


PAVING, DRAINAGE, AND UTILITY CONSTRUCTION PLANS FOR METHODIST HOSPITAL FOR SURGERY WEST OF DALLAS NORTH TOLLWAY, EAST OF ADDISON ROAD, NORTH OF SOJOURN DRIVE ADDISON, TEXAS

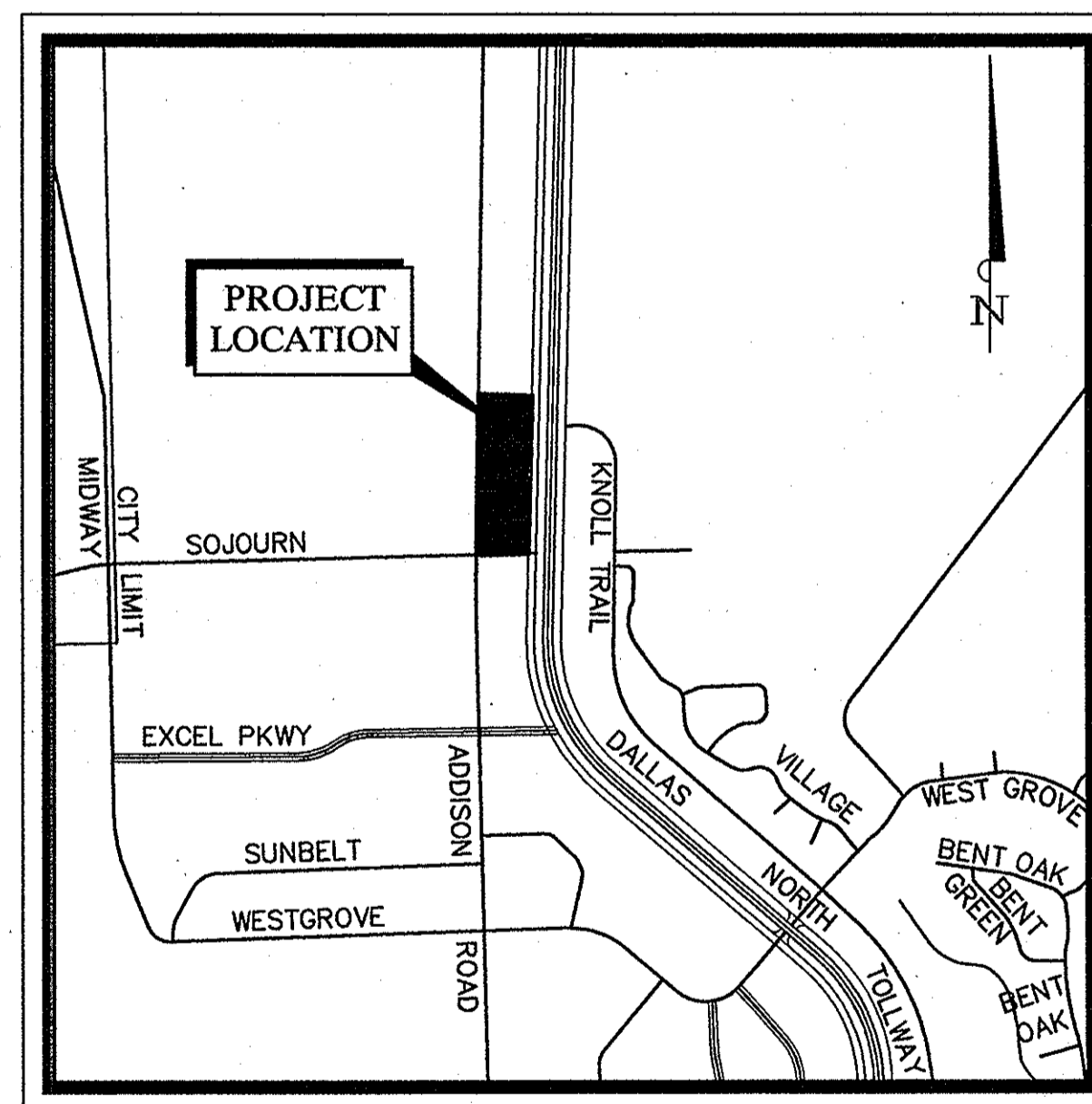
PLANS SUBMITTAL/REVIEW LOG

FIRST SUBMITTAL TO TOWN OF ADDISON - NOT FOR CONSTRUCTION.	5/1/09
SECOND SUBMITTAL TO TOWN OF ADDISON - NOT FOR CONSTRUCTION.	6/17/09
THIRD SUBMITTAL TO TOWN OF ADDISON - NOT FOR CONSTRUCTION.	7/29/09
FOURTH SUBMITTAL TO TOWN OF ADDISON - NOT FOR CONSTRUCTION.	8/14/09
SUBMITTAL FOR CONSTRUCTION	8/25/09
CITY OF DALLAS COMMENTS	09/09/09
RESUBMITTAL TO TOWN OF ADDISON - NOT FOR CONSTRUCTION. MODIFICATIONS BASED ON CHANGE TO THE CENTRAL UTILITY PLANT.	10/21/09
RESUBMITTAL TO TOWN OF ADDISON	11/03/09

DEVELOPER
ADVANTA MEDICAL DEVELOPMENT, LLC.
5225 VILLAGE CREEK DRIVE
PLANO, TX 75093
TEL: 972-499-6302

ARCHITECT
BOKA POWELL, LLC
8070 PARK LANE, SUITE 300
DALLAS, TX 75231
TEL: 972-701-9000
FAX: 972-991-3008

ENGINEER
 **Kimley-Horn
and Associates, Inc.**
5750 GENESIS COURT
SUITE 200
FRISCO, TEXAS 75034
TEL. (972) 335-3580
FAX. 972-335-3779
CONTACT: DAVID KOCHALKA, P.E.
STATE OF TEXAS REGISTRATION NO. F-928



VICINITY MAP
N.T.S.

INDEX OF SHEETS

SHEET NO.	DESCRIPTION	DATE	REVISION			
C-01	COVER SHEET	8/25/09	△	△	△	△
1 of 1	FINAL PLAT					
C-02	GENERAL NOTES	8/25/09	11/03/09			
C-03	DEMOLITION PLAN	8/25/09	11/03/09			
C-04	DIMENSION CONTROL AND PAVING PLAN	8/25/09	11/03/09	12/21/09		3/10/10
C-05	GRADING PLAN	8/25/09	11/03/09	12/21/09		3/10/10
C-06	DRAINAGE AREA MAP	8/25/09	11/03/09			
C-07	STORM SEWER CALCULATIONS	8/25/09	11/03/09			
C-08	DETENTION CALCULATIONS	8/25/09	11/03/09			
C-09	STORM SEWER PLAN	8/25/09	11/03/09	12/21/09		
C-10	STORM SEWER PROFILES	8/25/09	11/03/09			
C-11	STORM SEWER PROFILES	8/25/09	11/03/09			
C-12	DETENTION PROFILES	8/25/09	11/03/09			
C-13	DETENTION PROFILES	8/25/09	11/03/09			
C-14	UTILITY PLAN	8/25/09	11/03/09	12/21/09		
C-14A	UTILITY EXHIBIT	8/25/09	11/03/09			
C-15	WATER LINE PROFILES	8/25/09	11/03/09			
C-16	DALLAS NORTH TOLLWAY FRONTAGE ROAD TURN LANE #1	8/25/09	11/03/09		12/21/09	
C-17	DALLAS NORTH TOLLWAY FRONTAGE ROAD TURN LANE #2	8/25/09	11/03/09		12/21/09	
C-18	EROSION CONTROL PLAN	8/25/09	11/03/09			
C-19	EROSION CONTROL DETAILS	8/25/09	11/03/09			
C-20	CONSTRUCTION DETAILS	8/25/09	11/03/09			
C-21	CONSTRUCTION DETAILS	8/25/09	11/03/09			
C-22	CONSTRUCTION DETAILS	8/25/09	11/03/09			
C-23	TRAFFIC CONTROL PLAN	8/25/09	11/03/09			
SCP-4	TXDOT SINGLE BOX CULVERT - PRECAST - 4'-0" SPAN					
SCP-MD	TXDOT SINGLE BOX CULVERT - PRECAST - MISC. DETAILS					
MC-6-16	TXDOT MULTIPLE BOX CULVERTS CAST IN PLACE 6'-0" SPAN					
MC-8-13	TXDOT MULTIPLE BOX CULVERTS CAST IN PLACE 8'-0" SPAN					
MC-MD	TXDOT MULTIPLE BOX CULVERTS C.I.P. MISC. DETAILS					

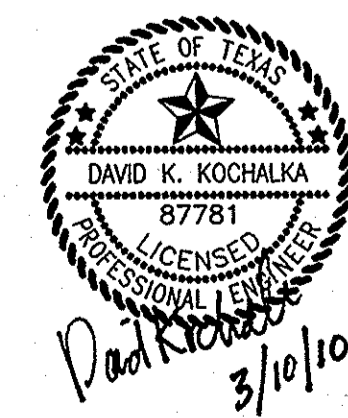
RECORD DWG
UPDATED
9/30/10

RECORD DWG
UPDATED
10/15/10

NOT
UPDATED
FOR RECORD
DRAWINGS

- △ REVISION FROM CENTRAL UTILITY PLANT RELOCATION
- △ REVISION TO DOCTOR PARKING AND DOCK LAYOUT
- △ APPROVED CITY OF DALLAS TURN LANE PLANS
- △ MODIFIED SITE PLAN: SHIFTED 2 LANDSCAPE ISLANDS IN N. PARKING, ADDED PARKING TO DR. AREA, MODIFIED DOCK AREA, ADJUSTED RADIUS PAVING & SIDEWALK COMING CUT SOUTH SIDE OF MOTOR COURT, ADDED MOW STRIP, MODIFIED SIDEWALK AND PATIO AREA, INCREASED SIDEWALK FROM ELECTRICAL ROOM, MODIFIED CURB TO ALLOW FOR E-CALL BOXES

APPROVED FOR CONSTRUCTION
Town of Addison
Public Works Department
APPROVED BY: *CLAY BARNEY*
DATE: 3-16-2010



**RECORD DRAWINGS
(SEPTEMBER 2010)**
INFORMATION PROVIDED BY:
Rogers-O'Brien Construction Company

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

**AUGUST 25, 2009
PW#2008-18**

All responsibility for the adequacy of these plans remains with the Engineer who prepared them. In approving these plans, the Town of Addison makes no representation of adequacy of the work of the Design Engineer.

MATCH LINE (SEE SHEET 2)

ADDISON ROAD
(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)

DALLAS NORTH TOLLWAY
(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)

LOT 1, BLOCK A
4.505 ACRES
196,234 SQ. FT.

LOT 2, BLOCK A
2.443 ACRES
106,417 SQ. FT.

TOWN OF ADDISON

CITY OF DALLAS

APPROXIMATE LOCATION OF CORPORATE LIMITS

SOJOURN DRIVE
(60' PUBLIC RIGHT-OF-WAY)

POINT OF BEGINNING

ADDISON BENT TREE, LLC
INST. # 20070817523
O.P.R.D.C.T.

SPONGE LINE AND UTILITY EASEMENT
VOL. 78288, PG. 2813
D.R.D.C.T.

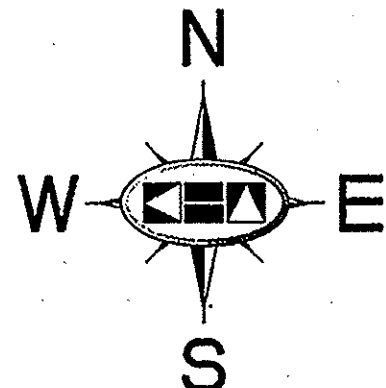
ELI SHEPARD SURVEY, ABSTRACT NO. 1361
WILLIAM LOMAX SURVEY, ABSTRACT NO. 782

THE ARBOR
VOL. 81202 PG. 260
D.R.D.C.T.

TRACT III
MHSS-ADDISON, LP
INST. NO. 200900153048
O.P.R.D.C.T.

SANITARY SEWER EASEMENT
VOL. 78136, PG. 1081
D.R.D.C.T.

110 SQ. FT. (0.003 AC) STREET AND UNDERGROUND UTILITY EASEMENT
VOL. 65168 PG. 273
D.R.D.C.T.



OWNER'S CERTIFICATE

STATE OF TEXAS \$
COUNTY OF DALLAS \$

WHEREAS MHSS-ADDISON, LP, is the owner of a tract of land out of the Eli Shepard Survey, Abstract No. 1361, Town of Addison, Dallas County, Texas, being all of a tract of land described as "Tract F" and "Tract I" in Special Warranty Deed to MHSS-ADDISON, LP, recorded in Instrument No. 200900153048, Official Public Records of Dallas County, Texas and being more particularly described as follows:

BEGINNING at a PK nail found at the intersection of the north right-of-way line of Sojourn Drive (a 60-foot wide right-of-way) and the east right-of-way line of Addison Road (a variable width right-of-way);

THENCE with said east right-of-way line, North 01°33'44" East, a distance of 928.23 feet to a 5/8" iron rod with cap found for corner;

THENCE with a jog in said east right-of-way line, South 88°33'43" East, at a distance of 12.00 feet, passing the southwest corner of Two Rows Restaurant, an addition to the Town of Addison, Texas according to the plat recorded in Volume 2004081, Page 208, Deed Records of Dallas County, Texas, continuing with the south line of said Addition, at a distance of 338.00 feet, passing the southeast corner of said Addition and a point in the west right-of-way line of the Dallas North Tollway (a variable width right-of-way), continuing with a jog in said west right-of-way line, in all a total distance of 350.00 feet to a "X" cut in concrete found for corner;

THENCE with said west right-of-way line, South 01°33'44" West, a distance of 914.05 feet to a 1/2" iron rod with cap found for corner at the intersection of said west right-of-way line and the said north right-of-way line of Sojourn Drive;

THENCE with said north right-of-way line of Sojourn Drive, South 60°07'06" West, a distance of 350.32 feet the **POINT OF BEGINNING** and containing 7.4013 acres or 322,400 square feet of land.

SURVEYORS CERTIFICATION

KNOW ALL MEN BY THESE PRESENTS:

I, DANA BROWN, a Registered Professional Land Surveyor in the State of Texas, do hereby declare that I have prepared this plat from an actual on the ground survey of the land, and that the corner monuments shown thereon were properly placed under my personal supervision in accordance with Subdivision Regulations of the Town of Addison, Texas.

Dana Brown
Registered Professional Land Surveyor #5826
Kimley-Horn and Associates, Inc.
12700 Park Central Drive, Suite 1800
Dallas, Texas 75251
972-770-1300

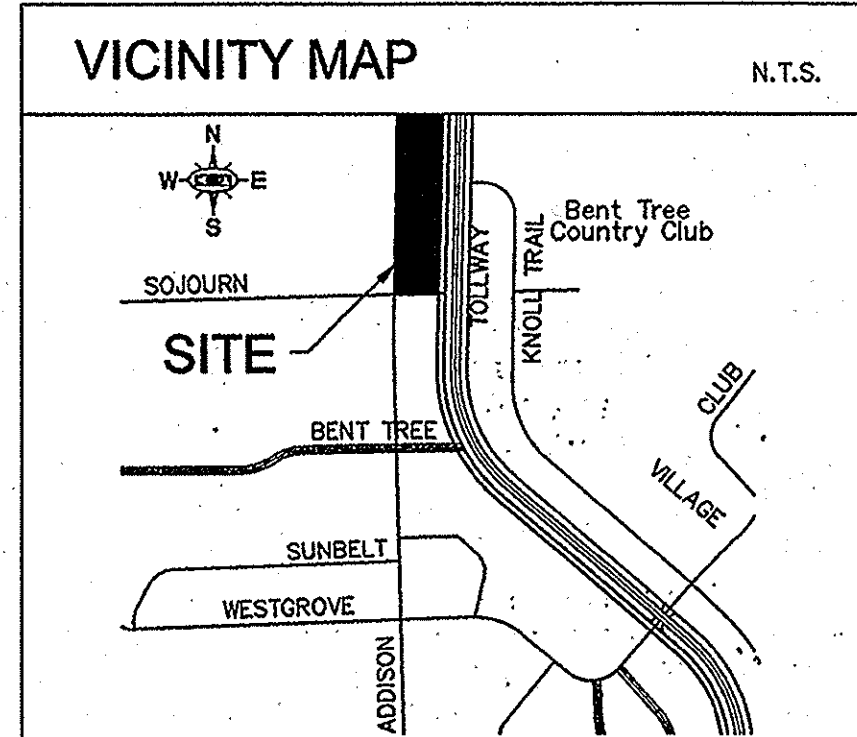
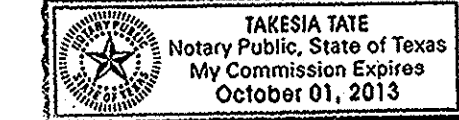


STATE OF TEXAS \$
COUNTY OF COLLIN \$

BEFORE ME, the undersigned authority, a Notary Public, on this day personally appeared Dana Brown, known to me to be the person whose name is subscribed to the foregoing instruments, and acknowledged to me that he executed the same for the purpose and considerations therein expressed and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this 4th day of August, 2010.

Alison Wylie
NOTARY PUBLIC in and for the STATE OF TEXAS



AREA TABLE

LOT	ACRES	SQUARE FEET
ROW	0.4534	19,748
LOT 1	6.9479	302,692
TOTAL	7.4013	322,400

LEGEND

IRF	IRON ROD FOUND
IRFC	CAPPED IRON ROD FOUND
IRS	5/8" IRON ROD WITH "KHA" CAP SET
(C.M.)	CONTROL MONUMENT
XF	"X" IN CONCRETE FOUND
PKF	PK NAIL FOUND
A.U.E.	ACCESS & UTILITY EASEMENT (BY THIS PLAT)
W.E.	WATER EASEMENT (BY THIS PLAT)
D.E.	DRAINAGE EASEMENT (BY THIS PLAT)
DET.E.	DETENTION EASEMENT (BY THIS PLAT)
S.E.	STREET EASEMENT (BY THIS PLAT)
N.I.E.E.	NON-EXCLUSIVE INGRESS/EGRESS EASEMENT (BY THIS PLAT)
S.W.E.	SIDE WALK EASEMENT (BY THIS PLAT)
U.E.	UTILITY EASEMENT (BY THIS PLAT)
O.P.R.D.C.T.	OFFICIAL PUBLIC RECORDS, DALLAS CO. TX.
D.R.D.C.T.	DEED RECORDS, DALLAS CO. TX.

- NOTES**
- The bearing system for this plat is based on grid north of the Texas Coordinate System of 1983 resulting in a bearing of North 01°33'44" East, for the east right-of-way line of Addison Road.
 - All easements are by this plat unless otherwise noted.
 - This plat is subject to restrictions contained in deeds recorded in Volume 79119, Page 2604, Volume 78243, Page 191, and Volume 81101, Page 2295, all of the Deed Records of Dallas County, Texas.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

That MHSS-ADDISON, LP ("Owner") does hereby adopt this plat designating the hereinabove property as MHS ADDITION, an addition to the Town of Addison, Texas, and subject to the conditions, restrictions and reservations stated hereinafter, owner dedicates to the public use forever the streets and alleys shown thereon.

This plat is approved by the Town of Addison and accepted by the owners(s), subject to the following conditions which shall be binding upon the owner(s), his heirs, grantees and successors, and assigns:

The easement shown on this plat are hereby reserved for the purposes as indicated, including, but not limited to, the installation and maintenance of water, sanitary sewer, storm sewer, drainage, election, telephone, gas and cable television. Owner shall have the right to use these easements, provided, however, that it does not unreasonably interfere or impede with the provision of the services to others. Said utility easements are hereby being reserved by mutual use and accommodation of all public utilities using or desiring to use the same. An express easement of ingress and egress is hereby expressly granted on, over and across all such easements for the benefit of the provider of services for which easements are granted.

The proposed detention area easement(s) within the limits of this addition, will remain as detention area(s) to the line and grade shown on the plans at all times and will be maintained by the individual owner(s) of the lot or lots that are traversed by or adjacent to the detention area(s). The Town of Addison will not be responsible for the maintenance and operation of said detention area(s) or any damage or injury to private property or person that results from the flow of water along, into or out of said detention area(s), or for the control of erosion.

No obstruction to the natural flow of storm water run-off shall be permitted by filling or construction of any type of dam, building, bridge, fence, walkway or any other structure within the designated detention area(s) unless approved by the Director of Public Works, provided; however, it is understood that in the event it becomes necessary for the Town of Addison to erect any type of drainage structure in order to improve the storm drainage that may be occasioned by the streets and alleys in or adjacent to the subdivisions, then, in such event, the Town of Addison shall have the right to enter upon the detention area(s) at any point, or points, to erect, construct and maintain any drainage facility deemed necessary for drainage purposes. Each property owner shall keep the detention area(s) traversing or adjacent to his property clean and free of debris, silt and any substance which would result in unsanitary conditions or blockage of the drainage. The Town of Addison shall have the right of ingress and egress for the purpose of inspection and supervision of maintenance work by the property owner(s), or to alleviate any undesirable conditions, which may occur.

The detention area(s) as in the case of all detention areas are subject to storm water overflow(s) to an extent which cannot be clearly defined. The Town of Addison shall not be held liable for any damages of any nature resulting from the occurrences of these natural phenomena, nor resulting from the failure of any structure or structures, within the detention area(s) or subdivision storm drainage system.

The detention area easement line identified on this plat shows the detention area(s) serving this addition. Water main and sanitary sewer easements shall also include additional area of working space for construction and maintenance of the systems. Additional easement area is also conveyed for installation and maintenance of manholes, cleanouts, fire hydrants, water service and sewer services from the main to curb or pavement line, and the descriptions of such additional easements herein granted shall be determined by their locations as installed.

This plat is approved subject to all platting ordinances, rules, regulations and resolutions of the Town of Addison, Texas.

WITNESS, my hand, this 5th day of August, 2010.

By: MHSS-ADDISON, LP, a Texas limited partnership
By: SRP/Medica-Addison GP, L.L.C. a Texas limited liability company,
its General Partner

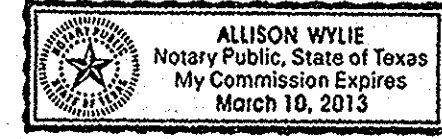
By: *Maic Goldman*
Name: Maic Goldman
Title: EVI

STATE OF TEXAS \$
COUNTY OF DALLAS \$

BEFORE ME, the undersigned authority, a Notary Public in and for said county and state, on this day personally appeared Maic Goldman, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purpose and consideration thereof expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE THIS 5 DAY OF AUGUST, 2010.

Alison Wylie
NOTARY PUBLIC in and for the STATE OF TEXAS



APPROVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS ON

August 10, 2010.

Maic Goldman
Mayor
Lee D...
City Secretary

RECORD DRAWINGS
(SEPTEMBER 2010)

INFORMATION PROVIDED BY:
Rogers-O'Brien Construction Company

Conformed Copy
Official Public Records
John F. Harren, County Clerk
Dallas County, TEXAS
08/11/2010 01:34:05 PM
\$55.00



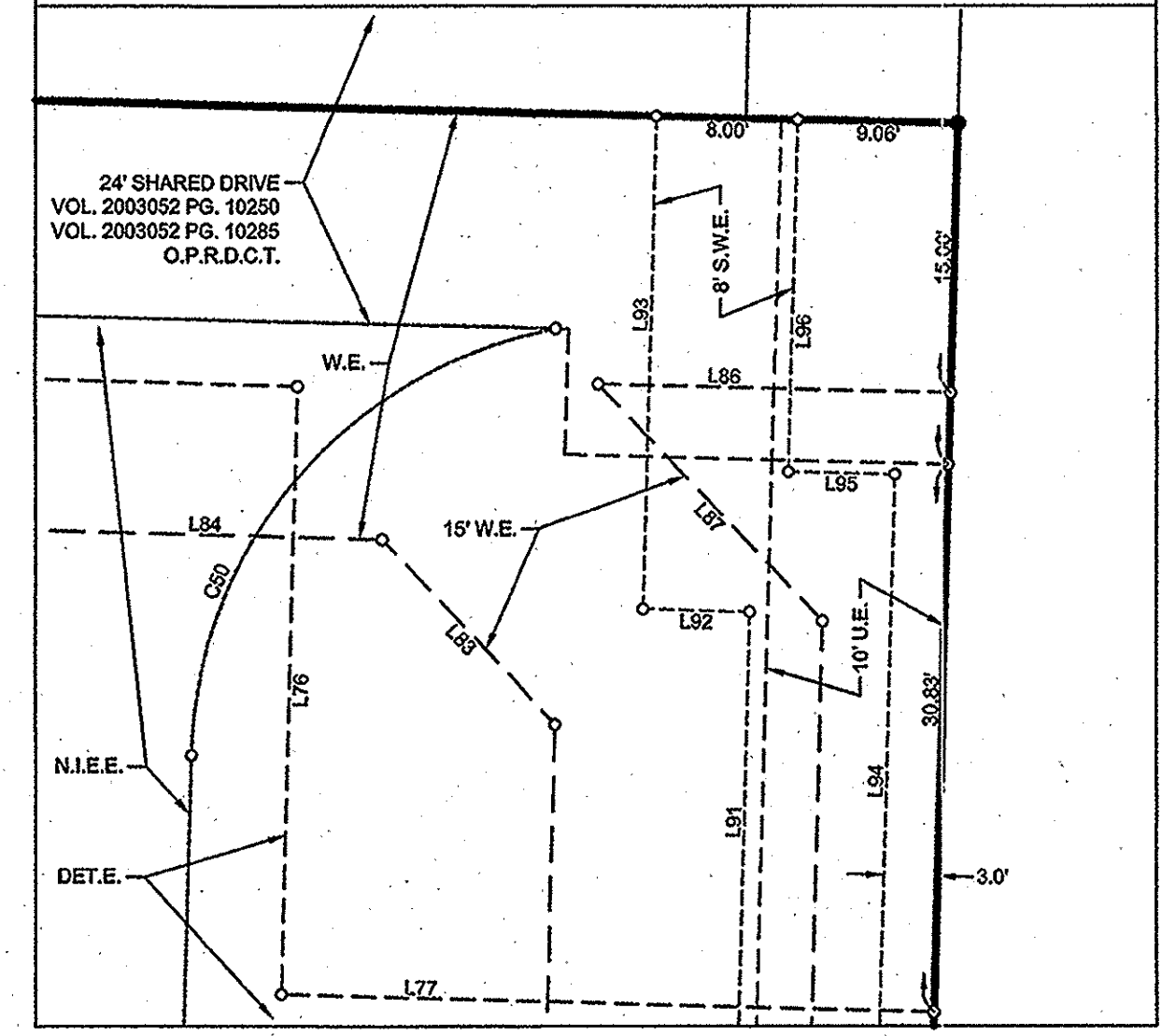
20100204888

FINAL PLAT
MHS ADDITION
LOT 1 & LOT 2, BLOCK A
ELI SHEPARD SURVEY, ABSTRACT NO. 1361
TOWN OF ADDISON
DALLAS COUNTY, TEXAS

Kimley-Horn and Associates, Inc.
12700 Park Central Drive, Suite 1800
Dallas, Texas 75251
Tel. No. (972) 770-1300
Fax No. (972) 239-3820

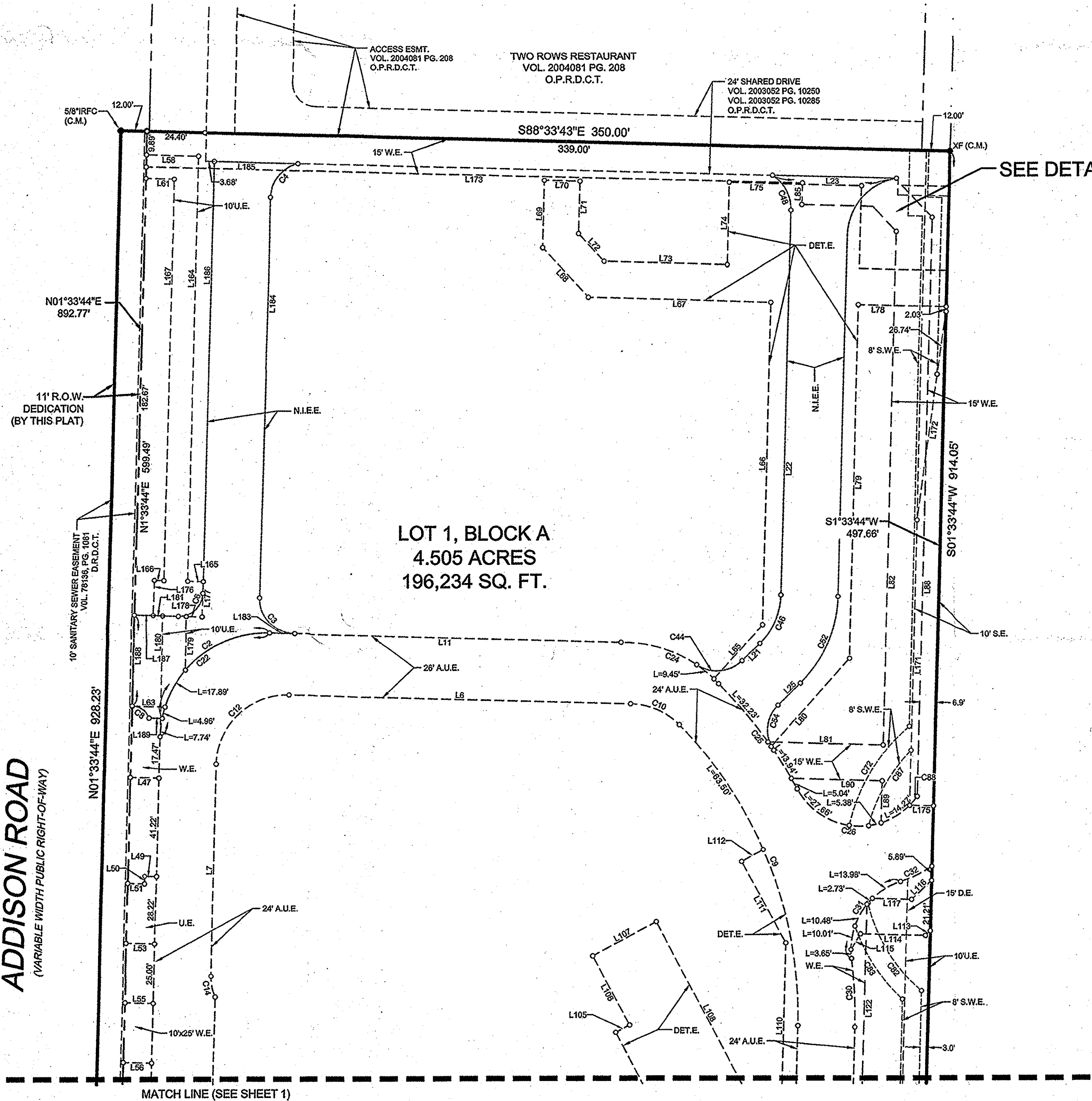
Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1" = 30'	SRD	DAB	APRIL 2009	069302500	1 OF 2

DETAIL 1
1"=10'

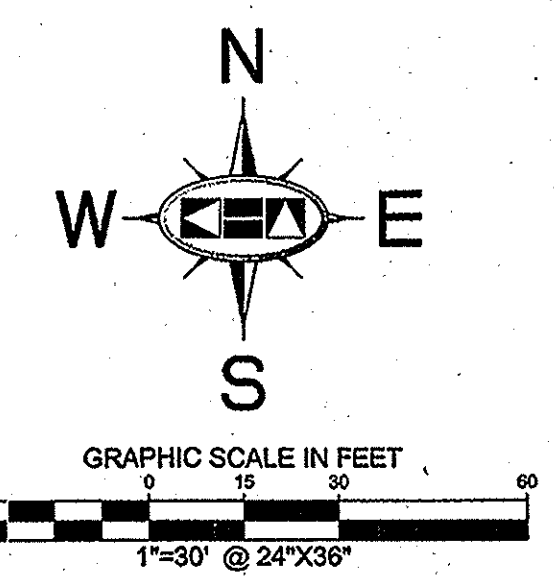


ZONE 'R-4'
 TROJAN REAL PROPERTIES, INC.
 INST. # 20070460310
 O.P.R.D.C.T.

ADDISON ROAD
 (VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)



SEE DETAIL 1



LINE TABLE			LINE TABLE			LINE TABLE		
NO.	BEARING	LENGTH	NO.	BEARING	LENGTH	NO.	BEARING	LENGTH
L1	N88°29'16"W	51.68	L70	S88°29'16"E	15.00	L122	N01°33'44"E	128.83
L2	N01°33'44"E	182.20	L71	S01°33'44"W	21.90	L123	N88°26'16"W	4.99
L3	N01°33'44"E	7.61	L72	S43°28'16"E	15.67	L124	N01°33'44"E	15.00
L4	N23°59'11"E	19.84	L73	S88°26'16"E	51.92	L125	S88°26'16"E	5.00
L5	N01°34'30"E	177.58	L74	N01°33'44"E	34.26	L126	N88°26'16"W	31.77
L6	N88°26'16"W	144.19	L75	S88°26'16"E	55.68	L128	N01°33'44"E	15.00
L7	S01°33'44"W	88.87	L76	S01°33'44"W	34.26	L130	S88°26'16"E	31.77
L8	S01°33'44"W	258.07	L77	S88°26'16"E	37.07	L131	N01°33'44"E	133.47
L9	S88°26'16"E	32.24	L78	N88°26'16"W	37.07	L132	N46°33'44"E	54.44
L10	N01°33'44"E	353.19	L79	S01°33'44"W	48.10	L133	S88°26'16"E	75.27
L11	S88°26'16"E	148.69	L80	S41°33'44"W	48.78	L134	N01°33'44"E	98.69
L12	N01°33'44"E	62.53	L81	S88°26'16"E	48.65	L135	N46°33'44"E	42.01
L13	N01°33'44"E	123.81	L82	N01°33'44"E	215.94	L136	S88°26'16"E	69.05
L14	S88°26'16"E	28.77	L83	N43°26'16"W	14.38	L137	S88°26'16"E	21.00
L15	N24°24'00"E	17.18	L84	N88°26'24"W	29.89	L138	N01°33'44"E	10.00
L17	N01°33'44"E	47.94	L85	N01°33'36"E	9.04	L139	N88°26'16"W	21.00
L18	S88°26'16"E	12.02	L86	S88°33'43"E	19.98	L140	N01°33'44"E	19.93
L19	S22°19'23"E	3.64	L87	S43°28'16"E	18.48	L141	N88°26'16"W	10.00
L20	N88°26'16"W	0.61	L88	S01°33'44"W	243.27	L142	N01°33'44"E	10.00
L21	N49°16'00"E	10.81	L89	N01°33'44"E	17.58	L143	N88°26'16"W	8.40
L22	N01°33'44"E	161.01	L90	N88°26'16"W	38.31	L144	N01°33'44"E	182.40
L23	S88°33'43"E	52.20	L91	N01°33'36"E	214.43	L151	S88°26'16"E	7.00
L24	S01°33'44"W	191.13	L92	N88°26'24"W	6.03	L152	N01°33'44"E	15.00
L25	S45°16'00"W	13.21	L93	N01°33'36"E	27.65	L153	N88°26'16"W	7.00
L35	N88°26'16"W	5.00	L94	N01°33'36"E	73.79	L158	S01°33'44"W	127.08
L36	S01°33'44"W	15.00	L95	N88°26'24"W	8.03	L164	N01°33'44"E	177.67
L37	N88°26'16"W	5.00	L96	N01°33'36"E	19.67	L165	S88°26'16"E	6.83
L38	S88°26'16"E	12.89	L97	N55°37'38"W	4.48	L166	S88°26'16"E	4.01
L40	S01°33'44"W	7.01	L98	N01°33'44"E	75.67	L167	N01°33'44"E	167.67
L41	S88°26'16"E	15.00	L99	N88°26'16"W	5.92	L171	N01°33'44"E	120.65
L42	N01°33'44"E	7.01	L100	N01°33'44"E	10.00	L172	N08°04'16"E	88.22
L43	S88°26'16"E	11.00	L101	S88°26'16"E	5.92	L173	S88°33'43"E	276.99
L44	N01°33'44"E	15.00	L102	N01°33'44"E	28.03	L175	S88°26'16"E	10.00
L45	N88°26'16"W	38.89	L103	N88°26'16"W	32.80	L176	N01°33'44"E	15.00
L47	N88°26'16"W	12.02	L104	N27°50'37"W	77.23	L177	S01°33'44"W	15.00
L49	S88°26'16"E	5.00	L105	N62°09'23"E	6.58	L178	N88°26'16"W	6.83
L50	N01°33'44"E	3.22	L106	N27°50'37"W	33.08	L179	S01°33'44"W	22.98
L51	N88°26'16"W	7.02	L107	N62°09'23"E	30.33	L180	N01°33'44"E	51.27
L53	S88°26'16"E	12.02	L108	S27°50'37"E	88.73	L181	N88°26'16"W	4.01
L55	N88°26'16"W	12.02	L109	S88°26'16"E	11.23	L182	N24°24'00"E	14.81
L56	N88°26'16"W	12.02	L110	N01°33'44"E	69.87	L183	N88°26'16"W	10.62
L58	N88°26'16"W	22.03	L111	N28°26'16"W	39.98	L184	S01°33'48"W	167.43
L60	S88°26'16"E	12.02	L112	N61°33'44"E	10.42	L185	S88°33'43"E	35.33
L61	N88°26'16"W	12.03	L113	S46°33'44"W	2.79	L186	N01°33'44"E	180.63
L63	N88°26'16"W	13.80	L114	N88°26'16"W	27.42	L187	N88°26'16"W	18.69
L65	N41°33'44"E	30.92	L115	S31°33'44"W	7.70	L188	N01°33'44"E	38.54
L68	N43°26'16"W	28.10	L116	S46°33'44"W	11.57	L189	N88°26'16"W	5.49
L69	N01°33'44"E	28.11	L117	N88°26'16"W	16.58			
			L120	N01°33'36"E	110.57			
			L121	N01°33'36"E	103.11			

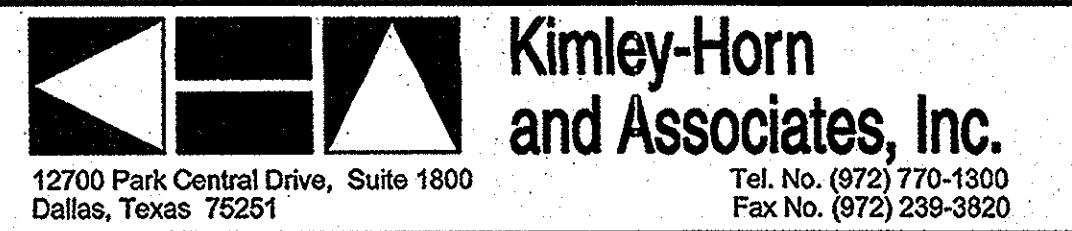
CURVE TABLE					
NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD
C1	25°53'47"	15.00	6.78	N75°29'22"W	6.72
C2	80°08'47"	45.00	62.95	S51°29'19"W	57.94
C3	90°00'04"	15.00	23.58	S43°28'14"E	21.21
C4	75°48'27"	15.00	19.85	S39°27'58"W	18.43
C5	22°50'16"	55.00	22.32	N12°58'52"E	22.17
C6	90°00'00"	10.00	15.71	N46°33'44"E	14.14
C7	25°19'58"	15.00	6.65	N14°13'42"E	6.58
C8	68°36'56"	8.00	9.30	N53°29'30"W	8.79
C9	46°06'04"	173.48	139.58	N21°29'18"W	135.85
C10	43°53'56"	30.00	22.99	N68°29'18"W	22.43
C12	89°59'29"	30.00	47.12	S48°34'00"W	42.42
C14	25°50'31"	20.00	9.02	S11°21'31"E	8.94
C16	60°03'19"	55.03	58.73	S32°32'54"W	56.07
C17	11°38'05"	55.00	11.17	S55°45'58"W	11.15
C18	68°42'38"	8.00	9.59	N53°35'56"E	9.03
C19	17°32'26"	82.00	25.11	N12°26'12"E	25.02
C22	90°00'00"	45.00	70.69	N46°33'44"E	63.04
C24	47°26'43"	55.51	45.97	S66°35'08"E	44.67
C25	16°05'03"	197.48	55.44	S38°41'29"E	55.25
C26	106°05'52"	30.00	55.55	S81°41'54"E	47.95
C27	12°51'23"	55.00	12.57	N61°42'56"W	12.54
C28	69°42'22"	30.00	35.50	N33°17'27"W	34.29
C30	8°25'55"	197.48	29.09	N02°39'13"W	29.04
C31	79°19'07"	30.00	41.53	N32°47'22"E	38.29
C32	15°38'54"	54.00	14.71	N64°38'38"E	14.67
C33	22°50'16"	80.00	11.89	N12°58'52"E	11.88
C34	22°50'16"	55.00	22.32	N12°58'52"E	22.17
C35	128°06'53"	10.00	22.01	N64°37'11"E	17.83
C36	90°00'00"	20.00	31.42	S43°28'16"E	28.28
C37	35°33'00"	20.00	12.41	S73°47'14"W	12.21
C44	79°13'13"	15.00	20.74	N84°52'38"E	19.13
C46	43°42'15"	30.00	22.89	N23°24'52"E	22.33
C48	58°38'17"	17.00	17.40	N27°45'24"W	16.65
C50	78°34'55"	25.00	34.29	S40°51'12"W	31.69
C52	43°42'15"	54.00	41.19	S23°24'52"W	40.20
C54	79°25'24"	15.00	20.79	S05°33'17"E	19.17
C72	37°06'58"	76.39	49.51	N61°31'48"E	48.65
C82	36°48'21"	68.36	43.87	N31°33'21"W	43.12
C83	27°43'17"	76.36	36.55	N33°07'26"W	36.59
C87	30°42'32"	68.36	36.64	N29°49'35"E	36.20
C88	9°28'22"	30.00	4.93	N40°32'29"E	4.93

Conformed Copy
 Official Public Records
 John F. Harren, County Clerk
 Dallas County, TEXAS
 09/11/2010 01:34:05 PM
 \$55.00

RECORD DRAWINGS
(SEPTEMBER 2010)

INFORMATION PROVIDED BY:
 Rogers-O'Brien Construction Company

FINAL PLAT
MHS ADDITION
LOT 1 & LOT 2, BLOCK A
ELI SHEPARD SURVEY, ABSTRACT NO. 1361
TOWN OF ADDISON
DALLAS COUNTY, TEXAS



- NOTES
- The bearing system for this plat is based on grid north of the Texas Coordinate System of 1983 resulting in a bearing of North 01°33'44" East, for the east right-of-way line of Addison Road.
 - All easements are by this plat unless otherwise noted.
 - This plat is subject to restrictions contained in deeds recorded in Volume 79119, Page 2604, Volume 75243, Page 191, and Volume 81101, Page 2295, all of the Deed Records of Dallas County, Texas.

OWNER
MHS-ADDISON, LP
 8343 DOUGLAS AVENUE, SUITE 350
 DALLAS, TX, 75225
 TEL: (972) 499-6302

Scale 1" = 30'	Drawn by SRD	Checked by DAB	Date APRIL 2009	Project No. 069302500	Sheet No. 2 OF 2
-------------------	-----------------	-------------------	--------------------	--------------------------	---------------------

GENERAL NOTES

- 1. THESE PLANS WITHIN THE ADDISON TOWN LIMITS SHALL BE IN ACCORDANCE WITH THESE CONSTRUCTION AND THE TOWN OF ADDISON DEVELOPMENT SERVICES 'STANDARD CONSTRUCTION DETAILS' TOWN OF ADDISON STANDARDS GOVERN OVER NCTCOG IN THE EVENT OF A CONFLICT...

STORM DRAINAGE

- 1. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THESE PLANS AND THE TOWN OF ADDISON DEVELOPMENT SERVICES 'STANDARD CONSTRUCTION DETAILS' TOWN OF ADDISON STANDARDS GOVERN OVER NCTCOG IN THE EVENT OF A CONFLICT...

STORM DRAINAGE (CONTINUED)

- 7. THE SITE UTILITY CONTRACTOR SHALL PROVIDE ALL MATERIALS AND APPURTENANCES NECESSARY FOR COMPLETE INSTALLATION OF THE STORM SEWER.

GRADING

- 1. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THESE PLANS AND THE TOWN OF ADDISON DEVELOPMENT SERVICES 'STANDARD CONSTRUCTION DETAILS' AND THE FINAL GEOTECHNICAL REPORT. TOWN OF ADDISON STANDARDS GOVERN OVER NCTCOG IN THE EVENT OF A CONFLICT.

PAVING

- 1. ALL CONSTRUCTION WITHIN THE ADDISON TOWN LIMITS SHALL BE IN ACCORDANCE WITH THESE PLANS AND THE TOWN OF ADDISON DEVELOPMENT SERVICES 'STANDARD CONSTRUCTION DETAILS' TOWN OF ADDISON STANDARDS GOVERN OVER NCTCOG IN THE EVENT OF A CONFLICT.

PAVING (CONTINUED)

- 7. THE CONTRACTOR SHALL CLEAR AND GRUB THE SITE AND PLACE, COMPACT, AND MOISTURE CONDITION ALL FILL PER THE PROJECT GEOTECHNICAL ENGINEER'S SPECIFICATIONS...

WATER AND SANITARY

- 1. ALL MATERIALS AND WORKMANSHIP TO CONFORM TO THE REQUIREMENTS SET FORTH IN THE TOWN OF ADDISON, TEXAS 'WATER SYSTEM REQUIREMENTS' MANUAL FOR GENERAL PROCEDURES FOR THE DESIGN OF WATER LINES.

KHA GENERAL CONSTRUCTION NOTES

- 1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION FOR THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (LATEST EDITION), THE TOWN OF ADDISON STANDARDS, AND ANY SPECIAL PROVISIONS...

KHA GENERAL CONSTRUCTION NOTES (CONTINUED)

- 36. THESE PLANS, PREPARED BY KIMLEY-HORN AND ASSOCIATES, INC. DO NOT EXTEND TO OR INCLUDE DESIGNS OR SYSTEMS PERTAINING TO THE SAFETY OF THE CONTRACTOR OR ITS EMPLOYEES, AGENTS OR REPRESENTATIVES...

CITY OF DALLAS GENERAL CONSTRUCTION NOTES

- 1. ALL MATERIALS AND WORKMANSHIP (WITHIN SOUTHBOUND 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.

REFER TO TNRCC/TCEO 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.

GEOTECHNICAL REPORT REPORT NO. G90336 ALPHA TESTING DALLAS, TEXAS DATED: APRIL 23, 2009.

UTILITY CONTACTS

- ONCOR (ELECTRIC) CONTACT: KAREN EASTMAN 817-335-7050 ATMOS ENERGY (GAS) CONTACT: GEORGE LONG 972-881-4152

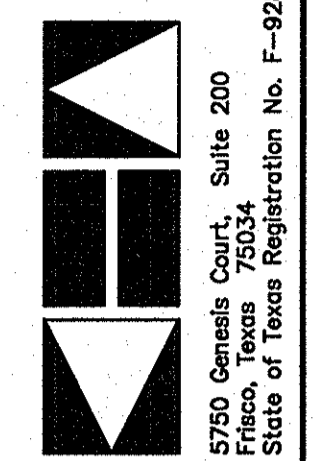
RECORD DRAWINGS (SEPTEMBER 2010) INFORMATION PROVIDED BY: Rogers O'Brien Construction Company

Kimley-Horn and Associates, Inc. Tel: No. (972) 335-3680 Fax: No. (972) 335-3779

METHODIST HOSPITAL FOR SURGERY ADDISON, TEXAS FILE NUMBER: 311T-7863

GENERAL NOTES SHEET C-02

IMAGES LOCATED BY: KIMLEY-HORN AND ASSOCIATES, INC.



