

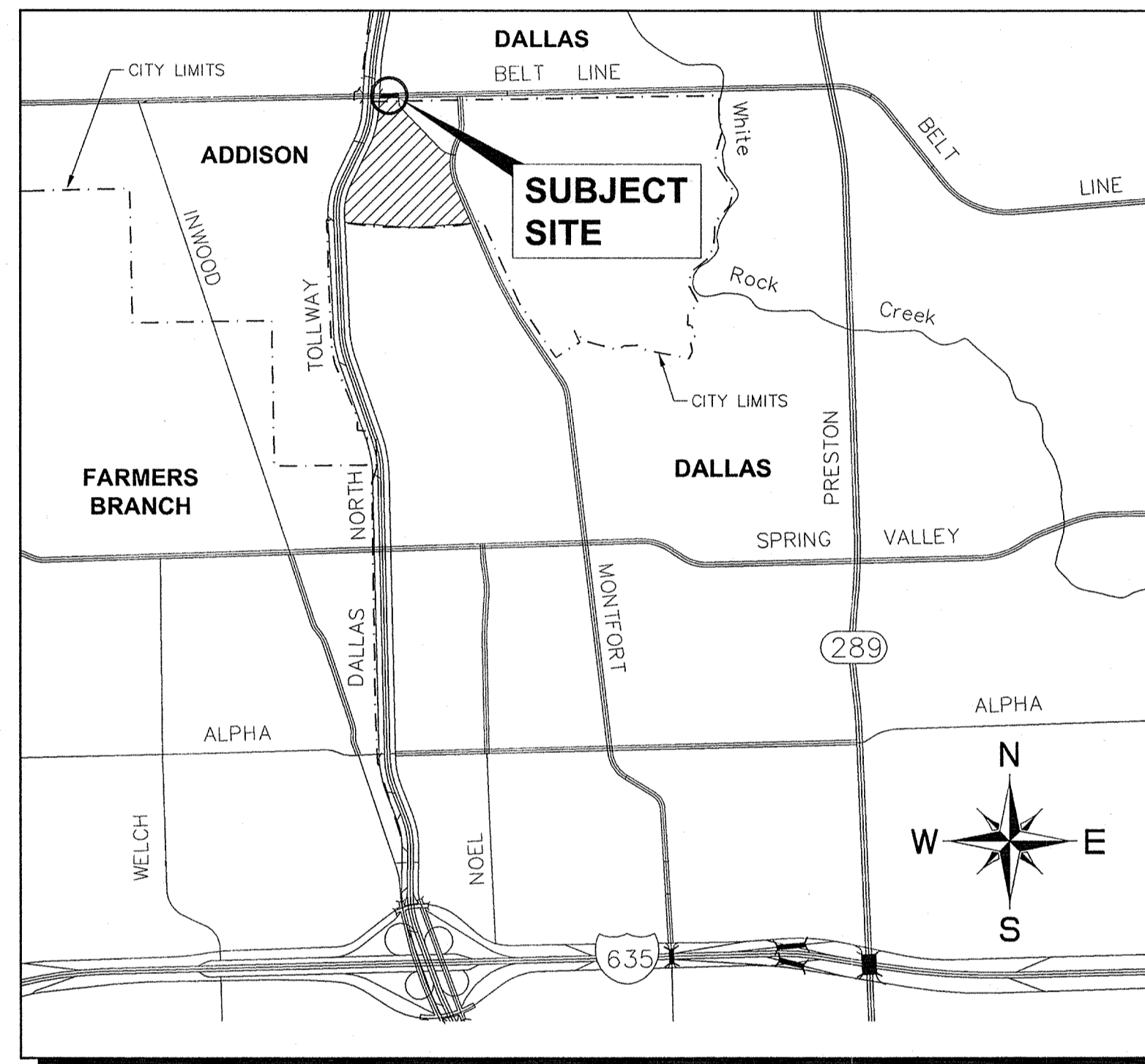
TURN LANE IMPROVEMENT PLANS

FOR

BELT LINE ROAD

TOWN OF ADDISON, DALLAS COUNTY, TEXAS

TURN LANE IMPROVEMENTS BELT LINE ROAD
CITY OF ADDISON PROJECT NUMBER: 2012-02
CITY OF DALLAS PROJECT NUMBER: 311T - 8155



VICINITY MAP
(NOT TO SCALE)

INDEX OF SHEETS

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BENCHMARKS

- BM 1: 2" BRASS DISK STAMPED "TXDOT COA-5 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 & 76± 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; "□" 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 SH/B TELEPHONE BOX, 15± EAST OF NORTHBOUND DALLAS NORTH TOLLWAY ACCESS ROAD AND 1,450± SOUTH OF BELT LINE ROAD.
ELEV=634.30
- 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


OWNER / DEVELOPER

VOP, LP
2000 MCKINNEY AVENUE
SUITE 1000
DALLAS, TX 75201
CONTACT: JARROD YATES

ENGINEER

 **Kimley-Horn and Associates, Inc.**
5750 GENESIS COURT
FRISCO, TEXAS 75034
PH. (972) 335-3580
CONTACT: TREY BRASWELL, P.E.
FIRM NO. F-928

SURVEYOR

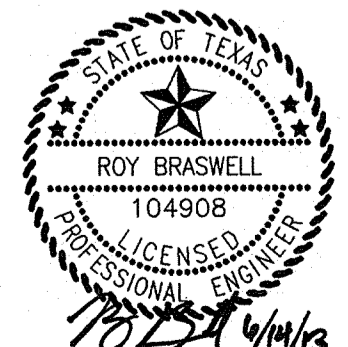
 **Kimley-Horn and Associates, Inc.**
12700 PARK CENTRAL DRIVE
DALLAS, TEXAS 75251
SUITE 1800
PH. (972) 770-1300
CONTACT: DANA BROWN, R.P.L.S.
FIRM NO. F-928

CITY OF ADDISON PROJECT #: 2012-02
CITY OF DALLAS PROJECT #: 311T - 8155
APRIL 2013

RECORD DRAWINGS
(October 2013)

INFORMATION PROVIDED BY:
Bob Moore Construction

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



PLOTTED BY: LUCIO RAMIRO 06/10/2013 10:40 AM
 PLOT DATE: 06/10/2013 10:40 AM
 LAST SAVER: 4/22/2013 11:12 AM

Table with 4 columns: GENERAL NOTES, STORM DRAINAGE (CONTINUED), PAVING (CONTINUED), and KHA GENERAL CONSTRUCTION NOTES. Each column contains detailed technical specifications and requirements for construction projects.

GEOTECHNICAL REPORT ALPHA REPORT NO. G120099 ALPHA TESTING, INC DALLAS, TEXAS FEBRUARY 17, 2012

REFER TO TNRCC/TCEQ DESIGN GUIDELINES (CHAPTER 290) FOR ALL UTILITY CROSSINGS.

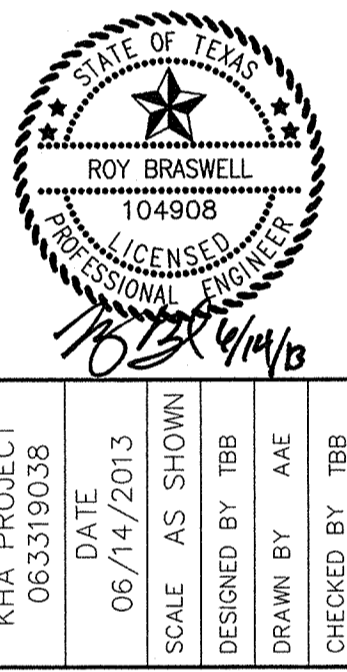
STOP! CALL BEFORE YOU DIG DIG TESS 1-800-DIG-TESS (at least 72 hours prior to digging)

WARNING: CONTRACTOR TO VERIFY PRESENCE AND EXACT LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.

