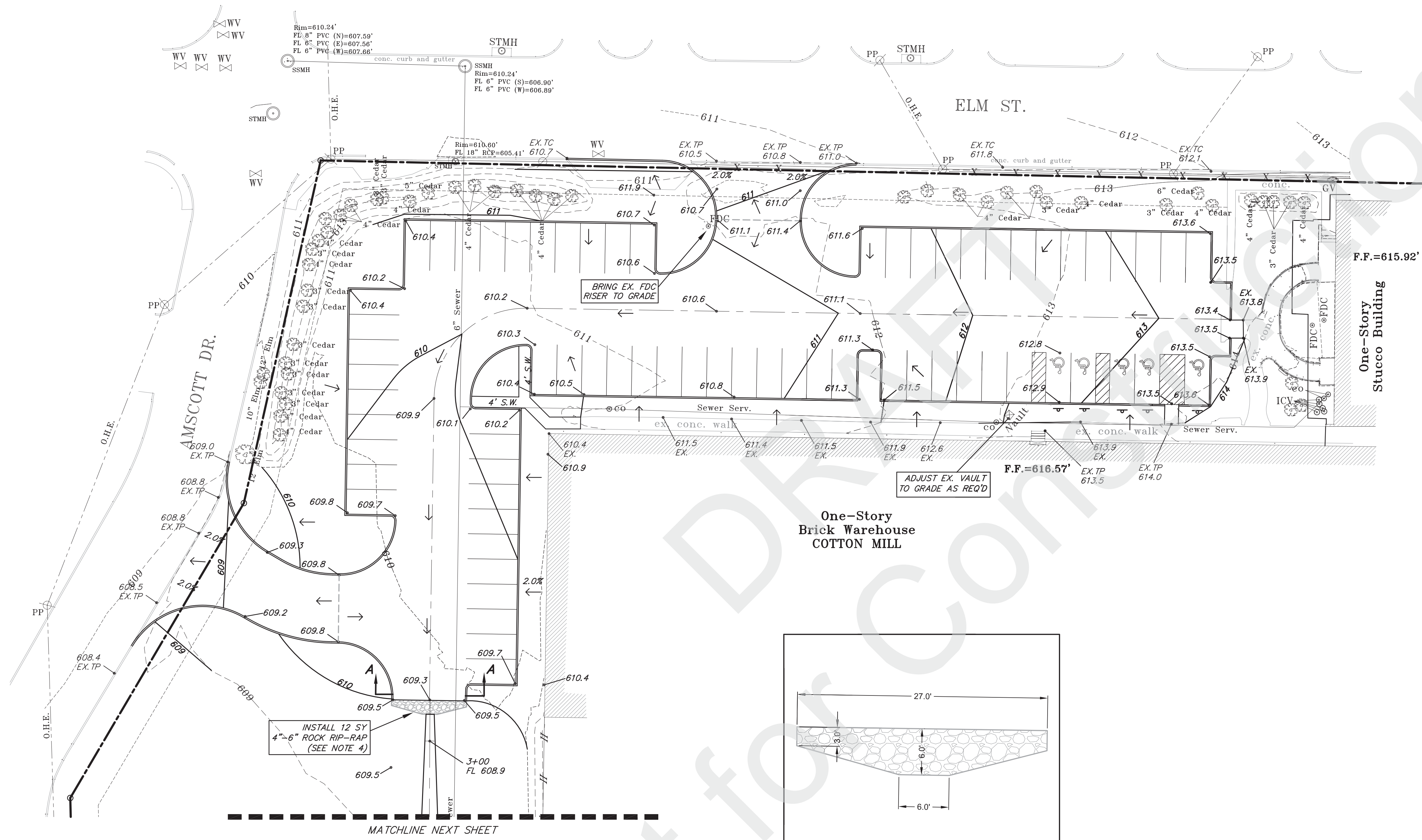
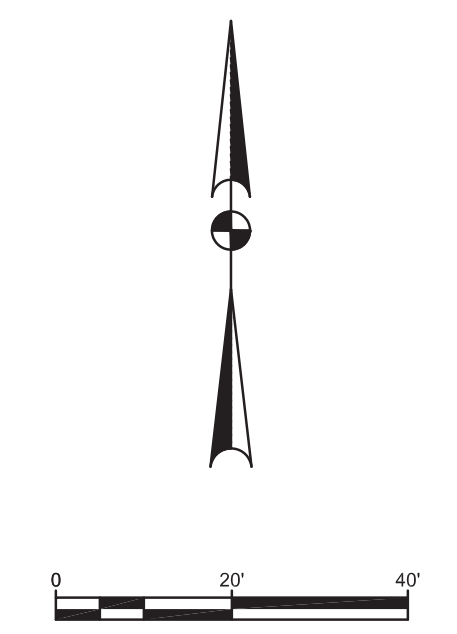


- NOTES:**
- UPON CITY APPROVAL, CONSTRUCTION ENTRANCE MAY BE RELOCATED AS NEEDED.
 - ALL PHASE 1 & 2 BMP'S SHALL BE IN PLACE PRIOR TO INITIAL LAND DISTURBANCE.
 - DIRT/MUD MAY NOT BE TRACKED OFFSITE. CONTRACTOR RESPONSIBLE FOR CLEANUP EACH OCCURRENCE AND SHALL EMPLOY PREVENTATIVE MEASURES AS NEEDED.
 - CONTRACTOR RESPONSIBLE FOR CLEANUP OF ANY SEDIMENT TRANSPORTED TO EXISTING DRAINAGE SYSTEM DURING CONSTRUCTION.
 - ALL TEMPORARY BMP'S SHALL BE REMOVED FROM THE SITE PRIOR TO FINAL ACCEPTANCE.
 - ALL DISTURBED AREAS SHALL BE VEGETATED PER THE TERMS OF THE GENERAL NOTES PRIOR TO FINAL ACCEPTANCE.



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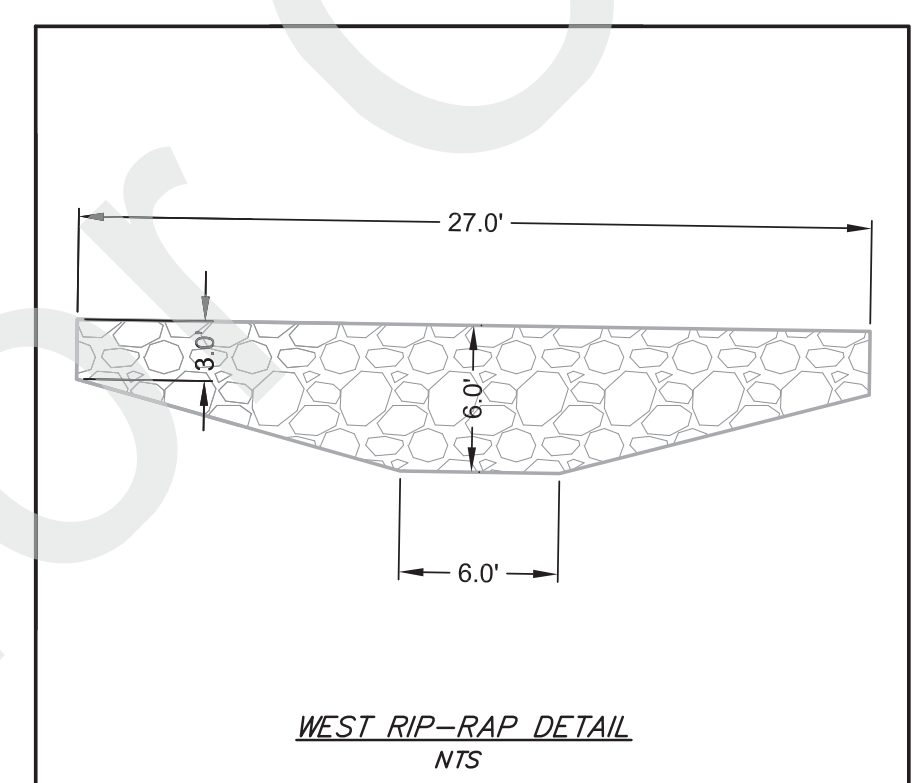
- NOTES:**
1. ALL PROPOSED ELEVATIONS SHOWN ARE TOP OF PAVEMENT UNLESS OTHERWISE NOTED.
 2. MIN. ALLOWABLE PAVEMENT SLOPE IN ANY DIRECTION SHALL BE 0.5%
 3. MAX. ALLOWABLE CROSSLLOPE AT ADA CROSSINGS/ROUTES SHALL BE 2%
 4. RIP-RAP STONES SHALL BE INSTALLED APPROXIMATELY FLUSH WITH GROUND LEVEL AND ON GRADE. ANGULAR STONES SHALL BE USED WITH 6 INCH MIN. DIAMETER, VOIDS MAY BE FILLED IN WITH SMALLER STONE (4" MIN.). A GEO-FABRIC LINER SHALL BE INSTALLED UNDER ROCK.

