

4 LANES UNDIVIDED
ADDISON CIRCLE FROM ±240' EAST OF SPECTRUM TO DALLAS PARKWAY

(LOOKING EAST)

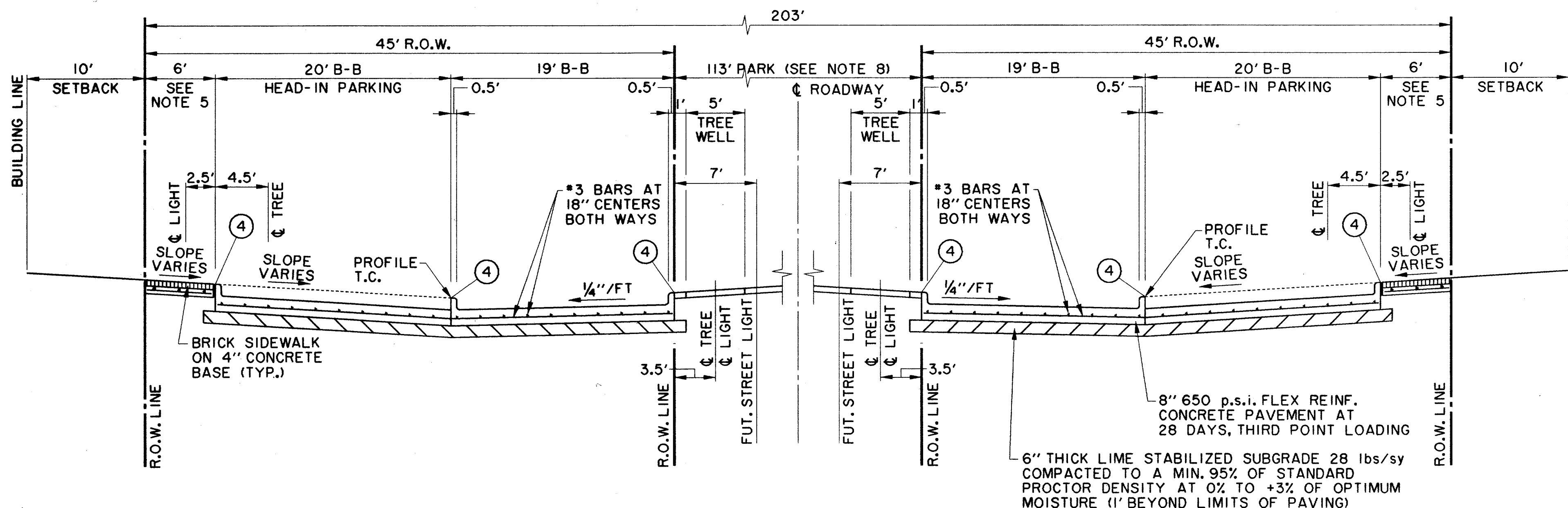
NOTES:

1. BACKFILL MATERIAL IS NOT A SEPARATE PAY ITEM. MATERIAL ACQUIRED FROM EXCAVATION MAY BE USED IF APPROVED BY ENGINEER.
2. PAY LINE FOR UNCLASSIFIED STREET EXCAVATION IS THE RIGHT-OF-WAY LINE WHEN A BUILDING IS BEING CONSTRUCTED ADJACENT TO THE RIGHT-OF-WAY. EXCAVATION BEYOND THE RIGHT-OF-WAY LINE IS ACCOUNTED FOR IN THE BUILDING EXCAVATION. PAY LINE FOR UNCLASSIFIED STREET EXCAVATION CAN BE BEYOND THE RIGHT-OF-WAY LINE WHEN ADJACENT TO UNDEVELOPED TRACTS.
3. SAWED DUMMY JOINTS SHALL MATCH EXISTING ON QUORUM DRIVE AND DALLAS PARKWAY. SAWED JOINTS SHALL BE SPACED AT 15' INTERVALS ON ADDISON CIRCLE AND SPECTRUM DRIVE, AND AT 12' INTERVALS ON MORRIS AVENUE AND M-3. SAWED JOINTS FOR M-2 NORTH AND M-2 SOUTH WILL BE PER EXHIBITS 4 AND 5 OF ADDENDUM NO. 1.
4. PROFILE GRADES SHOWN ON THE PAVING PLAN AND PROFILE SHEETS ARE TOP OF CURB AT BACK OF CURB FOR A NORMAL ROADWAY CROSS-SECTION AS INDICATED ON THE TYPICAL SECTIONS BY "PROFILE T.C.". PROFILE GRADES ON THE MEWS ARE EDGE OF PAVEMENT 12" LEFT AND RIGHT OF CENTERLINE AS INDICATED ON THE TYPICAL SECTION AS "PROFILE E.P.".
5. THE 1/4" / FT. CROSS-SLOPE IN SIDEWALK AND HEAD-IN PARKING AREAS IS THE STANDARD CONDITION ADJACENT TO MOST LAND USES SUCH AS RESIDENTIAL AND PARK PROPERTIES. A VARIABLE SLOPE MAY BE REQUIRED ADJACENT TO RETAIL USES IN ORDER TO MATCH THE FINISHED FLOOR ELEVATION FOR BARRIER-FREE ACCESS. SEE PLANS FOR THESE LOCATIONS.
6. SIDEWALK TYPICAL SECTIONS VARY ALONG EACH STREET AND FROM STREET TO STREET. THERE ARE SOME ENHANCED SIDEWALK SECTIONS AT TRASH LOCATIONS. SEE PAVING AND SURFACE PATTERNING PLANS FOR LOCATIONS AND DETAILS.
7. SIDEWALKS MAY CONTINUE INTO FRONT YARD UNDER SEPARATE CONTRACT. SEE SURFACE PATTERNING PLANS FOR PAY LIMITS.
8. STREETScape WITHIN PARK ON ADDISON CIRCLE IS NOT PART OF THIS CONTRACT AND DESIGN MAY VARY FROM THE CONCEPT SHOWN IN THIS SECTION.
9. THIS PROJECT HAS BEEN ROUGH GRADED TO 0.10' OF PLAN ELEVATION (AFTER ADJUSTMENT FOR FINISH THICKNESS) AS A PART OF THE ADDISON CIRCLE PHASE II MASS GRADING PROJECT.