RECORD DRAWINGS (October 2013)

INFORMATION PROVIDED BY: Bob Moore Construction

Table with columns: KHA PROJECT, DATE, SCALE, DESIGNED BY, DRAWN BY, CHECKED BY, REVISIONS, No., DATE, BY.

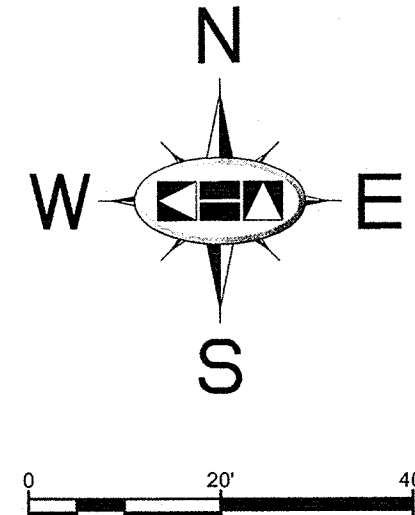
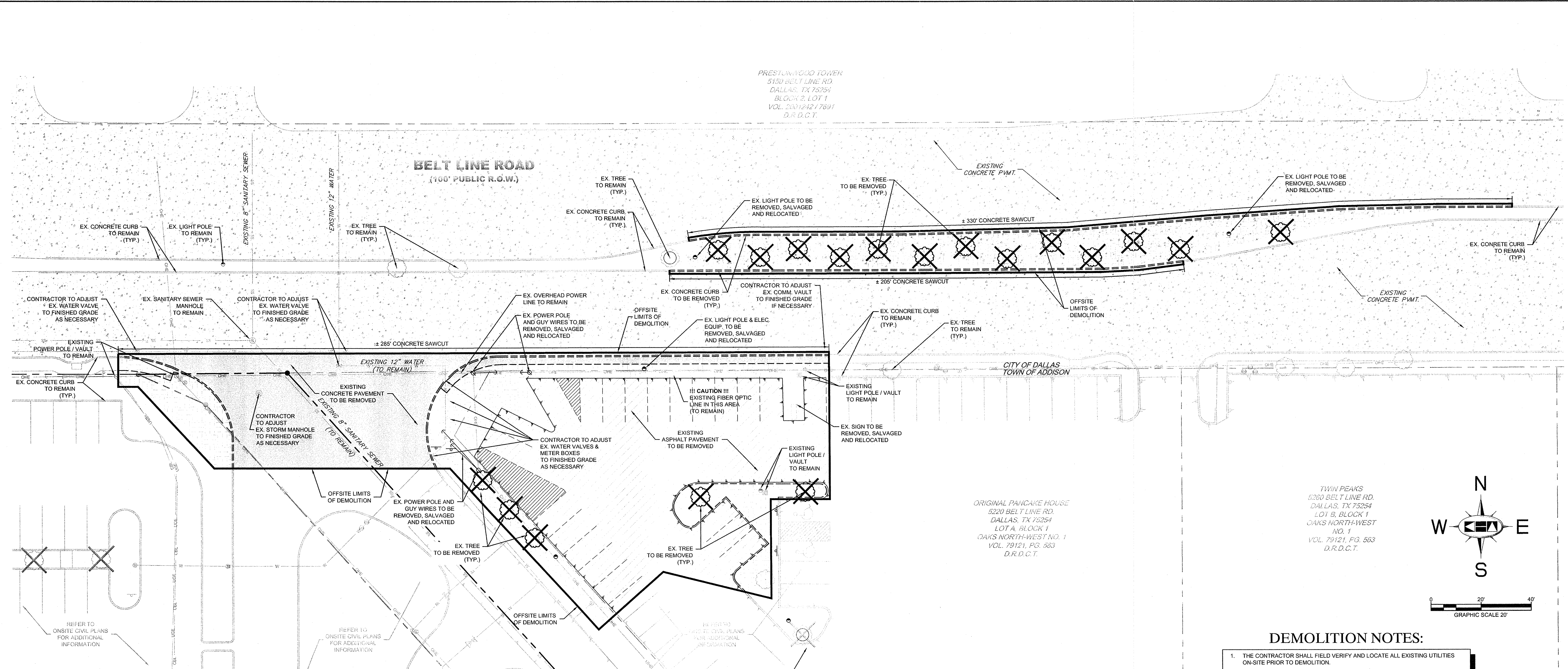


CITY OF DALLAS 311T - 8155 BELT LINE ROAD IMPROVEMENTS VILLAGE ON THE PARKWAY ADDISON, TEXAS

GENERAL NOTES SHEET NUMBER C-02

Vertical text on the left margin: AUTHORITY BY LUCIO RAMIRO... DATE 08/14/2013... This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared...

PLOTTED BY LUCIO RAMIRO 6/4/2013 3:47 PM
 LAST SAVED 6/20/2013 12:11 PM
 This document, together with the concepts and designs presented herein, is 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 adoption by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



**CITY OF DALLAS
GENERAL CONSTRUCTION NOTES**

- ALL MATERIALS AND WORKMANSHIP (WITHIN BELT LINE ROAD 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.
- DURING THE CONSTRUCTION OF THESE IMPROVEMENTS (WITHIN BELT LINE ROAD 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.
- 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.
- STREETS, ALLEYS, SIDEWALKS, DRIVEWAYS AND STORM DRAINAGE FACILITIES WITHIN BELT LINE ROAD RIGHT-OF-WAY, SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE CITY OF DALLAS STANDARD CONSTRUCTION DETAILS, FILE 251D-1, LATEST EDITION.
- ALL CONCRETE FOR PAVEMENT WITHIN BELT LINE ROAD RIGHT-OF-WAY SHALL BE 4,000 PSI FOR MACHINE FINISH AND 4,500 PSI IF IT IS NECESSARY FOR HAND FINISH.

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.

BENCHMARKS

- BM 1 2" BRASS DISK STAMPED "TXDOT COA-5 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 & 78± FROM FIRE HYDRANT. ELEV=630.10
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- 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
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DEMOLITION NOTES:

- THE CONTRACTOR SHALL FIELD VERIFY AND LOCATE ALL EXISTING UTILITIES ON-SITE PRIOR TO DEMOLITION.
- 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.
- THE CONTRACTOR SHALL PREPARE ALL DOCUMENTS AND ACQUIRE APPROPRIATE PERMITS AS REQUIRED PRIOR TO THE COMMENCEMENT OF DEMOLITION.
- 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.
- 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.
- 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.
- 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.
- 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.
- THE CONTRACTOR SHALL ARRANGE FOR THE RESETTING OF CURB BOXES AND/OR VALVE BOXES WITH THE APPROPRIATE UTILITY COMPANY.
- INSTALL ALL EROSION AND SEDIMENT CONTROL DEVICES PRIOR TO BEGINNING DEMOLITION WORK.
- THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES TO REMAIN IN PLACE.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO AVOID UNNECESSARY DAMAGE TO EXISTING ROAD SURFACE.
- FINISH SURFACE TO BE REMOVED OR DEMOLISHED SHALL BE CUT ALONG LINES OF JOINTS WHICH WILL PERMIT A NEAT SURFACE WHEN RESTORED.
- ALL EXISTING ITEMS TO REMAIN WHICH ARE DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE SOLE EXPENSE OF THE CONTRACTOR.
- 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.
- SHOULD ANY UNCHARTED 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.

