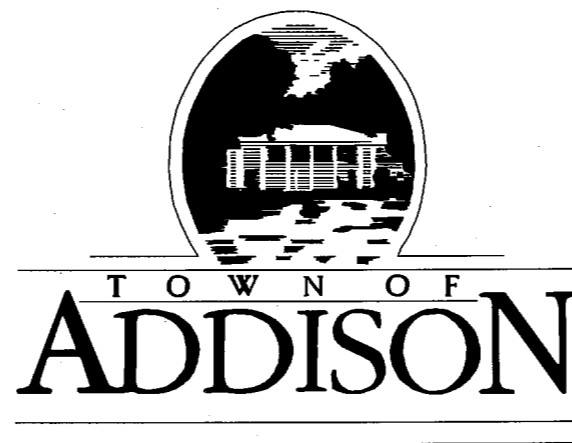


PLANS FOR REHABILITATION, TRAFFIC CONTROL, AND PAVEMENT MARKINGS

BELT LINE ROAD

PAVEMENT REHABILITATION

FROM MARSH LANE TO DALLAS NORTH TOLLWAY



SHEET NO.	INDEX OF SHEETS
1	COVER SHEET / LOCATION MAP
2	GENERAL NOTES AND QUANTITIES
3	TYPICAL SECTIONS AND DETAILS
4-7	ASPHALT AND MILLING PLAN
8-11	PAVEMENT MARKING PLAN



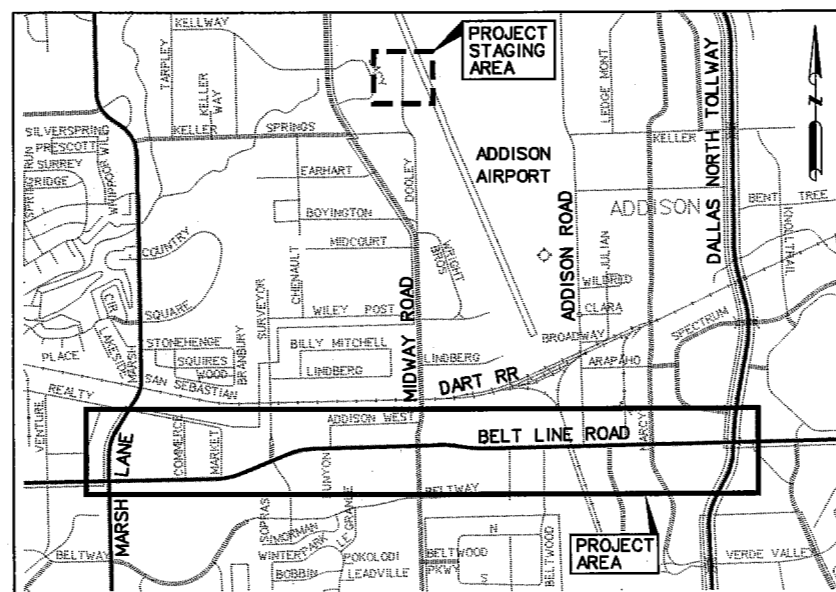
R. SCOTT WHEELER
MAYOR

TOM BRAUN GLYNDA TURNER
FREDERICK M. SILVER GREGORY S. HIRSH
COUNCIL MEMBERS

JOE CHOW JIMMY NIEMANN
MAYOR PRO TEMPORE DEPUTY MAYOR PRO TEMPORE

RON WHITEHEAD
CITY MANAGER

MICHAEL E. MURPHY, P.E.
DIRECTOR OF PUBLIC WORKS



LOCATION MAP
NOT TO SCALE

OWNER:

TOWN OF ADDISON
DEPARTMENT OF PUBLIC WORKS
16801 WESTGROVE
P.O. BOX 144
ADDISON, TEXAS 75001
(972) 450-2886

ENGINEER:

HNTB CORPORATION
5910 WEST PLANO PARKWAY, SUITE 200
DALLAS, TEXAS 75093
(972) 661-5626

GENERAL NOTES:

CONTRACTOR SHALL PREPARE AND IMPLEMENT A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN STREET RIGHT-OF-WAY. TRAFFIC CONTROL PLAN SHALL CONFORM TO THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. CONTRACTOR AT ALL TIMES SHALL PROVIDE BARRICADES, WARNING SIGNS, FLAGGERS AND LIGHTING ADEQUATE TO SAFEGUARD THE PUBLIC FROM ANY HAZARDS.

ANY STREET RIGHT-OF-WAY, OR OTHER PROPERTY DAMAGED BY THE CONTRACTOR OR HIS SUBCONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE CONTRACT.

ALL ADJACENT PROPERTY DAMAGE BY THE PROPOSED CONSTRUCTION SHALL BE RESTORED TO EQUAL OR BETTER CONDITION THAN WHICH IT WAS FOUND BEFORE SUCH WORK WAS UNDERTAKEN (NON-PAY ITEM).

CONTRACTOR SHALL EMPLOY A QUALIFIED ENGLISH SPEAKING PROJECT MANAGER WHO WILL BE RESPONSIBLE FOR DIRECTING ALL WORK CREWS. PROJECT MANAGER SHALL REMAIN ON THE JOB AT ALL TIMES, IN ORDER TO SUPERVISE THE WORK OF ALL SUB-CONTRACTORS, AS WELL AS THE CONTRACTOR'S OWN WORK CREWS.

CONTRACTOR SHALL REMOVE ALL SURPLUS DIRT, DEBRIS, TRASH, ETC., FROM THE SITE AND DISPOSE OF IT LEGALLY OFFSITE. REMOVE ALL EQUIPMENT AT THE COMPLETION OF EACH DAY'S WORK. ALL WORK AREAS SHALL BE CLEANED UP AT THE COMPLETION OF EACH DAY'S WORK.

TRAFFIC AND ACCESS CONTROL:

THE CONTRACTOR, AT ALL TIMES, SHALL PROVIDE BARRICADES, WARNING SIGNS, FLAGGERS AND LIGHTING ADEQUATE TO SAFEGUARD THE PUBLIC FROM ANY HAZARDS.

THE CONTRACTOR SHALL MAINTAIN, AT ALL TIMES, AT LEAST ONE LANE OF TRAFFIC OPEN IN EACH DIRECTION TO PERMIT LOCAL TRAFFIC FLOW.

THE CONTRACTOR SHALL PROVIDE ACCESS TO ALL BUSINESS LOCATIONS AT ALL TIMES DURING THE CONSTRUCTION. CLOSURE OF DRIVEWAYS DUE TO CONSTRUCTION OPERATIONS WILL BE ALLOWED ON A LIMITED TIME BASIS SUBJECT TO APPROVAL OF THE OWNER AND ENGINEER.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL CROSS STREETS. CLOSURE OF CROSS STREETS DUE TO CONSTRUCTION OPERATIONS WILL BE ALLOWED ON A LIMITED TIME BASIS SUBJECT TO APPROVAL OF THE OWNER AND ENGINEER.

RAISED TRAFFIC MARKERS:

CONTRACTOR TO REMOVE AND REPLACE ALL RAISED TRAFFIC MARKERS ON THIS PROJECT. REMOVE EXISTING RAISED TRAFFIC MARKERS IN ACCORDANCE WITH TXDOT STANDARD SPECIFICATION ITEM 677 OR LATEST REVISION. COST OF REMOVAL IS SUBSIDIARY TO CONSTRUCTION.

REVIEW EXISTING RAISED TRAFFIC MARKER LOCATIONS WITH ENGINEER PRIOR TO REMOVAL. UNLESS OTHERWISE DIRECTED BY ENGINEER, PROVIDE NEW RAISED TRAFFIC MARKERS TO MATCH PREVIOUSLY REMOVED RAISED TRAFFIC MARKERS.

PREPARE PAVEMENT SURFACE FOR NEW RAISED TRAFFIC MARKERS IN ACCORDANCE WITH TXDOT STANDARD SPECIFICATION ITEM 678 OR LATEST REVISION. COST IS SUBSIDIARY TO CONSTRUCTION.

CONTRACTOR TO USE NEW RAISED TRAFFIC MARKER PATTERN. SEE DETAIL ON PAGE 3 OF THIS SET OF PLANS. INSTALL RAISED TRAFFIC MARKERS IN ACCORDANCE WITH TXDOT SPECIFICATION ITEM 672 OR LATEST REVISION. INSTALL RAISED TRAFFIC MARKERS USING TRAFFIC MARKER ADHESIVE.

NON-REFLECTORIZED MARKER: 4" ROUND CERAMIC; WHITE.

REFLECTORIZED MARKER: 4"x4"x0.70"; WHITE WITH ONE SIDE REFLECTIVE.

TRAFFIC MARKER ADHESIVE: BITUMINOUS ADHESIVE MEETING TXDOT MATERIAL SPECIFICATION DMS-6130.

PAVEMENT MARKINGS:

CONTRACTOR TO REMOVE AND REPLACE PAVEMENT MARKINGS ON THE PROJECT. REMOVE EXISTING PAVEMENT MARKINGS IN ACCORDANCE WITH TXDOT STANDARD SPECIFICATION ITEM 677 OR LATEST REVISION. COST IS SUBSIDIARY TO CONSTRUCTION.

