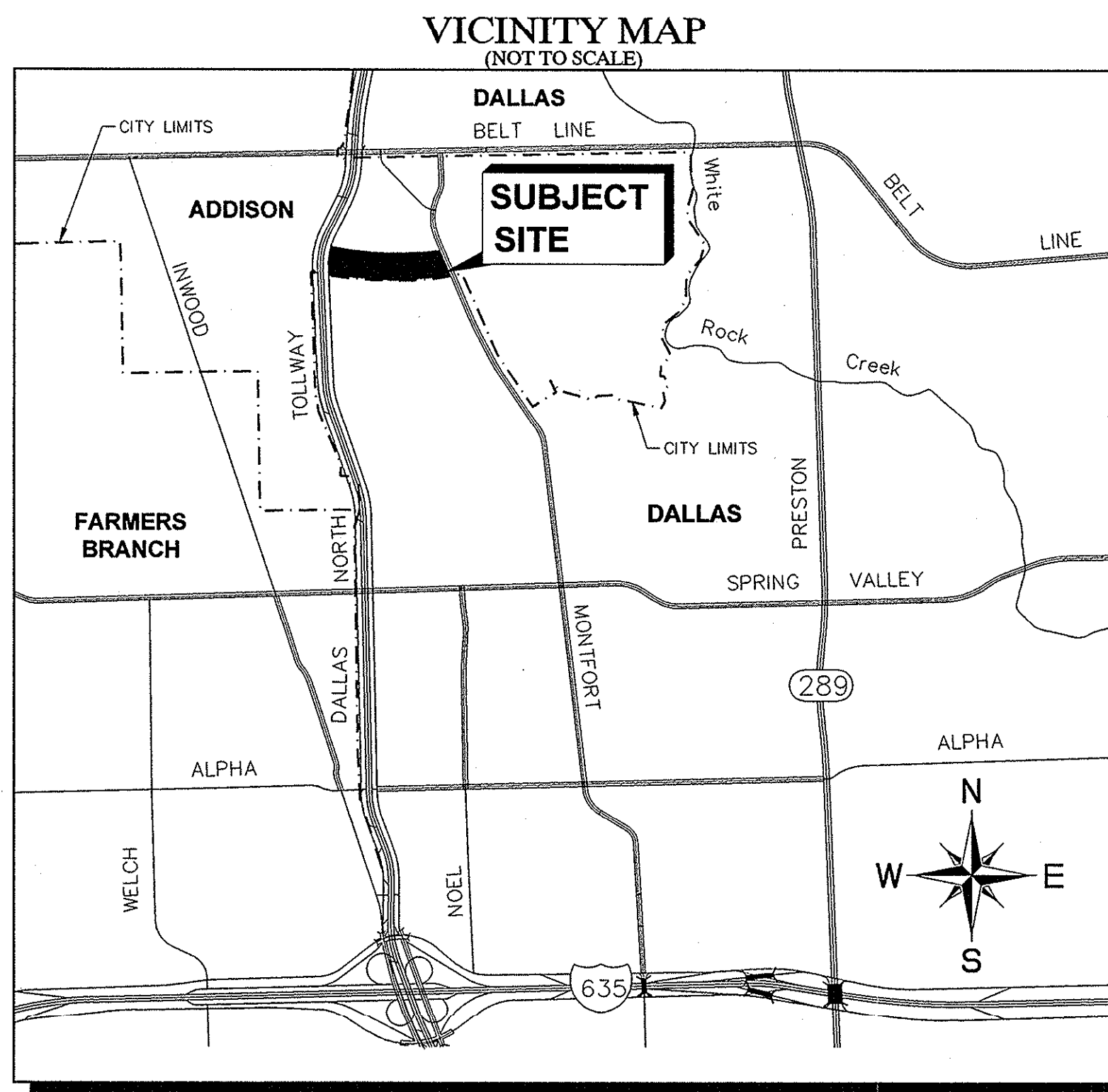


CONSTRUCTION PLANS FOR VILLAGE ON THE PARKWAY PHASE II

TOWN OF ADDISON, DALLAS COUNTY, TEXAS



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PH. (214) 303-1500
CONTACT: MATTHEW BALSAMAN

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FIRM NO. F-928

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FIRM NO. F-928

BENCHMARKS

- BM 1 2" BRASS DISK STAMPED "TXDOT COA-9 GPS" 190± SOUTH FROM THE INTERSECTION OF EDWIN LEWIS DRIVE AND QUORUM DRIVE; 2± FROM WEST EDGE OF SIDEWALK, 50.5± FROM THE WEST SIDE OF MEDIAN IN QUORUM DRIVE & 79± FROM FIRE HYDRANT.
ELEV=630.10
- BM 2 2" BRASS DISK STAMPED "TXDOT COA-10 GPS" AT THE NORTHWEST CORNER OF HAVENSHIRE PLACE AND BELLBROOK DRIVE; 21.80± FROM SANITARY SEWER MANHOLE, 11.10± FROM STREET SIGN & 2.45± TO PC IN SIDEWALK.
ELEV=593.89
- BM 3 CITY OF DALLAS WATER DEPT. BENCHMARK: "C" ON CONCRETE BASE OF 6" BRICK WALL AT THE NORTHEAST CORNER OF CELESTIAL ROAD AND MONTFORT DRIVE.
ELEV=626.81
- BM 4 STANDARD CITY OF DALLAS WATER DEPT. BENCHMARK ON CONCRETE CURB ON STORM SEWER INLET AT THE NORTHEAST CORNER OF HUGHES LANE AND PRESTON ROAD; 30± NORTH OF HUGHES LANE.
ELEV=573.18
- BM 5 "X" SET ON NORTHWEST CORNER OF CONCRETE PAD FOR SWB TELEPHONE BOX, 15± EAST OF NORTHBOUND DALLAS NORTH TOLLWAY ACCESS ROAD AND 1,450± SOUTH OF BELT LINE ROAD.
ELEV=635.30
- BM 6 "X" SET ON SOUTHEAST CORNER OF CURB INLET; 15± WEST OF MONTFORT DRIVE AND 750± SOUTH OF SAKOWITZ DRIVE.
ELEV=603.67
- BM 7 "X" SET ON SOUTHWEST CORNER OF CURB INLET ON SOUTH SIDE OF BELT LINE ROAD AND 200± EAST OF DALLAS NORTH TOLLWAY.
ELEV=627.26
- BM 8 "X" SET ON NORTHEAST CORNER OF "Y" INLET 20± SOUTH OF SAKOWITZ DRIVE AND 315± NORTHWEST OF MONTFORT DRIVE.
ELEV=616.09
- BM 9 "X" SET ON SOUTHEAST CORNER OF CURB INLET ON EAST SIDE OF DALLAS NORTH TOLLWAY ACCESS ROAD AND 300± SOUTH OF BELT LINE ROAD.
ELEV=627.34

**RECORD DRAWINGS
(May 2014)**
Information Provided By:
**BOB MOORE
CONSTRUCTION**



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TOWN OF ADDISON PROJECT #: 2013-01
JULY 16, 2013

COURTESY: WHITE SANDS UNIT, TOWN OF ADDISON
DWG NAME: K:\PROJECTS\2013\2013-01\PHASE II\CONSTRUCTION\COVER.DWG (CAL COVER SHEET)
LAST SAVER: 7/16/2013 10:46 AM
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EROSION CONTROL SCHEDULE AND PHASING

- THE PROJECT SHALL GENERALLY CONFORM TO THE FOLLOWING:
- PHASE 1 - GRADING**
- CONSTRUCT TEMPORARY CONSTRUCTION ENTRANCE AND SILT FENCE ACCORDING TO THE APPROXIMATE LOCATION AND SHOWN ON GRADING AND EROSION CONTROL PLAN NOTES AND DETAIL SHEET.
 - BEGIN CLEARING AND GRADING OF SITE.
 - SEED AND REVEGETATE SLOPES WHERE SHOWN.
- PHASE 2 - UTILITIES**
- KEEP ALL STORM WATER POLLUTION PREVENTION MEASURES IN PLACE. REMOVE AS NEEDED TO PAVE.
 - INSTALL STORM DRAINS AS SPECIFIED ON PLAN SHEETS.
 - INSTALL INLET PROTECTION.
- PHASE 3 - PAVING**
- KEEP ALL STORM WATER POLLUTION PREVENTION MEASURES IN PLACE. REMOVE AS NEEDED TO PAVE.
 - STABILIZE SUBGRADE.
 - PAVE PARKING LOT AND SIDEWALKS AS SPECIFIED ON PLAN SHEETS.
 - REMOVE TEMPORARY CONSTRUCTION ENTRANCE.
- PHASE 4 - LANDSCAPING AND SOIL STABILIZATION**
- REVEGETATE LOT AND PARKWAYS.
 - LANDSCAPE CONTRACTOR SHALL REVEGETATE ALL AREAS RESERVED FOR LANDSCAPE VEGETATIVE COVERS.
 - REMOVE EROSION CONTROL DEVICES WHEN GROUND COVER ESTABLISHED.

SITE MAP-SITE SPECIFIC NOTES

- CONSTRUCTION ENTRANCE SHALL BE LOCATED SO AS TO PROVIDE THE LEAST AMOUNT OF DISTURBANCE TO THE FLOW OF TRAFFIC IN AND OUT OF THE SITE. ADDITIONALLY, THE CONSTRUCTION ENTRANCE SHALL BE LOCATED TO COINCIDE WITH THE PHASING OF THE PARKING LOT CONSTRUCTION.
- CONTRACTOR SHALL PROVIDE INLET PROTECTION FOR ANY AFFECTED INLETS DOWNSTREAM OF THE PROPOSED IMPROVEMENTS, IF NEEDED.
- THE NATURE OF THIS SITE'S CONSTRUCTION CONSISTS OF CLEARING & SITE PREPARATION, EARTHWORK, PAVING, AND LANDSCAPING.
- SEDIMENTATION BASIN: NEITHER A TEMPORARY NOR PERMANENT SEDIMENTATION BASIN HAS BEEN PROVIDED ON THIS SITE BECAUSE:
 - SITE IS LESS THAN 10 ACRES IN AREA.
- POST CONSTRUCTION STORM WATER POLLUTION CONTROL MEASURES INCLUDE STABILIZATION BY PERMANENT PAVING AND LANDSCAPING.
- VELOCITY DISSIPATION DEVICES ARE NOT REQUIRED AT THIS SITE.
- DISTURBED PORTIONS OF SITE MUST BE STABILIZED. STABILIZATION PRACTICES MUST BE INITIATED WITHIN 14 DAYS IN PORTIONS OF THE SITE WHERE CONSTRUCTION HAS BEEN EITHER TEMPORARILY OR PERMANENTLY CEASED. UNLESS EXCEPT WITHIN THE TPDES PERMIT, CONTRACTOR SHALL REMOVE TEMPORARY EROSION CONTROL DEVICES UPON COMPLETION OF STABILIZATION OR PERMANENT DRAINAGE FACILITIES.
- CONTRACTOR IS RESPONSIBLE FOR MODIFYING THE SWPPP/SITE MAP TO INCLUDE BMP'S FOR ANY OFF-SITE MATERIAL WASTE, BORROW OR EQUIPMENT STORAGE AREAS.

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DISTURBED AREA

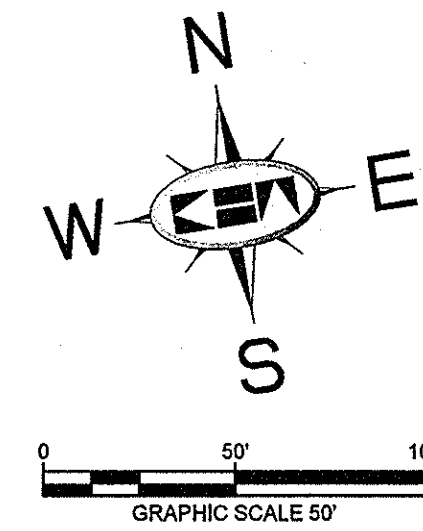
TOTAL AREA DISTURBED 5.9 AC.

FLOODPLAIN NOTE

AS DETERMINED BY THE FLOOD INSURANCE RATE MAPS FOR DALLAS COUNTY, THE SUBJECT PROPERTY DOES NOT APPEAR TO LIE WITHIN A SPECIAL FLOOD HAZARD AREA (100 YEAR FLOOD), MAP DATE 08/23/01 COMMUNITY PANEL NO. 481302080 J. SUBJECT LOT IS LOCATED IN ZONE "X". IF THIS SITE IS NOT WITHIN AN IDENTIFIED FLOOD HAZARD AREA, THIS FLOOD STATEMENT DOES NOT IMPLY THAT THE PROPERTY AND/OR STRUCTURES THEREON WILL BE FREE FROM FLOODING OR FLOOD DAMAGE. ON RARE OCCASIONS, GREATER FLOODS CAN AND WILL OCCUR AND FLOOD HEIGHTS MAY BE INCREASED BY MAN-MADE OR NATURAL CAUSES. THIS FLOOD STATEMENT SHALL NOT CREATE LIABILITY ON THE PART OF THE SURVEYOR OR ENGINEER.

BENCHMARKS

- BM 5 (12) SET ON NORTHWEST CORNER OF CONCRETE PAD FOR SWB TELEPHONE BOX, 15' EAST OF NORTHBOUND DALLAS NORTH TOLLWAY ACCESS ROAD AND 1,450' SOUTH OF BELT LINE ROAD.
 ELEV=635.30
- BM 6 (12) SET ON SOUTHEAST CORNER OF CURB INLET, 19' WEST OF MONTFORT DRIVE AND 750' SOUTH OF SAKOWITZ DRIVE.
 ELEV=603.67
- BM 9 (12) SET ON SOUTHEAST CORNER OF CURB INLET ON EAST SIDE OF DALLAS NORTH TOLLWAY ACCESS ROAD AND 300' SOUTH OF BELT LINE ROAD.
 ELEV=627.34



NOTE

REFER TO SHEET C-04 FOR EROSION CONTROL DETAILS AND ADDITIONAL GENERAL EROSION CONTROL NOTES.

NOTE

PRIOR TO CONSTRUCTION, CONTRACTOR TO NOTIFY ENGINEER IMMEDIATELY SHOULD THERE BE ANY DISCREPANCIES OR IF EXISTING FIELD CONDITIONS VARY FROM THOSE SHOWN ON THESE PLANS.

RECORD DRAWINGS
 (May 2014)
 Information Provided By:
BOB MOORE
CONSTRUCTION



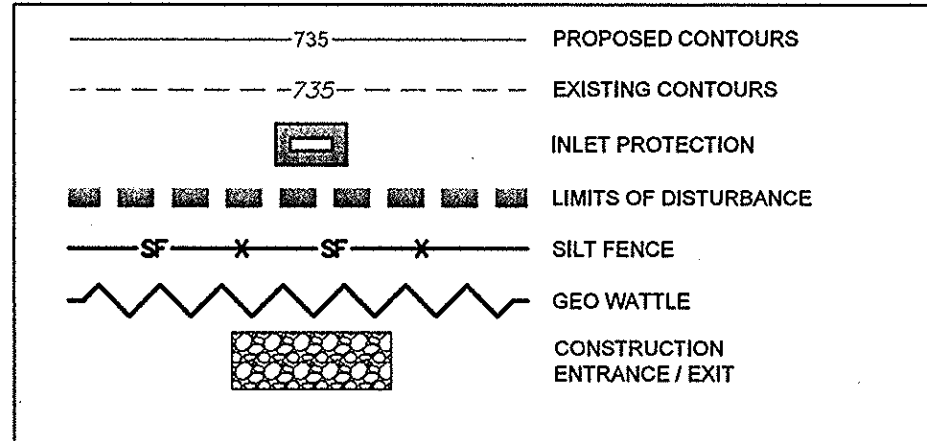
SITE MAP-GENERAL NOTES

- CONTRACTOR IS SOLELY RESPONSIBLE FOR SELECTION, IMPLEMENTATION, MAINTENANCE, AND EFFECTIVENESS OF ALL SWPPP CONTROLS - CONTROLS SHOWN ON THIS SITE MAP ARE SUGGESTED CONTROLS ONLY.
- CONTRACTOR SHALL RECORD INSTALLATION, MAINTENANCE OR MODIFICATION, AND REMOVAL DATES FOR EACH BMP EMPLOYED (WHETHER CALLED OUT ON ORIGINAL SWPPP OR NOT) DIRECTLY ON THE SITE MAP.
- DRAINAGE PATTERNS ARE SHOWN ON THIS PLAN BY PROPOSED AND EXISTING CONTOURS, FLOW ARROWS, AND SLOPES.
- TEMPORARY AND PERMANENT STABILIZATION PRACTICES AND BMP'S SHALL BE INSTALLED AT THE EARLIEST POSSIBLE TIME DURING THE CONSTRUCTION SEQUENCE. AS AN EXAMPLE, PERIMETER SILT FENCE SHALL BE INSTALLED BEFORE COMMENCEMENT OF ANY GRADING ACTIVITIES. OTHER BMP'S SHALL BE INSTALLED AS SOON AS PRACTICABLE AND SHALL BE MAINTAINED UNTIL FINAL SITE STABILIZATION IS ATTAINED. CONTRACTOR SHALL ALSO REFERENCE CIVIL PLANS SINCE PERMANENT STABILIZATION IS PROVIDED BY LANDSCAPING AND SITE PAVING.
- BMP'S HAVE BEEN LOCATED AS INDICATED ON THIS PLAN IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES IN ORDER TO MINIMIZE SEDIMENT TRANSFER. FOR EXAMPLE: SILT FENCES LOCATED AT TOE OF SLOPE AND INLET PROTECTION FOR INLETS RECEIVING SEDIMENT FROM SITE RUN-OFF.
- SANITARY SEWER EFFLUENT IS DISPOSED OF VIA AN ONSITE SEWER SYSTEM CONNECTED TO A MUNICIPAL SEWER SYSTEM.
- CONTRACTOR SHALL KEEP SEDIMENTATION OFF OF EXISTING PAVEMENT.

NOTE

IN ORDER TO COMPLY WITH THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY AND ALL OTHER AGENCIES HAVING JURISDICTION, THE CONTRACTOR SHALL PROVIDE ANY ADDITIONAL EROSION OR POLLUTION DEVICES, AS REQUIRED, DURING CONSTRUCTION. FILING OF N.O.I. AND N.O.T. (PER EPA REQUIREMENTS) SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND THE OWNER.

LEGEND

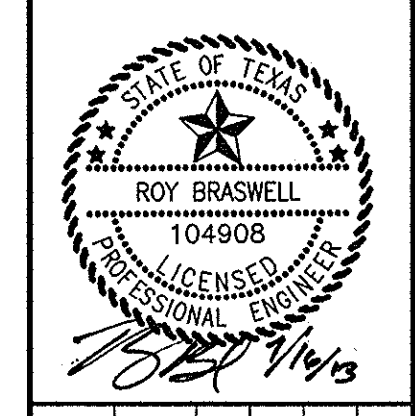


EROSION CONTROL CONSTRUCTION PLAN

	INSTALLATION	MAINTENANCE	REMOVAL	
CE	CONSTRUCTION ENTRANCE	PRIOR TO STARTING CONSTRUCTION	INSPECTIONS SHALL BE MADE WEEKLY AND AFTER RAIN STORM EVENTS TO ENSURE THAT THE FACILITY IS FUNCTIONING PROPERLY. AGGREGATE PAD SHALL BE WASHED DOWN OR REPLACED WHEN SEDIMENT OR MUD HAS CLOGGED THE VOID SPACES BETWEEN THE STONES OR MUD IS BEING TRACKED ONTO THE PUBLIC ROADWAY. RUNOFF FROM WASHDOWN OPERATION SHALL BE FILTERED THROUGH ANOTHER B.M.P. PRIOR TO DRAINING OFF-SITE.	IMMEDIATELY AFTER PAVEMENT PLACEMENT
SF	SILT FENCE	PRIOR TO STARTING CONSTRUCTION	INSPECTIONS SHALL BE MADE WEEKLY AND AFTER RAIN STORM EVENTS. SEDIMENT SHALL BE REMOVED FROM BEHIND THE FENCE WHEN THE DEPTH OF SEDIMENT HAS BUILT UP TO ONE-THIRD THE HEIGHT OF THE FENCE ABOVE GRADE.	TO BE REMOVED AFTER PAVING IS COMPLETE AND GRASS COVER IS ESTABLISHED.
IP	INLET PROTECTION	UPON INLET COMPLETION	INSPECTIONS SHALL BE MADE WEEKLY AND AFTER RAIN STORM EVENTS. SEDIMENT SHALL BE REMOVED FROM BEHIND THE FILTER FABRIC WHEN THE DEPTH OF SEDIMENT HAS BUILT UP TO ONE-THIRD THE HEIGHT OF THE INLET ABOVE GRADE. INSPECT FOR A 2 INCH GAP BETWEEN TOP OF FABRIC AND TOP OF INLET OPENING. INSPECT FOR GAPS BETWEEN THE PAVEMENT AND FILTER FABRIC.	TO BE REMOVED AFTER SITE GRADING AROUND EXIST INLET AND FINAL ACCEPTANCE.

NO.	REVISIONS	DATE	BY

Kimley-Horn and Associates, Inc.
 State of Texas Registration No. F-928
 5750 GENESIS COURT, SUITE 200, FRISCO, TX 75034
 PHONE: 972-335-3580 FAX: 972-335-3779
 WWW.KIMLEY-HORN.COM



KHA PROJECT	063319038
DATE	07/16/2013
SCALE	AS SHOWN
DESIGNED BY	TBB
DRAWN BY	AAE
CHECKED BY	TBB

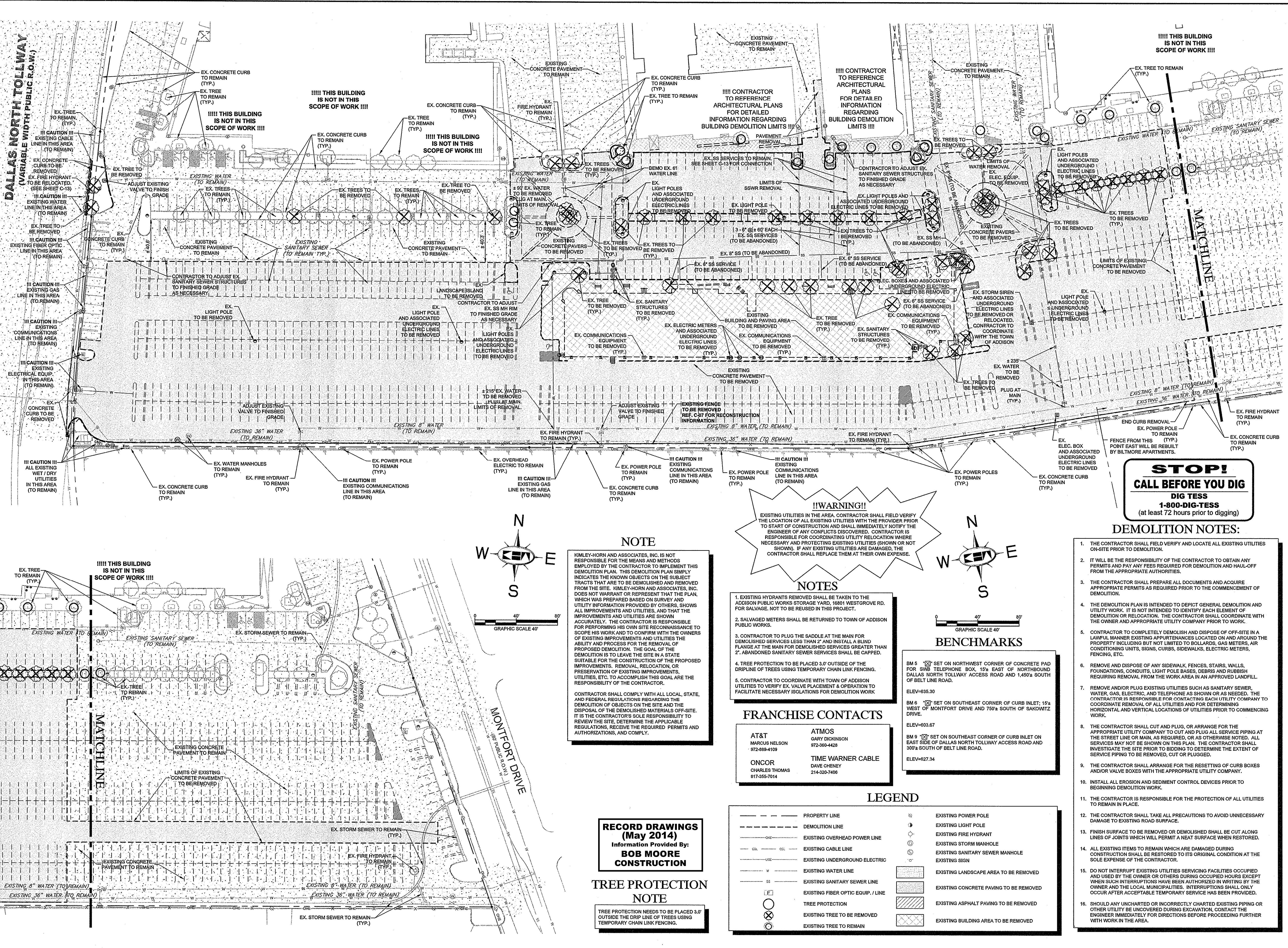
VILLAGE ON THE PARKWAY PHASE II
 ADDISON, TEXAS

EROSION CONTROL PLAN

SHEET NUMBER
C-03

DRAWN BY: WALTER GUNN (MUTUAL ENGINEERING) DATE: 07/16/2013
 CHECKED BY: DAVID HARRIS (MUTUAL ENGINEERING) DATE: 07/16/2013
 LAST REVISED: 07/16/2013
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!!WARNING!!
 EXISTING UTILITIES IN THE AREA. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING UTILITIES WITH THE PROVIDER PRIOR TO START OF CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR COORDINATING UTILITY RELOCATION WHERE NECESSARY AND PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN). IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT THEIR OWN EXPENSE.

- NOTES**
1. EXISTING HYDRANTS REMOVED SHALL BE TAKEN TO THE ADDISON PUBLIC WORKS STORAGE YARD, 18801 WESTGROVE RD. FOR SALVAGE. NOT TO BE REUSED IN THIS PROJECT.
 2. SALVAGED METERS SHALL BE RETURNED TO TOWN OF ADDISON PUBLIC WORKS.
 3. CONTRACTOR TO PLUG THE SADDLE AT THE MAIN FOR DEMOLISHED SERVICES LESS THAN 2" AND INSTALL A BLIND FLANGE AT THE MAIN FOR DEMOLISHED SERVICES GREATER THAN 2". ABANDONED SANITARY SEWER SERVICES SHALL BE CAPPED.
 4. TREE PROTECTION TO BE PLACED 3.0' OUTSIDE OF THE DRIPLINE OF TREES USING TEMPORARY CHAIN LINK FENCING.
 5. CONTRACTOR TO COORDINATE WITH TOWN OF ADDISON UTILITIES TO VERIFY EX. VALVE PLACEMENT & OPERATION TO FACILITATE NECESSARY ISOLATIONS FOR DEMOLITION WORK.

FRANCHISE CONTACTS

AT&T MARCUS NELSON 972-889-4109	ATMOS GARY DICKINSON 972-260-4428
ONCOR CHARLES THOMAS 817-355-7014	TIME WARNER CABLE DAVE CHENEY 214-520-7406

- BENCHMARKS**
- BM 5 [X] SET ON NORTHWEST CORNER OF CONCRETE PAD FOR 596 TELEPHONE BOX. 15' EAST OF NORTHBOND DALLAS NORTH TOLLWAY ACCESS ROAD AND 1,450'S SOUTH OF BELT LINE ROAD.
ELEV=635.30
 - BM 6 [X] SET ON SOUTHEAST CORNER OF CURB INLET; 15' WEST OF MONTFORT DRIVE AND 750' SOUTH OF SAKOWITZ DRIVE.
ELEV=603.67
 - BM 9 [X] SET ON SOUTHEAST CORNER OF CURB INLET ON EAST SIDE OF DALLAS NORTH TOLLWAY ACCESS ROAD AND 300' SOUTH OF BELT LINE ROAD.
ELEV=627.34

LEGEND

- - - - - PROPERTY LINE - - - - - DEMOLITION LINE - - - - - EXISTING OVERHEAD POWER LINE --- CIL --- CIL --- EXISTING CABLE LINE --- UG --- UG --- EXISTING UNDERGROUND ELECTRIC --- W --- W --- EXISTING WATER LINE --- SS --- SS --- EXISTING SANITARY SEWER LINE --- FO --- FO --- EXISTING FIBER OPTIC EQUIP. / LINE ○ ○ ○ ○ ○ TREE PROTECTION ⊗ ⊗ ⊗ ⊗ ⊗ EXISTING TREE TO BE REMOVED ○ ○ ○ ○ ○ EXISTING TREE TO REMAIN	○ ○ ○ ○ ○ EXISTING POWER POLE ○ ○ ○ ○ ○ EXISTING LIGHT POLE ○ ○ ○ ○ ○ EXISTING FIRE HYDRANT ○ ○ ○ ○ ○ EXISTING STORM MANHOLE ○ ○ ○ ○ ○ EXISTING SANITARY SEWER MANHOLE ○ ○ ○ ○ ○ EXISTING SIGN [Hatched] EXISTING LANDSCAPE AREA TO BE REMOVED [Hatched] EXISTING CONCRETE PAVING TO BE REMOVED [Hatched] EXISTING ASPHALT PAVING TO BE REMOVED [Hatched] EXISTING BUILDING AREA TO BE REMOVED
--	---

NOTE

KIMLEY-HORN AND ASSOCIATES, INC. IS NOT RESPONSIBLE FOR THE MEANS AND METHODS EMPLOYED BY THE CONTRACTOR TO IMPLEMENT THIS DEMOLITION PLAN. THIS DEMOLITION PLAN SIMPLY INDICATES THE KNOWN OBJECTS ON THE SUBJECT TRACTS THAT ARE TO BE DEMOLISHED AND REMOVED FROM THE SITE. KIMLEY-HORN AND ASSOCIATES, INC. DOES NOT WARRANT OR REPRESENT THAT THE PLAN, WHICH WAS PREPARED BASED ON SURVEY AND UTILITY INFORMATION PROVIDED BY OTHERS, SHOWS ALL IMPROVEMENTS AND UTILITIES, AND THAT THE IMPROVEMENTS AND UTILITIES ARE SHOWN ACCURATELY. THE CONTRACTOR IS RESPONSIBLE FOR PERFORMING HIS OWN SITE RECONNAISSANCE TO SCOPE HIS WORK AND TO CONFIRM WITH THE OWNERS OF EXISTING IMPROVEMENTS AND UTILITIES THE ABILITY AND PROCESS FOR THE REMOVAL OF PROPOSED DEMOLITION. THE GOAL OF THE DEMOLITION IS TO LEAVE THE SITE IN A STATE SUITABLE FOR THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS. REMOVAL, RELOCATION, OR PRESERVATION OF EXISTING IMPROVEMENTS, UTILITIES, ETC. TO ACCOMPLISH THIS GOAL ARE THE RESPONSIBILITY OF THE CONTRACTOR.

CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS REGARDING THE DEMOLITION OF OBJECTS ON THE SITE AND THE DISPOSAL OF THE DEMOLISHED MATERIALS OFF-SITE. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO REVIEW THE SITE, DETERMINE THE APPLICABLE REGULATIONS, RECEIVE THE REQUIRED PERMITS AND AUTHORIZATIONS, AND COMPLY.

RECORD DRAWINGS
 (May 2014)
 Information Provided By:
BOB MOORE
CONSTRUCTION

TREE PROTECTION NOTE

TREE PROTECTION NEEDS TO BE PLACED 3.0' OUTSIDE THE DRIP LINE OF TREES USING TEMPORARY CHAIN LINK FENCING.

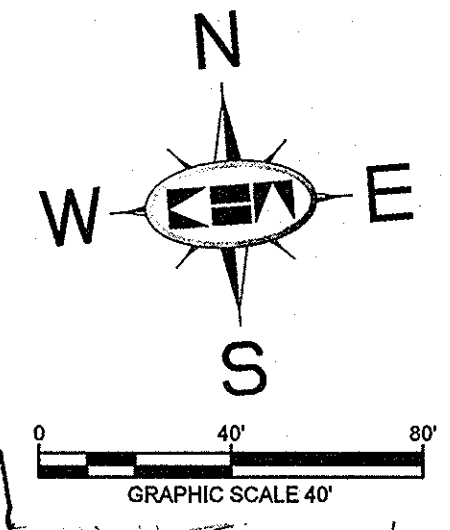
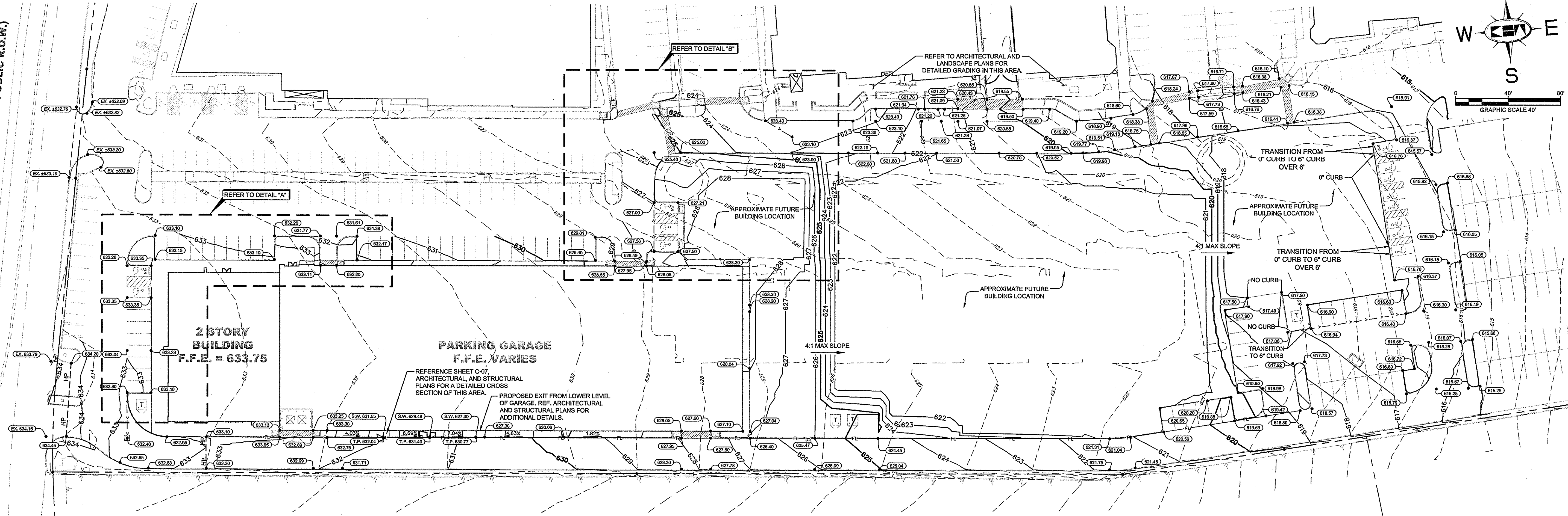
- DEMOLITION NOTES:**
1. THE CONTRACTOR SHALL FIELD VERIFY AND LOCATE ALL EXISTING UTILITIES ON-SITE PRIOR TO DEMOLITION.
 2. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ANY PERMITS AND PAY ANY FEES REQUIRED FOR DEMOLITION AND HAUL-OFF FROM THE APPROPRIATE AUTHORITIES.
 3. THE CONTRACTOR SHALL PREPARE ALL DOCUMENTS AND ACQUIRE APPROPRIATE PERMITS AS REQUIRED PRIOR TO THE COMMENCEMENT OF DEMOLITION.
 4. THE DEMOLITION PLAN IS INTENDED TO DEPICT GENERAL DEMOLITION AND UTILITY WORK. IT IS NOT INTENDED TO IDENTIFY EACH ELEMENT OF DEMOLITION OR RELOCATION. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER AND APPROPRIATE UTILITY COMPANY PRIOR TO WORK.
 5. CONTRACTOR TO COMPLETELY DEMOLISH AND DISPOSE OF OFF-SITE IN A LAWFUL MANNER EXISTING APPURTENANCES LOCATED ON AND AROUND THE PROPERTY INCLUDING BUT NOT LIMITED TO BOLLARDS, GAS METERS, AIR CONDITIONING UNITS, SIGNS, CURBS, SIDEWALKS, ELECTRIC METERS, FENCING, ETC.
 6. REMOVE AND DISPOSE OF ANY SIDEWALK, FENCES, STAIRS, WALLS, FOUNDATIONS, CONDUITS, LIGHT POLE BASES, DEBRIS AND RUBBISH REQUIRING REMOVAL FROM THE WORK AREA IN AN APPROVED LANDFILL.
 7. REMOVE AND/OR PLUG EXISTING UTILITIES SUCH AS SANITARY SEWER, WATER, GAS, ELECTRIC, AND TELEPHONE AS SHOWN OR AS NEEDED. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING EACH UTILITY COMPANY TO COORDINATE REMOVAL OF ALL UTILITIES AND FOR DETERMINING HORIZONTAL AND VERTICAL LOCATIONS OF UTILITIES PRIOR TO COMMENCING WORK.
 8. THE CONTRACTOR SHALL CUT AND PLUG, OR ARRANGE FOR THE APPROPRIATE UTILITY COMPANY TO CUT AND PLUG ALL SERVICE PIPING AT THE STREET LINE OR MAIN, AS REQUIRED, OR AS OTHERWISE NOTED. ALL SERVICES MAY NOT BE SHOWN ON THIS PLAN. THE CONTRACTOR SHALL INVESTIGATE THE SITE PRIOR TO BIDDING TO DETERMINE THE EXTENT OF SERVICE PIPING TO BE REMOVED, CUT OR PLUGGED.
 9. THE CONTRACTOR SHALL ARRANGE FOR THE RESETTING OF CURB BOXES AND/OR VALVE BOXES WITH THE APPROPRIATE UTILITY COMPANY.
 10. INSTALL ALL EROSION AND SEDIMENT CONTROL DEVICES PRIOR TO BEGINNING DEMOLITION WORK.
 11. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES TO REMAIN IN PLACE.
 12. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO AVOID UNNECESSARY DAMAGE TO EXISTING ROAD SURFACE.
 13. FINISH SURFACE TO BE REMOVED OR DEMOLISHED SHALL BE CUT ALONG LINES OF JOINTS WHICH WILL PERMIT A NEAT SURFACE WHEN RESTORED.
 14. ALL EXISTING ITEMS TO REMAIN WHICH ARE DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE SOLE EXPENSE OF THE CONTRACTOR.
 15. DO NOT INTERRUPT EXISTING UTILITIES SERVICING FACILITIES OCCUPIED AND USED BY THE OWNER OR OTHERS DURING OCCUPIED HOURS EXCEPT WHEN SUCH INTERRUPTIONS HAVE BEEN AUTHORIZED IN WRITING BY THE OWNER AND THE LOCAL MUNICIPALITIES. INTERRUPTIONS SHALL ONLY OCCUR AFTER ACCEPTABLE TEMPORARY SERVICE HAS BEEN PROVIDED.
 16. SHOULD ANY UNCHARTERED OR INCORRECTLY CHARTED EXISTING PIPING OR OTHER UTILITY BE UNCOVERED DURING EXCAVATION, CONTACT THE ENGINEER IMMEDIATELY FOR DIRECTIONS BEFORE PROCEEDING FURTHER WITH WORK IN THE AREA.

VILLAGE ON THE PARKWAY PHASE II
DEMOLITION PLAN
 ADDISON, TEXAS

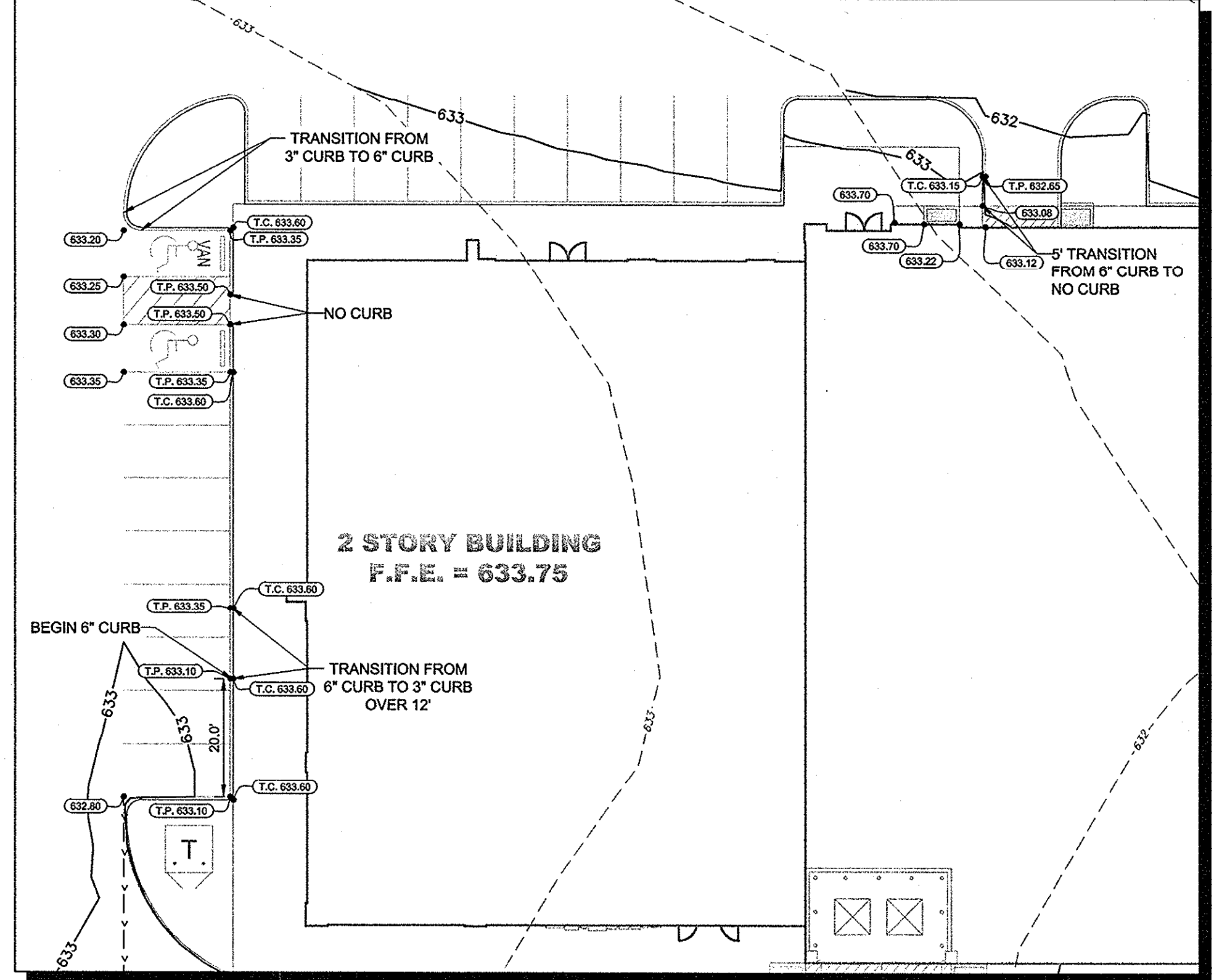
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 State of Texas Registration No. F-928
 9750 GENESIS COURT, SUITE 200, FRISCO, TX 75034
 PHONE: 972-335-3580 FAX: 972-335-3779
 WWW.KIMLEY-HORN.COM

KHA PROJECT	063319038	DATE	07/16/2013	SCALE	AS SHOWN	DESIGNED BY	TBB	DRAWN BY	AAE	CHECKED BY	TBB
STOP! CALL BEFORE YOU DIG DIG TESS 1-800-DIG-TESS (at least 72 hours prior to digging)											

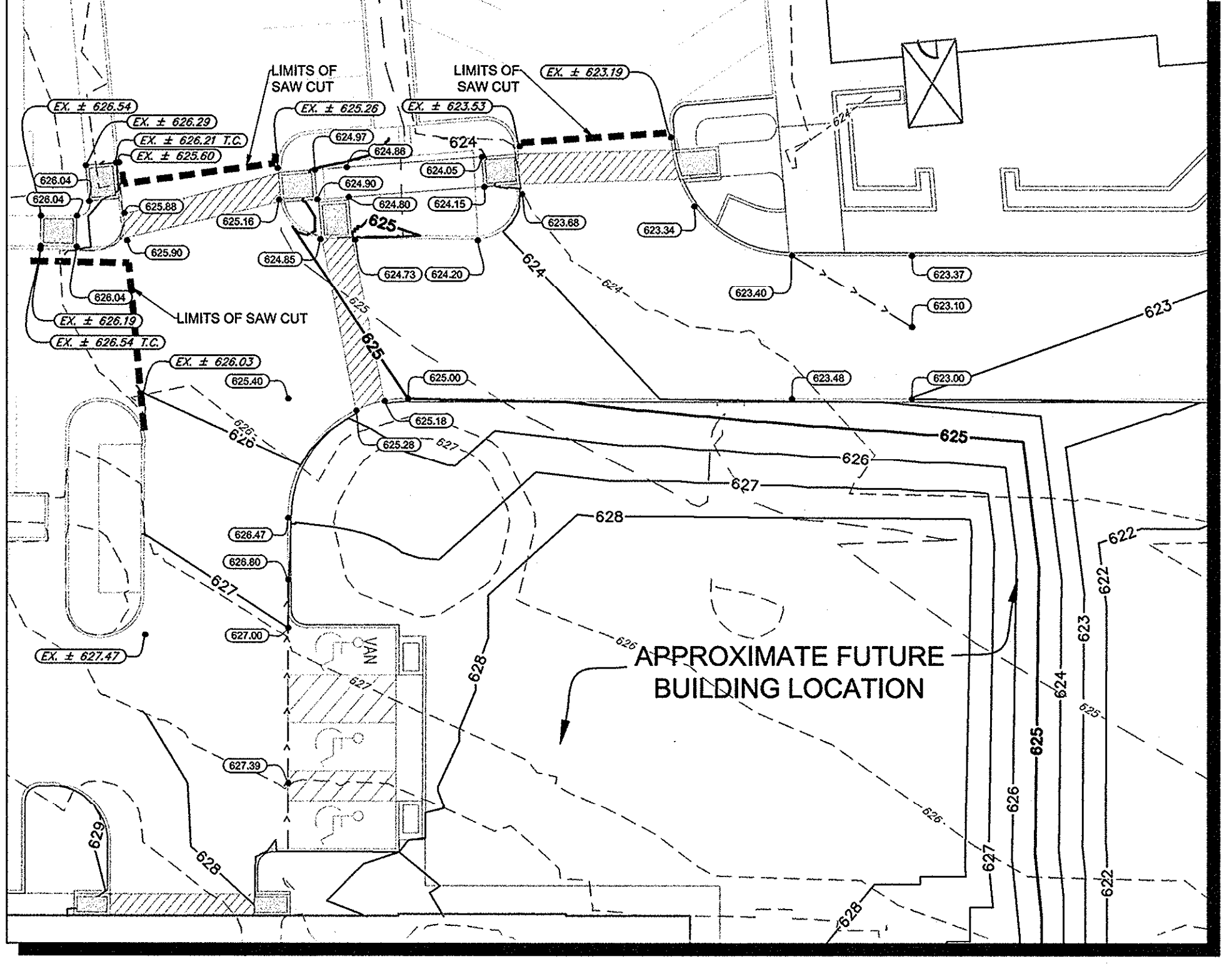
DALLAS NORTH TOLLWAY
(VARIABLE WIDTH PUBLIC R.O.W.)



DETAIL "A"



DETAIL "B"



RECORD DRAWINGS
(May 2014)
Information Provided By:
BOB MOORE CONSTRUCTION

NOTES

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
2. ALL CUT OR FILL SLOPES SHALL BE 4:1 OR FLATTER UNLESS OTHERWISE NOTED.
3. EXISTING GRADE CONTOUR INTERVALS SHOWN AT 1 FOOT.
4. PROPOSED GRADE CONTOUR INTERVALS SHOWN AT 1 FOOT INTERVALS.
5. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITIONS OR BETTER.
6. THE CONTRACTOR SHALL ADHERE TO ALL TERMS & CONDITIONS AS OUTLINED IN THE EPA OR APPLICABLE STATE GENERAL N.P.D.E.S. PERMIT FOR STORM WATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
7. CONTRACTOR SHALL ADJUST AND/OR CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE.
8. CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS.
9. TOPOGRAPHIC INFORMATION IS TAKEN FROM A TOPOGRAPHIC SURVEY BY LAND SURVEYORS. IF THE CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, THEN THE CONTRACTOR SHALL SUPPLY, AT THEIR EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR TO THE OWNER FOR REVIEW.
10. ALL UNSURFACED AREAS DISTURBED BY GRADING OPERATION SHALL RECEIVE 4 INCHES OF TOPSOIL. CONTRACTOR SHALL APPLY STABILIZATION FABRIC TO ALL SLOPES 4:1V OR STEEPER. CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH GOVERNING SPECIFICATIONS UNTIL A HEALTHY STAND OF VEGETATION IS OBTAINED.
11. CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME.
12. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING FOOTPRINT DIMENSIONS.
13. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS AND FINAL GEOTECH REPORT FOR BUILDING SUBGRADE PREPARATION REQUIREMENTS.
14. CONTRACTOR SHALL ADJUST EXISTING VALVES, MANHOLE RIMS, ETC. AS NECESSARY TO MATCH FINISHED GRADE.
15. ALL ELEVATIONS ARE TOP OF PAVEMENT UNLESS NOTED OTHERWISE. TO GET TOP OF CURB ELEVATIONS ADD 6" TO THE ELEVATION SHOWN.
16. GRADING FOR ALL SIDEWALKS AND ACCESSIBLE ROUTES INCLUDING CROSSING DRIVEWAYS SHALL CONFORM TO ADA STANDARDS. SLOPES SHALL NOT EXCEED 5% LONGITUDINAL SLOPE OR 2% CROSS SLOPE. SIDEWALK ACCESS TO EXTERNAL BUILDING DOORS SHALL BE ADA COMPLIANT. CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY IF ADA CRITERIA CANNOT BE MET AT ANY LOCATION.

LEGEND

	PROPOSED CONTOURS
	EXISTING CONTOURS
	PROPOSED TOP OF PAVEMENT ELEVATION
	EXISTING SPOT ELEVATION
	TOP OF INLET GRATE ELEVATION
	SWALE
	HIGH POINT
	MATCH EXISTING PAVEMENT

FLOODPLAIN NOTE

AS DETERMINED BY THE FLOOD INSURANCE RATE MAPS FOR DALLAS COUNTY, THE SUBJECT PROPERTY DOES NOT APPEAR TO LIE WITHIN A SPECIAL FLOOD HAZARD AREA (100 YEAR FLOOD), MAP DATE 08/23/01 COMMUNITY PANEL NO. 4811300180 J. SUBJECT LOT IS LOCATED IN ZONE "X". IF THIS SITE IS NOT WITHIN AN IDENTIFIED FLOOD HAZARD AREA, THIS FLOOD STATEMENT DOES NOT IMPLY THAT THE PROPERTY AND/OR STRUCTURES THEREON WILL BE FREE FROM FLOODING OR FLOOD DAMAGE. ON RARE OCCASIONS, GREATER FLOODS CAN AND WILL OCCUR AND FLOOD HEIGHTS MAY BE INCREASED BY MAN-MADE OR NATURAL CAUSES. THIS FLOOD STATEMENT SHALL NOT CREATE LIABILITY ON THE PART OF THE SURVEYOR OR ENGINEER.

BENCHMARKS

- BM 5 (1) SET ON NORTHWEST CORNER OF CONCRETE PAD FOR SWB TELEPHONE BOX, 15' EAST OF NORTHBOUND DALLAS NORTH TOLLWAY ACCESS ROAD AND 1,450' SOUTH OF BELT LINE ROAD.
ELEV=635.30
- BM 6 (2) SET ON SOUTHWEST CORNER OF CURB INLET, 15' WEST OF MONTFORT DRIVE AND 750' SOUTH OF SAKOWITZ DRIVE.
ELEV=603.67
- BM 9 (3) SET ON SOUTHEAST CORNER OF CURB INLET ON EAST SIDE OF DALLAS NORTH TOLLWAY ACCESS ROAD AND 300' SOUTH OF BELT LINE ROAD.
ELEV=627.34

!!WARNING!!

EXISTING UTILITIES IN THE AREA. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING UTILITIES WITH THE PROVIDER PRIOR TO START OF CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR COORDINATING UTILITY RELOCATION WHERE NECESSARY AND PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN). IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT THEIR OWN EXPENSE.

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DIG TESS
1-800-DIG-TESS
(at least 72 hours prior to digging)

DRAWN BY: WHITE, SHALEHEI, TAYLOR, M224.M
 DWG NAME: KPR12VILLAGE03B-V03DWG01PLANSET PHASE IIC-6-GRADING PLAN
 LAST SAVE: 7/20/2013 10:21 AM
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NO.	REVISIONS	DATE	BY

Kimley-Horn and Associates, Inc.
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5750 GENESS COURT, SUITE 200, FRISCO, TX 75034
PHONE: 972-335-3580 FAX: 972-335-3779
WWW.KIMLEY-HORN.COM

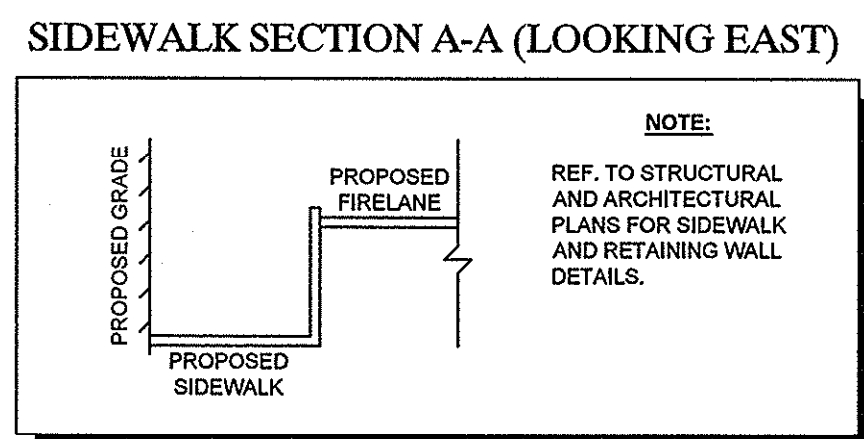
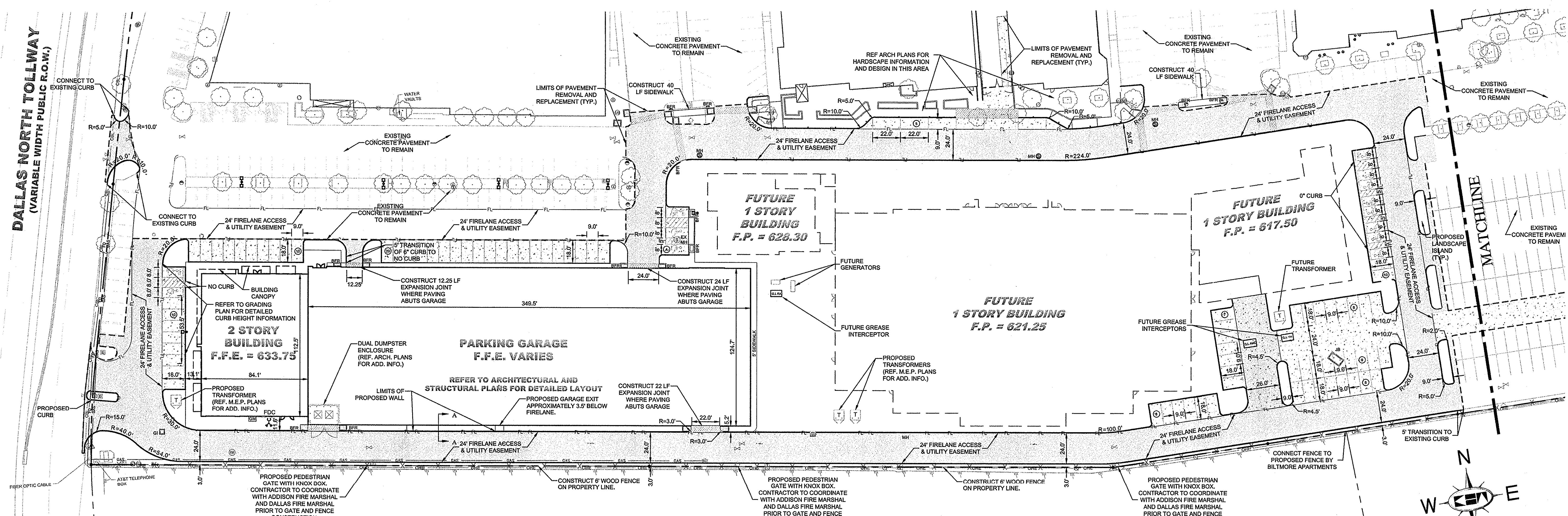