LEGEND

ABBREVIATIONS:
 EX - EXISTING
 LT - LIGHT STANDARD
 TC - TOP OF CURB (6" STD.)
 TP - TOP OF PAVEMENT
 TW - TOP OF WALL
 FL - FLOW LINE

T.B.M. - SITE BENCHMARK
 WM - WATER METER
 WV - WATER VALVE

PROP. CONTOUR ——— 725 ———
 EX. CONTOUR - - - - - 725 - - - - -
 PROPOSED SPOT ELEVATION ● 726.8 ●
 FLOW ARROW ———→
 SEGMENT SLOPE 1.0% ———→

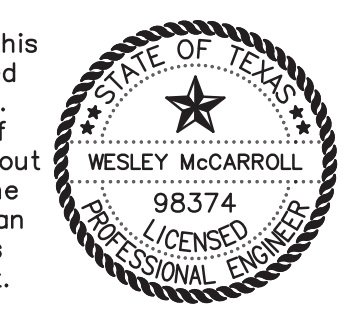


**COTTON MILL
PARKING LOT EXPANSION**

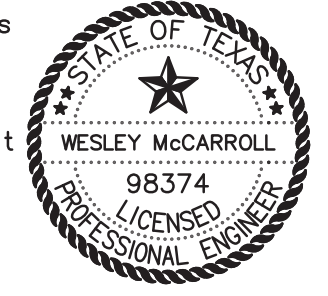
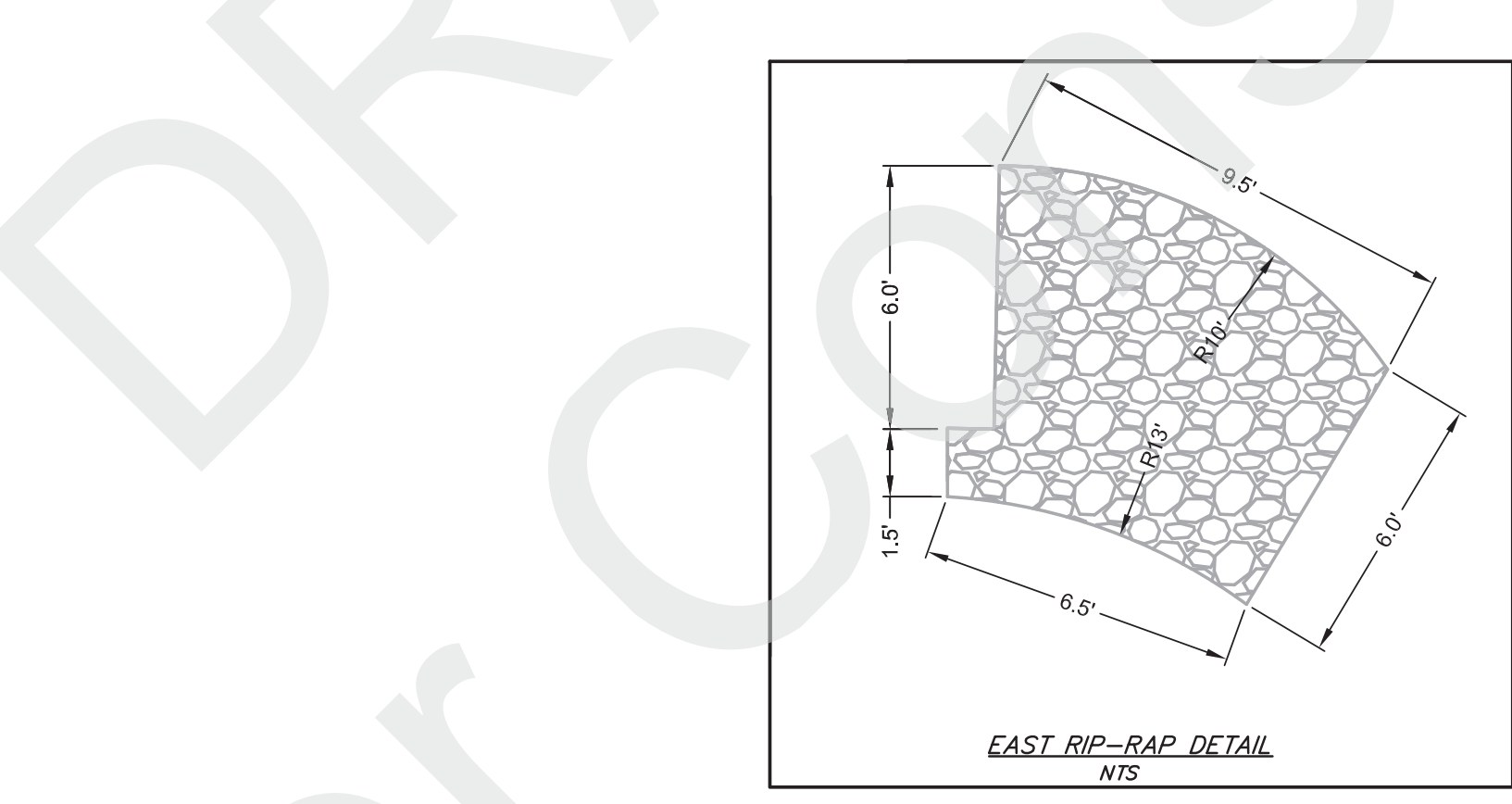
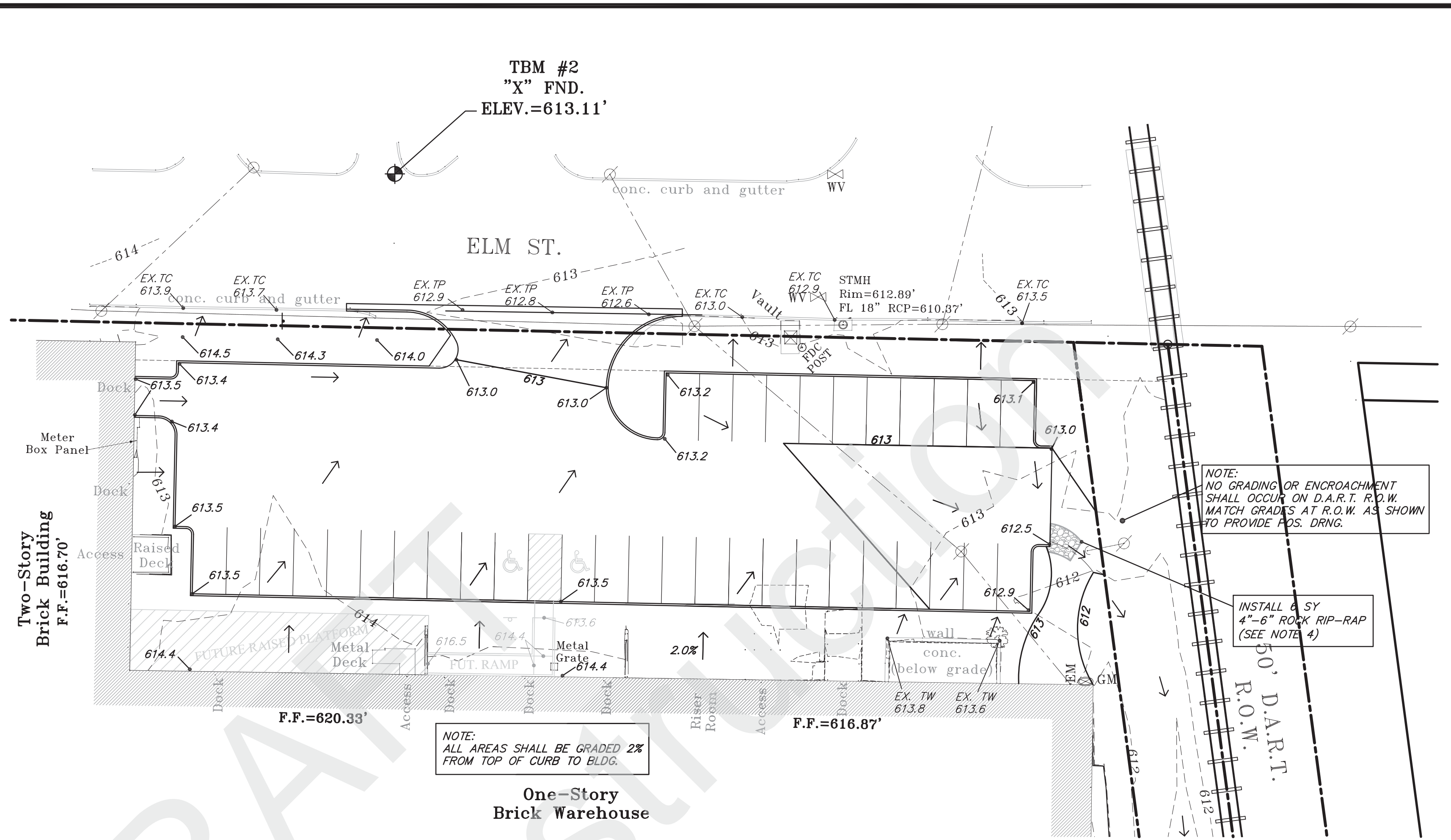
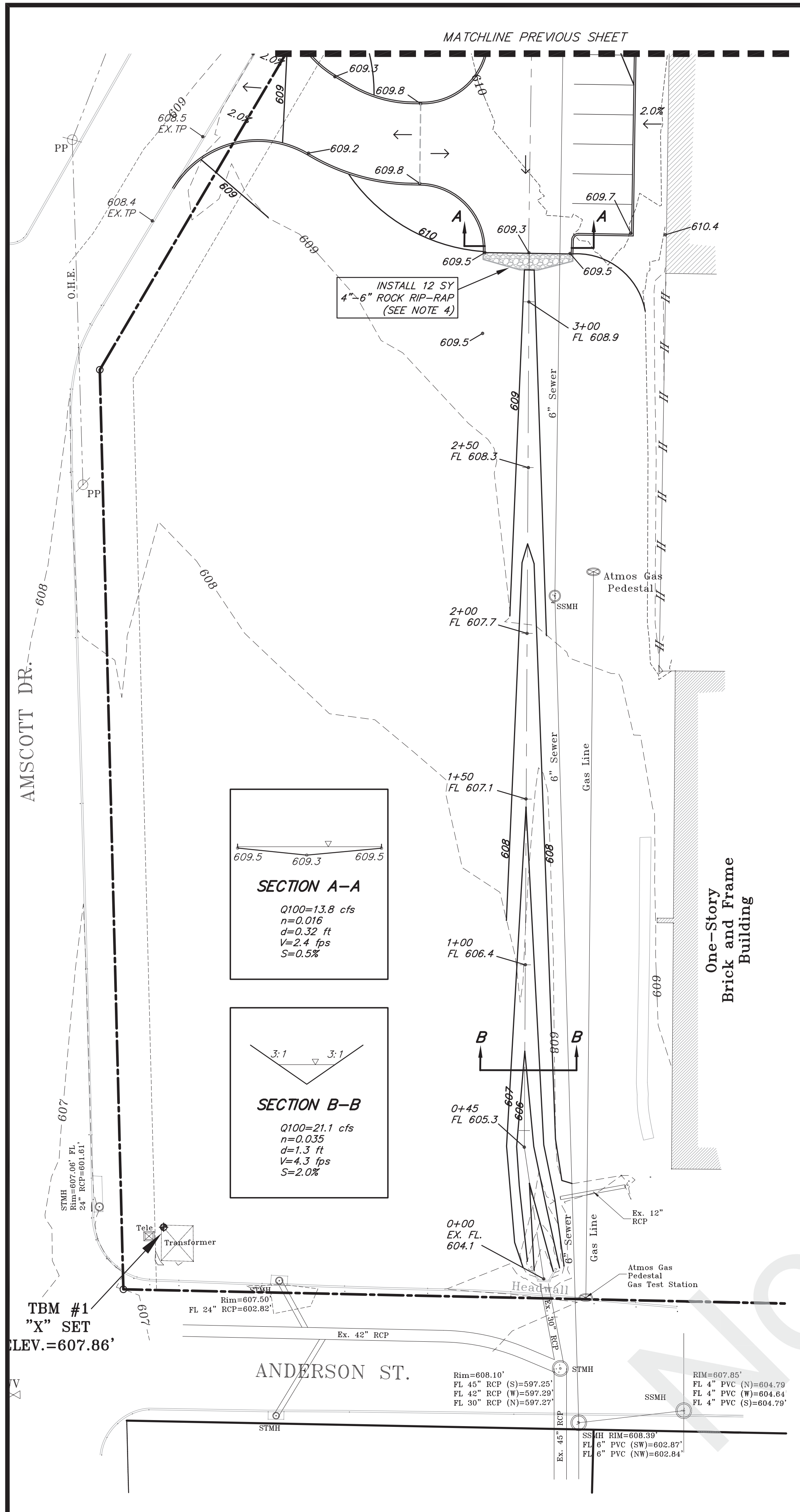
**GRADING PLAN
(NORTHWEST LOT)**