REVIEW EXISTING PAVEMENT MARKING LOCATIONS WITH OWNER AND ENGINEER PRIOR TO REMOVAL. PROVIDE NEW PAVEMENT MARKINGS TO MATCH PREVIOUSLY REMOVED PAVEMENT MARKER LOCATIONS UNLESS OTHERWISE DIRECTED BY OWNER AND ENGINEER.

PREPARE PAVEMENT SURFACE FOR NEW PAVEMENT MARKINGS IN ACCORDANCE WITH TXDOT STANDARD SPECIFICATION ITEM 678 OR LATEST REVISION. COST IS SUBSIDIARY TO CONSTRUCTION.

INSTALL PAVEMENT MARKINGS IN ACCORDANCE WITH TXDOT STANDARD SPECIFICATION ITEM 666 OR LATEST REVISION.

PAVEMENT MARKINGS: CROSSWALK DELINEATIONS, STOP BARS AND TRAFFIC SYMBOLS SHALL BE THERMOPLASTIC MATERIAL MEETING TXDOT MATERIALS SPECIFICATION DMS-8220.

CONTRACTOR SHALL USE ITEM 20 - PAVEMENT MARKING CONTINGENCY FOR REPLACEMENT AND MATCHING OF ALL EXISTING TRAFFIC MARKERS/BUTTONS AND STRIPES REMOVED ON SIDE STREETS AND DRIVES.

TEMPORARY PAVEMENT MARKINGS:

WHEN EXISTING PAVEMENT MARKINGS ARE REMOVED FOR CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE TEMPORARY PAVEMENT MARKINGS AT THE END OF EACH NIGHT'S WORK BEFORE OPENING THE STREET TO MORNING TRAFFIC. COST IS SUBSIDIARY TO BID ITEM FOR TRAFFIC CONTROL.

CONTRACTOR TO PROVIDE TEMPORARY MARKINGS IN ACCORDANCE WITH THE REQUIREMENTS OF ITEM 662 OF THE TXDOT STANDARD SPECIFICATIONS.

CONTRACTOR TO REMOVE TEMPORARY PAVEMENT MARKINGS AT THE CONTRACTOR'S EXPENSE IN ACCORDANCE WITH ITEM 677 OF THE TXDOT STANDARD SPECIFICATIONS. COST IS SUBSIDIARY TO BID ITEM FOR TRAFFIC CONTROL.

CONSTRUCTION PHASING:

1. THE CONTRACTOR SHALL SUBMIT AN ASPHALT PAVING PLAN TO THE ENGINEER FOR APPROVAL. SCHEDULE EACH DAY'S WORK TO COMPLETE ASPHALT PAVING TO LIMITS OF PAVEMENT WEDGE MILLING OR INTERSECTION MILLING FOR THAT DAY OR PROVIDE TEMPORARY ASPHALT FILLET AT PAVEMENT WEDGE MILLING OR INTERSECTION MILLING EDGE. THE COST OF TEMPORARY FILLET IS SUBSIDIARY TO CONSTRUCTION.

2. SIGNS, BARRICADES, FLAGGERS AND WARNING DEVICES, AS NECESSARY FOR CONSTRUCTION, SHALL CONFORM TO THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

3. CONSTRUCTION SHOULD BE IN ACCORDANCE WITH ALL CONTRACT DOCUMENTS, THE LATEST EDITION OF THE NCTCOG STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, AND AS DESCRIBED IN THE SPECIFICATIONS.

4. CONTRACTOR TO MAINTAIN AT LEAST ONE LANE OF OPEN TRAFFIC IN EACH DIRECTION AT ALL TIMES.

5. THE CONTRACTOR SHALL KEEP OPEN, ALONG ENTIRE PROJECT, THE SAME TRAFFIC LANE SO AS TO MAINTAIN TRAFFIC CONSISTENCY AND PREVENT MOTORISTS FROM HAVING TO SWITCH LANES AND WEAVE IN AND OUT AND AROUND BARRELS OR BARRICADES.

6. LIMIT COMPLETE ACCESS CLOSURE TO BUSINESSES. SCHEDULE WORK ALONG OPEN BUSINESS LOCATIONS TO MINIMIZE ACCESS CLOSURE TIMEFRAMES. PROVIDE ADDITIONAL FLAGGERS AS NECESSARY.

7. CONSTRUCTION SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK. INDIVIDUAL WARNING SIGNS SHALL BE REMOVED, TURNED AWAY FROM THE VIEW OF TRAFFIC, OR COVERED WHENEVER THE SPECIFIC DANGER OF WHICH THE PARTICULAR SIGN WARNS HAS CEASED TO EXIST, EITHER PERMANENTLY OR TEMPORARILY. THE SIGN MUST BE PROMPTLY REPLACED, TURNED INTO VIEW, OR UNCOVERED WHEN THE SITUATION AGAIN BECOMES A POTENTIAL DANGER.

SUMMARY OF QUANTITIES

NO.	DESCRIPTION	QUANTITY	UNIT
1	REMOVE AND REPLACE 8" THICK REINFORCED CONCRETE PAVEMENT	35	S.Y.
2	HOT MIX ASPHALT, TYPE D, 2", (PG 76-22)	100,300	S.Y.
3	PRIME COAT	8,100	GAL.
4	PAVEMENT WEDGE MILLING	38,400	L.F.
5	PAVEMENT BUTT JOINT AND INTERSECTION MILLING	6,600	S.Y.
6	REINFORCED HIGH DENSITY STRESS RELIEF INTERLAYER	59,250	L.F.
7	ADJUST MANHOLE CASTINGS	15	EA.
8	ADJUST VALVE BOXES	64	EA.
9	TRAFFIC CONTROL	1	L.S.
10	TRAFFIC MARKERS (4" LEAD ACRYLIC REFLECTORIZED)	950	EA.
11	TRAFFIC MARKERS (4" ROUND CERAMIC BUTTONS)	7,850	EA.
12	THERMOPLASTIC REFLECTORIZED STOP BARS (24" WIDE)	1,755	L.F.
13	PAINTED REFLECTORIZED CROSSWALKS (6" WIDE)	2,960	L.F.
14	THERMOPLASTIC REFLECTORIZED PUPPY TRACKS (6" WIDE)	1,120	L.F.
15	THERMOPLASTIC REFLECTORIZED WORDS / SYMBOLS	31	EA.
16	THERMOPLASTIC REFLECTORIZED LEFT TURN ARROWS	56	EA.
17	THERMOPLASTIC REFLECTORIZED RIGHT TURN ARROWS	16	EA.
18	THERMOPLASTIC REFLECTORIZED STRAIGHT ARROWS	6	EA.
19	THERMOPLASTIC REFLECTORIZED COMBINED RIGHT	3	EA.
20	PAVEMENT MARKING CONTINGENCY	1	L.S.
21	RAILROAD COORDINATION	1	L.S.

PAVEMENT REPAIR:

1. THE CONTRACTOR SHALL REPAIR PAVEMENT AREAS AHEAD OF PAVEMENT MILLING AND ASPHALT PAVING.

2. PAVEMENT REMOVAL AND REPLACEMENT SHALL BE FULL DEPTH. MINIMUM PAVEMENT REMOVAL SIZE SHALL BE 4'X4' TO ALLOW FOR PAVEMENT DOWELS.


3. PROVIDE FULL-DEPTH PAVEMENT REPAIR IN ACCORDANCE WITH THE TOWN OF ADDISON FULL-DEPTH REPAIR OF EXISTING CONCRETE PAVEMENT (NIGHT WORK) SPECIFICATION.

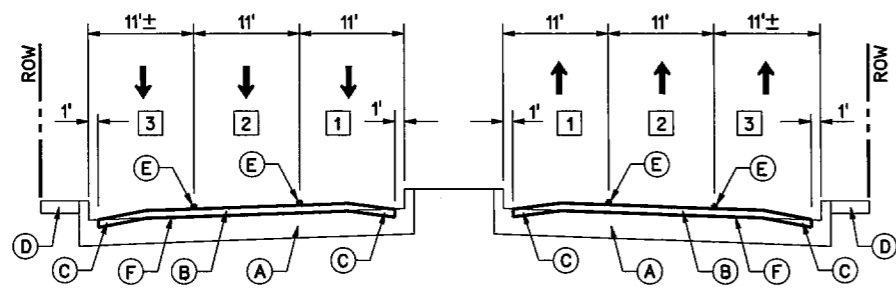
4. THE CONTRACTOR SHALL USE "CLASS K" QUICK SET CONCRETE TO REPAIR PAVEMENT.

5. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT ALL PUBLIC UTILITIES IN THE CONSTRUCTION OF THIS PROJECT. ALL MANHOLES, CLEANOUTS, VALVE BOXES, ETC., MUST BE ADJUSTED TO PROPER LINE AND GRADE BY THE CONTRACTOR AFTER THE PLACING OF PERMANENT PAVING.