KHA PROJECT: 063319038
DATE: 07/16/2013
SCALE: AS SHOWN
DESIGNED BY: BB
DRAWN BY: AAE
CHECKED BY: BB

VILLAGE ON THE PARKWAY PHASE II
ADDISON, TEXAS

GRADING PLAN
SHEET NUMBER
C-06

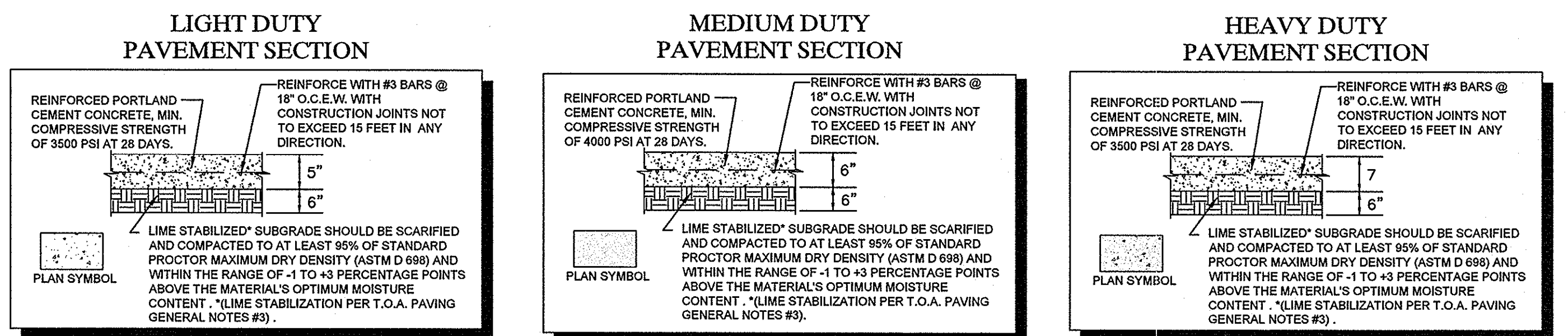
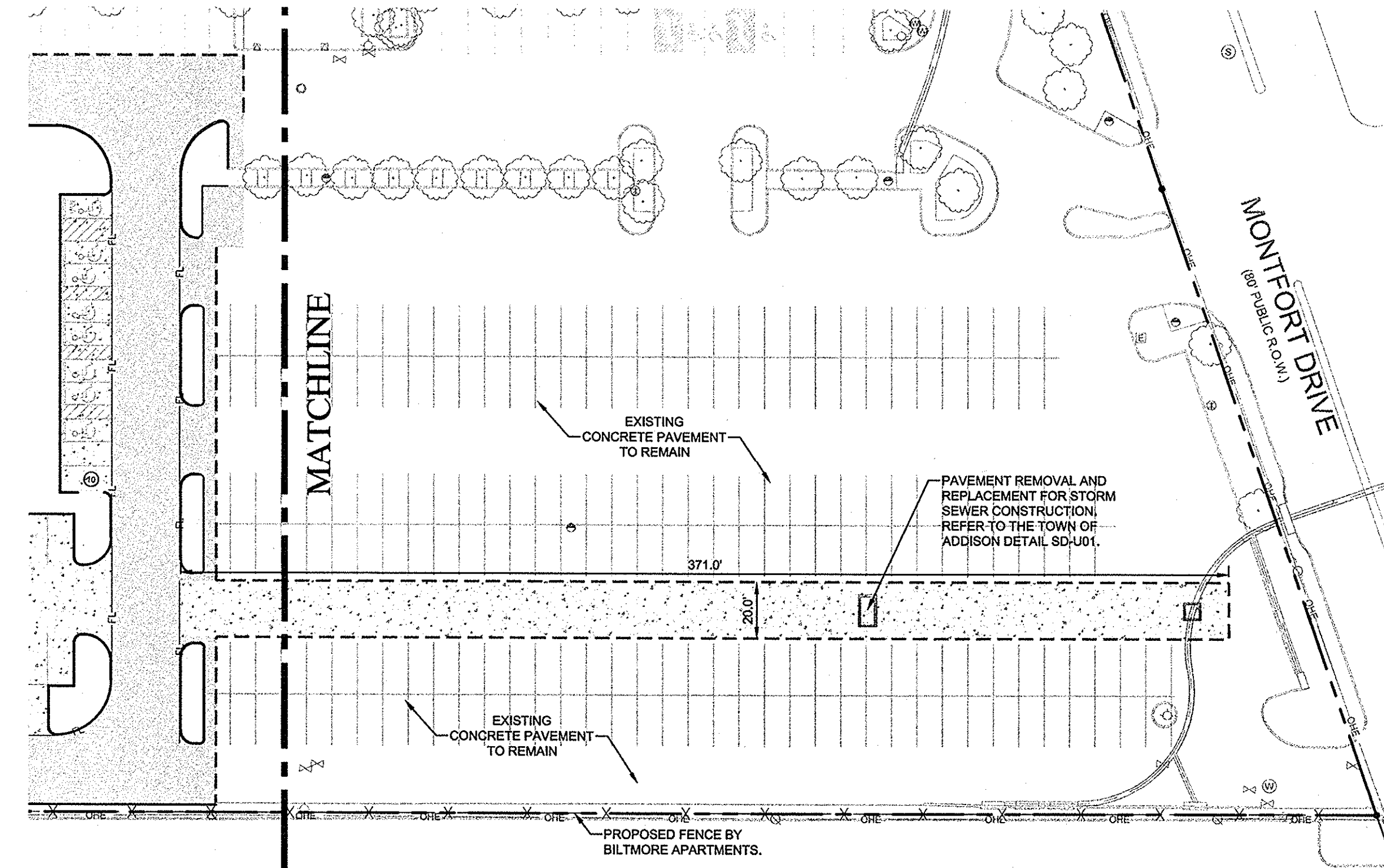
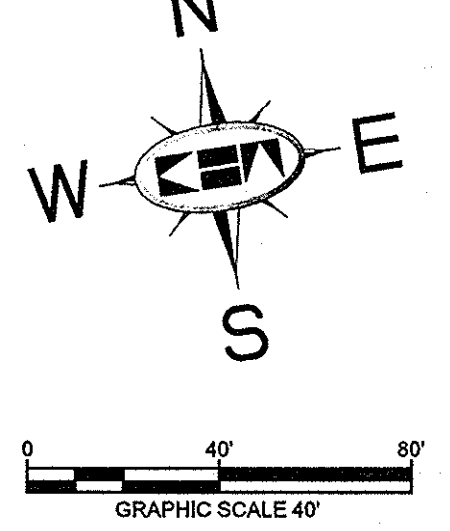
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 LAST SAVER: 7/20/14 6:09 PM
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 (at least 72 hours prior to digging)

NOTE
 PRIOR TO CONSTRUCTION, CONTRACTOR TO NOTIFY ENGINEER IMMEDIATELY SHOULD THERE BE ANY DISCREPANCIES OR IF EXISTING FIELD CONDITIONS VARY FROM THOSE SHOWN ON THESE PLANS.

RECORD DRAWINGS
 (May 2014)
 Information Provided By:
BOB MOORE CONSTRUCTION



LEGEND

---	PROPERTY LINE	▬	BARRIER FREE RAMP (BFR)
---OP---	EXISTING OVERHEAD POWER LINE	⊙	PROPOSED LIGHT POLE
---CBL---	EXISTING CABLE LINE	⊙	EXISTING POWER POLE
---GAS---	EXISTING GAS LINE	⊙	EXISTING LIGHT POLE
---	EXISTING WATER LINE	⊙	EXISTING FIRE HYDRANT
---SS---	EXISTING SANITARY SEWER LINE	⊙	EXISTING STORM MANHOLE
---COMM---	EXISTING UNDERGROUND COMM.	⊙	EXISTING SANITARY SEWER MANHOLE
- - - -	LIMITS OF PAVEMENT REMOVAL	⊙	EXISTING SIGN
		⊙	EXISTING WATER VALVE

- NOTES**
- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL TOWN/COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
 - REFERENCE ARCHITECTURAL AND LANDSCAPE ARCHITECTURAL PLANS FOR DETAILED HARDSCAPE FEATURES (PAVERS, BENCHES, DECORATIVE PLANTERS ETC.)
 - REFERENCE ARCHITECTURAL PLANS FOR EXACT BUILDING FOOTPRINT DIMENSIONS.
 - CONTRACTOR SHALL REFER TO FINAL GEOTECH REPORT FOR SUBGRADE PREPARATION REQUIREMENTS.
 - ALL DIMENSIONS ARE FROM THE FACE OF CURB, FACE OF BUILDING, OR PROPERTY LINE UNLESS NOTED OTHERWISE.
 - CONTRACTOR SHALL ADJUST EXISTING VALVES, MANHOLE RIMS, ETC. AS NECESSARY TO MATCH FINISHED GRADE.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING BUT NOT LIMITED TO, TREES, UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
 - SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY PREPARED BY KIMLEY-HORN AND ASSOCIATES, INC.
 - LONGITUDINAL BUTT JOINTS SHALL BE INSTALLED WHERE NEW PAVEMENT ABUTS EXISTING CONCRETE.

!!WARNING!!
 EXISTING UTILITIES IN THE AREA. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING UTILITIES WITH THE PROVIDER PRIOR TO START OF CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR COORDINATING UTILITY RELOCATION WHERE NECESSARY AND PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN) IF ANY EXISTING UTILITIES ARE DAMAGED. THE CONTRACTOR SHALL REPLACE THEM AT THEIR OWN EXPENSE.

- BENCHMARKS**
- BM 5 [X] SET ON NORTHWEST CORNER OF CONCRETE PAD FOR SWB TELEPHONE BOX, 15' EAST OF NORTHBOND DALLAS NORTH TOLLWAY ACCESS ROAD AND 1,450' SOUTH OF BELT LINE ROAD.
ELEV=635.30
 - BM 6 [X] SET ON SOUTHEAST CORNER OF CURB INLET, 15' WEST OF MONTFORT DRIVE AND 750' SOUTH OF SAKOWITZ DRIVE.
ELEV=603.67
 - BM 9 [X] SET ON SOUTHEAST CORNER OF CURB INLET ON EAST SIDE OF DALLAS NORTH TOLLWAY ACCESS ROAD AND 300' SOUTH OF BELT LINE ROAD.
ELEV=627.34

VILLAGE PAVING & DIMENSION ON THE PARKWAY CONTROL PLAN PHASE II ADDISON, TEXAS

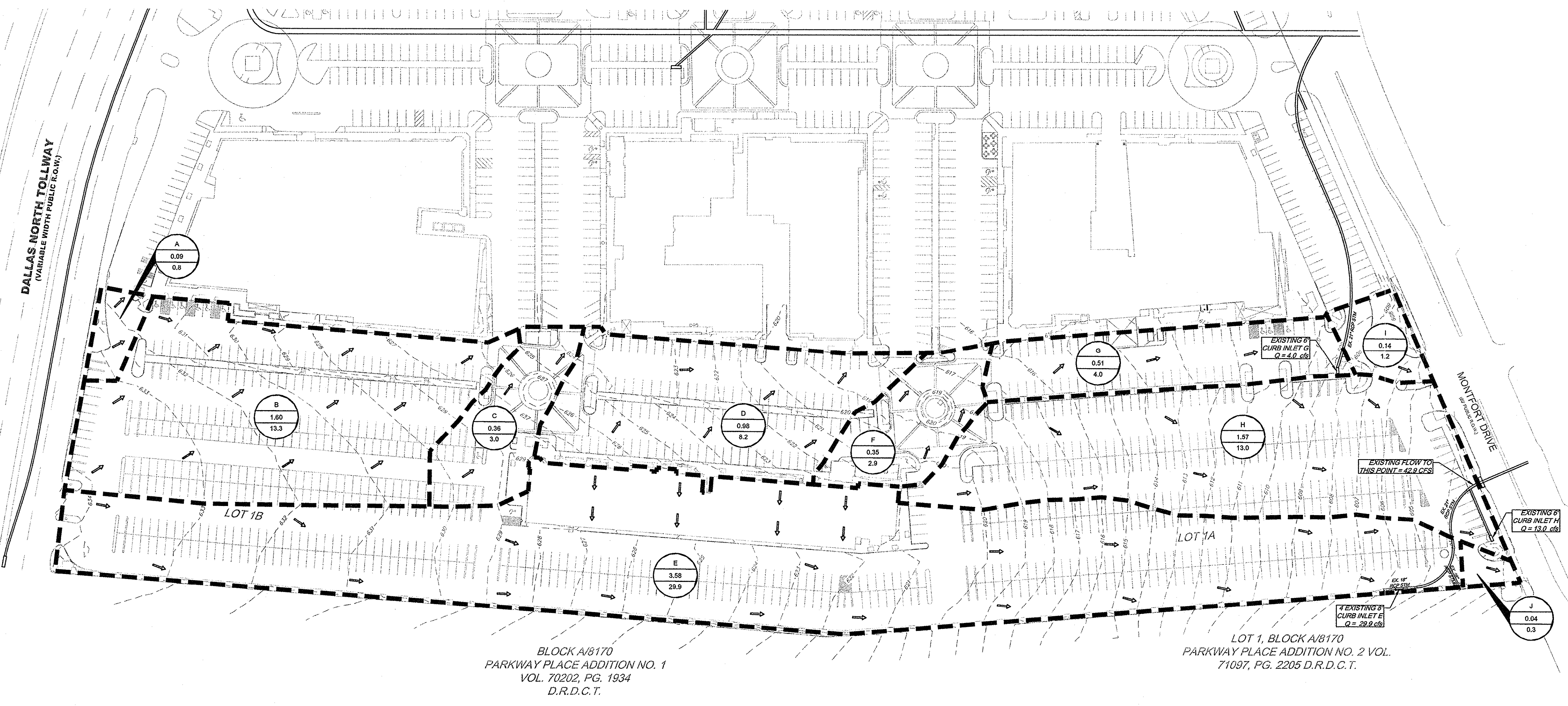
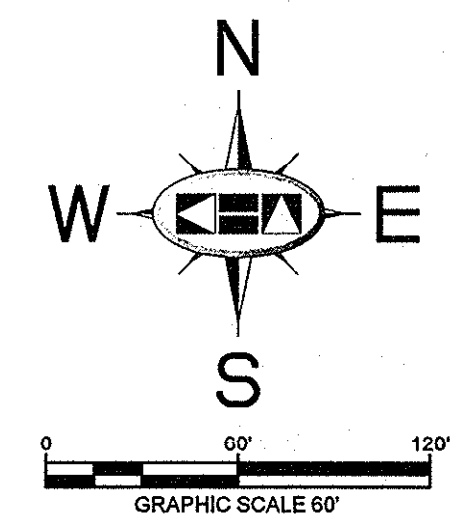
Kimley-Horn and Associates, Inc.
 State of Texas Registration No. F-928
 5750 GENESIS COURT, SUITE 200, FRISCO, TX 75024
 PHONE: 972-335-3580 FAX: 972-335-3779
 WWW.KIMLEY-HORN.COM

KHA PROJECT: 063319038
 DATE: 07/16/2013
 SCALE: AS SHOWN
 DESIGNED BY: TBB
 DRAWN BY: AAE
 CHECKED BY: TBB

REVISIONS
 No. DATE

SHEET NUMBER
C-07

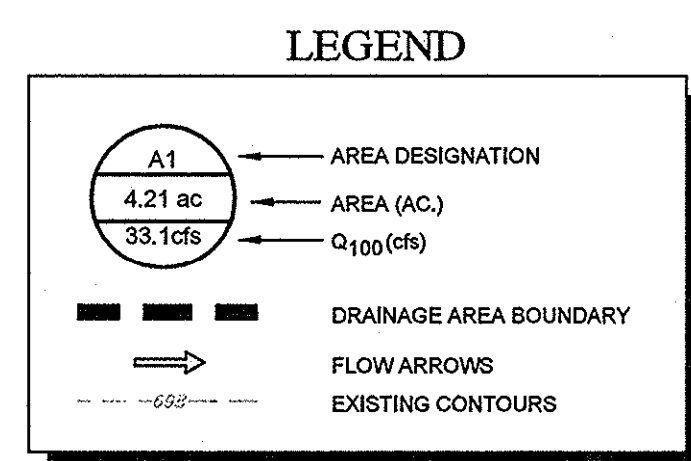
EXISTING CONDITION DRAINAGE AREA MAP 1
 DRAWN BY: KIMLEY-HORN AND ASSOCIATES, INC. DATE: 07/16/2013
 CHECKED BY: TBB
 PROJECT NO: 063319038
 SHEET NO: 1 OF 1
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EXISTING CONDITION DRAINAGE AREA CALCULATIONS

DRAINAGE AREA NO.	RUNOFF COEFF. "C"	RAINFALL INTENSITY "I" (INCHES PER HOUR)	TC (MIN.)	AREA (AC.)	Q ₁₀₀ (CFS)	COLLECTION POINT
A	0.90	9.27	10	0.09	0.8	OFFSITE INLET
B	0.90	9.27	10	1.60	13.3	OFFSITE INLET
C	0.90	9.27	10	0.36	3.0	OFFSITE INLET
D	0.90	9.27	10	0.98	8.2	OFFSITE INLET
E	0.90	9.27	10	3.58	29.9	EXISTING CURB INLET E
F	0.90	9.27	10	0.35	2.9	OFFSITE INLET
G	0.85	9.27	10	0.51	4.0	EXISTING CURB INLET G
H	0.90	9.27	10	1.57	13.0	EXISTING CURB INLET H
I	0.90	9.27	10	0.14	1.2	MONTFORT DRIVE SYSTEM
J	0.90	9.27	10	0.04	0.3	MONTFORT DRIVE SYSTEM

- NOTES**
- DRAINAGE AREA "A" INFORMATION IS FROM AREA "VI" FROM THE VILLAGE ON THE PARKWAY, VILLAGE PARKWAY VENTURE BY ALBERT H. HALFF ASSOCIATES, INC. DATED MAY 1978.
 - DRAINAGE AREA "B" INFORMATION IS FROM AREA "VII" FROM THE VILLAGE ON THE PARKWAY, VILLAGE PARKWAY VENTURE BY ALBERT H. HALFF ASSOCIATES, INC. DATED MAY 1978.
 - DRAINAGE AREA "C" INFORMATION IS FROM AREA "V" FROM THE VILLAGE ON THE PARKWAY, VILLAGE PARKWAY VENTURE BY ALBERT H. HALFF ASSOCIATES, INC. DATED MAY 1978.
 - DRAINAGE AREA "D" INFORMATION IS FROM AREA "IX" FROM THE VILLAGE ON THE PARKWAY, VILLAGE PARKWAY VENTURE BY ALBERT H. HALFF ASSOCIATES, INC. DATED MAY 1978.
 - DRAINAGE AREA "E" INFORMATION IS FROM AREA "VIII" FROM THE VILLAGE ON THE PARKWAY, VILLAGE PARKWAY VENTURE BY ALBERT H. HALFF ASSOCIATES, INC. DATED FEBRUARY 1979.
 - DRAINAGE AREA "F" INFORMATION IS FROM AREA "XII" FROM THE VILLAGE ON THE PARKWAY, VILLAGE PARKWAY VENTURE BY ALBERT H. HALFF ASSOCIATES, INC. DATED FEBRUARY 1979.
 - DRAINAGE AREA "G" INFORMATION IS FROM AREA "XIV" FROM THE VILLAGE ON THE PARKWAY, VILLAGE PARKWAY VENTURE BY ALBERT H. HALFF ASSOCIATES, INC. DATED FEBRUARY 1979.
 - DRAINAGE AREA "H" INFORMATION IS FROM AREA "XVI" FROM THE VILLAGE ON THE PARKWAY, VILLAGE PARKWAY VENTURE BY ALBERT H. HALFF ASSOCIATES, INC. DATED FEBRUARY 1979.
 - DRAINAGE AREA "I" INFORMATION IS FROM AREA "XVIII" FROM THE VILLAGE ON THE PARKWAY, VILLAGE PARKWAY VENTURE BY ALBERT H. HALFF ASSOCIATES, INC. DATED FEBRUARY 1979.
 - DRAINAGE AREA "J" INFORMATION IS FROM AREA "XVII" FROM THE VILLAGE ON THE PARKWAY, VILLAGE PARKWAY VENTURE BY ALBERT H. HALFF ASSOCIATES, INC. DATED FEBRUARY 1979.



FLOODPLAIN NOTE

AS DETERMINED BY THE FLOOD INSURANCE RATE MAPS FOR DALLAS COUNTY, THE SUBJECT PROPERTY DOES NOT APPEAR TO LIE WITHIN A SPECIAL FLOOD HAZARD AREA (100 YEAR FLOOD), MAP DATE 09/23/01 COMMUNITY PANEL NO. 48113C0180 J. SUBJECT LOT IS LOCATED IN ZONE "X". IF THIS SITE IS NOT WITHIN AN IDENTIFIED FLOOD HAZARD AREA, THIS FLOOD STATEMENT DOES NOT IMPLY THAT THE PROPERTY AND/OR STRUCTURES THEREON WILL BE FREE FROM FLOODING OR FLOOD DAMAGE. ON RARE OCCASIONS, GREATER FLOODS CAN AND WILL OCCUR AND FLOOD HEIGHTS MAY BE INCREASED BY MAN-MADE OR NATURAL CAUSES. THIS FLOOD STATEMENT SHALL NOT CREATE LIABILITY ON THE PART OF THE SURVEYOR OR ENGINEER.

RECORD DRAWINGS (May 2014)
 Information Provided By:
BOB MOORE CONSTRUCTION

BENCHMARKS

BM 5 (12) SET ON NORTHWEST CORNER OF CONCRETE PAD FOR 3WB TELEPHONE BOX, 15% EAST OF NORTHBOND DALLAS NORTH TOLLWAY ACCESS ROAD AND 1.45% SOUTH OF BELT LINE ROAD.
 ELEV=635.30

BM 6 (12) SET ON SOUTHEAST CORNER OF CURB INLET, 15% WEST OF MONTFORT DRIVE AND 75% SOUTH OF SAKOWITZ DRIVE.
 ELEV=603.67

BM 9 (12) SET ON SOUTHEAST CORNER OF CURB INLET ON EAST SIDE OF DALLAS NORTH TOLLWAY ACCESS ROAD AND 300% SOUTH OF BELT LINE ROAD.
 ELEV=627.34

EXISTING CONDITIONS DRAINAGE AREA MAP

SHEET NUMBER
C-08

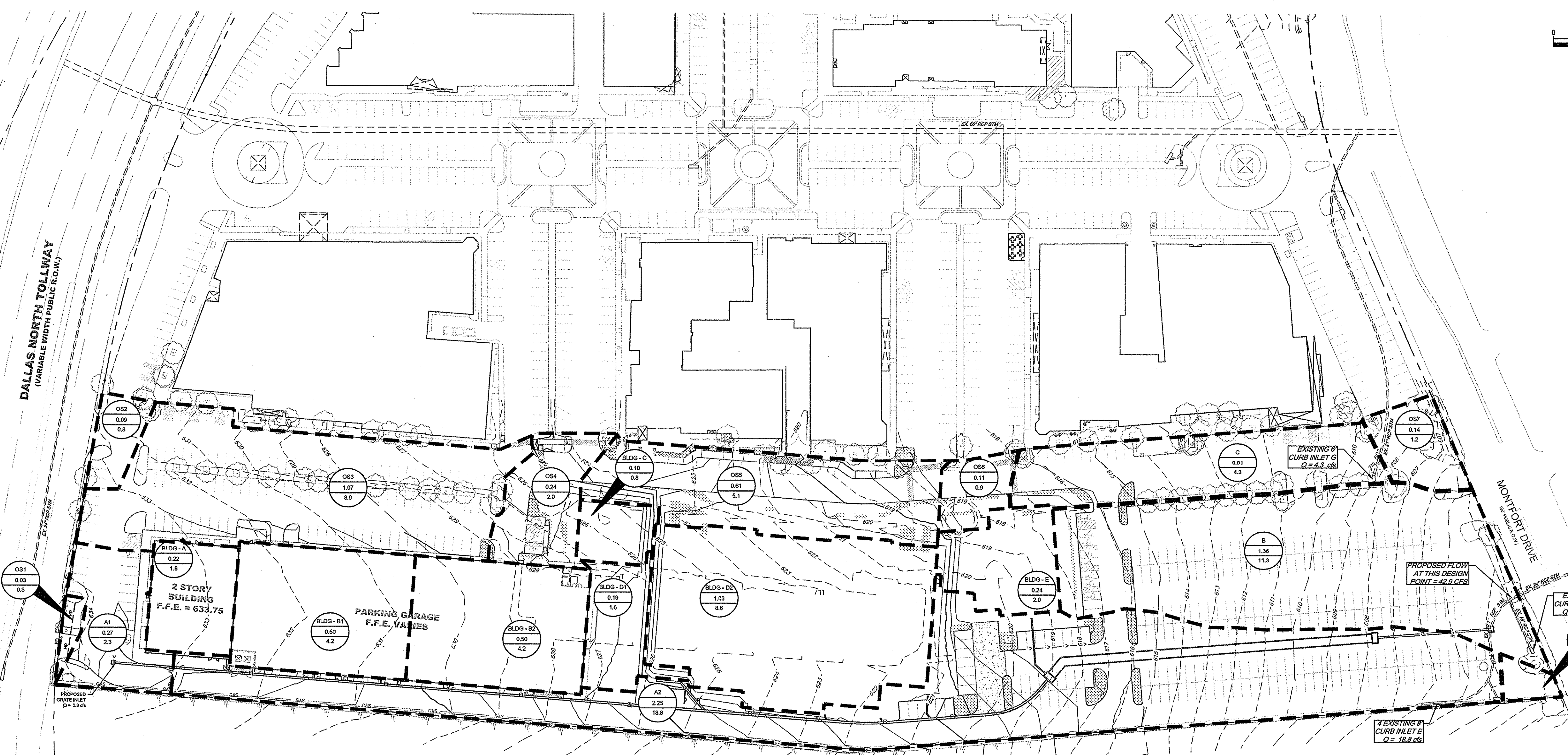
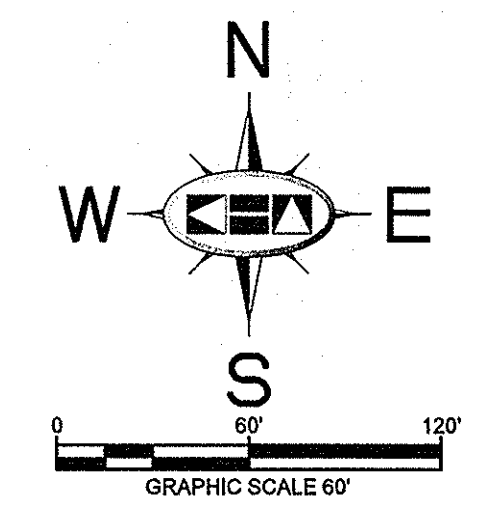
VILLAGE ON THE PARKWAY PHASE II ADDITION, TEXAS

Kimley-Horn and Associates, Inc.
 State of Texas Registration No. F-928
 5750 GENESIS COURT, SUITE 200, FRISCO, TX 75034
 PHONE: 972-335-3580 FAX: 972-335-3779
 WWW.KIMLEY-HORN.COM

DATE: _____ BY: _____

REVISIONS: _____

DESIGNED BY: WHITE, SARA BETHI (PHASE I) / DWG NO: 1024.MXD
 DRAWN NAME: KIRBY, CYRIL WALTERS (PHASE I) / SET PHASE I (C) / DWG NO: 1024.MXD
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DETENTION SYSTEM CALCULATIONS
 MODIFIED RATIONAL METHOD

DESIGN FREQUENCY = 100 YEAR STORM

ALLOWABLE RELEASE RATE (EXISTING CONDITIONS):

DRAINAGE AREA (A)	1.54 AC
TIME OF CONC. (T _c)	10 MIN
RAINFALL INTENSITY (I)	9.27 IN/HR
RUNOFF COEFFICIENT (C)	0.90
ALLOW. SITE DISCHARGE	12.8 CFS

PROPOSED CONDITIONS:

ON-SITE DETAINED RUNOFF:		OFF-SITE PASS THROUGH FLOW:	
DRAINAGE AREA (A)	3.05 AC	DRAINAGE AREA (A)	0.00 AC
TIME OF CONC. (T _c)	10 MIN	TIME OF CONC. (T _c)	10 MIN
RAINFALL INTENSITY (I)	9.27 IN/HR	RAINFALL INTENSITY (I)	9.27 IN/HR
RUNOFF COEFFICIENT (C)	0.90	RUNOFF COEFFICIENT (C)	0.90
DETAINED RUNOFF	25.4 CFS	OFF-SITE PASS THROUGH FLOW	0.00 CFS

ON-SITE UNDETAINED RUNOFF:

DRAINAGE AREA (A)	0.00 AC
TIME OF CONC. (T _c)	10 MIN
RAINFALL INTENSITY (I)	9.27 IN/HR
RUNOFF COEFFICIENT (C)	0.90
UNDETAINED RUNOFF	0.0 CFS
ALLOWABLE DISCHARGE	12.8 CFS
ACTUAL DISCHARGE	12.8 CFS

STORAGE CALCULATIONS:

DURATION (MIN)	(HRS)	RAINFALL INTENSITY (IN/HR)	INFLOW RATE (CFS)	INFLOW VOLUME (CF)	OUTFLOW RATE (CF)	OUTFLOW VOLUME (CF)	REQUIRED STORAGE (INFLOW - OUTFLOW) (AC-FT)
5	0.08	11.17	30.7	9,197	12.8	5,782	3,415 0.08
10	0.17	9.27	25.5	15,272	12.8	7,709	7,563 0.17
15	0.25	7.89	21.9	19,732	12.8	9,636	10,096 0.23
20	0.33	7.06	19.4	23,228	12.8	11,563	11,665 0.37
30	0.50	5.77	15.8	28,500	12.8	15,418	13,082 0.30
40	0.67	4.92	13.6	32,426	12.8	19,272	13,153 0.30
50	0.83	4.32	11.9	35,551	12.8	23,127	12,424 0.29
60	1.00	3.86	10.6	38,148	12.8	26,981	11,168 0.28
90	1.50	2.97	8.2	44,070	12.8	38,545	5,525 0.13
MAXIMUM REQUIRED STORAGE =							13,163 0.30

DRAINAGE AREA CALCULATIONS

DRAINAGE AREA NO.	RUNOFF COEFF. "C"	RAINFALL INTENSITY "I" ₁₀	TC (MIN)	AREA (AC)	Q ₁₀₀ (CFS)	COLLECTION POINT
A1	0.90	9.27	10	0.27	2.3	GRATE INLET
A2	0.90	9.27	10	2.05	17.1	EXISTING CURB INLET "E"
BLDG-A	0.90	9.27	10	0.22	1.8	PROPOSED ROOF DRAIN SYSTEM
BLDG-B1	0.90	9.27	10	0.50	4.2	PROPOSED ROOF DRAIN SYSTEM
BLDG-B2	0.90	9.27	10	0.50	4.2	PROPOSED ROOF DRAIN SYSTEM
BLDG-C	0.90	9.27	10	0.10	0.8	PROPOSED ROOF DRAIN SYSTEM
BLDG-D1	0.90	9.27	10	0.19	1.6	PROPOSED ROOF DRAIN SYSTEM
BLDG-D2	0.90	9.27	10	2.25	18.8	PROPOSED ROOF DRAIN SYSTEM
BLDG-E	0.90	9.27	10	0.24	2.0	PROPOSED ROOF DRAIN SYSTEM
SUBTOTAL LINE "A"					6.32	52.7
B	0.90	9.27	10	1.38	11.3	EXISTING CURB INLET "H"
SUBTOTAL LINE "B"					1.38	11.3
C	0.90	9.27	10	0.51	4.3	EXISTING CURB INLET "G"
SUBTOTAL LINE "C"					0.51	4.3
OS1	0.90	9.27	10	0.03	0.3	OFFSITE
OS2	0.90	9.27	10	0.09	0.8	OFFSITE
OS3	0.90	9.27	10	1.07	8.9	OFFSITE
OS4	0.90	9.27	10	0.24	2.0	OFFSITE
OS5	0.90	9.27	10	0.61	5.1	OFFSITE
OS6	0.90	9.27	10	0.11	0.9	OFFSITE
OS7	0.90	9.27	10	0.14	1.2	OFFSITE
OS8	0.90	9.27	10	0.04	0.3	OFFSITE

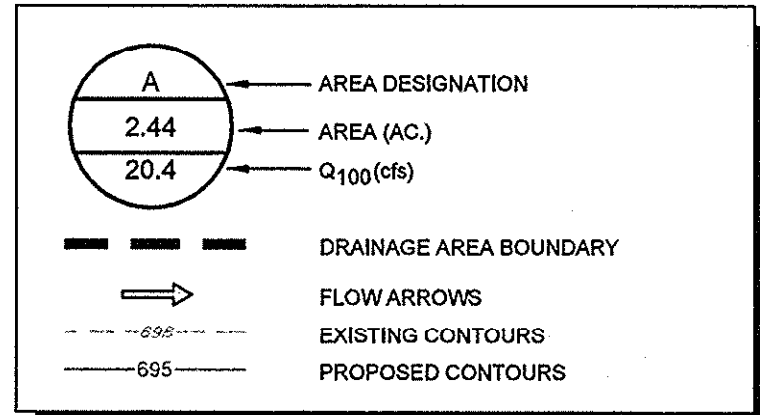
UNDERGROUND STORAGE PROVIDED

STORM LINE	LENGTH (FEET)	WIDTH (FEET)	HEIGHT (FEET)	VOLUME (CUBIC FEET)
STORM SEWER LINE A	330	8	5	13200
Total				13200

FLOODPLAIN NOTE

AS DETERMINED BY THE FLOOD INSURANCE RATE MAPS FOR DALLAS COUNTY, THE SUBJECT PROPERTY DOES NOT APPEAR TO LIE WITHIN A SPECIAL FLOOD HAZARD AREA (100 YEAR FLOOD), MAP DATE 08/20/01 COMMUNITY PANEL NO. 4613C0180 J, SUBJECT LOT IS LOCATED IN ZONE "X". IF THIS SITE IS NOT WITHIN AN IDENTIFIED FLOOD HAZARD AREA, THIS FLOOD STATEMENT DOES NOT IMPLY THAT THE PROPERTY AND/OR STRUCTURES THEREON WILL BE FREE FROM FLOODING OR FLOOD DAMAGE. ON RARE OCCASIONS, GREATER FLOODS CAN AND WILL OCCUR AND FLOOD HEIGHTS MAY BE INCREASED BY MAN-MADE OR NATURAL CAUSES. THIS FLOOD STATEMENT SHALL NOT CREATE LIABILITY ON THE PART OF THE SURVEYOR OR ENGINEER.