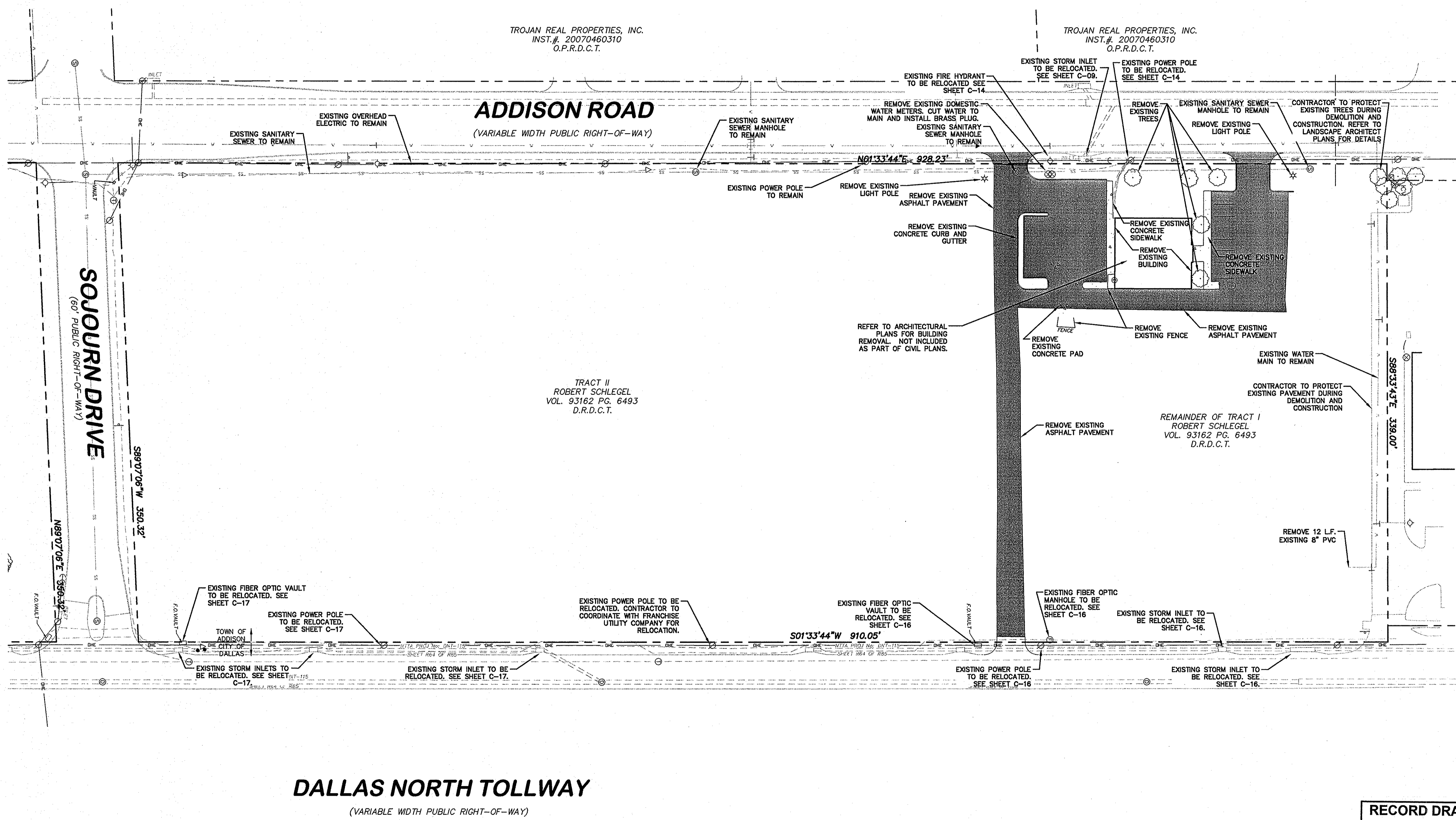
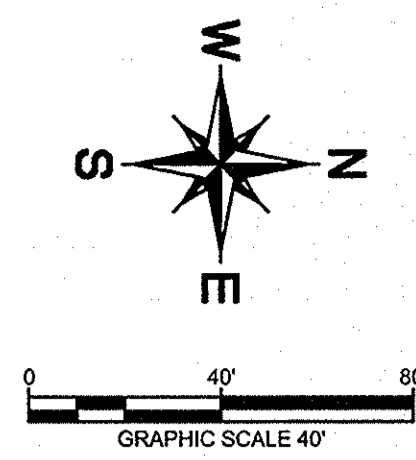
**METHODIST HOSPITAL
FOR SURGERY
ADDISON, TEXAS
FILE NUMBER: 311T-7863**

DEMOLITION PLAN

DEMOLITION PLAN

Scale:	AS SHOWN
Designed by:	RCO
Drawn by:	RCO
Checked by:	DNK
Date:	11/9/09
Project No.:	6902500

SHEET
C-03



DEMOLITION NOTES:

1. THE CONTRACTOR SHALL FIELD VERIFY AND LOCATE ALL EXISTING UTILITIES ON SITE PRIOR TO DEMOLITION.
2. THE CONTRACTOR SHALL PERFORM DEMOLITION ACTIVITIES AS NOTED AND SHOWN ON THESE PLANS AND AS DIRECTED BY THE OWNER.
3. 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.
4. THE CONTRACTOR SHALL PREPARE ALL DOCUMENTS AND ACQUIRE APPROPRIATE PERMITS AS REQUIRED PRIOR TO THE COMMENCEMENT OF DEMOLITION.
5. 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.
6. CONTRACTOR TO COMPLETELY DEMOLISH AND DISPOSE OF OFFSITE IN A LAWFUL MANNER EXISTING BUILDINGS, INCLUDING FOUNDATIONS AND ALL 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.
7. 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.
8. 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.
9. 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.
10. THE CONTRACTOR SHALL ARRANGE FOR THE RESETTING OF CURB BOXES, VALVE BOXES AND REMOVAL AND/OR RELOCATION OF OVERHEAD UTILITIES AND POLES WITH THE APPROPRIATE UTILITY COMPANY.
11. INSTALL ALL EROSION AND SEDIMENT CONTROL DEVICES AND TREE PROTECTION PRIOR TO BEGINNING DEMOLITION WORK.
12. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES TO REMAIN IN PLACE.
13. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO AVOID UNNECESSARY DAMAGE TO EXISTING ROAD SURFACE.
14. FINISH SURFACE TO BE REMOVED OR DEMOLISHED SHALL BE CUT ALONG LINES OF JOINTS WHICH WILL PERMIT A NEAT SURFACE WHEN RESTORED.
15. ALL EXISTING ITEMS TO REMAIN WHICH ARE DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE SOLE EXPENSE OF THE CONTRACTOR.
16. DO NOT INTERRUPT EXISTING UTILITIES SERVING 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.
17. 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.
18. ASBESTOS OR HAZARDOUS MATERIAL, IF FOUND ON SITE, SHALL BE REMOVED BY A LICENSED HAZARDOUS MATERIAL CONTRACTOR.

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
(SEPTEMBER 2010)**

INFORMATION PROVIDED BY:
Rogers-O'Brien Construction Company

FRANCHISE UTILITY CONTACTS

ONCOR (ELECTRIC) CONTACT: KAREN EASTMAN	817-335-7050
ATMOS ENERGY (GAS) CONTACT: GEORGE LONG	972-881-4152
AT&T COMMUNICATION (PHONE) CONTACT: STEVEN J. ELLIOT	972-234-7039

!!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.

IMAGES: KIMLEY-HORN AND ASSOCIATES, INC. XREF: XREF.XBIM
PLOTTED BY: KIMLEY-HORN AND ASSOCIATES, INC. XREF: XREF.XBIM
DATE: 11/9/09 11:00:00 AM
C:\PROJECTS\2009\2009_03_24\2009_03_24_01

TRAJAN REAL PROPERTIES, INC.
INST. # 20070460310
O.P.R.D.C.T.

TRAJAN REAL PROPERTIES, INC.
INST. # 20070460310
O.P.R.D.C.T.

TRACT II
ROBERT SCHLEGEL
VOL. 93162 PG. 6493
D.R.D.C.T.

REMAINDER OF TRACT I
ROBERT SCHLEGEL
VOL. 93162 PG. 6493
D.R.D.C.T.

DALLAS NORTH TOLLWAY
(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)

ADDISON ROAD
(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)

SOURN DRIVE
(60' PUBLIC RIGHT-OF-WAY)

EXISTING FIBER OPTIC VAULT
TO BE RELOCATED. SEE
SHEET C-17

EXISTING POWER POLE
TO BE RELOCATED.
SEE SHEET C-17

EXISTING STORM INLETS TO
BE RELOCATED. SEE SHEET
C-17

EXISTING STORM INLET TO BE
RELOCATED. SEE SHEET C-17

EXISTING POWER POLE TO BE
RELOCATED. CONTRACTOR TO
COORDINATE WITH FRANCHISE
UTILITY COMPANY FOR
RELOCATION.

EXISTING FIBER OPTIC
VAULT TO BE
RELOCATED. SEE
SHEET C-16

EXISTING POWER POLE
TO BE RELOCATED.
SEE SHEET C-16

EXISTING STORM INLET TO
BE RELOCATED. SEE
SHEET C-16

EXISTING SANITARY
SEWER MANHOLE
TO REMAIN

REMOVE EXISTING DOMESTIC
WATER METERS. CUT WATER TO
MAIN AND INSTALL BRASS PLUG.
EXISTING SANITARY
SEWER MANHOLE TO REMAIN

EXISTING STORM INLET
TO BE RELOCATED.
SEE SHEET C-09

EXISTING POWER POLE
TO BE RELOCATED.
SEE SHEET C-14

REMOVE EXISTING
TREES

EXISTING SANITARY SEWER
MANHOLE TO REMAIN

CONTRACTOR TO PROTECT
EXISTING TREES DURING
DEMOLITION AND
CONSTRUCTION. REFER TO
LANDSCAPE ARCHITECT
PLANS FOR DETAILS

EXISTING POWER POLE
TO REMAIN

REMOVE EXISTING
LIGHT POLE

REMOVE EXISTING
ASPHALT PAVEMENT

REMOVE EXISTING
CONCRETE CURB AND
GUTTER

REMOVE EXISTING
CONCRETE SIDEWALK

REMOVE EXISTING
BUILDING

REMOVE EXISTING
CONCRETE SIDEWALK

REFER TO ARCHITECTURAL
PLANS FOR BUILDING
REMOVAL. NOT INCLUDED
AS PART OF CIVIL PLANS.

REMOVE EXISTING
CONCRETE PAD

REMOVE EXISTING FENCE

REMOVE EXISTING
ASPHALT PAVEMENT

EXISTING WATER
MAIN TO REMAIN

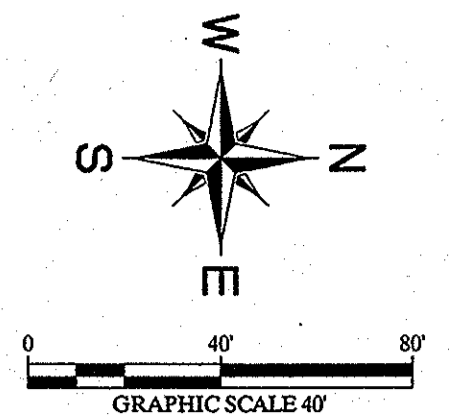
CONTRACTOR TO PROTECT
EXISTING PAVEMENT DURING
DEMOLITION AND
CONSTRUCTION

REMOVE EXISTING
ASPHALT PAVEMENT

REMOVE 12 L.F.
EXISTING 8" PVC

SITE DATA SUMMARY TABLE

ZONING	PD/SUP
PROPOSED USE	HOSPITAL/32 BEDS
TOTAL LOT AREA	303,741 SF / 6.97 AC
TOTAL BUILDING AREA	107,003 SF / 2.46 AC
BUILDING HEIGHT	3 STORIES
TOTAL OFF-STREET PARKING PROVIDED	173
TOTAL HANDICAP PARKING REQUIRED	6
TOTAL HANDICAP PARKING PROVIDED	11



KEY NOTE LEGEND

- 1 ACCESSIBLE PARKING SPACE (TYP.)
- 2 CONCRETE WHEEL STOP (TYP.) SEE SHEET C-22 FOR DETAIL.
- 3 6" CURB AND GUTTER. SEE SHEET C-22 FOR DETAIL.
- 4 REFERENCE LANDSCAPE PLANS FOR DETAILED TRAFFIC STRIPING INFORMATION.
- 5 REFERENCE LANDSCAPE PLANS FOR DETAILED TRAFFIC STRIPING INFORMATION.
- 6 BARRIER FREE RAMP. REFERENCE LANDSCAPE FOR DETAIL.
- 7 HC SIGNS. SEE SHEET C-22 FOR DETAIL.
- 8 CONNECT TO EXISTING 6" CONCRETE CURB AND GUTTER.
- 9 FIRE LANE STRIPING. SEE SHEET C-22 FOR DETAIL.
- 10 STOP BAR. SEE SHEET C-22 FOR DETAIL ON CONC. PAVE. FOR STOP BAR ON PAVERS, REF. LANDSCAPE PLANS.
- 11 STOP SIGN. SEE SHEET C-22 FOR DETAIL.
- 12 END 6" CURB AND GUTTER. TRANSITION CURB FROM 6" DOWN TO 0" OVER 6'.
- 13 BARRIER FREE RAMP WITH 1' FLARES. SEE SHEET C-22 FOR DETAIL.
- 14 CONCRETE CURB CUT FLUME. SEE SHEET C-22 FOR DETAIL.
- 15 SCREEN WALL. REFER TO ARCHITECTS PLANS FOR DETAILS AND EXACT LOCATION.
- 16 PROPOSED CURB INLET
- 17 DO NOT ENTER SIGN. SEE SHEET C-22 FOR DETAIL.
- 18 PROPOSED ENTRY GATES-REFERENCE ARCHITECTURAL PLANS FOR DETAIL.
- 19 PROPOSED STORM MANHOLE. SEE SHEET C-09 FOR DETAIL.
- 20 PROPOSED GRATE INLET
- 21 PROPOSED PAVER DRAINS. REF. LANDSCAPE PLANS.

LEGEND

- PROPERTY LINE
- BUILDING SETBACK LINE
- LANDSCAPE SETBACK LINE
- FL --- PROPOSED FIRE LANE
- [Symbol] PROPOSED LIGHT DUTY VEHICULAR PAVERS. SEE DETAIL THIS SHEET AND REFER TO LANDSCAPE ARCHITECT PLANS FOR ADDITIONAL DETAILS AND SPECIFICATIONS.
- [Symbol] PROPOSED MEDIUM DUTY VEHICULAR PAVERS. SEE DETAIL THIS SHEET AND REFER TO LANDSCAPE ARCHITECT PLANS FOR ADDITIONAL DETAILS AND SPECIFICATIONS.
- [Symbol] MEDIAL DUTY 6" REINFORCED 3500 PSI CONCRETE PAVEMENT WITH #3 BARS @ 18" O.C.E.W. ON 6" SCARIFIED SUBGRADE COMPACTED TO AT LEAST 98% STANDARD PROCTOR DENSITY AND WITHIN -1% TO +3% OPTIMUM MOISTURE CONTENT.
- [Symbol] HEAVY DUTY 7" REINFORCED 3500 PSI CONCRETE PAVEMENT WITH #3 BARS @ 18" O.C.E.W. ON 6" LIME STABILIZED SUBGRADE (REFER TO GEOTECH REPORT)
- [Symbol] 8" REINFORCED 4000 PSI CONCRETE PAVEMENT WITH #4 BARS @ 18" O.C.E.W. ON 6" LIME STABILIZED SUBGRADE (REFER TO GEOTECH REPORT)
- [Symbol] HEAVY DUTY 10" REINFORCED 4000 PSI CONCRETE PAVEMENT WITH #4 BARS @ 18" O.C.E.W. ON 8" LIME STABILIZED SUBGRADE COMPACTED TO 98% STANDARD PROCTOR DENSITY (REFER TO SHEET C-02, CITY OF DALLAS GENERAL CONSTRUCTION NOTE 5).
- [Symbol] NUMBER OF PARKING SPACES PER ROW
- [Symbol] KEY NOTE

NOTES

1. ALL DIMENSIONS ARE TO FACE OF CURB, FACE OF BUILDING, OR PROPERTY LINE UNLESS OTHERWISE NOTED.
2. ALL PARKING STALLS SHALL BE 9'x18', UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING FOOTPRINT DIMENSIONS.
4. ALL RADII ARE 2', UNLESS OTHERWISE NOTED.
5. FIRE LANE SHALL BE CONSTRUCTED PER TOWN OF ADDISON FIRE DEPARTMENT STANDARDS AND MARKED PER TOWN SPECIFICATIONS. REFER TO DETAILS FOR ADDITIONAL INFORMATION.
6. PAVEMENT DESIGN DATA SHOWN BY REFERENCE ONLY. PAVEMENT TO BE PER GEOTECH REPORT PROJECT NO. G090336 DATED APRIL 23, 2009 BY ALPHA TESTING. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS AND FINAL GEOTECH REPORT FOR BUILDING SUB-GRADE PREPARATION REQUIREMENTS.
7. CONTRACTOR TO VERIFY T.A.S. COMPLIANCE, FOR ANY QUESTIONS CONTACT CIVIL ENGINEER IMMEDIATELY.
8. CONTRACTOR TO VERIFY ENGINEERING PLANS MATCH ARCHITECTURAL PLANS BEFORE CONSTRUCTION STARTING.
9. REFER TO LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.
10. REFER TO SITE LIGHTING PLANS FOR ALL LIGHTING LOCATIONS, SPECIFICATIONS, AND PHOTOMETRIC DETAILS.
11. REFER TO BUILDING ELEVATION PLANS FOR ALL BUILDING SIGNAGE LOCATIONS AND DETAILS.
12. CONTRACTOR SHALL REFER TO M.E.P. AND LANDSCAPE PLANS FOR CONDUIT PLACEMENT PRIOR TO PAVING.
13. CONTRACTOR TO CONSTRUCT 1/2" EXPANSION JOINT WHERE DRIVEWAYS ABUT BUILDING.
14. ALL ACCESSIBLE PATHWAYS SHALL BE BUILT PER ADA STANDARDS, WITH A MAXIMUM CROSS SLOPE OF 2% AND A MAXIMUM LENGTH OF 15 FT.
15. JOINTS IN CONCRETE PAVING SHOULD NOT EXCEED 15 FT.
16. JOINTS IN CONCRETE PAVING SHOULD NOT EXCEED 15 FT.

RECORD DRAWINGS (SEPTEMBER 2010)

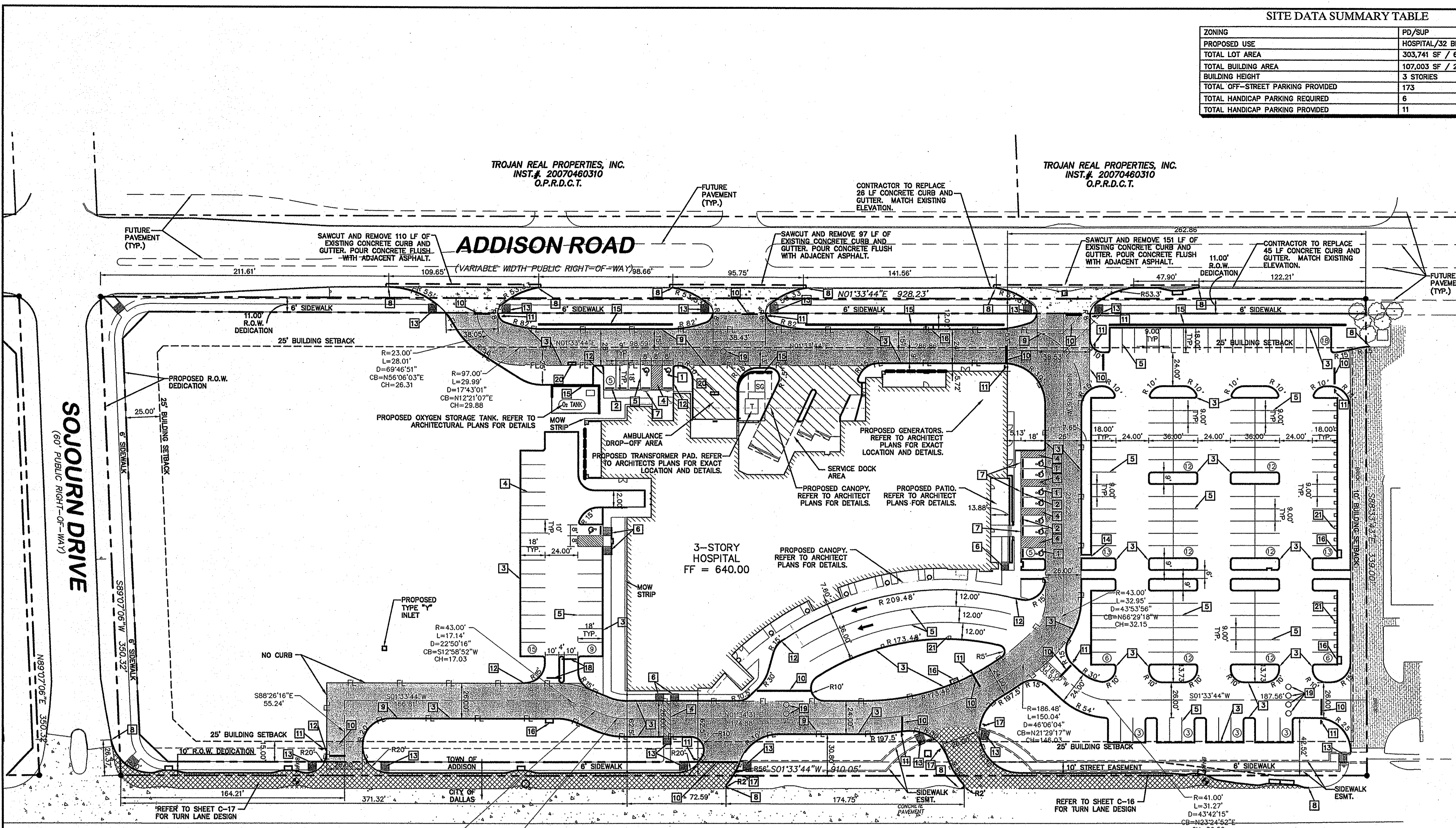
INFORMATION PROVIDED BY:
Rogers-O'Brien Construction Company

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

BENCHMARK

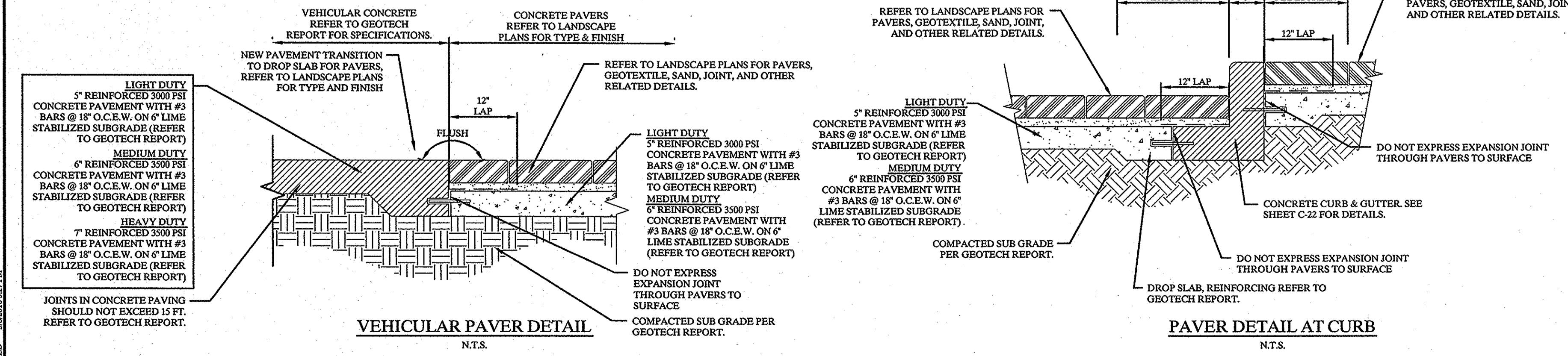
1. "1" FOUND ON TOP OF THE CONCRETE BASE OF A LIGHT POLE IN THE CENTER MEDIAN OF EXCEL PARKWAY APPROXIMATELY 50 FEET WEST OF THE CENTERLINE OF ADDISON ROAD. (PER TOWN OF ADDISON PLAN # 96103, SHEET 2, DATED JANUARY 1998) ELEV=844.41
2. BM #60 SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 826 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=832.78
3. BM #61 SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 160 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=838.04

THE CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION AND SHALL NOTIFY THE CONSTRUCTION MANAGER AND ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN) WITHIN SCOPE OF CONSTRUCTION. IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT HIS OWN EXPENSE. CALL 1-800-DIG-TESS AT LEAST 72 HOURS PRIOR TO COMMENCING CONSTRUCTION IN VICINITY.



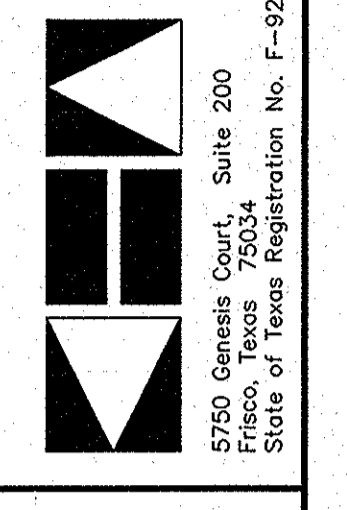
DALLAS NORTH TOLLWAY

(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)



JOINTS IN CONCRETE PAVING SHOULD NOT EXCEED 15 FT. REFER TO GEOTECH REPORT.

Kimley-Horn and Associates, Inc.
Tel. No. (972) 335-3580
Fax No. (972) 335-3779



METHODIST HOSPITAL FOR SURGERY
ADDISON, TEXAS
FILE NUMBER: 311T-7863

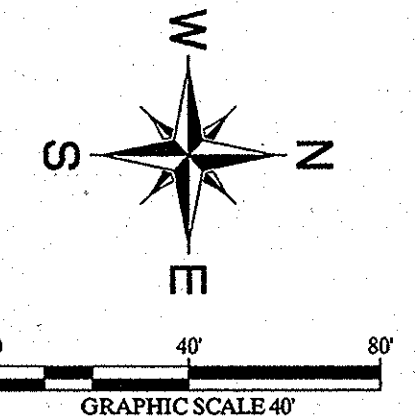
DIMENSION CONTROL AND PAVING PLAN

Scale: AS SHOWN
Designed by: RCG
Drawn by: RCG
Checked by: DDK
Date: 01/05/10
Project No.: 6902900

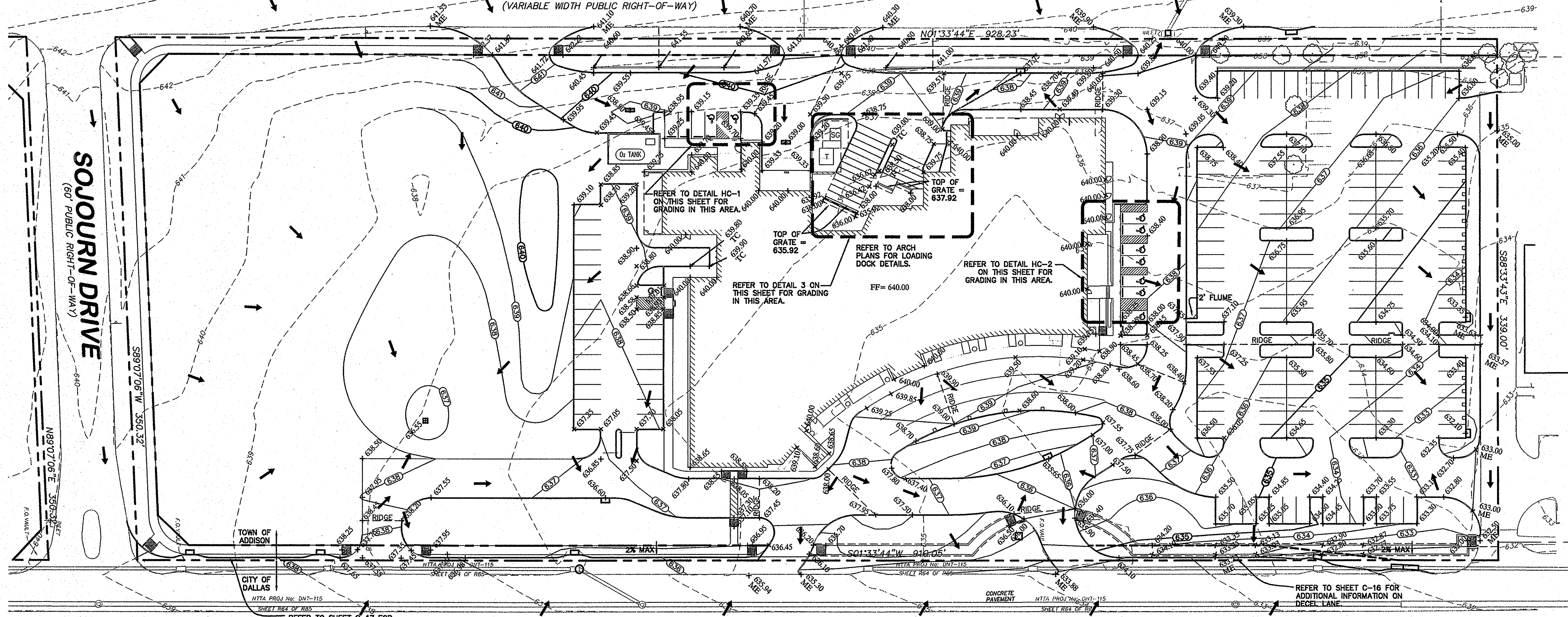
SHEET
C-04

TROJAN REAL PROPERTIES, INC.
INST. # 20070460310
O.P.R.D.C.T.

TROJAN REAL PROPERTIES, INC.
INST. # 20070460310
O.P.R.D.C.T.



ADDISON ROAD
(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)



LEGEND

---	PROPERTY LINE
---	PROPOSED CONTOUR
---	EXISTING CONTOUR
---	SWALE
---	RIDGE
x 694.25	PROPOSED SPOT ELEVATION (TOP OF PAVEMENT)
ME	MATCH EXISTING ELEVATION
→	DIRECTION OF FLOW

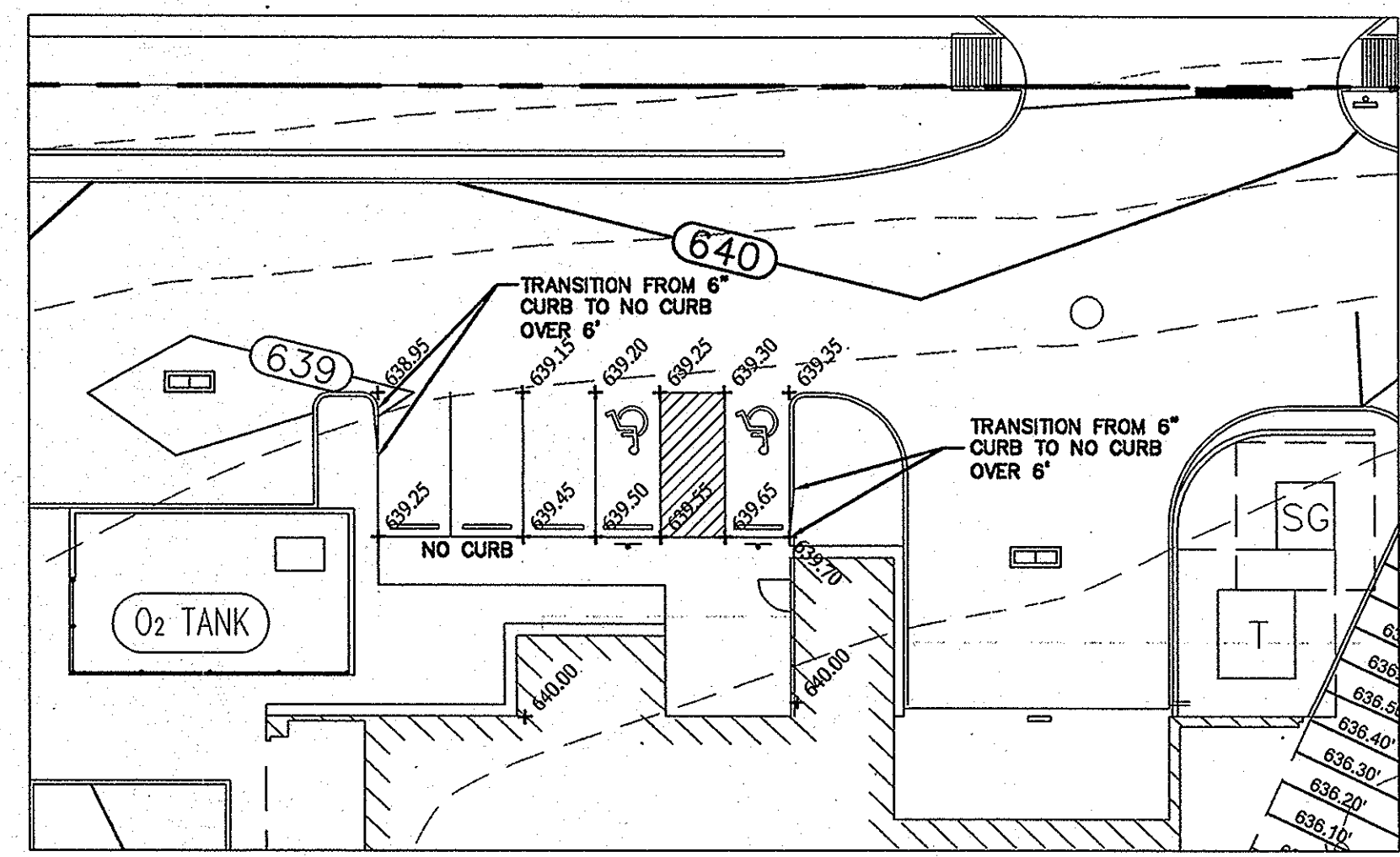
- GRADING NOTES**
1. SPOT ELEVATIONS ARE TOP OF PAVEMENT ELEVATIONS, UNLESS OTHERWISE NOTED (ADD 0.5" FOR ELEVATION AT TOP OF CURB).
 2. CONTRACTOR SHALL REFER TO STRUCTURAL PLANS FOR SUBGRADE PREPARATION SPECIFICATIONS FOR ALL PROPOSED BUILDINGS.
 3. ALL FILL MATERIAL SHALL BE COMPACTED TO A MINIMUM OF 95% STANDARD PROCTOR DENSITY. REFER TO PAVING SECTION DETAILS FOR SUBGRADE PREPARATION REQUIREMENTS UNDER ALL PAVED AREAS. (REFER TO GEOTECH REPORT)
 4. ALL SIDEWALKS SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 5% AND A MAXIMUM GROSS SLOPE OF 2% IF THE CONTRACTOR IDENTIFIES SLOPES GREATER, CONTRACTOR SHALL NOTIFY ENGINEER PRIOR TO CONSTRUCTION.
 5. CONTRACTOR SHALL VERIFY COMPLIANCE WITH TEXAS ACCESSIBILITY STANDARDS (TAS) AND SHALL NOTIFY CIVIL ENGINEER IMMEDIATELY OF ANY CONFLICTS.
 6. CONTRACTOR SHALL COORDINATE GRADING AT FACE OF BUILDING WITH PLANS BY ARCHITECT AND SHALL NOTIFY CIVIL ENGINEER IMMEDIATELY OF ANY CONFLICTS.
 7. MAXIMUM SLOPES FOR CUT AND FILL ARE BOTH 4:1.
 8. ALL VAULTS, METERS, MANHOLE RIMS, CLEANOUTS, FIRE HYDRANT SLABS, ETC. SHALL BE LAID FLUSH WITH THE PROPOSED FLATWORK GRADING.
 9. REFERENCE MEP PLANS FOR DETAILED INFORMATION REGARDING EQUIPMENT PADS IN THE MECHANICAL YARDS.

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

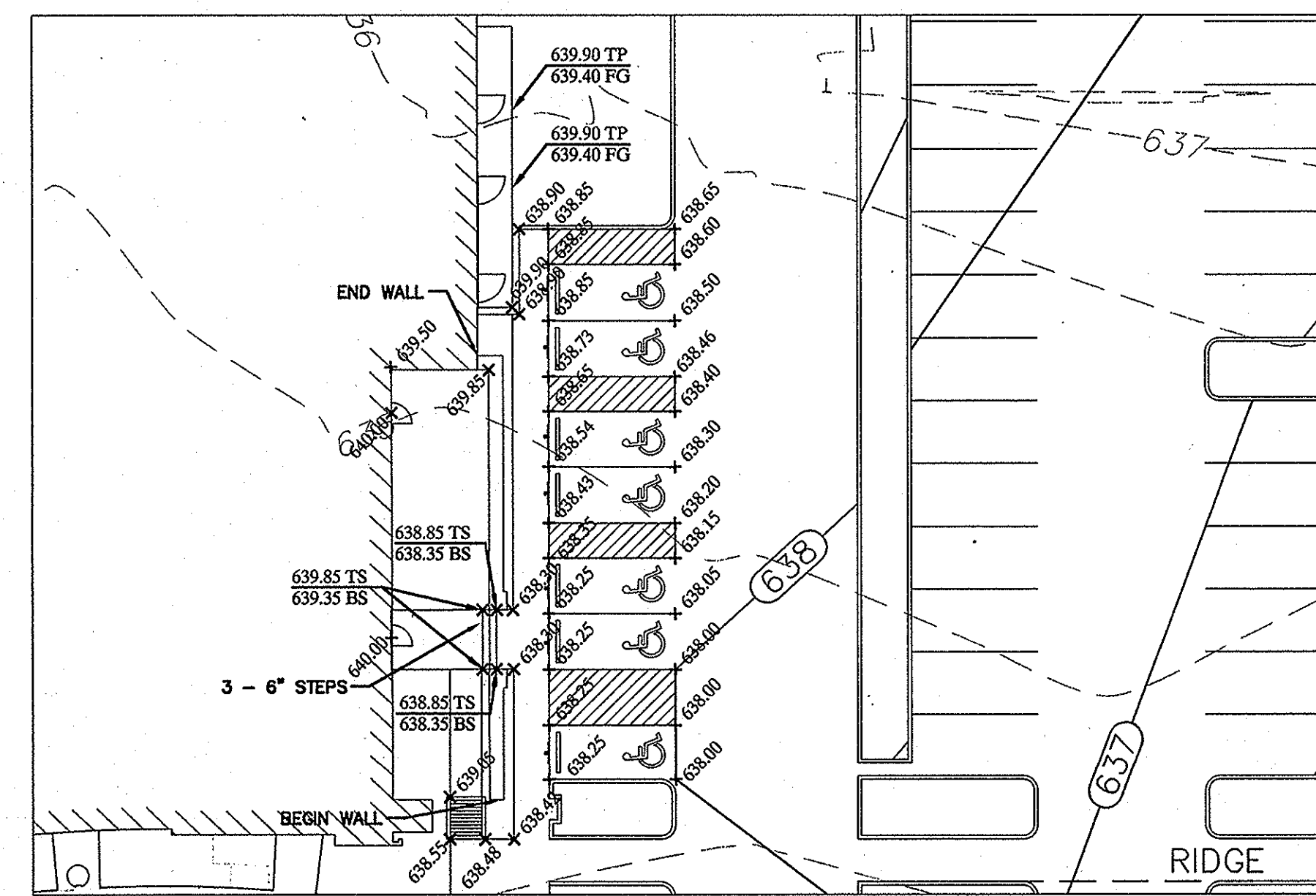
- BENCHMARK**
1. "T" FOUND ON TOP OF THE CONCRETE BASE OF A LIGHT POLE IN THE CENTER MEDIAN OF EXCEL PARKWAY APPROXIMATELY 50 FEET WEST OF THE CENTERLINE OF ADDISON ROAD. (PER TOWN OF ADDISON PLAN # 96103, SHEET 2, DATED JANUARY 1998) ELEV=644.41
 2. BM #60 SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 828 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=632.78
 3. BM #61 SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 160 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=638.04

THE CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION AND SHALL NOTIFY THE CONSTRUCTION MANAGER AND ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN) WITHIN SCOPE OF CONSTRUCTION. IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT HIS OWN EXPENSE. CALL 1-800-DIG-TESS AT LEAST 72 HOURS PRIOR TO COMMENCING CONSTRUCTION IN VICINITY.

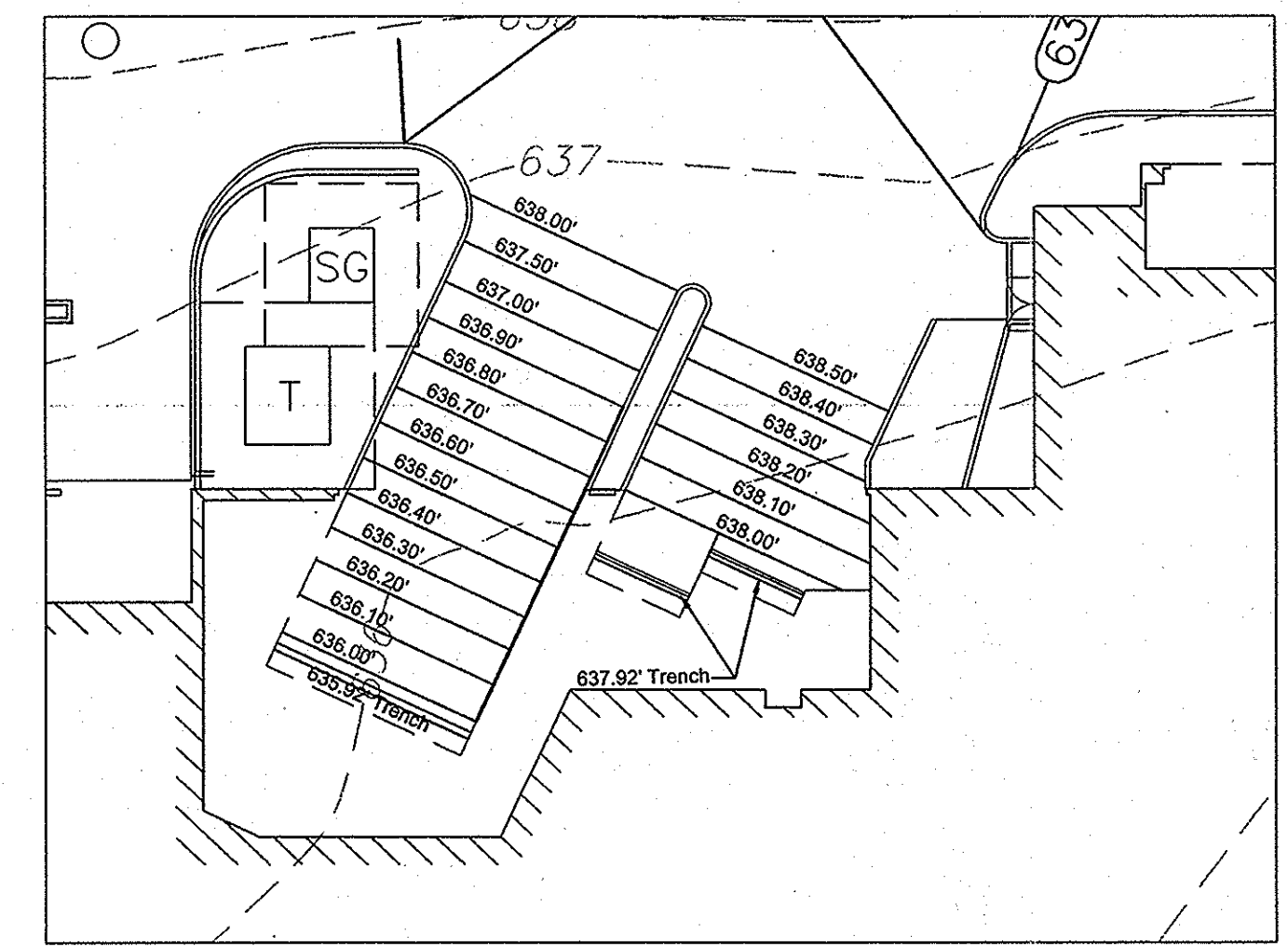
DALLAS NORTH TOLLWAY
(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)



DETAIL HC-1
SCALE: 1"=20'



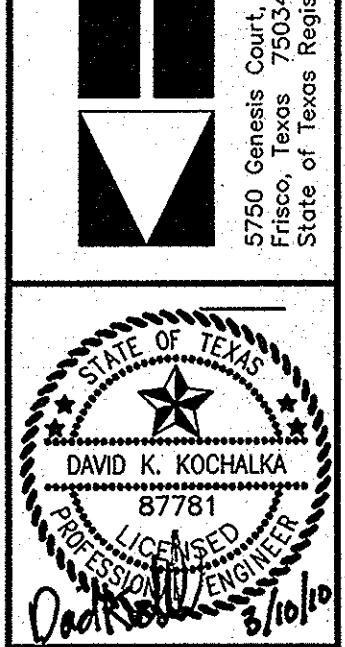
DETAIL HC-2
SCALE: 1"=20'



DETAIL 3
SCALE: 1"=20'

RECORD DRAWINGS
(SEPTEMBER 2010)
INFORMATION PROVIDED BY:
Rogers-O'Brien Construction Company

App. Revisions
12/21/09
No. Date



METHODIST HOSPITAL
FOR SURGERY
ADDISON, TEXAS
FILE NUMBER: 311T-7863

GRADING PLAN

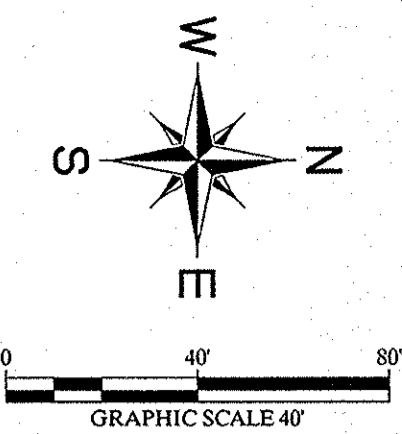
Scale:	AS SHOWN
Designed by:	TNB
Drawn by:	TNB
Checked by:	DKK
Date:	01/02/10
Project No.:	69302500

SHEET
C-05

THESE PLANS, SPECIFICATIONS, AND CONDITIONS SHALL BE READ IN CONJUNCTION WITH THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PUBLIC WORKS, LATEST EDITION, AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAYS, LATEST EDITION, BOTH PUBLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL FIELD DATA AND FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

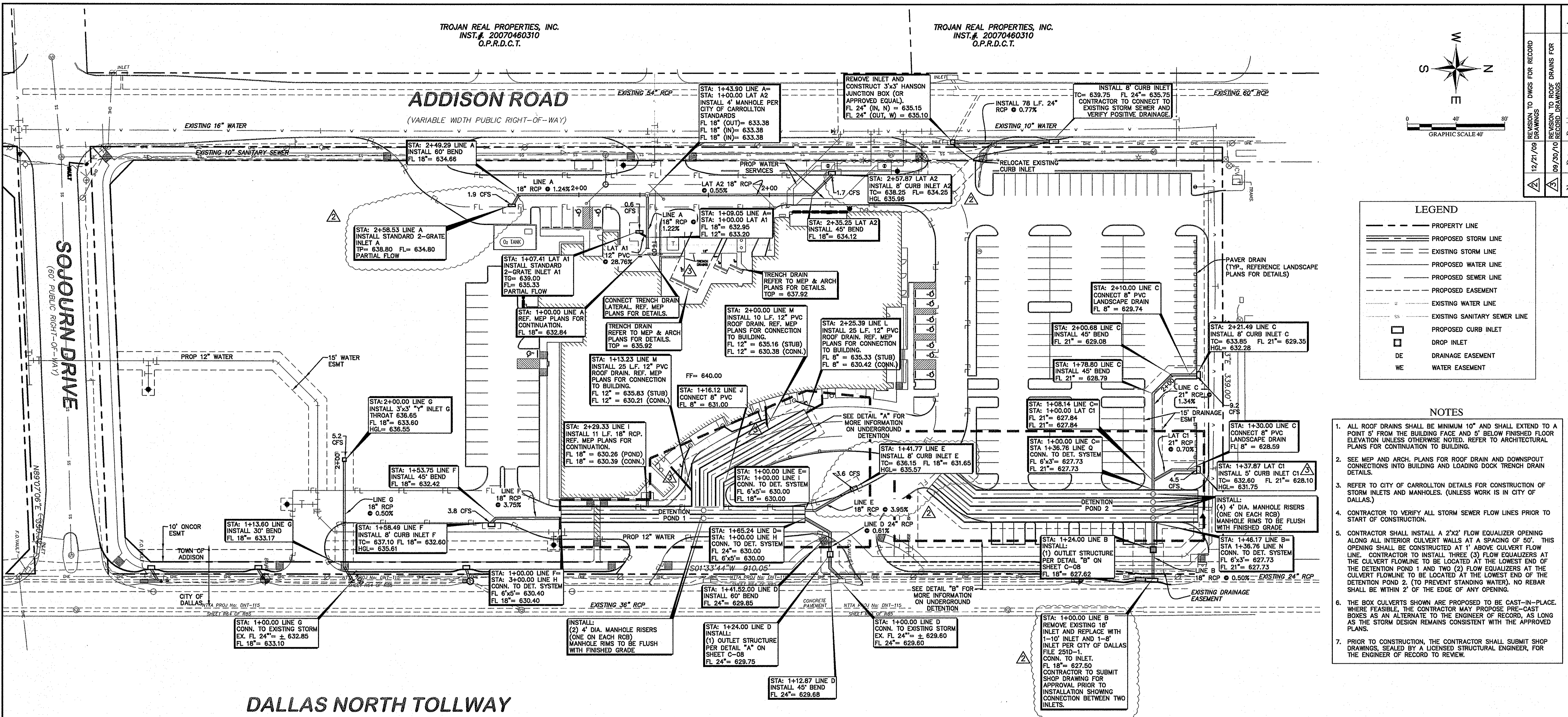
TROJAN REAL PROPERTIES, INC.
INST. # 20070460310
O.P.R.D.C.T.