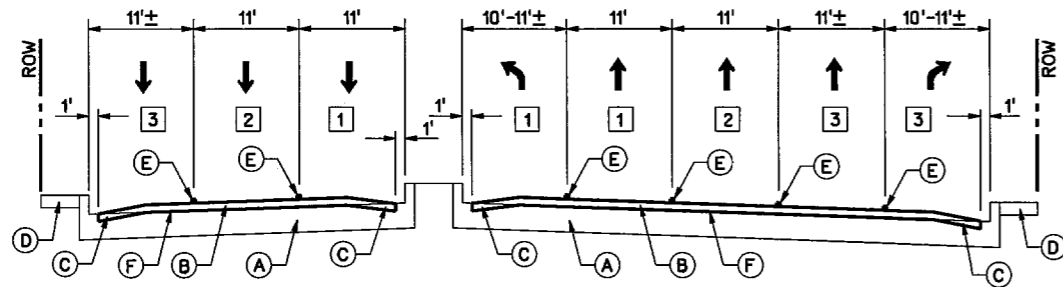


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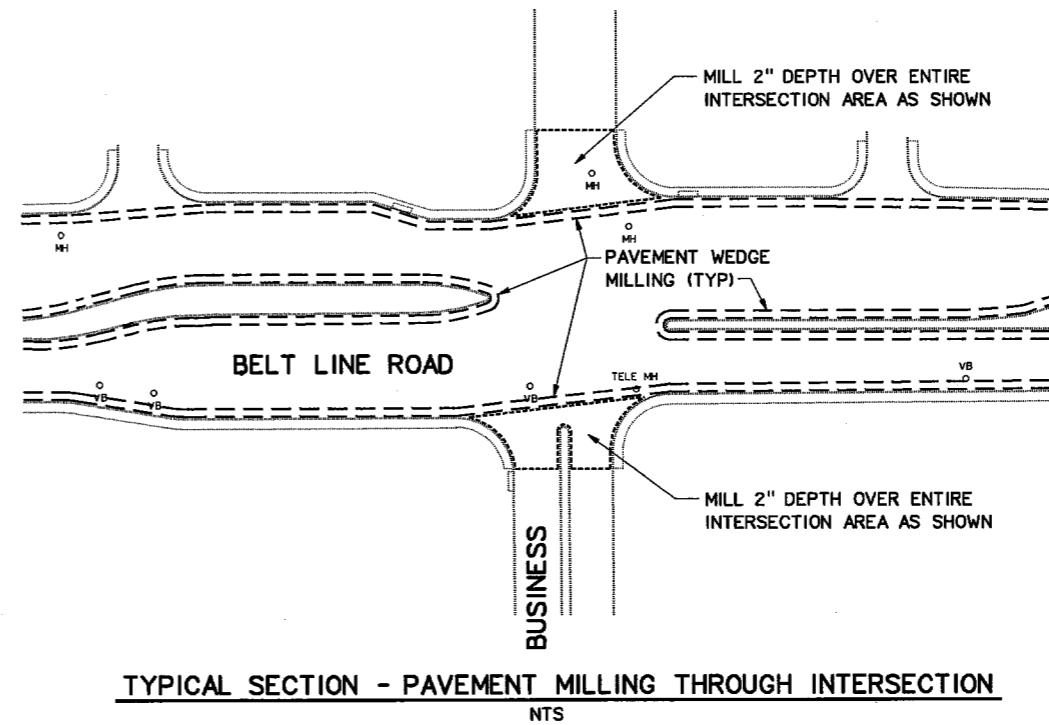
NO.	DATE	REVISION	APPROV.
 HNTB ARCHITECTS ENGINEERS PLANNERS The HNTB Companies			
BELT LINE ROAD MARSH LANE TO DALLAS NORTH TOLLWAY			
GENERAL NOTES AND QUANTITIES			
TOWN OF ADDISON, TEXAS			
Design	WSF	Drawn	GFS
Check	JDH	Check	WSF
DATE	SEPT 04	SCALE	NTS
PROJECT NO.	40316	SHEET NO.	2



TYPICAL SECTION AT MIDBLOCK
NTS



TYPICAL SECTION AT INTERSECTION
NTS



TYPICAL SECTION - PAVEMENT MILLING THROUGH INTERSECTION
NTS

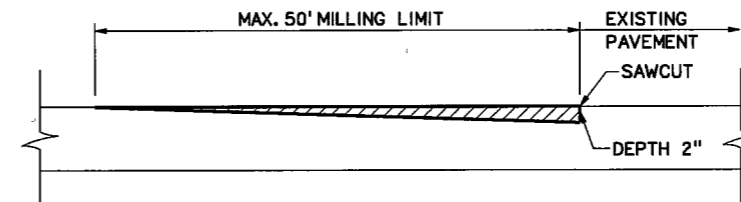
LEGEND:

- (A) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
- (B) 2" THICK ASPHALTIC CEMENT CONCRETE PAVEMENT, TYPE D
- (C) PAVEMENT PLANING, VARIABLE DEPTH
- (D) EXISTING SIDEWALK
- (E) PAVEMENT MARKING
- (F) PRIME COAT

CONSTRUCTION PHASING INDEX*

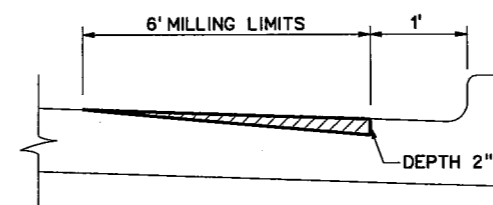
- 1 INTERIOR TRAVEL LANE AND LEFT TURN LANES
- 2 MIDDLE TRAVEL LANES
- 3 OUTSIDE TRAVEL LANE AND RIGHT TURN LANES

*SEE SPECIFICATIONS FOR NIGHT CONSTRUCTION HOURS OF OPERATION FOR EACH LANE.

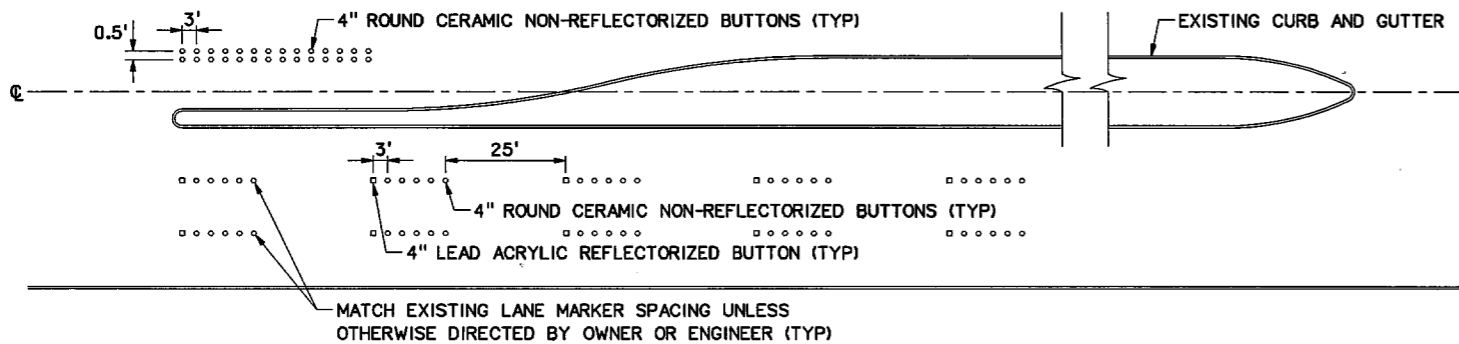


NOTE:
COST FOR SAWCUT FOR BUTT JOINT IS SUBSIDIARY TO PAVEMENT MILLING.

BUTT JOINT PAVEMENT MILLING
VARIABLE DEPTH 0" TO 2"
NTS

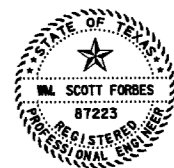


WEDGE MILLING
VARIABLE DEPTH 0" TO 2"
NTS



MATCH EXISTING LANE MARKER SPACING UNLESS OTHERWISE DIRECTED BY OWNER OR ENGINEER (TYP)

TRAFFIC BUTTONS/MARKERS
NTS



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NO.	DATE	REVISION	APPROV.

