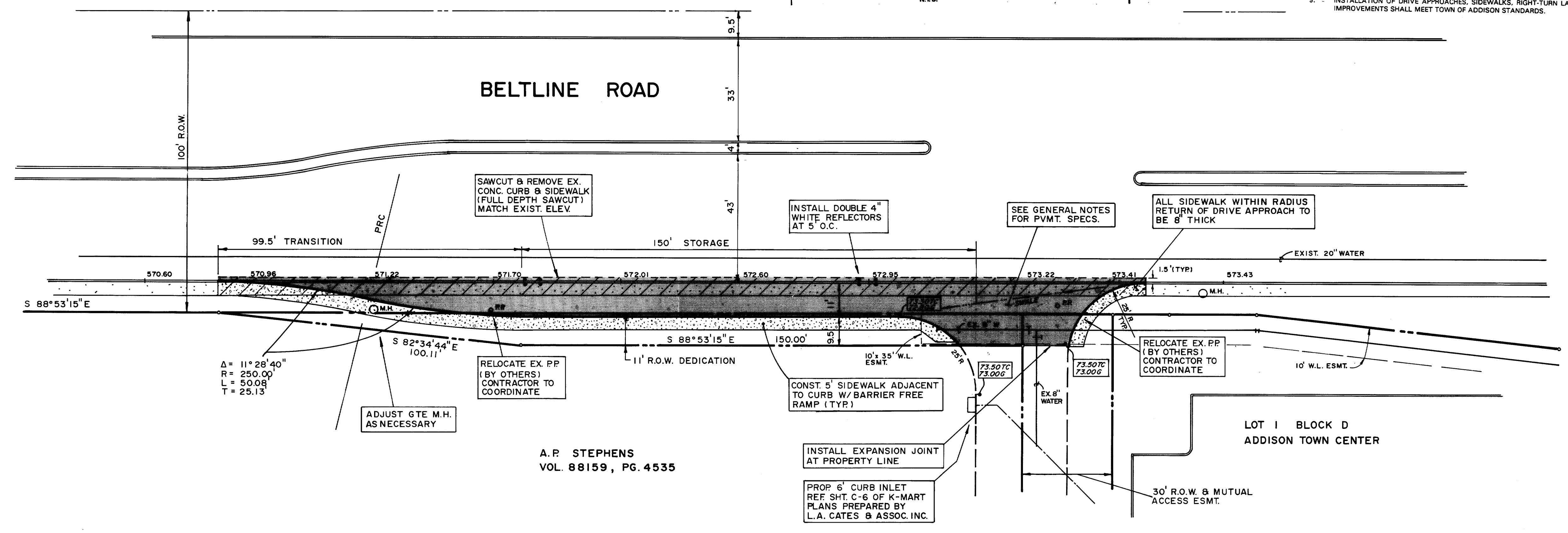
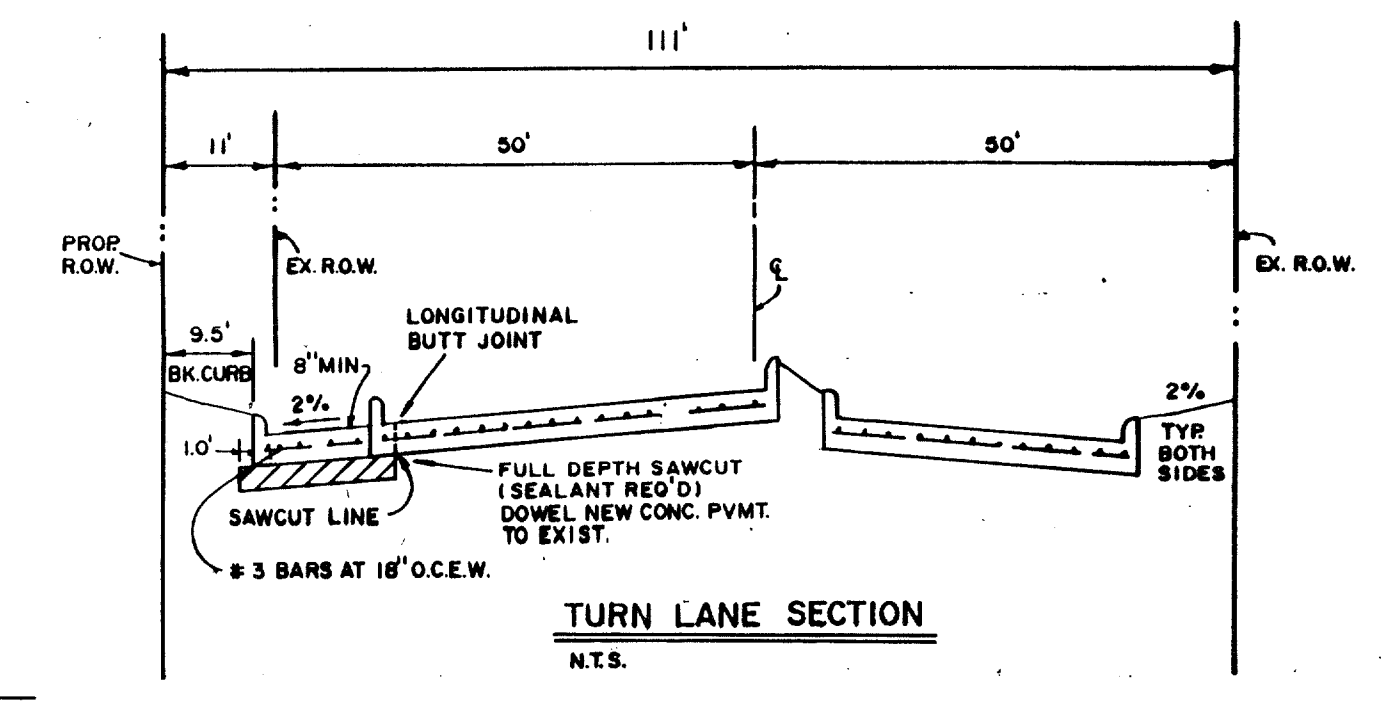