SCALE:	1"=20'
DESIGNED BY:	WEM
DRAWN BY:	WEM
CHECKED BY:	DH
DATE:	AUG 2012
PROJECT NO.:	NA

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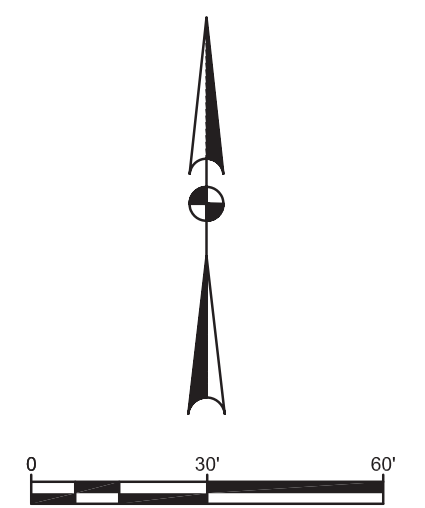
SCALE:	1"=20'
DESIGNED BY:	WEM
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CHECKED BY:	DH
DATE:	AUG 2012
PROJECT NO.:	NA



**COTTON MILL
PARKING LOT EXPANSION**

**PAVING & DIMENSIONAL
CONTROL PLAN**

SCALE:	1"=30'
DESIGNED BY:	WEM
DRAWN BY:	WEM
CHECKED BY:	DH
DATE:	AUG 2012
PROJECT NO.:	NA

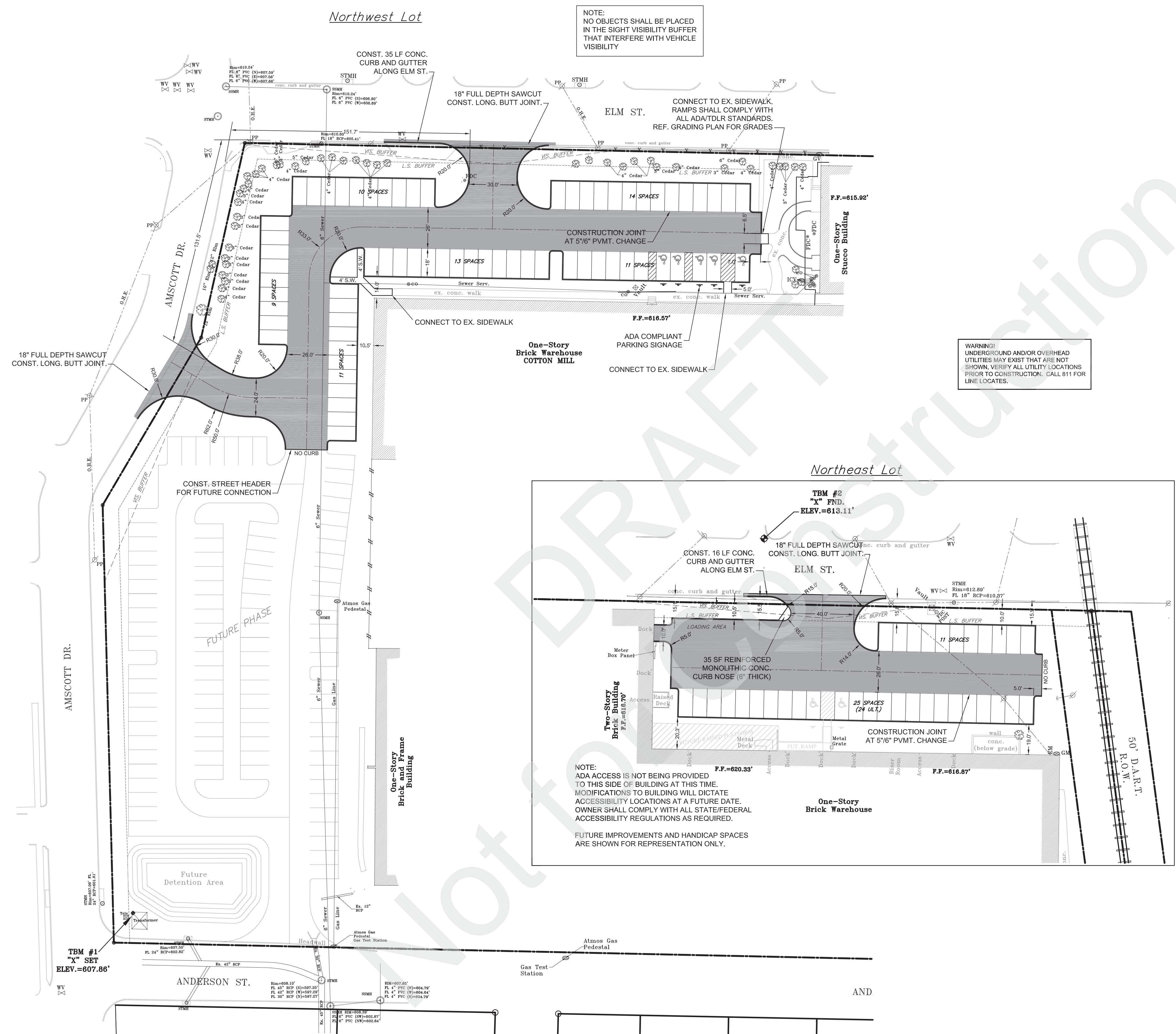


- PARKING AREAS**
- 5" - 3600 PSI CONCRETE (28 DAYS)
- #3 BARS @ 18" O.C.E.W. OVER
- 6" ROLLED & COMPACTED SUBGRADE (95% STD. PROCTOR DENSITY)
- FIRELANES**
- 6" - 4000 PSI CONCRETE (28 DAYS)
- #3 BARS @ 18" O.C.E.W. OVER
- 6" COMPACTED AND LIME STABILIZED SUBGRADE PER CITY STANDARDS