LEGEND



RECORD DRAWINGS (May 2014)
 Information Provided By:
BOB MOORE CONSTRUCTION

BENCHMARKS

BM 5 [X] SET ON NORTHWEST CORNER OF CONCRETE PAD FOR 6WB TELEPHONE BOX, 10' EAST OF NORTHBOUND DALLAS NORTH TOLLWAY ACCESS ROAD AND 1,450'± SOUTH OF BELT LINE ROAD.
 ELEV=635.30
 BM 6 [X] SET ON SOUTHEAST CORNER OF CURB INLET, 15'± WEST OF MONTFORT DRIVE AND 750'± SOUTH OF SAKOWITZ DRIVE.
 ELEV=603.67
 BM 9 [X] SET ON SOUTHEAST CORNER OF CURB INLET ON EAST SIDE OF DALLAS NORTH TOLLWAY ACCESS ROAD AND 300'± SOUTH OF BELT LINE ROAD.
 ELEV=627.34

VILLAGE ON THE PARKWAY PHASE II ADDISON, TEXAS

DRAINAGE AREA MAP

Project No. _____
 Date _____
 Scale AS SHOWN
 Designed By TBB
 Drawn By AAE
 Checked By TBB

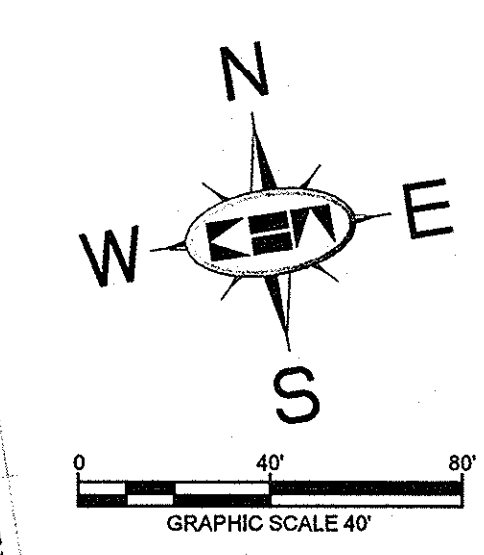
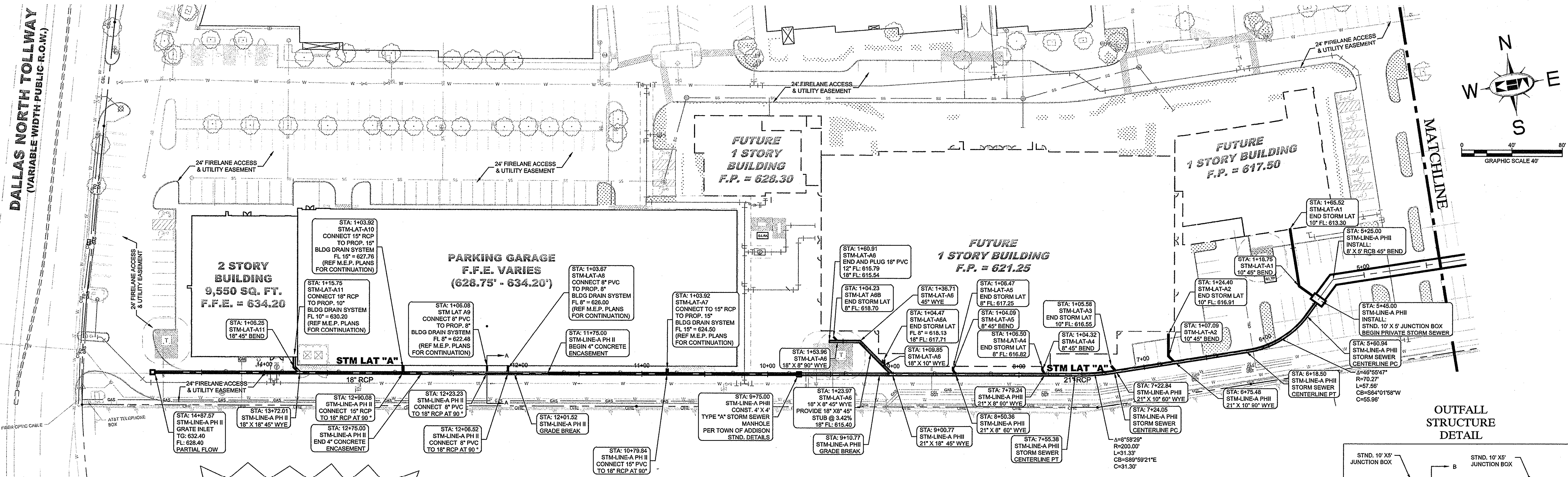
State of Texas Registration No. F-928
Kimley-Horn and Associates, Inc.
 5750 GENESIS COURT, SUITE 200, FRISCO, TX 75034
 PHONE: 972-335-3580 FAX: 972-335-3779
 WWW.KIMLEY-HORN.COM

STATE OF TEXAS
 ROY BRASWELL
 LICENSED PROFESSIONAL ENGINEER
 10/28/2013

REVISIONS
 No. _____
 DATE _____
 BY _____

SHEET NUMBER
C-09

NOTED BY: WHITE, SAKHUBERTI, RICHARDS, EKAM, DWYER, NAME: KIRIL, CIVIL ENGINEER, VENDOR: WANG, INC. (CITY OF ADDISON), DATE: 07/16/2013, DRAWN BY: TBB, CHECKED BY: TBB, PROJECT NO: 0633190308, SHEET NO: C-10, SCALE: AS SHOWN, DATE: 07/16/2013, DESIGNED BY: TBB, DRAWN BY: AAE, CHECKED BY: TBB, KIMLEY-HORN AND ASSOCIATES, INC., 9750 GENESIS COURT, SUITE 200, FRISCO, TX 75034, PHONE: 972-335-3580, FAX: 972-335-3779, WWW.KIMLEY-HORN.COM



!!WARNING!!
 EXISTING UTILITIES IN THE AREA. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING UTILITIES WITH THE PROVIDER PRIOR TO START OF CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR COORDINATING UTILITY RELOCATION WHERE NECESSARY AND PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN). IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT THEIR OWN EXPENSE.

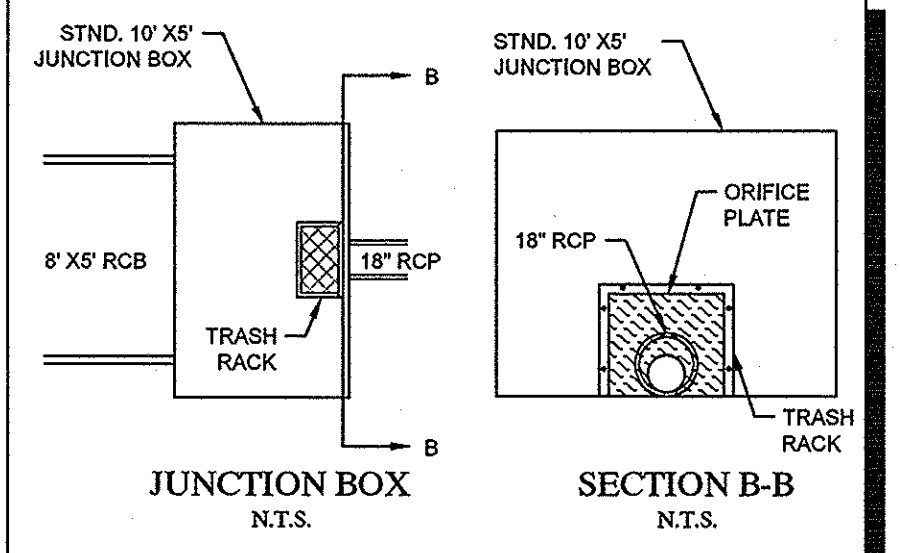
NOTE
 STORM SEWER LINE "A" IS A PRIVATE LINE FROM STATION 6+45.00 TO STATION 14+87.57. PRIVATE STORM SEWER SHALL BE MAINTAINED BY THE OWNER.

IN-GROUND DETENTION SYSTEM OUTLET CALCULATIONS

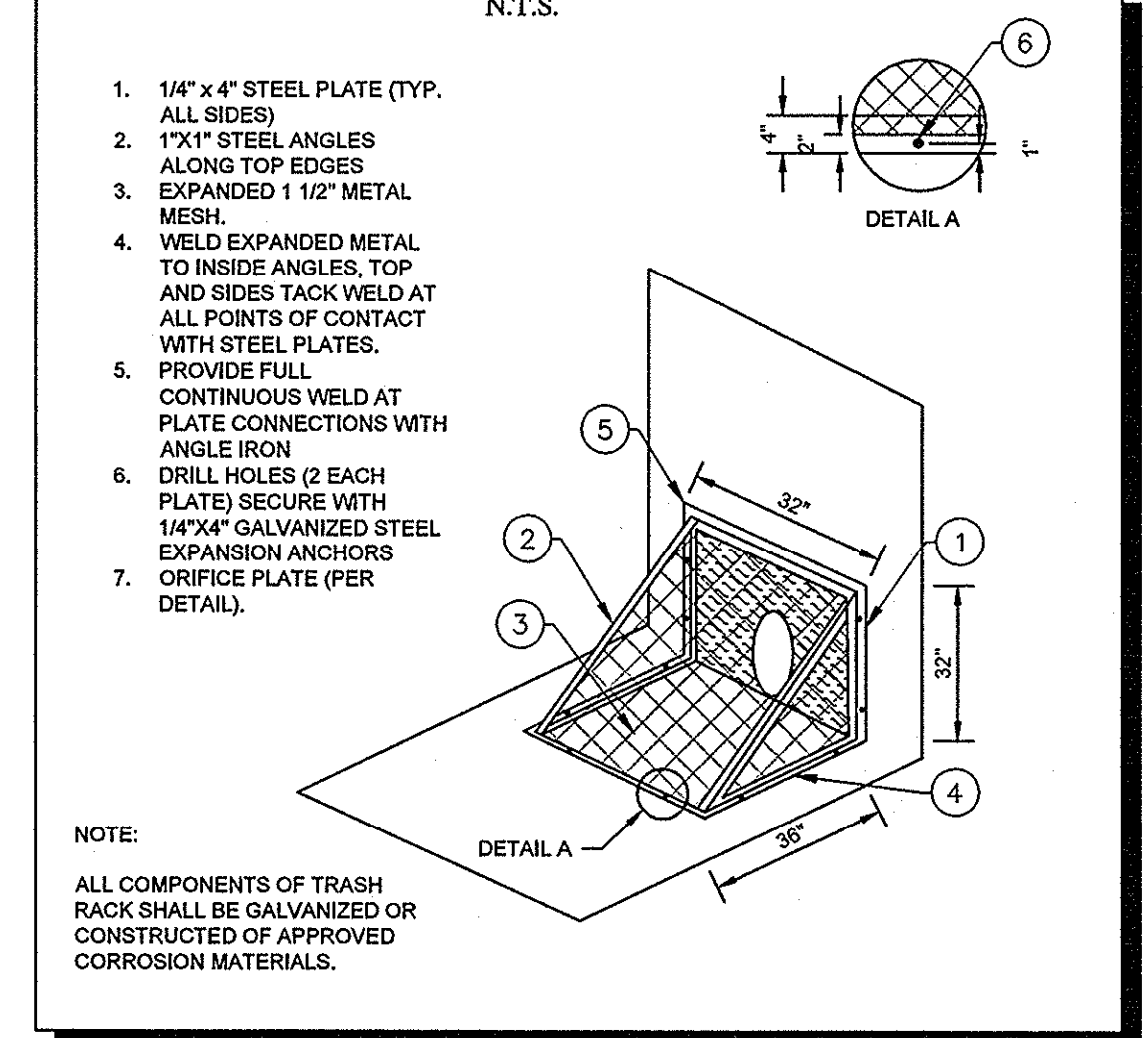
Use orifice equation to determine flow:
 $Q = C \cdot A \cdot \sqrt{2gh}$ (1/2)
 A = area of opening
 C = discharge coefficient = 0.60
 h = water level height above center of opening

WSL	H1	Q1	H1	Q1	Q total	Event	Q allow
600.15	0.00	0.00	0.00	0.00	0.00	OPENING 1	
600.25	0.10	0.00	0.00	0.00	0.00		
600.35	0.20	0.00	0.00	0.00	0.00		
600.45	0.30	0.00	0.00	0.00	0.00		
600.55	0.40	0.00	0.00	0.00	0.00		
600.65	0.50	0.00	0.26	1.8	1.83		
600.75	0.60	0.00	0.36	2.2	2.15		
600.85	0.70	0.00	0.46	2.4	2.44		
600.95	0.80	0.00	0.56	2.7	2.69		
601.05	0.90	0.00	0.66	2.9	2.92		
601.15	1.00	0.00	0.76	3.1	3.14		
601.25	1.10	0.00	0.86	3.3	3.34		
601.35	1.20	0.00	0.96	3.5	3.53		
601.45	1.30	0.00	1.06	3.7	3.71		
601.55	1.40	0.00	1.16	3.9	3.88		
601.65	1.50	0.00	1.26	4.0	4.05		
601.75	1.60	0.00	1.36	4.2	4.20		
601.85	1.70	0.00	1.46	4.4	4.36		
601.95	1.80	0.00	1.56	4.5	4.50		
602.05	1.90	0.00	1.66	4.6	4.65		
602.15	2.00	0.00	1.76	4.8	4.78		
602.25	2.10	0.00	1.86	4.9	4.92		
602.35	2.20	0.00	1.96	5.1	5.05		
602.45	2.30	0.00	2.06	5.2	5.18		
602.55	2.40	0.00	2.16	5.3	5.30		
602.65	2.50	0.00	2.26	5.4	5.42		
602.75	2.60	0.00	2.36	5.5	5.54		
602.85	2.70	0.00	2.46	5.7	5.66		
602.95	2.80	0.00	2.56	5.8	5.77		
603.05	2.90	0.00	2.66	5.9	5.88		
603.15	3.00	0.00	2.76	6.0	5.98		
603.25	3.10	0.00	2.86	6.1	6.10		
603.35	3.20	0.00	2.96	6.2	6.21		
603.45	3.30	0.00	3.06	6.3	6.31		
603.55	3.40	0.00	3.16	6.4	6.42		
603.65	3.50	0.00	3.26	6.5	6.52		
603.75	3.60	0.00	3.36	6.6	6.62		
603.85	3.70	0.00	3.46	6.7	6.71		
603.95	3.80	0.00	3.56	6.8	6.81		
604.05	3.90	0.00	3.66	6.9	6.90		
611.55	0.00	0.00	11.16	12.1	12.06		
611.65	0.00	0.00	11.26	12.1	12.12		
611.75	0.00	0.00	11.36	12.2	12.17		
611.85	0.00	0.00	11.46	12.2	12.22		
611.95	0.00	0.00	11.56	12.3	12.28		
612.05	0.00	0.00	11.66	12.3	12.33		
612.15	0.00	0.00	11.76	12.4	12.38		
612.25	0.00	0.00	11.86	12.4	12.43		
612.35	0.00	0.00	11.96	12.5	12.49		
612.45	0.00	0.00	12.06	12.5	12.54		
612.55	0.00	0.00	12.16	12.6	12.59		
612.65	0.00	0.00	12.26	12.6	12.64		
612.75	0.00	0.00	12.36	12.7	12.69		
612.85	0.00	0.00	12.46	12.7	12.74		
612.95	0.00	0.00	12.56	12.8	12.80		
613.05	0.00	0.00	12.66	12.8	12.85	100-yr	12.85

STOP!
CALL BEFORE YOU DIG
DIG TESS
1-800-DIG-TESS
 (at least 72 hours prior to digging)



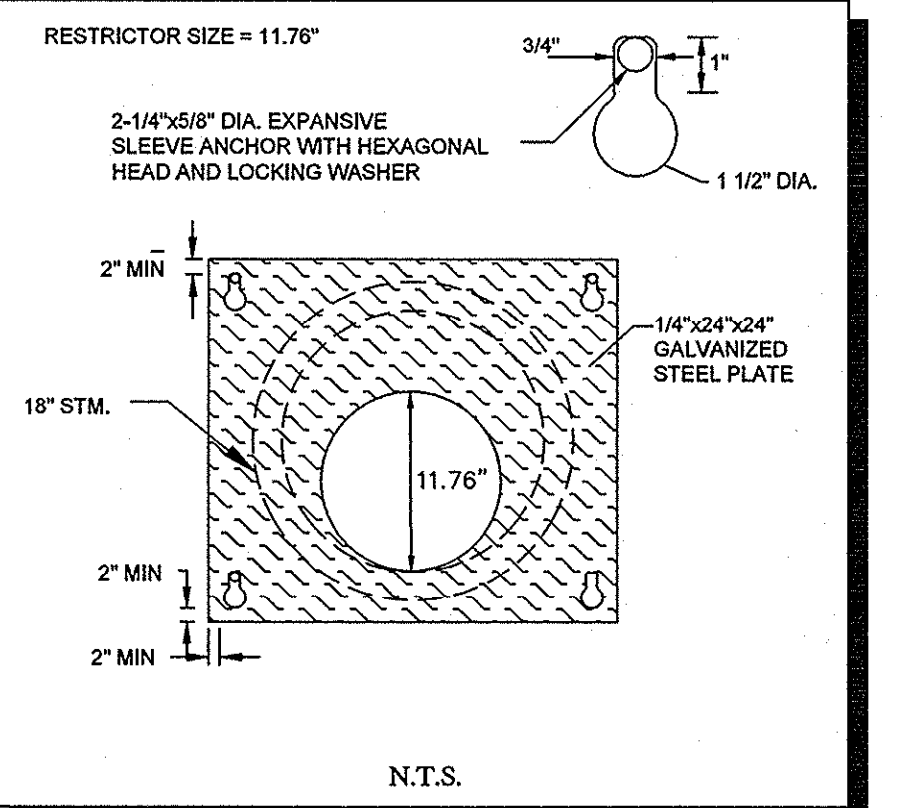
TRASH RACK DETAIL



- 1/4" x 4" STEEL PLATE (TYP. ALL SIDES)
- 1/2" STEEL ANGLES ALONG TOP EDGES
- EXPANDED 1/2" METAL MESH
- WELD EXPANDED METAL TO INSIDE ANGLES, TOP AND SIDES TACK WELD AT ALL POINTS OF CONTACT WITH STEEL PLATES.
- PROVIDE FULL CONTINUOUS WELD AT PLATE CONNECTIONS WITH ANGLE IRON
- DRILL HOLES (2 EACH PLATE) SECURE WITH 1/4" X 4" GALVANIZED STEEL EXPANSION ANCHORS
- ORIFICE PLATE (PER DETAIL).

NOTE:
 ALL COMPONENTS OF TRASH RACK SHALL BE GALVANIZED OR CONSTRUCTED OF APPROVED CORROSION MATERIALS.

ORIFICE PLATE DETAIL

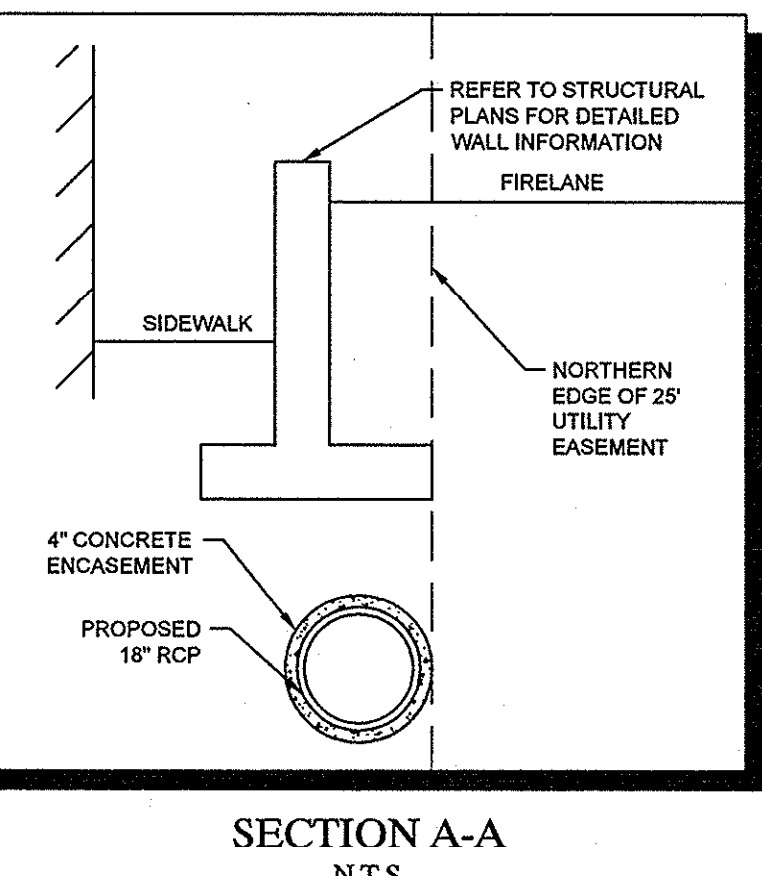


NOTE
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BENCHMARKS

- BM 5 [] SET ON NORTHWEST CORNER OF CONCRETE PAD FOR SWB TELEPHONE BOX, 15' EAST OF NORTHBOUND DALLAS NORTH TOLLWAY ACCESS ROAD AND 1,450' SOUTH OF BELT LINE ROAD. ELEV=636.30
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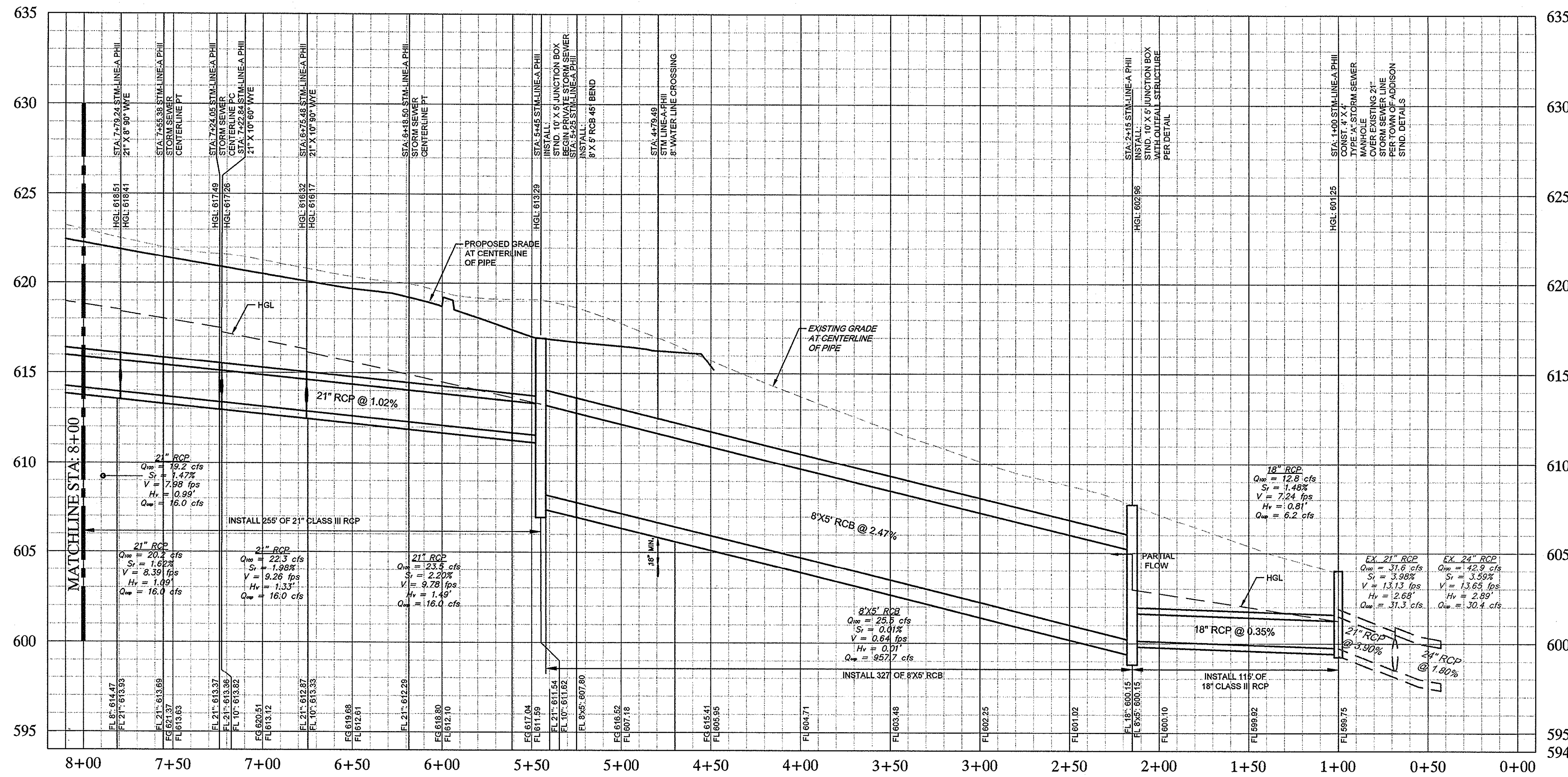
RECORD DRAWINGS (May 2014)
 Information Provided By:
BOB MOORE CONSTRUCTION



SECTION A-A N.T.S.