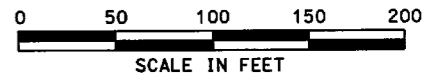
HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

BELT LINE ROAD
MARSH LANE TO DALLAS NORTH TOLLWAY

TYPICAL SECTIONS AND DETAILS

TOWN OF ADDISON, TEXAS

Design WSF	Drawn GFS	DATE	SCALE	PROJECT NO.	SHEET NO.
Check JDH	Check WSF	SEPT 04	NTS	40316	3

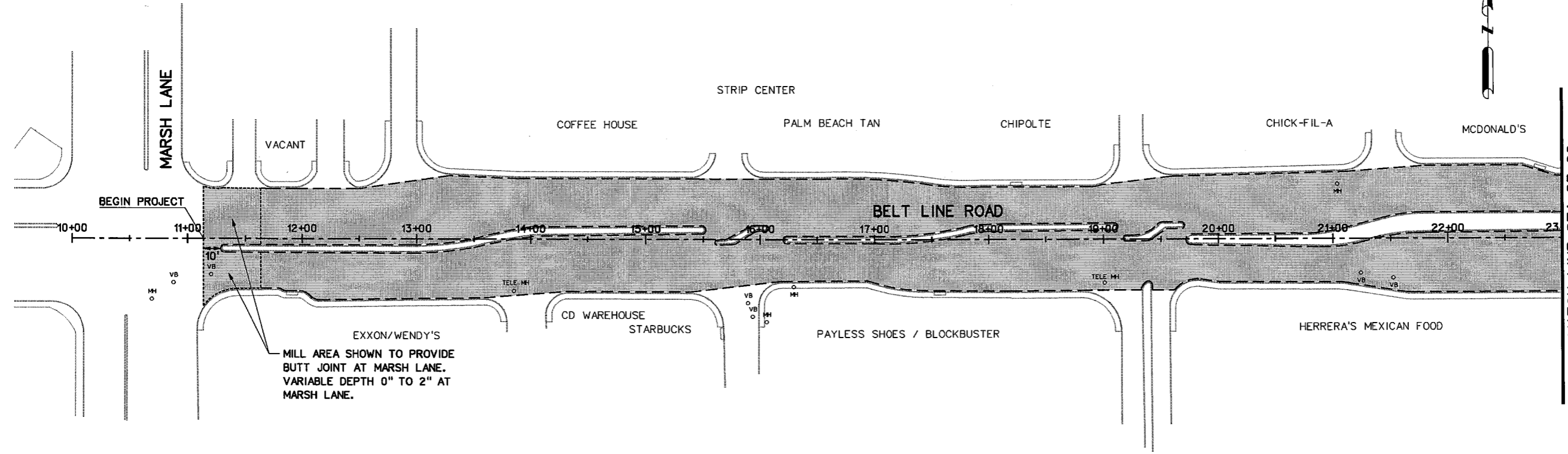


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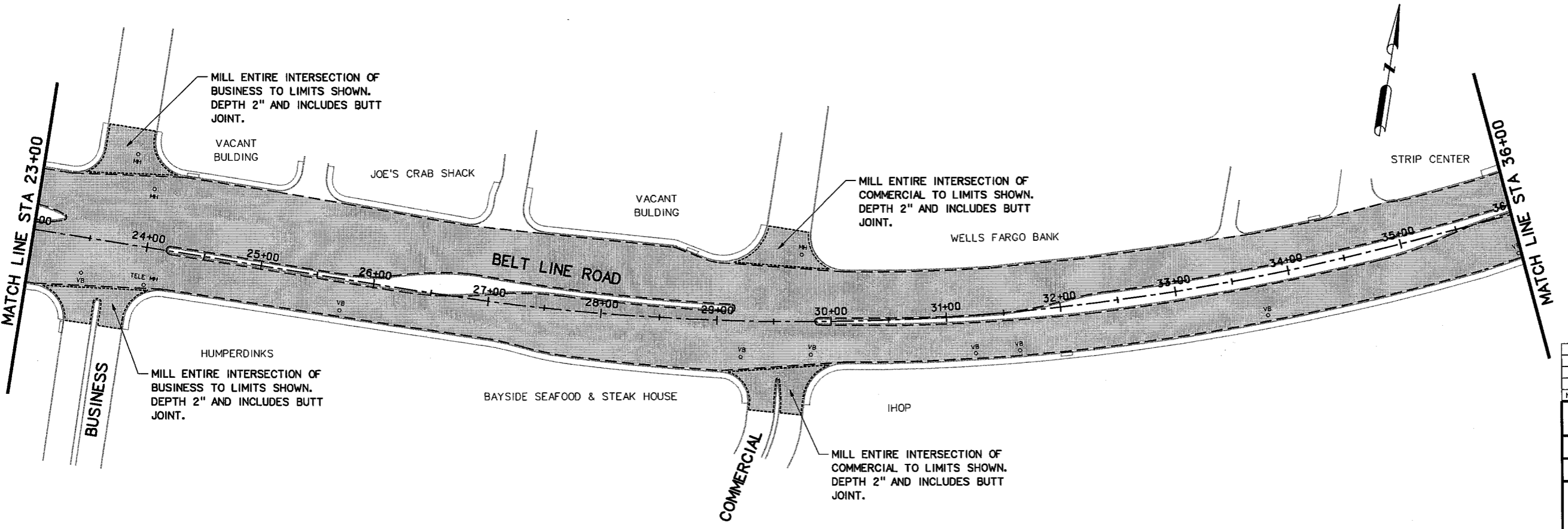
- WEDGE MILLING LIMITS
- MILLING LIMITS
- ASPHALT LIMITS
- PAVEMENT REPAIR
- +H EXISTING MANHOLE
- VB EXISTING VALVE BOX

NOTE:

1. CONTRACTOR TO ADJUST MANHOLES AND VALVE BOXES TO PROPOSED PAVEMENT LIMITS.



MILL AREA SHOWN TO PROVIDE BUTT JOINT AT MARSH LANE. VARIABLE DEPTH 0" TO 2" AT MARSH LANE.



MILL ENTIRE INTERSECTION OF BUSINESS TO LIMITS SHOWN. DEPTH 2" AND INCLUDES BUTT JOINT.

MILL ENTIRE INTERSECTION OF COMMERCIAL TO LIMITS SHOWN. DEPTH 2" AND INCLUDES BUTT JOINT.

MILL ENTIRE INTERSECTION OF BUSINESS TO LIMITS SHOWN. DEPTH 2" AND INCLUDES BUTT JOINT.

MILL ENTIRE INTERSECTION OF COMMERCIAL TO LIMITS SHOWN. DEPTH 2" AND INCLUDES BUTT JOINT.



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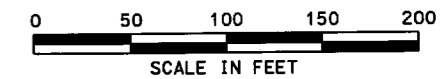
HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

BELT LINE ROAD
MARSH LANE TO DALLAS NORTH TOLLWAY

ASPHALT AND MILLING PLAN
STA 11+28 TO STA 36+00

TOWN OF ADDISON, TEXAS

Design	WSF	Drawn	GFS	DATE	SCALE	PROJECT NO.	SHEET NO.
Check	JDH	Check	WSF	SEPT 04	1"=50'	40316	4

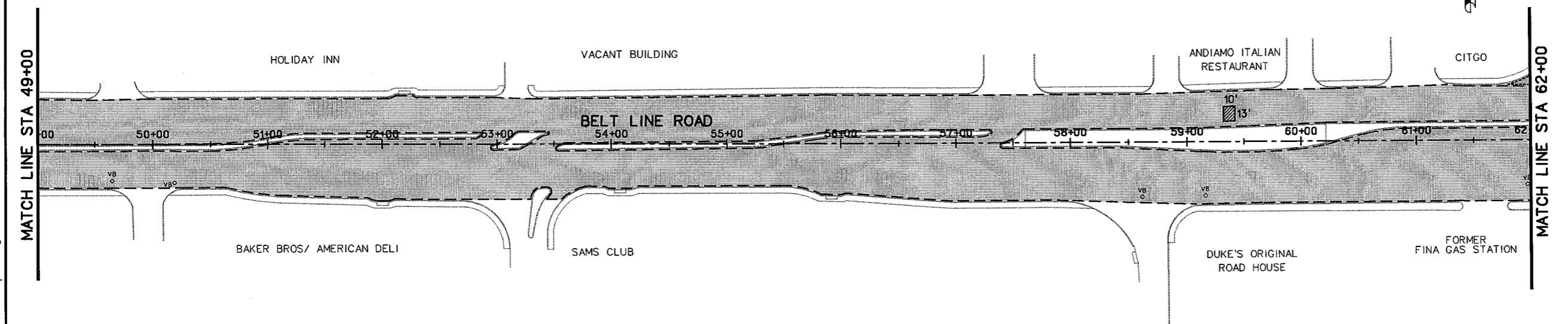
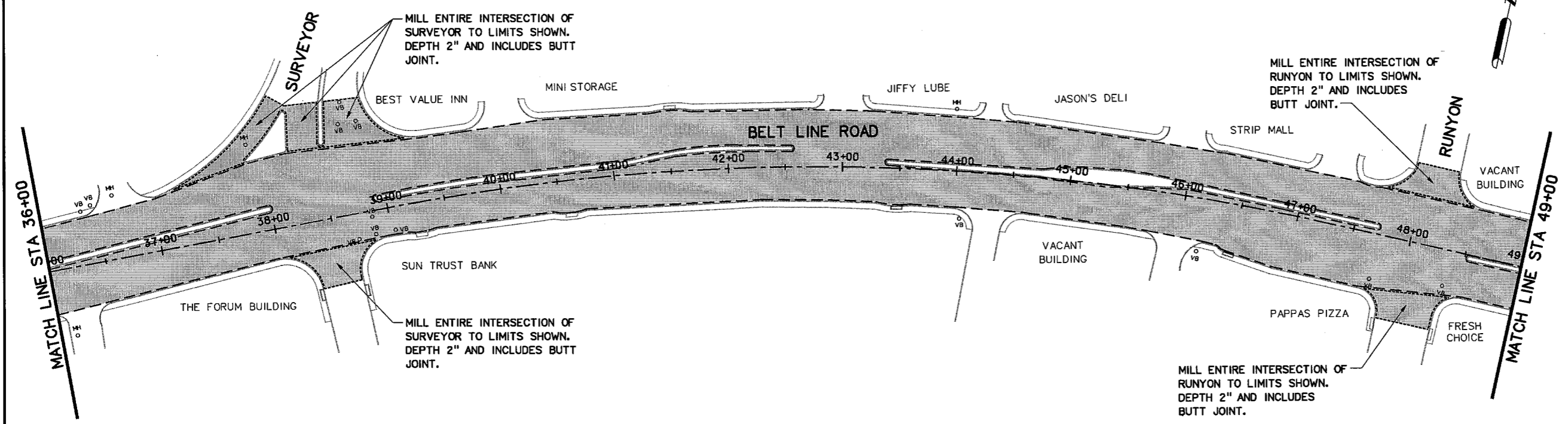