- NOTES:**
- ALL DIMENSIONS SHOWN ARE TO FACE OF CURB.
 - ALL CURBS SHALL BE 6" IN HEIGHT UNLESS OTHERWISE NOTED.
 - INTERNAL ISLAND RADIi ARE 2' UNLESS OTHERWISE SHOWN.
 - EXPANSION JOINTS SHALL HAVE A MAX SPACING OF 90 FEET.
 - ALL PARKING STALLS AS SHOWN ARE 9'X18'
 - SUBGRADE SHALL EXTEND 12" INCHES BEHIND THE CURB.
 - IF INFORMATION IS FOUND THAT IS NOT SHOWN ON THESE PLANS CONTACT CITY REPRESENTATIVE IMMEDIATELY.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY EXISTING STRUCTURE WITHIN OR ADJACENT TO THE WORK AREA.
 - ALL MATERIALS AND CONSTRUCTION SHALL COMPLY WITH CITY STANDARDS AND NCTCOG SPECIFICATIONS.
 - CONTRACTOR RESPONSIBLE FOR TRAFFIC CONTROL PLAN. SUBMITTAL TO CITY INSPECTOR REQUIRED AT LEAST 48 HOURS (AND MUST BE APPROVED) PRIOR TO ANY LANE CLOSURES. SEE CITY GENERAL NOTES.
 - ALL CURBS ADJACENT TO FIRELANE SHALL BE STRIPED "FIRE LANE NO PARKING" PER CITY STANDARDS.

PROPOSED PARKING SPACES
NORTHWEST LOT: 68
NORTHEAST LOT: 35
TOTAL PROVIDED: 103
TOTAL REQUIRED: 103

HANDICAP SPACES REQUIRED:
PROPOSED:
 5 SPACES AT NW LOT, 2 VAN ACCESSIBLE
FUTURE:
 2 SPACES AT NE LOT, 1 VAN ACCESSIBLE
 3 SPACES AT NW LOT, 1 VAN ACCESSIBLE

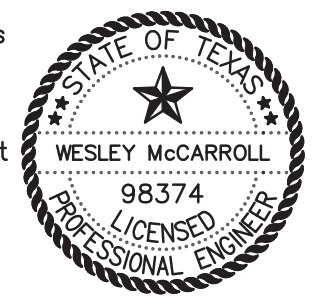


NOTE:
NO OBJECTS SHALL BE PLACED IN THE SIGHT VISIBILITY BUFFER THAT INTERFERE WITH VEHICLE VISIBILITY

WARNING!
UNDERGROUND AND/OR OVERHEAD UTILITIES MAY EXIST THAT ARE NOT SHOWN. VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION. CALL 811 FOR LINE LOCATES.

NOTE:
ADA ACCESS IS NOT BEING PROVIDED TO THIS SIDE OF BUILDING AT THIS TIME. MODIFICATIONS TO BUILDING WILL DICTATE ACCESSIBILITY LOCATIONS AT A FUTURE DATE. OWNER SHALL COMPLY WITH ALL STATE/FEDERAL ACCESSIBILITY REGULATIONS AS REQUIRED.
 FUTURE IMPROVEMENTS AND HANDICAP SPACES ARE SHOWN FOR REPRESENTATION ONLY.

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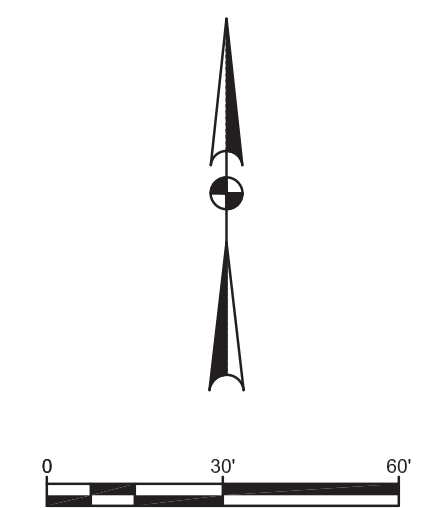
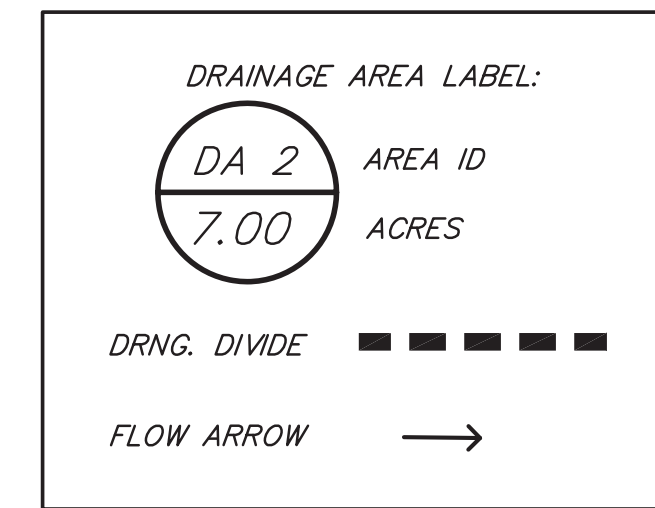