TROJAN REAL PROPERTIES, INC.
INST. # 20070460310
O.P.R.D.C.T.



ADDISON ROAD

(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)



---	PROPERTY LINE
---	PROPOSED STORM LINE
---	EXISTING STORM LINE
---	PROPOSED WATER LINE
---	PROPOSED SEWER LINE
---	PROPOSED EASEMENT
---	EXISTING WATER LINE
---	EXISTING SANITARY SEWER LINE
□	PROPOSED CURB INLET
□	DROP INLET
DE	DRAINAGE EASEMENT
WE	WATER EASEMENT

NOTES

- ALL ROOF DRAINS SHALL BE MINIMUM 10" AND SHALL EXTEND TO A POINT 5' FROM THE BUILDING FACE AND 5' BELOW FINISHED FLOOR ELEVATION UNLESS OTHERWISE NOTED. REFER TO ARCHITECTURAL PLANS FOR CONTINUATION TO BUILDING.
- SEE MEP AND ARCH. PLANS FOR ROOF DRAIN AND DRENCH DRAIN CONNECTIONS INTO BUILDING AND LOADING DOCK TRENCH DRAIN DETAILS.
- REFER TO CITY OF CARROLLTON DETAILS FOR CONSTRUCTION OF STORM INLETS AND MANHOLES. (UNLESS WORK IS IN CITY OF DALLAS.)
- CONTRACTOR TO VERIFY ALL STORM SEWER FLOW LINES PRIOR TO START OF CONSTRUCTION.
- CONTRACTOR SHALL INSTALL A 2"x2" FLOW EQUALIZER OPENING ALONG ALL INTERIOR CURTAIN WALLS AT A SPACING OF 50'. THIS OPENING SHALL BE CONSTRUCTED AT 1' ABOVE CURTAIN FLOW LINE. CONTRACTOR TO INSTALL THREE (3) FLOW EQUALIZERS AT THE CURTAIN FLOWLINE TO BE LOCATED AT THE LOWEST END OF THE DETENTION POND 1 AND TWO (2) FLOW EQUALIZERS AT THE CURTAIN FLOWLINE TO BE LOCATED AT THE LOWEST END OF THE DETENTION POND 2. (TO PREVENT STANDING WATER). NO REBAR SHALL BE WITHIN 2' OF THE EDGE OF ANY OPENING.
- THE BOX CULVERTS SHOWN ARE PROPOSED TO BE CAST-IN-PLACE. WHERE FEASIBLE, THE CONTRACTOR MAY PROPOSE PRE-CAST BOXES AS AN ALTERNATE TO THE ENGINEER OF RECORD, AS LONG AS THE STORM DESIGN REMAINS CONSISTENT WITH THE APPROVED PLANS.
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS, SEALED BY A LICENSED STRUCTURAL ENGINEER, FOR THE ENGINEER OF RECORD TO REVIEW.

BENCHMARK

- "C" FOUND ON TOP OF THE CONCRETE BASE OF A LIGHT POLE IN THE CENTER MEDIAN OF EXCEL PARKWAY APPROXIMATELY 50 FEET WEST OF THE CENTERLINE OF ADDISON ROAD. (PER TOWN OF ADDISON PLAN # 96103, SHEET 2, DATED JANUARY 1998) ELEV=644.41
- BM #60" SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 826 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=632.78
- BM #61" SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 160 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=638.04

RECORD DRAWINGS
(SEPTEMBER 2010)

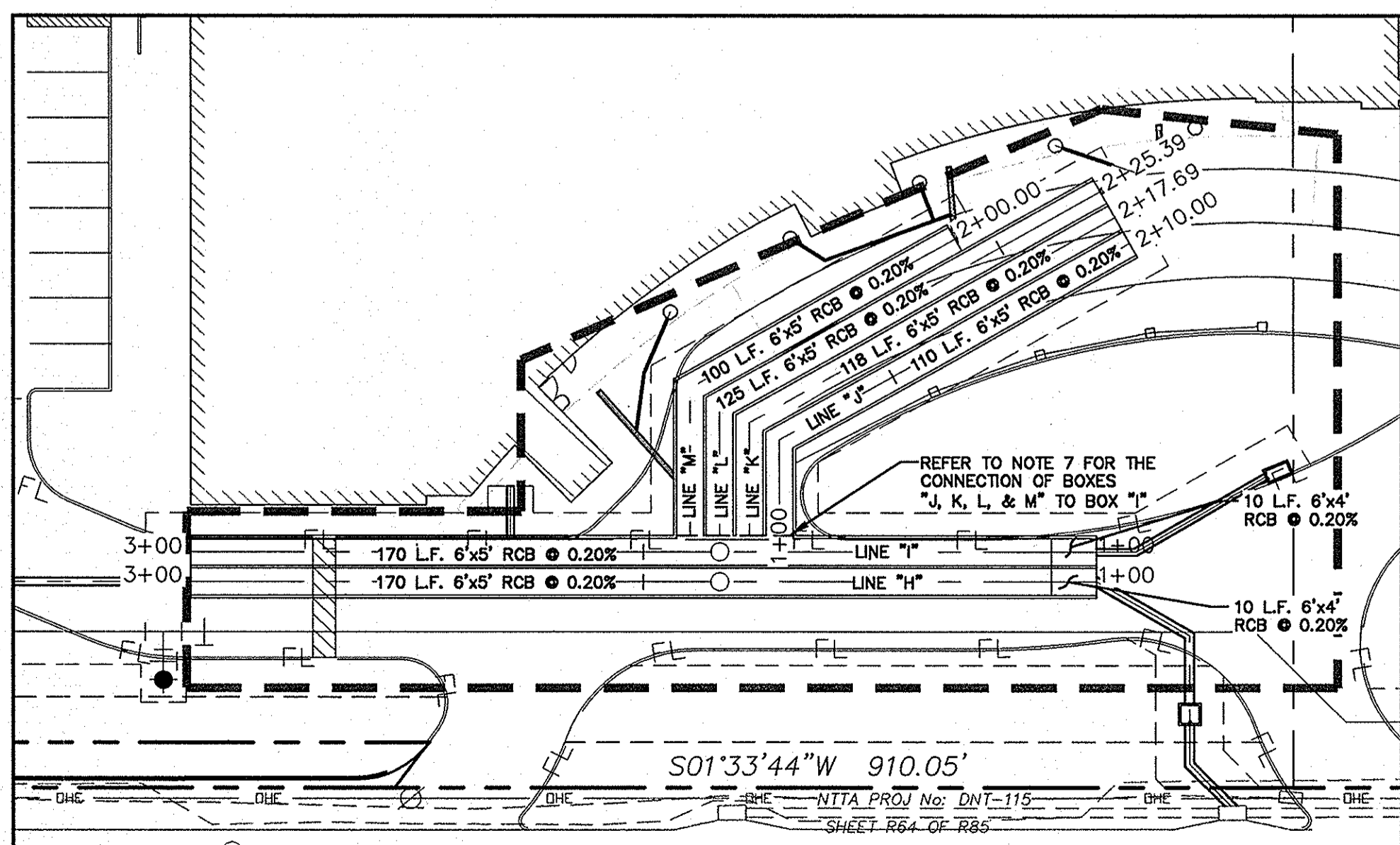
INFORMATION PROVIDED BY:
Rogers-O'Brien Construction Company

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

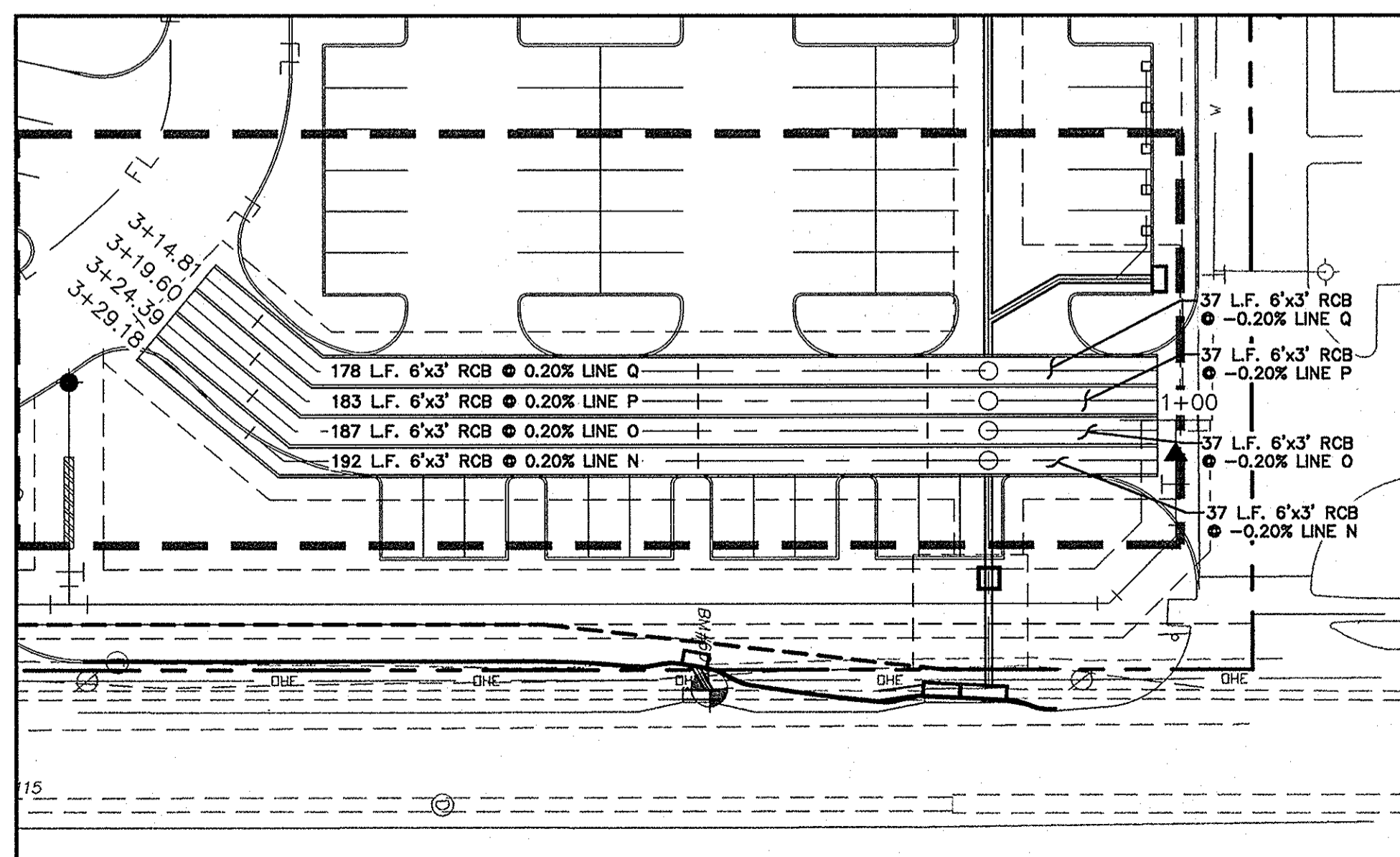
THE CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION AND SHALL NOTIFY THE CONSTRUCTION MANAGER AND ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN) WITHIN SCOPE OF CONSTRUCTION. IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT HIS OWN EXPENSE. CALL 1-800-DIG-TESS AT LEAST 72 HOURS PRIOR TO COMMENCING CONSTRUCTION IN VICINITY.

DALLAS NORTH TOLLWAY

(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)

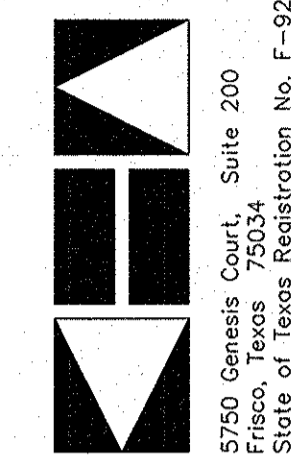


DETAIL A
SCALE: 1"=30'



DETAIL B
SCALE: 1"=30'

Kimley-Horn and Associates, Inc.
Tel: No. (972) 335-3580
Fax: No. (972) 335-3779



STATE OF TEXAS
DAVID K. KOCHALKA
87781
LICENSED PROFESSIONAL ENGINEER
1991

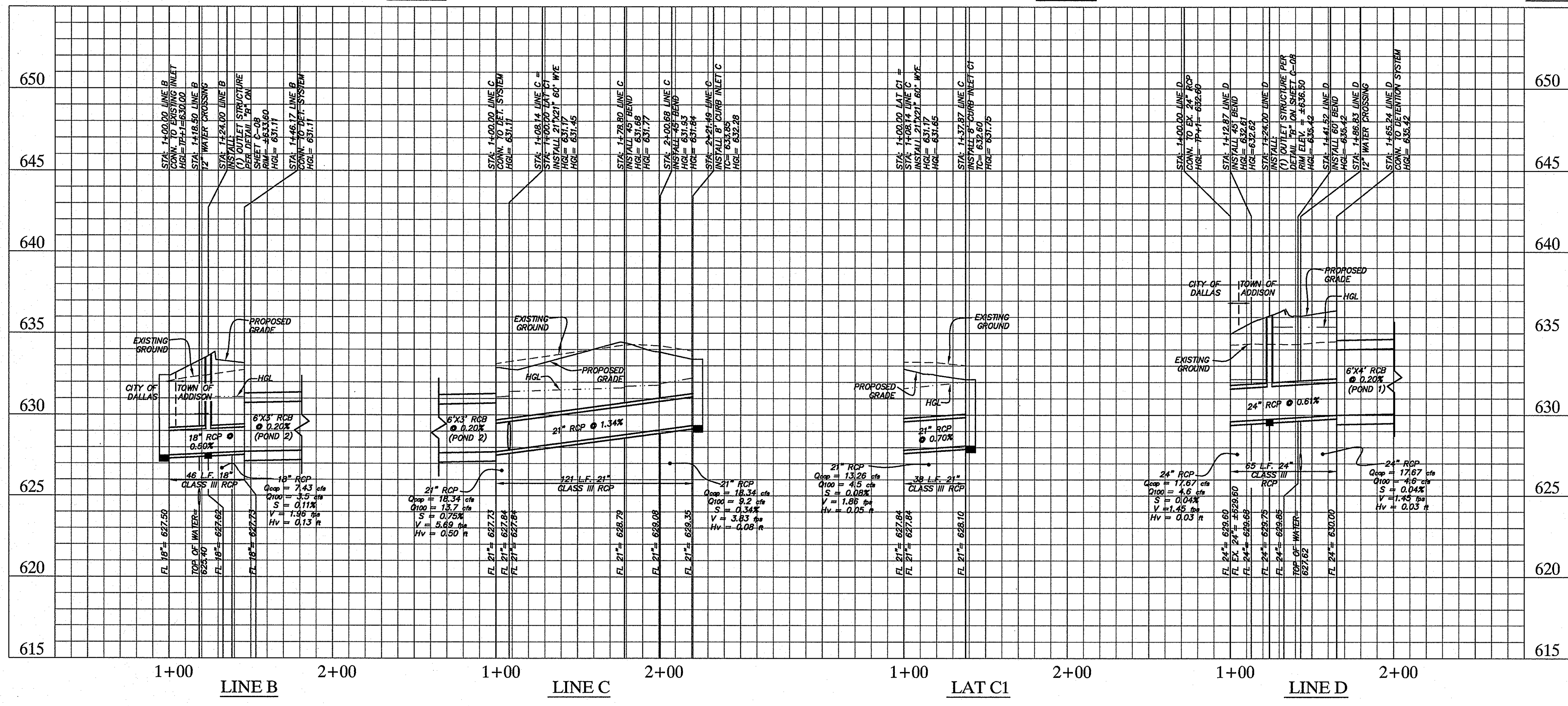
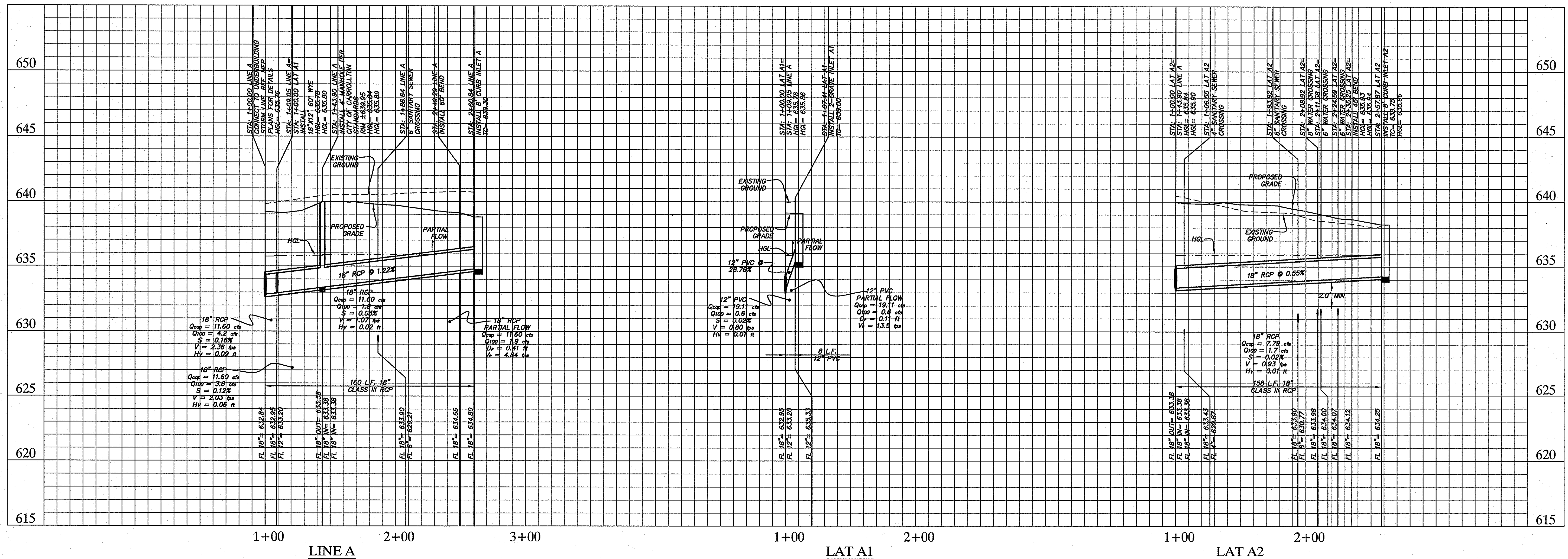
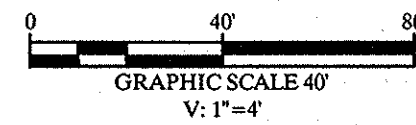
METHODIST HOSPITAL FOR SURGERY
ADDISON, TEXAS
FILE NUMBER: 311T-7863

STORM SEWER PLAN

Designed by:	TB
Drawn by:	TB
Checked by:	DKK
Date:	01/05/10
Project No.:	6902650

SHEET
C-09

NITIA PROJ No. DNT-115
 SHEET 08 OF 08
 DATE: 01/05/10
 DRAWN BY: TB
 CHECKED BY: DKK
 PROJECT NO: 6902650



**RECORD DRAWINGS
(SEPTEMBER 2010)**
INFORMATION PROVIDED BY:
Rogers-O'Brien Construction Company

- BENCHMARK**
- "1" FOUND ON TOP OF THE CONCRETE BASE OF A LIGHT POLE IN THE CENTER MEDIAN OF EXCEL PARKWAY APPROXIMATELY 50 FEET WEST OF THE CENTERLINE OF ADDISON ROAD. (PER TOWN OF ADDISON PLAN # 96103, SHEET 2, DATED JANUARY 1998) ELEV=644.41
 - BM #60" SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 826 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=632.78
 - BM #61" SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 160 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=638.04

App.	
No.	Revisions

Kimley-Horn and Associates, Inc.
Tel. No. (972) 335-3580
Ft. Worth, Texas 76104
Fax No. (972) 335-3779

5750 Genesis Court, Suite 200
Ft. Worth, Texas 76104
State of Texas Registration No. E-628

**METHODIST HOSPITAL FOR SURGERY
ADDISON, TEXAS
FILE NUMBER: 311T-7863**

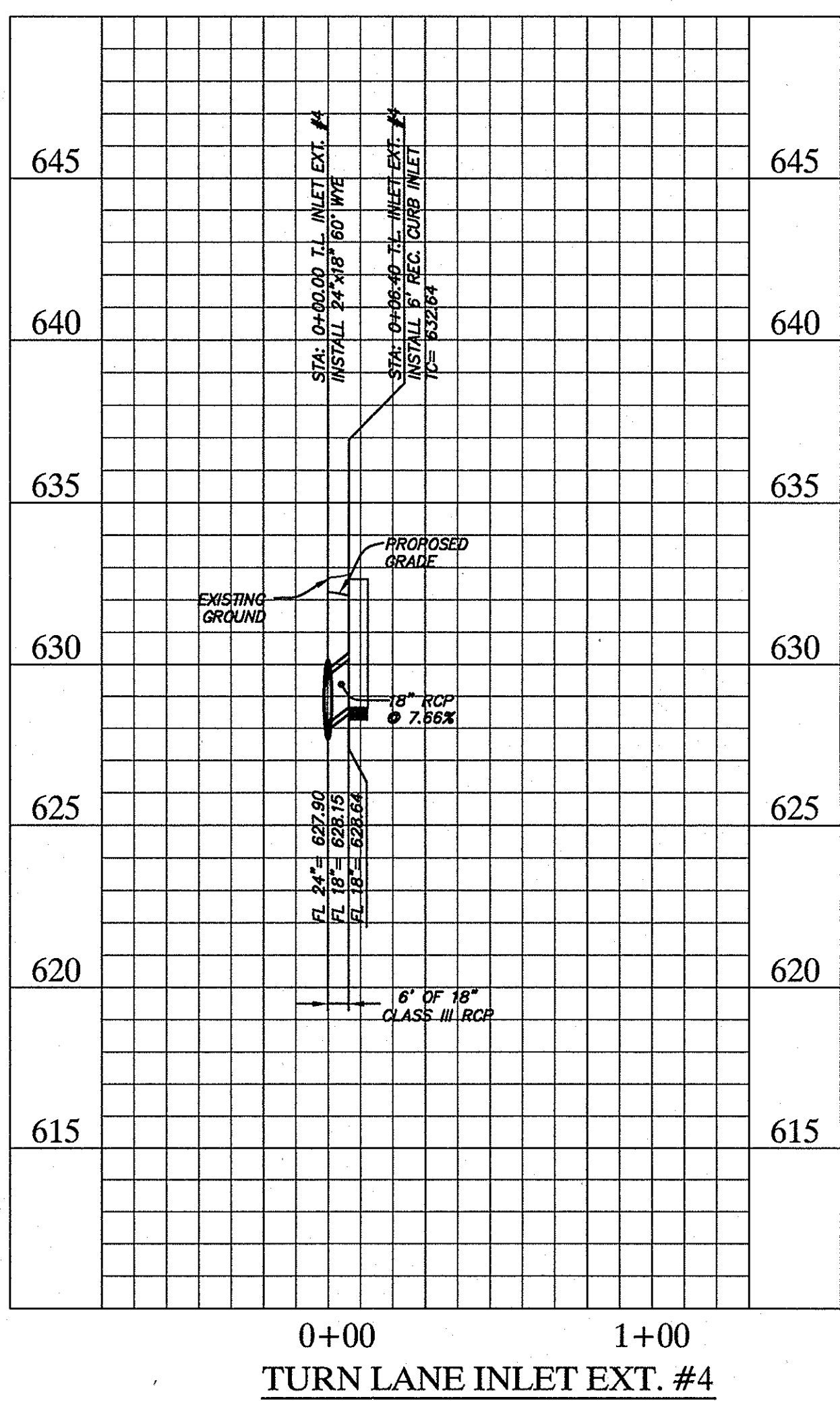
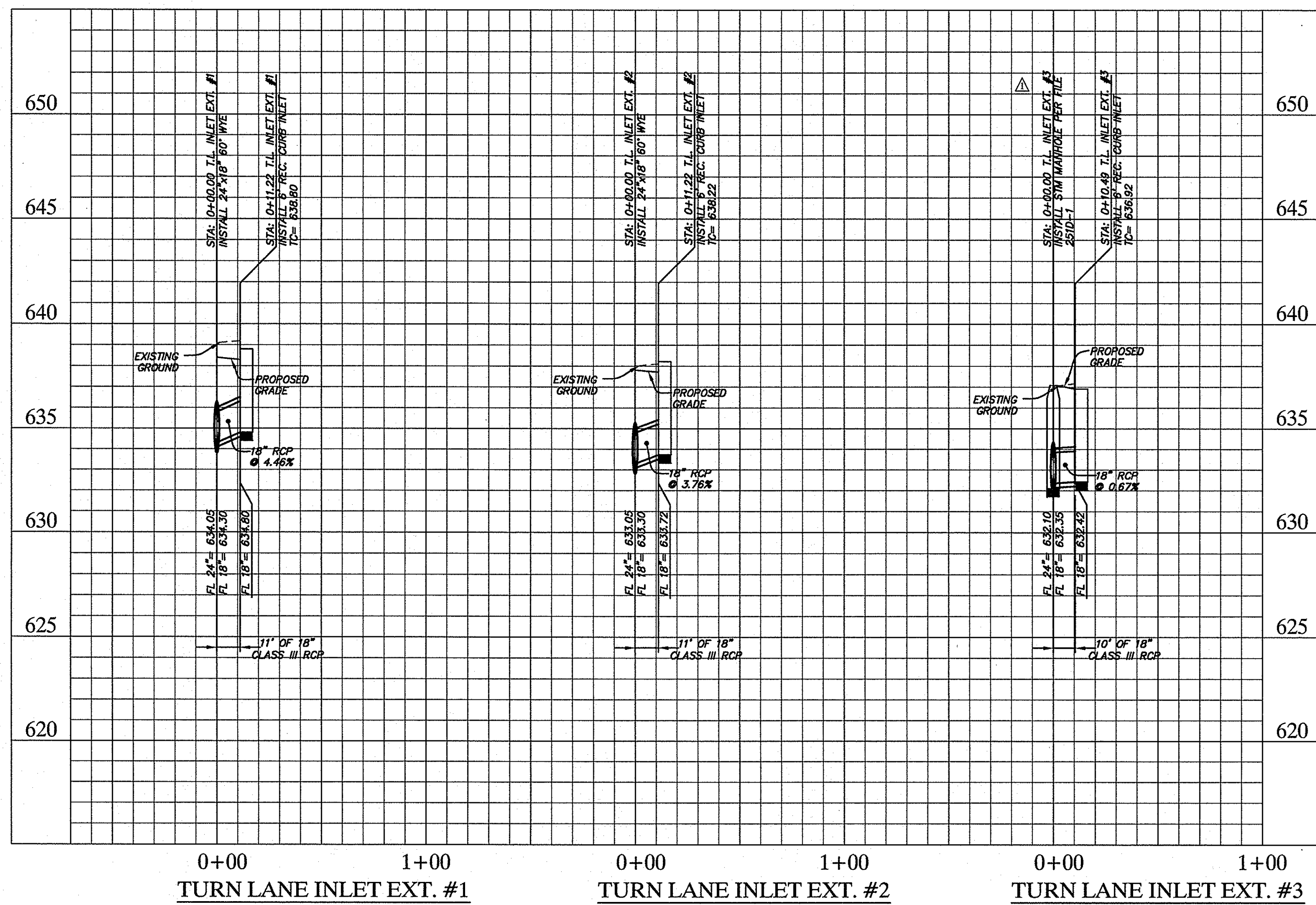
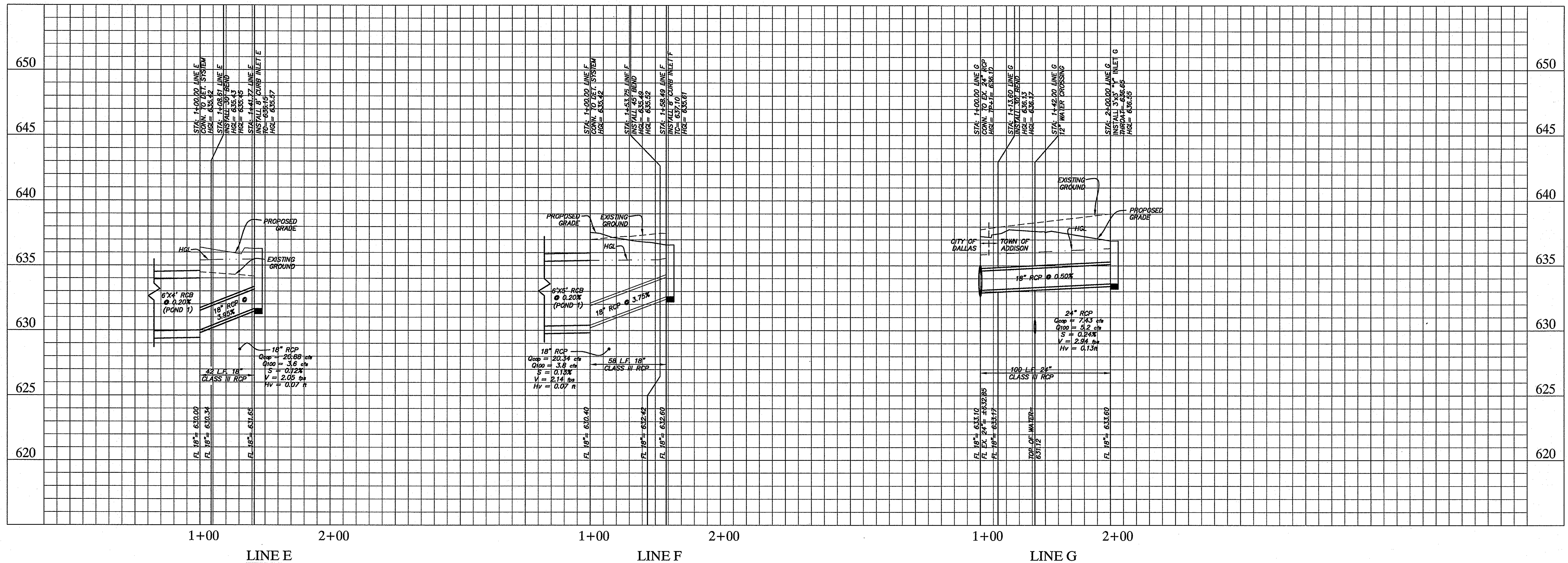
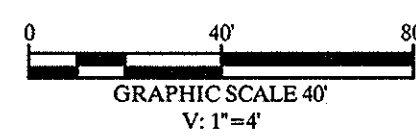
STATE OF TEXAS
DAVID K. KOCHALKA
87781
LICENSED PROFESSIONAL ENGINEER
11/10/09

STORM SEWER PROFILES

Scale: AS SHOWN
Designed by: TNS
Drawn by: RCG
Checked by: DMK
Date: 11/09/09
Project No.: 6902500

**SHEET
C-10**

DATE PLOTTED: 11/10/09 10:24 AM
PLOTTER: HP DesignJet 5000
DRAWING: 311T-7863-SS-01.dwg
USER: KIMLEY-HORN



**RECORD DRAWINGS
(SEPTEMBER 2010)**
INFORMATION PROVIDED BY:
Rogers-O'Brien Construction Company

BENCHMARK

- "□" FOUND ON TOP OF THE CONCRETE BASE OF A LIGHT POLE IN THE CENTER MEDIAN OF EXCEL PARKWAY APPROXIMATELY 50 FEET WEST OF THE CENTERLINE OF ADDISON ROAD. (PER TOWN OF ADDISON PLAN # 96103, SHEET 2, DATED JANUARY 1998) ELEV=644.41
- BM #60" SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 825 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=632.78
- BM #61" SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 160 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=638.04

App.	
Revisions	
Date	
No.	

Kimley-Horn and Associates, Inc.
Tel. No. (972) 335-3580
Fax No. (972) 335-3779

5750 General Court, Suite 200
Frisco, Texas 75034
State of Texas Registration No. 1-528

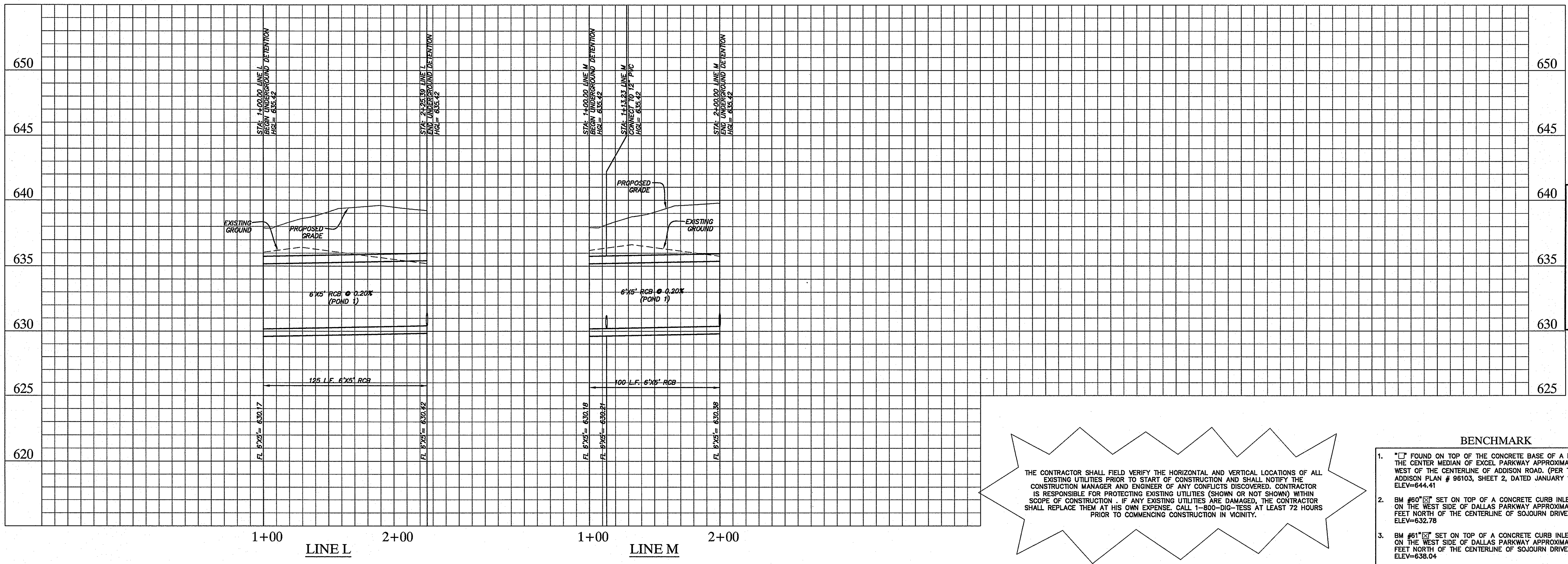
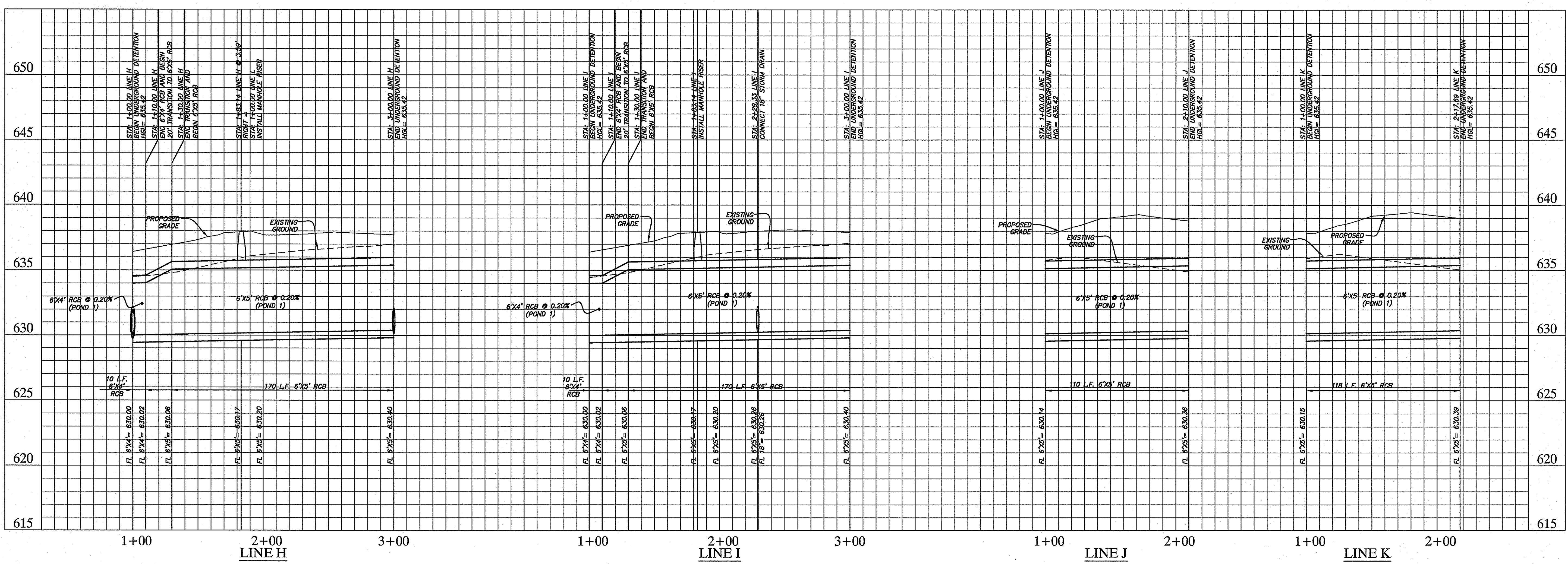
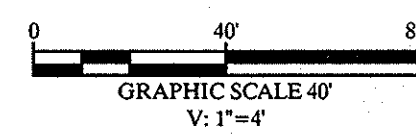
**METHODIST HOSPITAL FOR SURGERY
ADDISON, TEXAS
FILE NUMBER: 311T-7863**

STORM SEWER PROFILES

SHEET C-11

Scale: AS SHOWN
Designed by: TNB
Drawn by: RCG
Checked by: DKK
Date: 11/09/09
Project No. 6902500

IMAGES: WBS, WBS, WBS, WBS
DRAWN BY: BRUSWELL, TERRY
DATE: 11/09/09
PROJECT: 6902500
SHEET: C-11

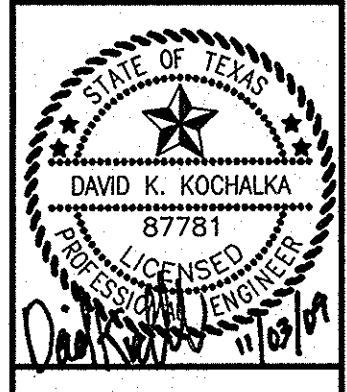


THE CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION AND SHALL NOTIFY THE CONSTRUCTION MANAGER AND ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN) WITHIN SCOPE OF CONSTRUCTION. IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT HIS OWN EXPENSE. CALL 1-800-DIG-TESS AT LEAST 72 HOURS PRIOR TO COMMENCING CONSTRUCTION IN VICINITY.

- BENCHMARK**
- "□" FOUND ON TOP OF THE CONCRETE BASE OF A LIGHT POLE IN THE CENTER MEDIAN OF EXCEL PARKWAY APPROXIMATELY 50 FEET WEST OF THE CENTERLINE OF ADDISON ROAD. (PER TOWN OF ADDISON PLAN # 98103, SHEET 2, DATED JANUARY 1998) ELEV=644.41
 - BM #60" SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 626 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=632.78
 - BM #61" SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 160 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=638.04

No.	Date	Revisions

Kimley-Horn and Associates, Inc.
 5750 Genesis Court, Suite 200
 Frisco, Texas 75034
 Tel. No. (972) 335-3880
 Fax No. (972) 335-3779
 Project No. 6902500



METHODIST HOSPITAL FOR SURGERY
 ADDISON, TEXAS
 FILE NUMBER: 311T-7863

RECORD DRAWINGS (SEPTEMBER 2010)
 INFORMATION PROVIDED BY:
 Rogers-O'Brien Construction Company

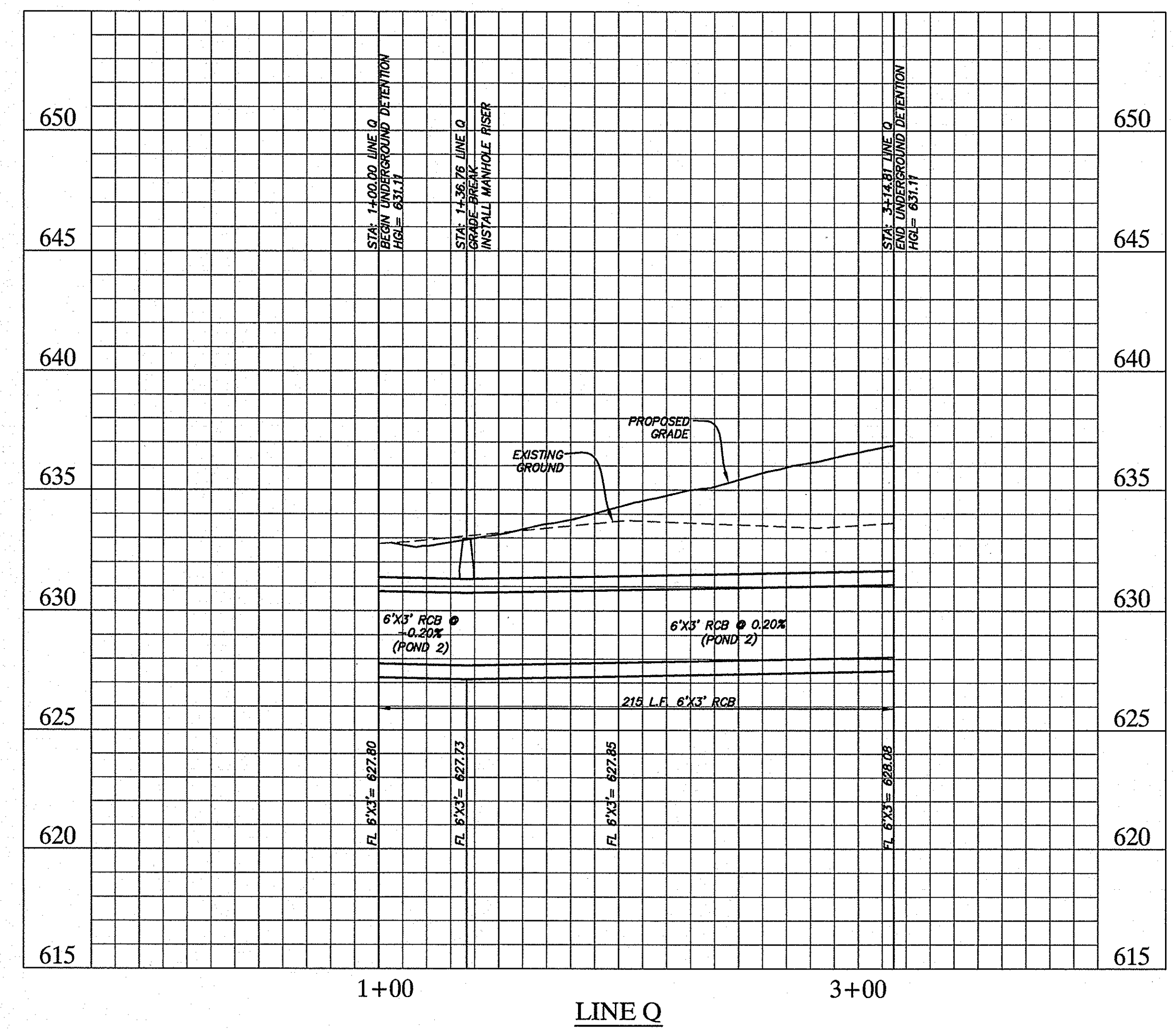
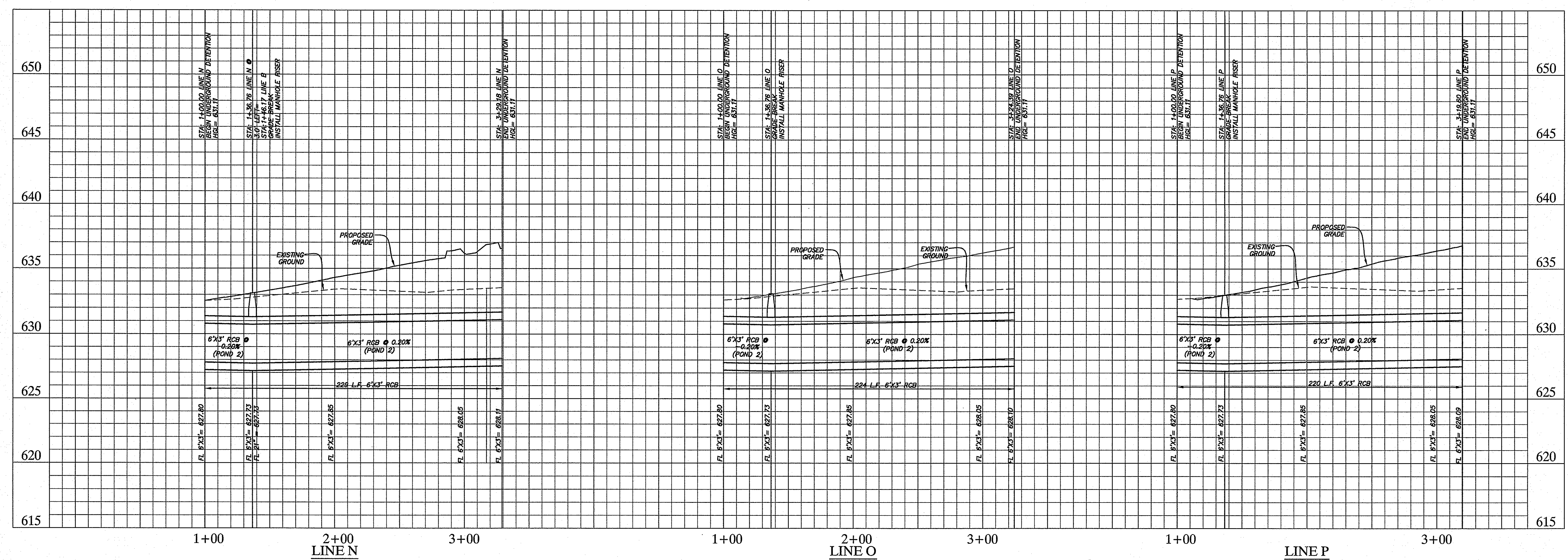
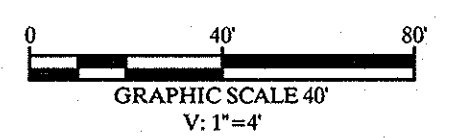
DETENTION PROFILES

Scale:	AS SHOWN
Designed by:	TNB
Drawn by:	RCC
Checked by:	DNK
Date:	11/08/09
Project No.:	6902500

SHEET
C-12

IMAGES REFERENCED BY THIS DRAWING:
 XREF: 11/08/09 11:58 AM
 DWG NAME: K:\P\11\080900 - METHODIST - ADDISON\DWG\PLAN\SET\STRM-PROP-DET.DWG
 LAST SAVED: 11/08/09 11:58 AM

IMAGES
 DATE: 08/11/2010 11:09:09 AM
 PLOTTED BY: KIRIL CIVIL/08/11/2010 11:09:09 AM
 DWG NAME: 110309-02.DWG
 PLOT DATE: 11/09/10



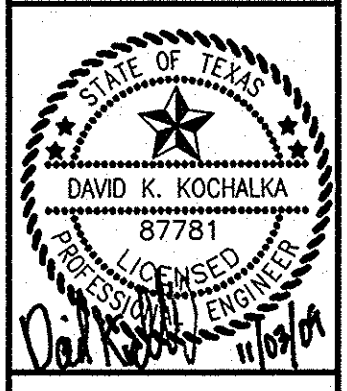
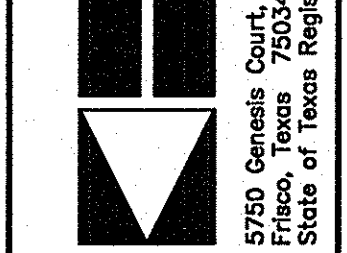
THE CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION AND SHALL NOTIFY THE CONSTRUCTION MANAGER AND ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN) WITHIN SCOPE OF CONSTRUCTION. IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT HIS OWN EXPENSE. CALL 1-800-DIG-TESS AT LEAST 72 HOURS PRIOR TO COMMENCING CONSTRUCTION IN VICINITY.