LEGEND:

- WEDGE MILLING LIMITS
- MILLING LIMITS
- ASPHALT LIMITS
- PAVEMENT REPAIR
- EXISTING MANHOLE
- EXISTING VALVE BOX

NOTE:

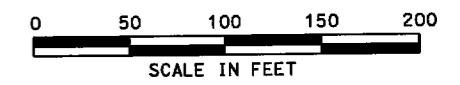
1. CONTRACTOR TO ADJUST MANHOLES AND VALVE BOXES TO PROPOSED PAVEMENT LIMITS.
2. LOCATION OF PAVEMENT PATCHES SHOWN ARE APPROXIMATE ONLY. FINAL LOCATION WILL BE AS DIRECTED BY OWNER'S REPRESENTATIVE.



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NO.	DATE	REVISION	APPROV.
HNTB ARCHITECTS ENGINEERS PLANNERS <i>The HNTB Companies</i>			
BELT LINE ROAD			
MARSH LANE TO DALLAS NORTH TOLLWAY			
ASPHALT AND MILLING PLAN			
STA 36+00 TO STA 62+00			
TOWN OF ADDISON, TEXAS			
Design WSF	Drawn GFS	DATE	SCALE PROJECT NO. SHEET NO.
Check JQH	Check WSF	SEPT 04	1"=50' 40316 5

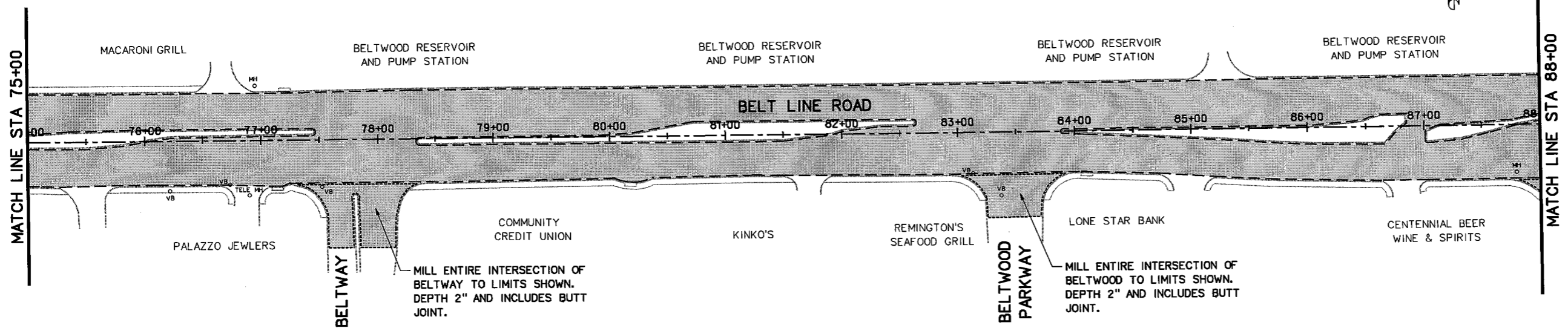
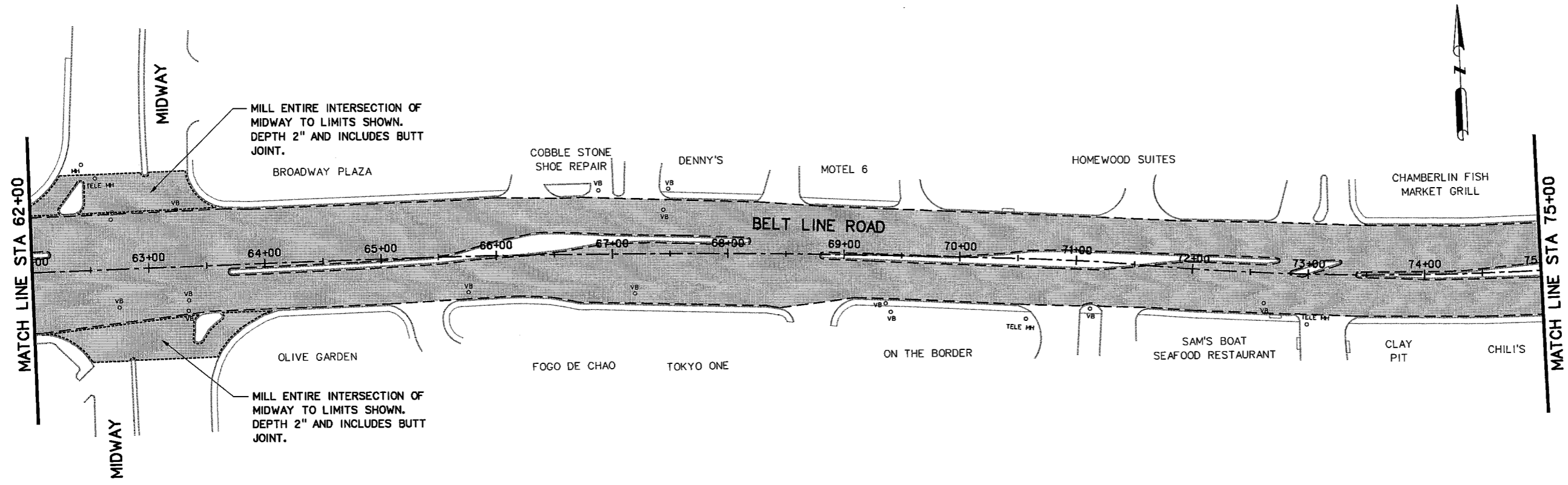
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LEGEND:

- WEDGE MILLING LIMITS
- MILLING LIMITS
- ASPHALT LIMITS
- ▨ PAVEMENT REPAIR
- _M EXISTING MANHOLE
- _{VB} EXISTING VALVE BOX

NOTE:
1. CONTRACTOR TO ADJUST MANHOLES AND VALVE BOXES TO PROPOSED PAVEMENT LIMITS.



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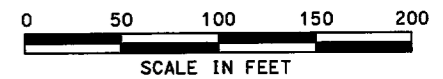
HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

BELT LINE ROAD
MARSH LANE TO DALLAS NORTH TOLLWAY

ASPHALT AND MILLING PLAN
STA 62+00 TO STA 88+00

TOWN OF ADDISON, TEXAS

Design	Drawn	DATE	SCALE	PROJECT NO.	SHEET NO.
WSF	GFS	SEPT 04	1"=50'	40316	6
Check	JDH	Check	WSF	SEPT 04	1"=50'