**COTTON MILL
PARKING LOT EXPANSION**

DRAINAGE AREA MAP

SCALE:	1"=30'
DESIGNED BY:	WEM
DRAWN BY:	WEM
CHECKED BY:	DH
DATE:	AUG 2012
PROJECT NO.:	NA

LEGEND

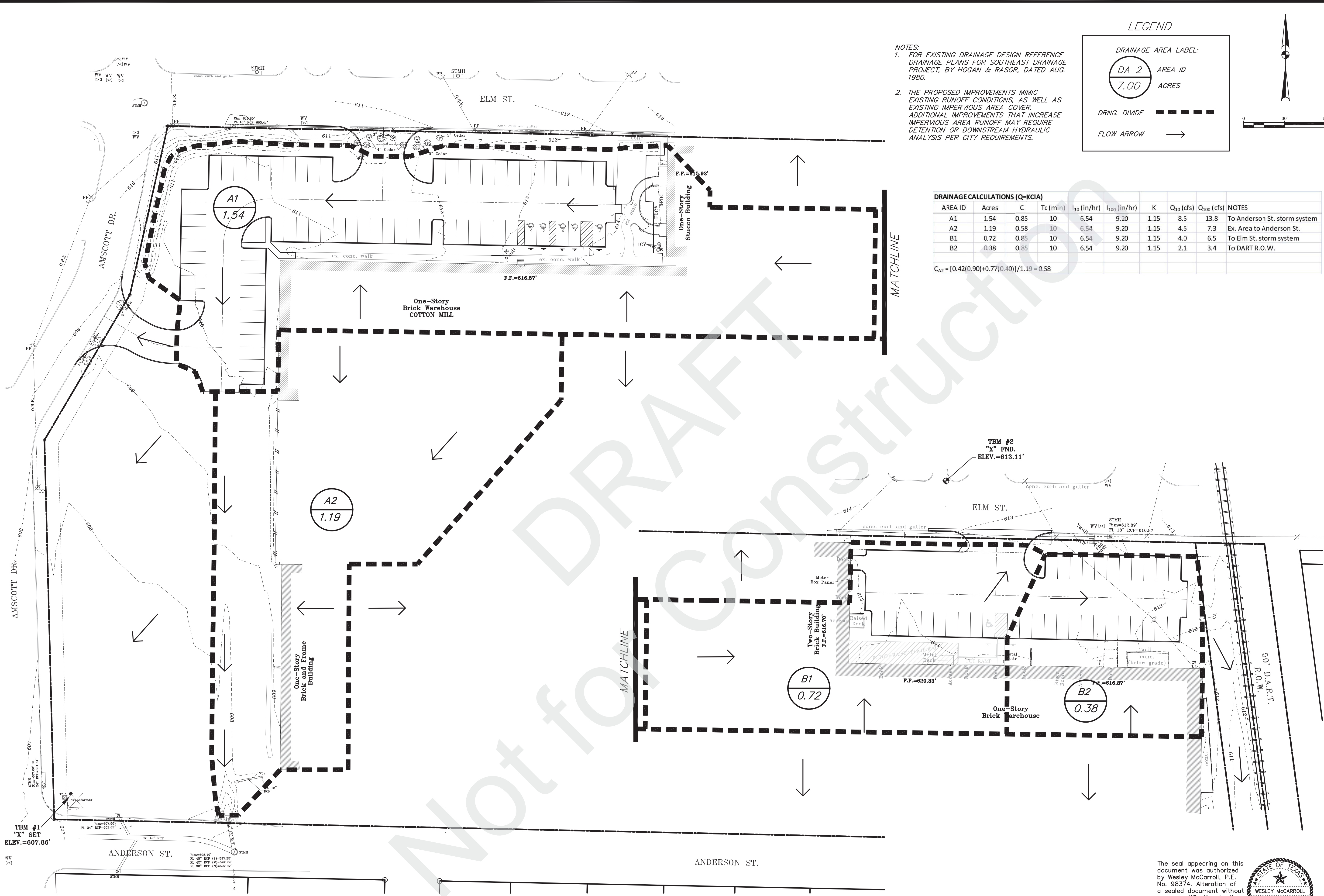


- NOTES:**
- FOR EXISTING DRAINAGE DESIGN REFERENCE DRAINAGE PLANS FOR SOUTHEAST DRAINAGE PROJECT, BY HOGAN & RASOR, DATED AUG. 1980.
 - THE PROPOSED IMPROVEMENTS MIMIC EXISTING RUNOFF CONDITIONS, AS WELL AS EXISTING IMPERVIOUS AREA COVER. ADDITIONAL IMPROVEMENTS THAT INCREASE IMPERVIOUS AREA RUNOFF MAY REQUIRE DETENTION OR DOWNSTREAM HYDRAULIC ANALYSIS PER CITY REQUIREMENTS.

DRAINAGE CALCULATIONS (Q-KCIA)

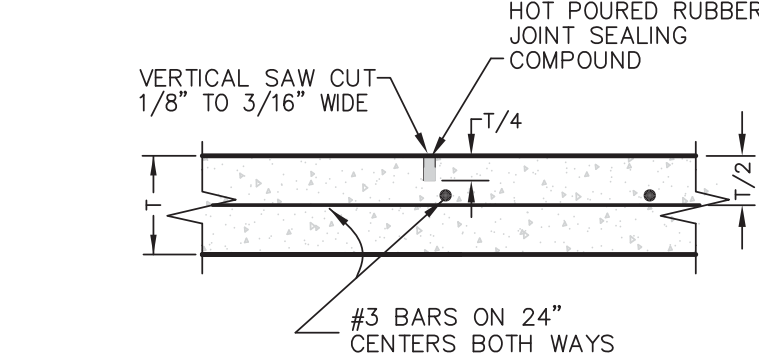
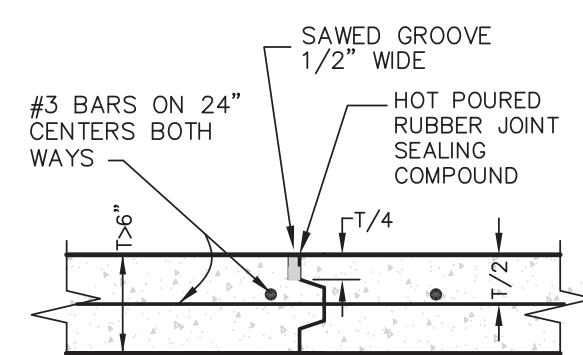
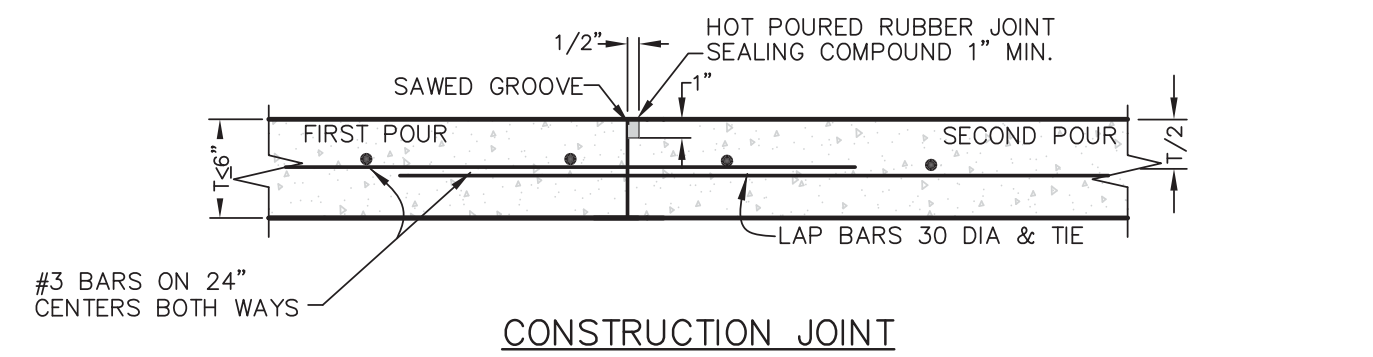
AREA ID	Acres	C	Tc (min)	I ₁₀ (in/hr)	I ₁₀₀ (in/hr)	K	Q ₁₀ (cfs)	Q ₁₀₀ (cfs)	NOTES
A1	1.54	0.85	10	6.54	9.20	1.15	8.5	13.8	To Anderson St. storm system
A2	1.19	0.58	10	6.54	9.20	1.15	4.5	7.3	Ex. Area to Anderson St.
B1	0.72	0.85	10	6.54	9.20	1.15	4.0	6.5	To Elm St. storm system
B2	0.38	0.85	10	6.54	9.20	1.15	2.1	3.4	To DART R.O.W.