**RECORD DRAWINGS
 (SEPTEMBER 2010)**
 INFORMATION PROVIDED BY:
 Rogers-O'Brien Construction Company

BENCHMARK

1. "1" FOUND ON TOP OF THE CONCRETE BASE OF A LIGHT POLE IN THE CENTER MEDIAN OF EXCEL PARKWAY APPROXIMATELY 50 FEET WEST OF THE CENTERLINE OF ADDISON ROAD. (PER TOWN OF ADDISON PLAN # 98103, SHEET 2, DATED JANUARY 1998) ELEV=644.41
2. BM #60" SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 828 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=632.78
3. BM #61" SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 180 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=638.04

No.	Date	Revisions	App.

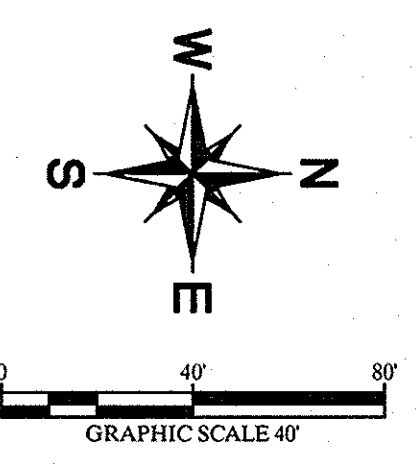
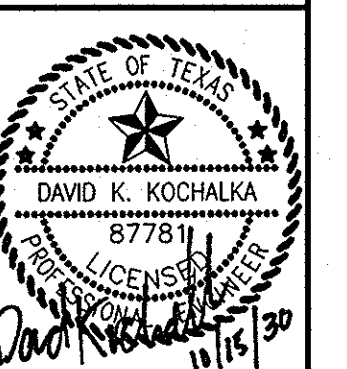


**METHODIST HOSPITAL
 FOR SURGERY
 ADDISON, TEXAS**
 FILE NUMBER: 311T-7863

DETENTION PROFILES

Scale:	AS SHOWN
Designed by:	TNB
Drawn by:	ROC
Checked by:	DNK
Date:	11/09/10
Project No.:	6902500

SHEET
C-13

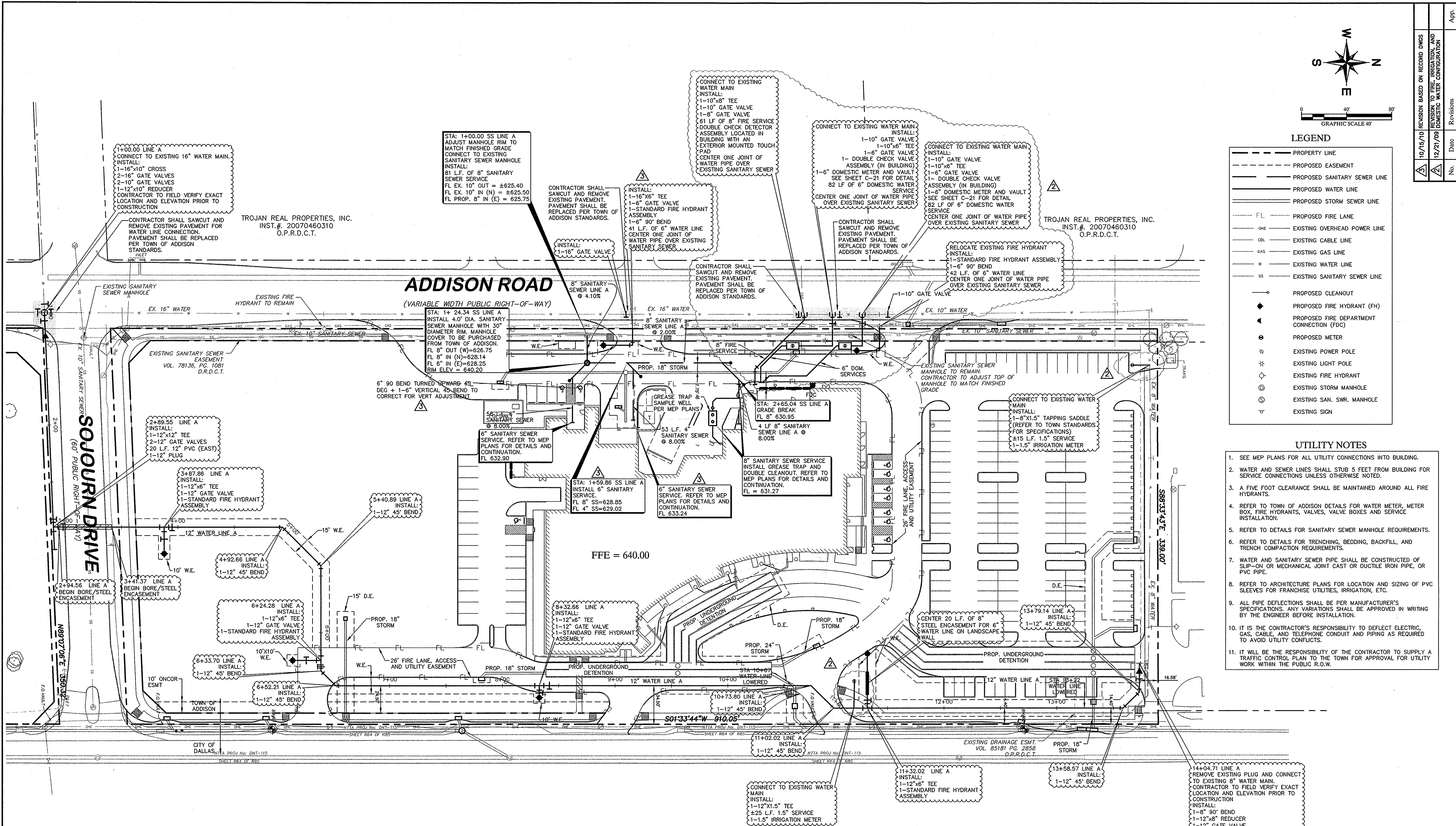


LEGEND

---	PROPERTY LINE
---	PROPOSED EASEMENT
---	PROPOSED SANITARY SEWER LINE
---	PROPOSED WATER LINE
---	PROPOSED STORM SEWER LINE
---	PROPOSED FIRE LINE
---	EXISTING OVERHEAD POWER LINE
---	EXISTING CABLE LINE
---	EXISTING GAS LINE
---	EXISTING WATER LINE
---	EXISTING SANITARY SEWER LINE
---	PROPOSED CLEANOUT
---	PROPOSED FIRE HYDRANT (FH)
---	PROPOSED FIRE DEPARTMENT CONNECTION (FDC)
---	PROPOSED METER
---	EXISTING POWER POLE
---	EXISTING LIGHT POLE
---	EXISTING FIRE HYDRANT
---	EXISTING STORM MANHOLE
---	EXISTING SAN. SWR. MANHOLE
---	EXISTING SIGN

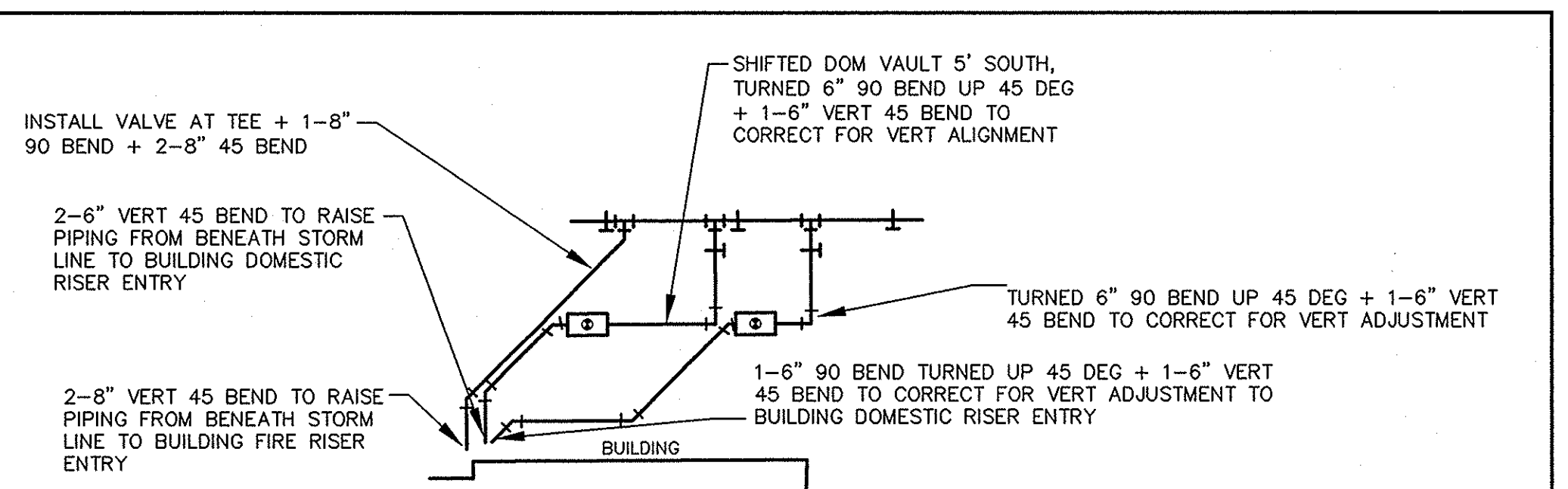
- UTILITY NOTES**
- SEE MEP PLANS FOR ALL UTILITY CONNECTIONS INTO BUILDING.
 - WATER AND SEWER LINES SHALL STUB 5 FEET FROM BUILDING FOR SERVICE CONNECTIONS UNLESS OTHERWISE NOTED.
 - A FIVE FOOT CLEARANCE SHALL BE MAINTAINED AROUND ALL FIRE HYDRANTS.
 - REFER TO TOWN OF ADDISON DETAILS FOR WATER METER, 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 PVC 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.
 - IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY A TRAFFIC CONTROL PLAN TO THE TOWN FOR APPROVAL FOR UTILITY WORK WITHIN THE PUBLIC R.O.W.

- BENCHMARK**
- "□" FOUND ON TOP OF THE CONCRETE BASE OF A LIGHT POLE IN THE CENTER MEDIAN OF EXCEL PARKWAY APPROXIMATELY 50 FEET WEST OF THE CENTERLINE OF ADDISON ROAD. (PER TOWN OF ADDISON PLAN # 96103, SHEET 2, DATED JANUARY 1998) ELEV=644.41
 - BM #601 SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 826 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=632.78
 - BM #611 SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 160 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=638.04



DALLAS NORTH TOLLWAY
 (VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)

THE CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION AND SHALL NOTIFY THE CONSTRUCTION MANAGER AND ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN) WITHIN SCOPE OF CONSTRUCTION. IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT HIS OWN EXPENSE. CALL 1-800-DIG-TESS AT LEAST 72 HOURS PRIOR TO COMMENCING CONSTRUCTION IN VICINITY.

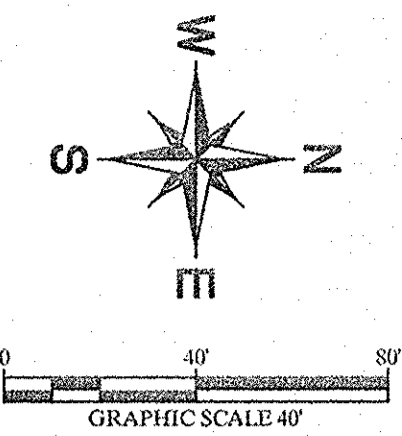
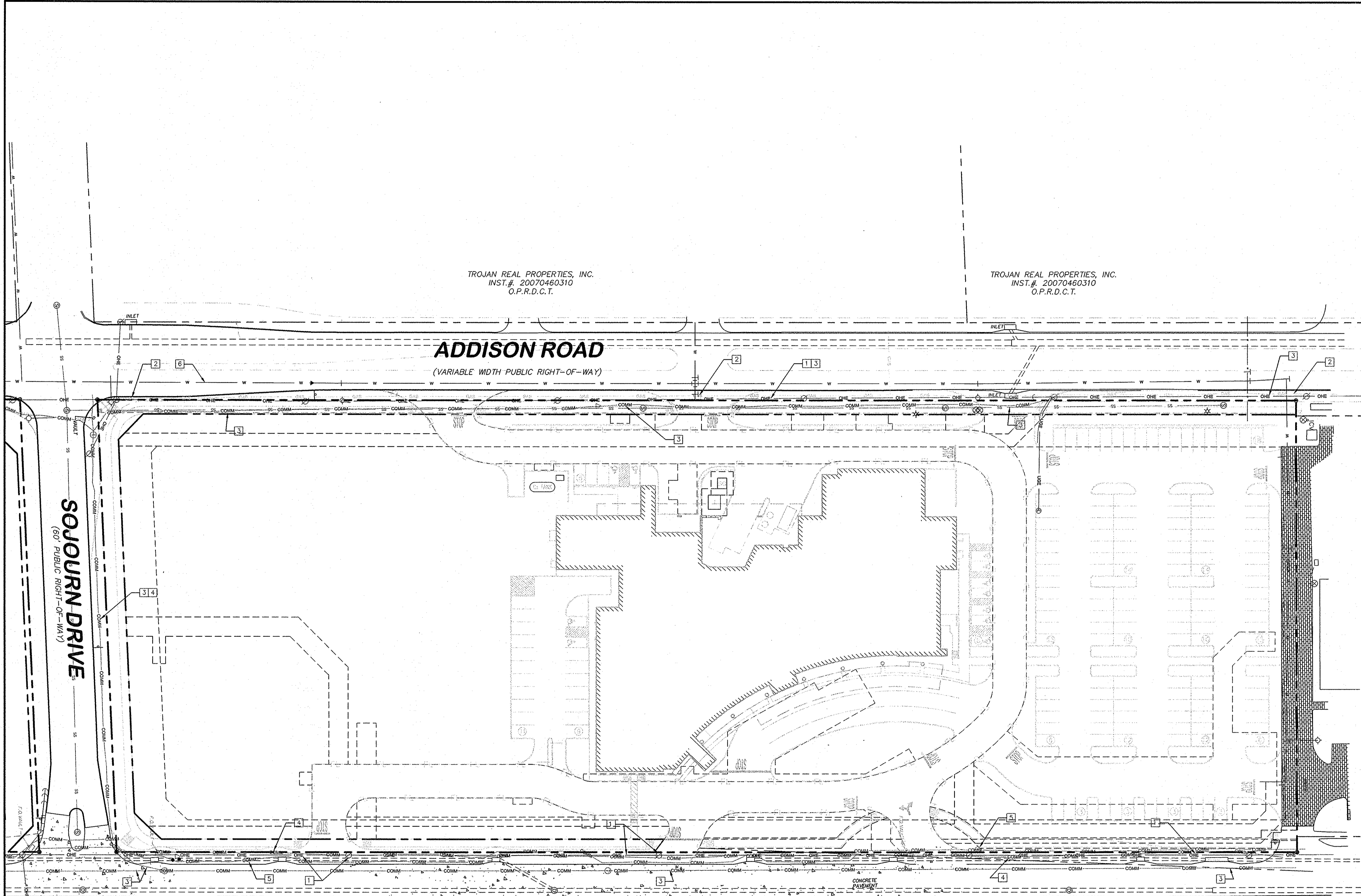


STOP!
CALL BEFORE YOU DIG
 DIG TESS
 1-800-DIG-TESS
 (@ least 72 hours prior to digging)

AS-BUILT DETAIL FOR FIRE AND DOMESTIC WATER SERVICE
 (PROVIDED BY CALHAR CONSTRUCTION, INC. 9/30/10)

XREF: SANITARY SEWER, WATER, STORM, FIRE, GAS, CABLE, TELEPHONE, AND ALL OTHER UTILITIES SHOWN ON THIS PLAN. CONTRACTOR SHALL VERIFY EXACT LOCATION AND ELEVATION PRIOR TO CONSTRUCTION. CALL 1-800-DIG-TESS AT LEAST 72 HOURS PRIOR TO COMMENCING CONSTRUCTION IN VICINITY.

NOTES: 1. SEE SHEET C-140 FOR ADDITIONAL NOTES.
 2. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
 3. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION.
 4. IF ANY UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT HIS OWN EXPENSE.
 5. CALL 1-800-DIG-TESS AT LEAST 72 HOURS PRIOR TO COMMENCING CONSTRUCTION IN VICINITY.



LEGEND

(---)	PROPERTY LINE
(- - -)	PROPOSED EASEMENT
(---	PROPOSED SANITARY SEWER LINE
(---	PROPOSED WATER LINE
(---	PROPOSED STORM SEWER LINE
(---	PROPOSED PRIVATE STORM SEWER LINE
(---	PROPOSED FIRE LANE
(---	EXISTING CABLE LINE
(---	EXISTING GAS LINE
(---	EXISTING WATER LINE
(---	EXISTING COMM./FIBER LINE
(---	EXISTING OVERHEAD LINE
(---)	EXISTING POWER POLE
(---)	EXISTING LIGHT POLE
(---)	EXISTING FIRE HYDRANT
(---)	EXISTING STORM MANHOLE
(---)	EXISTING SAN. SWR. MANHOLE
(---)	EXISTING SIGN

KEY NOTE LEGEND

1	ONCOR (ELECTRIC) CONTACT: KAREN EASTMAN	817-335-7050
2	ATMOS ENERGY (GAS) CONTACT: GEORGE LONG	972-881-4152
3	AT&T COMMUNICATION (PHONE) CONTACT: STEVEN W. ELLIOT	972-234-7039
4	ABOVE NET (FIBER OPTIC) CONTACT:	888-636-2778
5	VERIZON TELECOM (FIBER OPTIC) CONTACT:	972-318-8973

NOTES

1. UNDERGROUND UTILITY INFORMATION SHOWN HEREON IS BASED ON AVAILABLE RECORD INFORMATION ON FILE AT THE TOWN OF ADDISON. THE APPROPRIATE PUBLIC UTILITY COMPANIES AND MARKINGS PROVIDED BY THE TEXAS ONE CALL SYSTEM (DIGTESS) LOCATE #090435206 DATED FEBRUARY 12, 2009. THIS INFORMATION HAS BEEN VERIFIED WHERE POSSIBLE BY VISIBLE UTILITY APPURTENANCES. THE ENGINEER CANNOT GUARANTEE THE ACCURACY OR COMPLETENESS OF THESE RECORDS.

**RECORD DRAWINGS
(SEPTEMBER 2010)**

INFORMATION PROVIDED BY:
Rogers-O'Brien Construction Company

**STOP!
CALL BEFORE YOU DIG**

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

THE CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION AND SHALL NOTIFY THE CONSTRUCTION MANAGER AND ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN) WITHIN SCOPE OF CONSTRUCTION. IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT HIS OWN EXPENSE. CALL 1-800-DIG-TESS AT LEAST 72 HOURS PRIOR TO COMMENCING CONSTRUCTION IN VICINITY.

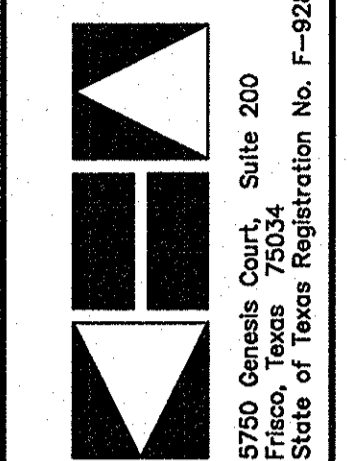
DALLAS NORTH TOLLWAY
(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)

TROJAN REAL PROPERTIES, INC.
INST.# 20070460310
O.P.R.D.C.T.

TROJAN REAL PROPERTIES, INC.
INST.# 20070460310
O.P.R.D.C.T.

ADDISON ROAD
(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)

SOJOURN DRIVE
(60' PUBLIC RIGHT-OF-WAY)

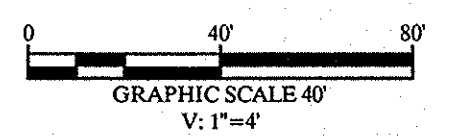
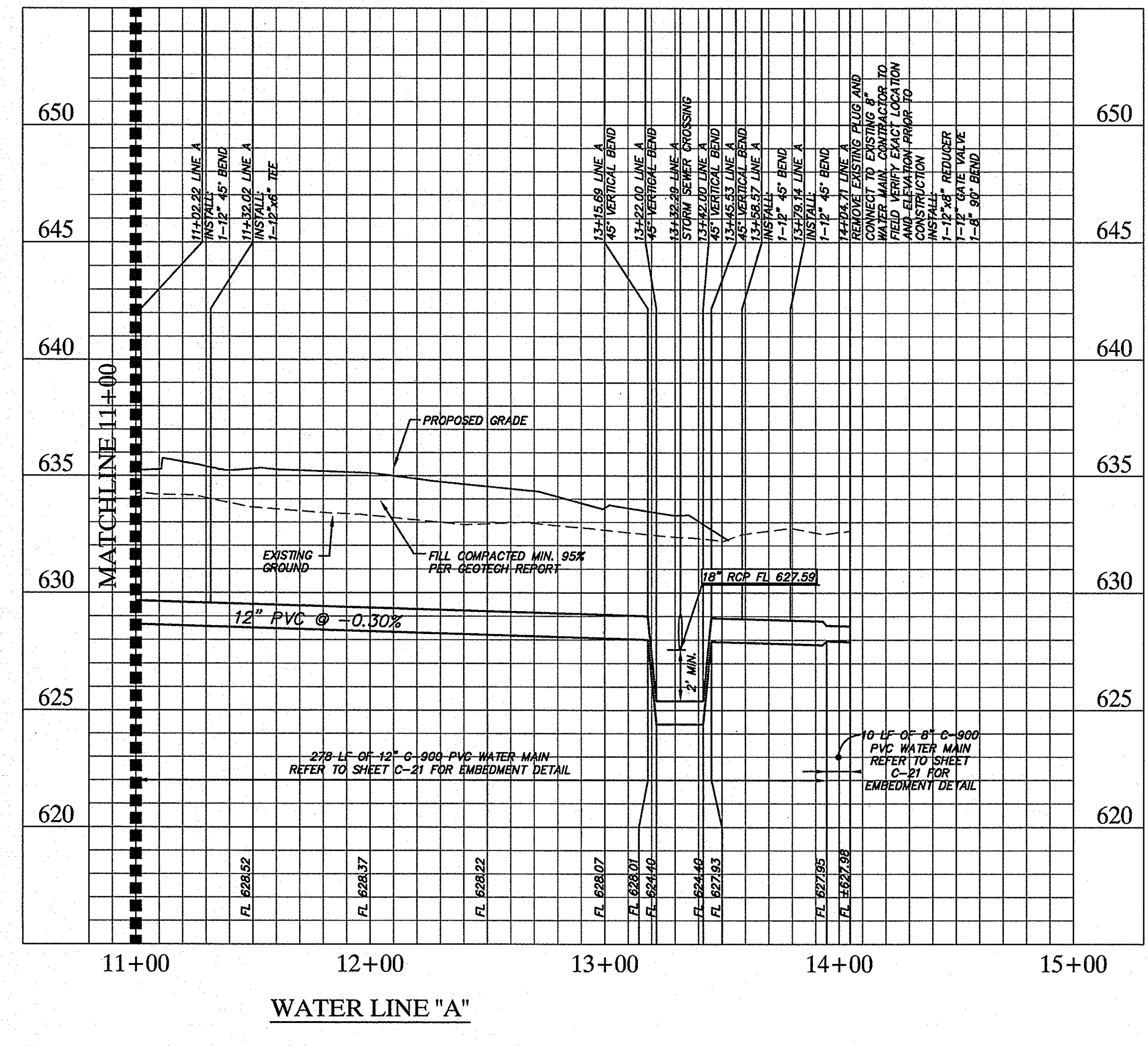
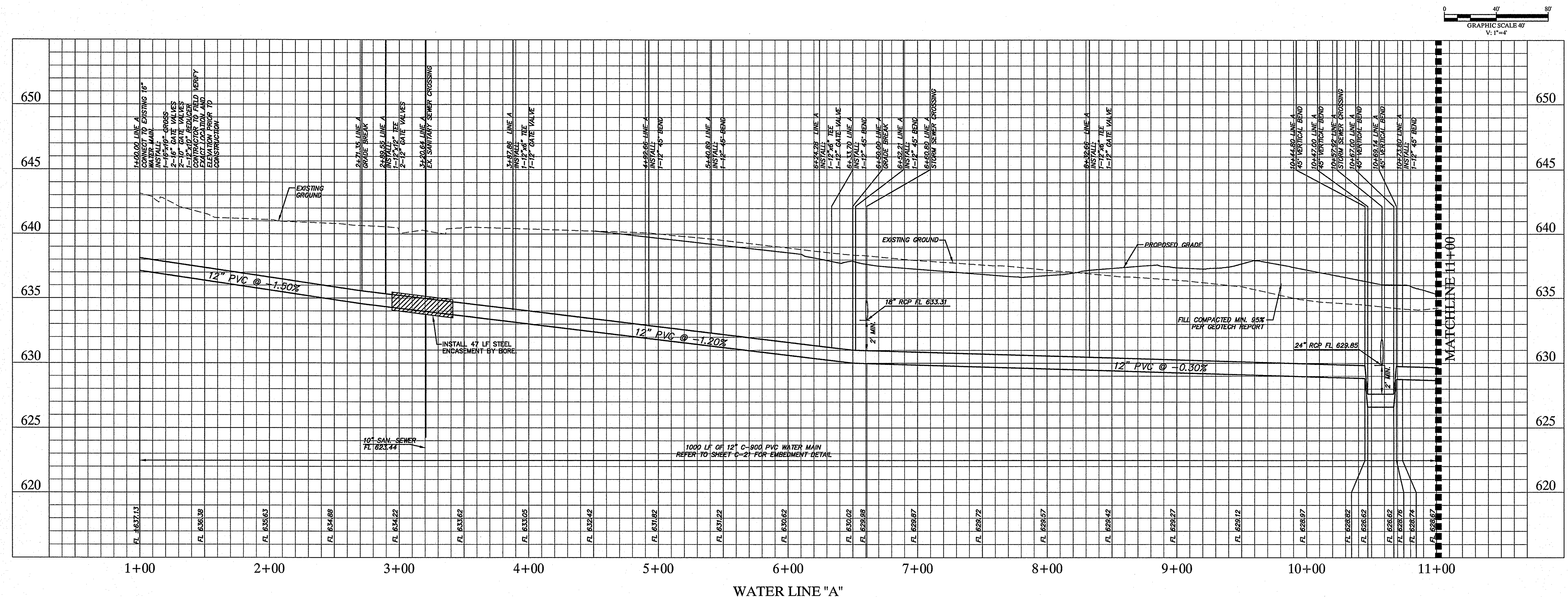


**Kimley-Horn
and Associates, Inc.**
 9750 Genesee Court, Suite 200
 Frisco, Texas 75034
 State of Texas Registration No. F-928
 Tel. No. (972) 335-5580
 Fax No. (972) 335-3779

**METHODIST HOSPITAL
FOR SURGERY
ADDISON, TEXAS
FILE NUMBER: 311T-7863**

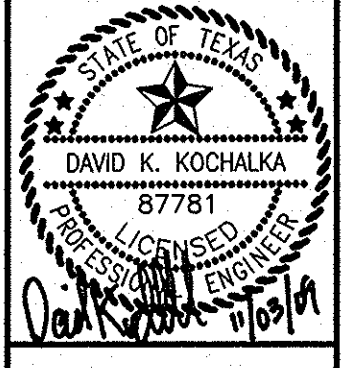
UTILITY EXHIBIT

IMAGES
 DATE: 08/11/10
 TIME: 11:00:00 AM
 FILE: C:\WORK\PROJECTS\08-11-10\METHODIST_HOSPITAL\WATER LINE A\WATER LINE A.dwg
 PLOTTED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 DATE: 08/11/10



No.	Date	Revisions	App.

Kimley-Horn and Associates, Inc.
 5700 Genesis Court, Suite 200
 Frisco, Texas 75034
 State of Texas Registration No. F-928
 Tel. No. (972) 335-3580
 Fax No. (972) 335-3779



METHODIST HOSPITAL FOR SURGERY
ADDISON, TEXAS
 FILE NUMBER: 311T-7863

WATER LINE PROFILES

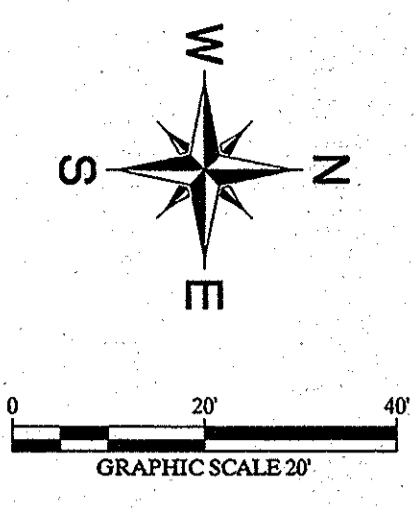
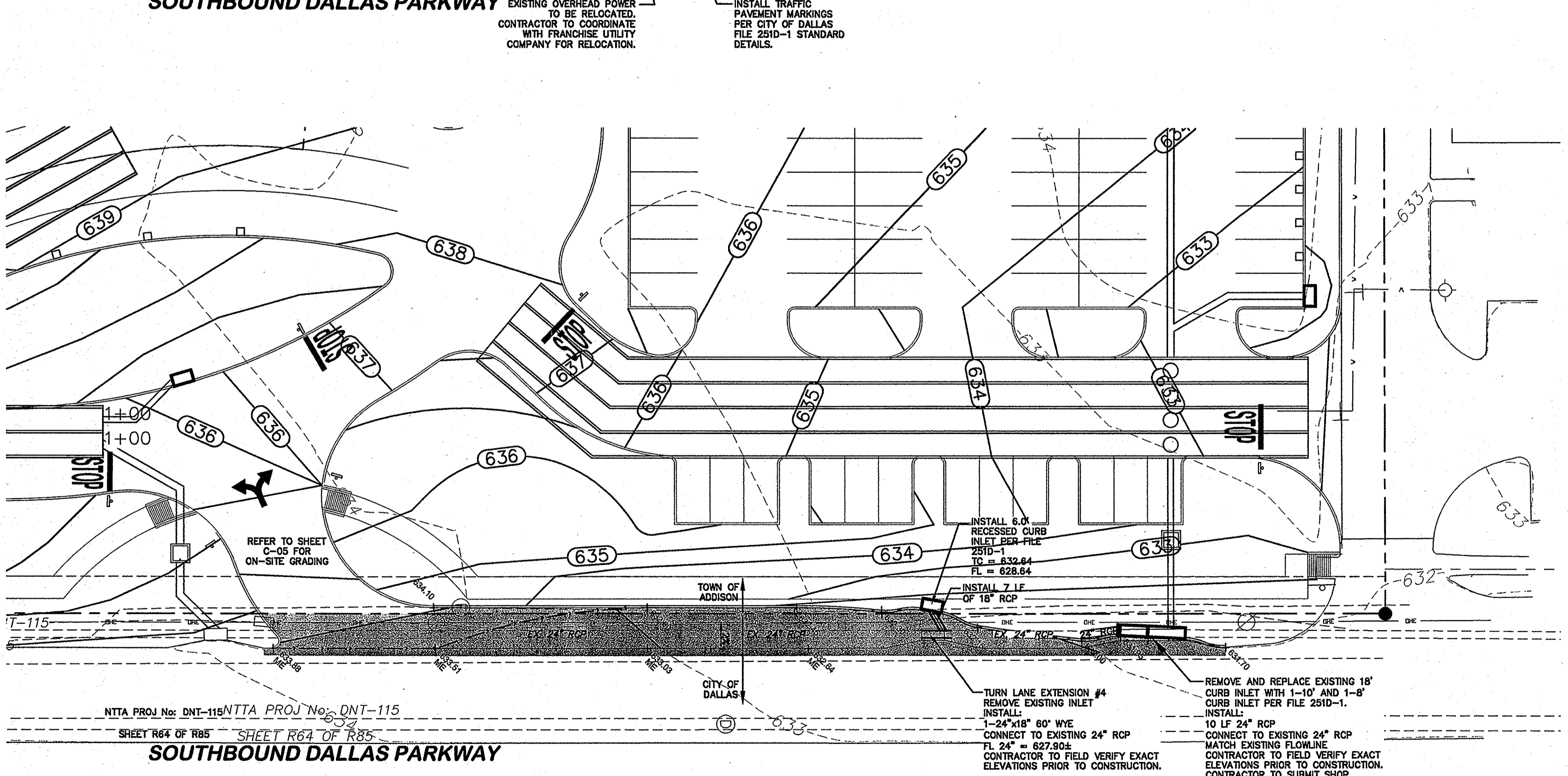
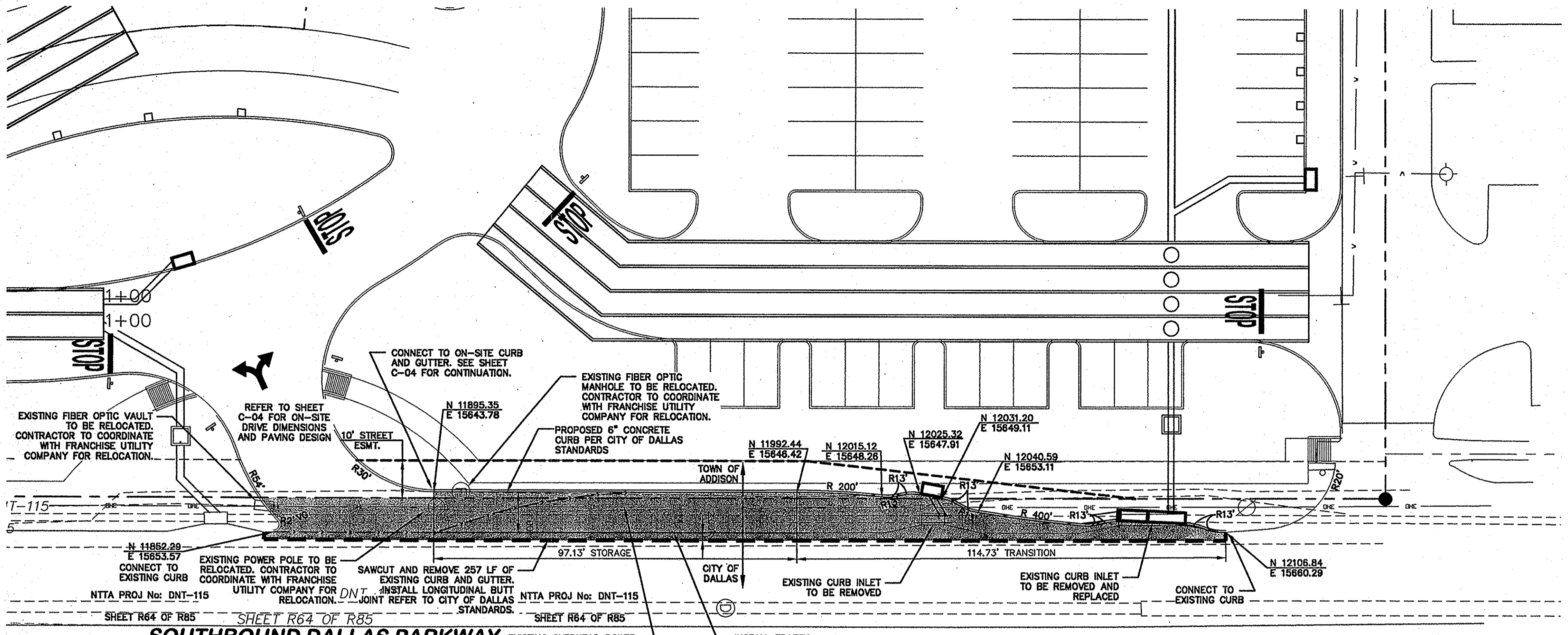
RECORD DRAWINGS (SEPTEMBER 2010)
 INFORMATION PROVIDED BY:
 Rogers-O'Brien Construction Company

BENCHMARK

- "1" FOUND ON TOP OF THE CONCRETE BASE OF A LIGHT POLE IN THE CENTER MEDIAN OF EXCEL PARKWAY APPROXIMATELY 50 FEET WEST OF THE CENTERLINE OF ADDISON ROAD. (PER TOWN OF ADDISON PLAN # 96103, SHEET 2, DATED JANUARY 1998) ELEV=644.41
- BM #60" SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 828 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=632.78
- BM #61" SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 160 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=638.04

Scale:	AS SHOWN
Designed by:	RCC
Drawn by:	RCC
Checked by:	DMK
Date:	11/09/09
Project No.:	6962500

SHEET
C-15

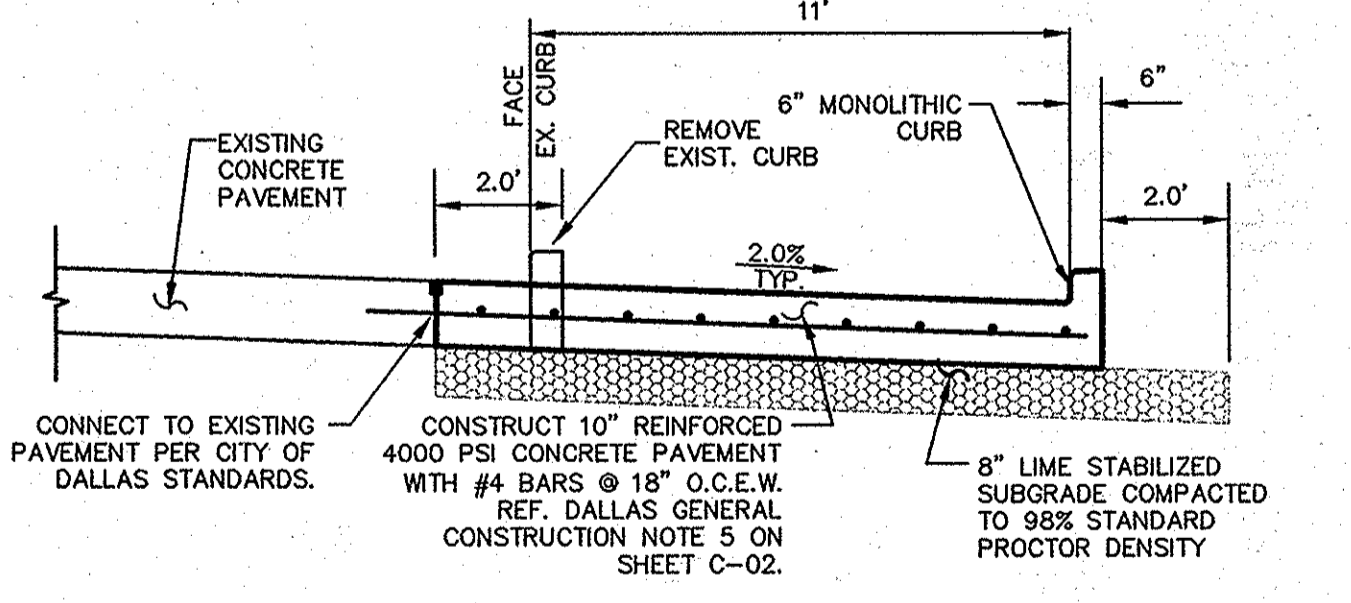


LEGEND

- PROPERTY LINE
- - - SAWCUT LINE
- - - VALLEY GUTTER
- x 631.80 ME MATCH EXISTING ELEVATION
- [Hatched Area] HEAVY DUTY 10" REINFORCED 4000 PSI CONCRETE PAVEMENT WITH #4 BARS @ 18" O.C.E.W. ON 8" LIME STABILIZED SUBGRADE COMPACTED TO 98% STANDARD PROCTOR DENSITY (REFER TO SHEET C-02, CITY OF DALLAS GENERAL CONSTRUCTION NOTE 5).

NOTES

1. ALL DIMENSIONS ARE TO FACE OF CURB, FACE OF BUILDING, OR PROPERTY LINE UNLESS OTHERWISE NOTED.
2. ALL PARKING STALLS SHALL BE 9'x18', UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING FOOTPRINT DIMENSIONS.
4. ALL RADII ARE 3', UNLESS OTHERWISE NOTED.
5. FIRE LANE SHALL BE CONSTRUCTED PER TOWN OF ADDISON FIRE DEPARTMENT STANDARDS AND MARKED PER TOWN SPECIFICATIONS. REFER TO DETAILS FOR ADDITIONAL INFORMATION.
6. PAVEMENT DESIGN DATA SHOWN BY REFERENCE ONLY. PAVEMENT TO BE PER GEOTECH REPORT PROJECT NO. G090336 DATED APRIL 23, 2009 BY ALPHA TESTING.
7. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS AND FINAL GEOTECH REPORT FOR BUILDING SUB GRADE PREPARATION REQUIREMENTS.
8. CONTRACTOR TO VERIFY T.A.S. COMPLIANCE. FOR ANY QUESTIONS CONTACT CIVIL ENGINEER IMMEDIATELY.
9. CONTRACTOR TO VERIFY ENGINEERING PLANS MATCH ARCHITECTURAL PLANS BEFORE CONSTRUCTION STAKING.
10. REFER TO LANDSCAPE PLANS FOR ALL SCREENING AND OPEN SPACE CALCULATIONS.
11. REFER TO SITE LIGHTING PLANS FOR ALL LIGHTING LOCATIONS, SPECIFICATIONS, AND PHOTOMETRIC DETAILS.
12. REFER TO BUILDING ELEVATION PLANS FOR ALL BUILDING SIGNAGE LOCATIONS AND DETAILS.
13. CONTRACTOR SHALL REFER TO M.E.P. AND LANDSCAPE PLANS FOR CONDUIT PLAGING PRIOR TO PAVING.
14. CITY OF DALLAS FORCES SHALL INSTALL ALL REQUIRED TRAFFIC SIGNS AND PAVEMENT MARKINGS WITHIN THE DALLAS PARKWAY 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.
- 15.
16. ALL CONSTRUCTION WITHIN CITY OF DALLAS SHALL REFER TO CITY OF DALLAS CONSTRUCTION STANDARDS SPECIFIED IN FILE 2510-1.



DECELERATION LANE TYPICAL SECTION

RECORD DRAWINGS (SEPTEMBER 2010)

INFORMATION PROVIDED BY: Rogers-O'Brien Construction Company

STOP! CALL BEFORE YOU DIG

DIG TESS

1-800-DIG-TESS

(@ least 72 hours prior to digging)

THE CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION AND SHALL NOTIFY THE CONSTRUCTION MANAGER AND ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN) WITHIN SCOPE OF CONSTRUCTION. IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT HIS OWN EXPENSE. CALL 1-800-DIG-TESS AT LEAST 72 HOURS PRIOR TO COMMENCING CONSTRUCTION IN VICINITY.