LEGEND

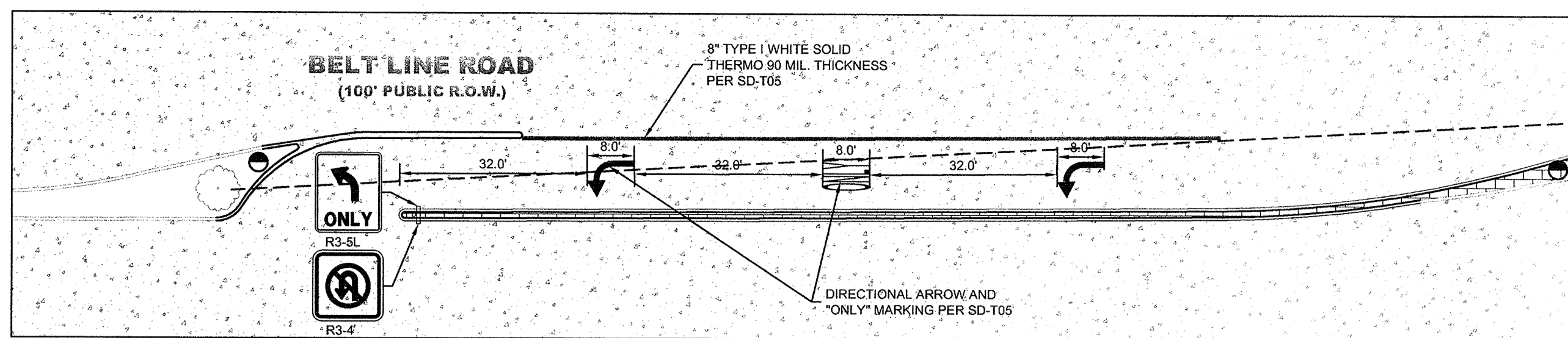
	PROPERTY LINE		EXISTING POWER POLE
	EXISTING OVERHEAD POWER LINE		EXISTING LIGHT POLE
	EXISTING CABLE LINE		EXISTING FIRE HYDRANT
	EXISTING UNDERGROUND ELECTRIC		EXISTING STORM MANHOLE
	EXISTING WATER LINE		EXISTING SANITARY SEWER MANHOLE
	EXISTING SANITARY SEWER LINE		EXISTING SIGN
	EXISTING FIBER OPTIC EQUIP. / LINE		EXISTING LANDSCAPE AREA TO BE REMOVED
	TREE PROTECTION		EXISTING CONCRETE PAVING TO BE REMOVED
	EXISTING TREE TO BE REMOVED		EXISTING ASPHALT PAVING TO BE REMOVED
	EXISTING TREE TO REMAIN		

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 (at least 72 hours prior to digging)

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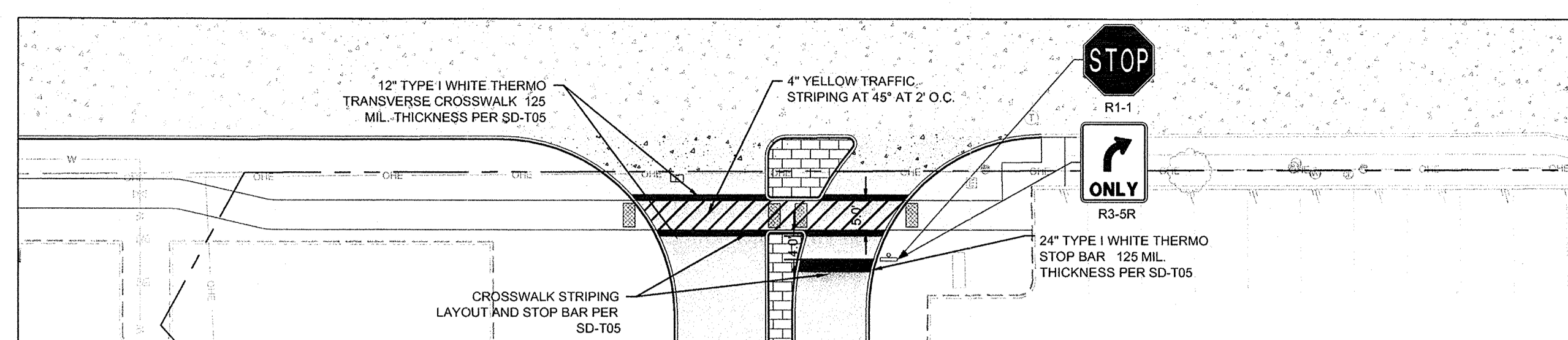
RECORD DRAWINGS
 (October 2013)
 INFORMATION PROVIDED BY:
Bob Moore Construction

 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.KH-HORN.COM	
 BOB MOORE LICENSED PROFESSIONAL ENGINEER STATE OF TEXAS	
KHA PROJECT 063319038	DATE 06/14/2013
SCALE AS SHOWN	DESIGNED BY TBB
DRAWN BY AAE	CHECKED BY TBB
CITY OF DALLAS 311T - 8155 BELT LINE ROAD IMPROVEMENTS VILLAGE ON THE PARKWAY ADDISON, TEXAS	
DEMOLITION PLAN	
SHEET NUMBER C-03	
REVISIONS No. _____ DATE _____	BY _____