$C_{A2} = [0.42(0.90) + 0.77(0.40)] / 1.19 = 0.58$

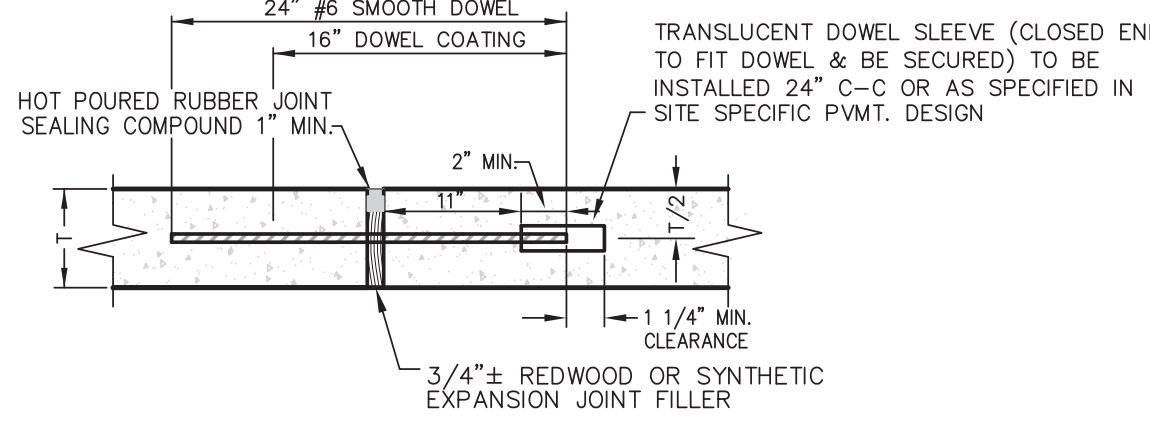


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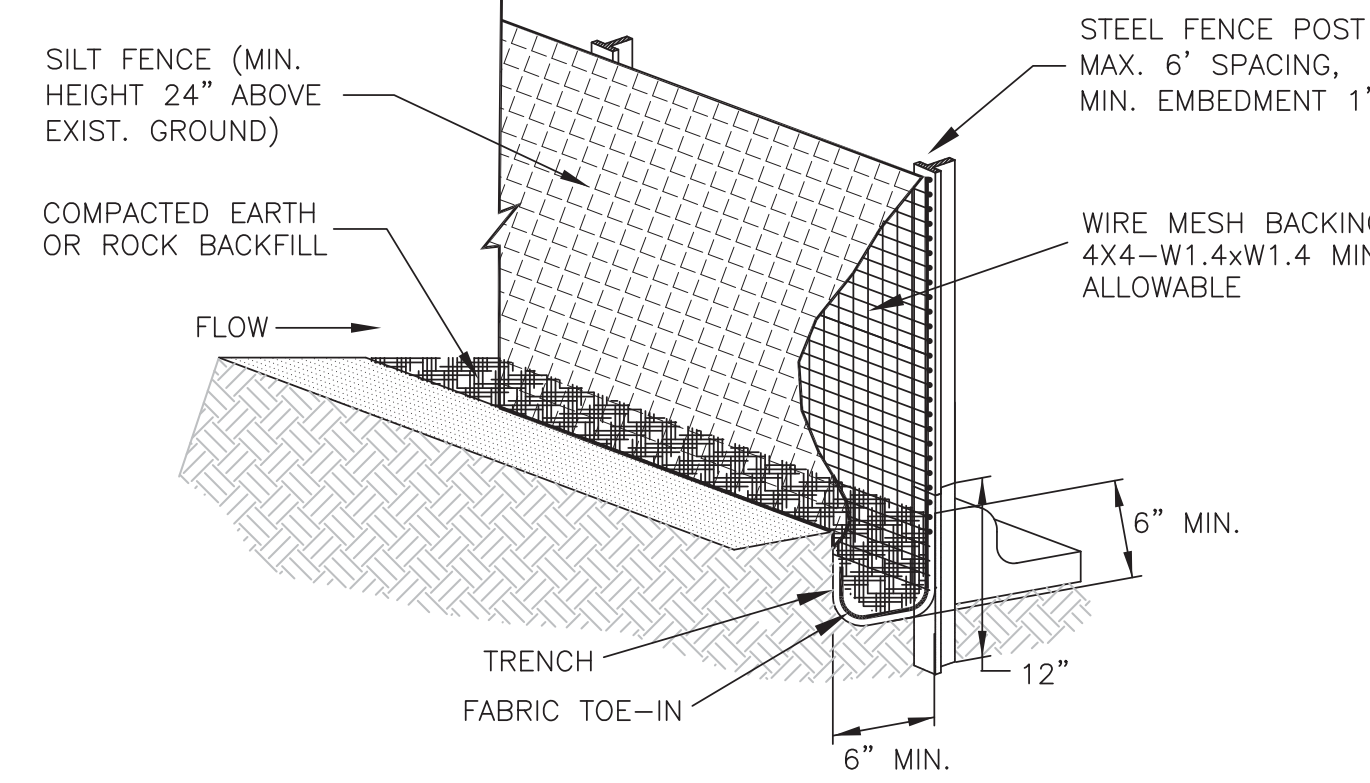


NOTE: STEEL REINFORCEMENT SHALL BE AS SPECIFIED IN THE SITE SPECIFIC PAVEMENT DESIGN FOR THE GIVEN ROADWAY.



- NOTES:
1. DOWELS AND REINFORCING BARS SHALL BE SUPPORTED BY AN APPROVED DEVICE.
 2. SLEEVES FOR DOWELS SHALL HAVE AN INSIDE DIAMETER OF 1/16" GREATER THAN THE DIAMETER OF THE DOWELS AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE.
 3. EXPANSION JOINTS TO BE CONSTRUCTED A MAXIMUM OF 400' APART ON STRAIGHT PAVING, AS WELL AS INTERSECTION P.C.'S & P.T.'S UNLESS OTHERWISE SPECIFIED.

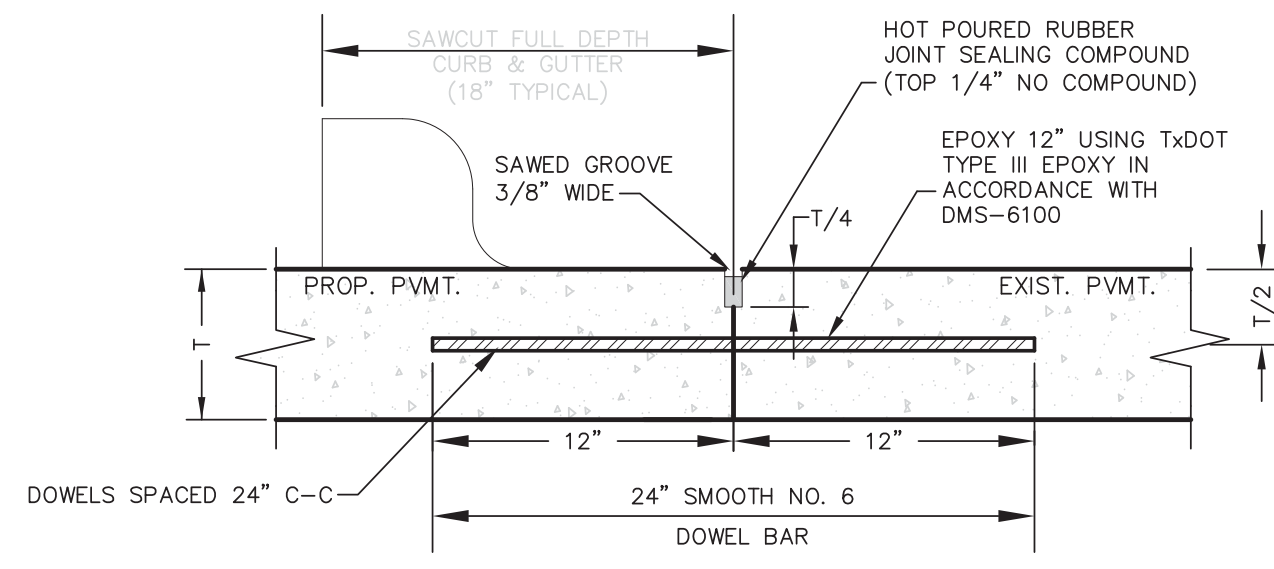
EXPANSION JOINT



SILT FENCE ISOMETRIC PLAN VIEW

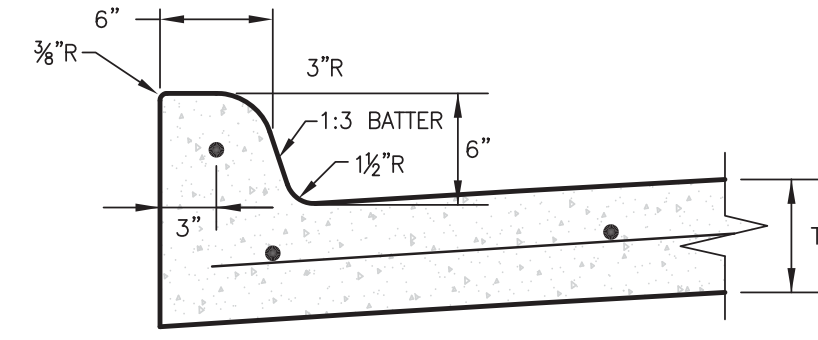
GENERAL NOTES

1. STEEL POSTS WHICH SUPPORT THE SILT FENCE SHALL BE INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE. POST MUST BE EMBEDDED A MINIMUM OF ONE FOOT.
2. THE TOE OF THE SILT FENCE SHALL BE TRENCHED IN WITH A SPADE OR MECHANICAL TRENCHER, SO THAT THE DOWNSLOPE FACE OF THE TRENCH IS FLAT AND PERPENDICULAR TO THE LINE OF FLOW. WHERE FENCE CANNOT BE TRENCHED IN (e.g. PAVEMENT), WEIGHT FABRIC FLAP WITH ROCK ON UPHILL SIDE TO PREVENT FLOW FROM SEEPING UNDER FENCE.
3. THE TRENCH MUST BE A MINIMUM OF 6 INCHES DEEP AND 6 INCHES WIDE TO ALLOW FOR THE SILT FENCE FABRIC TO BE LAID IN THE GROUND AND BACKFILLED WITH COMPACTED MATERIAL.
4. SILT FENCE SHOULD BE SECURELY FASTENED TO EACH STEEL SUPPORT POST OR TO WOVEN WIRE, WHICH IN TURN IS ATTACHED TO THE STEEL FENCE POST. THERE SHALL BE A 3 FOOT OVERLAP, SECURELY FASTENED WHERE ENDS OF FABRIC MEET.
5. INSPECTION SHALL BE MADE EVERY TWO WEEKS AND AFTER EACH 1/2" RAINFALL. REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
6. SILT FENCE SHALL BE REMOVED WHEN THE SITE IS COMPLETELY STABILIZED.
7. ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF HALF THE HEIGHT OF THE FENCE. THE SILT SHALL BE DISPOSED OF AT AN APPROVED SITE AND IN SUCH A MANNER AS TO NOT CONTRIBUTE TO ADDITIONAL SILTATION.