Kimley-Horn and Associates, Inc.
 5750 Carrizo Court, Suite 200
 Ft. Worth, Texas 76134
 Tel. No. (817) 335-3550
 Fax No. (817) 335-3779
 State of Texas Registration No. F-928

Professional Engineer
 DAVID K. KOCHALKA
 87781

**METHODIST HOSPITAL FOR SURGERY
 ADDISON, TEXAS
 FILE NUMBER: 311T-7863**

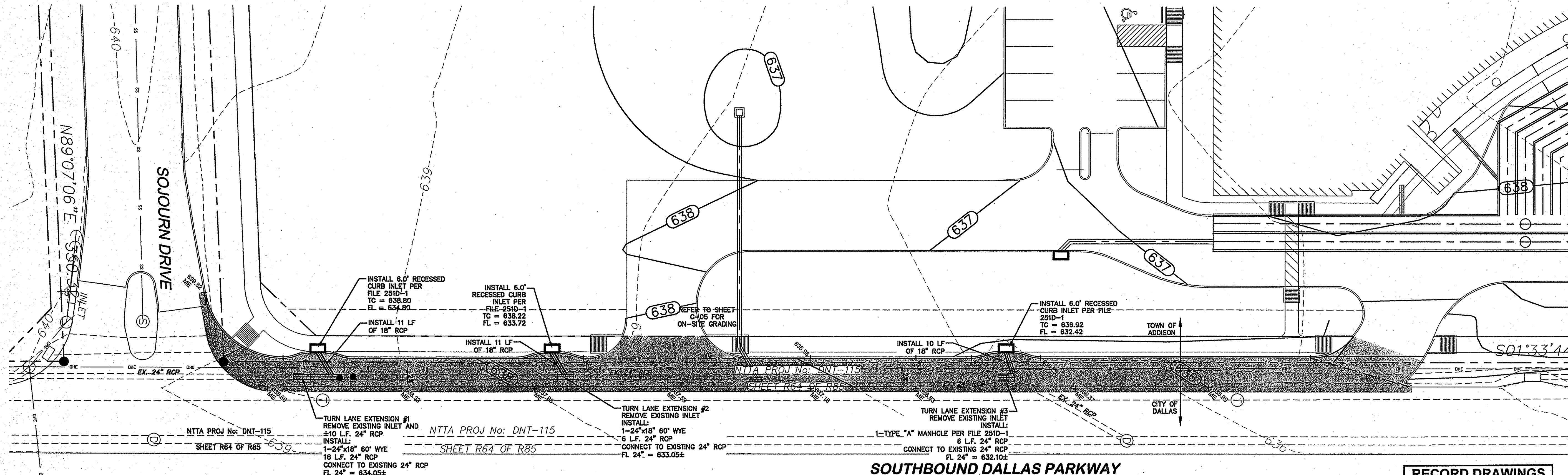
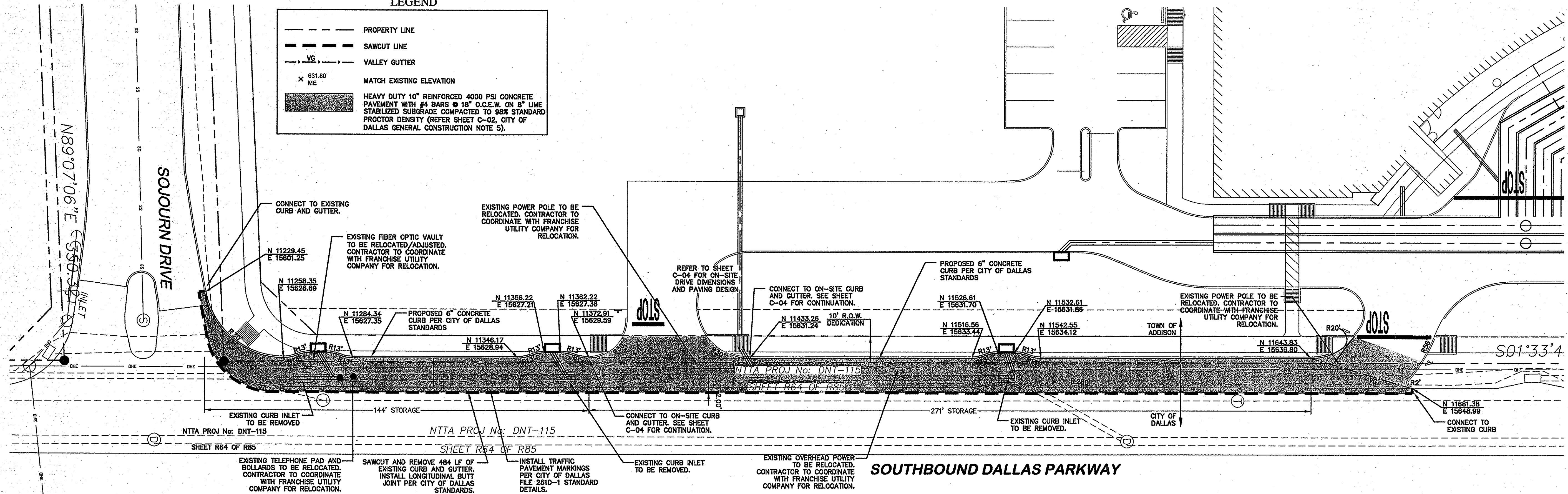
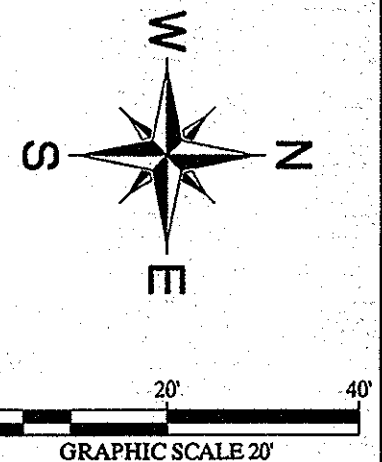
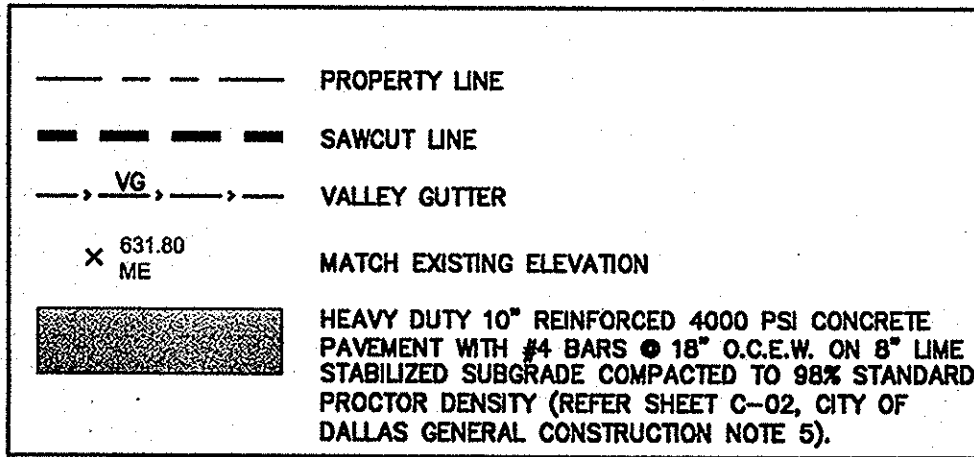
DALLAS NORTH TOLLWAY FRONTAGE ROAD TURN LANE #1

Scale: AS SHOWN
 Drawn by: RCC
 Checked by: DKK
 Date: 11/26/09
 Project No: 69020500

SHEET **C-16**

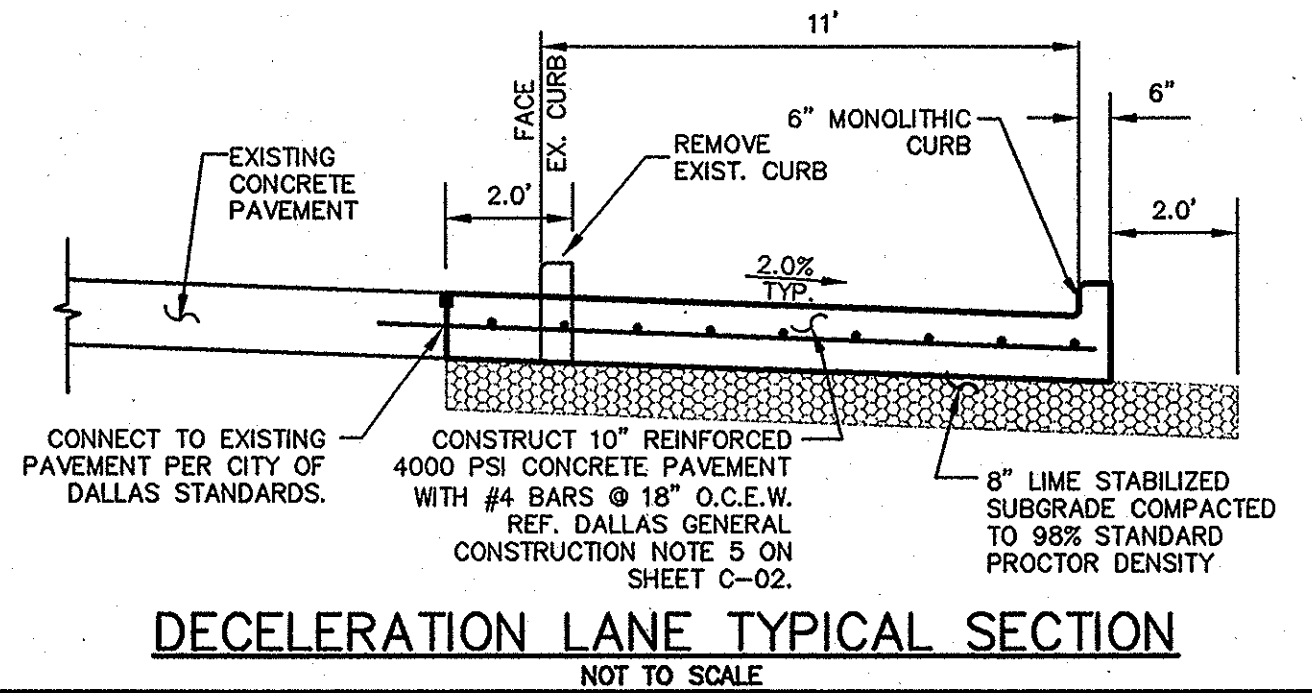
PLOTS BY: BRUSWELL, TERRY 12/17/09 11:11 PM
 PLOTTER: HP PLOTTER E55000-101
 LAST SAVED: 12/17/09 11:15 AM

LEGEND



NOTES

1. ALL DIMENSIONS ARE TO FACE OF CURB, FACE OF BUILDING, OR PROPERTY LINE UNLESS OTHERWISE NOTED.
2. ALL PARKING STALLS SHALL BE 9'x18', UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING FOOTPRINT DIMENSIONS.
4. ALL RADII ARE 3', UNLESS OTHERWISE NOTED.
5. FIRE LANE SHALL BE CONSTRUCTED PER TOWN OF ADDISON FIRE DEPARTMENT STANDARDS AND MARKED PER TOWN SPECIFICATIONS. REFER TO DETAILS FOR ADDITIONAL INFORMATION.
6. PAVEMENT DESIGN DATA SHOWN BY REFERENCE ONLY. PAVEMENT TO BE PER GEOTECH REPORT PROJECT NO. G090336 DATED APRIL 23, 2009 BY ALPHA TESTING.
7. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS AND FINAL GEOTECH REPORT FOR BUILDING SUB GRADE PREPARATION REQUIREMENTS.
8. CONTRACTOR TO VERIFY T.A.S COMPLIANCE, FOR ANY QUESTIONS CONTACT CIVIL ENGINEER IMMEDIATELY.
9. CONTRACTOR TO VERIFY ENGINEERING PLANS MATCH ARCHITECTURAL PLANS BEFORE CONSTRUCTION STAKING.
10. REFER TO LANDSCAPE PLANS FOR ALL SCREENING AND OPEN SPACE CALCULATIONS.
11. REFER TO SITE LIGHTING PLANS FOR ALL LIGHTING LOCATIONS, SPECIFICATIONS, AND PHOTOMETRIC DETAILS.
12. REFER TO BUILDING ELEVATION PLANS FOR ALL BUILDING SIGNAGE LOCATIONS AND DETAILS.
13. CONTRACTOR SHALL REFER TO M.E.P. AND LANDSCAPE PLANS FOR CONDUIT PLACEMENT PRIOR TO PAVING.
14. CITY OF DALLAS FORCES SHALL INSTALL ALL REQUIRED TRAFFIC SIGNS AND PAVEMENT MARKINGS WITHIN THE DALLAS PARKWAY 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.
15. ALL CONSTRUCTION WITHIN CITY OF DALLAS SHALL REFER TO CITY OF DALLAS CONSTRUCTION STANDARDS SPECIFIED IN FILE 251D-1.



DECELERATION LANE TYPICAL SECTION
NOT TO SCALE

BENCHMARK

1. "1" FOUND ON TOP OF THE CONCRETE BASE OF A LIGHT POLE IN THE CENTER MEDIAN OF EXCEL PARKWAY APPROXIMATELY 50 FEET WEST OF THE CENTERLINE OF ADDISON ROAD. (PER TOWN OF ADDISON PLAN # 88103, SHEET 2, DATED JANUARY 1998) ELEV=844.41
2. BM #60" SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 828 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=632.78
3. BM #61" SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 180 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=638.04

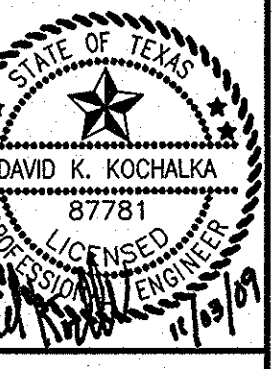
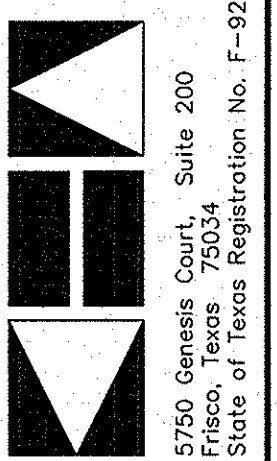
RECORD DRAWINGS (SEPTEMBER 2010)

INFORMATION PROVIDED BY:
Rogers-O'Brien Construction Company

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

THE CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION AND SHALL NOTIFY THE CONSTRUCTION MANAGER AND ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING UTILITIES (KNOWN OR NOT SHOWN) WITHIN SCOPE OF CONSTRUCTION. IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT HIS OWN EXPENSE. CALL 1-800-DIG-TESS AT LEAST 72 HOURS PRIOR TO COMMENCING CONSTRUCTION IN VICINITY.

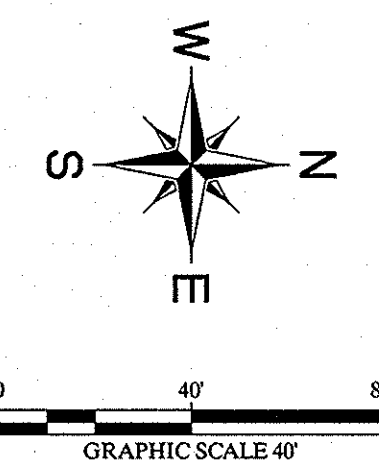
<p>Kimley-Horn and Associates, Inc.</p> <p>9750 Geneva Court, Suite 200 Dallas, TX 75243 Tel. No. (972) 335-3590 Fax. No. (972) 335-3779</p>	<p>DAVID K. KOCHALKA 87781 Professional Engineer State of Texas</p>	<p>App. _____</p> <p>Revisions _____</p> <p>No. _____ Date _____</p>
<p>METHODIST HOSPITAL FOR SURGERY FOR ADDISON, TEXAS FILE NUMBER: 311T-7863</p>		
<p>DALLAS NORTH TOLLWAY FRONTAGE ROAD TURN LANE #2</p>		
<p>Scale: AS SHOWN</p> <p>Designed by: RCG</p> <p>Drawn by: RCG</p> <p>Checked by: DXK</p> <p>Date: 11/09</p> <p>Project No. 650290</p>	<p>SHEET C-17</p>	



METHODIST HOSPITAL FOR SURGERY
ADDISON, TEXAS
FILE NUMBER: 311T-7863

EROSION CONTROL PLAN

AS SHOWN
 Designed by: RCO
 Drawn by: RCO
 Checked by: DKH
 Date: 11/09
 Project No.: 6902500
SHEET C-18



LEGEND

---	PROPERTY LINE
---	PROPOSED CONTOUR
---	EXISTING CONTOUR
---	SILT FENCE
---	LIMITS OF DISTURBANCE
---	INLET PROTECTION
---	CONSTRUCTION ENTRANCE

EROSION CONTROL SCHEDULE AND PHASING

THE PROJECT SHALL GENERALLY CONFORM TO THE FOLLOWING:

PHASE 1 - GRADING
 A. CONSTRUCT TEMPORARY CONSTRUCTION ENTRANCE, SILT FENCE AND INLET PROTECTION ACCORDING TO THE APPROXIMATE LOCATION SHOWN ON THE GRADING AND EROSION CONTROL PLAN NOTES AND DETAIL SHEET.
 B. BEGIN CLEARING AND GRADING OF SITE.
 C. SEED AND REVEGETATE SLOPES WHERE NECESSARY.

PHASE 2 - UTILITIES
 A. KEEP ALL STORM WATER POLLUTION PREVENTION MEASURES IN PLACE.
 B. INSTALL STORM DRAINS AND INLET PROTECTION AS SPECIFIED ON PLAN SHEETS.

PHASE 3 - PAVING
 A. KEEP ALL STORM WATER POLLUTION PREVENTION MEASURES IN PLACE. REMOVE AS NEEDED TO PAVE.
 B. STABILIZE SUBGRADE.
 C. PAVE PARKING LOT AND SIDEWALKS AS SPECIFIED ON PLAN SHEETS.

PHASE 4 - LANDSCAPING AND DEVELOPMENT
 A. REVEGETATE LOT AND PARKWAYS.
 B. LANDSCAPE CONTRACTOR SHALL REVEGETATE ALL AREAS RESERVED FOR LANDSCAPE VEGETATIVE COVERS.
 C. REMOVE EROSION CONTROL DEVICES WHEN GROUND COVER ESTABLISHED.

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 AND LANDSCAPE PLANS SINCE PERMANENT STABILIZATION IS PROVIDED BY LANDSCAPING, THE BUILDING(S), 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.
- NO STEEL POSTS IN TOWN R.O.W.

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

BENCHMARK

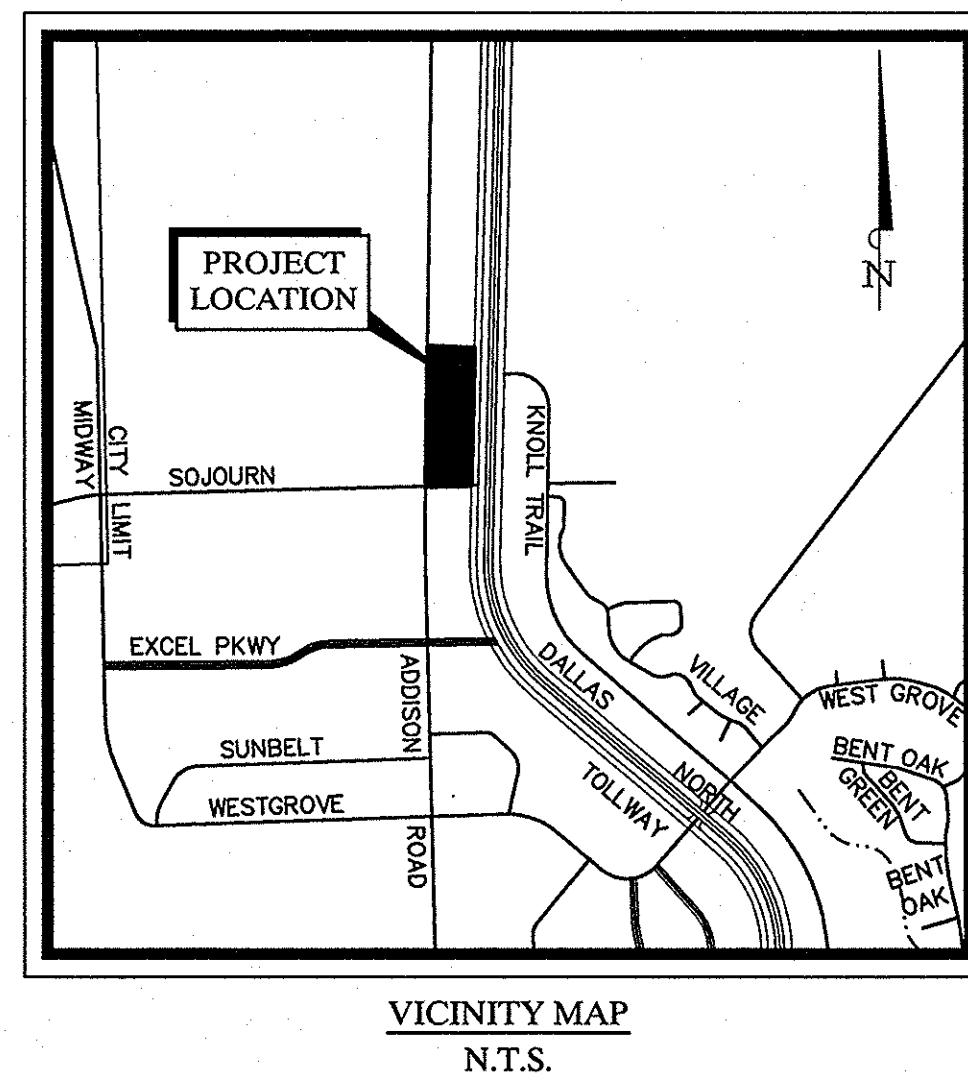
- "1" FOUND ON TOP OF THE CONCRETE BASE OF A LIGHT POLE IN THE CENTER MEDIAN OF EXCEL PARKWAY APPROXIMATELY 50 FEET WEST OF THE CENTERLINE OF ADDISON ROAD. (PER TOWN OF ADDISON PLAN # 95103, SHEET 2, DATED JANUARY 1998) ELEV=644.41
- BM #60" SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 826 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=632.78
- BM #61" SET ON TOP OF A CONCRETE CURB INLET LOCATED ON THE WEST SIDE OF DALLAS PARKWAY APPROXIMATELY 160 FEET NORTH OF THE CENTERLINE OF SOJOURN DRIVE. ELEV=638.04

RECORD DRAWINGS (SEPTEMBER 2010)

INFORMATION PROVIDED BY:
 Rogers-O'Brien Construction Company

STANDARD EROSION CONTROL GENERAL NOTES

- EROSION CONTROL DEVICES AS SHOWN ON THE EROSION CONTROL PLAN FOR THE PROJECT SHALL BE INSTALLED PRIOR TO THE START OF LAND DISTURBING ACTIVITIES ON THE PROJECT.
- ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED IN ACCORDANCE WITH THE APPROVED PLANS AND SPECIFICATIONS FOR THE PROJECT. CHANGES ARE TO BE APPROVED BEFORE CONSTRUCTION BY THE DESIGN ENGINEER AND THE TOWN OF ADDISON ENGINEERING DEPARTMENT.
- IF THE EROSION CONTROL PLAN AS APPROVED CANNOT CONTROL EROSION AND OFF-SITE SEDIMENTATION FROM THE PROJECT THE EROSION CONTROL PLAN WILL BE REQUIRED TO BE REVISED AND/OR ADDITIONAL EROSION CONTROL DEVICES WILL BE REQUIRED ON SITE.
- IF OFF-SITE BORROW OR SPOILS SITES ARE USED IN CONJUNCTION WITH THIS PROJECT, THIS INFORMATION SHALL BE DISCLOSED AND SHOWN ON THE EROSION CONTROL PLAN. OFF-SITE BORROW AND SPOILS AREAS ARE CONSIDERED PART OF THE PROJECT SITE AND THEREFORE SHALL COMPLY WITH THE TOWN OF ADDISON EROSION CONTROL REQUIREMENTS. THESE AREAS SHALL BE STABILIZED WITH GROUND COVER PRIOR TO FINAL APPROVAL OF THE PROJECT.

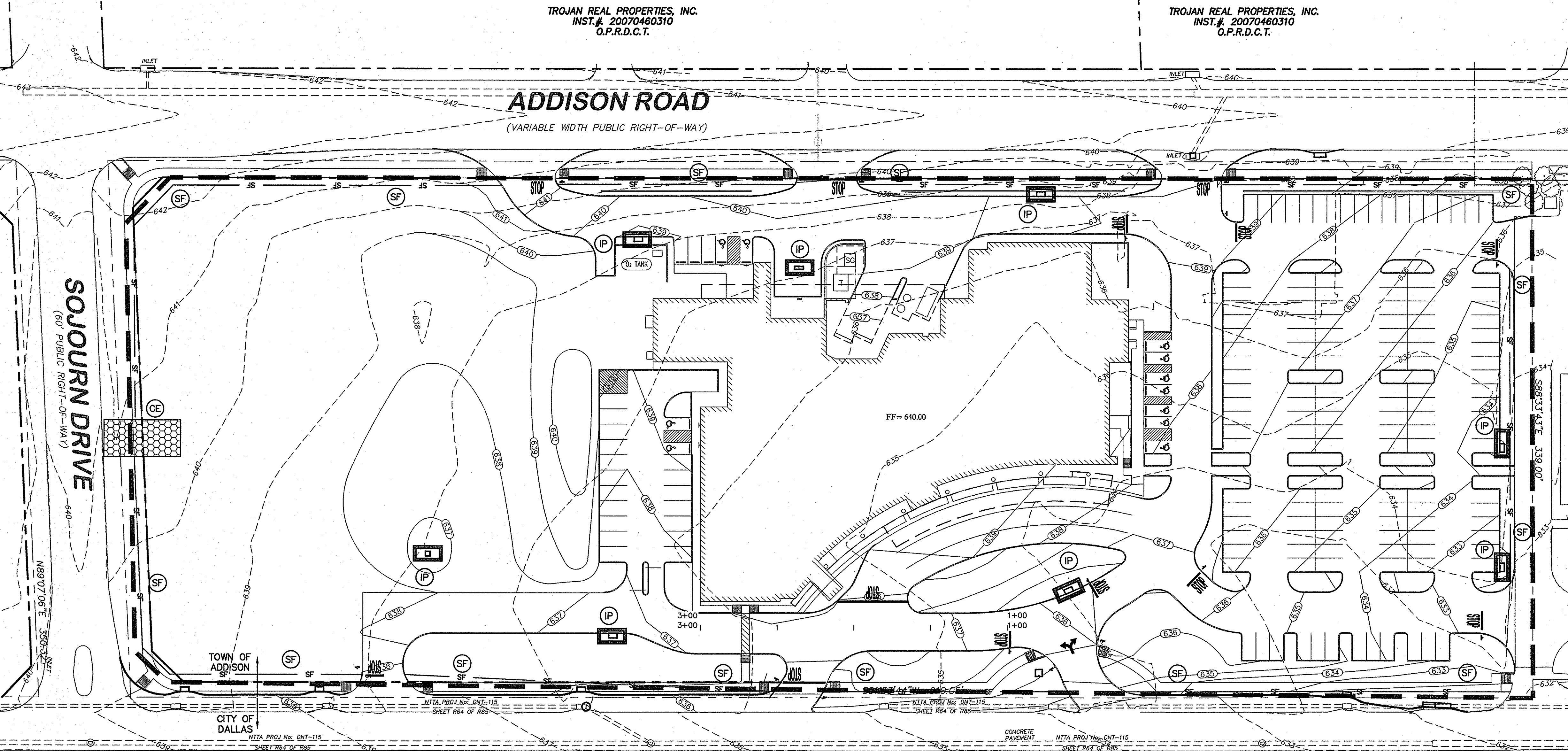


SITE DATA

TOTAL SITE AREA	7.16 AC.
TOTAL SITE AREA DISTURBED	7.00 AC.
TOTAL OFF-SITE AREA DISTURBED	0.00 AC.
TOTAL AREA DISTURBED *	7.00 AC.
NEW PAVED AREA	2.73 AC.
NEW ROOFED AREA	1.27 AC.
NEW SEEDED/GROUND COVER AREA	3.16 AC.
PRE-DEVELOPMENT RUNOFF COEFFICIENT	0.30
POST-DEVELOPMENT RUNOFF COEFFICIENT	0.90

* DOES NOT INCLUDE ANY OFF-SITE DISPOSAL OR BORROW AREAS - CONTRACTOR TO UPDATE AS NECESSARY DURING CONSTRUCTION.

DALLAS NORTH TOLLWAY
 (VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)



VEGETATIVE STABILIZATION REQUIREMENTS

TEMPORARY SEEDING SPECIES	PLANTING RATE	PLANTING-DATES
CRIMSON CLOVER	7#/ACRE	8/15 - 11/30
MILLET, FOXTAIL	30#/ACRE	5/1 - 8/31
RYEGRASS, ANNUAL	30#/ACRE	8/15 - 9/30
SPRANGLETOP, GREEN	2.5#/ACRE	2/1 - 5/1
TALL FESCUE	7#-10#/1000 SF	9/1 - 10/15

*USE ONLY USDA CERTIFIED SEED.

SURFACE PREPARATION FOR TEMPORARY SEEDING

- INSTALL EROSION STRUCTURES SUCH AS DIKES, DIVERSIONS, ETC. PRIOR TO SEEDING.
- FURROW SLOPES STEEPER THAN 3:1 ON THE CONTOUR LINE BEFORE SEEDING.
- ENSURE SEED BED IS PULVERIZED, LOOSE, AND UNIFORM.

APPLICATION

- WHEN HYDROMULCHING IS USED, DO NOT MIX SEED AND FERTILIZER MORE THAN 30 MINUTES PRIOR TO APPLICATION.
- APPLY SEED EVENLY USING PROPER EQUIPMENT AND WATER TO AID VEGETATION GROWTH.
- EROSION CONTROL NETTING SHALL BE INSTALLED OVER FILL SLOPES WHICH HAVE BEEN BROUGHT TO FINAL GRADE AND HAVE BEEN SEEDING TO PROTECT AGAINST EROSION. MULCH (STRAW OR FIBER) SHALL BE USED ON RELATIVELY FLAT SLOPES.

IMAGES: KIMLEY-HORN AND ASSOCIATES, INC. FOR THE PROJECT OF THE TOWN OF ADDISON, TEXAS. ALL RIGHTS RESERVED. THIS DOCUMENT IS THE PROPERTY OF KIMLEY-HORN AND ASSOCIATES, INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM. WITHOUT THE WRITTEN PERMISSION OF KIMLEY-HORN AND ASSOCIATES, INC.

CONSTRUCTION SPECIFICATIONS FOR SILT BARRIER FENCE MATERIALS:

1. SYNTHETIC FILTER FABRIC SHALL BE A PERVIOUS SHEET OF PROPYLENE, NYLON, POLYESTER OR ETHYLENE YARN AND SHALL BE CERTIFIED BY THE MANUFACTURER OR SUPPLIER AS CONFORMING TO THE FOLLOWING REQUIREMENTS (PER ASTM METHODS):

PHYSICAL PROPERTY	REQUIREMENTS
FILTERING EFFICIENCY	75% (MIN.)
TENSILE STRENGTH AT 20% EXT. STRENGTH = 50 LBS./LIN. IN. (MIN.)	
MAXIMUM ELONGATION STD. STRENGTH = 30 LBS./LIN. IN. (MIN.)	
FLOW RATE 30 GAL./SQ. FT./MINUTE (MIN.)	

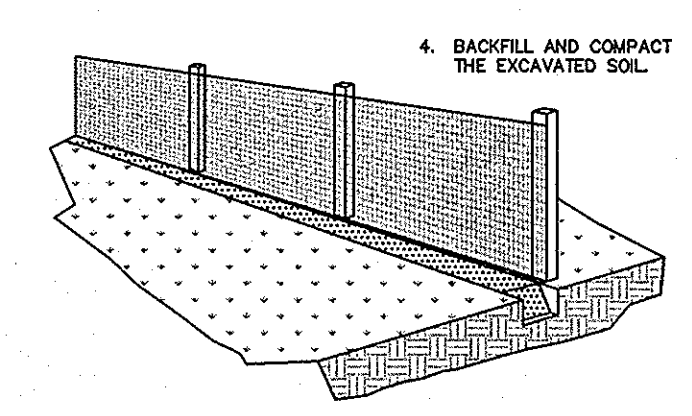
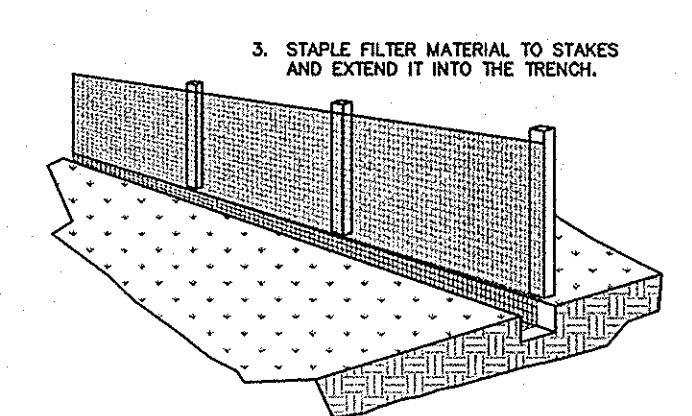
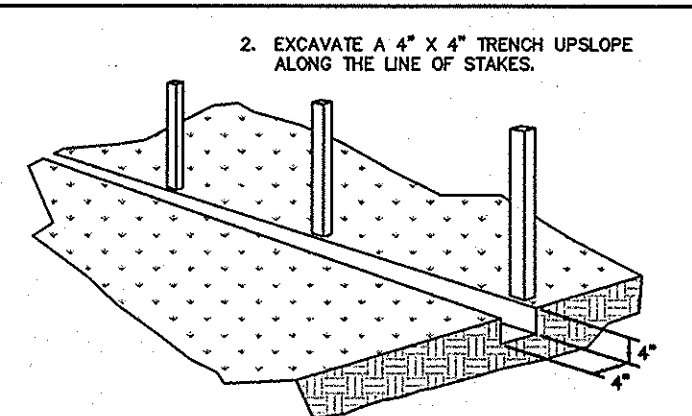
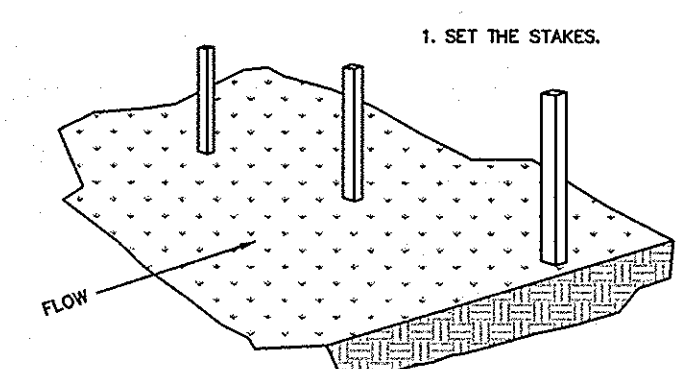
2. SYNTHETIC FILTER FABRIC SHALL CONTAIN ULTRAVIOLET RAY INHIBITORS AND STABILIZERS TO PROVIDE A MINIMUM OF 6 MONTHS OF EXPECTED USABLE CONSTRUCTION LIFE AT A TEMPERATURE RANGE OF 0 TO 120°.

INSTALLATION:

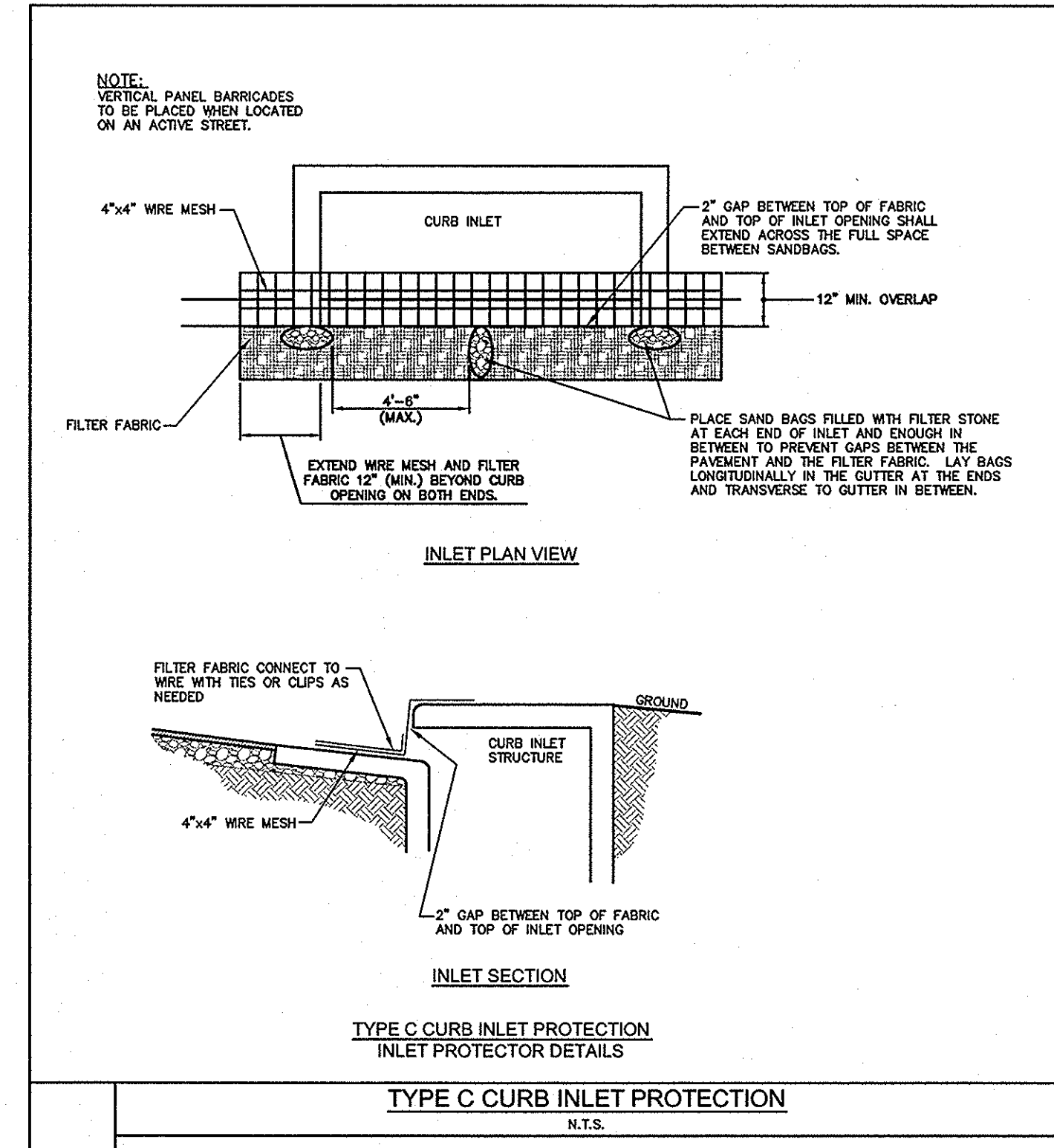
- THE HEIGHT OF THE SILT FENCE SHALL BE A MINIMUM OF 15" AND A MAXIMUM OF 18" ABOVE FINAL GRADE.
- STANDARD STRENGTH SYNTHETIC FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL AND CUT TO THE LENGTH OF THE BARRIER TO AVOID THE USE OF JOINTS (AND THUS IMPROVE THE BARRIER'S STRENGTH AND EFFICIENCY).
- STAKES FOR THE SILT FENCE SHALL BE 2"x 2" WOOD WITH A MINIMUM LENGTH OF 3 FEET.
- THE STAKES SHALL BE SPACED A MAXIMUM OF 5 FEET APART AT THE BARRIER LOCATION AND DRIVEN SECURELY INTO THE GROUND (18" MIN.).
- A TRENCH SHALL BE EXCAVATED APPROX. 6" WIDE AND 6" DEEP ALONG THE LINE OF STAKES AND UPSLOPE FROM THE BARRIER.
- THE SILT FENCE SHALL BE STAPLED TO THE STAKES WITH 8" (MIN.) OF FABRIC EXTENDED INTO THE TRENCH. HEAVY DUTY WIRE STAPLES (1/2" INCH LONG MIN.) SHALL BE USED. THE FENCE SHALL NOT BE STAPLED TO EXISTING TREES.
- THE TRENCH SHALL BE BACKFILLED AND THE SOIL COMPACTED OVER THE FENCE MATERIAL.
- IF A SILT FENCE IS TO BE CONSTRUCTED ACROSS A DITCH LINE OR SWALE, THE BARRIER SHALL BE OF SUFFICIENT LENGTH TO ELIMINATE END FLOW. THE PLAN CONFIGURATION SHALL RESEMBLE AN ARC OR HORSESHOE WITH THE ENDS ORIENTED UPSLOPE.
- SILT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED.

MAINTENANCE:

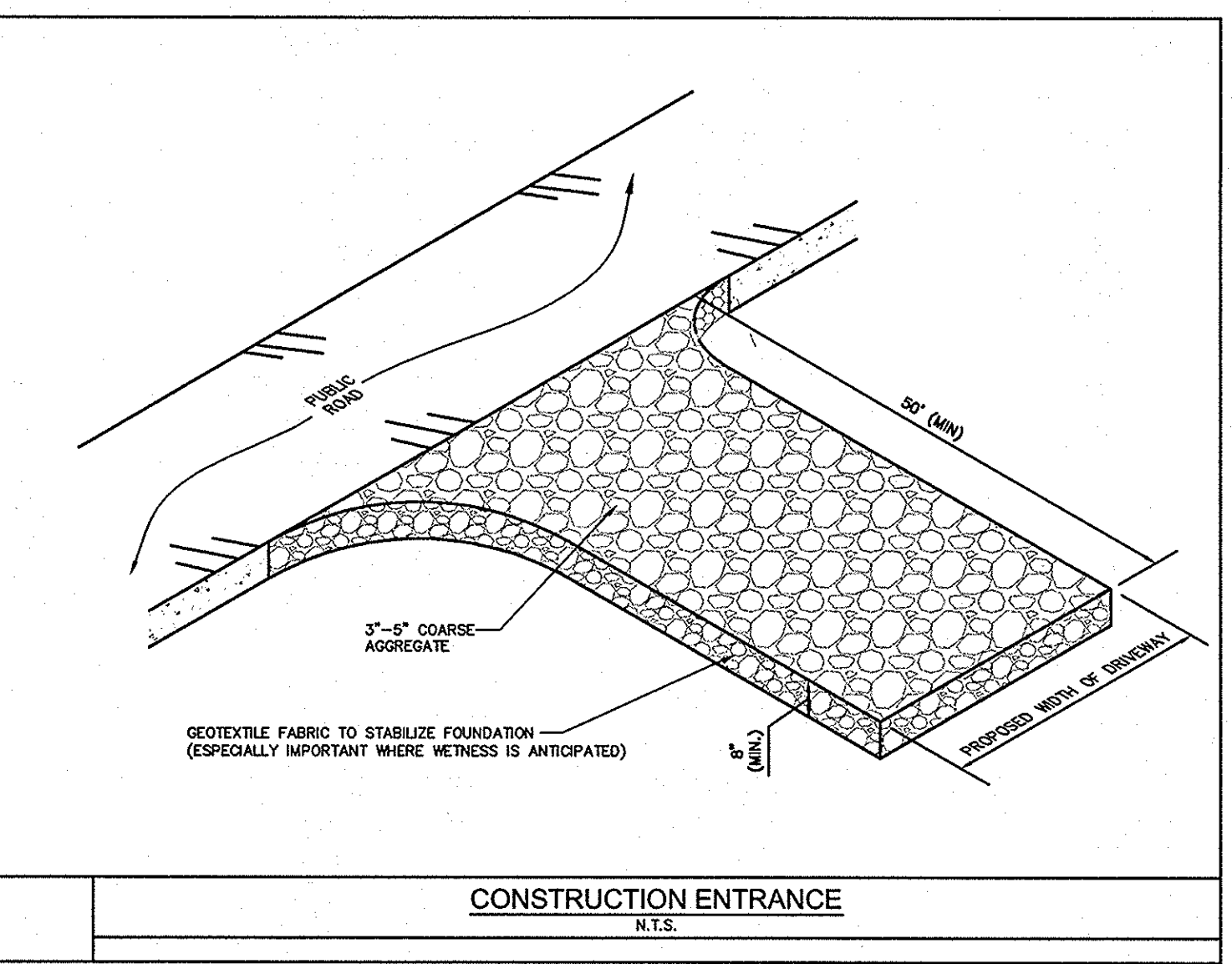
- SILT FENCES SHALL BE INSPECTED IMMEDIATELY AFTER RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.
- SHOULD THE FABRIC ON A SILT FENCE DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE SILT FENCE IS STILL NECESSARY, IT SHALL BE REPLACED IMMEDIATELY.
- SEDIMENT DEPOSITS SHALL BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY 1/3 THE HEIGHT OF THE FENCE.
- ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM WITH THE EXISTING GRADE, PREPARED AND SEEDED.
- THERE SHOULD BE NO GAPS OR SAGS IN THE SILT FENCE.



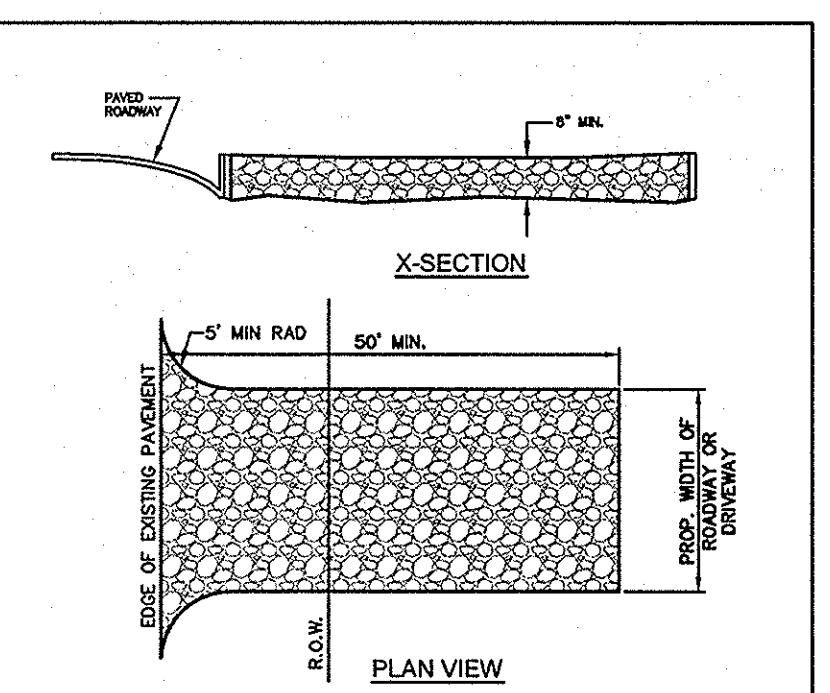
CONSTRUCTION OF A FILTER BARRIER
N.T.S.



TYPE C CURB INLET PROTECTION
N.T.S.

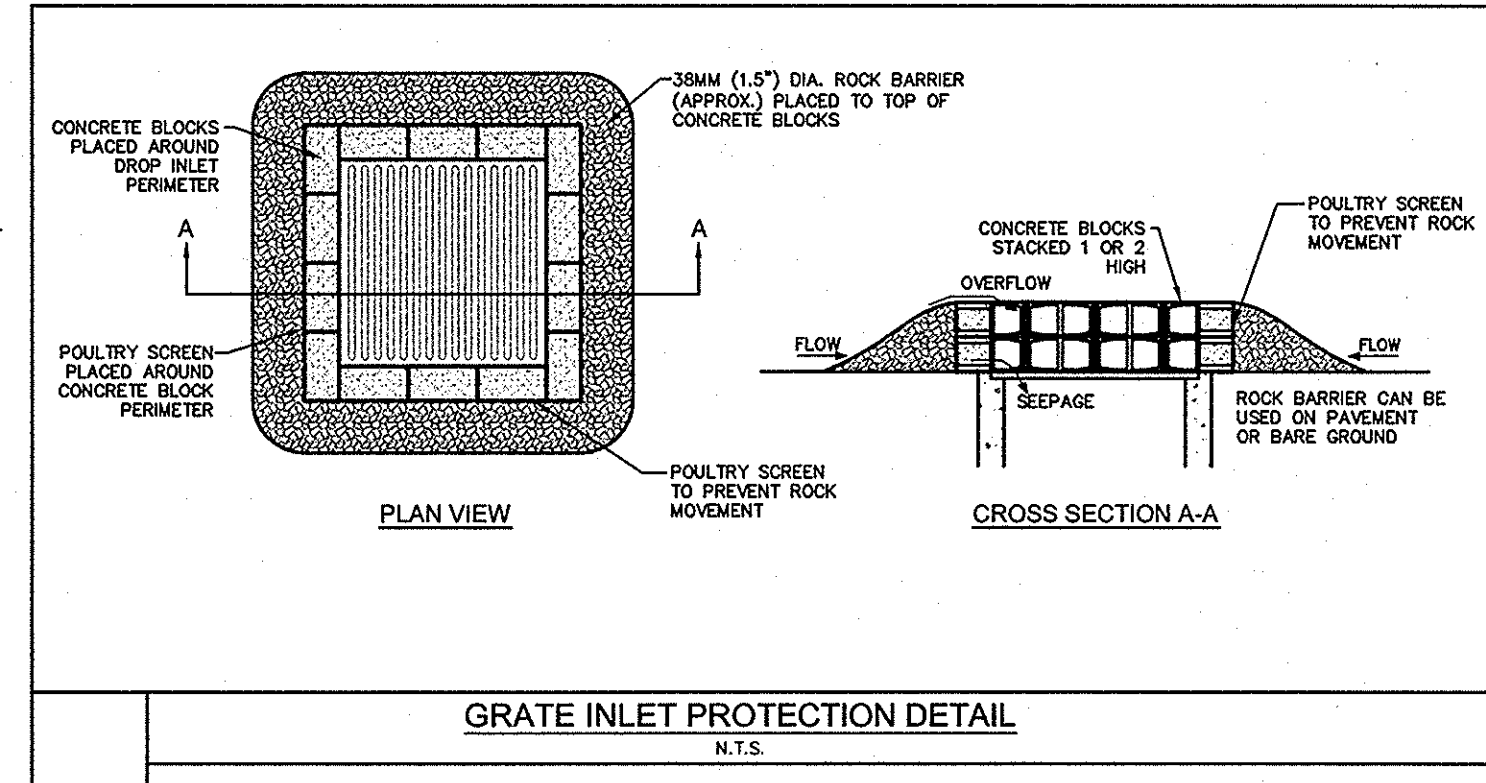


CONSTRUCTION ENTRANCE
N.T.S.