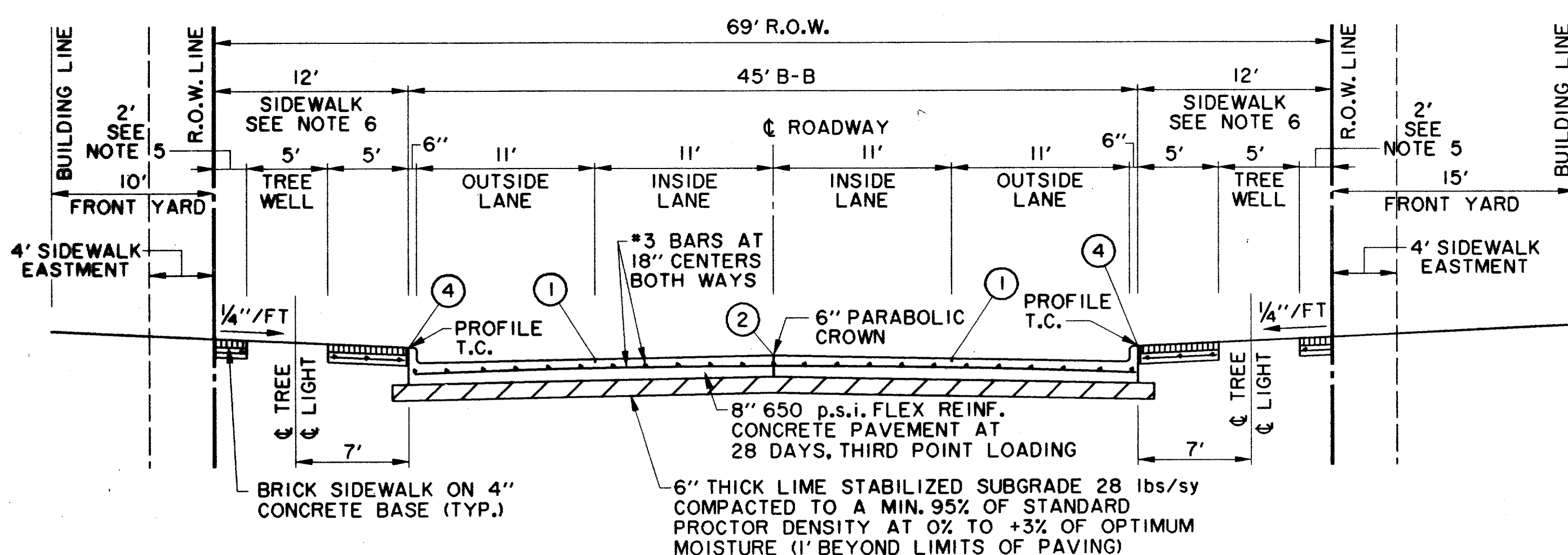
JOINT LEGEND:

- ① - SAWED LONGITUDINAL DUMMY JOINT
- ② - CONSTRUCTION JOINT (FULL WIDTH PVM'T. IS ALLOWED WHERE APPROVED BY THE TOWN OF ADDISON). FULL WIDTH PAVEMENT REQUIRES A SAWED LONGITUDINAL JOINT AT THE CENTERLINE OF THE PAVEMENT.
- ③ - EXPANSION JOINT
- ④ - ISOLATION JOINT
- ⑤ - LONGITUDINAL BUTT JOINT

