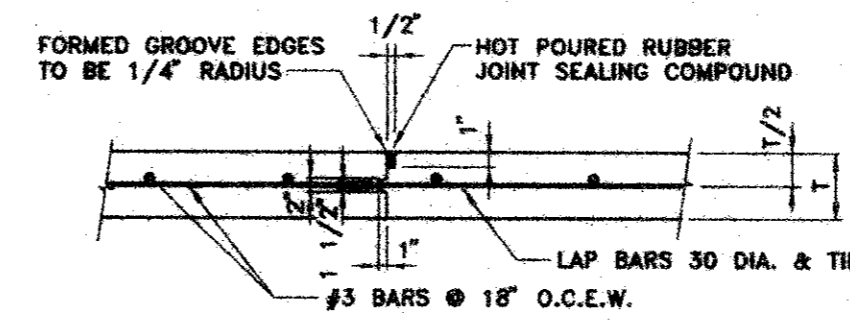
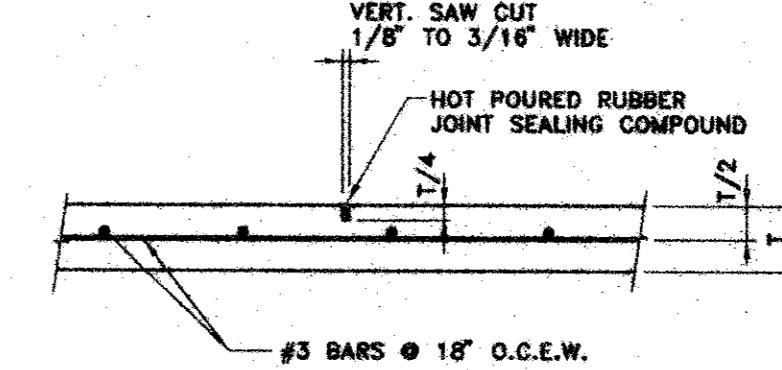


# BELT LINE ROAD

(111' DEDICATED PUBLIC RIGHT-OF-WAY)



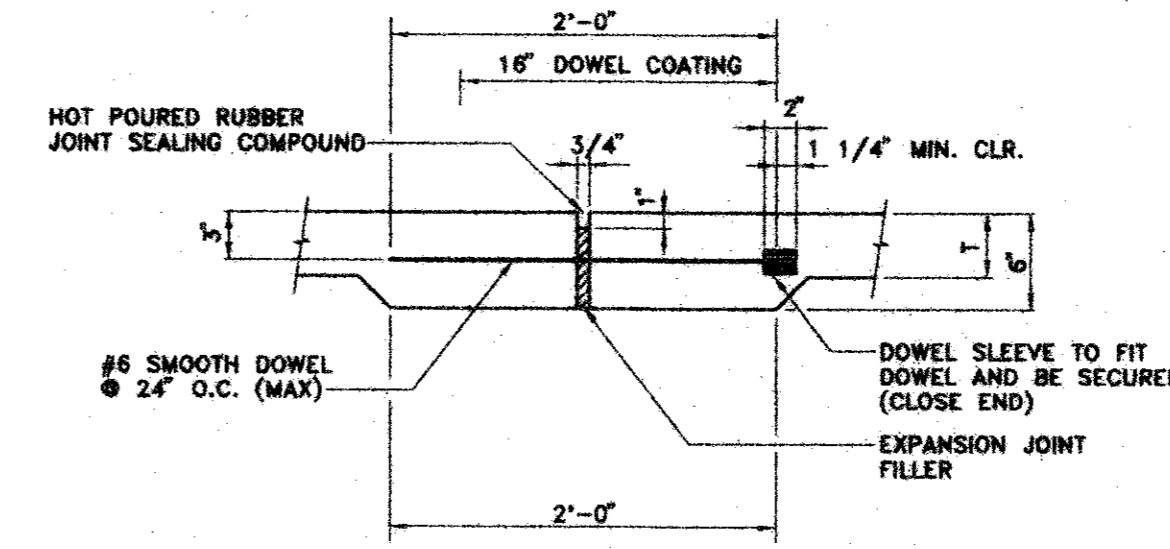
0.1 CONSTRUCTION JOINT  
N.T.S.