VILLAGE ON THE PARKWAY PHASE II ADDISON, TEXAS
STORM SEWER PLAN
 SHEET NUMBER C-10
 KIMLEY-HORN AND ASSOCIATES, INC.
 State of Texas Registration No. F-928
 9750 GENESIS COURT, SUITE 200, FRISCO, TX 75034
 PHONE: 972-335-3580 FAX: 972-335-3779
 WWW.KIMLEY-HORN.COM
 REVISIONS: [Table with columns for No., Description, Date, BY]

PLOTTED BY: WHITE, SARAH REITH; TITAGOR, NICK; KAM; DWG NAME: K:\R\1\2\15\1583\WDM\PLANSET\PHASE II\1\STORM\PROFILES; C:\STORM\SEWER\PROFILES; LAST SAIVED: 7/16/2013 11:41 AM
 This document, together with the concepts and designs presented herein, is an instrument of service, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



STORM LINE "A" (STA: 1+00 - 8+00)

RECORD DRAWINGS
(May 2014)
Information Provided by:
BOB MOORE
CONSTRUCTION

NOTE

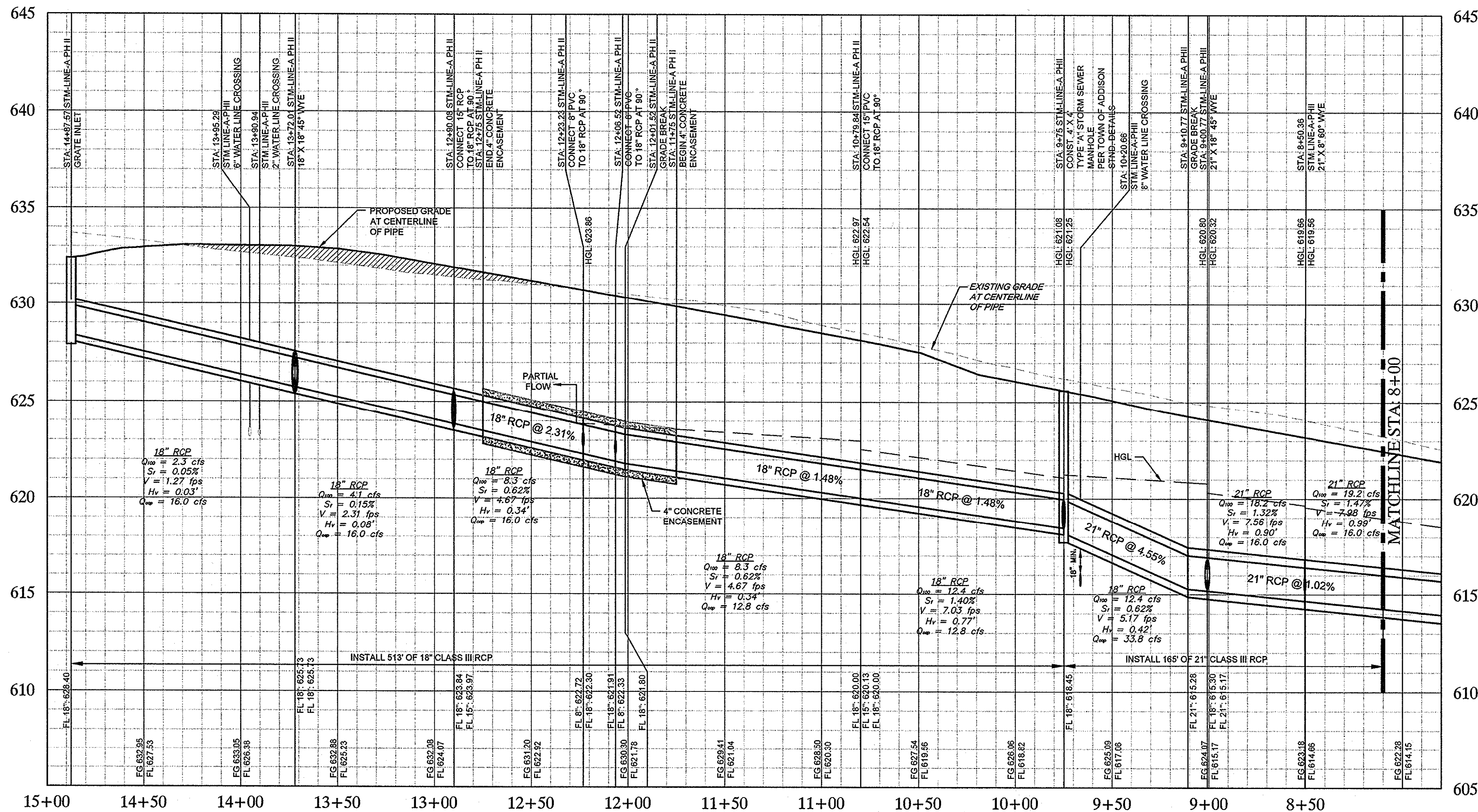
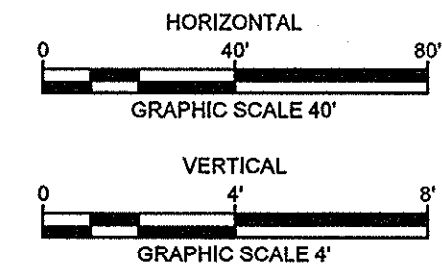
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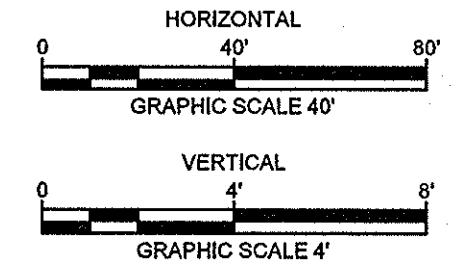
STOP!
CALL BEFORE YOU DIG
DIG TESS
1-800-DIG-TESS
(at least 72 hours prior to digging)

BENCHMARKS

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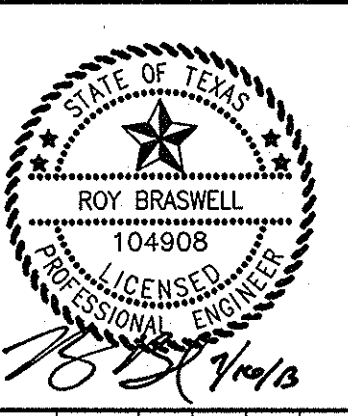


STORM LINE "A" (STA: 8+00 - END)



NO.	REVISIONS	DATE	BY
1	UPDATED STORM CONNECTION	11/15/2012	TBB

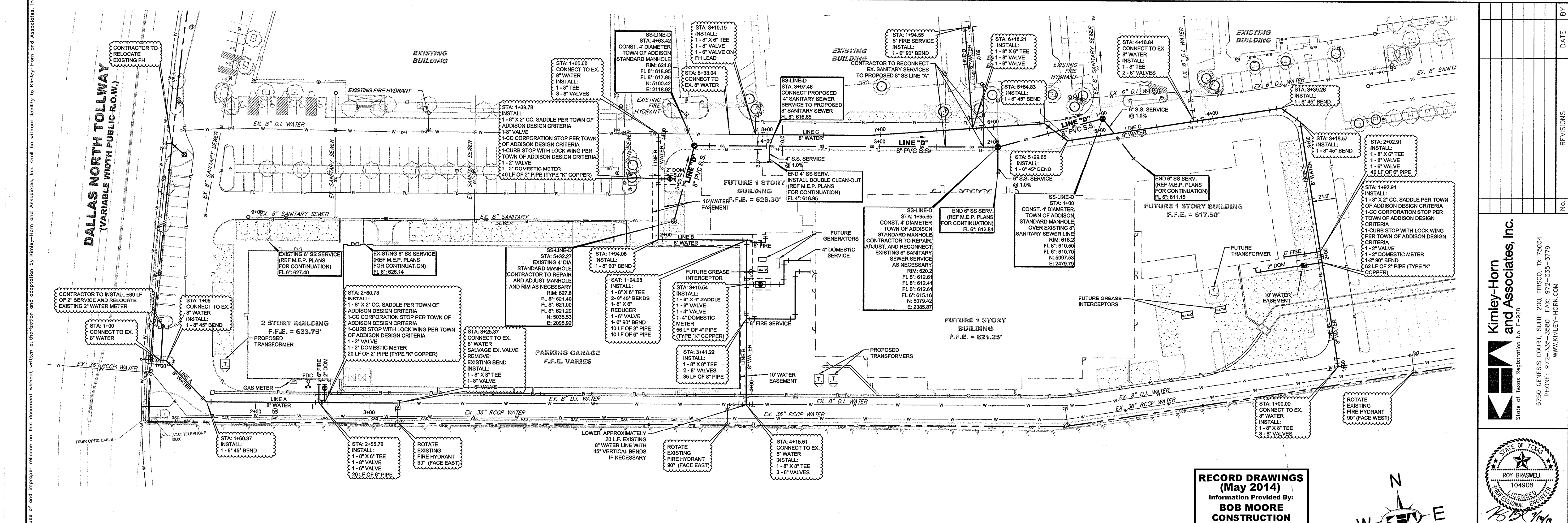
Kimley-Horn and Associates, Inc.
State of Texas Registration No. F-928
5750 GENESIS COURT, SUITE 200, FRISCO, TX 75034
PHONE: 972-335-3580 FAX: 972-335-3779
WWW.KIMLEY-HORN.COM



KHA PROJECT	063319038
DATE	07/16/2013
SCALE	AS SHOWN
DESIGNED BY	TBB
DRAWN BY	PAE
CHECKED BY	TBB

VILLAGE ON THE PARKWAY PHASE II
ADDISON, TEXAS

STORM SEWER PROFILES



DALLAS NORTH TOLLWAY
(VARIABLE WIDTH PUBLIC R.O.W.)

LEGEND

—	PROPOSED WATER
- - -	PROPOSED SANITARY SEWER
- - -	PROPOSED STORM SEWER
—	EXISTING OVERHEAD POWER
—	EXISTING CABLE
—	EXISTING GAS
—	EXISTING UNDERGROUND TELEPHONE
—	EXISTING FIBER OPTIC CABLE
—	EXISTING UNDERGROUND ELECTRIC
—	EXISTING WATER
—	EXISTING SANITARY SEWER
⊙	PROPOSED SANITARY SEWER MANHOLE
⊠	PROPOSED STORM SEWER JUNCTION BOX
⊕	PROPOSED FIRE HYDRANT
⊙	PROPOSED METER
⊕	EXISTING METER
⊕	EXISTING IRRIGATION METER
⊕	EXISTING FIRE HYDRANT
⊕	EXISTING CLEAN OUT
⊕	EXISTING MANHOLE

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(at least 72 hours prior to digging)

FRANCHISE CONTACTS

AT&T
MARCUS NELSON
972-889-4109

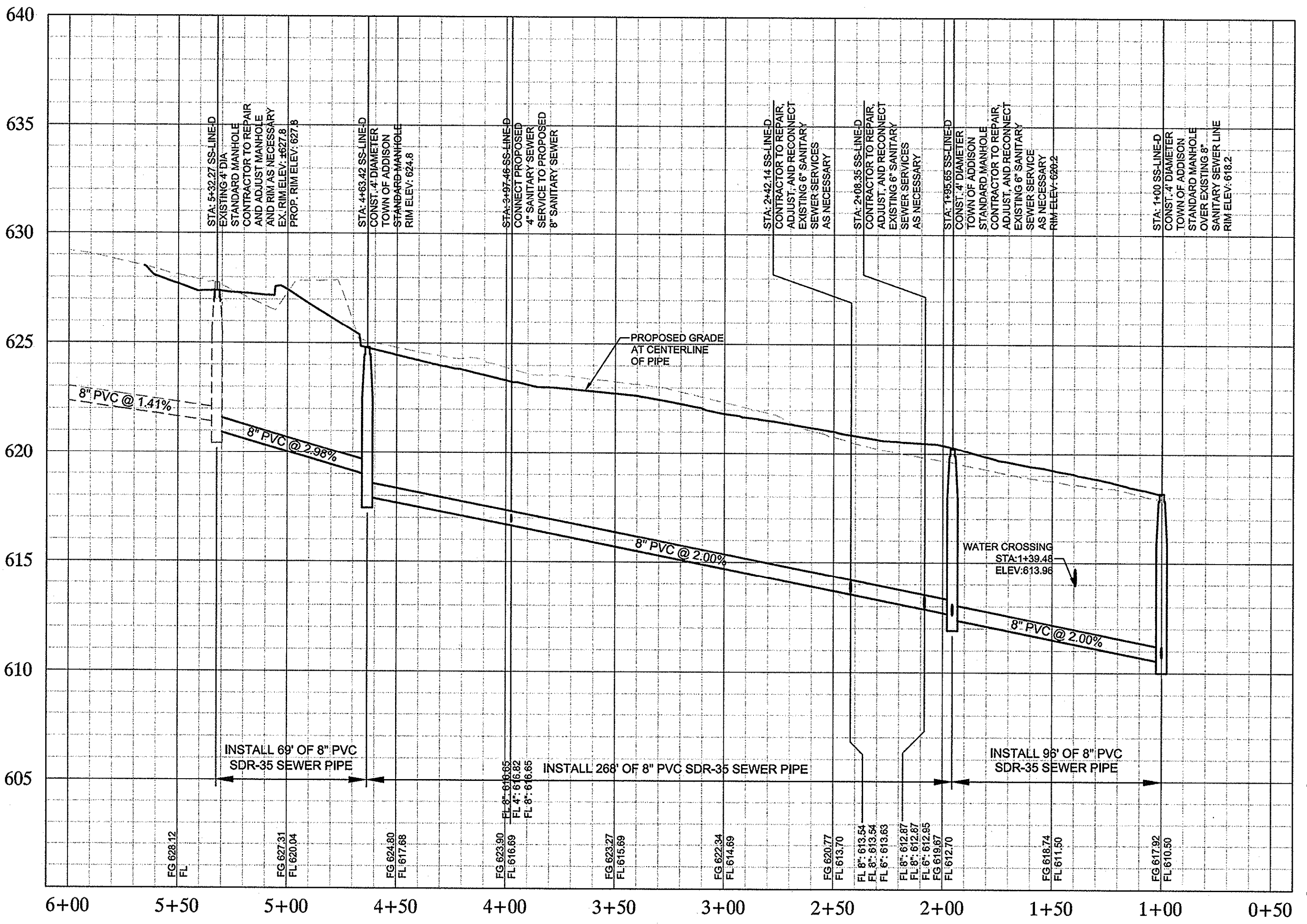
ONCOR
KAREN EASTMAN
817-355-7050

ATMOS
GARY DICKINSON
972-360-4428

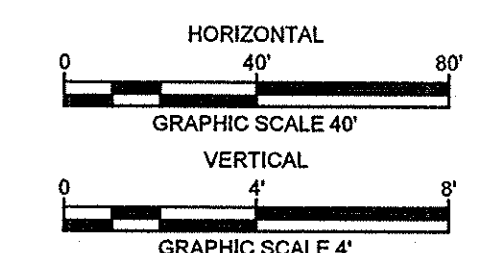
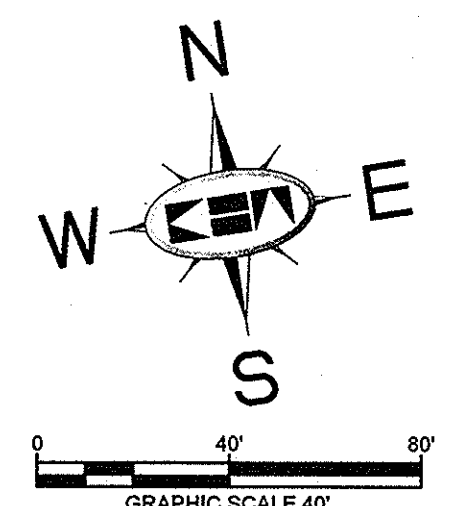
TIME WARNER CABLE
DAVE CHENEY
214-320-7406

NOTE
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FIRE SPRINKLER NOTE
FIRE SPRINKLER LINE SHALL BE SIZED AND INSTALLED BY A STATE LICENSED FIRE SPRINKLER CONTRACTOR



RECORD DRAWINGS
(May 2014)
Information Provided By:
BOB MOORE CONSTRUCTION



- UTILITY NOTES**
- SEE MEP PLANS FOR ALL UTILITY CONNECTIONS INTO BUILDING.
 - WATER AND SEWER LINES SHALL STUB 5 FEET FROM BUILDING FOR SERVICE CONNECTIONS UNLESS OTHERWISE NOTED.
 - A FIVE FOOT CLEARANCE SHALL BE MAINTAINED AROUND ALL FIRE HYDRANTS. FIRE HYDRANTS SHALL BE LOCATED 3'-6" FROM BACK OF CURB PER TOWN OF ADDISON STANDARD DETAIL.
 - REFER TO TOWN OF ADDISON DETAILS FOR WATER METER, METER BOX, FIRE HYDRANTS, VALVES, VALVE BOXES AND SERVICE INSTALLATION.
 - REFER TO DETAILS FOR SANITARY SEWER MANHOLE REQUIREMENTS.
 - REFER TO DETAILS FOR TRENCHING, BEDDING, BACKFILL, AND TRENCH COMPACTION REQUIREMENTS.
 - WATER AND SANITARY SEWER PIPE SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, OR PVC PIPE.
 - REFER TO ARCHITECTURE PLANS FOR LOCATION AND SIZING OF SLEEVES FOR FRANCHISE UTILITIES, IRRIGATION, ETC.
 - ALL PIPE DEFLECTIONS SHALL BE PER MANUFACTURER'S SPECIFICATIONS. ANY VARIATIONS SHALL BE APPROVED IN WRITING BY THE ENGINEER BEFORE INSTALLATION.
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO DEFLECT ELECTRIC, GAS, CABLE, AND TELEPHONE CONDUIT AND PIPING AS REQUIRED TO AVOID UTILITY CONFLICTS.
 - CONTRACTOR TO VERIFY IRRIGATION METER SIZE WITH LICENSED IRRIGATOR PRIOR TO INSTALLATION.
 - EXISTING HYDRANTS SHALL BE TAKEN TO TOWN OF ADDISON PUBLIC WORKS FOR REFURBISHMENT PRIOR TO BEING PUT BACK IN SERVICE/RELOCATED.
 - SALVAGED METERS SHALL BE RETURNED TO TOWN OF ADDISON PUBLIC WORKS.

- BENCHMARKS**
- BM 5 [] SET ON NORTHWEST CORNER OF CONCRETE PAD FOR SWB TELEPHONE BOX, 15' EAST OF NORTHBOND DALLAS NORTH TOLLWAY ACCESS ROAD AND 1,450' SOUTH OF BELT LINE ROAD.
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ELEV=627.34

**VILLAGE ON THE PARKWAY
SANITARY SEWER
PROFILE**

Kimley-Horn and Associates, Inc.
State of Texas Registration No. F-928
5750 GENESIS COURT, SUITE 200, FRISCO, TX 75034
PHONE: 972-335-3580 FAX: 972-335-3779
WWW.KIMLEY-HORN.COM

PROFESSIONAL ENGINEER
ROY BRISHELL
104908
10/27/13

REVISIONS

NO.	DATE	DESCRIPTION

UTILITY PLAN & SANITARY SEWER PROFILE

SHEET NUMBER
C-13

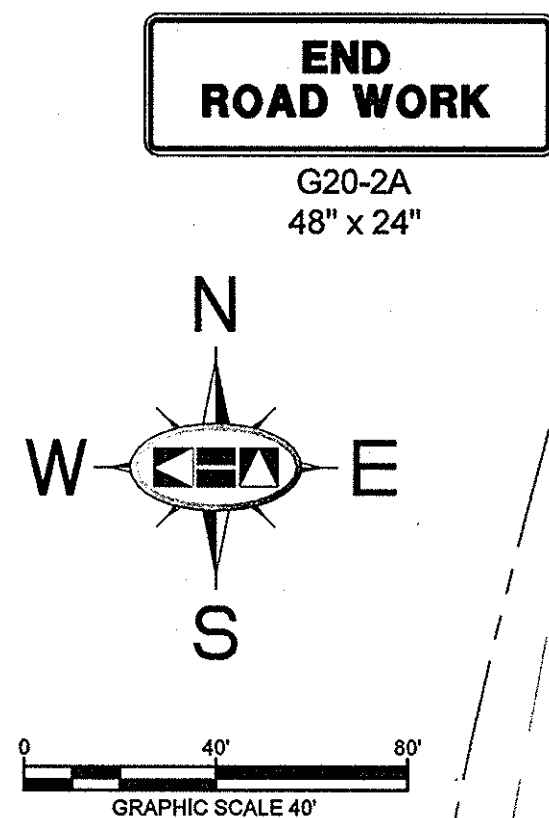
KHA PROJECT 0633191038
DATE 07/16/2013
SCALE AS SHOWN
DESIGNED BY TBB
DRAWN BY AAE
CHECKED BY TBB

**TOWN OF ADDISON
GENERAL CONSTRUCTION NOTES**

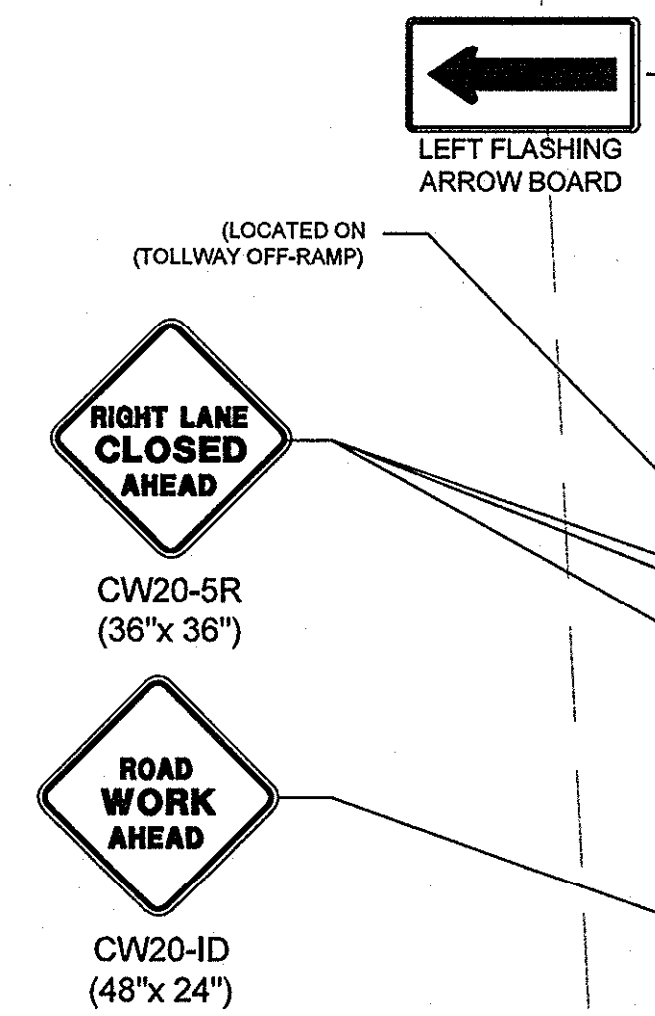
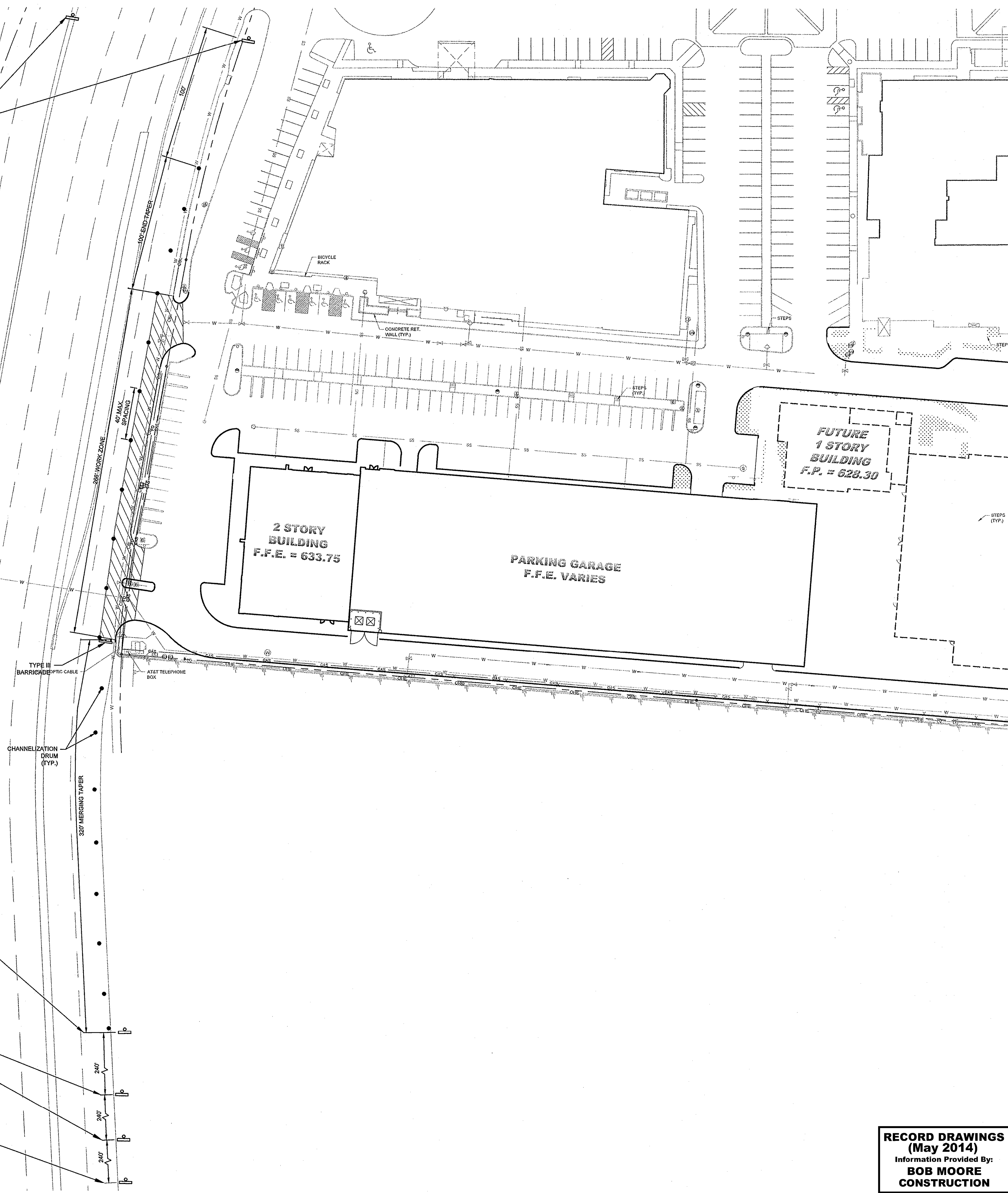
1. ALL MATERIALS AND WORKMANSHIP (WITHIN DALLAS PARKWAY RIGHT-OF-WAY) SHALL CONFORM WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION FOR NORTH CENTRAL TEXAS, LATEST EDITION, AND THE CITY OF DALLAS DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION ADDENDUM.
2. DURING THE CONSTRUCTION OF THESE IMPROVEMENTS (WITHIN DALLAS PARKWAY RIGHT-OF-WAY), ANY INTERPRETATION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION FOR NORTH CENTRAL TEXAS, AND ANY MATTER WHICH REQUIRES THE APPROVAL OF THE OWNER, MUST BE APPROVED BY THE DIRECTOR OF PUBLIC WORKS AND TRANSPORTATION OR HIS DESIGNEE BEFORE ANY CONSTRUCTION INVOLVING THAT DECISION COMMENCES. ASSUMPTIONS ABOUT WHAT THESE DECISIONS MIGHT BE WHICH ARE MADE DURING THE BIDDING PHASE WILL HAVE NO BEARING ON THE DECISION.
3. FOR ADJUSTMENTS OF DALLAS WATER UTILITIES APPURTENANCES OR TO VERIFY LOCATIONS OF EXISTING WATER AND WASTEWATER MAINS IN AREA, CALL (214) 670-1770 AT LEAST (3) THREE WORKING DAYS PRIOR TO CONSTRUCTION. FOR SERVICES NEEDED WITHIN THE TOWN OF ADDISON, CALL (972) 450-2871 AT LEAST (3) THREE WORKING DAYS PRIOR TO CONSTRUCTION.
4. STREETS, ALLEYS, SIDEWALKS, DRIVEWAYS AND STORM DRAINAGE FACILITIES WITHIN RIGHT-OF-WAY, SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE CITY OF DALLAS STANDARD CONSTRUCTION DETAILS, FILE 251D-1, LATEST EDITION.
5. ALL CONCRETE FOR PAVEMENT WITHIN DALLAS PARKWAY RIGHT-OF-WAY SHALL BE 4,000 PSI FOR MACHINE FINISH AND 4,500 PSI IF IT IS NECESSARY FOR HAND FINISH.

