

CONTRACTOR SHALL ADJUST TOP OF U.H. AND VAULT TO MATCH PROP. GRADE

STATION 0+73.7
RELOCATE EXIST. DRIVEWAY. FURNISH & INSTALL 8" REINFORCED CONC. DRIVEWAY. UTILIZE HIGH EARLY STRENGTH CONC. REMOVAL SHALL COMMENCE AT 1 P.M. SATURDAY AND DRIVEWAY REOPEN TO TRAFFIC AT 7 A.M. MONDAY.

STATION 1+37.3
RELOCATE EXISTING CONCRETE CURB. CONSTRUCT DOWELED CURB IN ACCORDANCE WITH DETAIL 'A'

STATION 1+58
RELOCATE EXISTING FIRE HYDRANT. FURNISH & INSTALL 1'-6" 90° BEND 7 L.F. 8" D.I.P. W.L. MAKE CONNECTION TO FIRE HYDRANT ACTIVE

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STATION 5+42.09
REMOVE EXISTING CONC. FLUME. CONST. 5.5' WIDE BY 5.5' LONG CONC. FLUME WITH 1/2" STEEL PLATE AT SIDEWALK

PROPOSED 1.35 L.F. OF DOWELED CURB. SEE DETAIL ABOVE

REMOVE & DISPOSE EXISTING 12" BRADFORD PEAR

REMOVE & DISPOSE EXISTING 18" BRADFORD PEAR

STATION 0+38.9 BEGIN IMPROVEMENTS WEST SIDE

STATION 1+40.0 BEGIN IMPROVEMENTS EAST SIDE

STATION 1+40.0 REMOVE EXISTING CONC. FLUME. CONST. 4' WIDE BY 5' LONG CONC. FLUME

REMOVE EXIST. CONC. CURB & GUTTER. FURNISH & INSTALL 6" REINF. CONC. BASE 2" H.M.A.C. SURFACE 6" MONOLITHIC CURB

BARRIER FREE RAMP TYPICAL AT EACH CORNER COST SHALL BE SUBSIDIARY TO SIDEWALK

STATION 4+74.95 BEGIN IMPROVEMENTS WEST SIDE

STATION 4+75.50 BEGIN IMPROVEMENTS EAST SIDE

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REMOVE EXISTING CONC. SIDEWALK

STATION 6+88.24 END IMPROVEMENTS WEST SIDE

STATION 1+40.0 BEGIN IMPROVEMENTS EAST SIDE

STATION 1+40.0 REMOVE EXISTING CONC. FLUME. CONST. 4' WIDE BY 5' LONG CONC. FLUME

FURNISH & INSTALL 5" REINF. CONC. SIDEWALK

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STATION 5+99.54 REMOVE EXIST. DRIVEWAY. FURNISH & INSTALL 8" REINFORCED CONC. DRIVEWAY. UTILIZE HIGH EARLY STRENGTH CONC. REMOVAL SHALL COMMENCE AT 1 P.M. SATURDAY AND DRIVEWAY REOPEN TO TRAFFIC AT 7 A.M. MONDAY.

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POINT	NORTH	EAST
SVY. PT#1	N 5000.0000	E 5000.0000
SVY. PT#2	N 4420.8252	E 5000.0000
STA. 0+38.9 BEGIN(W)	N 4630.8701	E 4963.4192
STA. 0+50 BEGIN(E)	N 4641.9709	E 4963.4065
STA. 0+73.7 DRIVE	N 4665.6473	E 4963.3795
STA. 1+37.3 INLET	N 4729.2451	E 4963.3069
STA. 1+40.0 FLUME	N 4731.9708	E 4963.3038
STA. 4+74.95 EXCEL(W)	N 5066.9224	E 4962.9216
STA. 4+75.50 EXCEL(E)	N 5067.4715	E 4962.9210
STA. 5+42.09 FLUME	N 5134.0569	E 4962.8450
STA. 5+99.54 DRIVE	N 5191.5114	E 4962.7794
STA. 6+65.72 DRIVE	N 5257.6876	E 4962.7039
STA. 6+88.24 END(W)	N 5275.9054	E 4962.6831
STA. 6+93.90 END(E)	N 5285.8658	E 4962.6718

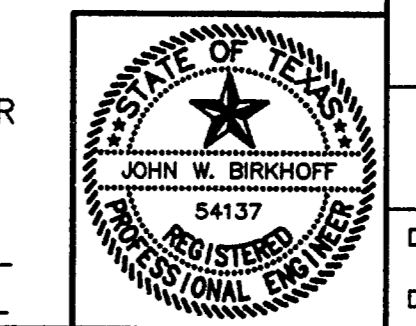
- LEGEND**
- PROP. 5 FOOT REINFORCED CONCRETE SIDEWALK OR TYPE 6 RETAINING WALL
 - PROP. 8" CONC. BASE WITH H.M.A.C. OVERLAY
 - PROPOSED 10" REINF. CONCRETE ROADWAY OR CONCRETE CURB & GUTTER
 - PROPOSED REINF. CONCRETE DRIVE
 - PROPOSED CONCRETE MEDIAN NOSE

T.B.M. B72
1" CUT IN BASE OF LIGHT IN EXCEL PARKWAY MEDIAN, 52 FEET WEST OF ADDISON ROAD. N 5072.7832, E 4910.8473 ASSUME ELEV. 644.41

!!CAUTION!!
A LARGE NUMBER OF FIBER OPTICS AT THIS INTERSECTION

These plans and related specifications were prepared for construction of this specific project only. Reuse of these documents is not permitted without written authorization of Shimek, Jacobs & Finklea, L.L.P.

THESE DOCUMENTS ARE FOR BIDDING, CONSTRUCTION, AND PERMIT PURPOSES.
John W. Bull
DATE: 1/21/98



TOWN OF ADDISON, TEXAS
ADDISON ROAD & EXCEL PARKWAY INTERSECTION IMPROVEMENTS (CONST. PLAN)

SHIMEK, JACOBS & FINKLEA, L.L.P.
CONSULTING ENGINEERS
Dallas, Texas

DESIGNED BY: J.W.B.	PROJECT: 96103	SHEET NO. 1
DRAWN BY: R.J.L.	DATE: JANUARY, 1998	OF 16 SHEETS

01/27/98 R.L. 96103-01.DWG