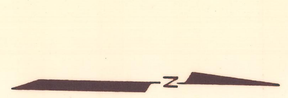
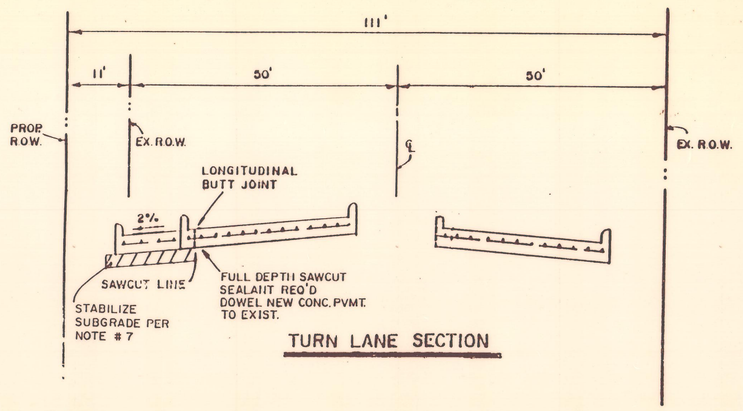


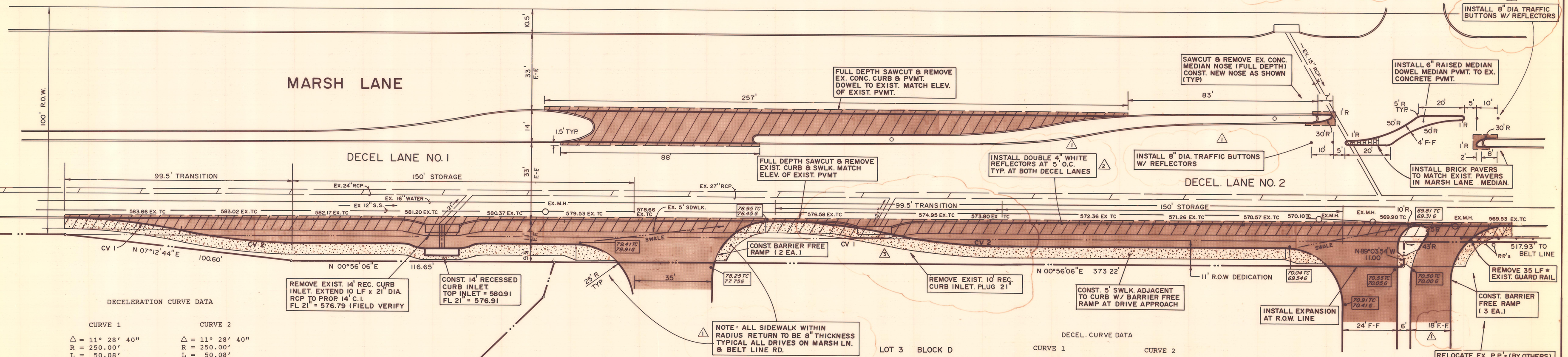


TURN LANE SECTION

NOTE : MEDIAN RECONSTRUCTION ON MARSH LANE TO BE COMPLETED PRIOR TO START OF CONSTRUCTION ON DECEL. LANE NO.1 OR NO. 2

GENERAL NOTES

1. ALL CURBS TO BE PLACED INTEGRAL WITH PAVEMENT AND SHALL MEET THE SAME COMPRESSIVE STRENGTH AS THE PROPOSED CONCRETE PAVEMENT.
2. ARRANGEMENT OF JOINTS SHALL MATCH JOINTS IN EXISTING PAVEMENT.
3. ALL BAR LAPS SHALL BE 30" DIAMETERS.
4. BAR CHAIRS SHALL BE FURNISHED.
5. CROSS SLOPE OF PROPOSED TURN LANE WILL BE ¼" PER FOOT.
6. CONCRETE PAVEMENT FOR TURN LANE WILL BE 8" THICK, 3,600 PSI COMPRESSIVE STRENGTH AT 28 DAYS WITH A MIXTURE THAT IS MINIMUM 5.5 SACKS PER CUBIC YARDS. REINFORCEMENT WILL BE #3 BARS @ 18" OCEW.
7. SUBGRADE WILL BE SCARIFIED TO A DEPTH OF 6" AND RECOMPACTED TO 95% STANDARD PROCTOR DENSITY. SUBGRADE TO BE STABILIZED WITH 6% BY WEIGHT OF HYDRATED LIME. SUBGRADE SHALL EXTEND 1' BACK OF PROPOSED CURB. 6" CTB MAY BE ALLOWED AS ALTERNATE TO LIME STABILIZATION.
8. ALL JOINTS IN CONCRETE PAVEMENT TO BE SEALED WITH 0A55 ASPHALT OR RUBBER BASED COMPOUND.
9. INSTALLATION OF DRIVE APPROACHES, SIDEWALKS, RIGHT-TURN LANE AND MEDIAN IMPROVEMENTS SHALL MEET TOWN OF ADDISON STANDARDS.
10. RELOCATION OF ANY TOWN OF ADDISON OR FARMERS BRANCH IRRIGATION FACILITIES IS RESPONSIBILITY OF CONTRACTOR.