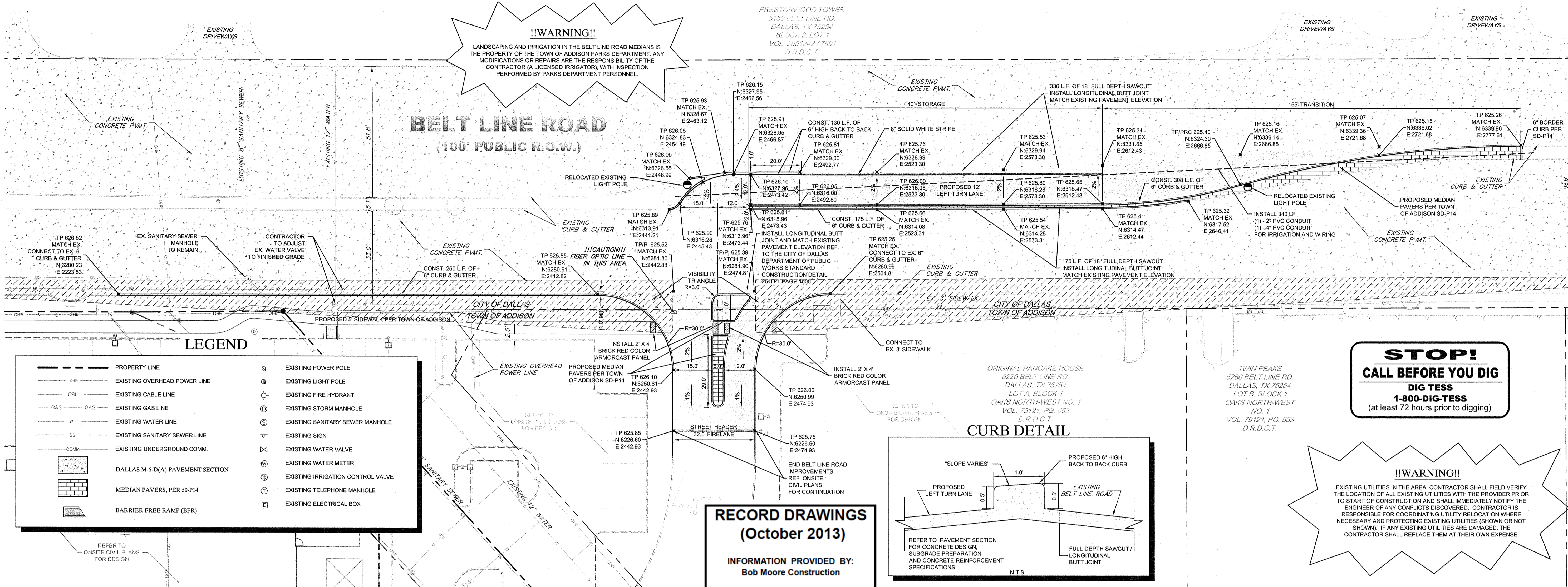
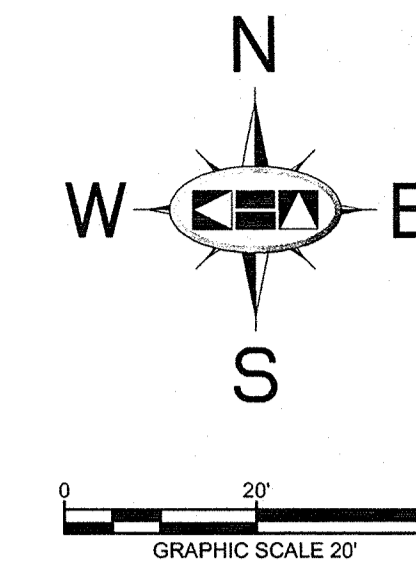
LEFT TURN LANE SIGNAGE AND STRIPING

1" = 20'



DRIVEWAY SIGNAGE AND STRIPING

1" = 20'



RECORD DRAWINGS
(October 2013)
INFORMATION PROVIDED BY:
Bob Moore Construction

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CITY OF DALLAS GENERAL CONSTRUCTION NOTES

- ALL MATERIALS AND WORKMANSHIP (WITHIN BELT LINE ROAD 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.
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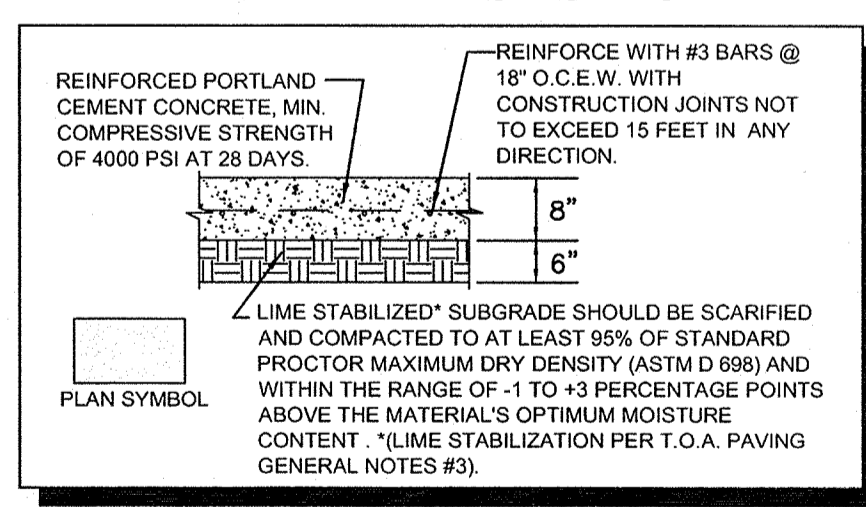
NOTES

- CITY OF DALLAS FORCES SHALL INSTALL ALL REQUIRED TRAFFIC SIGNS AND PAVEMENT MARKINGS WITHIN THE BELT LINE ROAD RIGHT-OF-WAY. PLEASE CALL (214) 670-3773 TO RELEASE THE WORK ORDERS FOR THE SIGNS AND PAVEMENT MARKINGS INSTALLATIONS FOUR WEEKS PRIOR TO CONSTRUCTION COMPLETION. THE CITY OF DALLAS SHALL BE REIMBURSED FOR THE COSTS OF THE TRAFFIC SIGNS AND PAVEMENT MARKINGS.
- ALL CONSTRUCTION WITHIN CITY OF DALLAS SHALL REFER TO CITY OF DALLAS CONSTRUCTION STANDARDS SPECIFIED IN FILE 251D-1.

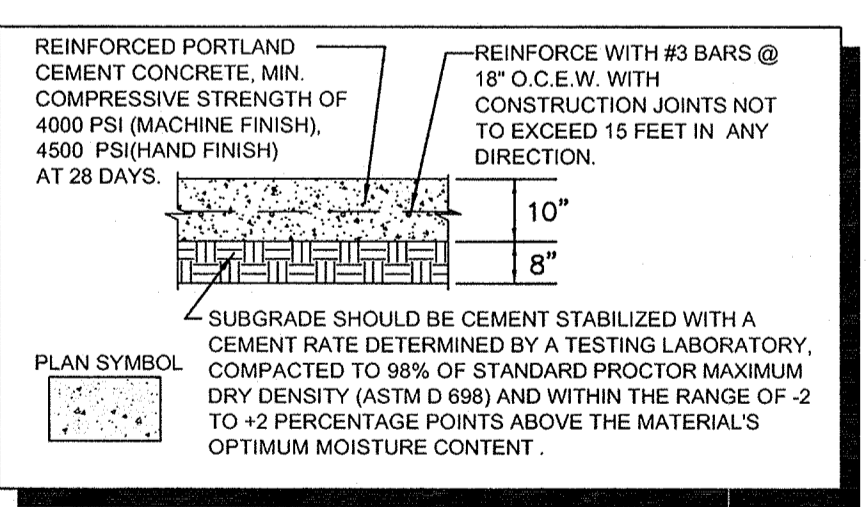
NOTES

- 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.