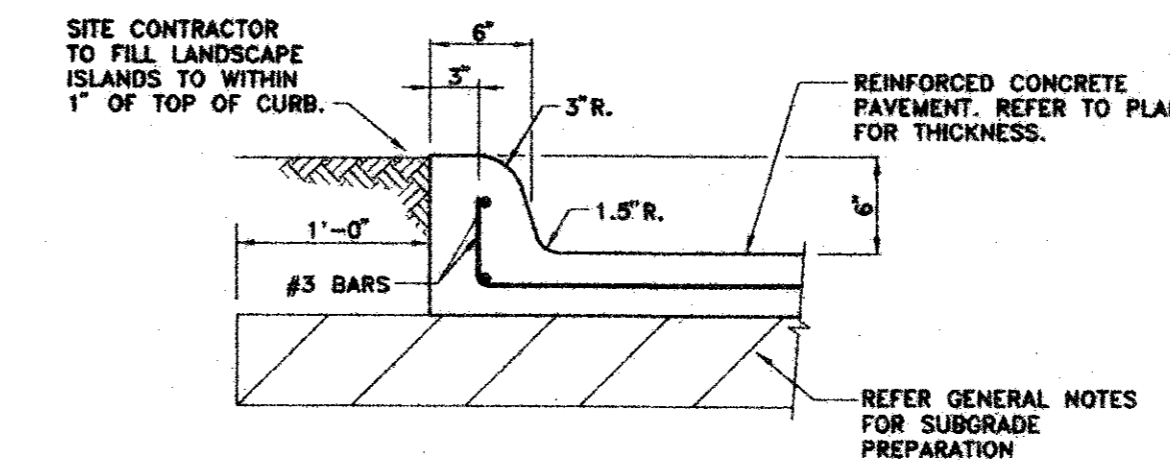
0.2 CONTROL JOINT  
N.T.S.

### SITE PAVING GENERAL NOTES:

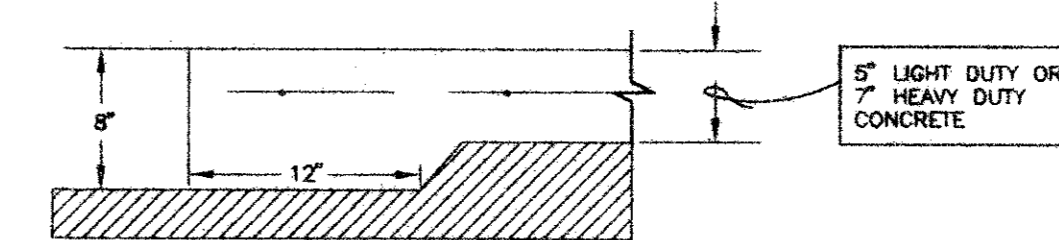
1. ALL CONCRETE PAVING SHALL BE OF THE THICKNESS AND STRENGTH SHOWN ON THE PLANS AND HAVE A MIN. OF 3,000 PSI COMP. STRENGTH. CONCRETE STRENGTH TO BE DETERMINED AT 28 DAYS. CONCRETE WILL HAVE A ONE INCH TO FOUR INCH SLUMP AND REINFORCED WITH #3 BARS @ 18" O.C.E.W. REINFORCING SHALL BE SUPPORTED BY CHAIRS SPACED AT 16" S.F. (4' x 4' PATTERN) MAXIMUM INTERVAL.
2. PROOF ROLL SUBGRADE WITH HEAVY PNEUMATIC EQUIPMENT. ANY SOFT OR PUMPING AREAS SHOULD BE EXCAVATED TO A FIRM SUBGRADE AND BACKFILLED FOLLOWING PROCEDURES DESCRIBED IN THE SITE GRADING SECTION OF THE PROJECT SOILS REPORT. SCARIFY SUBGRADE TO A DEPTH OF 6" AND UNIFORMLY COMPACTED TO A MINIMUM 95 PERCENT (95%) PER ASTM D 698 AT OR ABOVE OPTIMUM MOISTURE.
3. SEALANT TO BE 0444 ASPHALT OR A RUBBER BASED COMPOUND. SPECIFICATIONS TO BE SUBMITTED TO THE ENGINEER PRIOR TO INSTALLATION.
4. BREAKOUTS FOR REMOVAL OF EXISTING PAVEMENT AND CURBS SHALL BE MADE BY SAW CUT WHEN ADJACENT TO PROPOSED PAVING AND/OR CURBS.
5. PROPOSED CONCRETE CURBS SHALL MATCH ELEVATIONS OF EXISTING CURBS.
6. CONCRETE TO BE FLOAT FINISHED AND CURED FOR A MINIMUM OF 72 HOURS.
7. FIRE LANES SHALL BE MARKED ON THE VERTICAL FACE OF THE CURB ALONG THE ENTIRE LENGTH OF THE FIRELANE WITH A SIX INCH (6") WIDE STRIPE USING RED TRAFFIC PAINT, WITH WORDING "NO PARKING" AND "FIRE LANE" PAINTED ON THE LINES AT INTERVALS OF TWENTY-FIVE FEET (25') THE LETTERING WILL BE FOUR INCHES (4") HIGH WITH A ONE INCH (1") WIDE STROKE PAINTED WITH WHITE TRAFFIC PAINT.
8. ALL PARKING SPACES AND STRIPED ISLANDS SHOWN ON PROPOSED SITE SHALL BE MARKED WITH 4" WIDE WHITE PAINTED PAVEMENT STRIPING. ALL PARKING SPACES ARE 9' IN WIDTH UNLESS OTHERWISE NOTED.
9. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH TOWN OF ADDISON STANDARD SPECIFICATIONS AND/OR SPECIFICATIONS ESTABLISHED BY THIS PROJECT. THE MOST STRINGENT SHALL APPLY.
10. CONTRACTOR SHALL SUBMIT A JOINT SPACING PLAN TO THE ENGINEER PRIOR TO PLACEMENT OF CONCRETE PAVEMENT. CONTROL JOINTS SHALL BE INSTALLED AT A MAXIMUM SPACING OF 15' O.C.E.W. EXPANSION JOINTS SHALL BE INSTALLED AT A MAXIMUM SPACING OF 90'. LEVEL UP SAND WILL NOT BE ALLOWED UNDER CONCRETE PAVING. PAVEMENT TO BE POURED IN 30' STRIPS MAX. OR PUMPED.
11. CONTRACTOR TO PROVIDE TWO YEAR MAINTENANCE BOND ON CONCRETE PAVEMENT.



