N

MATCH LINE STA. 5+50

SETH STEPHENS
VOL. 49, PG. 1410

IRENE VAUGHN, INC.
VOL. 67151, PG. 802

M & C ENTERPRISES, INC.
VOL. 69072, PG. 782

G. W. FISHER SURVEY
ABSTRACT 482

ST. LOUIS SOUTHWESTERN RAILWAY COMPANY

ASHLAND OIL, INC.

B.M. Top West Rail on North Line Projected
ELEV. 631.58

5+69 ℄ DRIVE
5+89.50
P.C. 6+00
6+08 ℄ DRIVE
P.R.C. 6+96.37
8+33 ℄ DRIVE
10+25 ℄ DRIVE
8+00
9+40
10+00
11+00
13+00
14+00
6+00 ℄ DRIVE
8+15 ℄ DRIVE

R.O.W.
FL 629.0
FL 629.1
12'-0"
53.5'
30'-0"
75.0'
24.0'
613.70
3'-0"
30'-0"
465'
71.0'
75.3'
296.5'
371.8'
20.8'
22'-0"
18'-0"
29'-0" MIN.
RAILROAD CROSSING
SEE SHT. 414D-5 FOR DETAILS
EXIST. 18" CMP
EXIST. 18" RCP
℄ PROPOSED 8"Ø WATER LINE
℄ PROPOSED ROAD
℄ FACTORY STREET
PROPOSED ST.
EXISTING ROAD
20.0'
40.0'
24'
SEE TYPICAL ROAD SECTION SHEET 1.
28.0'
34'-0"
52'-0"
60.0'
5'R
16'-0"
8'-0"
45°
80°
P/P
P.I. Δ= 90°
P.T. 7+92.74
P.C. 10+69.24
11+25.24
℄ ROAD DATA
Δ = 90°
R = 50.0'
T = 50.0'
L = 78.54'

STA. 6+40
PROVIDE & INSTALL:
1 - 8"×8"×6" TEE
1 - 6" G.V. & BOX
1 - FIRE HYDRANT

STA. 6+50 R.R. BEGINS

REVERSE CURVE
℄ ROAD DATA
Δ = 8°23'
Δ = 16°46'
R = 329.31'
T = 48.53'
L = 96.37'
C = 96.02'

LEAD TRACK
SPUR TRACK

Furnish and Install
20 L.F. 15"Ø RCP, THD. Item 465

STA. 9+40
PROVIDE AND INSTALL
1 - 8"×8"×6" TEE
1 - 6" G.V. AND BOX
1 - FIRE HYDRANT

STA. 10+94.24
PROVIDE AND INSTALL:
1 - 8"×8" CROSS
4 - 8" G.V. AND BOXES

PROVIDE & INSTALL:
1 - 8" PLUG AND BLOCK
34 L.F. 8" DIA. WATER PIPE
BY OPEN CUT
134 SQ. YDS. ASPHALT SURFACE

PROVIDE AND INSTALL:
1-8" PLUG & BLOCK
52 L.F. 8" DIA. WATER
PIPE BY OPEN CUT
134 SQ. YDS. ASPHALT
SURFACE

Scn. Swr. M.H.
EXIST 30" CMP TO REMAIN

PROPOSED FACTORY ST. AND
CULVERT PIPES BY OTHERS.

℄ PROPOSED 8"Ø WATER LINE

CHAIN LINK FENCE

EXISTING FACTORY STREET

MATCH LINE STA. 12+00

℄ EXISTING FACTORY STREET

ASPHALT DRIVE TO BE REPAIRED
AFTER INSTALLATION - 14 SQ. YDS.
ASPHALT

CONCRETE DRIVE TO BE REPAIRED
AFTER INSTALLATION - 9 SQ. YDS.
CONCRETE

EXISTING 24" RCP

℄ PROPOSED 8"Ø WATER LINE

CONCRETE DRIVE

EXISTING FIRE HYDRANT TO REMAIN

STA. 14+31.24 - PROJECT ENDS
CONNECT TO EXISTING 8" DIA. CAST IRON PIPE WITH
NECESSARY 8" DIA. CLOSURE SECTION.

ASHLAND OIL INC.

℄ PROFILE PROPOSED 8"Ø WATER LINE

EXISTING GROUND ℄ PROPOSED WATER LINE

0.51% SLOPE

FINISHED GRADE ℄ PROPOSED ROAD ON 0.300% SLOPE

FINISHED GRADE ℄ PROPOSED ROAD ON 0.111% SLOPE

EXIST. GROUND ℄ PROP. WATER LINE

INSIDE TOP OF PIPE 626.10
INSIDE TOP OF PIPE 626.86
INSIDE TOP OF PIPE 627.00
INSIDE TOP OF PIPE 623.02
CONNECT TO EXISTING 8" DIA. CAST IRON PIPE STA. 14+31.24
END OF PROJECT

P.V.I. 6+77.5 NO V.C.
P.V.I. 7+00 NO V.C.

E.L. 631.60
E.L. 631.40
F.G. 631.29
F.G. 631.18

STA. 6+50

78'-0"
RAILROAD CROSSING - SEE SHEET 414D-5
(CITY of DALLAS SPEC.)

630
625
620

5+50 6+00 7+00 8+00 9+00 10+00

WATER LINE
FACTORY STREET
STA. 5+50 to STA. 14+31.24
DEPARTMENT of PUBLIC WORKS
CITY of ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
RUSSELL L. BETTS AND ASSOC.		JAN. 1975	V: 1"= 6' H: 1"= 20'	R.L.B.		2 of 3