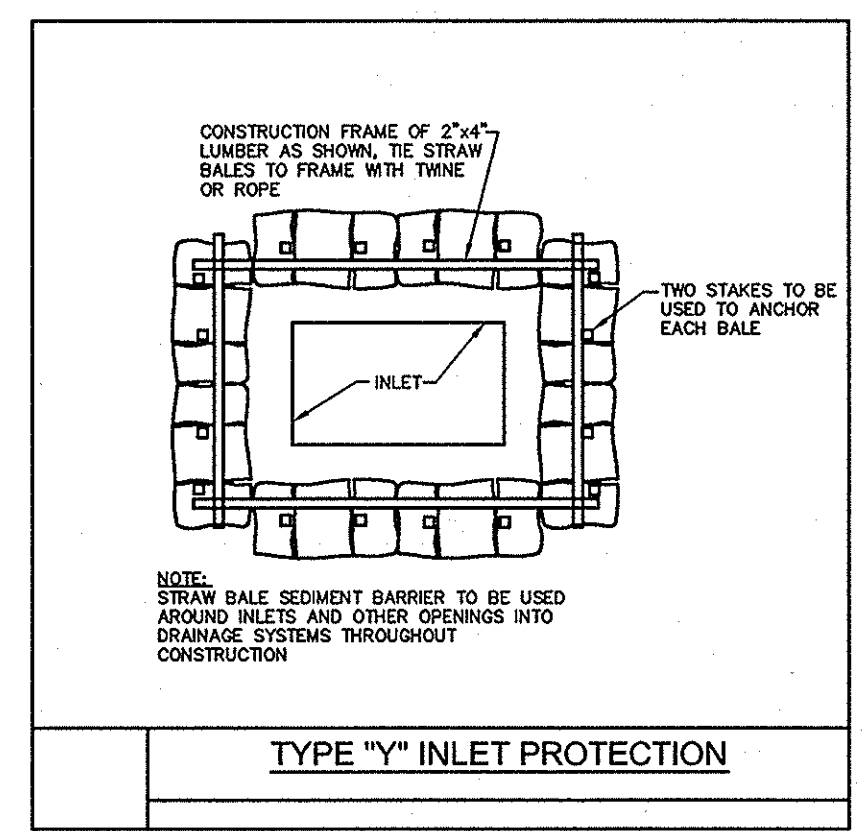


- NOTES:**
- Stone size - 3 to 5 inches crushed rock.
 - Length - as effective, but not less than 50 feet.
 - Thickness - not less than 8 inches.
 - Width - not less than full width of all points of ingress or egress.
 - Washing - when necessary, wheels shall be cleaned to remove sediment prior to entrance onto public roadway. When washing is required, it shall be done on an area stabilized with crushed stone which drains into an approved trap or sediment basin. All sediment shall be prevented from entering any storm drain, ditch or watercourse using approved methods.
 - Maintenance - the entrance shall be maintained in condition which will prevent tracking or flowing of sediment onto public roadways. This may require periodic top dressing with additional stone as conditions demand, and repair and/or cleanup of any measures used to trap sediment. All sediment spilled, dropped, washed or tracked onto public roadway, must be removed immediately.
 - Drainage - entrance must be properly graded or incorporate a drainage sedge to prevent runoff from leaving the construction site.
 - Contractor to coordinate exact location of this detail.

CONSTRUCTION ENTRANCE
N.T.S.



GRATE INLET PROTECTION DETAIL
N.T.S.



TYPE \"Y\" INLET PROTECTION

GENERAL NOTES:

- ALL EROSION CONTROL DEVICES SHALL BE INSTALLED PRIOR TO SITE DISTURBANCE AND SHALL REMAIN IN PLACE UNTIL FINAL GRADING AND PAVING IS COMPLETE AND A STAND OF GRASS IS ESTABLISHED WITH 70% COVERAGE ACHIEVED.
- CONSTRUCTION OPERATIONS SHALL BE MANAGED SO THAT AS MUCH OF THE SITE AS POSSIBLE IS LEFT COVERED WITH TOPSOIL AND VEGETATION.
- ALL AREAS DISTURBED BY CONSTRUCTION OPERATIONS MUST BE SEEDED AND IRRIGATED UNTIL A PERMANENT STAND OF GRASS IS ACHIEVED WITH A MINIMUM OF 70% COVERAGE.
- THE CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE, AND LOCAL EROSION, CONSERVATION, AND SILTATION ORDINANCES. THE CONTRACTOR SHALL REMOVE ALL TEMPORARY EROSION CONTROL DEVICES UPON COMPLETION OF PERMANENT DRAINAGE AND THE ESTABLISHMENT OF A STAND OF GRASS SUFFICIENT TO PREVENT EROSION.
- THE CONTRACTOR MUST USE SEDIMENT FILTERS OR OTHER MEASURES APPROVED BY THE ENGINEER AND CONSTRUCTION MANAGER TO PREVENT SILT AND CONSTRUCTION DEBRIS FROM CLOGGING STORM SEWER PIPES OR PROPOSED OR EXISTING INLETS, OR FROM BEING TRANSPORTED TO ADJACENT PROPERTIES.
- CONSTRUCTION ENTRANCE - MINIMUM SIZE STONE - 3\"/>

NOTE:

FOR WORK WITHIN THE CITY OF DALLAS REFER TO THE CITY OF DALLAS CONSTRUCTION STANDARDS AS SPECIFIED IN THE FILE 2510-1.

RECORD DRAWINGS
(SEPTEMBER 2010)

INFORMATION PROVIDED BY:
Rogers-O'Brien Construction Company

App.	
Revisions	
Date	
No.	

Kimley-Horn and Associates, Inc.
Tel. No. (972) 335-3580
Fax No. (972) 335-3779

5750 Genesis Court, Suite 200
Frisco, Texas 75034
State of Texas Registration No. F-928

METHODIST HOSPITAL FOR SURGERY
ADDISON, TEXAS
FILE NUMBER: 311T-7863

EROSION CONTROL DETAILS

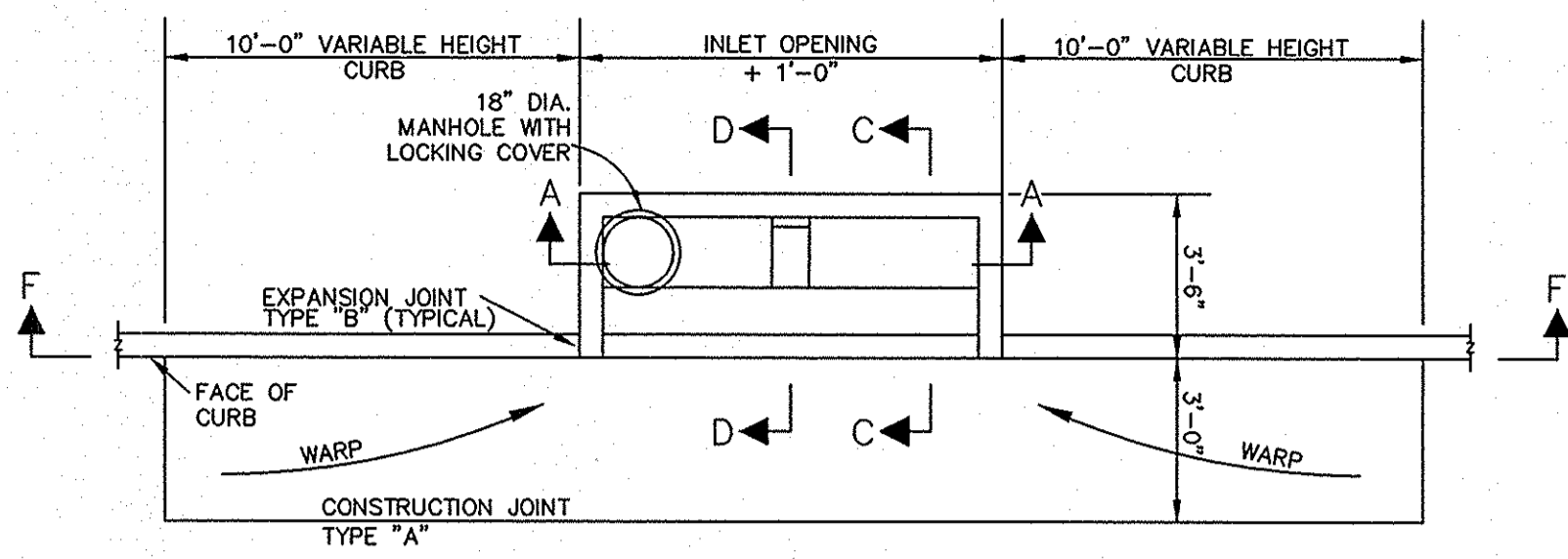
Scale:	AS SHOWN
Designed by:	RCC
Drawn by:	RCC
Checked by:	DKK
Date:	11/3/09
Project No.:	6905200

SHEET
C-19

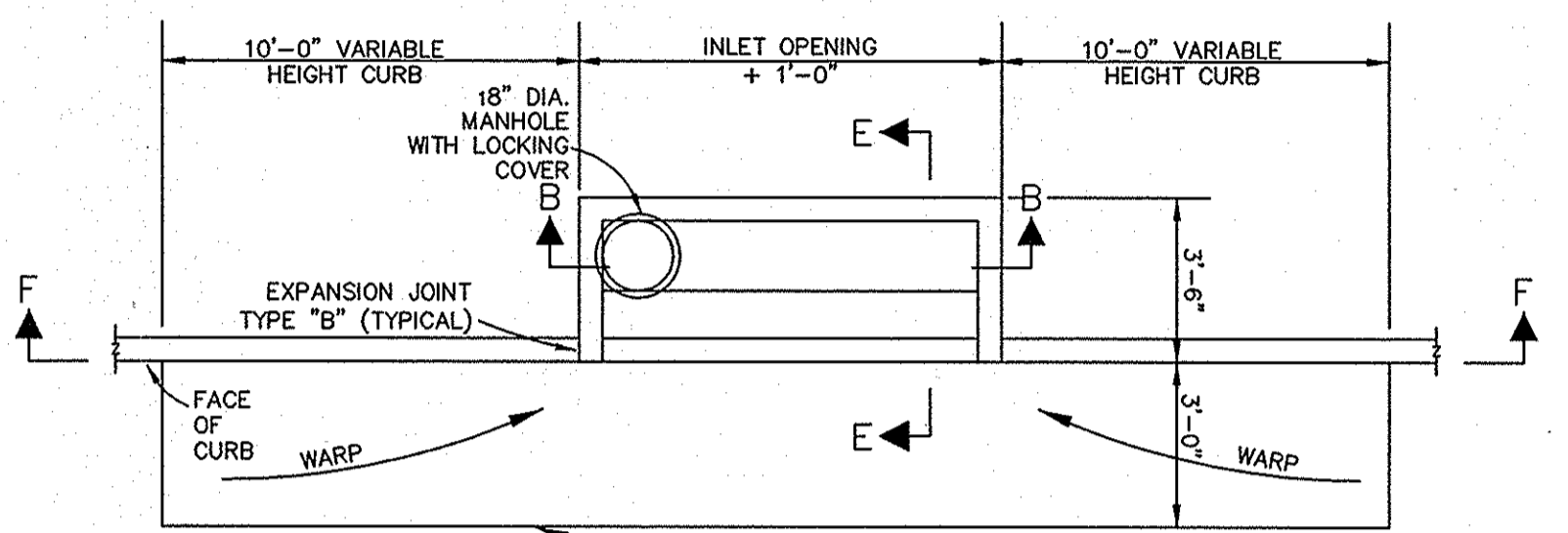
DATE PLOTTED: 11/03/09 11:00 AM
PLOTTER: HP DesignJet 5000
SCALE: 1/8\"/>

GENERAL NOTES:

1. OUTLET PIPE MAY BE LOCATED IN ANY WALL BUT SHALL NOT BE LOCATED AT ANY CORNER OR PILASTER.
2. MANHOLE RING WITH LOCKING COVER SHALL BE PLACED OVER THE OUTLET PIPE, REINFORCING BARS ARE TO BE ADJUSTED ACCORDINGLY.



12 AND 14 FOOT CURB LINE INLET
N.T.S.



8 AND 10 FOOT CURB LINE INLET
N.T.S.



**GENERAL DESIGN STANDARDS
DRAINAGE DETAILS**

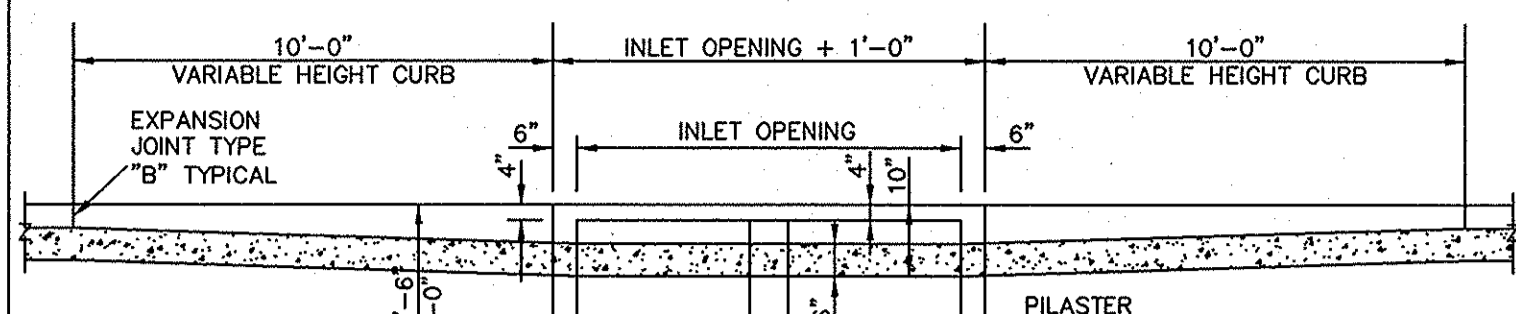
SCALE: N.T.S. DATE: 1/2001
SHEET NUMBER: 1 OF 6 SHEETS

CURB LINE INLET PLAN VIEW

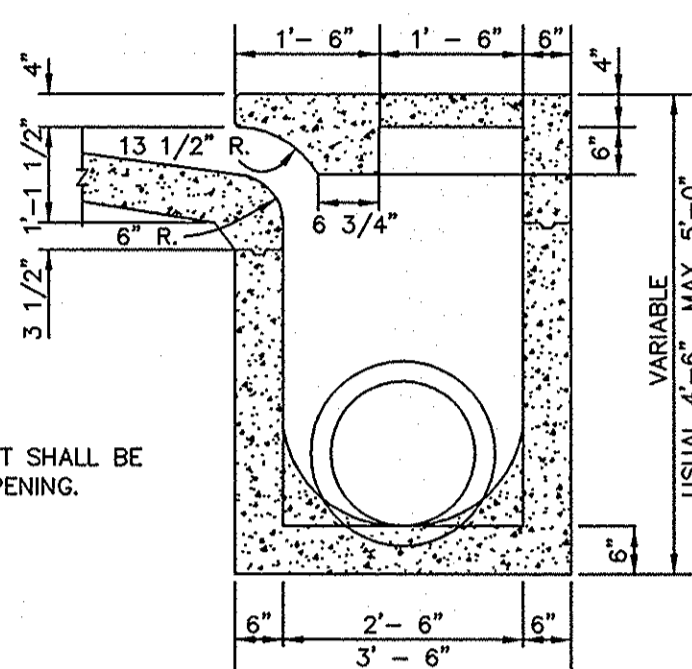
D-1

DEPARTMENT OF
PUBLIC WORKS

1945 E. JACKSON ROAD CARROLLTON, TEXAS 75006 WWW.CI.CARROLLTON.TX.US (972)466-3200



SECTION F-F
N.T.S.



TYPICAL CROSS SECTION
N.T.S.



**GENERAL DESIGN STANDARDS
DRAINAGE DETAILS**

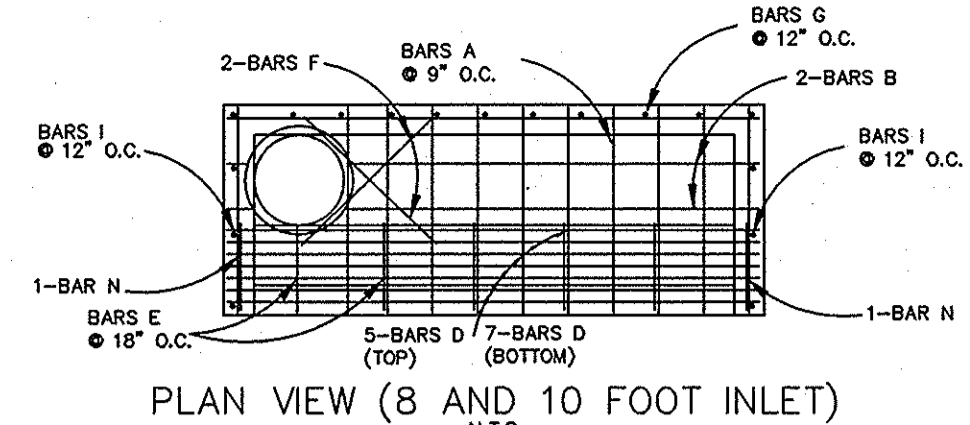
SCALE: N.T.S. DATE: 1/2001
SHEET NUMBER: 3 OF 6 SHEETS

CURB LINE INLET CROSS SECTIONS

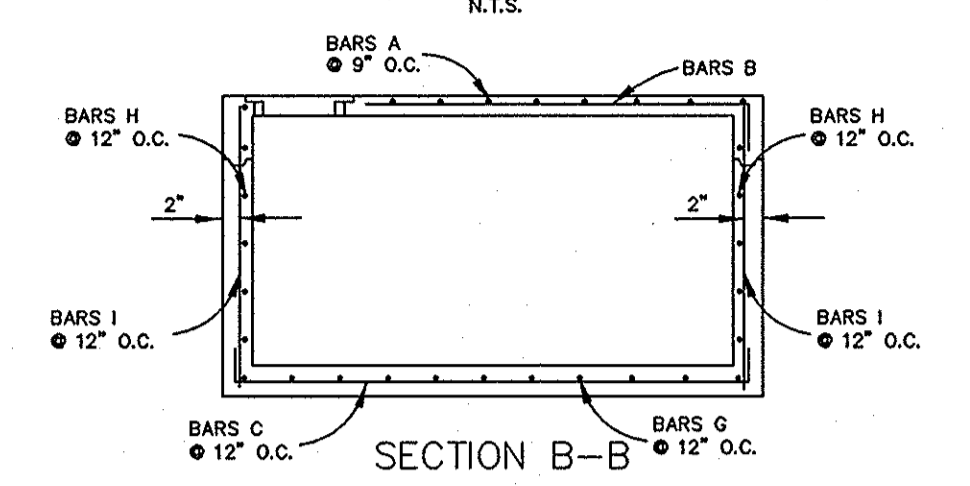
D-1

DEPARTMENT OF
PUBLIC WORKS

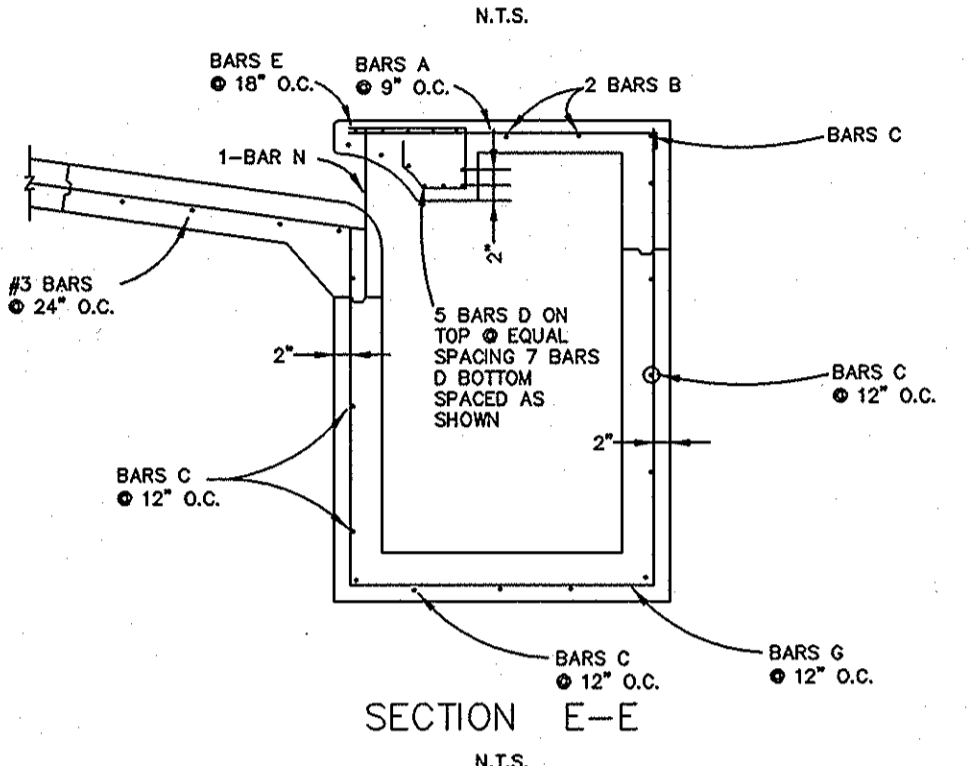
1945 E. JACKSON ROAD CARROLLTON, TEXAS 75006 WWW.CI.CARROLLTON.TX.US (972)466-3200



PLAN VIEW (8 AND 10 FOOT INLET)
N.T.S.



SECTION B-B
N.T.S.



SECTION E-E
N.T.S.



**GENERAL DESIGN STANDARDS
DRAINAGE DETAILS**

SCALE: N.T.S. DATE: 1/2001
SHEET NUMBER: 4 OF 6 SHEETS

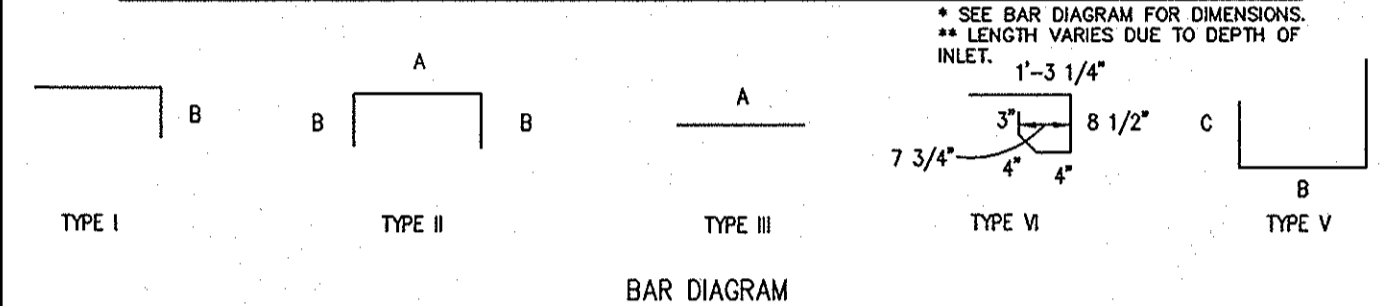
CURB LINE INLET REINFORCING

D-1

DEPARTMENT OF
PUBLIC WORKS

1945 E. JACKSON ROAD CARROLLTON, TEXAS 75006 WWW.CI.CARROLLTON.TX.US (972)466-3200

REINFORCING BAR SCHEDULE									
INLET LENGTH	BAR MARK NUMBER	BAR DIAGRAM TYPE	BAR SIZE	NUMBER REQUIRED	BAR BENDING DIMENSIONS				
					A	B	C		
8	A	I	#3	9	3'-2"	6"	-		
	B	II	#3	2	6'-8"	6"	-		
	C	II	#4	VARIES	8'-8"	6"	-		
	D	II	#4	12	12'-8"	6"	-		
	E	IV	#3	7	4'-0"	-	-		
	F	II	#3	2	4'-0"	-	-		
	G	V	#4	10	3'-2"	3'-2"	**		
	H	III	#4	VARIES	12'-8"	6"	-		
10	A	I	#3	14	3'-2"	6"	-		
	B	II	#3	2	6'-8"	6"	-		
	C	II	#4	VARIES	10'-8"	6"	-		
	D	II	#4	12	12'-8"	6"	-		
	E	IV	#3	8	4'-0"	-	-		
	F	II	#3	2	4'-0"	-	-		
	G	V	#4	12	3'-2"	3'-2"	**		
	H	III	#4	VARIES	12'-8"	6"	-		
12	A	I	#3	10	3'-2"	6"	-		
	B	II	#3	2	10'-8"	6"	-		
	C	II	#4	VARIES	12'-8"	6"	-		
	D	II	#4	12	12'-8"	6"	-		
	E	IV	#3	12	4'-0"	-	-		
	F	II	#3	2	4'-0"	-	-		
	G	V	#4	10	3'-2"	3'-2"	**		
	H	III	#4	VARIES	12'-8"	6"	-		
14	A	I	#3	14	3'-2"	6"	-		
	B	II	#3	2	12'-8"	6"	-		
	C	II	#4	VARIES	14'-8"	6"	-		
	D	II	#4	6	14'-8"	6"	-		
	E	IV	#3	16	4'-0"	-	-		
	F	II	#3	2	4'-0"	-	-		
	G	V	#4	14	3'-2"	3'-2"	**		
	H	III	#4	VARIES	12'-8"	6"	-		



**GENERAL DESIGN STANDARDS
DRAINAGE DETAILS**

SCALE: N.T.S. DATE: 1/2001
SHEET NUMBER: 6 OF 6 SHEETS

CURB LINE INLET REINFORCING BAR SCHEDULE

D-1

DEPARTMENT OF
PUBLIC WORKS

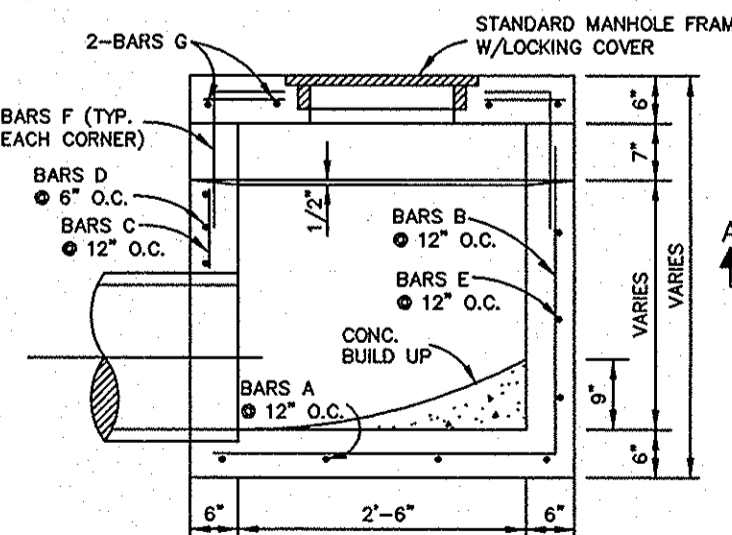
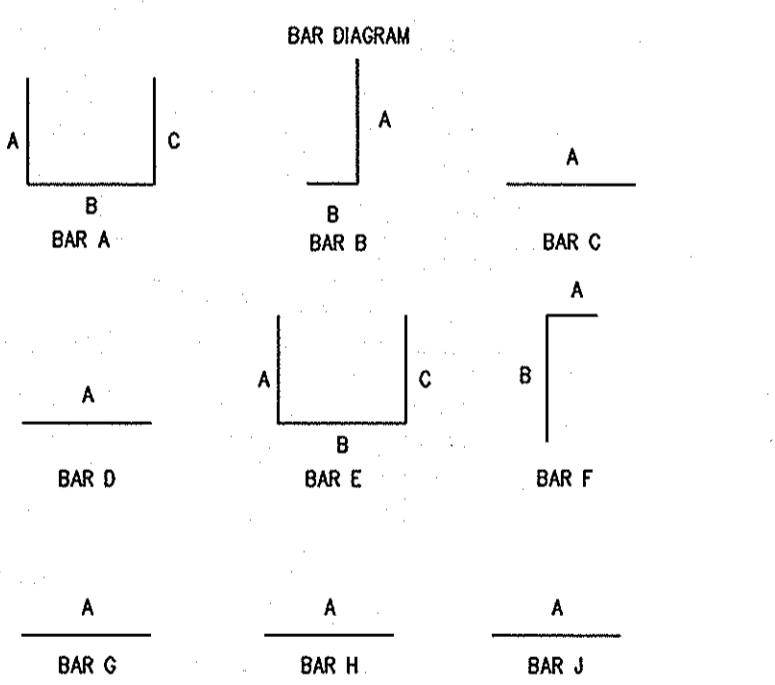
1945 E. JACKSON ROAD CARROLLTON, TEXAS 75006 WWW.CI.CARROLLTON.TX.US (972)466-3200

NOTE:

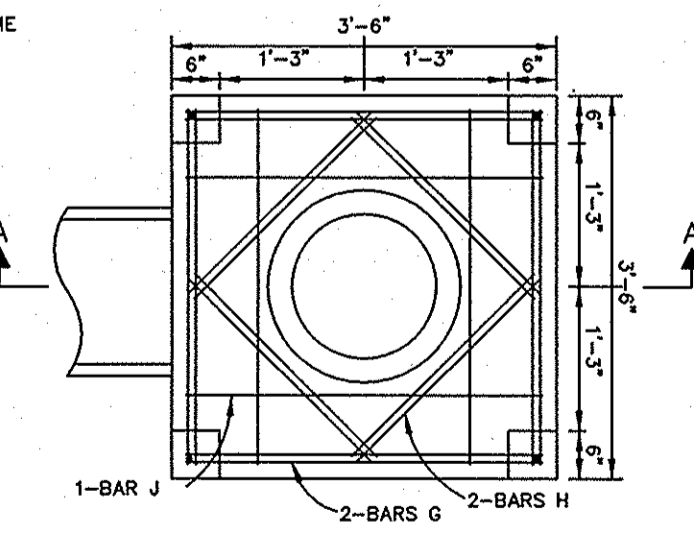
FOR WORK WITHIN THE CITY OF DALLAS REFER TO THE CITY OF DALLAS CONSTRUCTION STANDARDS AS SPECIFIED IN THE FILE 2510-1.

REINFORCING BAR SCHEDULE					
BAR	NO. REQ'D	BAR SIZE	BAR BENDING DIMENSIONS		
A	4	#4	VARIES	3'-0"	VARIES
B	2	#4	6'-8"	6"	-
C	2	#4	12'-8"	6"	-
D	VARIES	#4	VARIES	-	-
E	VARIES	#4	3'-0"	3'-0"	3'-0"
F	4	#4	12'-8"	6"	-
G	10	#4	3'-2"	3'-2"	-
H	8	#4	12'-8"	6"	-
J	4	#4	3'-2"	3'-2"	-

NOTE:
BARS "A" & "C" ARE USED IN THE WALLS PARALLEL TO THE R.C.P. BARS "B" ARE IN THE WALL OPPOSITE THE R.C.P.



SECTION A-A
N.T.S.



PLAN VIEW
N.T.S.



**GENERAL DESIGN STANDARDS
DRAINAGE DETAILS**

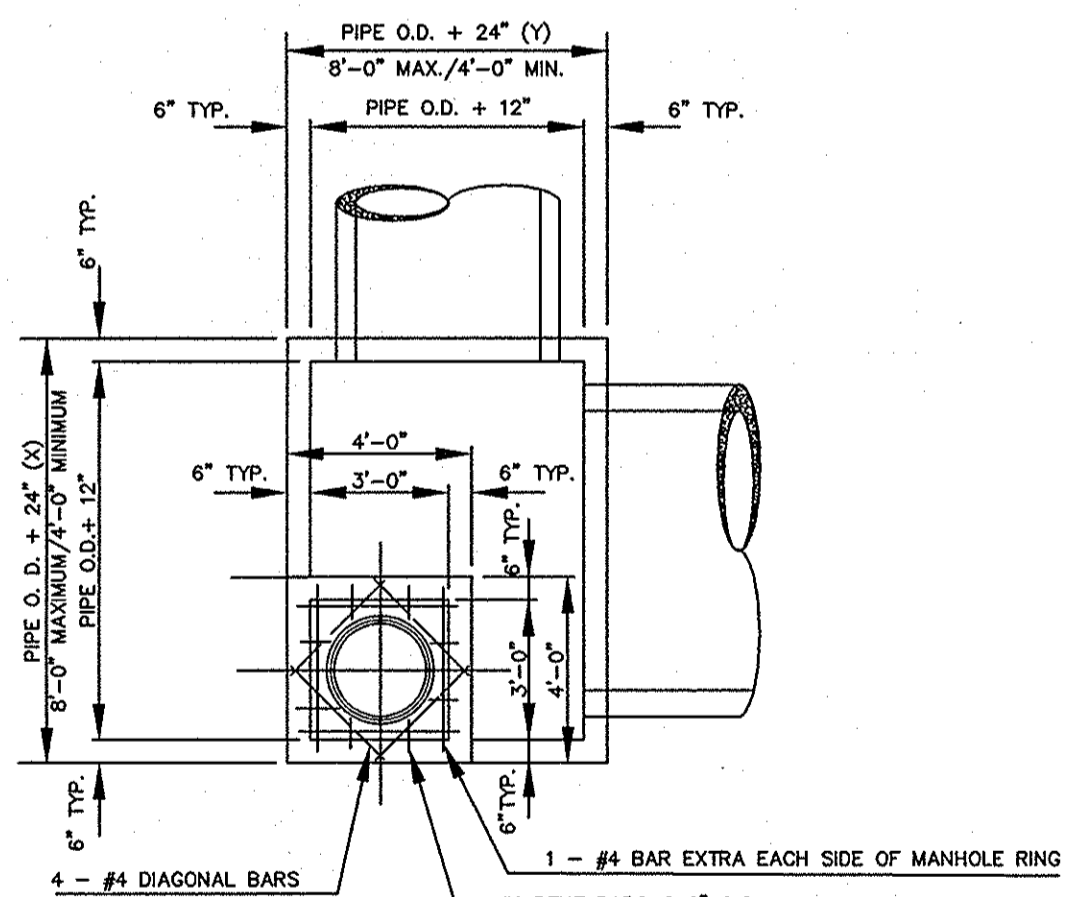
SCALE: N.T.S. DATE: 1/2001
SHEET NUMBER: 1 OF 1 SHEETS

"Y" TYPE INLET DETAILS

D-2

DEPARTMENT OF
PUBLIC WORKS

1945 E. JACKSON ROAD CARROLLTON, TEXAS 75006 WWW.CI.CARROLLTON.TX.US (972)466-3200



GENERAL NOTES:

ALL EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER. AN ALTERNATE DESIGN (BEARING THE SEAL OF A REGISTERED PROFESSIONAL ENGINEER) WILL BE ACCEPTABLE FOR PRECAST CONSTRUCTION OF MANHOLES AND/OR EQUIVALENT STRUCTURAL DESIGN WITH THE APPROVAL OF THE DIRECTOR OF PUBLIC WORKS.

IN AREAS OF CONFLICT BETWEEN REINFORCING STEEL, BLOCKOUTS, PIPES, ANCHOR BOLTS OR OTHER REINFORCING STEEL, THE REINFORCEMENT SHALL BE BENT OR ADJUSTED TO CLEAR AS DIRECTED BY THE DESIGNING ENGINEER.

CONNECTING PIPES SHOULD ENTER WITHIN TEN (10) DEGREES OF NORMAL TO THE INLET WALL. IF NECESSARY, PIPE ELBOWS OR CURVED APPROACH ALIGNMENT SHOULD BE USED TO STAY WITHIN THIS LIMIT. PIPES MAY ENTER ANY OR ALL WALLS, EXCEPT AT CORNERS. THE MAXIMUM SIZE OF PIPE THAT CAN BE ACCOMMODATED IS 60 INCHES IN DIAMETER. MORE THAN ONE PIPE MAY ENTER A SIDE, SUBJECT TO THE MAXIMUM BOX DIMENSIONS SHOWN. THE CLEAR DISTANCE BETWEEN ADJACENT PIPES SHOULD BE A MINIMUM OF 9 INCHES.

MINIMUM REBAR LAP IS TO BE THIRTY (30) BAR DIAMETERS (MINIMUM LENGTH OF 18 INCHES).

MANHOLE STEPS, WHERE SHOWN AND NOT OBSTRUCTED BY PIPE OPENINGS, ARE TO BE CONTINUED TO WITHIN 12 INCHES OF FINISHED MANHOLE FLOOR. WHERE POSSIBLE MANHOLE STEPS ARE TO BE LOCATED ON A WALL WHICH HAS NO OPENINGS. MANHOLE STEPS ARE TO BE COPOLYMER POLYPROPYLENE PLASTIC COATED STEEL OR CAST IRON REINFORCED STEPS CONFORMING TO ASTM C-478.



**GENERAL DESIGN STANDARDS
DRAINAGE DETAILS**

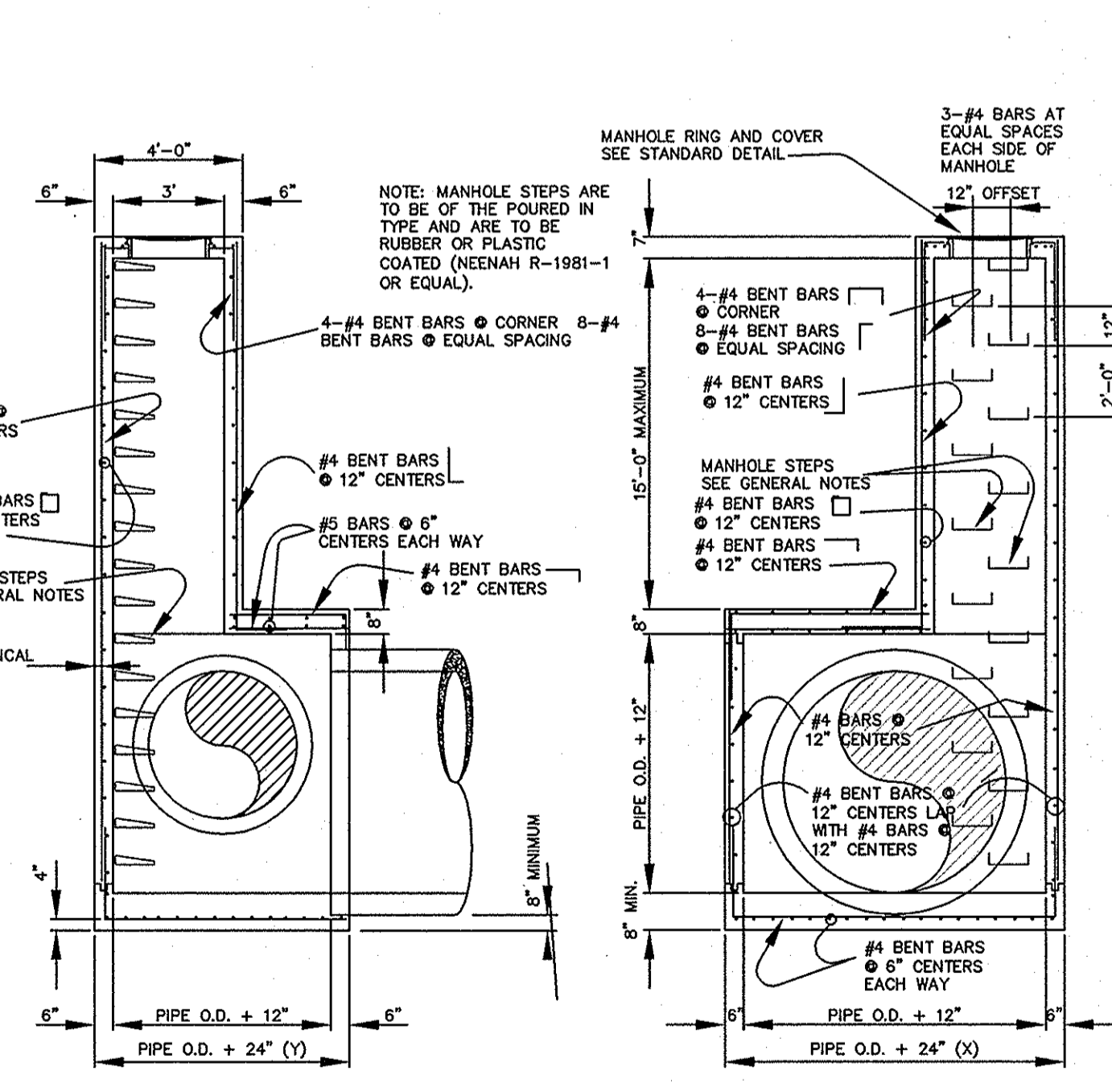
SCALE: N.T.S. DATE: 1/2001
SHEET NUMBER: 1 OF 2 SHEETS

STORM DRAIN MANHOLE DETAILS

D-3

DEPARTMENT OF
PUBLIC WORKS

1945 E. JACKSON ROAD CARROLLTON, TEXAS 75006 WWW.CI.CARROLLTON.TX.US (972)466-3200



CROSS SECTION (UPSTREAM) CROSS SECTION (DOWNSTREAM)
N.T.S.



**GENERAL DESIGN STANDARDS
DRAINAGE DETAILS**

SCALE: N.T.S. DATE: 1/2001
SHEET NUMBER: 1 OF 1 SHEETS

STORM DRAIN RECESSED CURB INLET

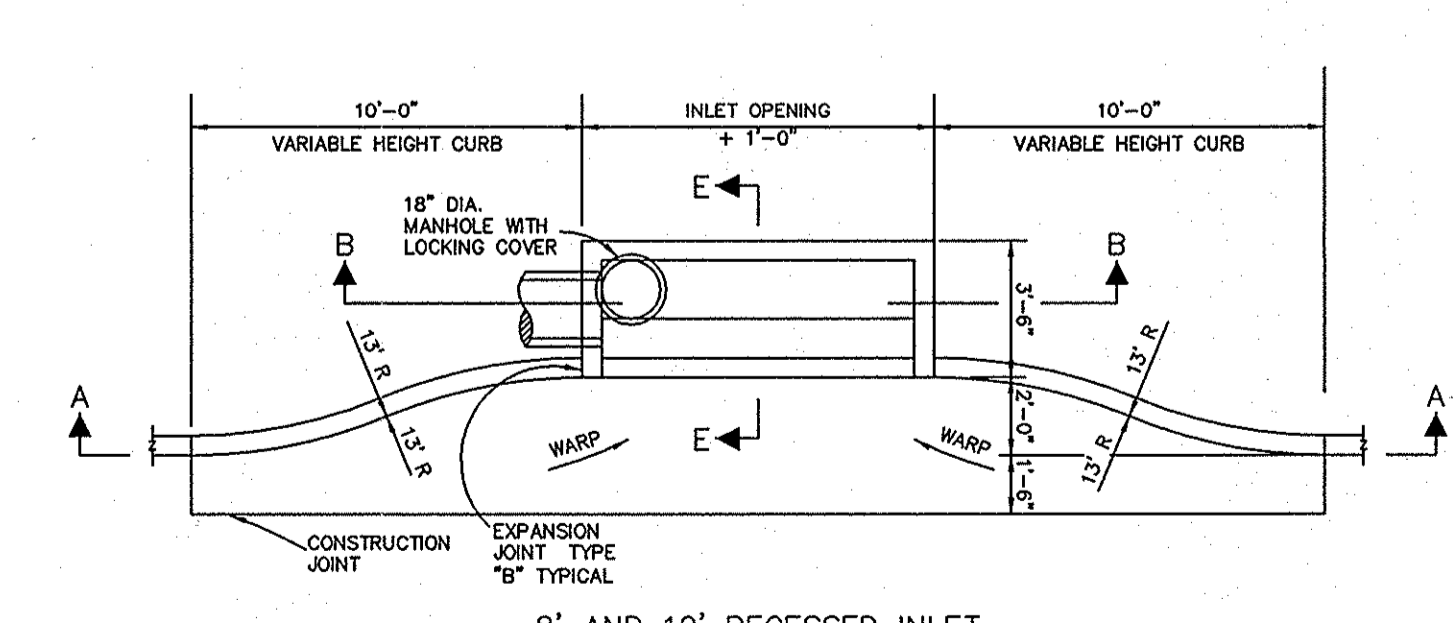
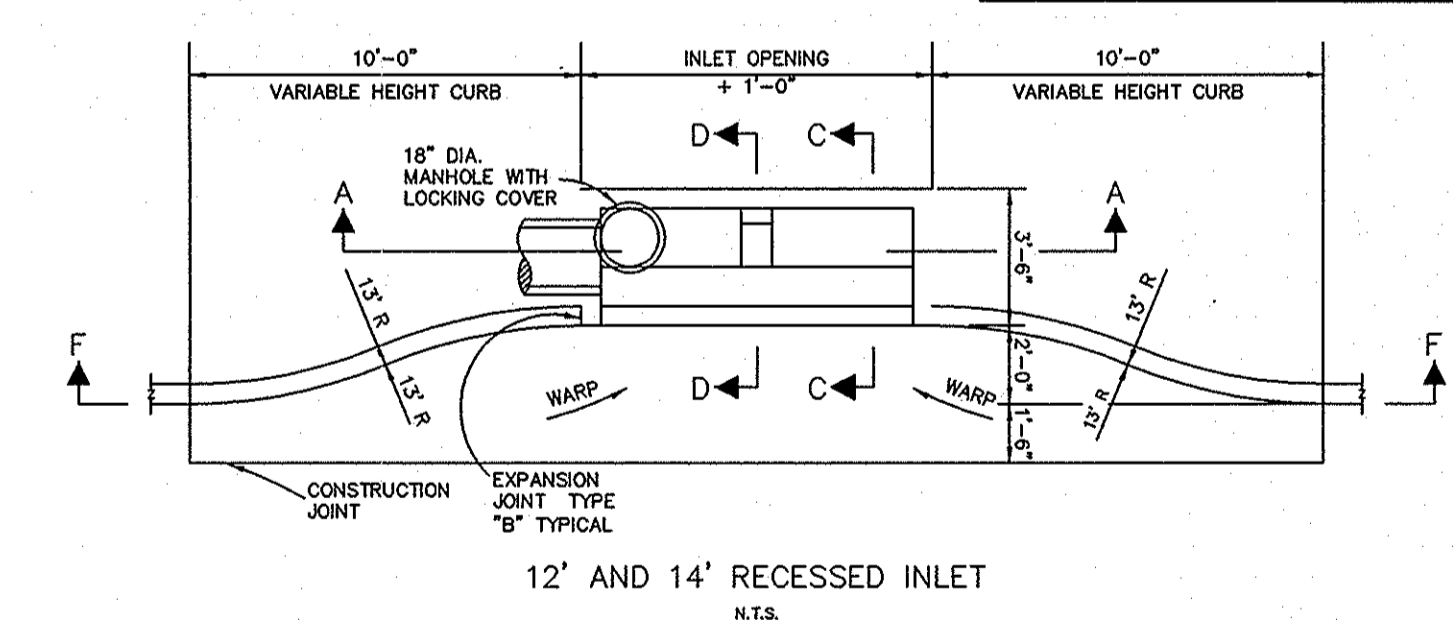
D-3

DEPARTMENT OF
PUBLIC WORKS

1945 E. JACKSON ROAD CARROLLTON, TEXAS 75006 WWW.CI.CARROLLTON.TX.US (972)466-3200

**RECORD DRAWINGS
(SEPTEMBER 2010)**

INFORMATION PROVIDED BY:
Rogers-O'Brien Construction Company



8' AND 10' RECESSED INLET
N.T.S.