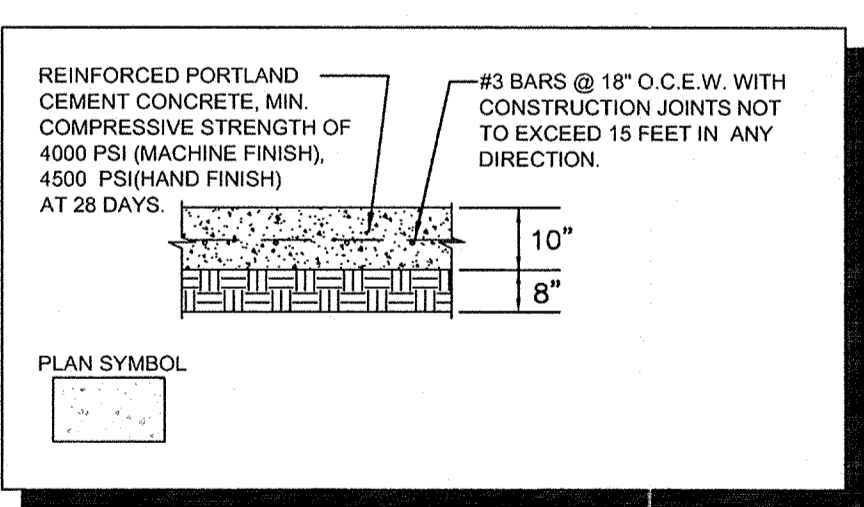
MEDIUM DUTY PAVEMENT SECTION



PROPOSED TURN LANE PAVEMENT SECTION



EXISTING BELT LINE ROAD PAVEMENT SECTION



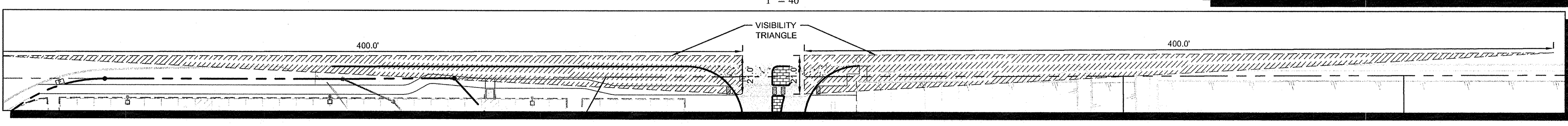
NOTES

- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
- 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.

DRAINAGE NOTE

NO STORM SEWER IMPROVEMENTS ARE PROPOSED WITH THIS SCOPE OF WORK. PROPOSED DRAINAGE PATTERNS WILL MATCH EXISTING CONDITIONS.

VISIBILITY TRIANGLE CALCULATIONS



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State of Texas Registration No. F-928
5750 GENESIS COURT, SUITE 200, FRISCO, TX 75034
PHONE: 972-355-3560 FAX: 972-355-3779
WWW.KIMLEY-HORN.COM

ROY BRASWELL
104908
LICENSED PROFESSIONAL ENGINEER
10/23/13

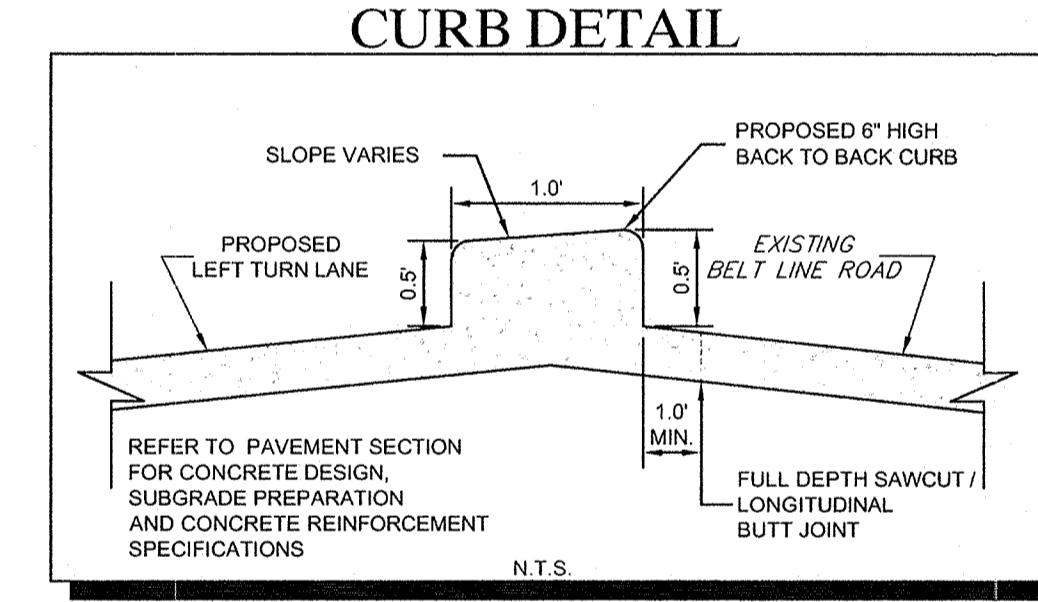
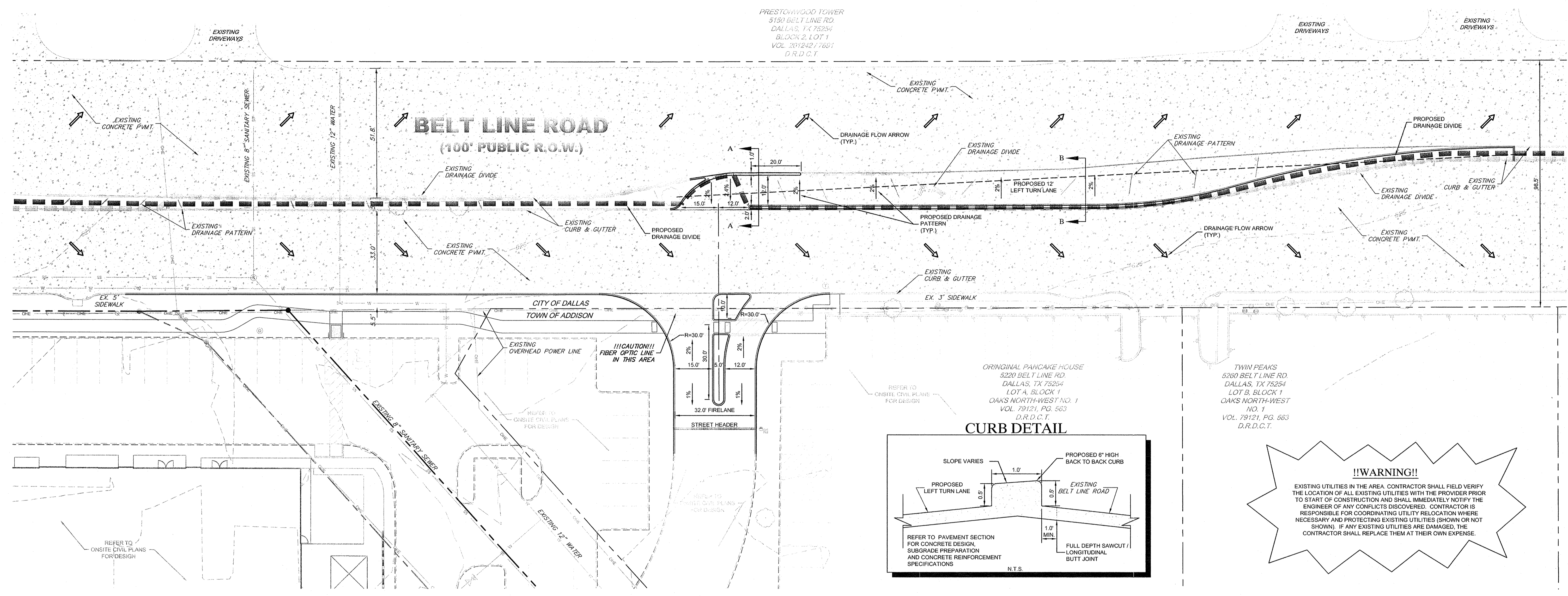
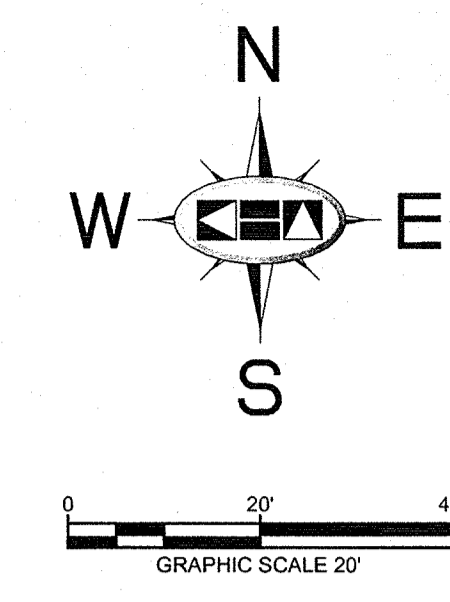
KHA PROJECT: 0633190338
DATE: 06/14/2013
SCALE: AS SHOWN
DESIGNED BY: TBB
DRAWN BY: AAE
CHECKED BY: TBB