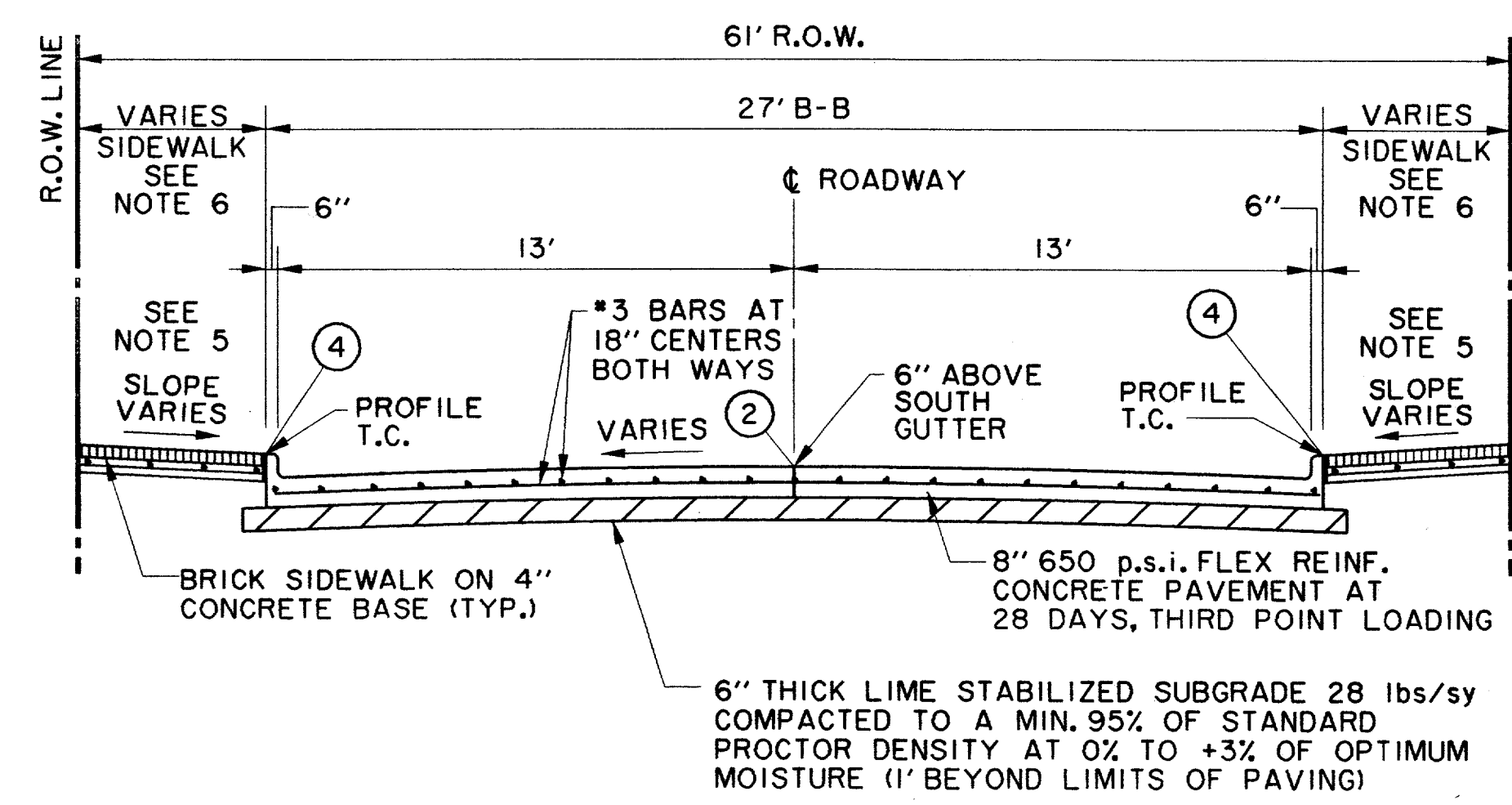
4 LANE DIVIDED
QUORUM DRIVE
 (LOOKING NORTH)
 (SEE PLAN VIEW FOR NECK-DOWN AREAS)



4 LANE DIVIDED
ADDISON CIRCLE FROM ±170' EAST OF QUORUM TO ±240' EAST OF SPECTRUM
 (LOOKING EAST)



4 LANES UNDIVIDED
SPECTRUM DRIVE
 (LOOKING NORTH)



2 LANES UNDIVIDED
ADDISON CIRCLE FROM QUORUM TO ±170' EAST OF QUORUM
 (SEE PLAN VIEW FOR PAVEMENT WIDTH VARIATIONS NEAR ROUNDABOUT)

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY DAVID E. MEYERS, P.E. 81512

RECORD DRAWING

DATE	DESCRIPTION	REF. NO.				
2/13/98	REVISED A.C. 61' R.O.W. SECTION	2				
10/3/97	ISSUED FOR CONSTRUCTION	N/A				
8/4/97	ADDENDUM NO. 1	N/A				
7/14/97	ISSUED FOR BID	N/A				
PAVING TYPICAL SECTIONS						
ADDISON CIRCLE						
PHASE II PUBLIC INFRASTRUCTURE						
TOWN OF ADDISON, TEXAS						
Hullt-Zollars, Inc./Engineering/Architecture Dallas, Fort Worth, Houston, El Paso, Phoenix, Tustin, Ontario						
DESIGN	DRAWN	APPR.	SCALE	DATE	PROJECT NO.	NO.
HZ1	HZ1	DEM	N.T.S.	OCT. 97	01-1822-21	P1

ALL DIMENSIONS UNLESS OTHERWISE SPECIFIED ARE IN FEET AND INCHES. DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.