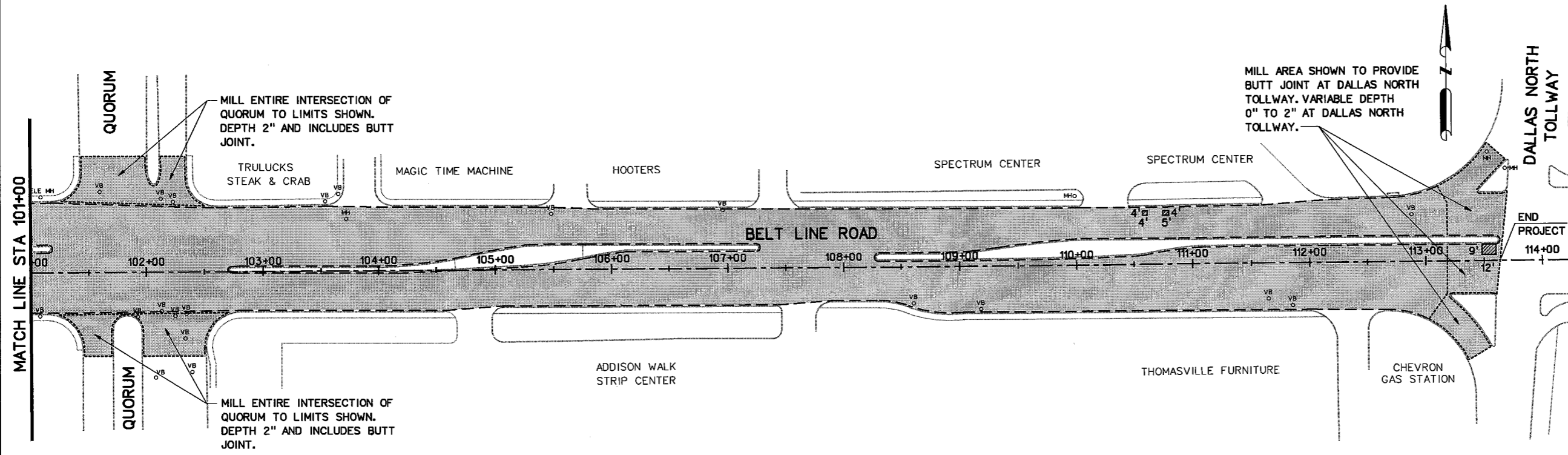
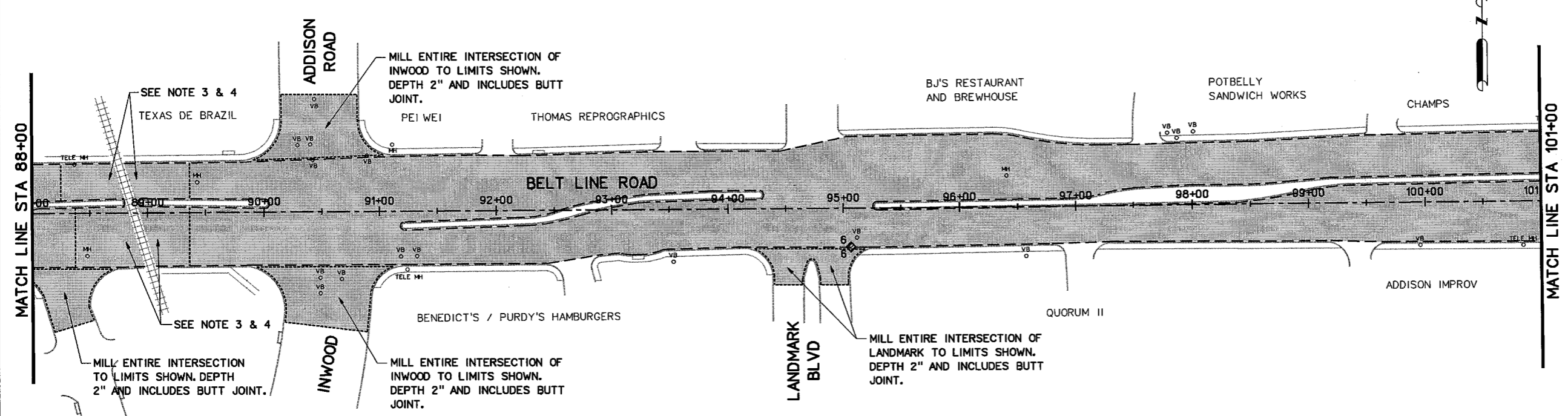


LEGEND:

- WEDGE MILLING LIMITS
- MILLING LIMITS
- ASPHALT LIMITS
- PAVEMENT REPAIR
- EXISTING MANHOLE
- EXISTING VALVE BOX

NOTE:

1. CONTRACTOR TO ADJUST MANHOLES AND VALVE BOXES TO PROPOSED PAVEMENT LIMITS.
2. LOCATION OF PAVEMENT PATCHES SHOWN ARE APPROXIMATE ONLY. FINAL LOCATION WILL BE AS DIRECTED BY OWNER'S REPRESENTATIVE.
3. REMOVE AND DISPOSE OF EXISTING ASPHALT TRANSITION NEAR RAILROAD TRACKS. COST IS SUBSIDIARY TO CONSTRUCTION.
4. MILL AREA SHOWN TO PROVIDE BUTT JOINT AT RAILROAD TRACKS. VARIABLE DEPTH 0" TO 2" AT RAILROAD TRACKS.



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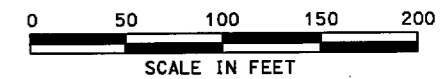
HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

BELT LINE ROAD
MARSH LANE TO DALLAS NORTH TOLLWAY

ASPHALT AND MILLING PLAN
STA 88+00 TO 113+60

TOWN OF ADDISON, TEXAS

Design	Drawn	DATE	SCALE	PROJECT NO.	SHEET NO.
WSF	GFS	SEPT 04	1"=50'	40316	7



LEGEND:

- ① ↑ DIRECTIONAL ARROW
- ② ↗ RIGHT TURN ARROW
- ③ ↖ LEFT TURN ARROW
- ④ ↗ STRAIGHT AND RIGHT TURN ARROW
- ⑤ ↖ STRAIGHT AND LEFT TURN ARROW
- ⑥ ONLY TYP. ELONGATED LETTERS
- ⑦ X TYP. ELONGATED RR MARKINGS
- RR
- ⑧ - - - PUPPY TRACK LINES
- ⑨ ——— CROSSWALK LINES
- ⑩ ——— STOP LINES

NOTES:

1. LOCATION OF PAVEMENT MARKINGS SHOWN ARE APPROXIMATE ONLY. FINAL LOCATIONS WILL BE AS DIRECTED BY THE OWNER'S REPRESENTATIVE. CONTRACTOR TO FOLLOW DESIGN CRITERIA SET FORTH IN TXDOT PAVEMENT MARKING AND THE TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
2. TRAFFIC BUTTONS/MARKERS NOT SHOWN. SEE SHEET 3 FOR STANDARD DETAILS.
3. CONTRACTOR SHALL REPLACE AND MATCH EXISTING TRAFFIC MARKERS/BUTTONS AND STRIPES ON NEW PAVEMENT AREAS OF ALL SIDE STREETS AND DRIVES. USE ITEM PAVEMENT MARKING CONTINGENCY FOR PAVEMENT.



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NO.	DATE	REVISION	APPROV.

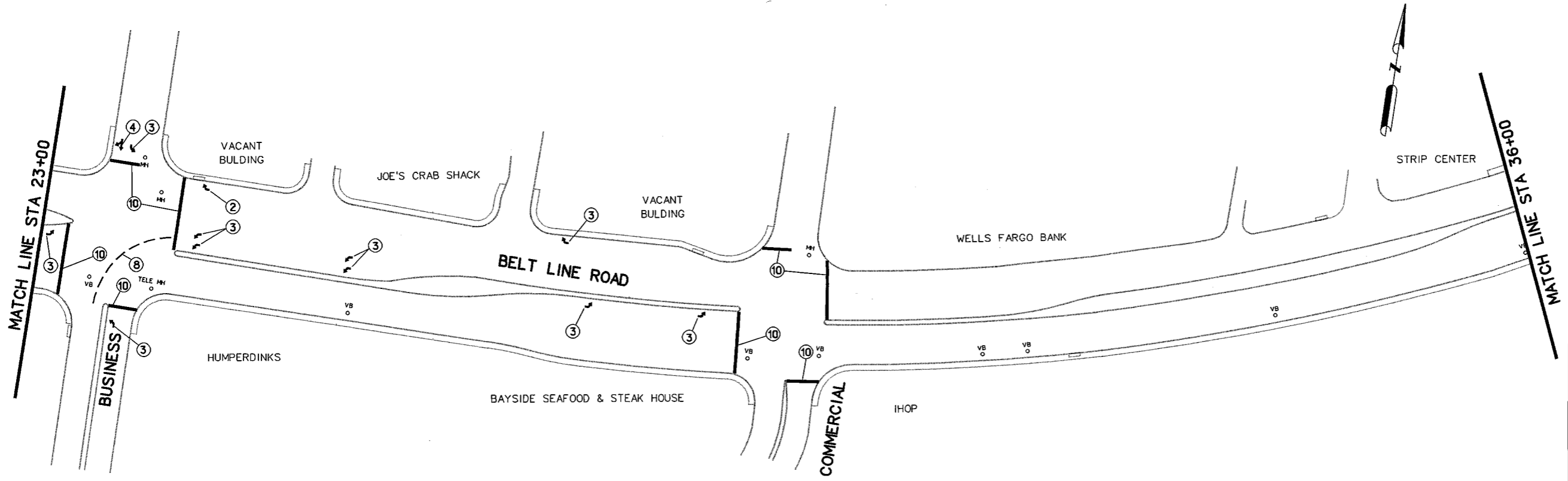
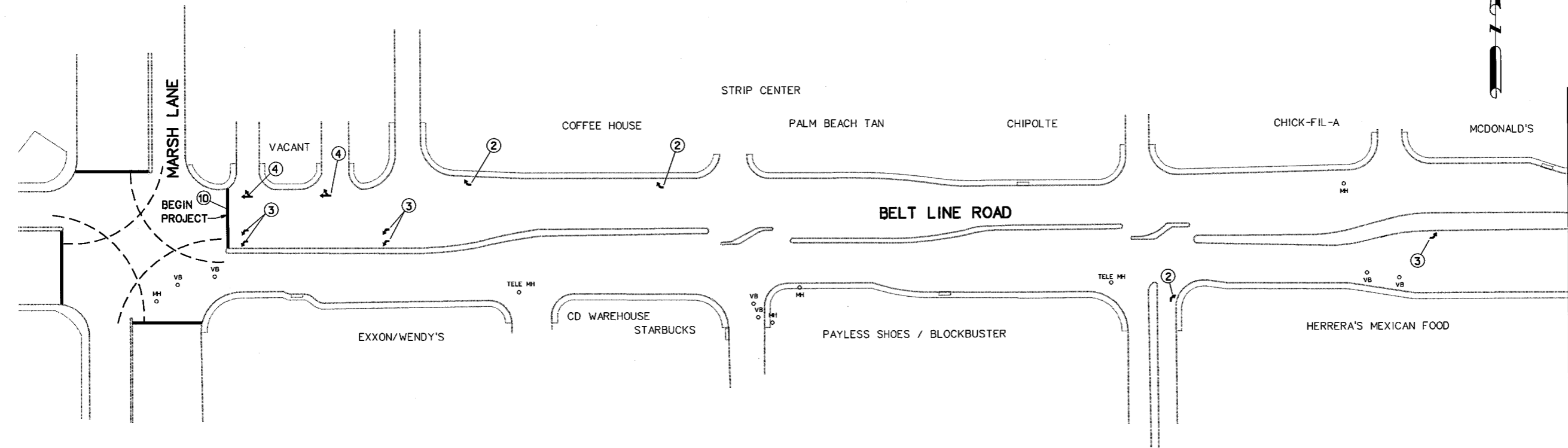
HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