CITY OF DALLAS 311T - 8155
BELT LINE ROAD IMPROVEMENTS
VILLAGE ON THE PARKWAY
ADDISON, TEXAS

PAVING PLAN

SHEET NUMBER
C-04

REVISIONS
DATE
BY



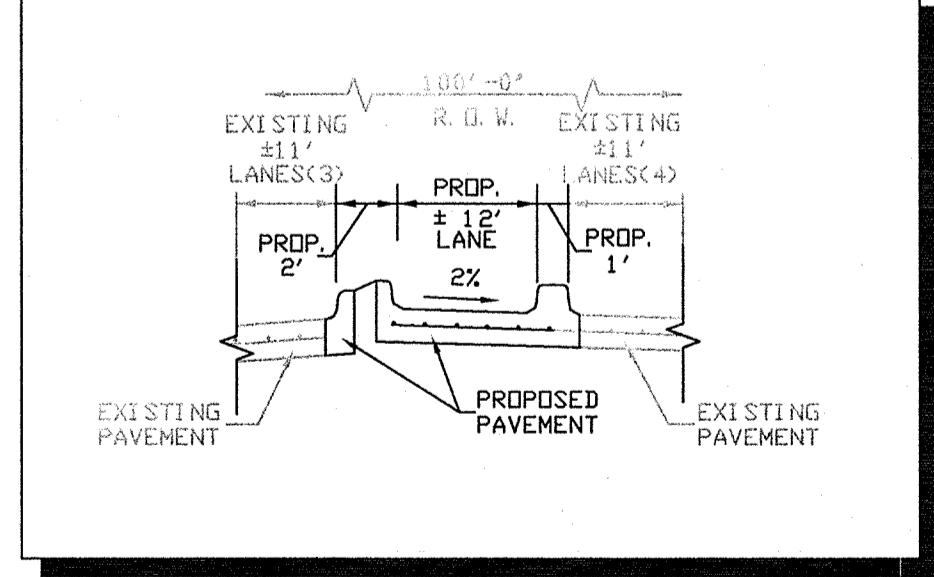
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 EXISTING UTILITIES IN THE AREA. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING UTILITIES WITH THE PROVIDER PRIOR TO START OF CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE 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.

**CITY OF DALLAS
 GENERAL CONSTRUCTION NOTES**

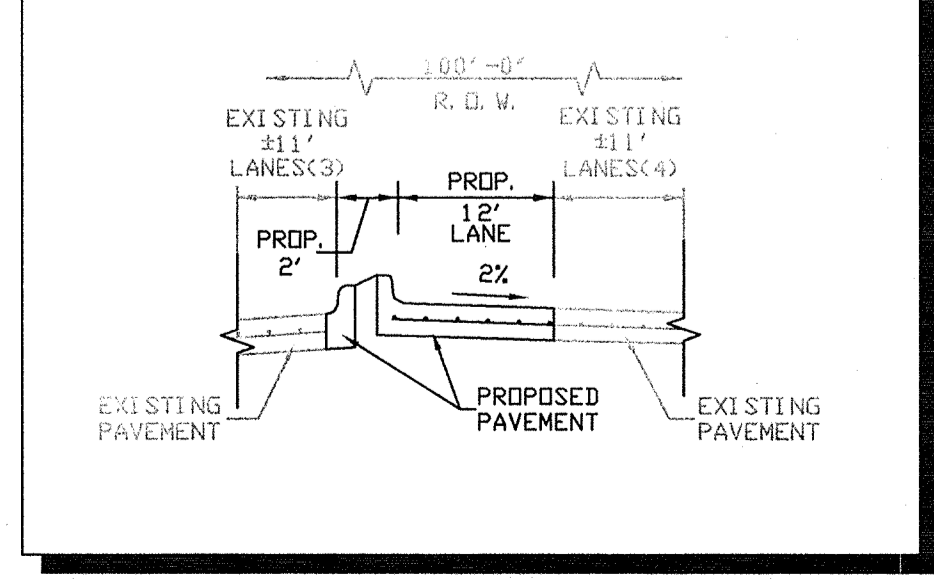
- ALL MATERIALS AND WORKMANSHIP (WITHIN BELT LINE ROAD RIGHT-OF-WAY) SHALL CONFORM WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION FOR NORTH CENTRAL TEXAS, LATEST EDITION, AND THE CITY OF DALLAS DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION ADDENDUM.
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DRAINAGE NOTE
 NO STORM SEWER IMPROVEMENTS ARE PROPOSED WITH THIS SCOPE OF WORK. PROPOSED DRAINAGE PATTERNS WILL MATCH EXISTING CONDITIONS.

LEFT TURN SECTION A-A (LOOKING WEST)



LEFT TURN SECTION B-B (LOOKING WEST)



**RECORD DRAWINGS
 (October 2013)**
 INFORMATION PROVIDED BY:
 Bob Moore Construction

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

BENCHMARKS

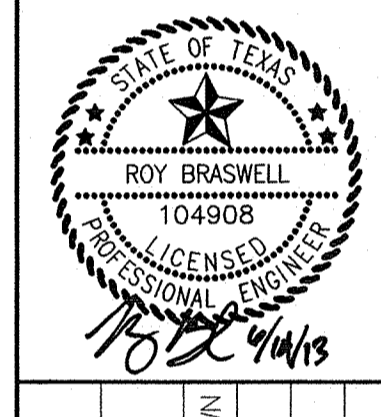
- BM 1 2" BRASS DISK STAMPED "TXDOT COA-5 GPS" 190± SOUTH FROM THE INTERSECTION OF EDWIN LEWIS DRIVE AND QUORUM DRIVE; 2± FROM WEST EDGE OF SIDEWALK, 50.5± FROM THE WEST SIDE OF MEDIAN IN QUORUM DRIVE & 78± FROM FIRE HYDRANT.
 ELEV=630.10
- BM 2 2" BRASS DISK STAMPED "TXDOT COA-10 GPS" AT THE NORTHWEST CORNER OF HAVENSHIRE PLACE AND BELLEBROOK 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=628.81
- 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=634.30
- 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