TRAFFIC CONTROL NOTES

1. ALL TRAFFIC CONTROL SHALL CONFORM TO THE LATEST VERSION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), PART VI. FIELD MODIFICATIONS MAY BE MADE TO ADDRESS LOCAL CONDITIONS WITH THE APPROVAL OF THE ENGINEER.
2. DESIGN SPEED OF DALLAS PARKWAY IS 40 MPH. MINIMUM SIGN SPACING IS 240'. MERGING TAPER FOR A 12' LANE IS 320' MINIMUM. CHANNELIZATION DEVICE SPACING IS AS SHOWN ON PLANS.
3. CONTRACTOR IS RESPONSIBLE FOR INSTALLATION, MAINTENANCE, AND REMOVAL OF TRAFFIC CONTROL DEVICES. TRAFFIC CONTROL DEVICES SHOULD BE INSPECTED DAILY AND REPAIRED OR REPLACED AS NECESSARY. AFTER REMOVAL, CONTRACTOR IS RESPONSIBLE FOR RESTORATION OF MODIFICATIONS TO ROADWAY AND SIDEWALK SURFACES, ROADWAY MARKINGS, AND SIGNAGE DUE TO TRAFFIC CONTROL DEVICES OR CONSTRUCTION ACTIVITY.
4. CHANNELIZATION DRUMS ARE THE MINIMUM LEVEL OF CHANNELIZATION DEVICE WHICH SHALL BE USED.
5. IF THE TCP IS ACTIVE DURING THE HOURS OF DARKNESS, ALL CHANNELIZATION DEVICES SHALL HAVE A TYPE "C" STEADY-BURN WARNING LIGHT OR EQUIVALENT REFLECTOR, AND ALL WARNING SIGNS SHALL HAVE A TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHT.
6. TWO-WAY VEHICULAR TRAFFIC FLOW AND ACCESS TO ALL OCCUPIED PROPERTIES SHALL BE MAINTAINED AT ALL TIMES UNLESS NOTED. PEDESTRIAN PATHWAYS SHALL BE PROVIDED ACROSS OR AROUND THE WORK AREA IN ACCORDANCE WITH THE MUTCD.
7. WHEN THE TCP IS NOT IN EFFECT, ALL CHANNELIZING DEVICES SHALL BE REMOVED FROM THE TRAVEL LANES AND ALL SIGNS SHALL BE COVERED OR TURNED AWAY FROM THE DIRECTION OF TRAFFIC. THE TRAVEL LANE SURFACES SHALL BE RESTORED WITH STEEL PLATES OR TEMPORARY PAVEMENT. WHERE A SAW CUT OR PAVEMENT REMOVAL RESULTS IN MORE THAN A 2" DROP-OFF ADJACENT TO THE TRAVEL LANE, THE EDGE SHALL BE MARKED WITH VERTICAL PANELS OR CHANNELIZATION DRUMS AT 25' SPACING, AND WARNING SIGN CW 8-9a "SHOULDER DROP-OFF" SHALL BE POSTED 160' IN ADVANCE OF THE DROP-OFF CONDITION.



PROJECT: WHITE SHALE UNIT, TOWER 1000 AM
 DWG NAME: KSR1, CIVIL/ASST/PHASE II/CD/DWG [C:\TRAFFIC CONTROL PLAN\DALLAS PARKWAY]
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**RECORD DRAWINGS
(May 2014)**
 Information Provided By:
**BOB MOORE
CONSTRUCTION**

**TRAFFIC CONTROL
PLAN DALLAS
PARKWAY**

**VILLAGE
ON THE PARKWAY
PHASE II
ADDISON, TEXAS**

SHEET NUMBER
C-14

KHA PROJECT: 063319038
 DATE: 07/16/2013
 SCALE: AS SHOWN
 DESIGNED BY: TBB
 DRAWN BY: ASE
 CHECKED BY: TBB

STATE OF TEXAS
 ROY BRASWELL
 104908
 LICENSED PROFESSIONAL ENGINEER

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NO.	REVISIONS	DATE	BY

DRAWN BY: WHITE, SARAH LYNN; TITUS, TERRY; DATE: 07/16/2013; DWG NAME: K:\PROJECTS\2013\ADDISON\PAVING\DETAILS\PAVING\DETAILS.DWG; [C:\6 TOWN OF ADDISON\PAVING\DETAILS] LAST SAVER: 6/20/2013 11:17 AM; This document, together with the concepts and designs presented herein, is an instrument of service, in intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

PAVING - GENERAL NOTES

- GENERAL: PAVEMENT THICKNESS IS AS SHOWN IN ITEM 7. SUBGRADE DESIGN SHALL CONFORM TO TOWN OF ADDISON PUBLIC WORKS REQUIREMENTS IN ITEM 3, AND SHALL EXTEND 12" MIN. BEHIND THE BACK OF CURB.
- REINFORCED CONCRETE PAVEMENT:
 - CONCRETE STRENGTH SHALL BE AS SHOWN IN ITEM 7 (NOTICED LATEST EDITION).
 - ALL CURBS SHALL BE INTEGRAL WITH PAVEMENT AND SHALL BE OF THE SAME STRENGTH AS CONCRETE PAVEMENT.
 - DETAIL AND ARRANGEMENT OF PAVEMENT JOINTS, ALL TYPES, SHALL BE AS SHOWN ON THE TOWN STANDARD CONSTRUCTION DETAILS.
 - REINFORCING STEEL SHALL BE THIRTY DIAMETERS.
 - REINFORCING STEEL SHALL BE #3 REBAR (3/8") ON 18" CENTERS FOR 8" OR LESS, #4 FOR 12" OR ABOVE.
- SUBGRADE UNDER ALL PAVEMENT SHALL BE 6" THICK AND SHALL BE STABILIZED WITH AT LEAST 30 LBS. PER SQ. YD. HYDRATED LIME, COMPACTED TO A DENSITY NOT LESS THAN 95 PERCENT. LABORATORY TESTS MUST BE SUBMITTED TO THE PUBLIC WORKS DEPARTMENT FOR APPROVAL. TO DETERMINE AMOUNT OF LIME REQUIRED, LABORATORY TEST MAY BE WASTED PROVIDED AT LEAST 30 LBS. OF LIME PER SQ. YD. IS USED. SEE NOTICE ITEM 30.2 "LIME TREATMENT" FLEXIBLE BASE (CURBED STONE/CONCRETE) PER NOTICE ITEM 30.3 MAY BE SUBSTITUTED FOR LIME TREATMENT WITH THE APPROVAL OF THE TOWN ENGINEER.
- NO TRAFFIC ON FINISHED SUBGRADE SHALL BE PERMITTED AFTER REINFORCING STEEL IS INSTALLED ABOVE SUBGRADE. NO TRAFFIC SHALL BE PERMITTED BEFORE OR DURING THE PLACING OF CONCRETE.
- CROSS SLOPE OF STRAIGHT CROWN STREETS SHALL BE 1/4" PER FOOT UNLESS APPROVED BY THE TOWN ENGINEER.
- PAVEMENT THICKNESS AND STRUCTURES SHALL BE AS FOLLOWS:

MAJOR ARTERIAL -	10" CLASS "P1" OR "P2"
MINOR ARTERIAL -	8" CLASS "P1" OR "P2"
COMMERCIAL/INDUSTRIAL COLLECTOR -	8" CLASS "P1" OR "P2"
RESIDENTIAL COLLECTOR -	8" CLASS "P1" OR "P2"
RESIDENTIAL LOCAL -	8" CLASS "P1" OR "P2"
SEMI-MAJOR DRIVE -	8" CLASS "P1" OR "P2"
DRIVE APPROACH -	8" CLASS "P1" OR "P2"
ALLEY -	8" CLASS "P1" OR "P2"
- CONCRETE AND REBAR SHALL BE AS DEFINED BY NOTICE 30.3.
- ALL MEDIANS AND PARKWAYS SHALL BE FINISHED WITH SMOOTH ROUND CROWN.
- ONCE A CURB FINISH HAS BEEN SHOWN AND REMOVED, THE CONTRACTOR MUST REPLACE THE CONCRETE WITH A NEW POUR (I.E. DRIVEWAY) WITHIN 14 CALENDAR DAYS. UNLOCATED CHANGES WILL BE ASSESSED AT \$500 PER DAY FOR EACH CALENDAR DAY IN EXCESS OF 14 CALENDAR DAYS. PAYMENT SHALL BE MADE PRIOR TO ACCEPTANCE OR ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
- ALL SIDEWALKS AND ACCESSIBLE ROUTES SHALL HAVE A MINIMUM LONGITUDINAL SLOPE OF .5% AND A MAXIMUM CROSS SLOPE OF .2%.
- ALLEYS AND DRIVEWAYS:
 - CONCRETE FOR ALLEY RETURNS AND DRIVEWAYS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS EXCEEDING THAT SPECIFIED FOR THE STREET PAVEMENT OR BANK WHEN BUILT AS COMPONENTS OF A CONCRETE PAVING PROJECT. WHEN BUILT SEPARATELY, THE STRENGTH SHALL BE AS SPECIFIED ON THE CONSTRUCTION PLAN.
 - SPACING AND CONSTRUCTION OF JOINTS SHALL CONFORM TO PARALLEL STREET PAVEMENT.

Paving	DATE:	REV. DATE:	SHEET:
	AUGUST 2010		20-102

ASPHALT PAVING CROSS SECTION

NOTE: CUT OF 6" INTO EXISTING PAVEMENT IS REQUIRED FOR CONSTRUCTION JOINT WITH NEW POURS TO GET A SMOOTH FINISH.

Curb and Gutter & Asphalt Paving	DATE:	REV. DATE:	SHEET:
	AUGUST 2010		20-103

CONSTRUCTION JOINTS FOR PAVEMENT

TRANSVERSE AND LONGITUDINAL JOINTS

NOTE: CONTRACTOR SHALL PROTECT KEYWAY PRIOR TO SECOND POUR. IF KEYWAY IS DAMAGED, CONTRACTOR SHALL REPAIR WITH THE USE OF LONGITUDINAL JOINT. DRILL AND GRIND DOWELS INTO FIRST POUR.

Joint Details	DATE:	REV. DATE:	SHEET:
	AUGUST 2010		20-104

LONGITUDINAL BUTT JOINT

NOTE: 1. NO 5 DEFORMED BAR MAY BE USED IN 6 INCH PAVEMENT. 2. LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTOR'S OPTION. 3. DOWEL BARS SHALL BE GRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL PILE DRILLING BY HAND IS NOT ACCEPTABLE. PUSHPING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.

Longitudinal Butt Joint	DATE:	REV. DATE:	SHEET:
	AUGUST 2010		20-105

TRANSVERSE EXPANSION JOINT

NOTE: 1. DOWELS AND REINFORCING BARS SHALL BE SUPPORTED BY AN APPROVED DEVICE AND MUST BE TIED OR CHAINED ON EACH SIDE. 2. DOWELS MUST BE PERPENDICULAR TO FACE OF CONCRETE. 3. NO 5 SMOOTH DOWEL BARS MAY BE USED IN 6" PAVEMENT. 4. TRANSVERSE EXPANSION JOINTS SHALL HAVE A MINIMUM SPACING OF 50 FT. 5. TRANSVERSE EXPANSION JOINTS SHALL BE LOCATED AT INTERSECTIONS.

Transverse Expansion Joint	DATE:	REV. DATE:	SHEET:
	AUGUST 2010		20-106

SPACING DIAGRAM FOR TRANSVERSE JOINTS

NOTE: ALLEYS TO BE SAVED TRANSVERSE AT 12" O.C.

Spacing Diagram for Transverse Joints	DATE:	REV. DATE:	SHEET:
	AUGUST 2010		20-107

JOINT DETAIL FOR SIDEWALKS ADJACENT TO CURB

NOTE: 6" x 6" DOWELS EXTENDED 3" INTO PAVEMENT & 24" O.C.

Joint Detail for Sidewalks Adjacent to Curb	DATE:	REV. DATE:	SHEET:
	AUGUST 2010		20-108

EXPANSION JOINT DETAIL

NOTE: WHEN CONCRETE WALK IS ADJACENT TO CURB, DEPTH OF EXPANSION JOINT MATERIAL SHALL BE SUFFICIENT TO PREVENT CONTACT BETWEEN WALK AND CURB.

Expansion Joint Detail	DATE:	REV. DATE:	SHEET:
	AUGUST 2010		20-109

PEDESTRIAN FACILITIES GENERAL NOTES

- GENERAL NOTES FOR PEDESTRIAN FACILITIES:
 - ALL SLOPES ARE MAXIMUM ALLOWABLE. THE LEAST POSSIBLE SLOPE THAT WILL STILL DRAIN PROPERLY SHOULD BE USED. ADJUST CURB RAMP LENGTH OR GRADE OF APPROACH AS REQUIRED.
 - LANDINGS SHALL BE 5'0" MINIMUM WITH A MAXIMUM 2% SLOPE IN ANY DIRECTION. MANEUVERING SPACE AT THE BOTTOM OF CURB RAMP SHALL BE A MINIMUM OF 4'x4' WHOLLY CONTAINED WITHIN THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL WALKWAY TRAVEL PATH.
 - MAXIMUM ALLOWABLE CROSS SLOPE ON SIDEWALK AND CURB RAMP SURFACES IS 2% EXCEPT WHERE OTHERWISE SPECIFIED. SIDEWALK SURFACES SHALL BE FINISHED WITH A SMOOTH ROUND CROWN. OTHER SURFACES SHALL BE FINISHED WITH A SMOOTH ROUND CROWN OR AS DIRECTED BY THE TOWN ENGINEER.
 - FLARE SLOPE SHALL NOT EXCEED THE MAXIMUM ALLOWABLE SLOPE.
 - TO SAFELY CROSS RAMP, SURFACES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT EDITION OF THE ADA ACCESSIBILITY STANDARDS (2010).
 - ALL RAMPING SURFACES MUST BE FINISHED WITH A SMOOTH ROUND CROWN. LETTERS OF ADDRESS SHALL BE FINISHED WITH A SMOOTH ROUND CROWN.
 - STRIPES ON STEEP GRADE WILL REQUIRE LONGER TRANSITION ON UPGRADE SIDE.
 - MINIMUM SLOPE ON RAMP PORTION SHALL NOT EXCEED 1% PER FOOT AT ANY LOCATION. VERTICAL DISTANCE BETWEEN STREET AND RAMP SHALL NOT EXCEED 3'.
- GENERAL NOTES FOR DETECTABLE WARNING:
 - CURB RAMP MUST CONTAIN A DETECTABLE WARNING SURFACE THAT CONSIST OF RAISED PAVED SURFACES COMPATIBLE WITH SECTION 4.03 OF THE ADA ACCESSIBILITY STANDARDS (2010). THE SURFACE MUST CONTRAST VISUALLY WITH THE ADJACENT SURFACES, INCLUDING SIDE WALKS. PAVED SURFACES SHALL BE FINISHED WITH A SMOOTH ROUND CROWN. UNCOLORED CONCRETE AND CREAM COLORED DETECTABLE WARNING SURFACE ADJACENT TO DARK RED COLORED SIDE PAVEMENTS.
 - DETECTABLE WARNING SURFACES MUST BE SLIP RESISTANT AND NOT ALLOW WATER TO ACCUMULATE.
 - ALIGN TRUNCATED DOMES IN THE DIRECTION OF PEDESTRIAN TRAVEL. WHEN ENTERING THE STREET, DETECTABLE WARNING SURFACES SHALL BE A MINIMUM OF 6" DEPTH IN THE DIRECTION OF PEDESTRIAN TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR LANDING. SIDE OF THE PEDESTRIAN TRAVEL.
 - DETECTABLE WARNING SURFACES SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS A MINIMUM OF 6" AND A MAXIMUM OF 9" FROM THE EXTENSION OF THE FACE OF CURB AND SHALL BE AN INTEGRAL PART OF THE WARNING SURFACE. DETECTABLE WARNING SURFACES MAY BE CURVED ALONG THE CORNER RADIUS.

Pedestrian Facilities General Notes	DATE:	REV. DATE:	SHEET:
	AUGUST 2010		20-110

FLUSH LANDING

NOTE: PRE-FABRICATED TRUNCATED DOME PAVEMENT CONTRAST VISUALLY WITH ADJACENT SURFACES, EITHER LIGHT-OR-DARK, OR DARK-OR-LIGHT.

Flush Landing	DATE:	REV. DATE:	SHEET:
	AUGUST 2010		20-111

TYPICAL PATTERN FOR PAVEMENT SIDEWALK AND CURB RAMP

NOTE: ALL PAVEMENT COLORS TO BE APPROVED BY TOWN OF ADDISON.

Typical Pattern for Pavement Sidewalk and Curb Ramp	DATE:	REV. DATE:	SHEET:
	AUGUST 2010		20-112

DETECTABLE WARNING PAVER

NOTE: DETECTABLE WARNING SURFACE (DOMES TO RUN PARALLEL TO PEDESTRIAN TRAVEL).

Detectable Warning Paver	DATE:	REV. DATE:	SHEET:
	AUGUST 2010		20-113

SIDEWALK FLUME DETAIL

NOTE: BASED ON 100 P.S.F. LIVE LOAD AND MAX. DEAD & LIVE LOAD DEFLECTION OF 1/400. BEST PRACTICE WITH BRASS BOLTS SHALL BE 1/2" DIA. RECESSED TO FLUSH WITH TOP OF PLATE AND SPACED A MAXIMUM OF 12" ON CENTERS. 1/2" DIA. SELF-DRILLING AND ANCHOR SHALL BE USED AND SPACED THE SAME. SURFACE OF PLATE SHALL BE A NON-SLIP MATERIAL.

Sidewalk Flume Detail	DATE:	REV. DATE:	SHEET:
	AUGUST 2010		20-114

SIDEWALK FLUME DETAIL CONTINUED

Sidewalk Flume Detail Continued	DATE:	REV. DATE:	SHEET:
	AUGUST 2010		20-115

UTILITY INSTALLATION BENEATH CONCRETE ROAD

NOTE: 1. REPAIRS SHALL EXTEND TO 1' BEYOND EACH SIDE OF TRENCH (60). 2. REINFORCING CHAIRS OR APPROVED DEVICE SHALL BE USED. 3. REPAIRS SHALL MATCH EXISTING GRADE.

Utility Installation Beneath Concrete Road	DATE:	REV. DATE:	SHEET:
	AUGUST 2010		20-116

NO.	REVISIONS	DATE	BY

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RECORD DRAWINGS (May 2014)
Information Provided By:
BOB MOORE CONSTRUCTION

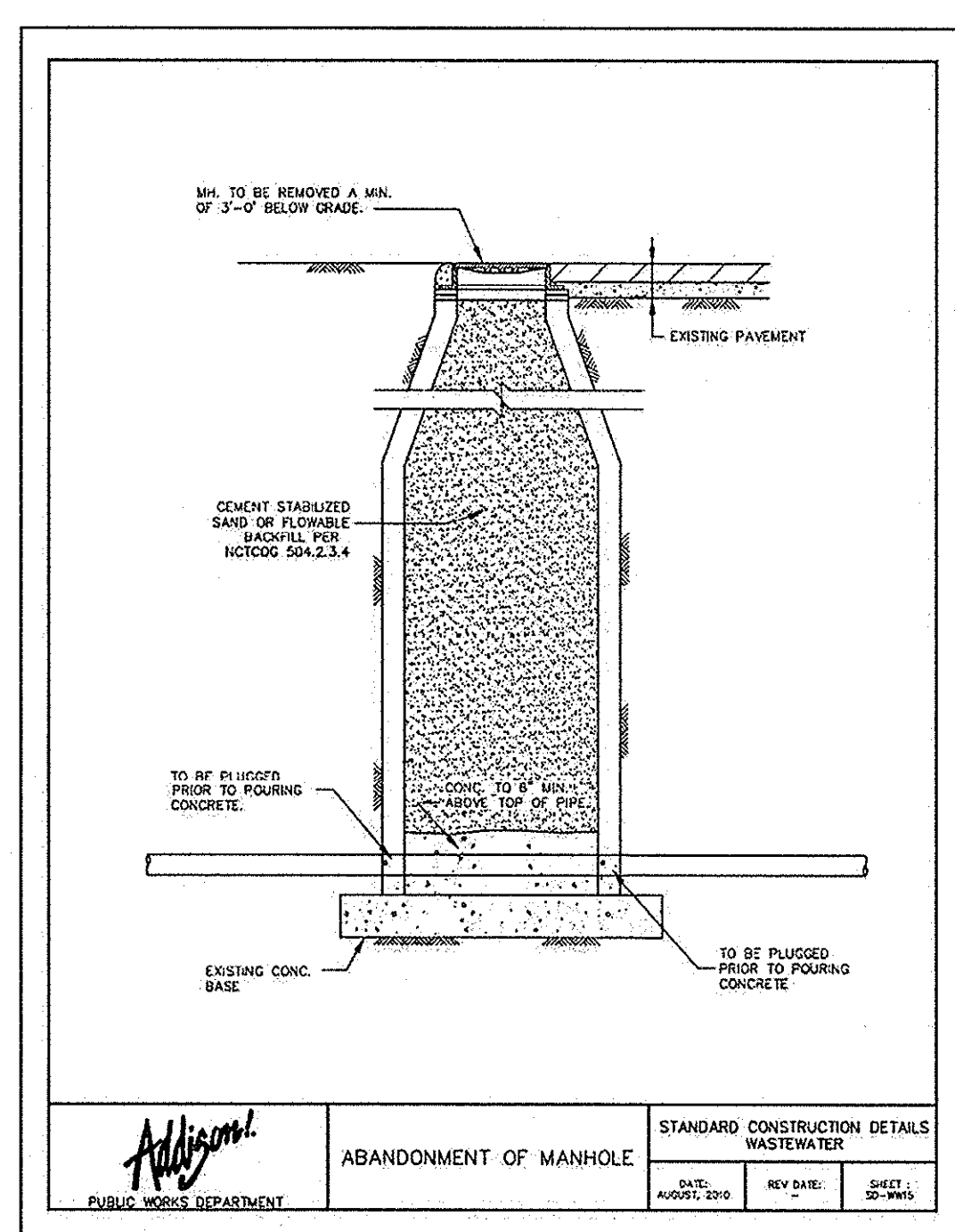
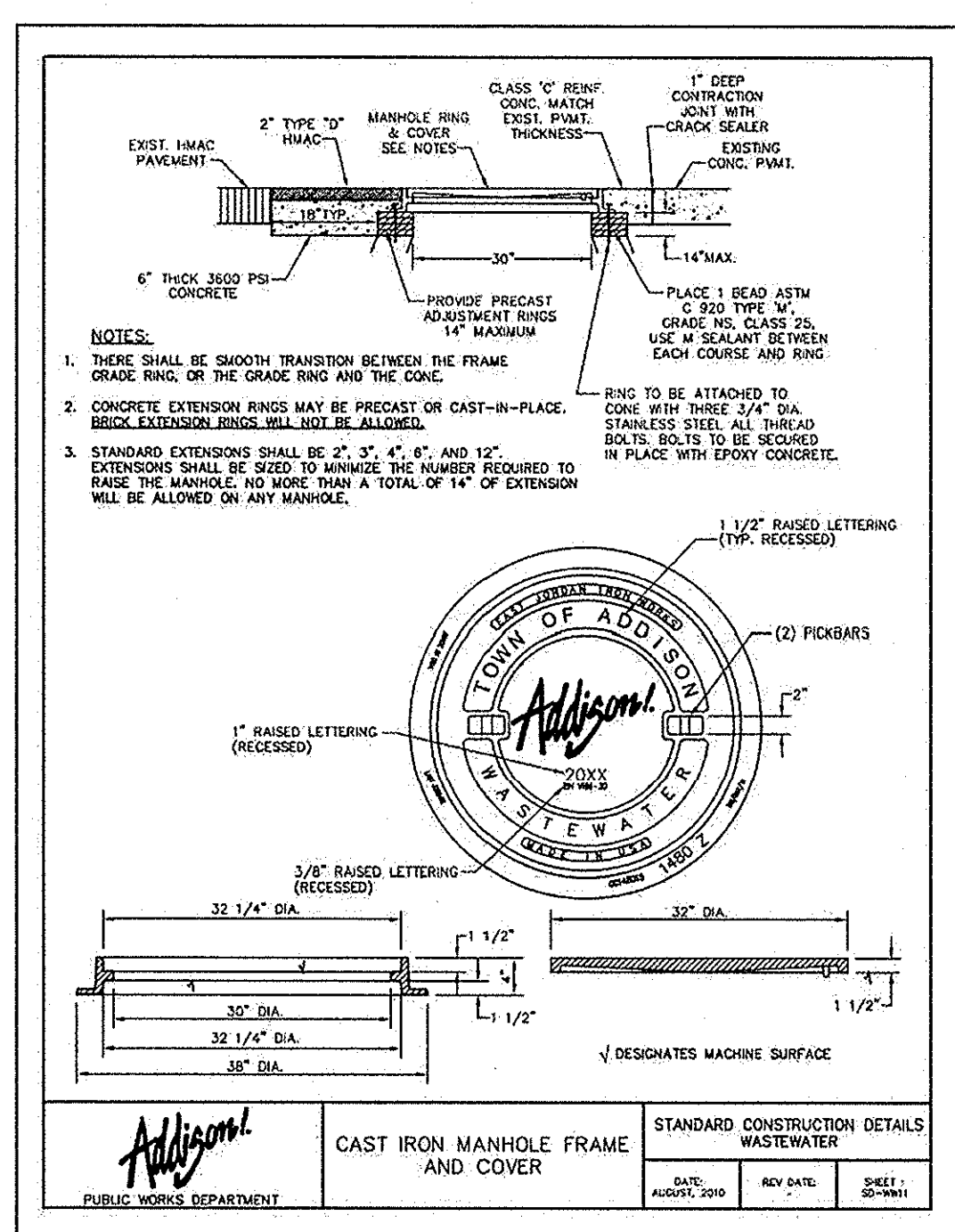
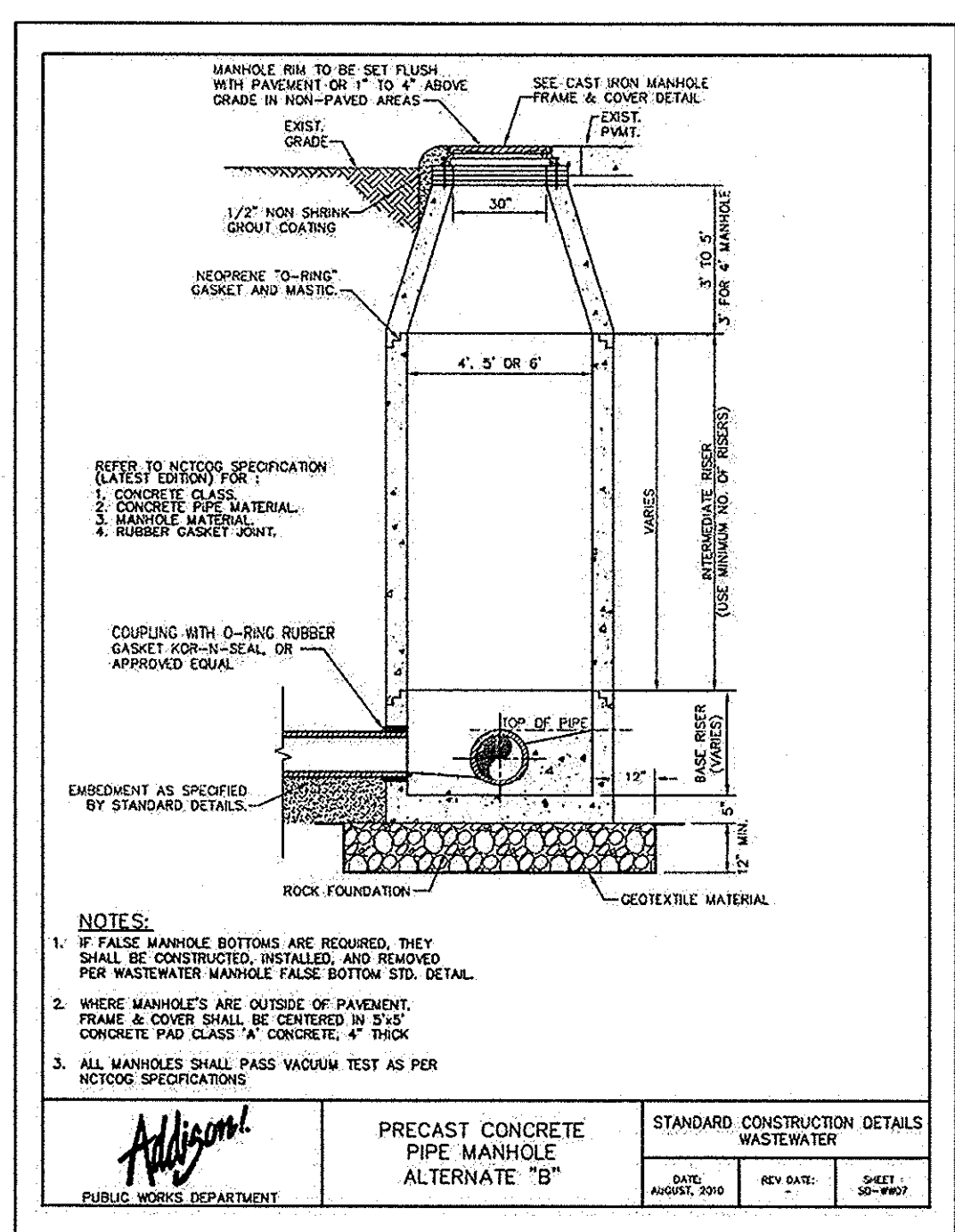
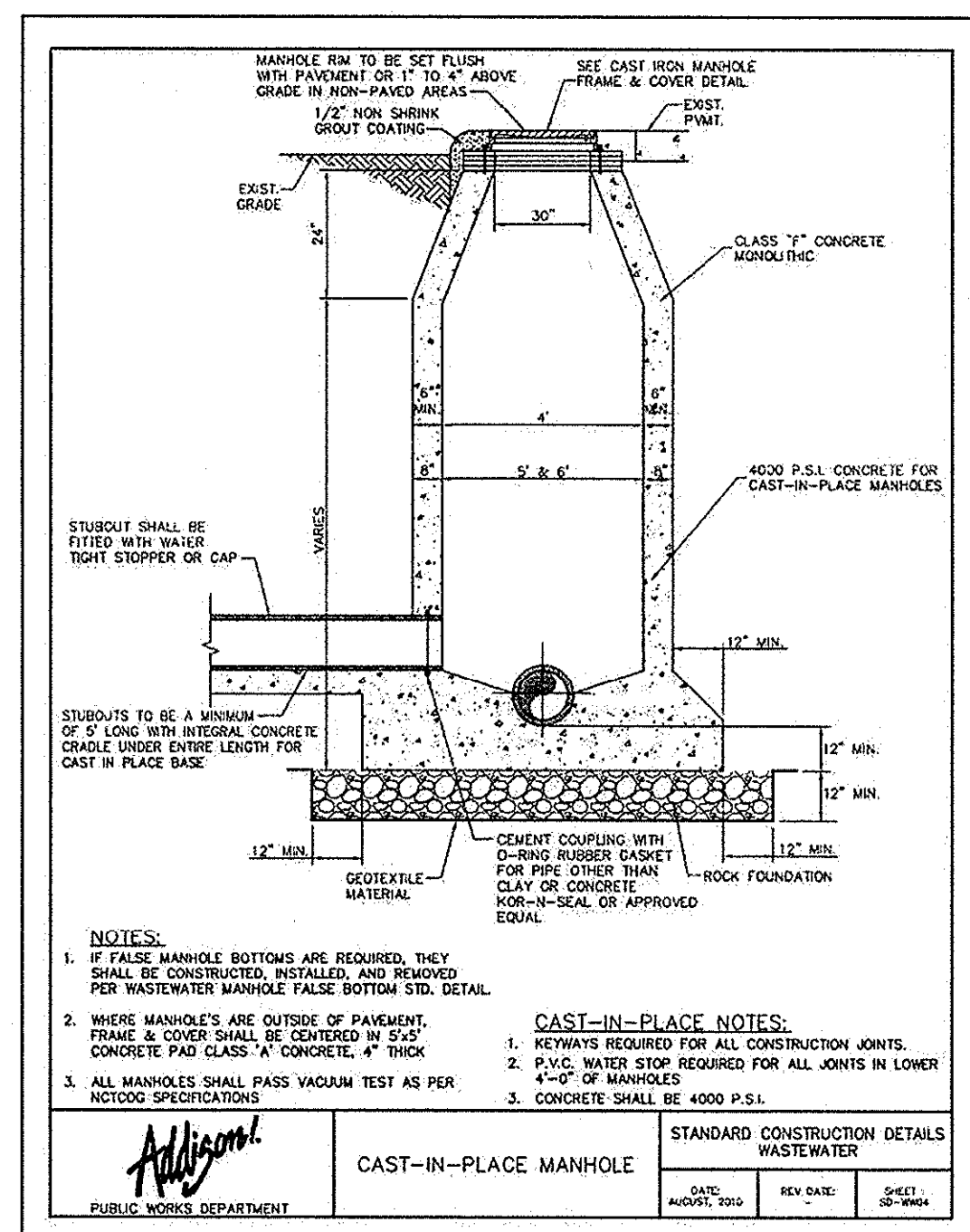
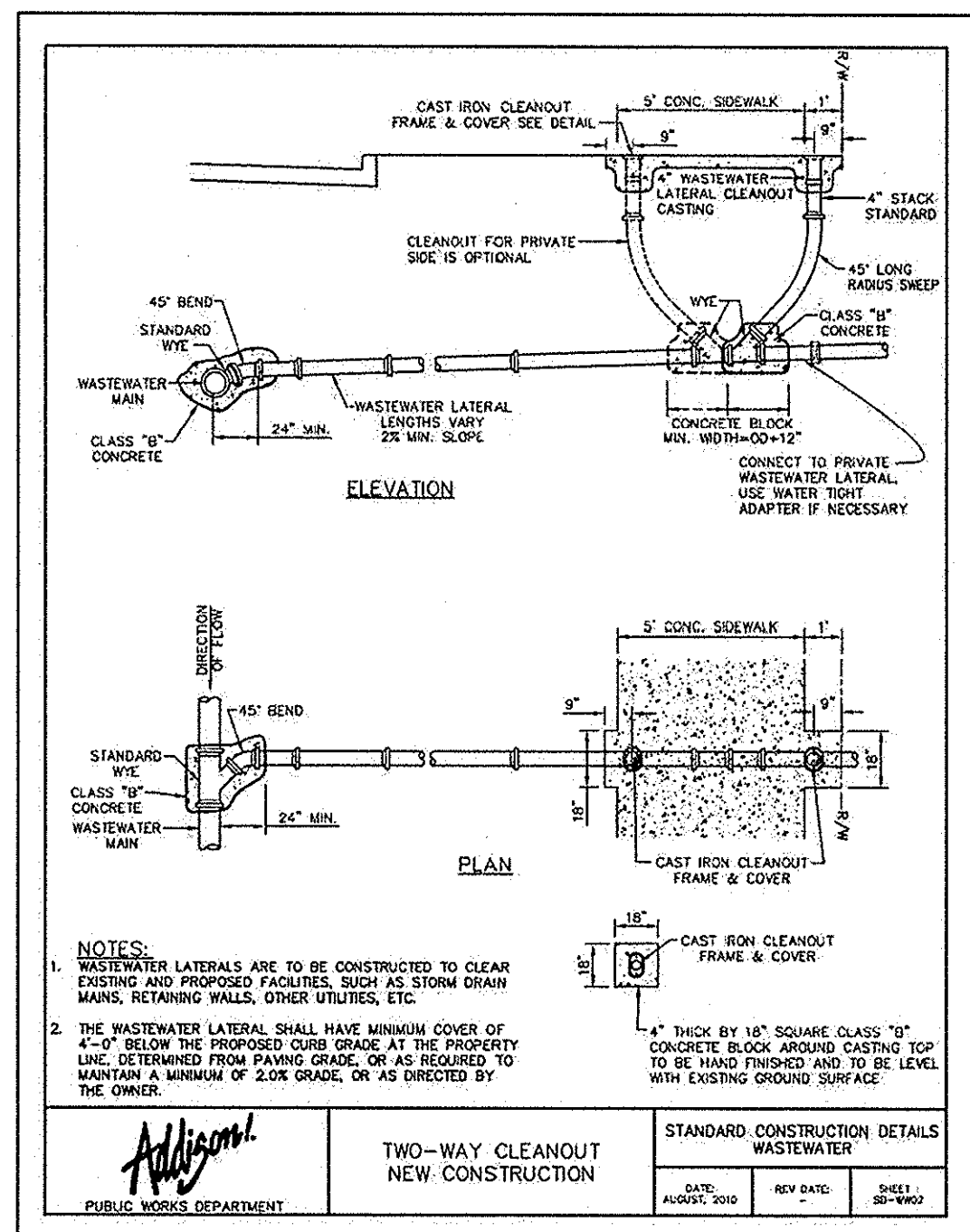
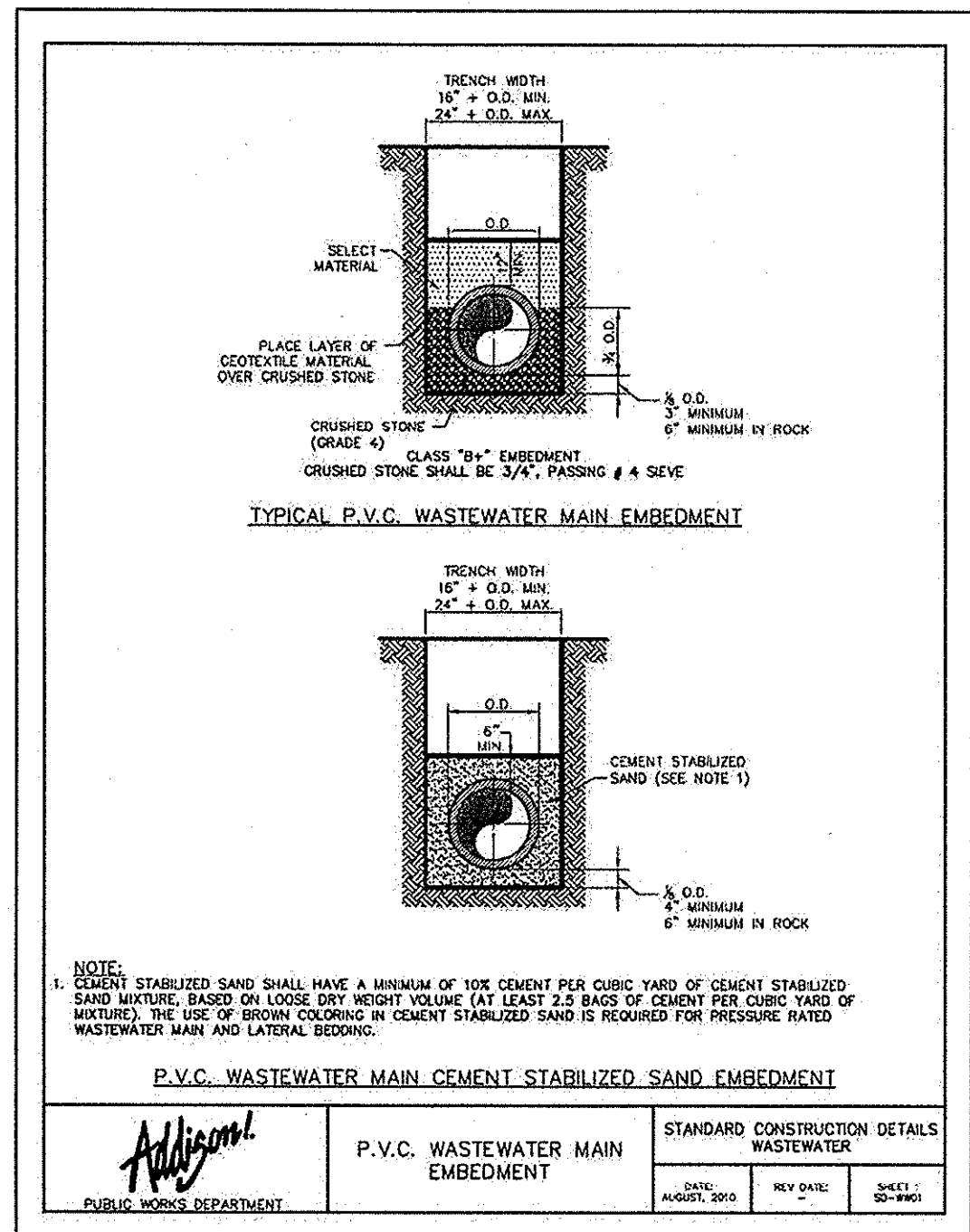
STATE OF TEXAS
ROY BRASWELL
104908
LICENSED PROFESSIONAL ENGINEER