0.3 EXPANSION JOINT  
N.T.S.



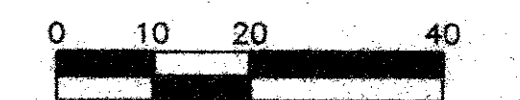
0.5 INTEGRAL CURB DETAIL  
N.T.S. (W/CONCRETE PAVEMENT)



0.6 THICKENED EDGE OF PVMT.  
N.T.S.

### LEGEND

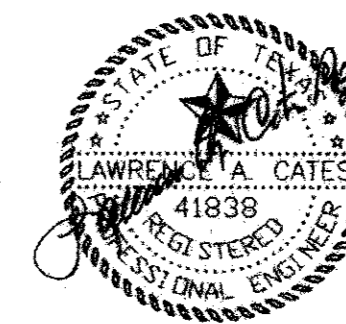
- 5" 3,000 PSI REINFORCED CONCRETE PAVEMENT
- 7" 3,000 PSI REINFORCED CONCRETE PAVEMENT
- REMOVE EXISTING PAVEMENT



BENCH MARK:  
N.W. CORNER OF EXISTING CURB INLET LOCATED ON THE SOUTH SIDE OF BELT LINE ROAD. INLET LOCATED 575' WEST OF THE INTERSECTION OF BELT LINE ROAD AND BUSINESS AVENUE.  
ELEV. 573.06'

**AS BUILT**  
DATE 18 Jun 98

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY LAWRENCE A. CATES, P.E. 41838 ON 08/17/97



PAVING PLAN						
LOT 2, BLOCK 1 - EXWEN ADDITION						
ADDISON TOWN CENTER						
ADDISON, TEXAS						
LAWRENCE A. CATES & ASSOC., INC. CONSULTING ENGINEERS						
14200 MIDWAY ROAD, SUITE 122 (972) 385-2272 DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
LAC	LAC	5/14/97	1"=20'	D.P.	97028 PAVING	C-3

LIGHT/HEAVY DUTY CONCRETE PAVEMENT SECTION (ALTERNATE)  
N.T.S.

EXXON WENDY'S

LOT 1 - BLOCK 1 EXWEN ADDITION VOL. 96154, PG. 2844, D.C.D.R.

LOT 1 - BLOCK D ADDISON TOWN CENTER ADDITION VOL. 93237, PG. 3840, D.C.D.R.

LOT 3A - BLOCK D TOWN CENTER ADDITION VOL. 94776, PG. 1830, D.R.D.C.T.

BOSTON CHICKEN

FULL DEPTH SAWCUT & REMOVE EXISTING CONCRETE CURB & PVMT. CONSTRUCT LONGITUDINAL BUTT JOINT DOWEL W/#3 BARS AT 18" O.C.E.W.

FULL DEPTH SAWCUT & REMOVE EXISTING CONCRETE CURB & GUTTER.

FULL DEPTH SAWCUT & REMOVE EXISTING CONCRETE CURB & GUTTER.

F.F. = 575.00

5" CONCRETE PAVEMENT

5" CONCRETE PAVEMENT

CONC. PVMT.

EXIST. ASPHALT PVMT.

6" COMPACTED SUBGRADE TO 95% STANDARD PROCTOR AT 0 TO ± 4% OPTIMUM MOISTURE. SUBGRADE SHOULD BE SCARIFIED TO A DEPTH OF 6" PRIOR TO COMPACTION.

LIGHT/HEAVY DUTY CONCRETE PAVEMENT SECTION (ALTERNATE)  
N.T.S.