CITY OF DALLAS 311T - 8155
 BELT LINE ROAD
 IMPROVEMENTS
 VILLAGE ON THE PARKWAY
 ADDISON, TEXAS

**DRAINAGE PATTERNS
 &
 CROSS SECTIONS**

SHEET NUMBER
C-05

**Kimley-Horn
 and Associates, Inc.**
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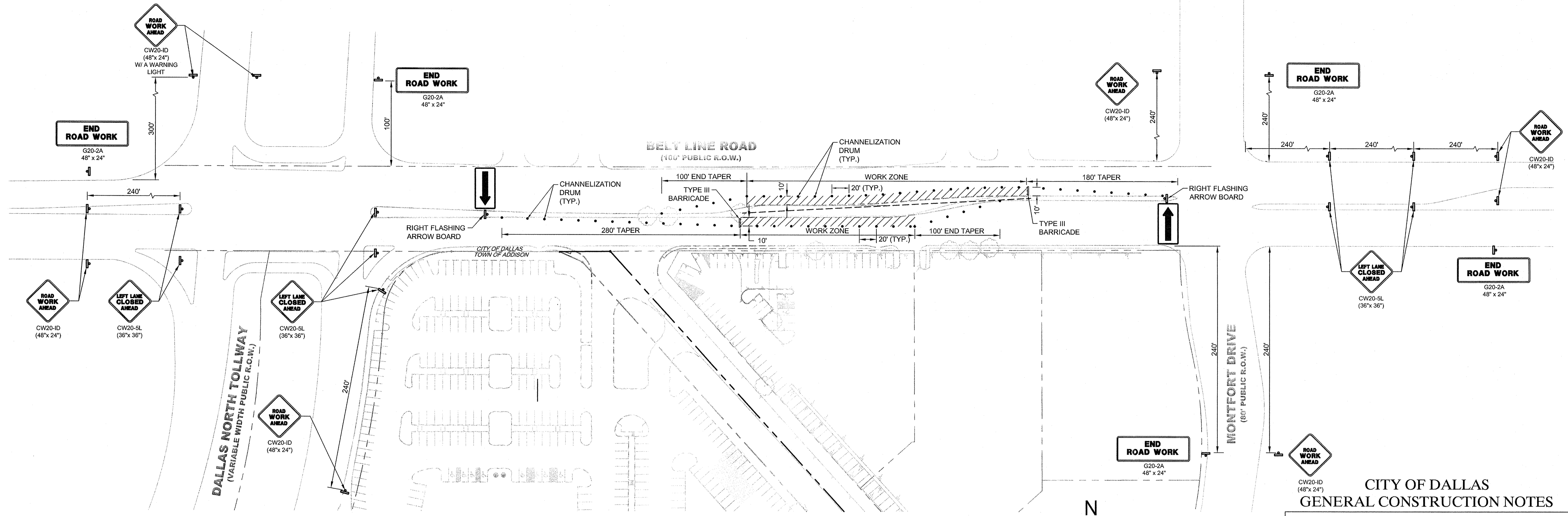


KHA PROJECT	0633190338
DATE	06/14/2013
SCALE	AS SHOWN
DESIGNED BY	TBB
DRAWN BY	AAE
CHECKED BY	TBB

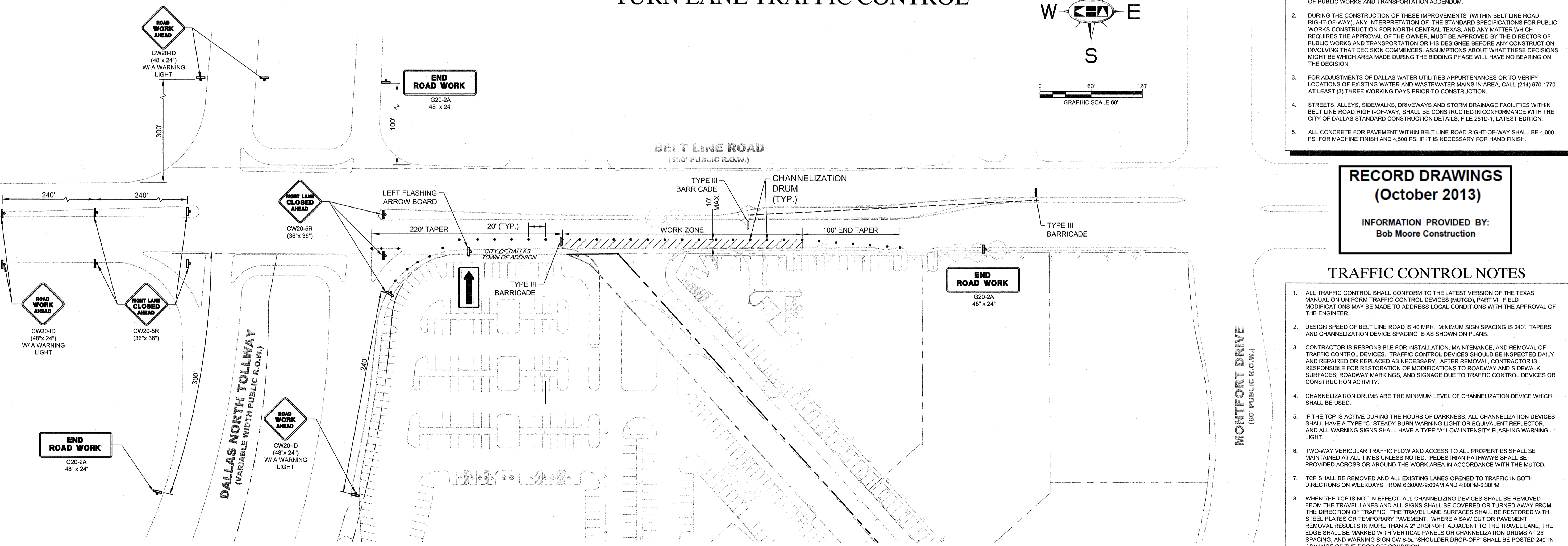
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TURN LANE TRAFFIC CONTROL



ENTRANCE DRIVE TRAFFIC CONTROL

- #### CITY OF DALLAS GENERAL CONSTRUCTION NOTES
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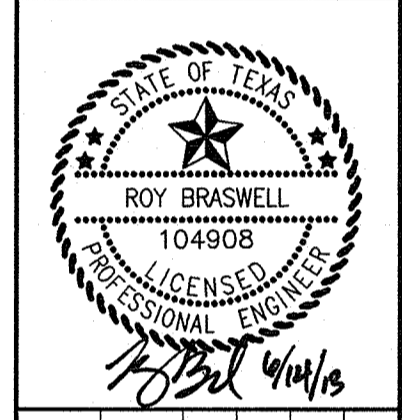
**RECORD DRAWINGS
(October 2013)**

INFORMATION PROVIDED BY:
Bob Moore Construction

- #### TRAFFIC CONTROL NOTES
- 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.
 - DESIGN SPEED OF BELT LINE ROAD IS 40 MPH. MINIMUM SIGN SPACING IS 240'. TAPERS AND CHANNELIZATION DEVICE SPACING IS AS SHOWN ON PLANS.
 - 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.
 - CHANNELIZATION DRUMS ARE THE MINIMUM LEVEL OF CHANNELIZATION DEVICE WHICH SHALL BE USED.
 - IF THE TOP 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.
 - TWO-WAY VEHICULAR TRAFFIC FLOW AND ACCESS TO ALL 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.
 - TOP SHALL BE REMOVED AND ALL EXISTING LANES OPENED TO TRAFFIC IN BOTH DIRECTIONS ON WEEKDAYS FROM 6:30AM-9:00AM AND 4:00PM-6:30PM.
 - WHEN THE TOP 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-8-9-9-9 "SHOULDER DROP-OFF" SHALL BE POSTED 240' IN ADVANCE OF THE DROP-OFF CONDITION.