BELT LINE ROAD
MARSH LANE TO DALLAS NORTH TOLLWAY

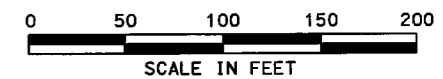
PAVEMENT MARKING PLAN
BEGIN TO STA 36+00

TOWN OF ADDISON, TEXAS

Design	Drawn	DATE	SCALE	PROJECT NO.	SHEET NO.
WSF	GFS	SEPT 04	1"=50'	40316	8



09-SEP-2004 16:00 C:\10516\Cad\Sheets\blisp01.dgn



LEGEND:

- ① ↑ DIRECTIONAL ARROW
- ② ↗ RIGHT TURN ARROW
- ③ ↖ LEFT TURN ARROW
- ④ ↗ STRAIGHT AND RIGHT TURN ARROW
- ⑤ ↖ STRAIGHT AND LEFT TURN ARROW
- ⑥ ONLY TYP. ELONGATED LETTERS
- ⑦ X TYP. ELONGATED RR MARKINGS
- RR
- ⑧ - - - PUPPY TRACK LINES
- ⑨ ——— CROSSWALK LINES
- ⑩ ——— STOP LINES

NOTES:

1. LOCATION OF PAVEMENT MARKINGS SHOWN ARE APPROXIMATE ONLY. FINAL LOCATIONS WILL BE AS DIRECTED BY THE OWNER'S REPRESENTATIVE. CONTRACTOR TO FOLLOW DESIGN CRITERIA SET FORTH IN TXDOT PAVEMENT MARKING AND THE TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
2. TRAFFIC BUTTONS/MARKERS NOT SHOWN. SEE SHEET 3 FOR STANDARD DETAILS.
3. CONTRACTOR SHALL REPLACE AND MATCH EXISTING TRAFFIC MARKERS/BUTTONS AND STRIPES ON NEW PAVEMENT AREAS OF ALL SIDE STREETS AND DRIVES. USE ITEM PAVEMENT MARKING CONTINGENCY FOR PAVEMENT.



THE SEAL ON THIS DOCUMENT WAS AUTHORIZED BY W.M. SCOTT FORBES P.E.# 87223 ON 09-SEP-2004

NO.	DATE	REVISION	APPROV.

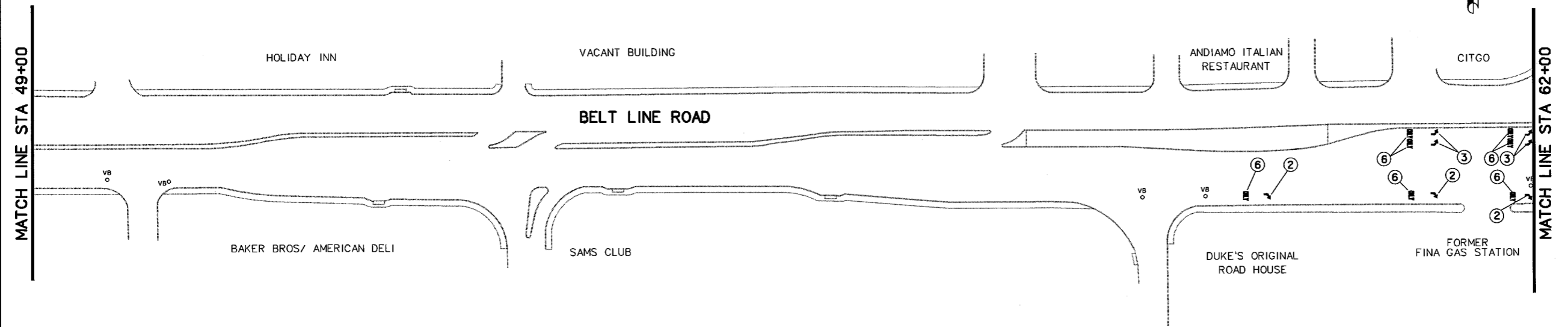
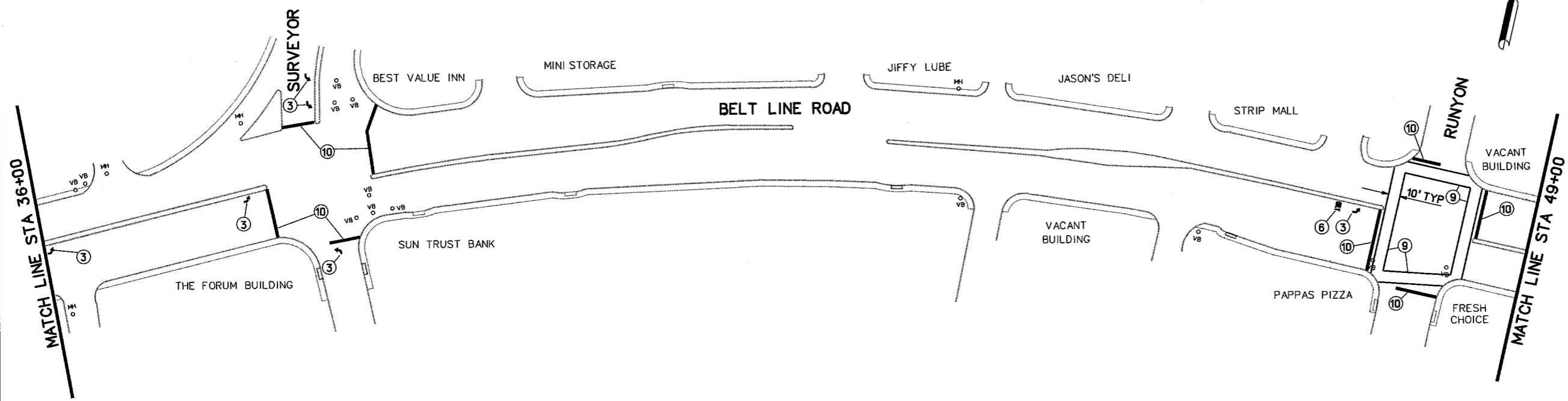
HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

BELT LINE ROAD
MARSH LANE TO DALLAS NORTH TOLLWAY

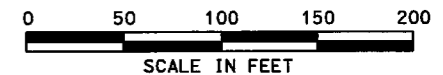
PAVEMENT MARKING PLAN
STA 36+00 TO STA 62+00

TOWN OF ADDISON, TEXAS

Design WSF	Drawn GFS	DATE	SCALE	PROJECT NO.	SHEET NO.
Check JDH	Check WSF	SEPT 04	1"=50'	40316	9



09-SEP-2004 16:00
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LEGEND:

- ① ↑ DIRECTIONAL ARROW
- ② ↗ RIGHT TURN ARROW
- ③ ↖ LEFT TURN ARROW
- ④ ↗ STRAIGHT AND RIGHT TURN ARROW
- ⑤ ↖ STRAIGHT AND LEFT TURN ARROW
- ⑥ ONLY TYP. ELONGATED LETTERS
- ⑦ X TYP. ELONGATED RR MARKINGS
- RR
- ⑧ - - - PUPPY TRACK LINES
- ⑨ ——— CROSSWALK LINES
- ⑩ ——— STOP LINES

NOTES:

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3. CONTRACTOR SHALL REPLACE AND MATCH EXISTING TRAFFIC MARKERS/BUTTONS AND STRIPES ON NEW PAVEMENT AREAS OF ALL SIDE STREETS AND DRIVES. USE ITEM PAVEMENT MARKING CONTINGENCY FOR PAVEMENT.



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NO.	DATE	REVISION	APPROV.