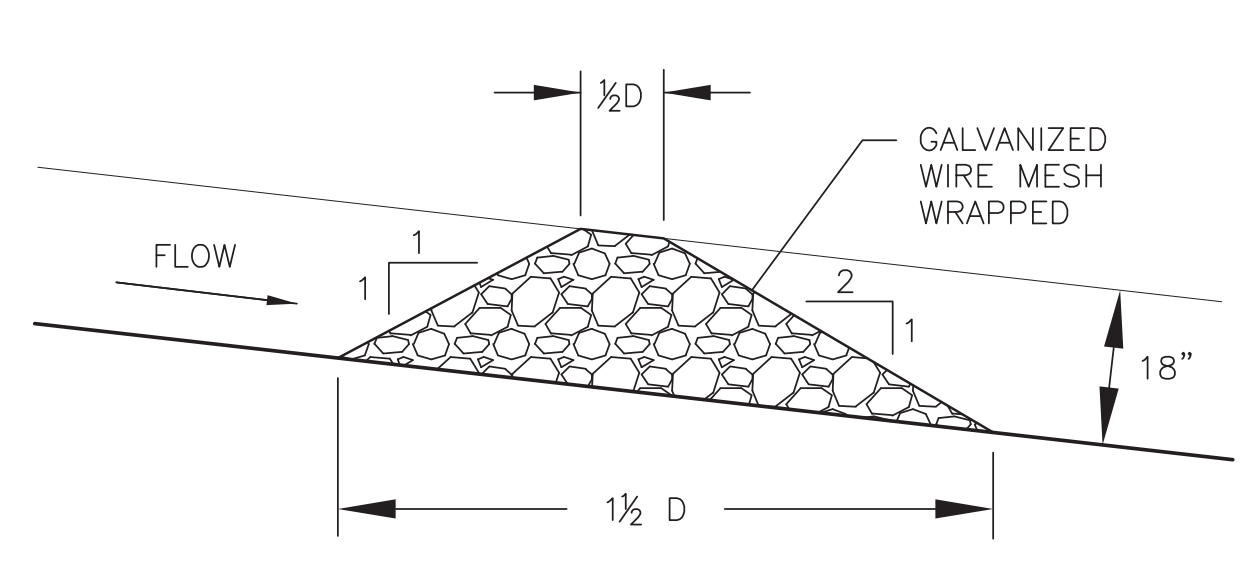
LONGITUDINAL BUTT JOINT

- NOTES:
1. NO. 5 BARS MAY BE USED ON 6" THICK PAVEMENT
 2. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF MECHANICAL RIG. ALL DRILLED DOWELS SHALL BE EPOXIED.
 3. HAND DRILLING IS NOT ACCEPTABLE, PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.
 4. REINFORCING SHALL BE AS SPECIFIED IN THE SITE SPECIFIC PAVEMENT/GEOTECHNICAL DESIGN.



INTEGRAL CURB & GUTTER

- NOTES:
1. INTEGRAL CURB AND GUTTER SHALL BE USED ON ALL NEW STREETS.
 2. REINFORCEMENT SHALL BE AS SPECIFIED IN THE SITE SPECIFIC PAVEMENT DESIGN FOR THE GIVEN ROADWAY.
 3. ALL CURBS SHALL BE CONSTRUCTED OF 4000 PSI PORTLAND CEMENT CONCRETE UNLESS OTHERWISE SPECIFIED.
 4. GRADE SHALL BE MEASURED AT BACK OF CURB.
 5. NO DOWELED CURBS SHALL BE ALLOWED.



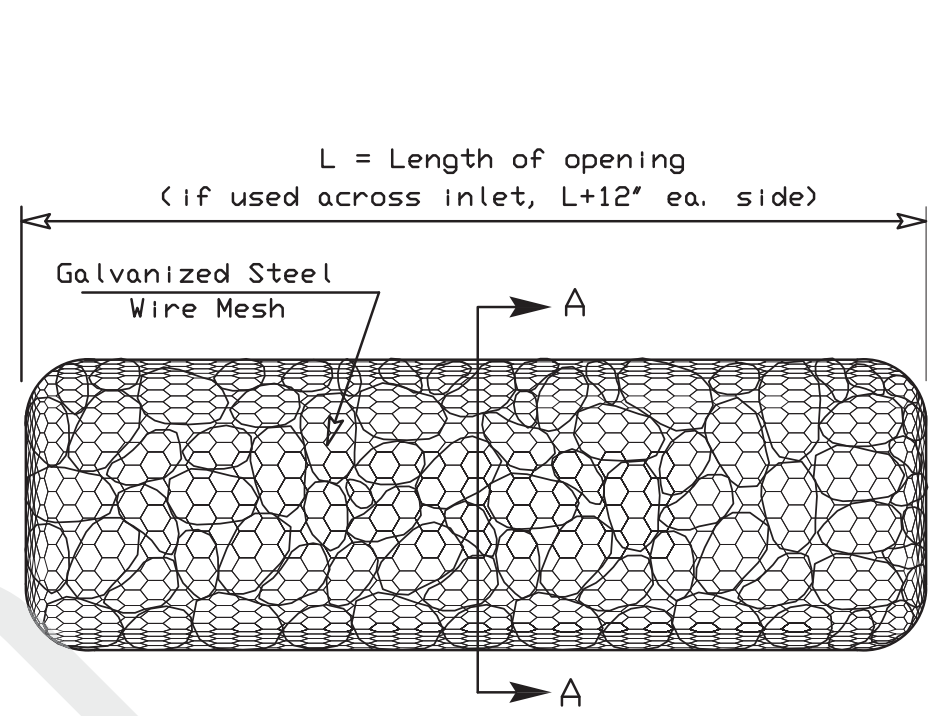
ROCK CHECK DAM

- NOTES:
1. STONE SHALL BE WELL GRADED WITH STONE SIZE RANGING FROM 3 TO 6 INCHES FOR A DAM 24 INCHES OR LESS. STONE SIZE FOR DAMS GREATER THAN 24 INCHES SHALL RANGE FROM 4 TO 8 INCHES. SIZE MAY BE INCREASED AS NECESSARY DEPENDING ON EXPECTED FLOWS/VELOCITIES.
 2. ALL CHECK DAM STRUCTURES SHALL BE WRAPPED AND SECURED WITH GALVANIZED STEEL WIRE MESH.
 3. THE CHECK DAM SHALL BE INSPECTED AS SPECIFIED IN THE SWPPP AND SHALL BE REPLACED WHEN THE STRUCTURE CEASES TO FUNCTION AS INTENDED DUE TO SILT/DEBRIS ACCUMULATION AMONG THE ROCKS.
 4. WHEN SILT REACHES A DEPTH EQUAL TO ONE-THIRD OF THE HEIGHT OF THE CHECK DAM OR ONE FOOT, WHICHEVER IS LESS, THE SILT SHALL BE REMOVED AND DISPOSED OF PROPERLY.
 5. WHEN THE SITE HAS ACHIEVED FINAL STABILIZATION OR ANOTHER EROSION OR SEDIMENT CONTROL DEVICE IS EMPLOYED, THE CHECK DAM AND ACCUMULATED SILT SHALL BE REMOVED.

NOTE: CURRENT ISWM AND/OR NCTCOG STANDARDS AND SPECIFICATIONS SHALL BE USED FOR ANY DETAILS NOT PROVIDED HEREIN.

CONSTRUCTION ENTRANCE/EXIT NOTES:

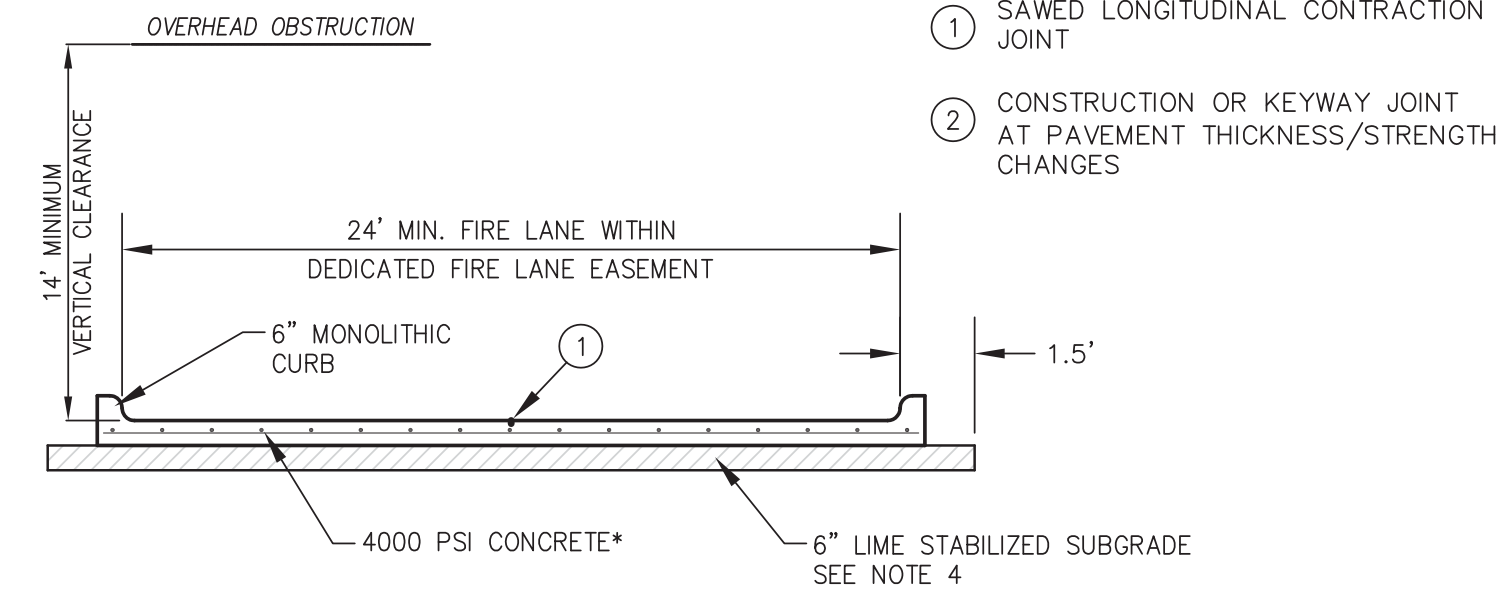
1. THE WIDTH SHALL BE 20', THE LENGTH SHALL BE 40' MIN.
2. WHEN SEDIMENT HAS SUBSTANTIALLY CLOGGED THE VOID AREA BETWEEN THE ROCKS, THE AGGREGATE MUST BE WASHED DOWN OR REPLACED. PERIODIC RE-GRADE AND TOP DRESSING WITH ADDITIONAL STONE MUST BE DONE TO KEEP THE EFFICIENCY OF THE ENTRANCE FROM DIMINISHING.
4. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PAVED SURFACES. ALL SEDIMENT TRANSPORTED ONTO PAVED SURFACES MUST BE REMOVED IMMEDIATELY.
5. VEHICLES SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO A PUBLIC ROADWAY. WASHING SHALL BE DONE IN AN AREA STABILIZED WITH CRUSHED STONE WITH DRAINAGE FLOWING AWAY FROM BOTH THE STREET AND STABILIZED ENTRANCE. SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH OR WATERCOURSE.
6. PREVENT SHORTCUTTING OF THE FULL LENGTH OF THE ENTRANCE BY INSTALLING BARRIERS AS NECESSARY.