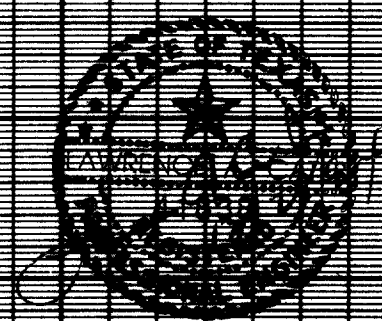
GENERAL NOTES

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 1/4" PER FOOT.
6. CONCRETE PAVEMENT FOR TURN LANE WILL BE 8" THICK, 3600 PSI COMPRESSIVE STRENGTH AT 28 DAYS WITH A MIXTURE THAT IS MINIMUM FIVE SACKS PER CUBIC YARD. REINFORCEMENT WILL BE #3 BARS AT 18" O.C.E.W.
7. SUBGRADE WILL BE SCARIFIED TO A DEPTH OF 8" AND RECOMPACTED TO 95% STANDARD PROCTOR DENSITY. SUBGRADE TO BE STABILIZED WITH 5% BY WEIGHT OF HYDRATED LIME. SUBGRADE SHALL EXTEND 1 FOOT BACK OF PROPOSED CURB. 6" CTB MAY BE ALLOWED AS ALTERNATE TO LIME STABILIZATION.
8. ALL JOINTS IN CONCRETE PAVEMENT TO BE SEALED WITH GASS ASPHALT OR RUBBER BASED COMPOUND.
9. INSTALLATION OF DRIVE APPROACHES, SIDEWALKS, RIGHT-TURN LANE AND MEDIAN IMPROVEMENTS SHALL MEET TOWN OF ADDISON STANDARDS.



$\Delta = 11^{\circ}28'40''$   
 $R = 250.00'$   
 $L = 50.08'$   
 $T = 25.13'$

A.P. STEPHENS  
 VOL. 88159, PG. 4535



DECELERATION LANE							
BELTLINE RD. EAST OF MARSH LN.							
KMART / STEPHENS APPROACH							
TOWN OF ADDISON							
LAWRENCE A. CATES & ASSOC.						CONSULTING ENGINEERS DALLAS, TEXAS	
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.	
LAC	LAC	8/16/93	1" = 20'		92023	C-16A	