KHA PROJECT: 063319038
DATE: 07/16/2013
SCALE: AS SHOWN
DESIGNED BY: TBB
DRAWN BY: PAE
CHECKED BY: TBB

VILLAGE
TOWN OF ADDISON
ON THE PARKWAY
PHASE II
PAVING DETAILS
ADDISON, TEXAS

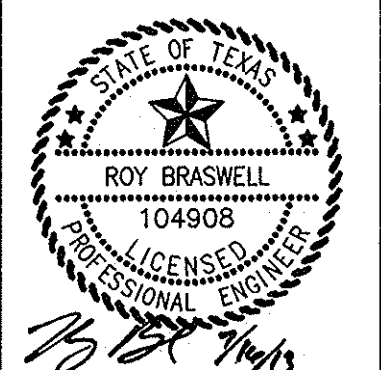
SHEET NUMBER
C-16

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KHA PROJECT	063319038
DATE	07/16/2013
SCALE	AS SHOWN
DESIGNED BY	TBB
DRAWN BY	AAC
CHECKED BY	TBB

VILLAGE ON THE PARKWAY PHASE II ADDISON, TEXAS

TOWN OF ADDISON SANITARY SEWER DETAILS

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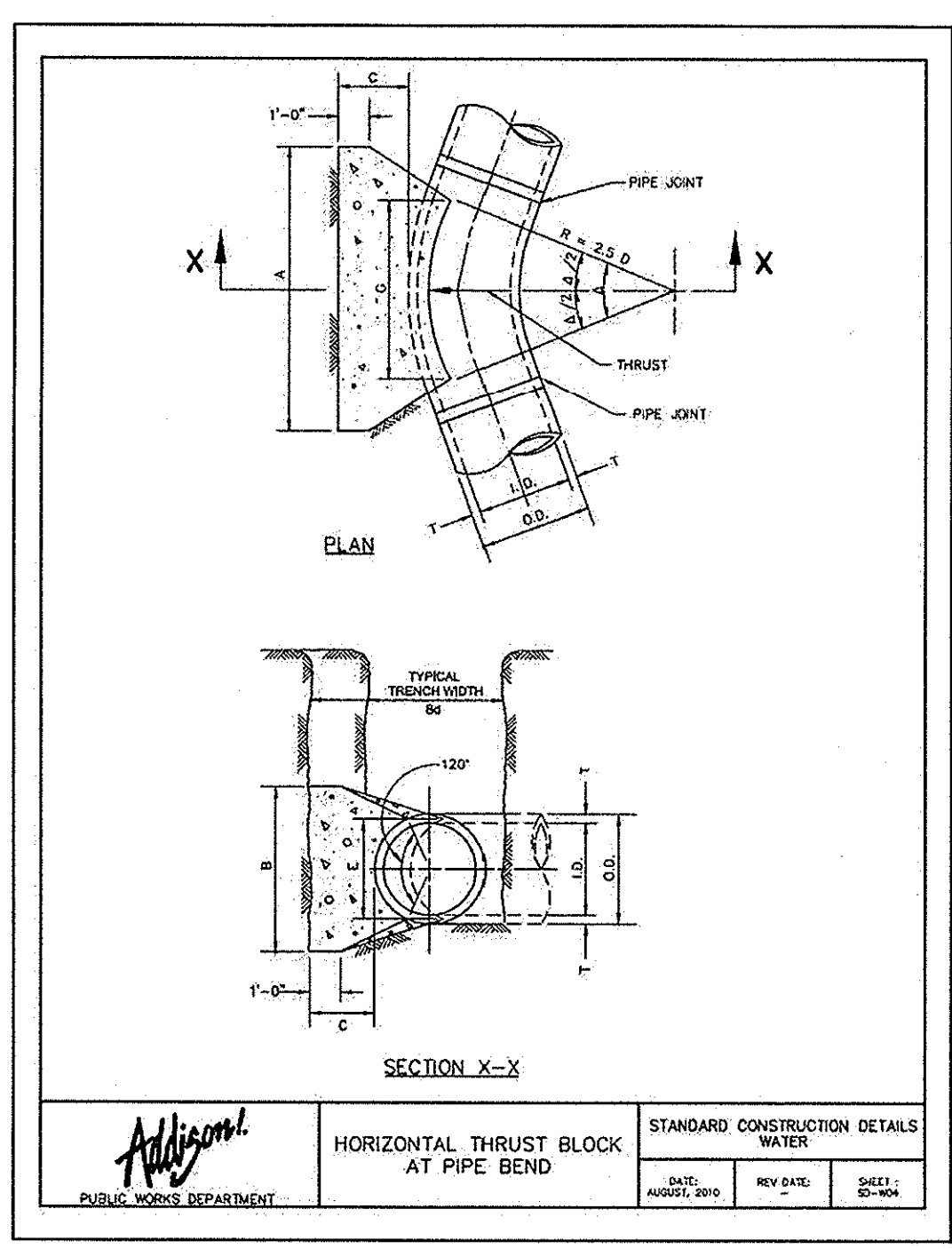
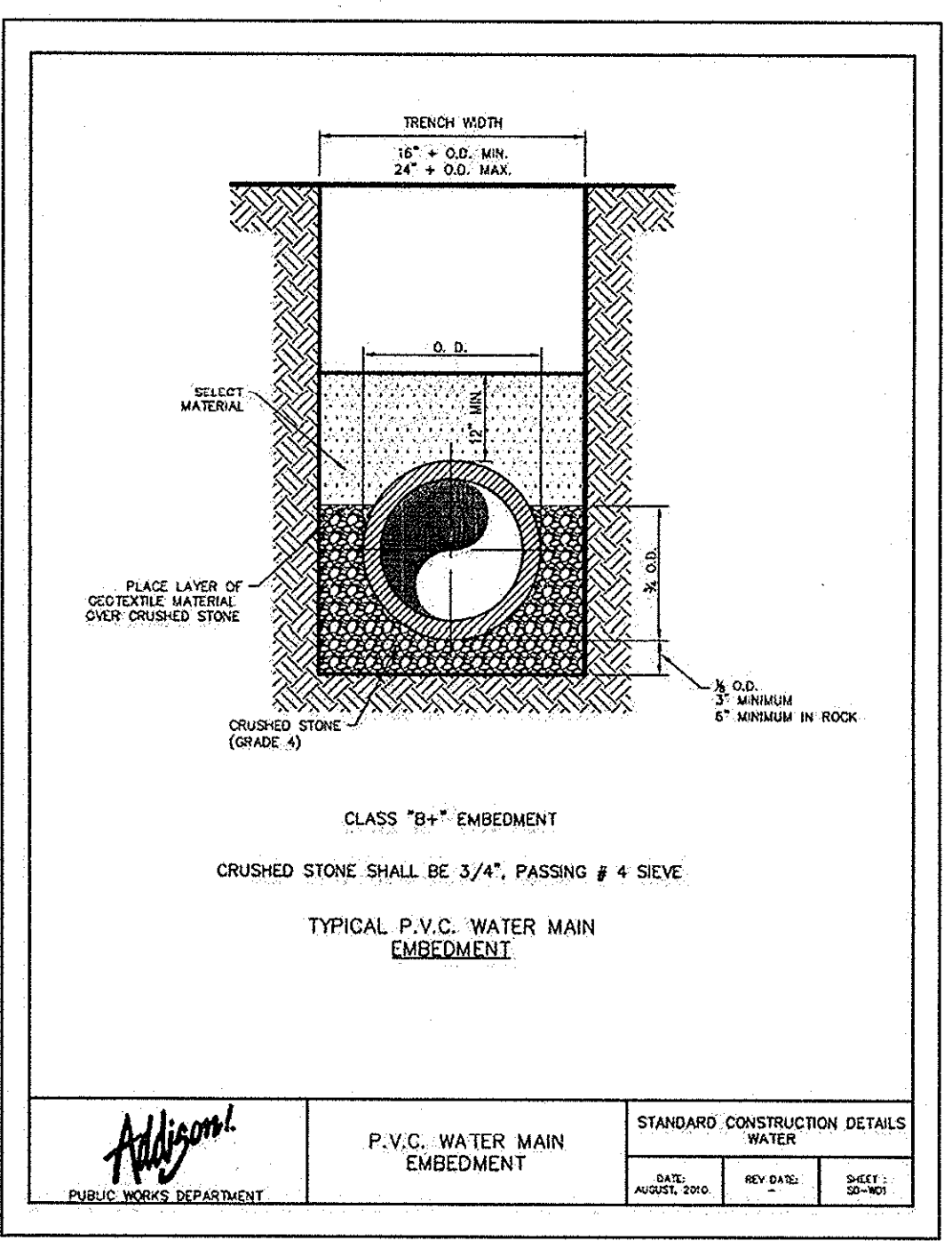
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VILLAGE ON THE PARKWAY ADDISON, TEXAS