NO.	REVISIONS	DATE	BY

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 WWW.KIMLEY-HORN.COM



KHA PROJECT	063319038
DATE	06/14/2013
SCALE	AS SHOWN
DESIGNED BY	TBB
DRAWN BY	AJE
CHECKED BY	TBB

CITY OF DALLAS 311T - 8155
**BELT LINE ROAD
IMPROVEMENTS
VILLAGE ON THE PARKWAY
ADDISON, TEXAS**

**TRAFFIC CONTROL
PLAN**

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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 (NCTCOG LATEST EDITION).
 - CURBS SHALL BE INTEGRAL WITH PAVEMENT AND SHALL BE OF THE SAME STRENGTH AS CONCRETE PAVEMENT.
 - DETAILS AND ARRANGEMENT OF PAVEMENT JOINTS, ALL TYPES, SHALL BE AS SHOWN ON THE STANDARD CONSTRUCTION DETAILS.
 - D. BARS SHALL BE #4 REBAR (3/4") ON 18" CENTERS FOR 8" OR LESS, #4 FOR 10" OR ABOVE.
- SUBGRADE: SUBGRADE UNDER 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 WAIVED PROVIDED AT LEAST 30 LBS. OF LIME PER SQ. YD. IS USED. SEE NCTCOG ITEM 501.5 "LIME TREATMENT". FILLABLE BASE (CRUSHED STONE/CONCRETE) PER NCTCOG ITEM 501.5 MAY BE SUBSTITUTED FOR LIME TREATMENT WITH THE APPROVAL OF THE TOWN ENGINEER.
- REBAR SHALL BE SUPPORTED BY BAR CHAIRS OR OTHER DEVICES APPROVED BY 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 STRENGTHS SHALL BE AS FOLLOWS:

MAJOR ARTERIAL	- 8" CLASS "91" OR "92"
COMMERCIAL/INDUSTRIAL COLLECTOR	- 8" CLASS "91" OR "92"
RESIDENTIAL COLLECTOR	- 8" CLASS "91" OR "92"
RESIDENTIAL LOCAL	- 8" CLASS "91" OR "92"
SIDEWALK AND BIWAY	- CLASS "A"
DRIVE APPROACH	- CLASS "92"
ALLEY	- CLASS "91" OR "92"
- CONCRETE MIX DESIGN SHALL BE AS DEFINED BY NCTCOG 303.3.
- ALL MEDIAN AND PARKWAYS SHALL BE PROVIDED WITH BERMDA GROUND COVER.
- ONCE A CURB ADJUTING A THOROUGHFARE HAS BEEN SAW CUT AND REMOVED, THE CONTRACTOR MUST REPLACE THE CONCRETE WITH A NEW POUR (4" MINIMUM) WITH 14 CALIBER BARS. SCHEDULED DAMAGES WILL BE ASSESSED AT \$500 PER DAY FOR EACH CALENDAR DAY IN EXCESS OF 14 CALENDAR DAYS. PAVEMENT SHALL BE MADE PRIOR TO ACCEPTANCE OR ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
- ALL SIDEWALKS AND ACCESSIBLE ROUTES SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 2% AND A MAXIMUM CROSS SLOPE OF 2%.
 - CONCRETE FOR ALLEY RETURNS AND DRIVEWAYS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS GENERAL TO THAT SPECIFIED FOR THE STREET PAVEMENT OR BASE, 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 PARABOLIC STREET PAVEMENT.

DATE: AUGUST 2010	REV DATE: N/A	SHEET: 00-PAV
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ASPHALT PAVING CROSS SECTION

CURB AND GUTTER & ASPHALT PAVING CROSS SECTION

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DETAIL FOR MEDIAN WIDER THAN 6' (Y>6')

DETAIL FOR MEDIAN 3'-0" TO 6'-0"

SECTION A-A

SECTION B-B

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STREET HEADER

SECTION A-A

DATE: AUGUST 2010	REV DATE: N/A	SHEET: 00-PAV
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CONSTRUCTION JOINTS FOR PAVEMENT

TRANSVERSE AND LONGITUDINAL JOINTS

JOINT DETAILS

DATE: AUGUST 2010	REV DATE: N/A	SHEET: 00-PAV
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LONGITUDINAL BUTT JOINT

LONGITUDINAL BUTT JOINT

DATE: AUGUST 2010	REV DATE: N/A	SHEET: 00-PAV
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TRANSVERSE EXPANSION JOINT

TRANSVERSE EXPANSION JOINT

DATE: AUGUST 2010	REV DATE: N/A	SHEET: 00-PAV
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SPACING DIAGRAM FOR TRANSVERSE JOINTS

SPACING DIAGRAM FOR TRANSVERSE JOINTS

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EXPANSION JOINT DETAIL

EXPANSION JOINT DETAIL

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CONCRETE SIDEWALK

CONCRETE SIDEWALK

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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 SIDEWALK AS DIRECTED.
- LANDING SHALL BE 5'0\"/>

GENERAL NOTES FOR DETECTABLE WARNING SURFACES

- DETECTABLE WARNING SURFACES MUST BE SELF-RESISTANT AND NOT ALLOW WATER TO ACCUMULATE.
- DETECTABLE WARNING SURFACES SHALL BE A MINIMUM OF 24" IN DEPTH IN THE DIRECTION OF PEDESTRIAN TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR LANDING.
- DETECTABLE WARNING SURFACES SHALL BE LOCATED SUCH THAT THE EDGE NEAREST THE CURB LINE IS A MINIMUM OF 6" AND A MAXIMUM OF 8" FROM THE EXTENSION OF THE FACE OF CURB AND SHALL BE A MINIMUM OF 12" FROM THE EXTENSION OF THE FACE OF CURB. DETECTABLE WARNING SURFACES MAY BE CURVED ALONG THE CORNER RADIUS.

GENERAL NOTES FOR DETECTABLE WARNING PAVER UNITS

- DETECTABLE WARNING PAVER UNITS SHALL MEET OR EXCEED ALL REQUIREMENTS OF ASTM C-226, C-33, AND BE LAID IN A TWO BY TWO UNIT BASKET PATTERN OR AS SHOWN ON THE PLAN.
- LAY FULL-SIZE UNITS FIRST FOLLOWED BY CLOSURE UNITS CONSISTING OF AT LEAST 25 PERCENT OF A FULL UNIT. CUT DETECTABLE WARNING PAVEMENT UNITS USING A POWER SAW.

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DIRECTIONAL RAMP WITHIN RADIUS

DIRECTIONAL RAMP WITHIN RADIUS

DATE: AUGUST 2010	REV DATE: N/A	SHEET: 00-PAV
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TYPICAL PATTERN FOR PAVER SIDEWALK AND CURB RAMP

TYPICAL PATTERN FOR PAVER SIDEWALK AND CURB RAMP

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DETECTABLE WARNING PAVER (OPTION)

DETECTABLE WARNING PAVER (OPTION)

DATE: AUGUST 2010	REV DATE: N/A	SHEET: 00-PAV
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RECORD DRAWINGS
 (October 2013)
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 Bob Moore Construction

FIRE LANE STRIPING DETAIL

N.T.S.

FIRE LANE STRIPING DETAIL

N.T.S.

DATE: AUGUST 2010	REV DATE: N/A	SHEET: 00-PAV
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