**GENERAL DESIGN STANDARDS
DRAINAGE DETAILS**

SCALE: N.T.S. DATE: 1/2001
SHEET NUMBER: 2 OF 6 SHEETS

STORM DRAIN RECESSED CURB INLET DETAILS

D-1

DEPARTMENT OF
PUBLIC WORKS

1945 E. JACKSON ROAD CARROLLTON, TEXAS 75006 WWW.CI.CARROLLTON.TX.US (972)466-3200

Kimley-Horn and Associates, Inc.
Tel. No. (972) 335-3680
Fax No. (972) 335-3779

5750 Genesis Court, Suite 200
Frisco, Texas 75034
State of Texas Registration No. F-628

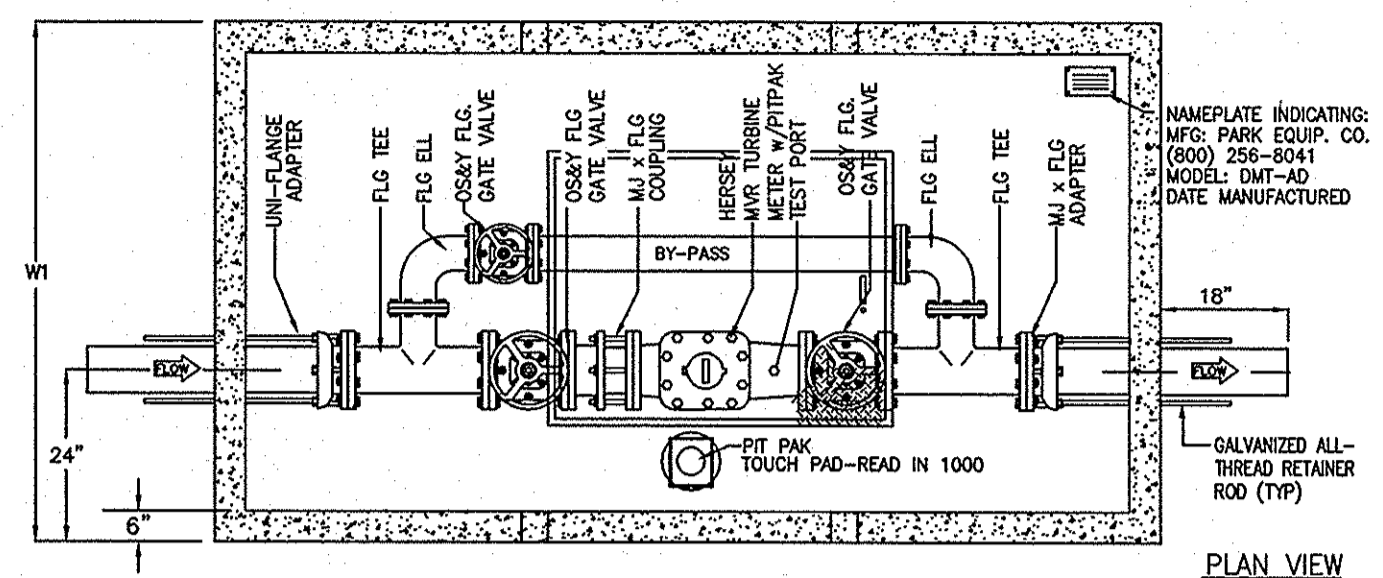
STATE OF TEXAS
DAVID K. KOCHALKA
87781
REGISTERED PROFESSIONAL ENGINEER
1/19/09

METHODIST HOSPITAL FOR SURGERY
ADDISON, TEXAS
FILE NUMBER: 311T-7863

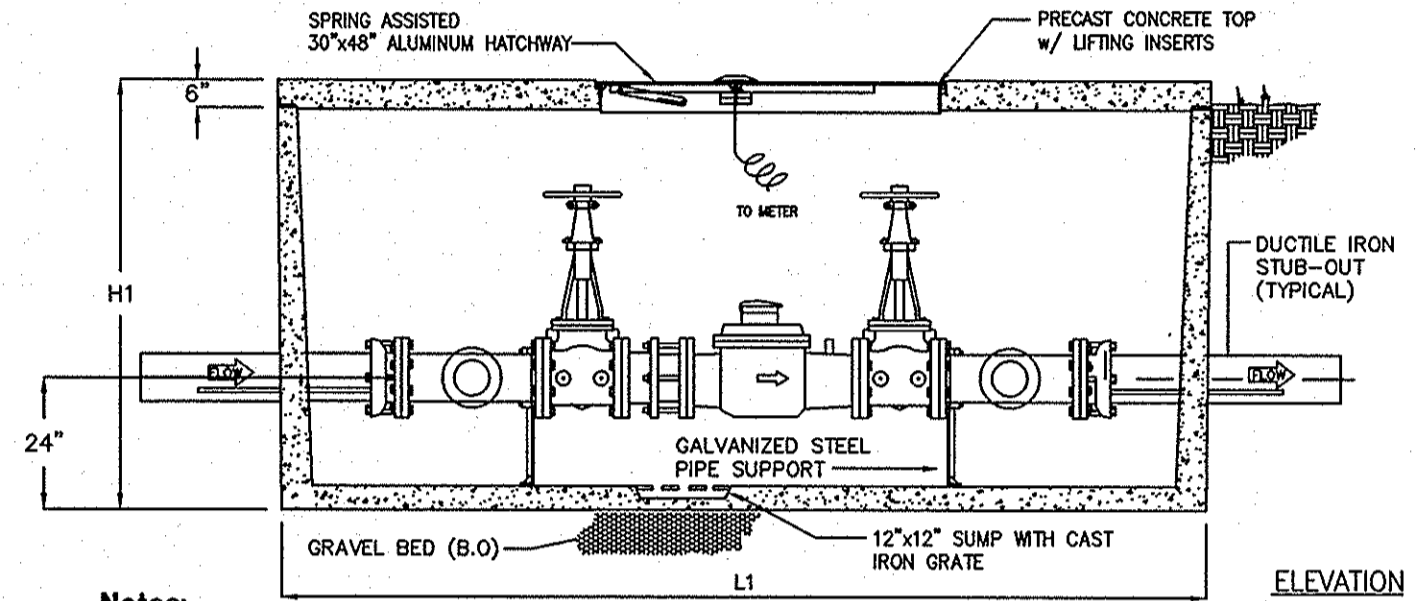
CONSTRUCTION DETAILS

Scale: AS SHOWN
Designed by: RCO
Drawn by: RCO
Checked by: DMK
Date: 11/08/09
Project No.: 6902000

SHEET
C-20

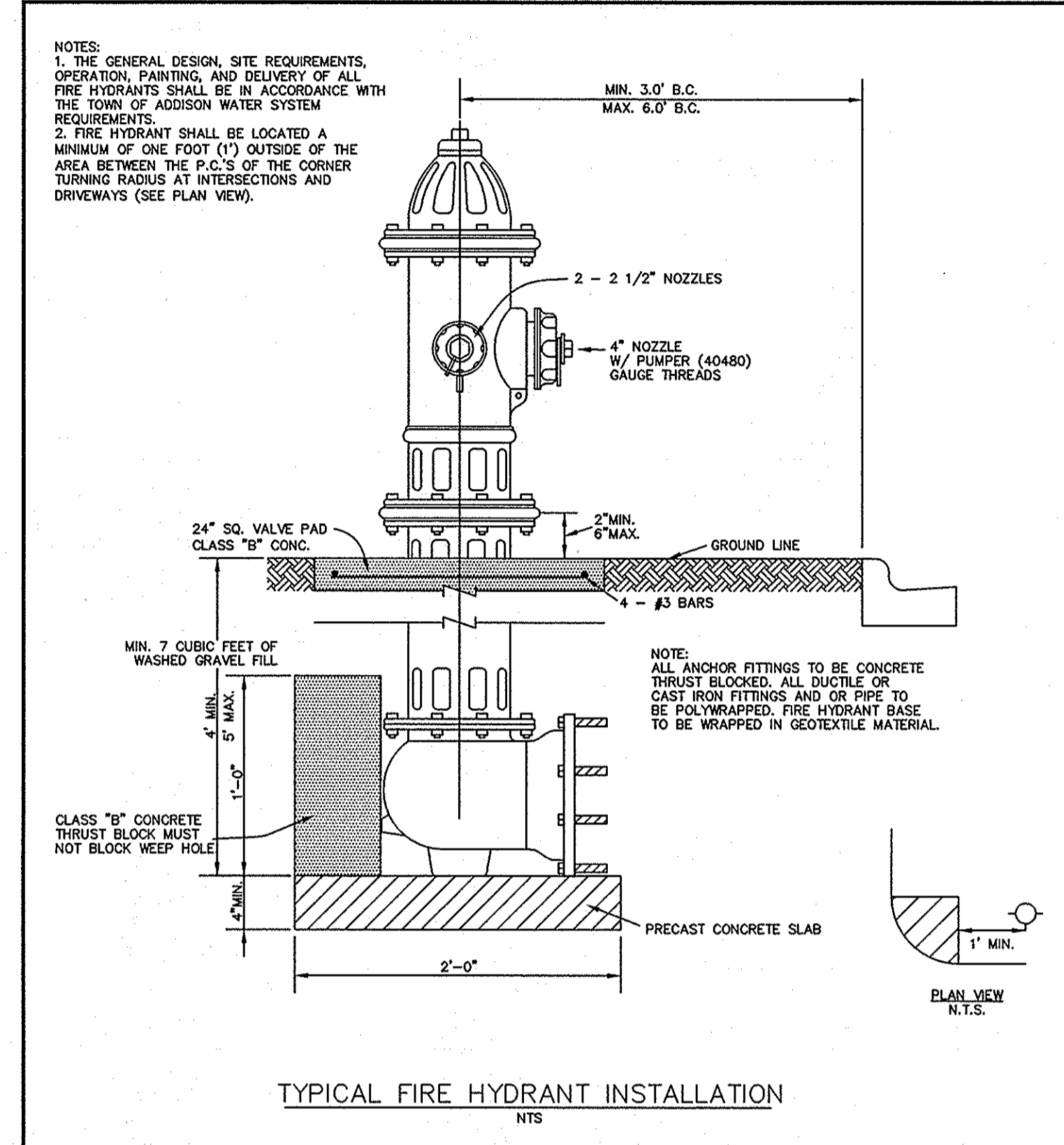


MODEL	SIZE	BY-PASS	L1	W1	H1	WEIGHT
DMC-AD4	4"	4"	6'-5"	5'-0"	6'-0"	14,000
DMC-AD6	6"	6"	11'-0"	6'-0"	6'-0"	22,500



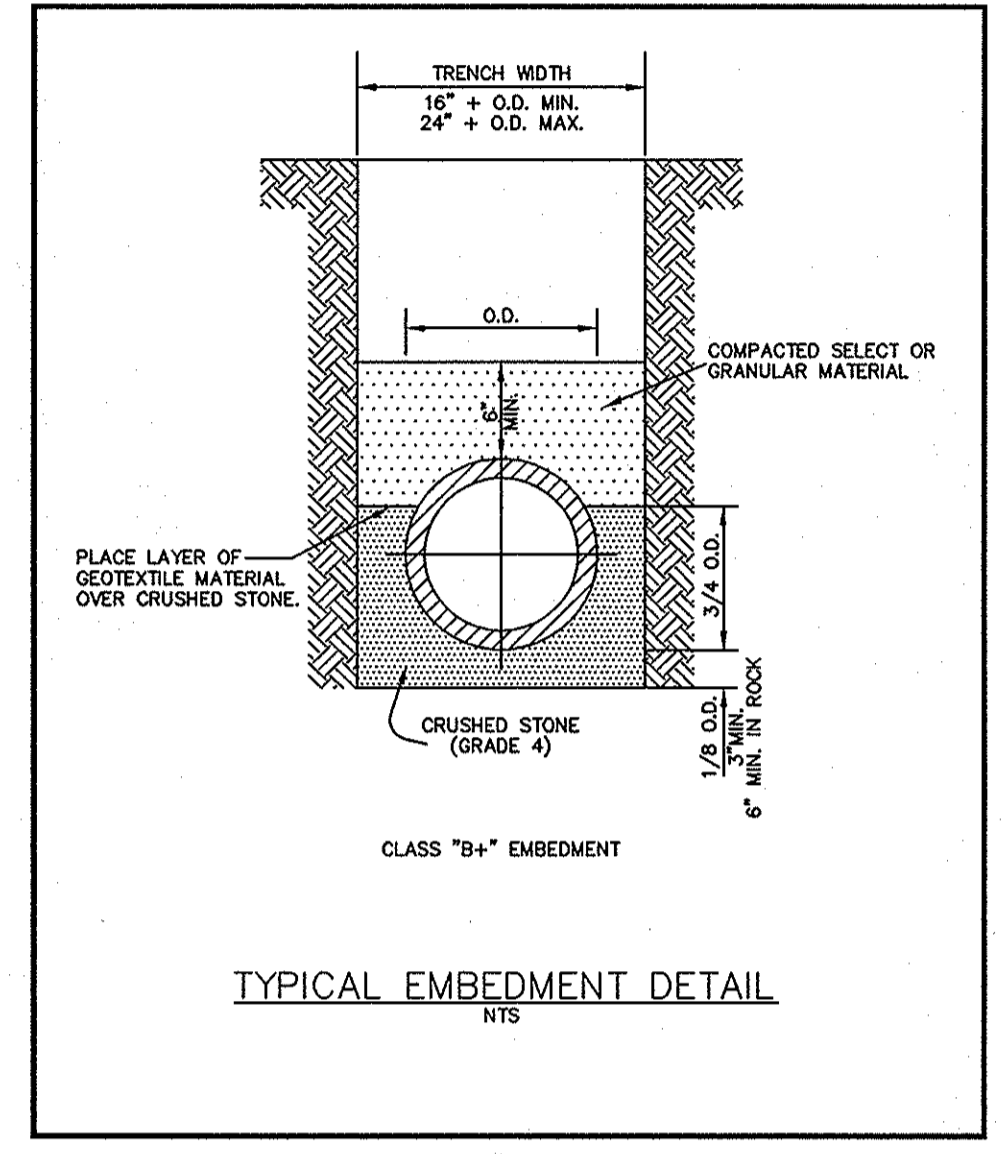
- Notes:**
1. ALL CONCRETE SHALL BE CLASS 1 CONCRETE WITH DESIGN STRENGTH OF 4500 PSI AT 28 DAYS. UNIT IS OF MONOLITHIC CONSTRUCTION AT FLOOR AND FIRST STAGE OF WALL WITH SECTIONAL RISER TO REQUIRED DEPTH.
 2. ALL REINFORCEMENT SHALL BE GRADE 60 REINFORCED, STEEL REBAR CONFORMING TO ASTM A615 ON REQUIRED CENTERS OR EQUAL.
 3. ALL HATCHWAYS SHALL BE 1/2" ALUMINUM DIAMOND PLATE COVER, WITH 1/2" EXTRUDED ALUMINUM FRAME. HATCH TO BE FURNISHED WITH 316 STAINLESS STEEL SNAP LOCK & BRASS HINGES.
 4. THE METER ASSEMBLY SHALL BE FACTORY ASSEMBLED IN VAULT & HYDROSTATICALLY TESTED PRIOR TO DELIVERY. PIPE, VALVES, AND FITTINGS OF THE ASSEMBLY SHALL BE IN ACCORDANCE WITH THE TOWN OF ADDISON WATER SYSTEM REQUIREMENTS.

4" AND 6" TURBINE WATER METERS
NTS

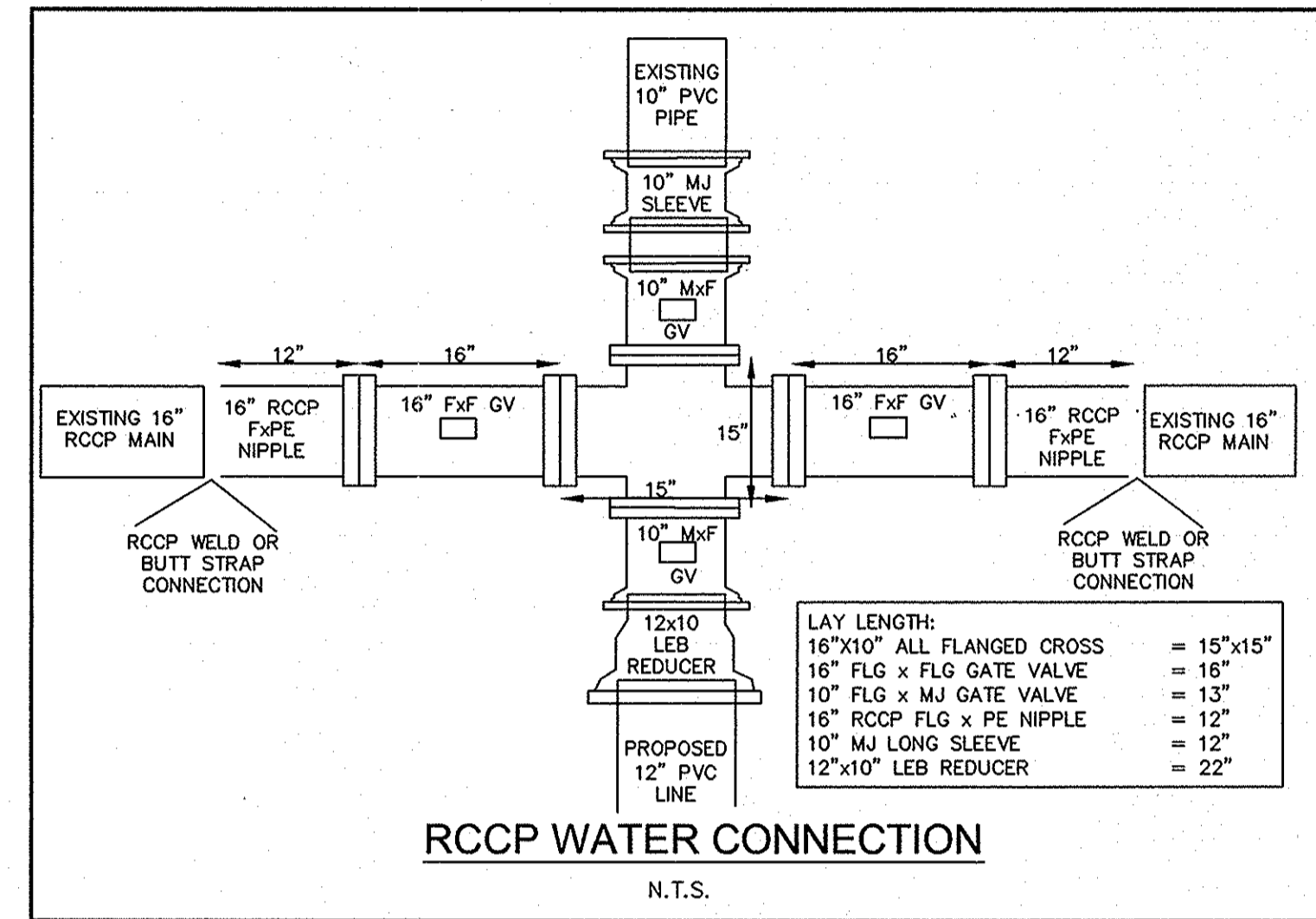


- NOTES:**
1. THE GENERAL DESIGN, SITE REQUIREMENTS, OPERATION, PAINTING, AND DELIVERY OF ALL FIRE HYDRANTS SHALL BE IN ACCORDANCE WITH THE TOWN OF ADDISON WATER SYSTEM REQUIREMENTS.
 2. FIRE HYDRANT SHALL BE LOCATED A MINIMUM OF ONE FOOT (1') OUTSIDE OF THE AREA BETWEEN THE P.C.S.'S OF THE CORNER TURNING RADIUS AT INTERSECTIONS AND DRIVEWAYS (SEE PLAN VIEW).

TYPICAL FIRE HYDRANT INSTALLATION
NTS



TYPICAL EMBEDMENT DETAIL
NTS



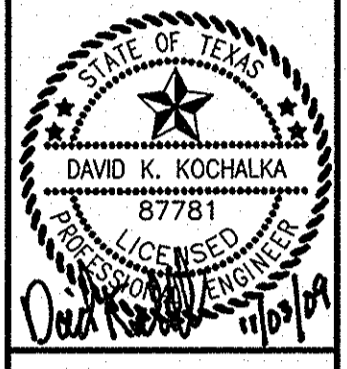
RCCP WATER CONNECTION
NTS

**RECORD DRAWINGS
(SEPTEMBER 2010)**
INFORMATION PROVIDED BY:
Rogers-O'Brien Construction Company

THESE DETAILS APPLY ONLY TO IMPROVEMENTS WITHIN THE TOWN OF ADDISON LIMITS. USE FILE 251D-1 DETAILS FOR IMPROVEMENTS WITHIN THE CITY OF DALLAS LIMITS.

1: c2587944 - c2587946 - UTILITY PLAN -
DRAWN BY: BRASWELL, TREV
CHECKED BY: DRK
DATE: 11/09/09
PROJECT NO: 6902500

**Kimley-Horn
and Associates, Inc.**
Tel. No. (972) 335-3580
Fax No. (972) 335-3779
5750 Genesis Court, Suite 200
Frisco, Texas 75034
State of Texas Registration No. F-928