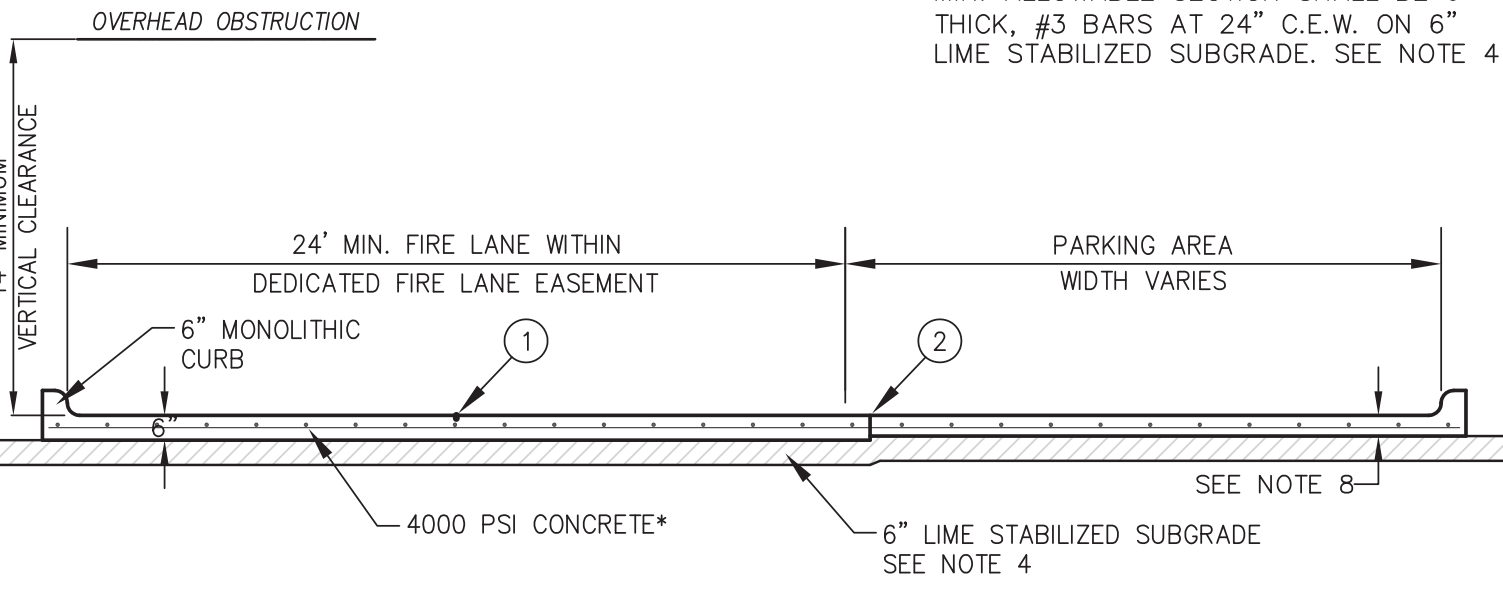
TYPICAL SACK GABION OR ROCK LOG

INLET PROTECTION ALSO SEE PG CC-88 OF ISWM TECH. MANUAL

- NOTES:
1. STONE SHALL BE WELL GRADED WITH A MINIMUM SIZE RANGE OF 1 1/2 TO 3 1/2 INCHES IN DIAMETER. STONE SIZE SHALL BE INCREASED AS NEEDED DEPENDING ON EXPECTED FLOWS.
 2. THE STRUCTURE SHALL BE INSPECTED AS SPECIFIED IN THE SWPPP AND SHALL BE REPLACED WHEN THE STRUCTURE CEASES TO FUNCTION AS INTENDED DUE TO SILT/DEBRIS ACCUMULATION AMONG THE ROCKS.
 3. WHEN SILT REACHES A DEPTH EQUAL TO ONE-THIRD OF THE HEIGHT OF THE STRUCTURE OR ONE FOOT, WHICHEVER IS LESS, THE SILT SHALL BE REMOVED AND DISPOSED OF PROPERLY.
 4. WHEN THE SITE HAS ACHIEVED FINAL STABILIZATION OR ANOTHER EROSION OR SEDIMENT CONTROL DEVICE IS EMPLOYED, THE STRUCTURE AND ACCUMULATED SILT SHALL BE REMOVED AND DISPOSED OF IN AN APPROVED MANNER.



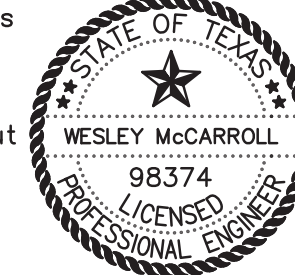
FIRE LANE SECTION (LOCATED OUTSIDE OF PARKING AREA)



FIRE LANE SECTION WITH ADJACENT PARKING AREA

- NOTES:
1. MINIMUM UNOBSTRUCTED FIRE LANE WIDTH SHALL BE NOT LESS THAN 24 FEET (CURB FACE TO FACE).
 2. MINIMUM UNOBSTRUCTED VERTICAL CLEARANCE SHALL BE NOT LESS THAN 14 FEET.
 3. FIRE LANE PAVEMENT SHALL BE CONSTRUCTED TO MEET CITY OF MCKINNEY STANDARDS.
 4. SUBGRADE SHALL BE LIME STABILIZED AND COMPACTED TO 95% STANDARD PROCTOR DENSITY. PLASTICITY INDEX SHALL NOT EXCEED 12. AS AN ALTERNATIVE TO LIME STABILIZATION, CONCRETE THICKNESS MAY BE INCREASED BY 1" WITH A MINIMUM OF 6" FLEXIBLE BASE COURSE PER TxDOT ITEM 247.
 5. FIRE LANE SHALL BE STRIPED AND LETTERED AS SHOWN IN STANDARD CONSTRUCTION DETAIL 2520M.
 6. MINIMUM SLOPE IN ALL DIRECTIONS SHALL NOT BE LESS THAN 0.5% MAXIMUM CROSS SLOPE SHALL NOT EXCEED 3%. MAXIMUM LONGITUDINAL SLOPE SHALL NOT EXCEED 6%.
 7. ASPHALT FIRE LANES SHALL NOT BE USED UNLESS APPROVED BY THE DIRECTOR OF ENGINEERING. IF APPROVED, MIN. DESIGN SHALL BE 2" TYPE D HMAc SURFACE COURSE OVER 6" ASPHALT STABILIZED BASE COURSE PER TxDOT ITEM 292. SUBGRADE REQUIREMENTS REMAIN PER NOTE 4.
 8. PRIVATE PARKING THICKNESS SHALL BE AS SPECIFIED IN THE PLANS BY THE DESIGN ENGINEER

The seal appearing on this document was authorized by Wesley McCarroll, P.E. No. 98374. Alteration of a sealed document without proper notification to the responsible engineer is an offense under the Texas Engineering Practice Act.



SCALE:	NA
DESIGNED BY:	WEM
DRAWN BY:	WEM
CHECKED BY:	DH
DATE:	JULY 2012
PROJECT NO.:	NA