



- LEGEND**
- PROPOSED 5" CONC PVMNT W/ 6" LIME SUBGRADE
 - PROPOSED 6" CONC PVMNT FIRELANE W/ 6" LIME SUBGRADE

- NOTES:**
1. EXISTING CONCRETE CURB & GUTTER TO BE SAWCUT AND REMOVED. CONTRACTOR SHALL COORDINATE AND OBTAIN APPROVAL FOR THE SCHEDULE OF CURB CUTS AND DRIVE CONSTRUCTION FROM THE CITY OF ADDISON.
 2. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI @ 28 DAYS.
 3. REINFORCING STEEL SHALL BE NO. 3 BAR @ 24" CTRS OR 6 IN X 6 IN NO. 6 WELDED WIRE FABRIC. A COMBINATION OF BOTH REINFORCING SYSTEMS IS PERMITTED. LAP SPLICES SHALL BE A MINIMUM OF 12 INCHES MEASURED FROM TRANSVERSE WIRE OF WWF.
 4. GROOVED (EITHER SAWCUT OR FORMED) JOINTS SHALL BE PROVIDED @ 20 FT (MAX) CTRS. HOT POURED RUBBER COMPOUND SHALL BE USED TO FILL THE 1 1/2" DEEP GROOVE. EXPANSION JOINTS SHALL BE PROVIDED AT 60' CTRS.

CAUTION!!! - UNDERGROUND TELEPHONE CABLE. CONTACT S.W.B.T. 48 HOURS PRIOR TO EXCAVATION OR BORING. ENTERPRISE 9800 OPERATOR.

BENCHMARK:
BRASS CAP @ CURB INLET ON WEST SIDE OF ADDISON RD 250'+/- SOUTH OF MOST WESTERLY SOUTHWEST PROPERTY CORNER. ELEV=638.65

Robert Wright
5-11-94

LAYOUT & DIMENSIONAL CONTROL
ADDISON ROAD SELF STORAGE
ADDISON ROAD, ADDISON TEXAS
ADDISON ROAD SELF STORAGE LIMITED PARTNERSHIP

NEEDHAM WRIGHT LASKEY ENGINEERS INC.
10290 MONROE DRIVE
SUITE 305
DALLAS, TEXAS, 75229
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DRAWN	DESIGN	DATE	SCALE	NOTES	FILE	SHEET
CSC	CSC	5/04/94	1" = 30'			C-1