SAWCUT & REMOVE EX. CONC. MEDIAN NOSE (FULL DEPTH) CONST. NEW NOSE AS SHOWN (TYP.)

FULL DEPTH SAWCUT & REMOVE EX. CONC. CURB & PVMT. DOWEL TO EXIST. MATCH ELEV. OF EXIST. PVMT.

FULL DEPTH SAWCUT & REMOVE EXIST. CURB & SWLK. MATCH ELEV. OF EXIST. PVMT

INSTALL DOUBLE 4" WHITE REFLECTORS AT 5' O.C. TYP. AT BOTH DECEL LANES (2)

INSTALL 8" DIA. TRAFFIC BUTTONS W/ REFLECTORS

INSTALL 8" DIA. TRAFFIC BUTTONS W/ REFLECTORS (1)

INSTALL 6" RAISED MEDIAN DOWEL MEDIAN PVMT. TO EX. CONCRETE PVMT.

INSTALL BRICK PAVERS TO MATCH EXIST. PAVERS IN MARSH LANE MEDIAN.

REMOVE EXIST. 14' REC. CURB INLET. EXTEND 10 LF x 21" DIA. RCP TO PROP 14' C.I. FL 21" = 576.79 (FIELD VERIFY)

CONST. 14' RECESSED CURB INLET. TOP INLET = 580.91 FL 21" = 576.91

CONST. BARRIER FREE RAMP (2 EA.)

REMOVE EXIST. 10' REC. CURB INLET. PLUG 21" (3)

CONST. 5' SWLK. ADJACENT TO CURB W/ BARRIER FREE RAMP AT DRIVE APPROACH

INSTALL EXPANSION AT R.O.W. LINE

REMOVE 35 LF ± EXIST. GUARD RAIL

CONST. BARRIER FREE RAMP (3 EA.)

RELOCATE EX. P.P.'s (BY OTHERS) CONTRACTOR TO COORDINATE W/ T.U. ELECTRIC, TOWN OF ADDISON & CITY OF FARMERS BRANCH

NOTE : ALL SIDEWALK WITHIN RADIUS RETURN TO BE 8" THICKNESS TYPICAL ALL DRIVES ON MARSH LN. & BELT LINE RD.

DECELERATION CURVE DATA

CURVE 1	CURVE 2
△ = 11° 28′ 40"	△ = 11° 28′ 40"
R = 250.00′	R = 250.00′
L = 50.08′	L = 50.08′
T = 25.13′	T = 25.13′
E = 1.26′	E = 1.26′

LOT 3 BLOCK D
ADDISON TOWN CENTER

DECEL. CURVE DATA

CURVE 1	CURVE 2
△ = 11° 28′ 40"	△ = 11° 28′ 40"
R = 250.00′	R = 250.00′
L = 50.08′	L = 50.08′
T = 25.13′	T = 25.13′
E = 1.26′	E = 1.26′

BENCH MARK:

N.W. CORNER OF EXISTING CURB INLET LOCATED ON SOUTH SIDE OF BELT LINE ROAD. INLET LOCATED 575′ WEST OF THE INTERSECTION OF BELT LINE ROAD AND BUSINESS AVENUE.

ELEV. 573.06′

BENCHMARK:

"□" CUT ON STORM SEWER INLET ON SOUTH SIDE OF BELT LINE ROAD 70′± WEST OF COMMERCIAL DRIVE.

ELEV. 580.56′

AS-BUILTS

I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL FUNCTION AS DESIGNED.

STATE OF TEXAS LAWRENCE A. CATES 4838 REGISTERED PROFESSIONAL ENGINEER 04-14-93

STATE OF TEXAS LAWRENCE A. CATES 4838 REGISTERED PROFESSIONAL ENGINEER

(3) REV 9/3/93 DELETE 14' C.I.
(2) REV. 6/14/93 ADD DOUBLE REFLECTORS AT 5' O.C.
(1) REV 4/30/93 ADDED 3,600 PSI CONC. PER ADDISON STD.

DECEL. LANES NO. 1 & 2 & MEDIAN CONSTRUCTION MARSH LN. SOUTH OF BELT LINE RD. TOWN OF ADDISON, TX.

LAWRENCE A. CATES & ASSOC. CONSULTING ENGINEERS DALLAS, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
LAC	LAC	3/22/93	1"=20'	D.P.	91012	C-15