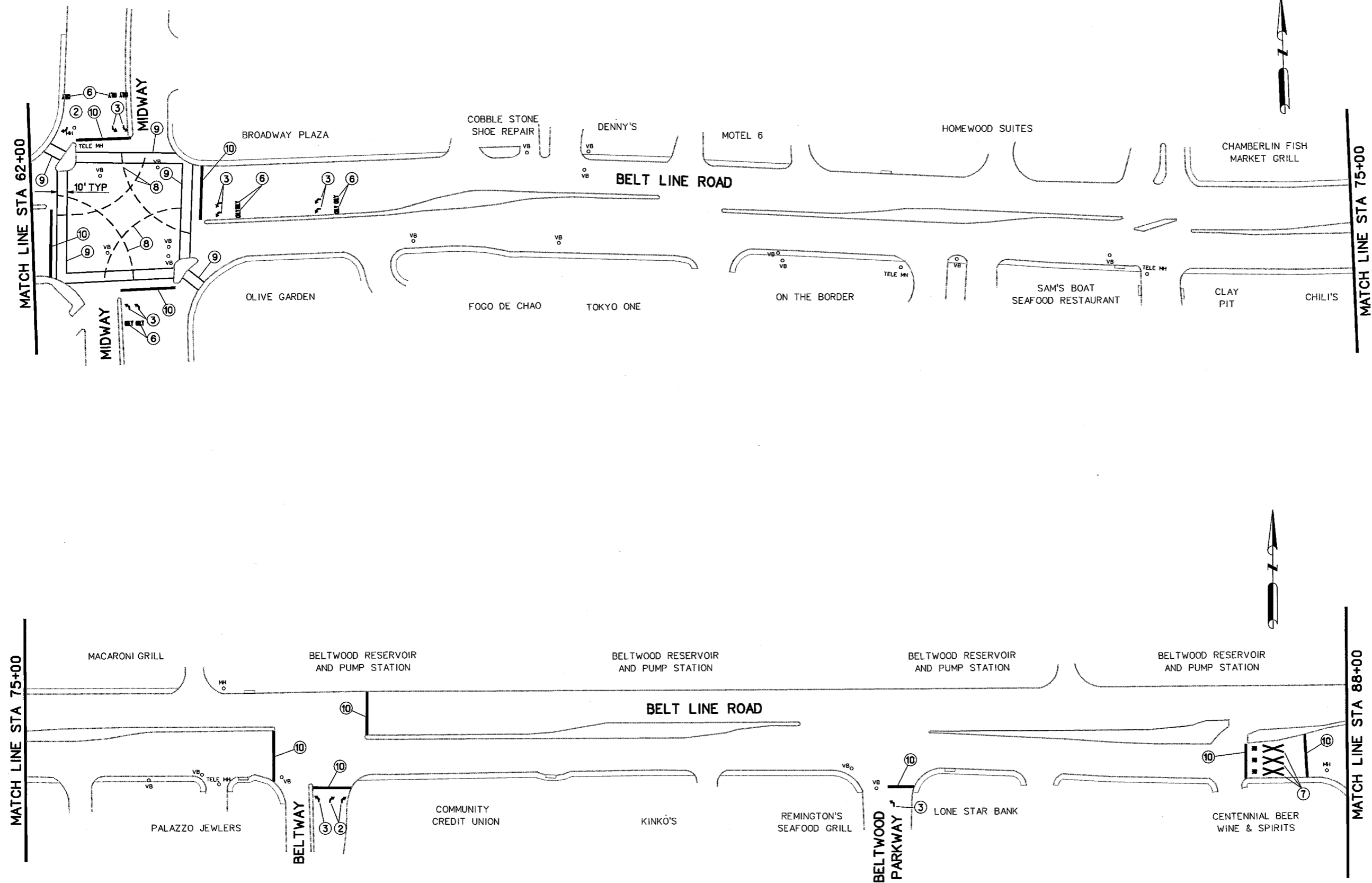
HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

BELT LINE ROAD
MARSH LANE TO DALLAS NORTH TOLLWAY

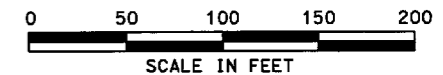
PAVEMENT MARKING PLAN
STA 62+00 TO STA 88+00

TOWN OF ADDISON, TEXAS

Design WSF	Drawn GFS	DATE	SCALE	PROJECT NO.	SHEET NO.
Check JDH	Check WSF	SEPT 04	1"=50'	40316	10



09-SEP-2004 16:00
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LEGEND:

- ① ↑ DIRECTIONAL ARROW
- ② ↗ RIGHT TURN ARROW
- ③ ↖ LEFT TURN ARROW
- ④ ↗↖ STRAIGHT AND RIGHT TURN ARROW
- ⑤ ↖↗ STRAIGHT AND LEFT TURN ARROW
- ⑥ ONLY TYP. ELONGATED LETTERS
- ⑦ X TYP. ELONGATED RR MARKINGS
- RR
- ⑧ - - - PUPPY TRACK LINES
- ⑨ ——— CROSSWALK LINES
- ⑩ ——— STOP LINES

NOTES:

1. LOCATION OF PAVEMENT MARKINGS SHOWN ARE APPROXIMATE ONLY. FINAL LOCATIONS WILL BE AS DIRECTED BY THE OWNER'S REPRESENTATIVE. CONTRACTOR TO FOLLOW DESIGN CRITERIA SET FORTH IN TXDOT PAVEMENT MARKING AND THE TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
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3. CONTRACTOR SHALL REPLACE AND MATCH EXISTING TRAFFIC MARKERS/BUTTONS AND STRIPES ON NEW PAVEMENT AREAS OF ALL SIDE STREETS AND DRIVES. USE ITEM PAVEMENT MARKING CONTINGENCY FOR PAVEMENT.



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NO.	DATE	REVISION	APPROV.

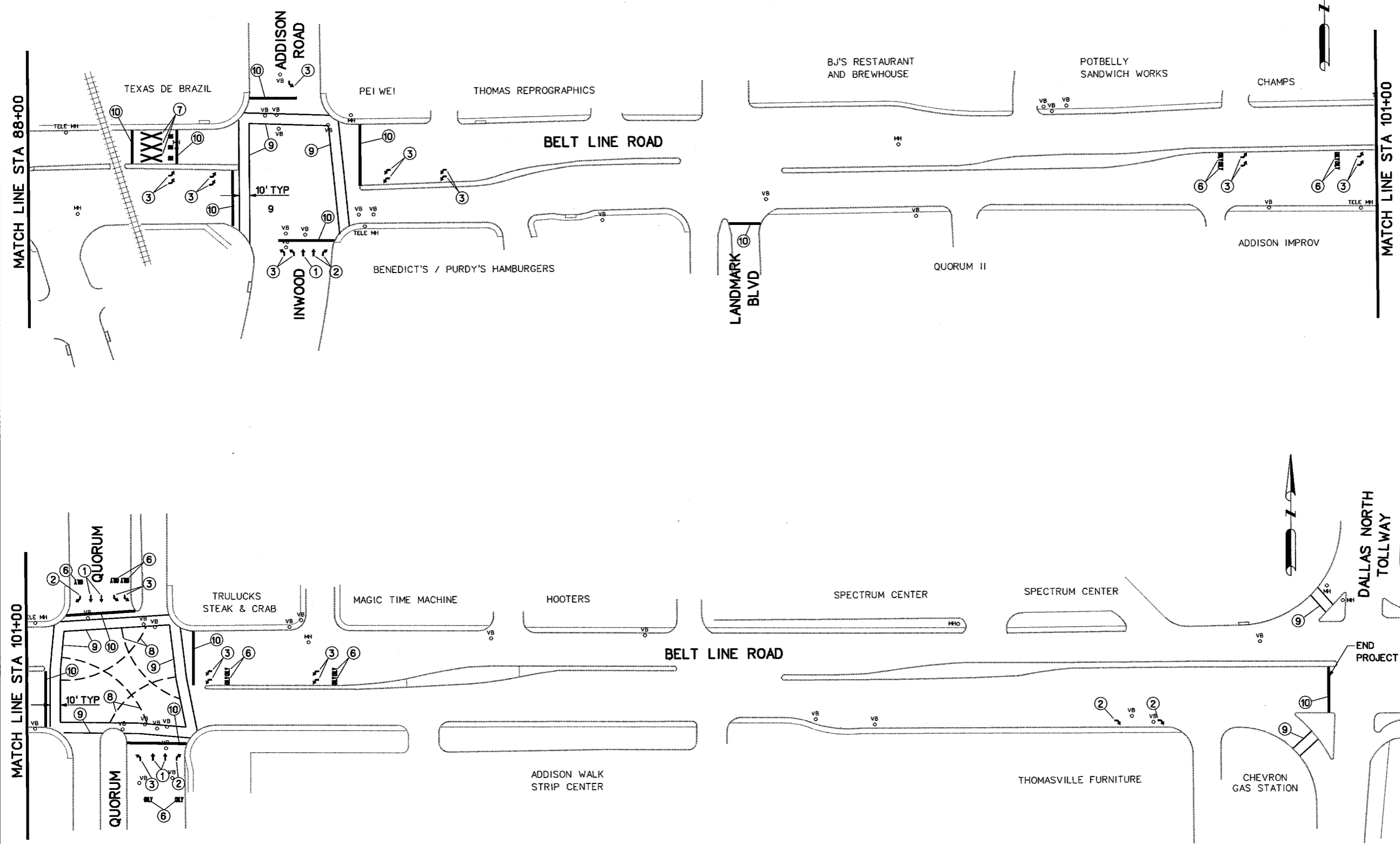
HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

BELT LINE ROAD
MARSH LANE TO DALLAS NORTH TOLLWAY

PAVEMENT MARKING PLAN
STA 88+00 TO END

TOWN OF ADDISON, TEXAS

Design	WSF	Drawn	GFS	DATE	SCALE	PROJECT NO.	SHEET NO.
Check	JDH	Check	WSF	SEPT 04	1"=50'	40316	11



09-SEP-2004 16:00
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