TOWN OF ADDISON ON THE PARKWAY PHASE II WATER DETAILS

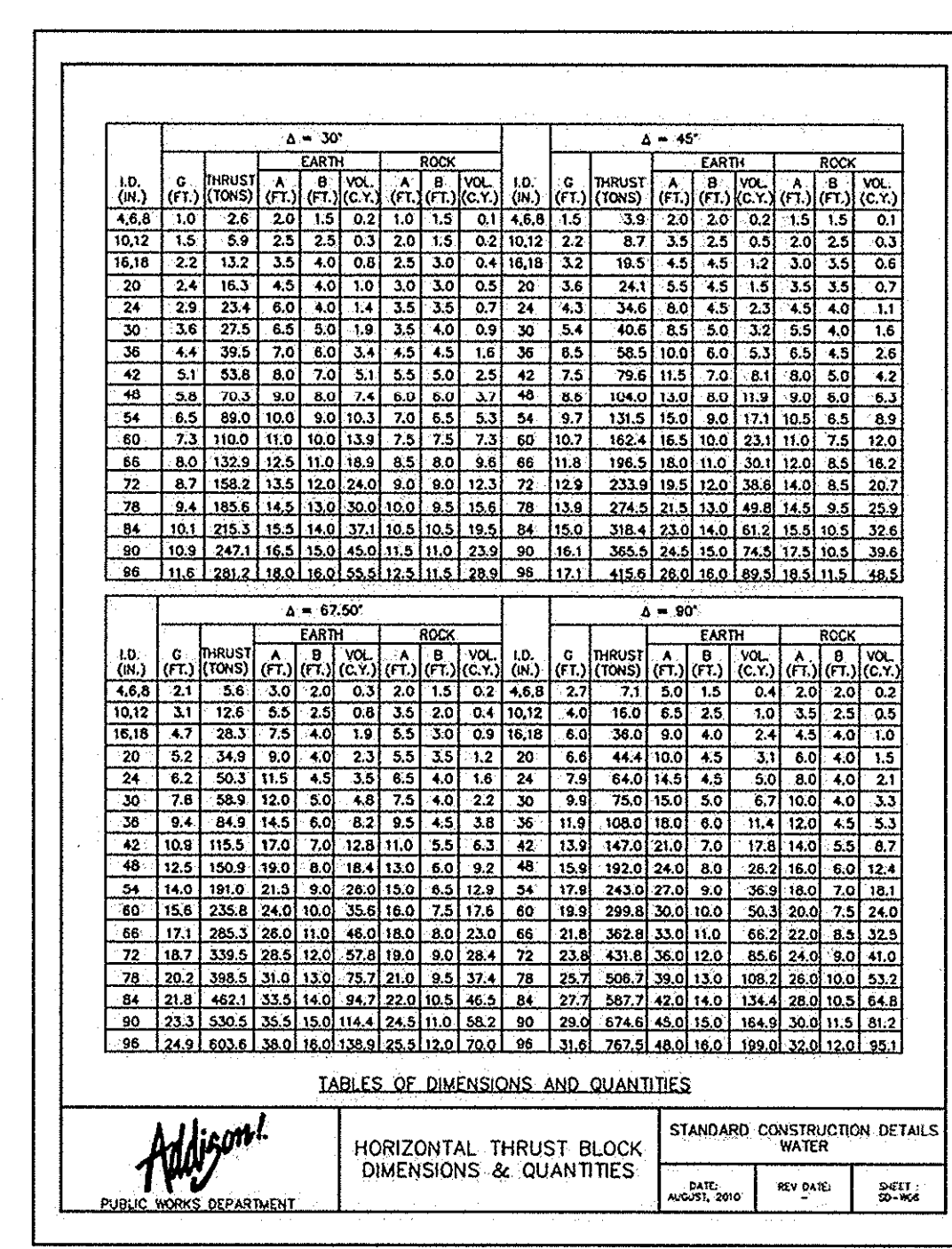
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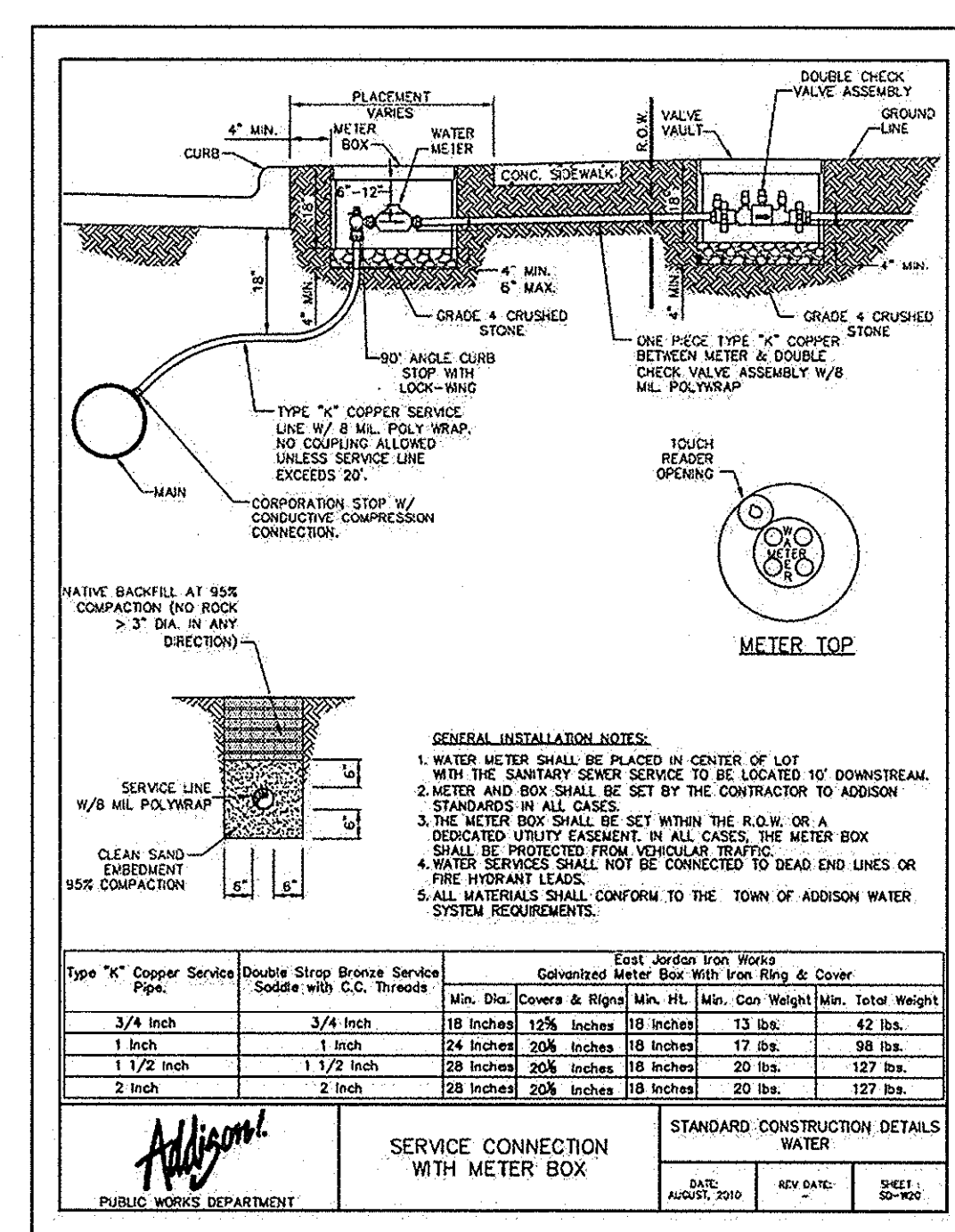
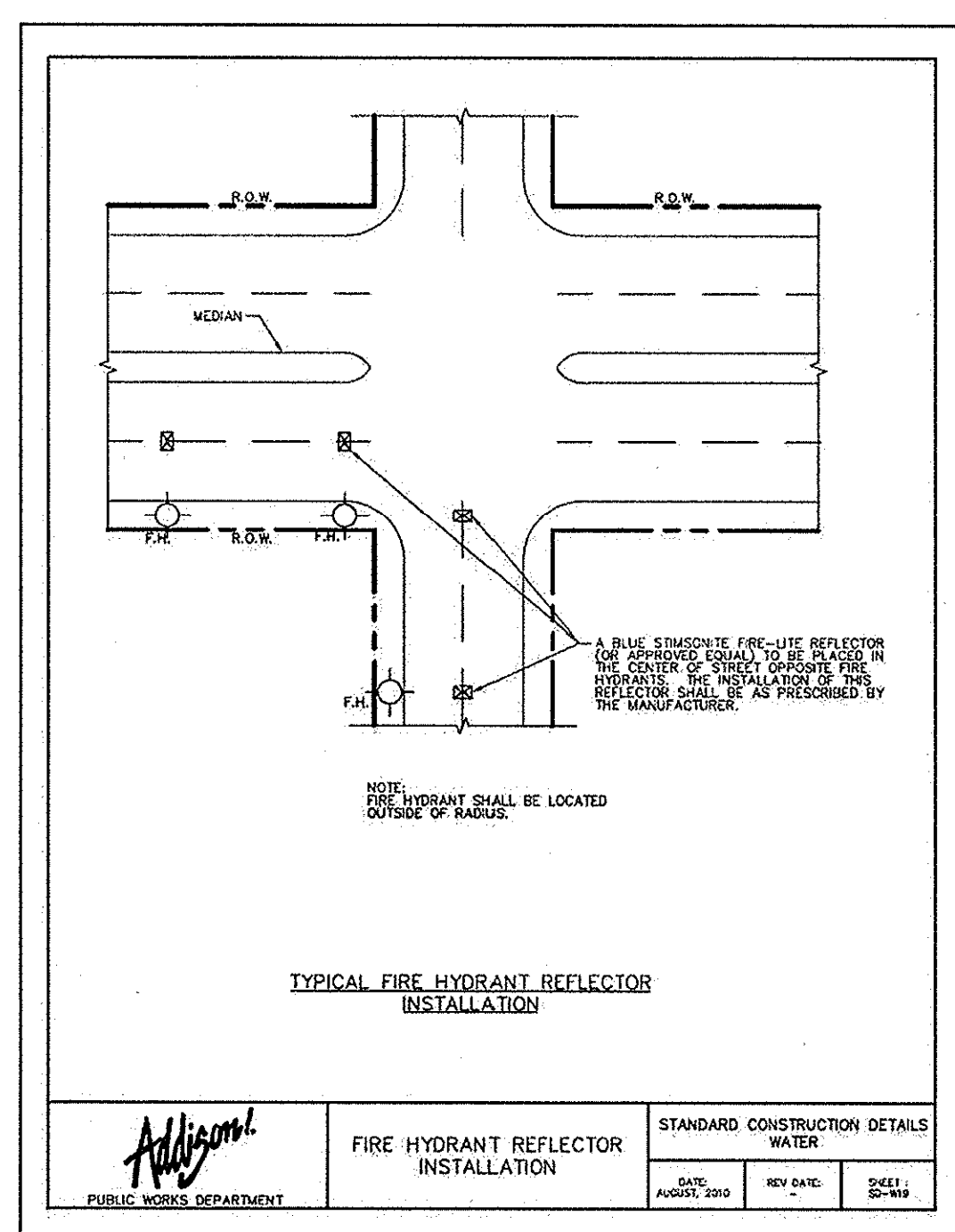
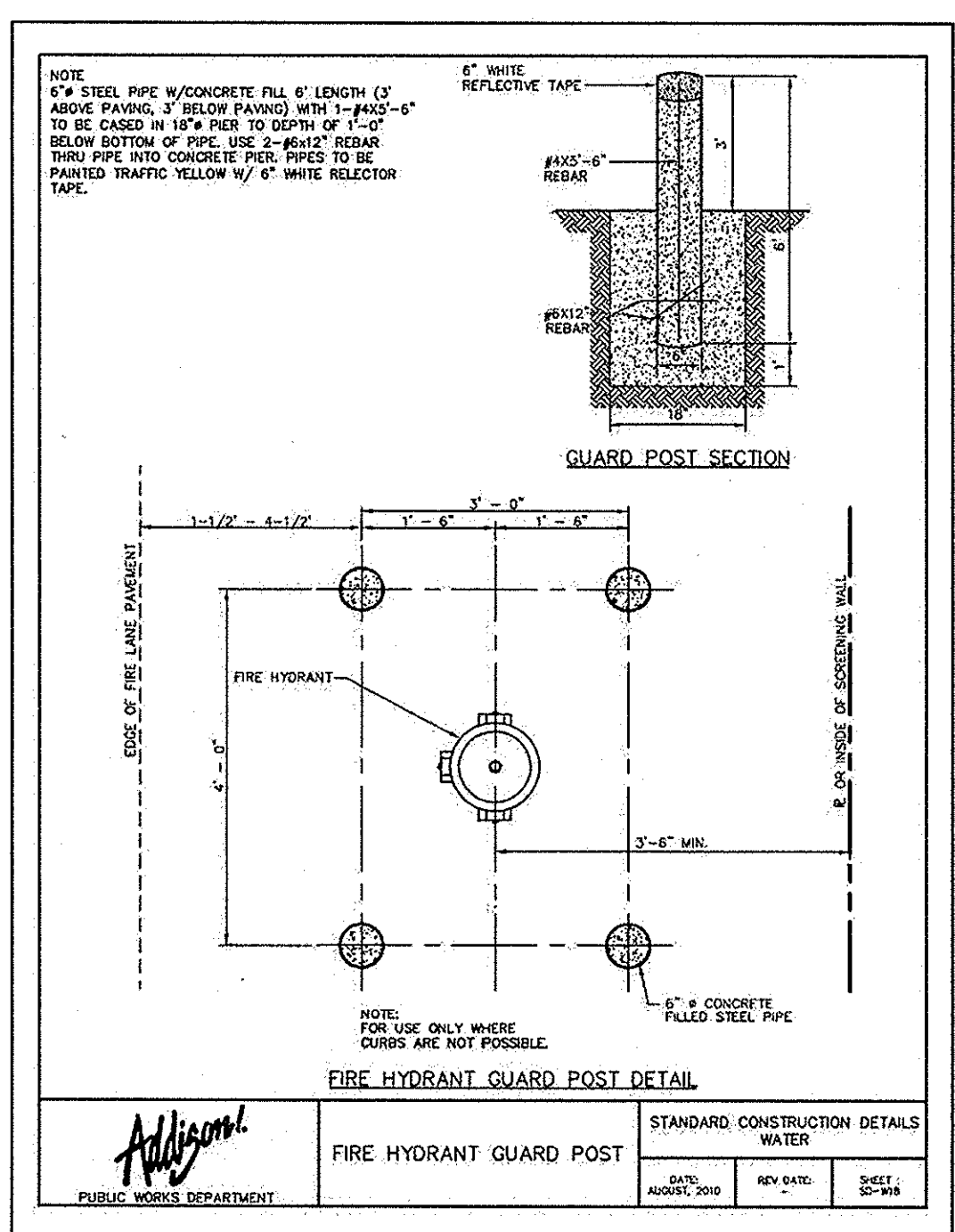
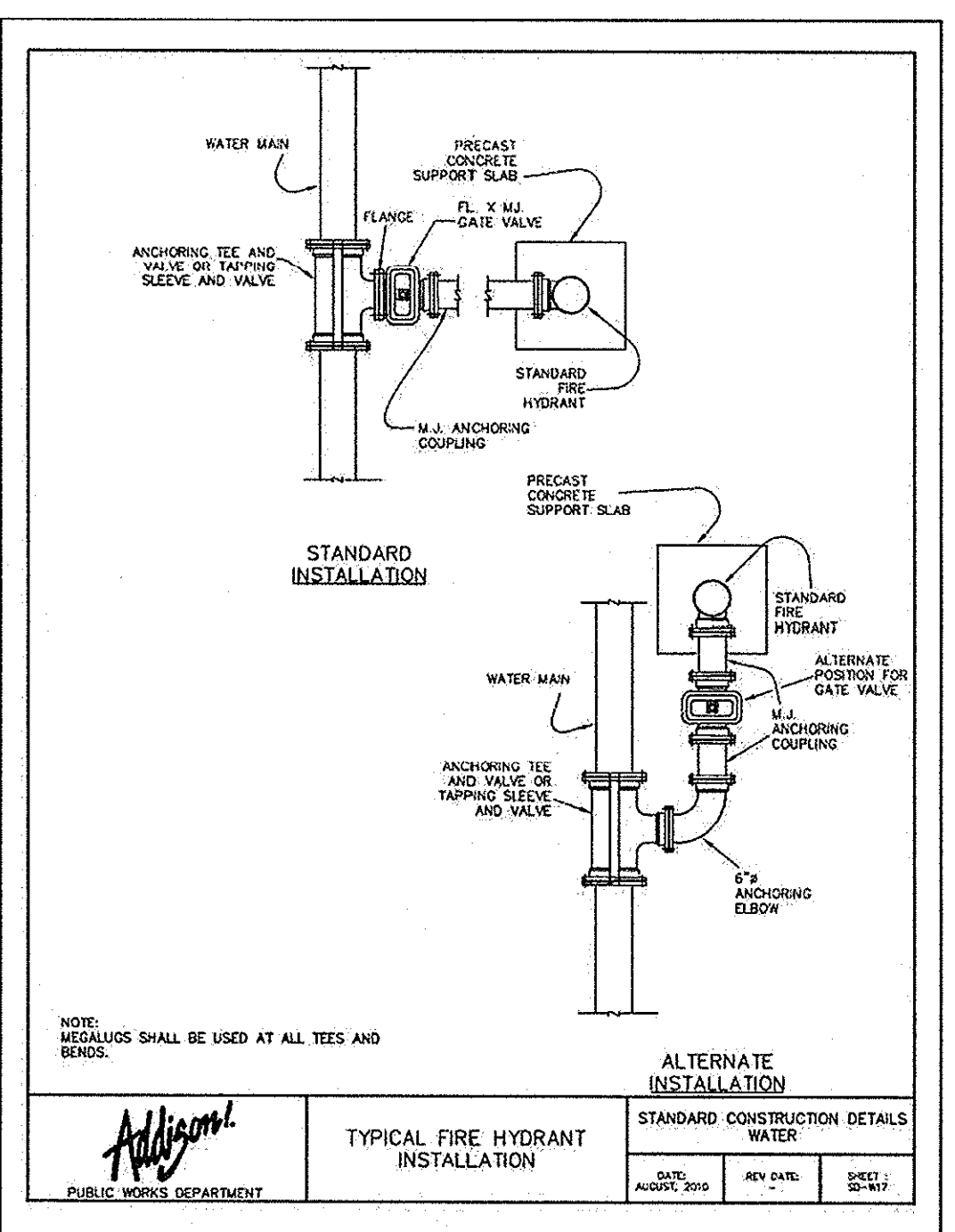
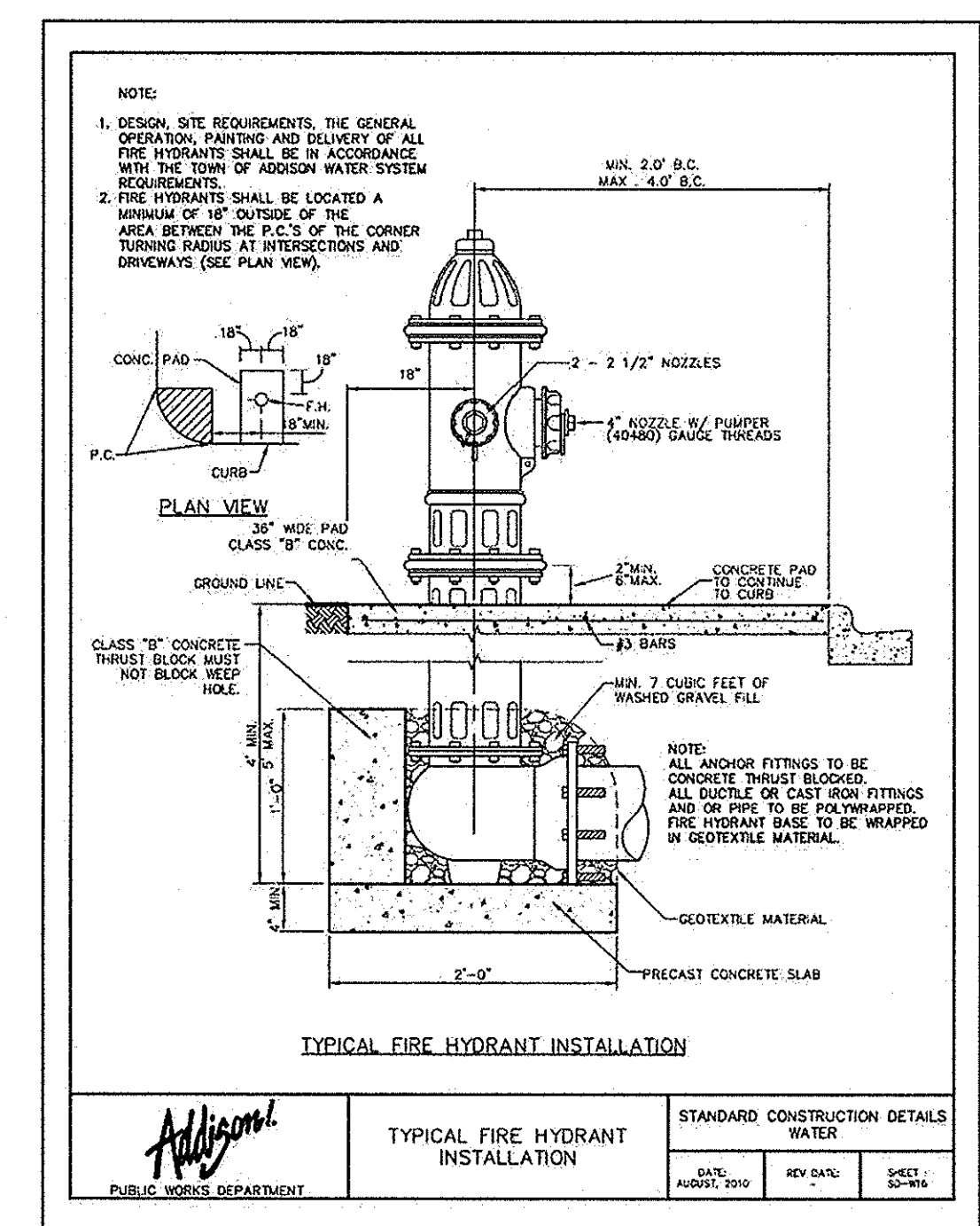
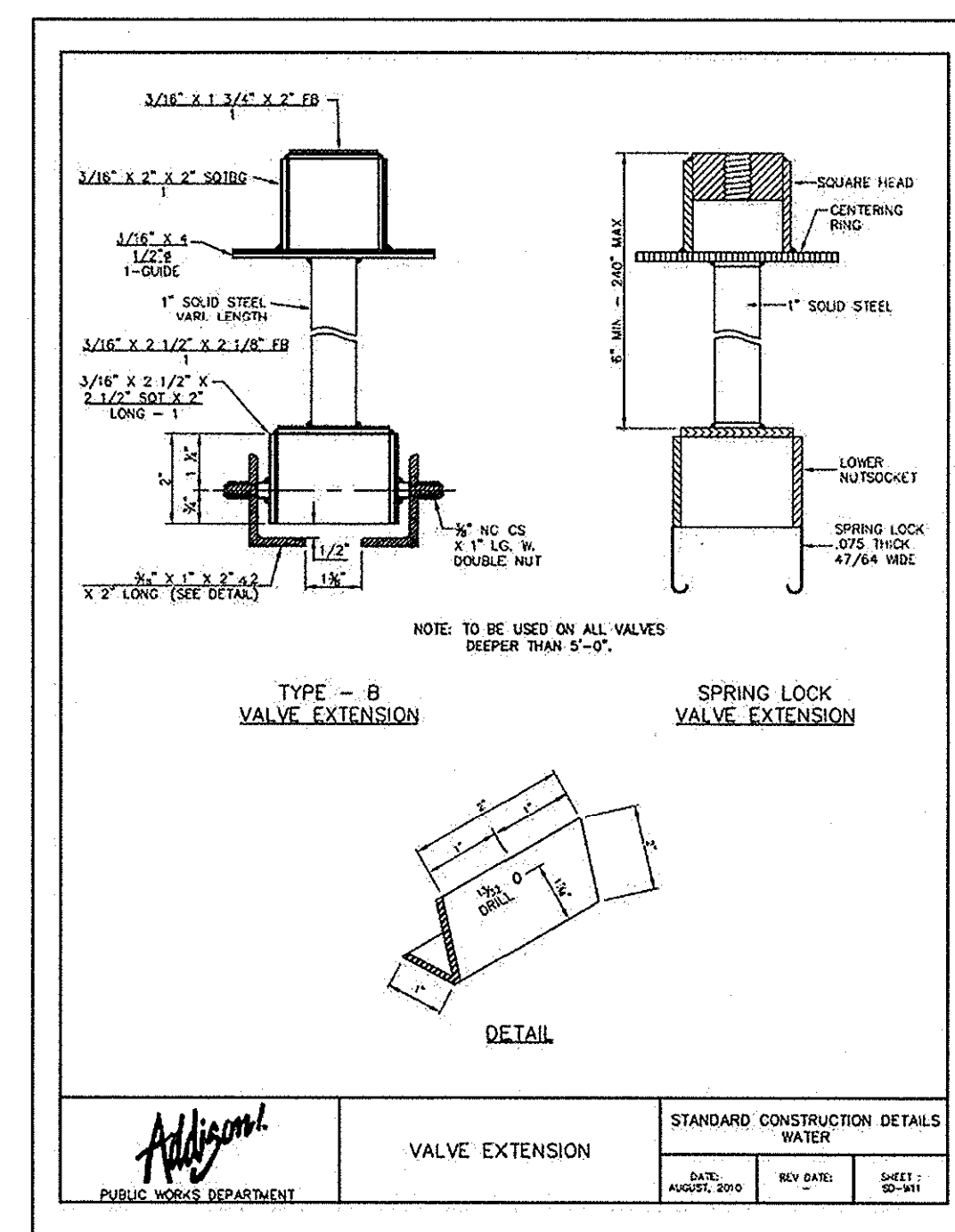
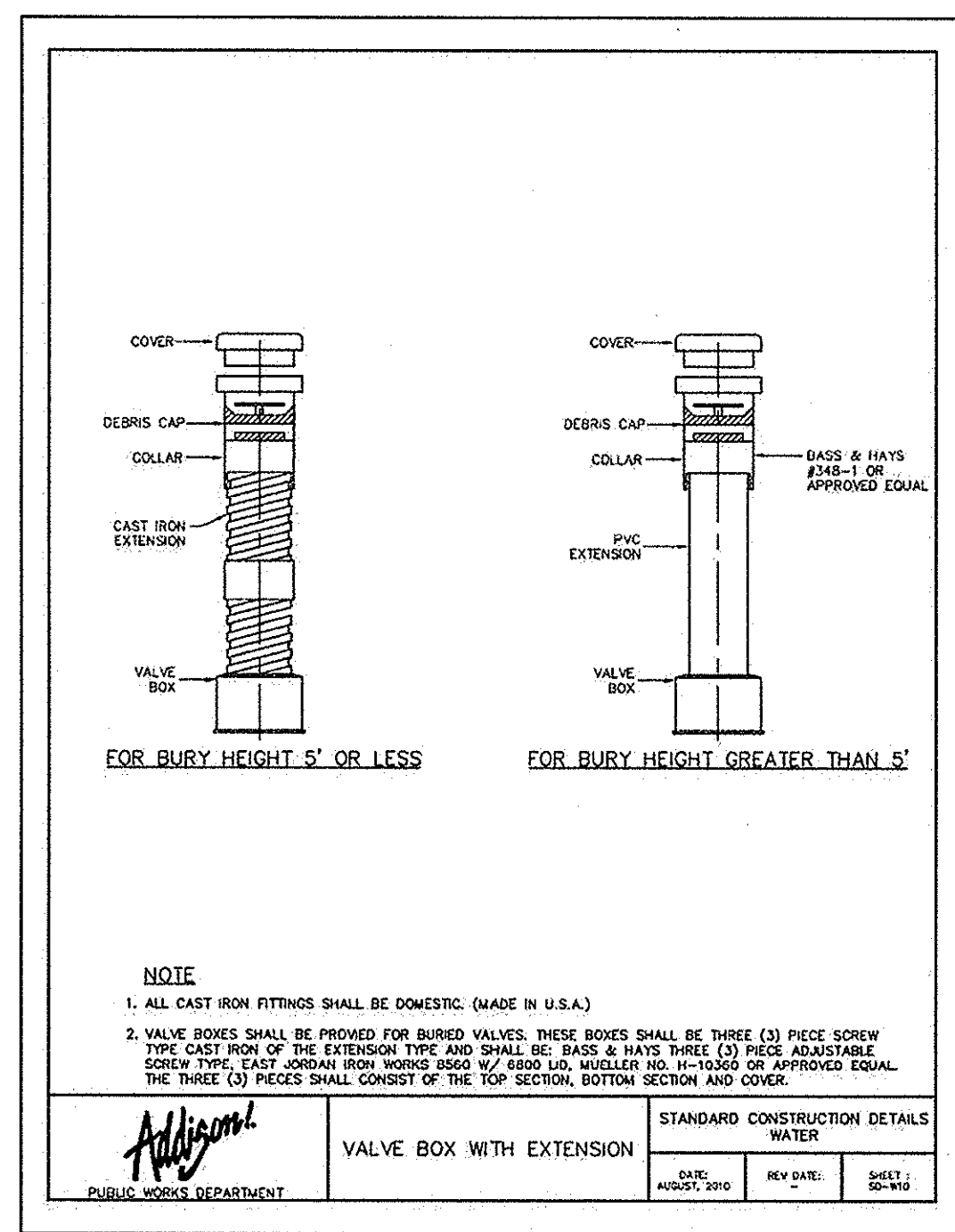
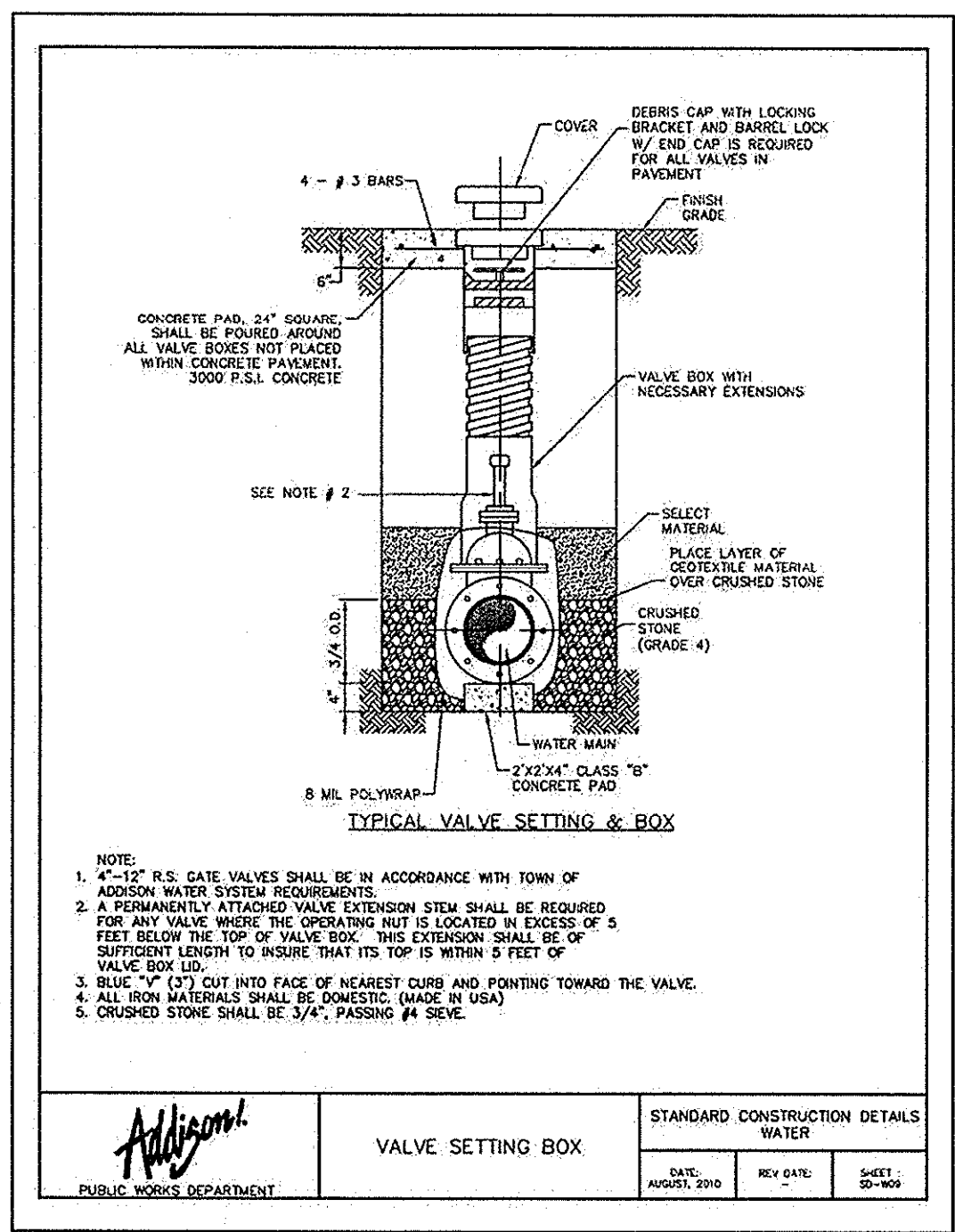
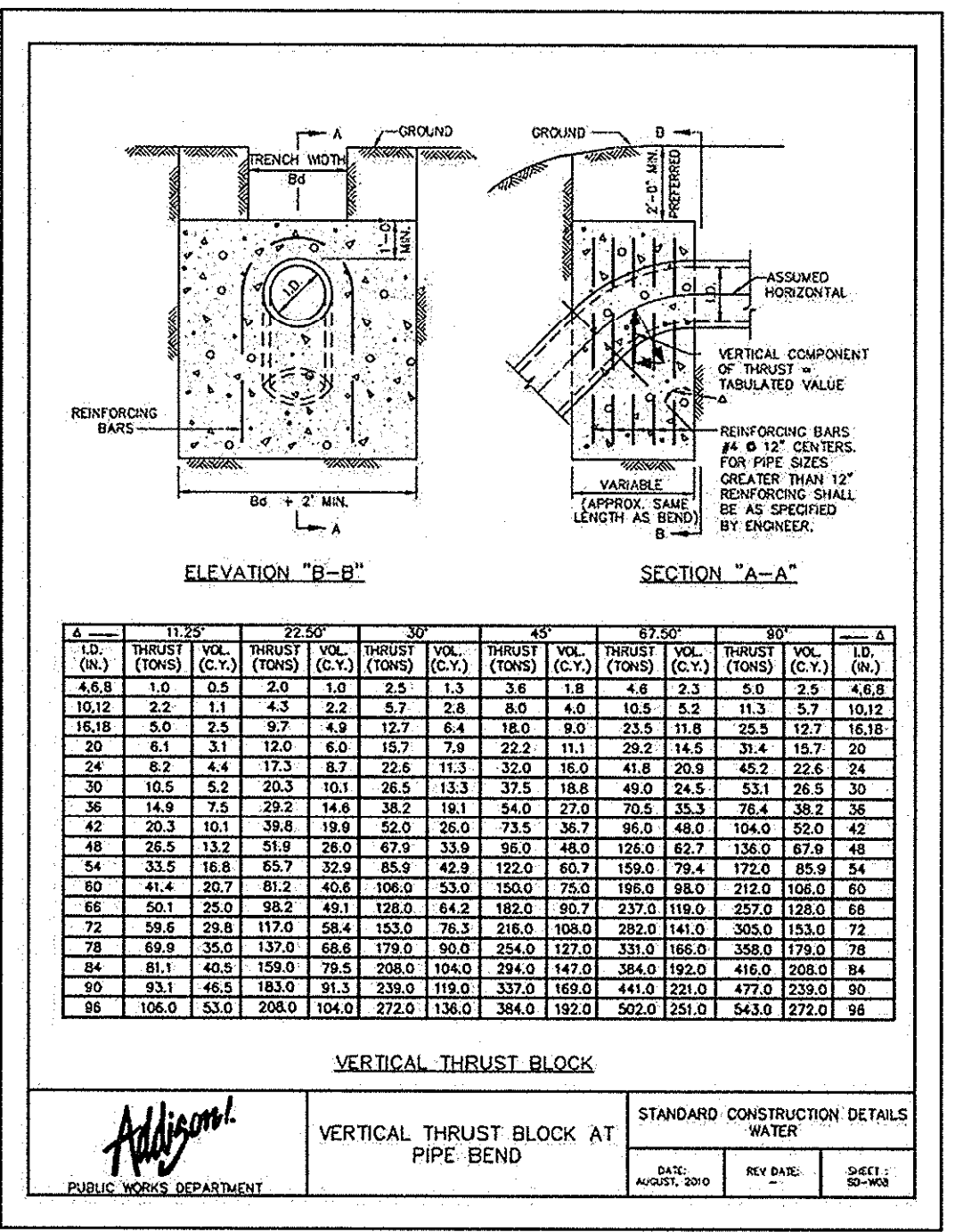
TABLES OF DIMENSIONS AND QUANTITIES

A = 11.25'										A = 22.50'													
LD. (LN)	G. THRUST (FT)	A (FT)	B (FT)	C (FT)	D (FT)	E (FT)	F (FT)	G (FT)	H (FT)	I (FT)	J (FT)	LD. (LN)	G. THRUST (FT)	A (FT)	B (FT)	C (FT)	D (FT)	E (FT)	F (FT)	G (FT)	H (FT)	I (FT)	J (FT)
4.68	0.4	1.0	1.5	1.5	0.11	1.0	1.0	4.38	0.8	2.0	1.5	1.5	0.11	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
10.12	0.6	2.2	1.5	1.5	0.11	1.0	1.0	10.12	1.1	4.4	2.0	2.5	0.3	1.5	1.5	0.11	1.0	1.0	1.0	1.0	1.0	1.0	1.0



TABLES OF DIMENSIONS AND QUANTITIES

A = 67.50'										A = 90.00'																			
LD. (LN)	G. THRUST (FT)	A (FT)	B (FT)	C (FT)	D (FT)	E (FT)	F (FT)	G (FT)	H (FT)	LD. (LN)	G. THRUST (FT)	A (FT)	B (FT)	C (FT)	D (FT)	E (FT)	F (FT)	G (FT)	H (FT)	LD. (LN)	G. THRUST (FT)	A (FT)	B (FT)	C (FT)	D (FT)	E (FT)	F (FT)	G (FT)	H (FT)
4.68	0.4	1.0	1.5	1.5	0.11	1.0	1.0	4.68	0.4	1.0	1.5	1.5	0.11	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	



NO.	REVISIONS	DATE

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ROY BRASWELL
04908
10/13/13

KHA PROJECT	063319038	DATE	07/16/2013	SCALE	AS SHOWN	DESIGNED BY	TBB	DRAWN BY	AAE	CHECKED BY	TBB
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VILLAGE ON THE PARKWAY
ON THE PARKWAY
PHASE II
WATER DETAILS
ADDISON, TEXAS

RECORD DRAWINGS (May 2014)
Information Provided by: **BOB MOORE CONSTRUCTION**

SHEET NUMBER C-18