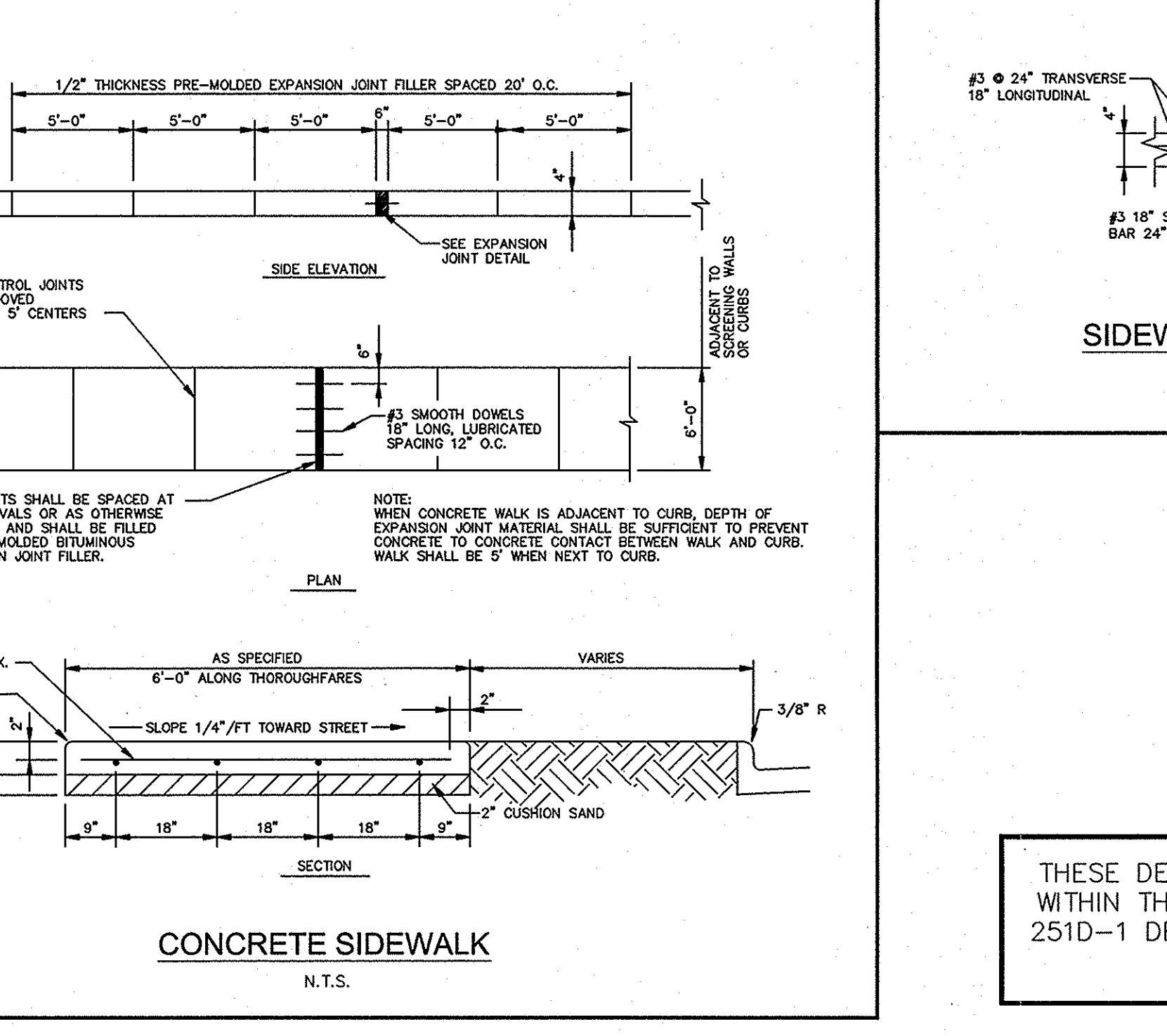
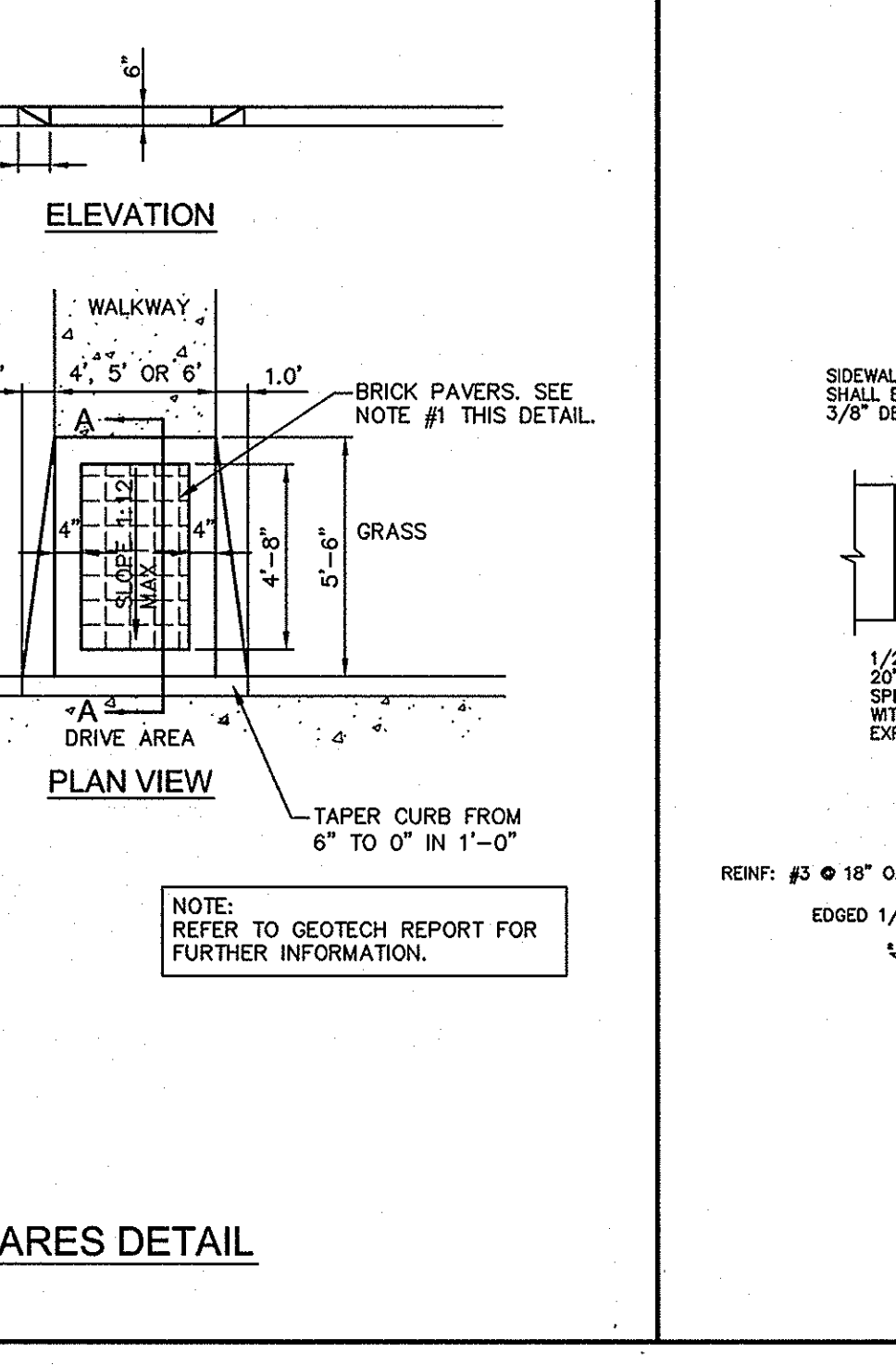
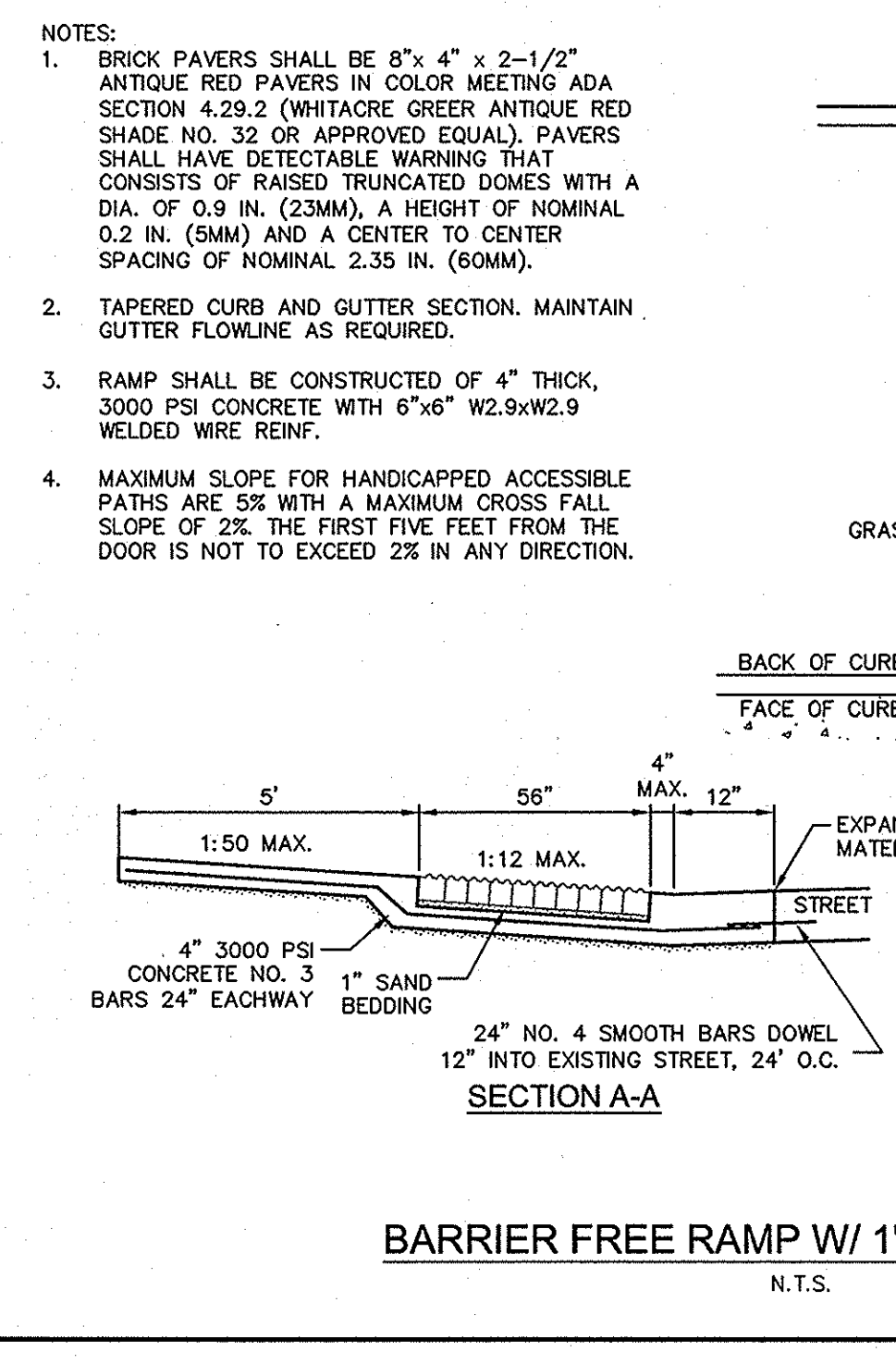
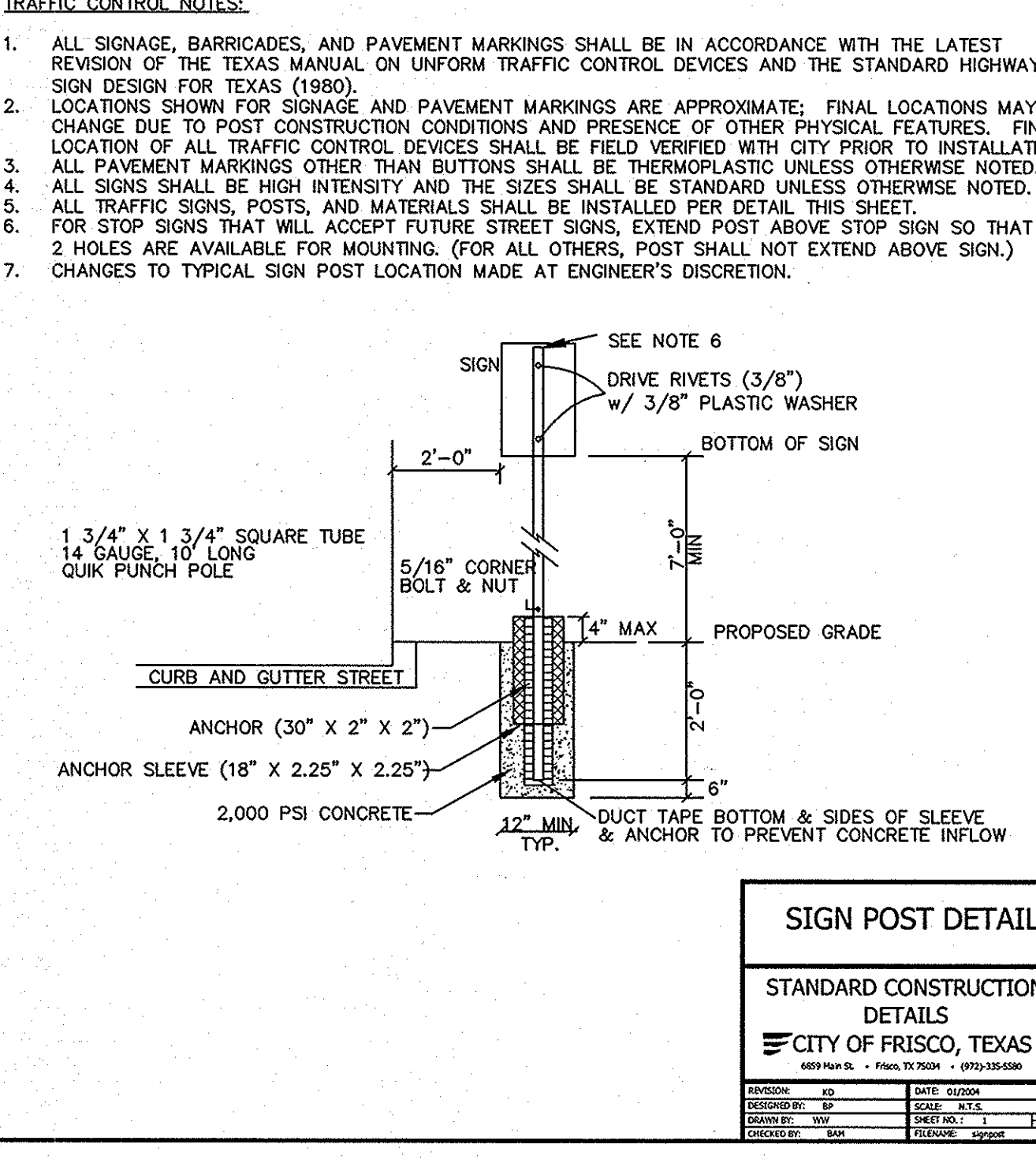
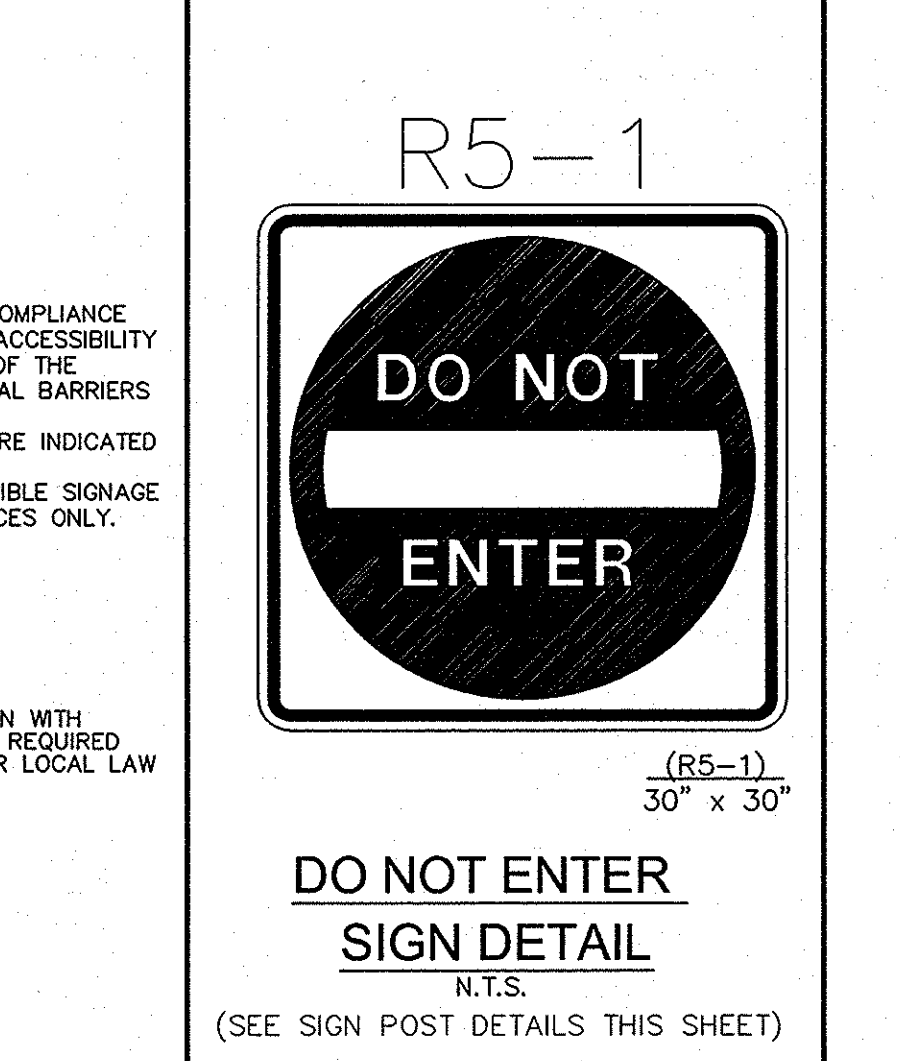
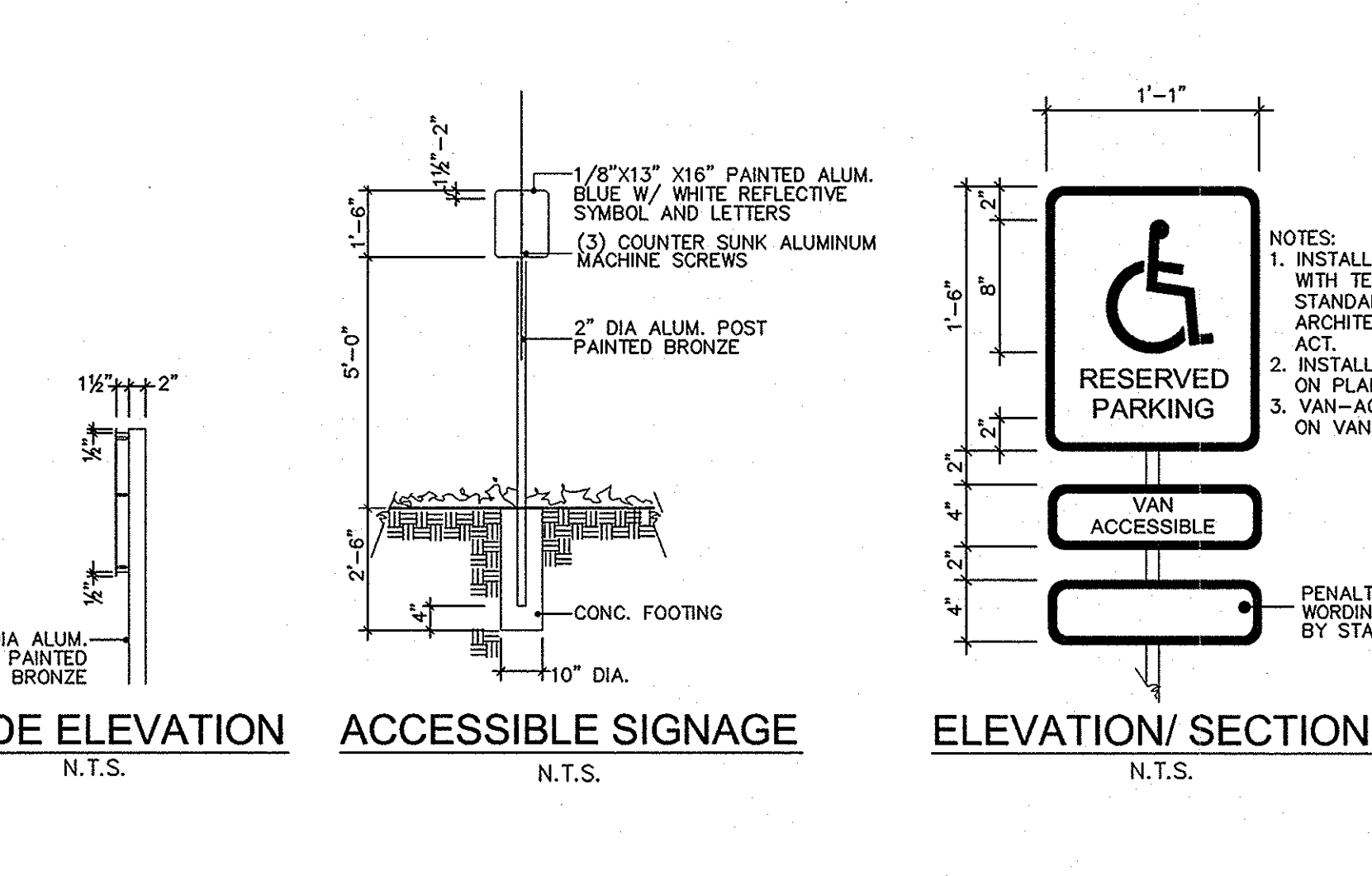
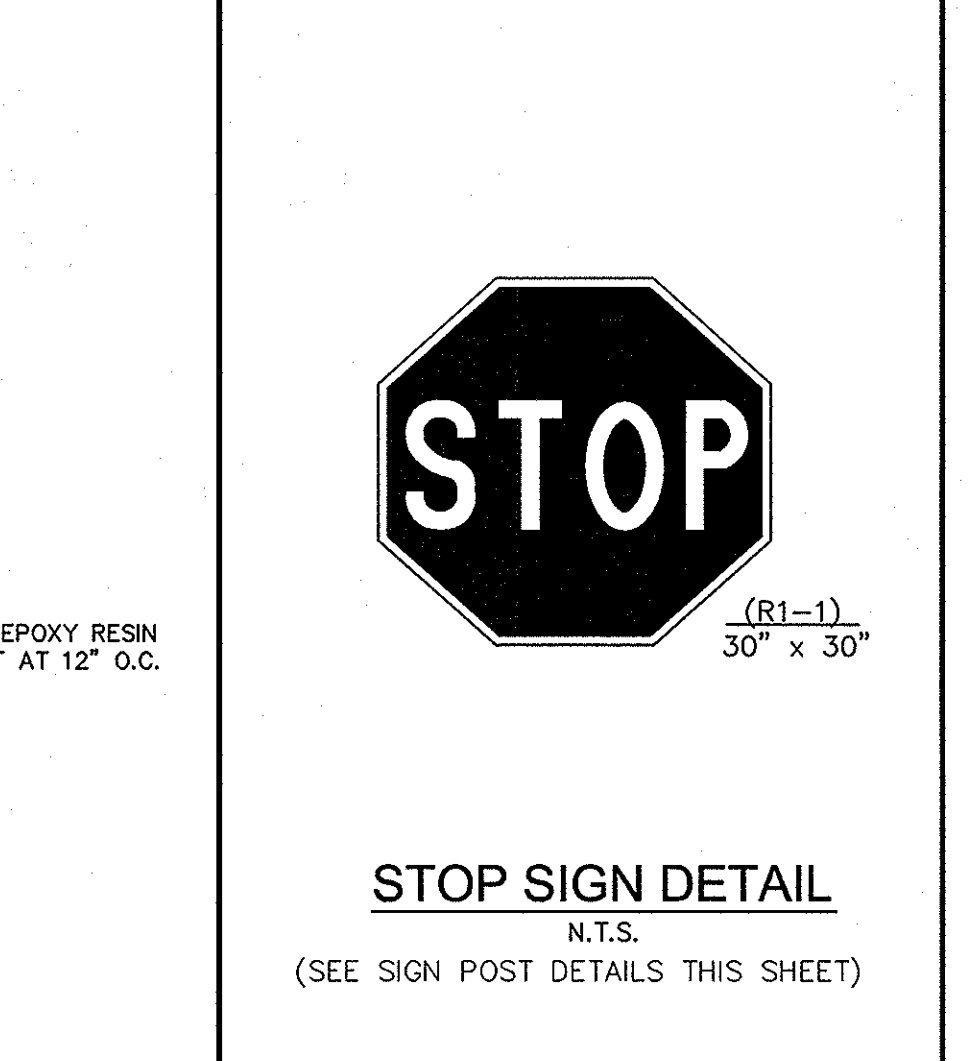
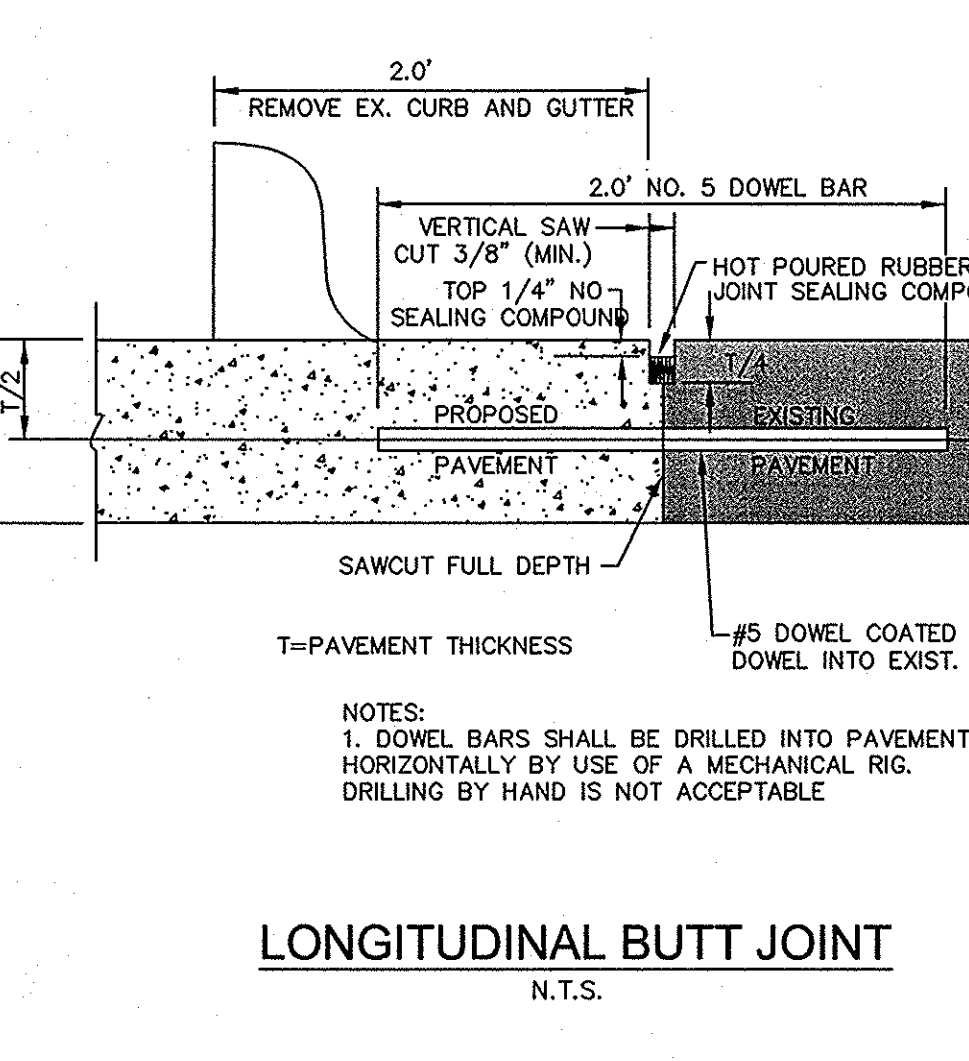
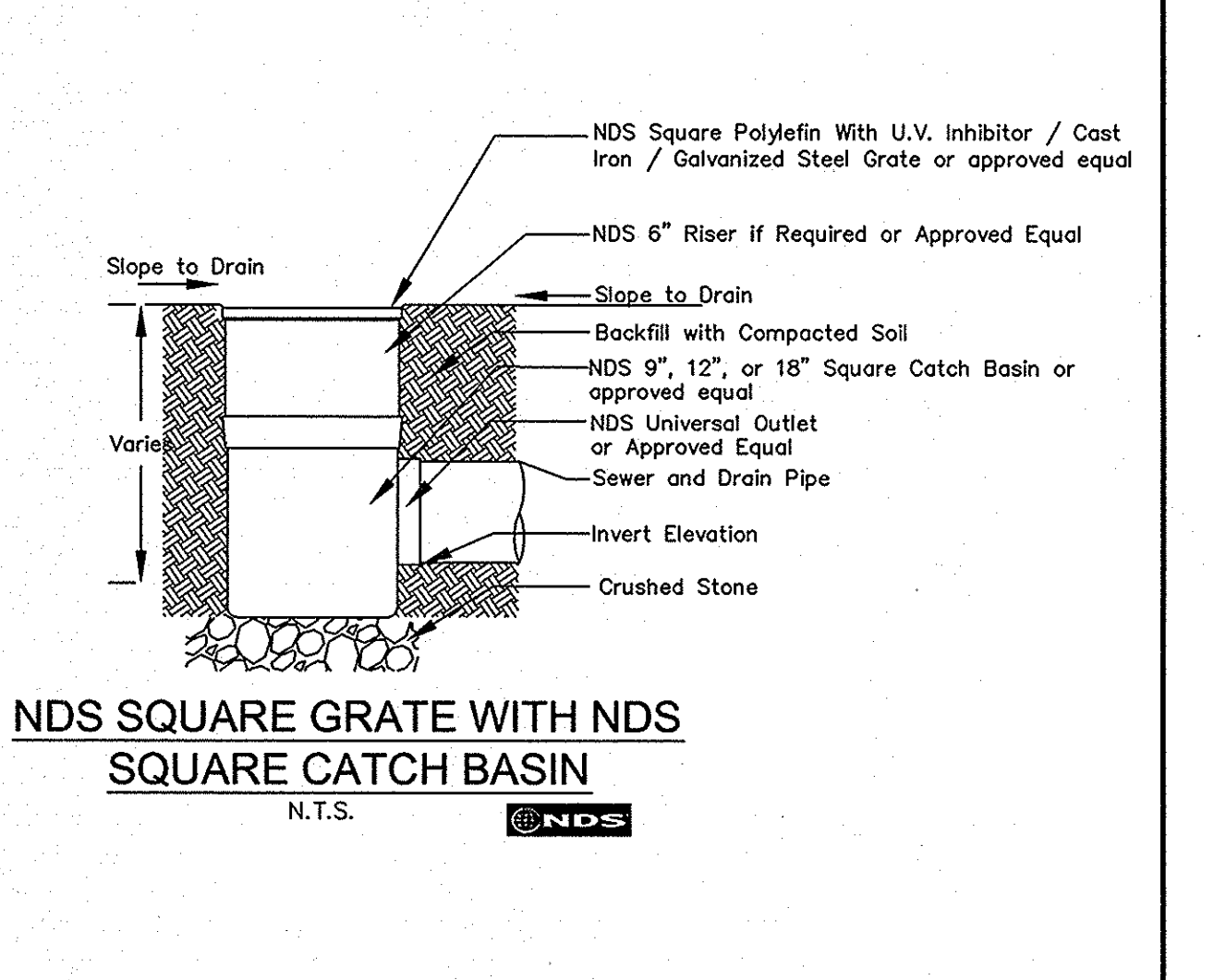
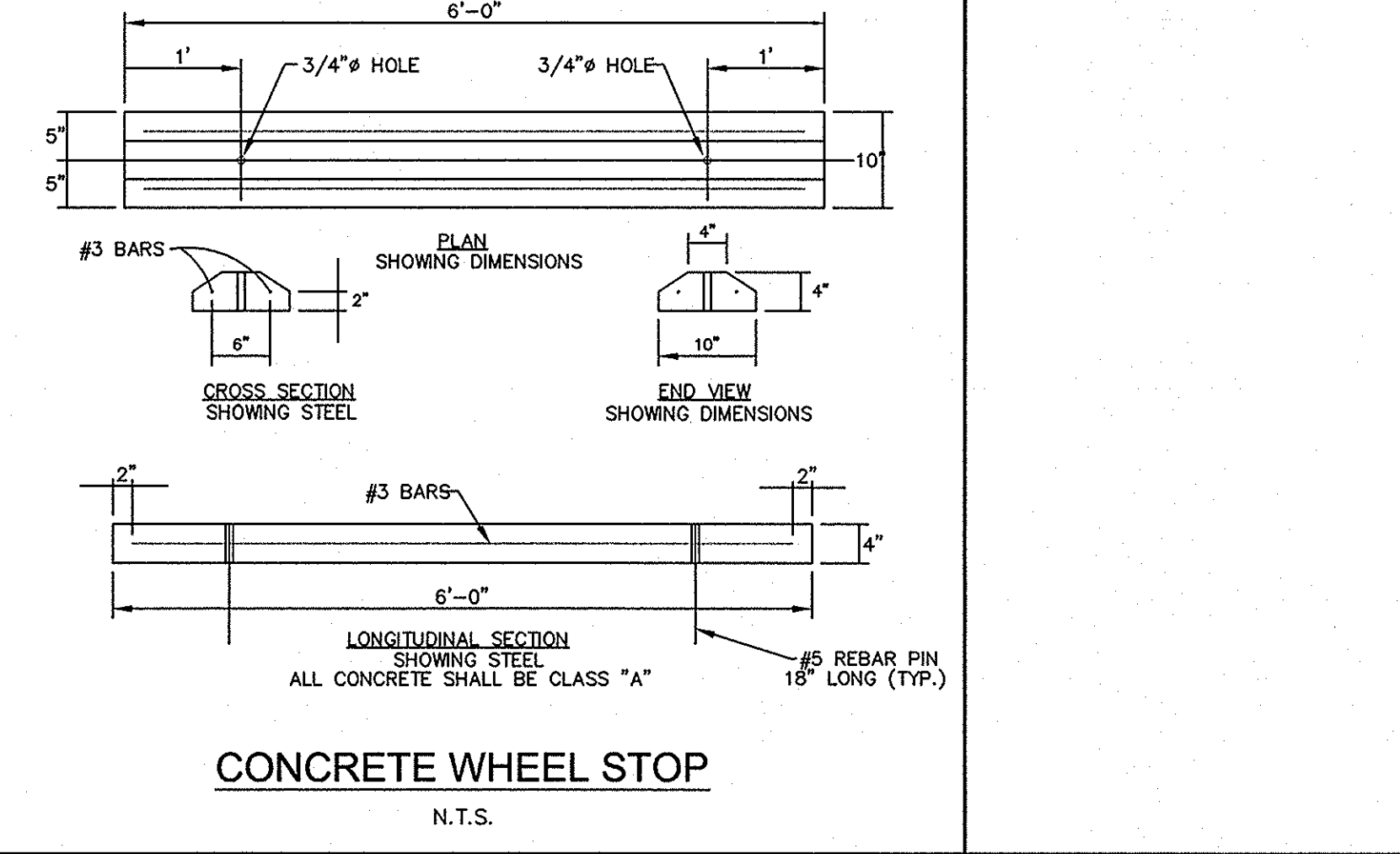
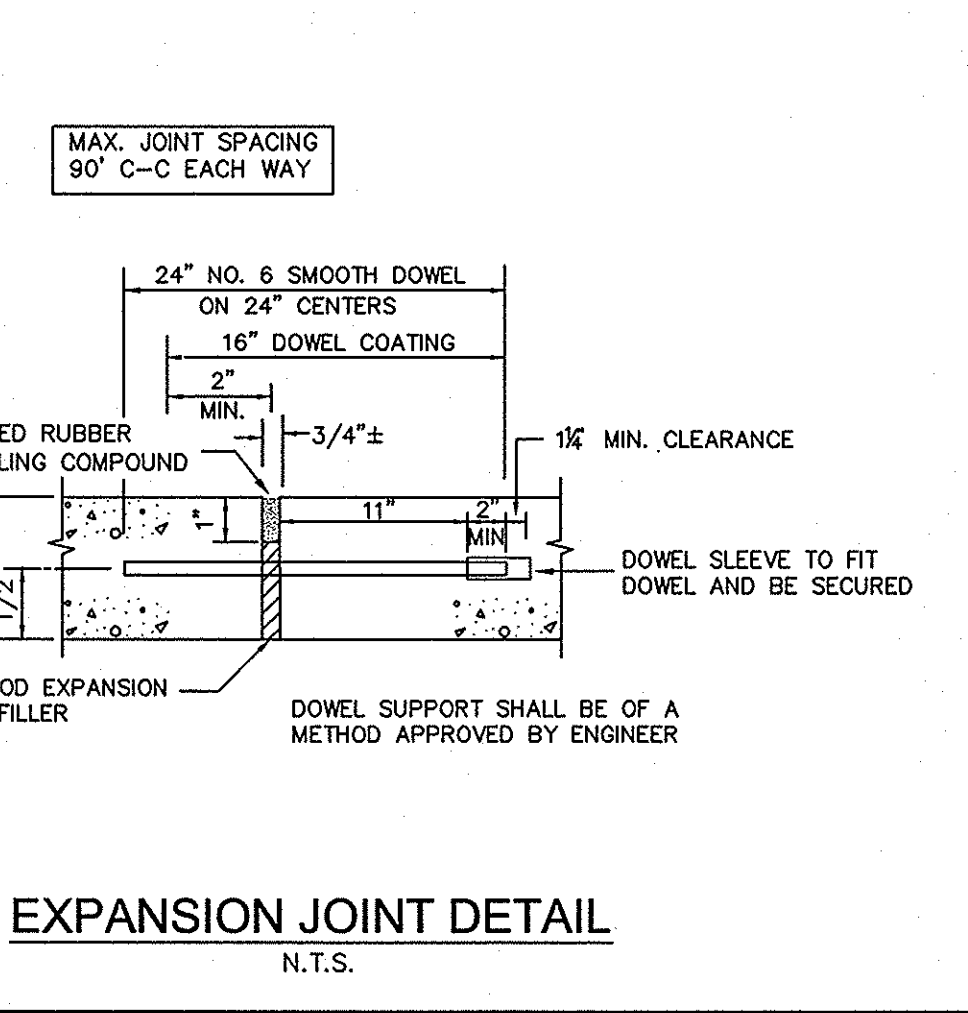
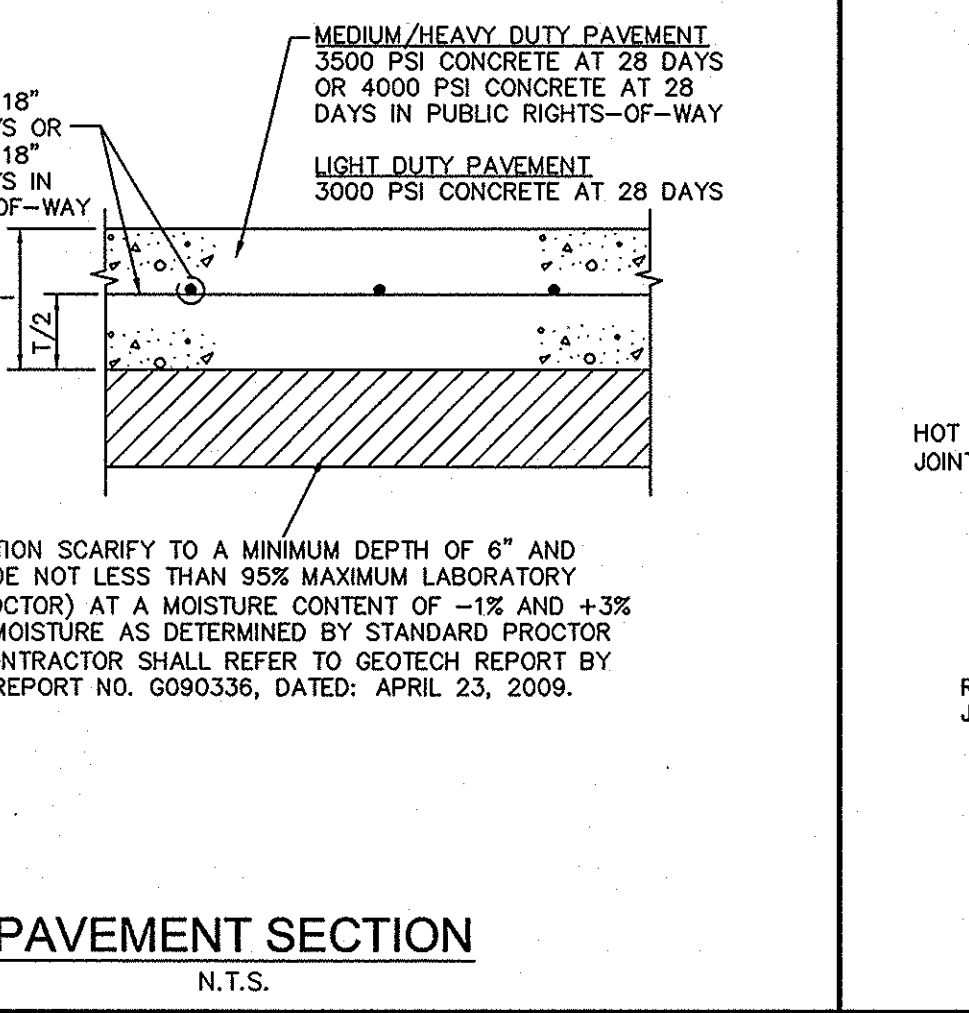
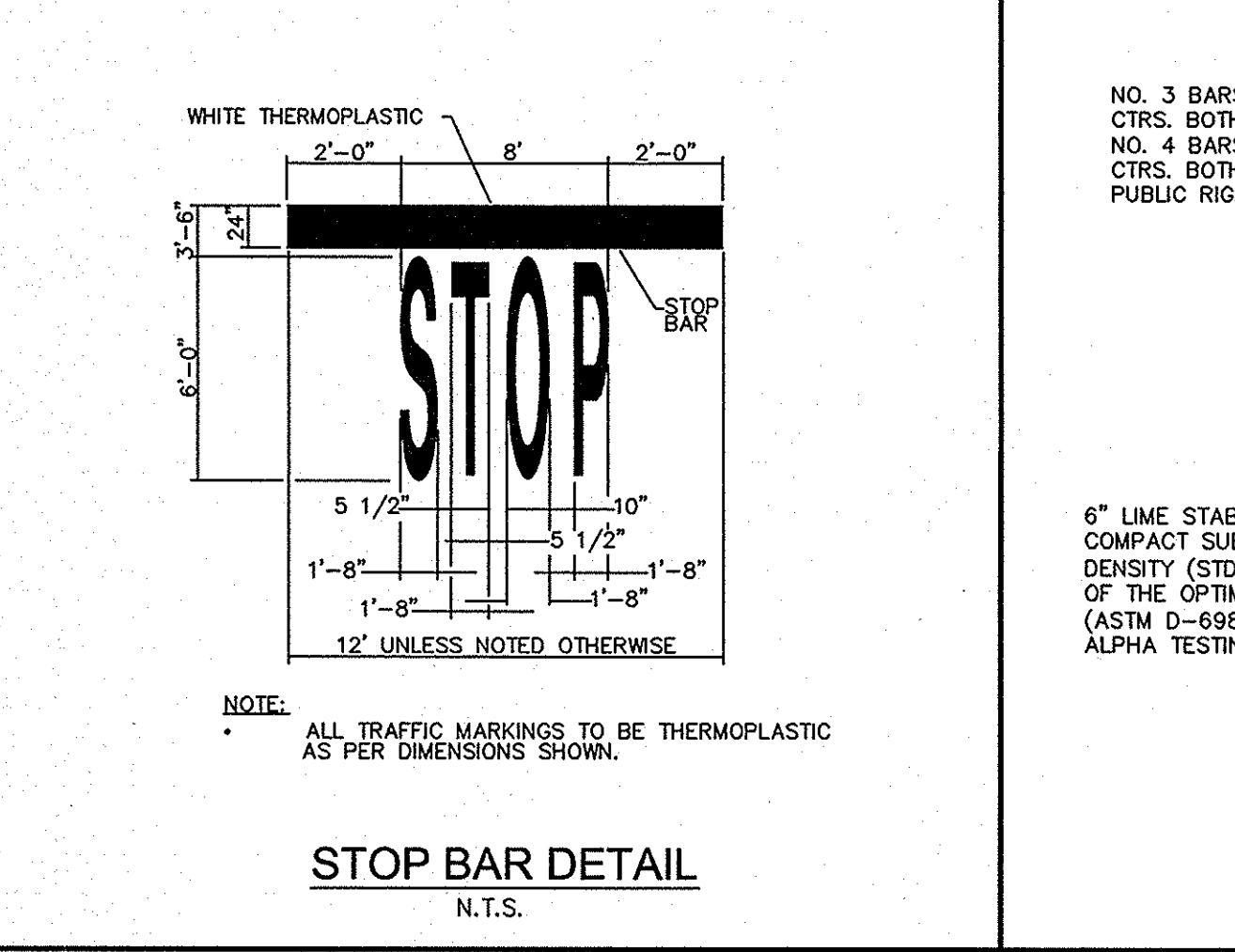
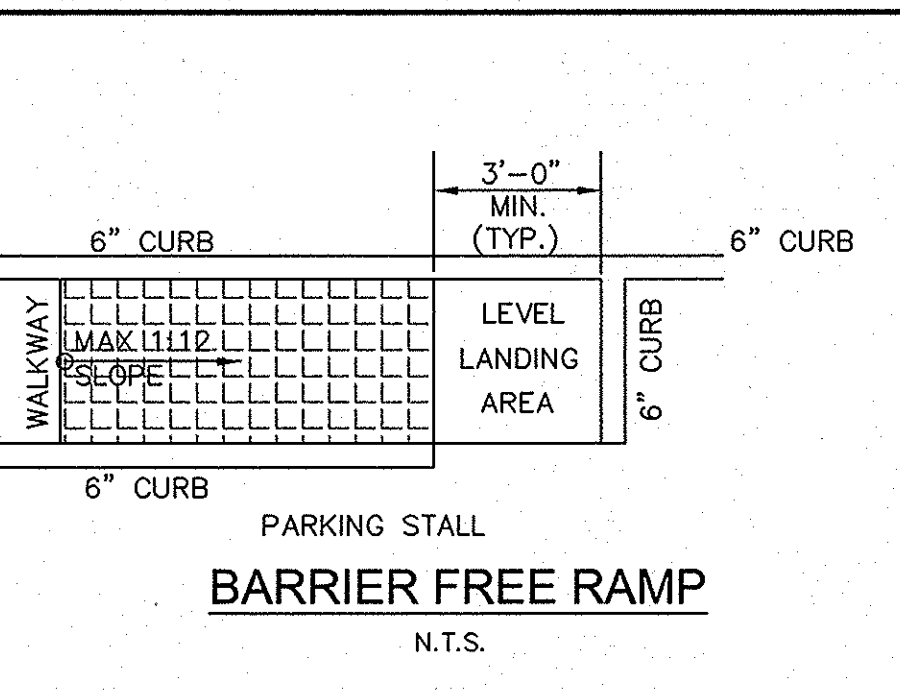
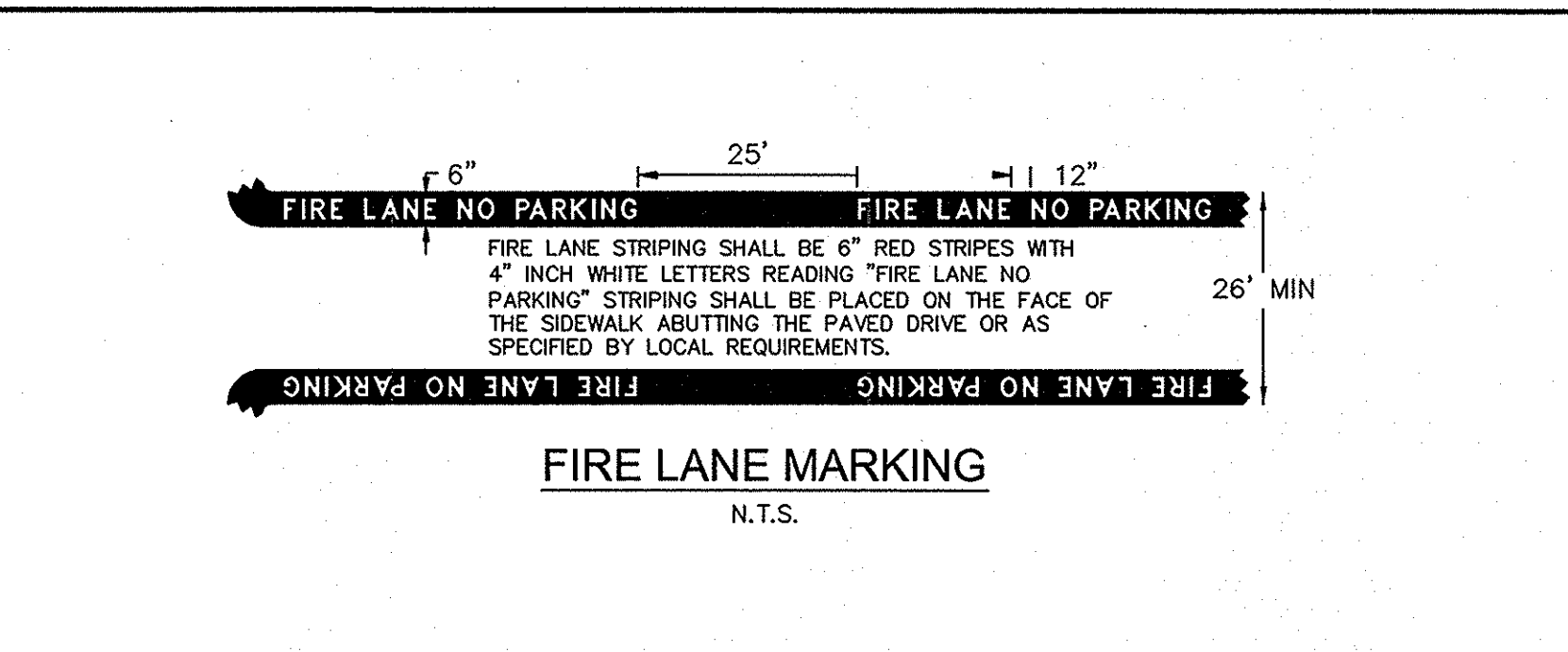
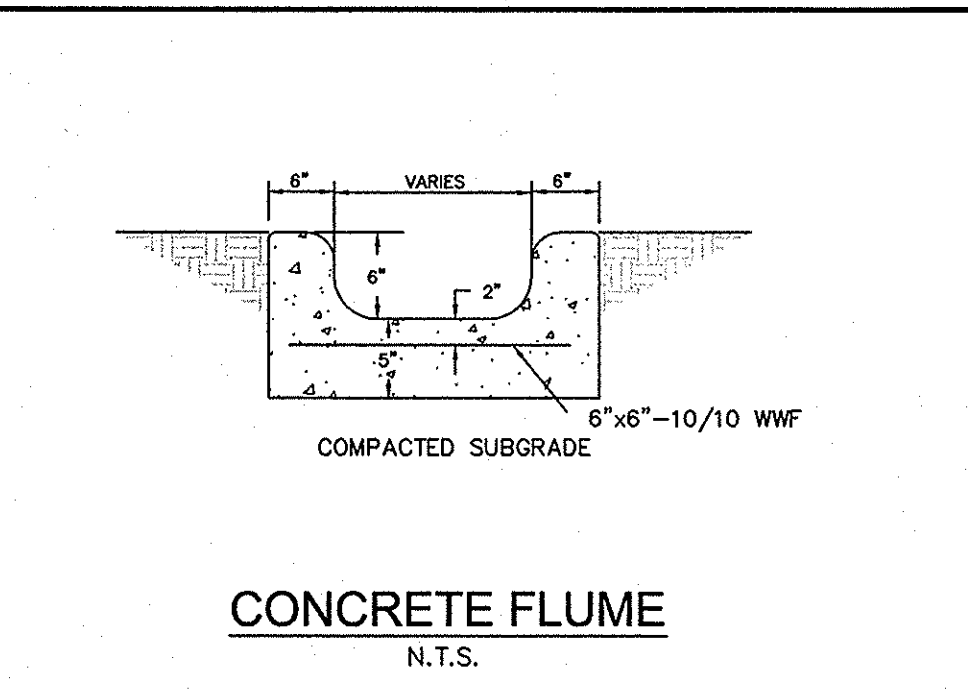
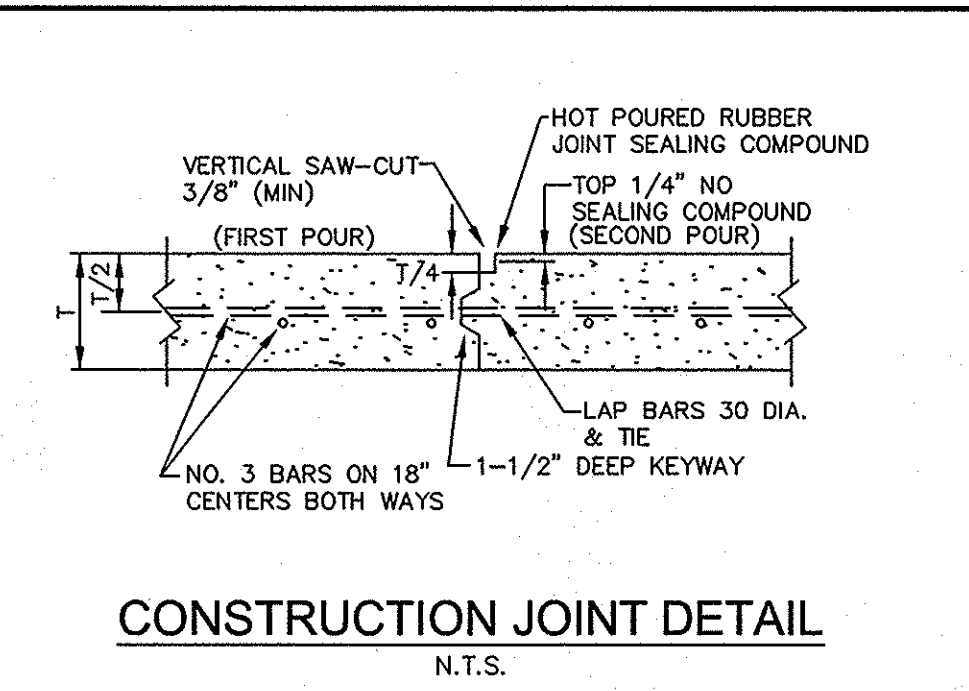
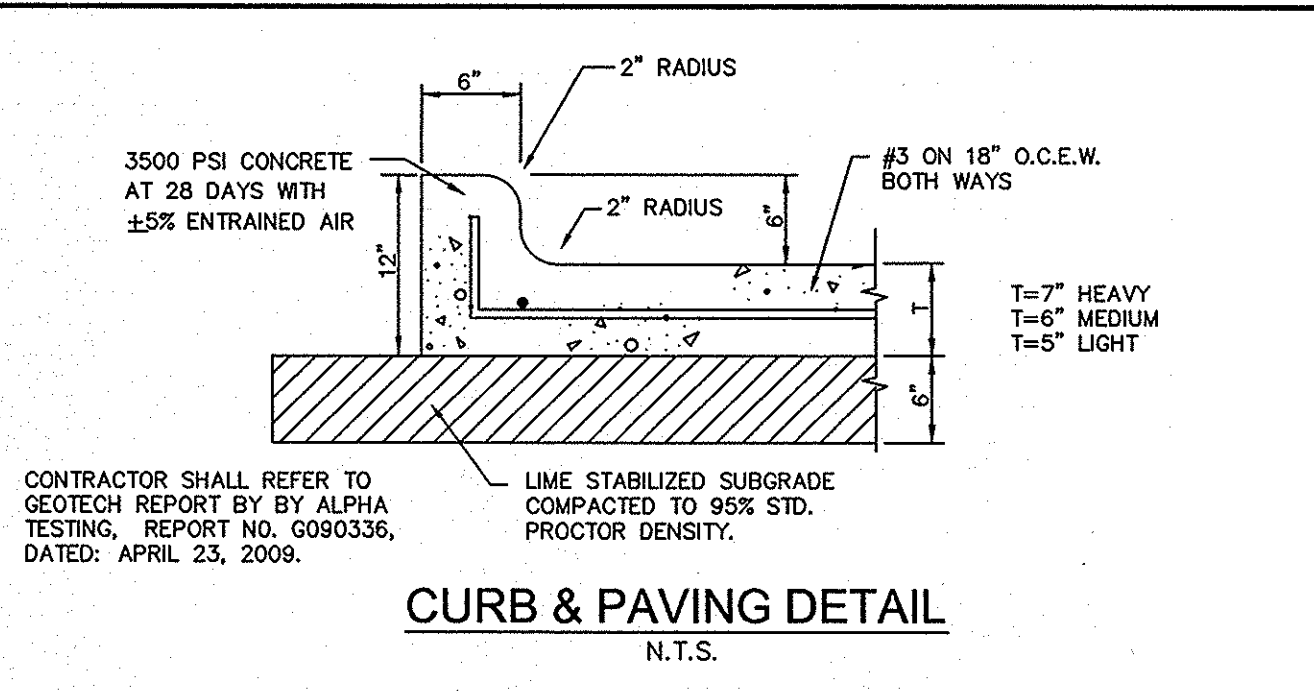


**METHODIST HOSPITAL
FOR SURGERY
ADDISON, TEXAS
FILE NUMBER: 311T-7863**

CONSTRUCTION DETAILS

Scale:	AS SHOWN
Designed by:	RCC
Drawn by:	RCC
Checked by:	DRK
Date:	11/09/09
Project No.:	6902500

SHEET
C-21



RECORD DRAWINGS (SEPTEMBER 2010)

INFORMATION PROVIDED BY:
Rogers-O'Brien Construction Company

THESE DETAILS APPLY ONLY TO IMPROVEMENTS WITHIN THE TOWN OF ADDISON LIMITS. USE FILE 251D-1 DETAILS FOR IMPROVEMENTS WITHIN THE CITY OF DALLAS LIMITS.

1-252575944 - 425257596 - UTILITY PLAN -
DESIGNED BY: BRASWELL, THEY 11/02/09 12:52 PM
DRAWN BY: KUPRI, CIVIL/09/02/09 - METHODIST HOSPITAL ADDISON/09/02/09
CHECKED BY: 11/03/09
DATE: 11/03/09
PROJECT NO. 69020500

STANDARD CONSTRUCTION DETAILS	
CITY OF FRISCO, TEXAS	
REVISION NO.	DATE
1	09/02/10
2	09/02/10
3	09/02/10
4	09/02/10
5	09/02/10
6	09/02/10
7	09/02/10
8	09/02/10
9	09/02/10
10	09/02/10

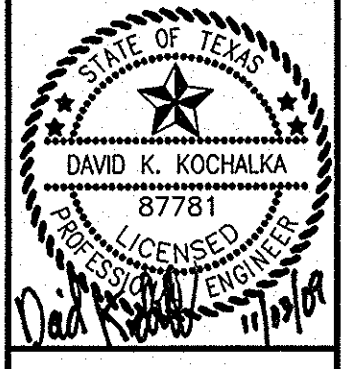
Kimley-Horn and Associates, Inc.
Tel. No. (972) 335-3580
Fax No. (972) 335-3779
5750 Genesis Court, Suite 200
Frisco, Texas 75034
State of Texas Registration No. E-928

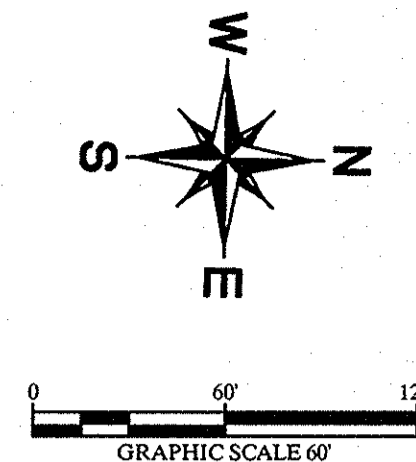
METHODIST HOSPITAL FOR SURGERY ADDISON, TEXAS
FILE NUMBER: 311T-7863

CONSTRUCTION DETAILS

Scale: AS SHOWN
Designed by: RCC
Drawn by: RCC
Checked by: DNK
Date: 11/03/09
Project No. 69020500

SHEET
C-22



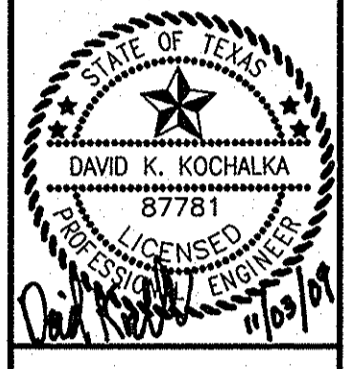
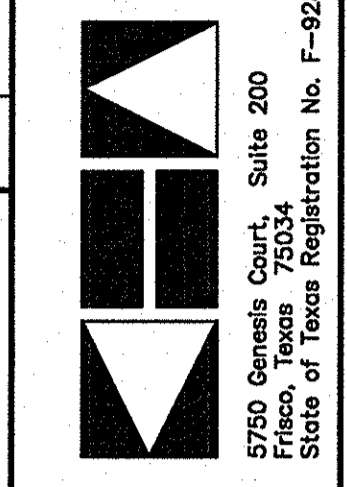


LEGEND

	SHADOW VEHICLE WITH IMPACT ATTENUATOR
	CHANNELIZATION DRUM
	TRAFFIC CONTROL SIGN AND POST
	LEFT FLASHING ARROW BOARD
	WORK AREA DURING CONSTRUCTION

- NOTES**
- ALL TRAFFIC CONTROL SHALL CONFORM TO THE LATEST VERSION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD), PART VI. FIELD MODIFICATIONS MAY BE MADE TO ADDRESS LOCAL CONDITIONS WITH THE APPROVAL OF THE ENGINEER.
 - 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.
 - DIMENSIONS SHOWN ARE TO FACE OF CURB.
 - TEMPORARY TRAFFIC CONTROL CRITERIA:
POSTED SPEED IS 35 MPH.
• CHANNELIZED DEVICE SPACING: 25' MAXIMUM (AS SHOWN)
• SIGN SPACING: 500' MINIMUM (AS SHOWN)
 - NO TRAFFIC LANE OR SIDEWALK ALONG SOUTHBOUND DALLAS PARKWAY TO BE CLOSED WITHOUT FIRST OBTAINING THE APPROPRIATE PERMIT FROM PAUL THOMPSON OR RUSSELL FINLEY WITH THE CITY OF DALLAS PUBLIC WORKS AND TRANSPORTATION DEPT. (P&T). CLOSURE OF ANY TRAFFIC LANE MUST BE RESTRICTED TO THE HOURS OF 9:00 AM TO 3:30 PM WORKDAYS.
 - WHEN TRAFFIC CONTROL PLAN IS NOT IN EFFECT, REMOVE ALL DEVICES FROM THE TRAVELED LANE AND COVER OR REMOVE ALL WARNING SIGNS.
 - CONTRACTOR TO MAINTAIN ACCESS TO EXISTING ACTIVE DRIVEWAYS EXCEPT WHERE NOTED.
 - IF THE TRAFFIC CONTROL PLAN IS IN EFFECT DURING THE HOURS OF DARKNESS, ALL CHANNELIZATION DEVICES SHALL HAVE A TYPE "A" STEADY-BURN WARNING LIGHT OR EQUIVALENT REFLECTOR, AND ALL WARNING SIGNS SHALL HAVE A TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHT.

App. _____
Revisions _____
No. _____ Date _____



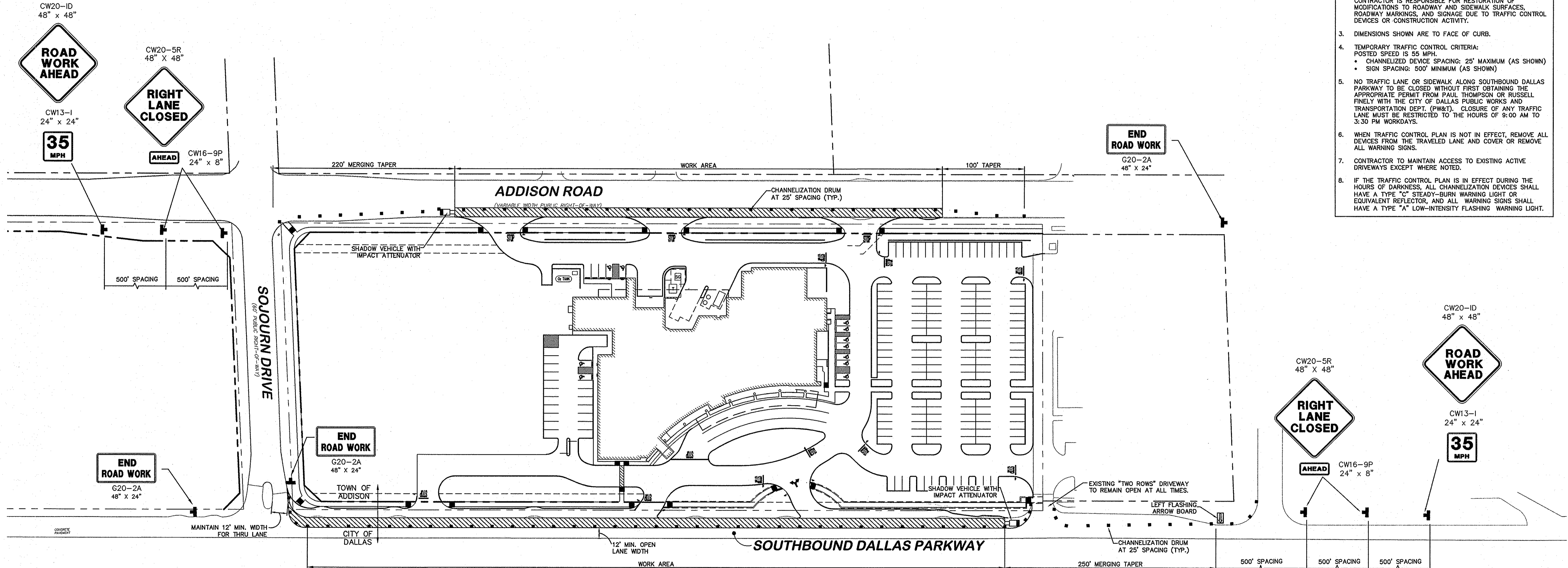
METHODIST HOSPITAL FOR SURGERY
ADDISON, TEXAS
FILE NUMBER: 311T-7863

TRAFFIC CONTROL PLAN

Scale: AS SHOWN
Designed by: RCC
Drawn by: RCC
Checked by: DKK
Date: 11/09/09
Project No. 6906500

RECORD DRAWINGS (SEPTEMBER 2010)
INFORMATION PROVIDED BY:
Rogers-O'Brien Construction Company

SHEET
C-23



IMAGES
PLOTTED BY
DWG NAME
DATE
KAPRI_CIVIL/09/20/09 - METHODIST - ADDISON/DWP/PLAN/NET/CT/210.DWG
11/20/09 10:25 AM
BRASWELL, TERRY
XREF: 04/06 - XREF: 04/06 - XREF: 04/06 - XREF: 04/06
AS SHOWN

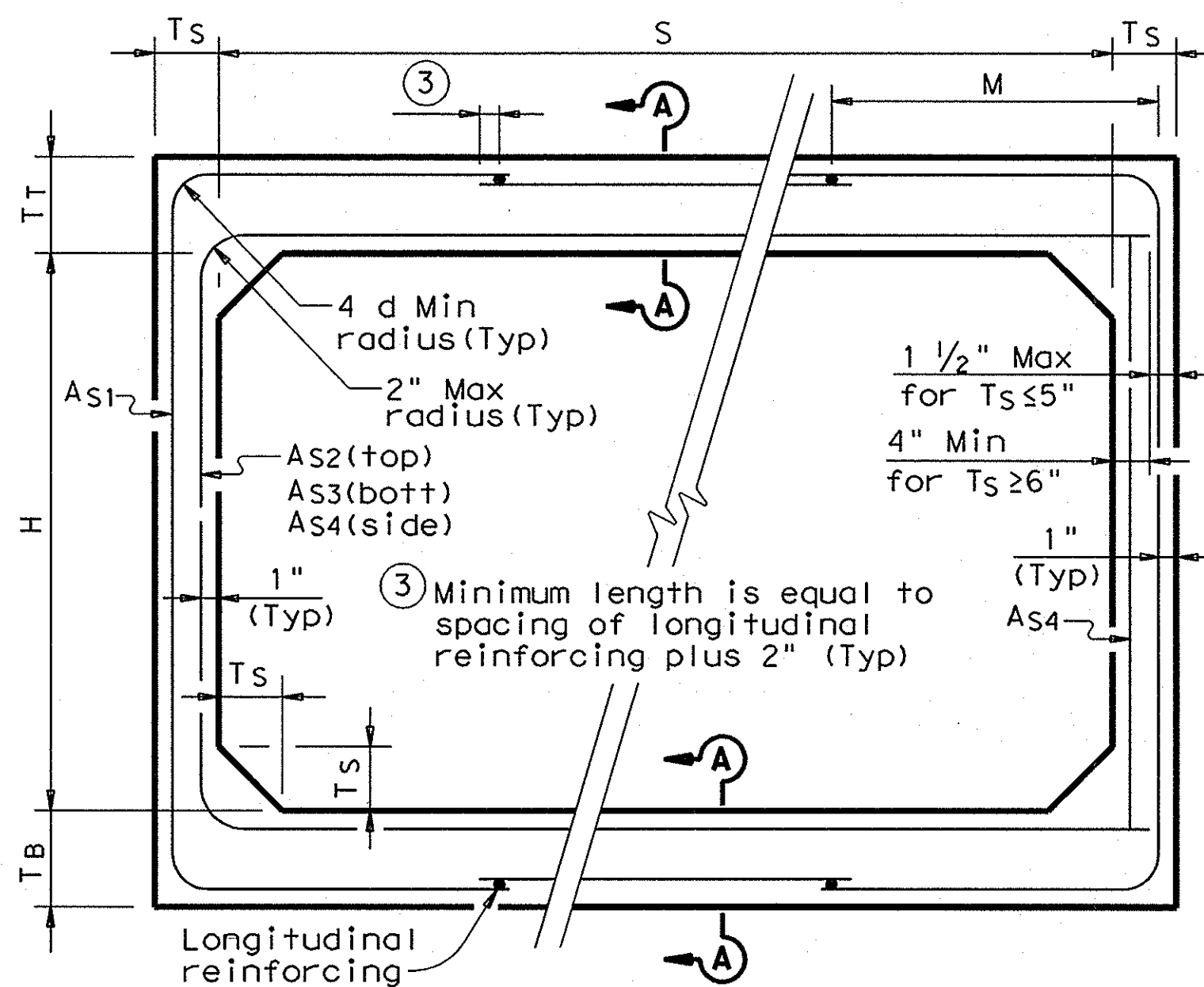
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

ACC: LEVELS DISPLAYED

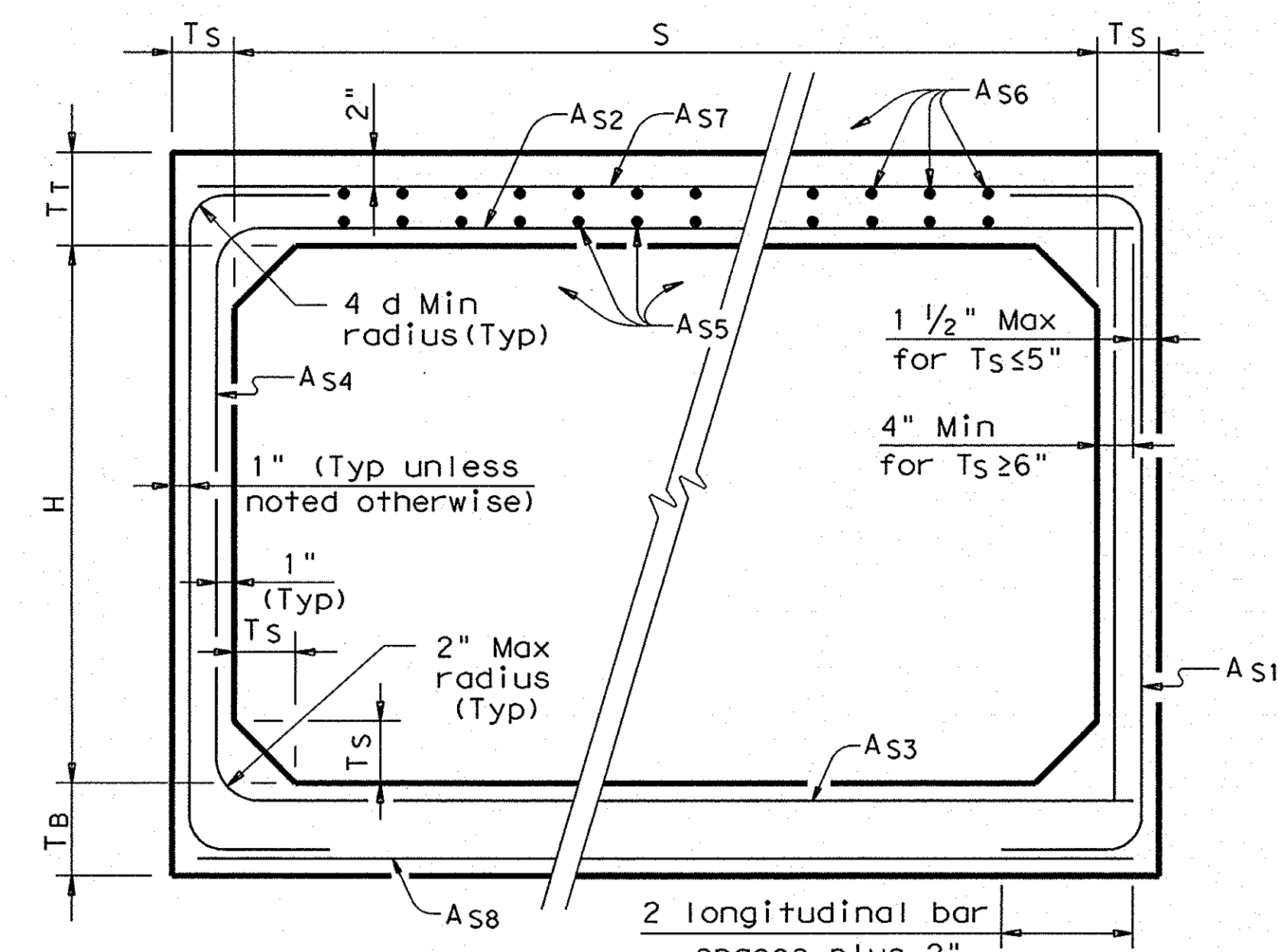
BOX DATA

SECTION DIMENSIONS					Fill Height (ft)	M (Min) (in)	REINFORCING (in ² /ft) ②								Lift Weight (Tons) ①
S (ft)	H (ft)	T _T (in)	T _B (in)	T _S (in)			A _{S1}	A _{S2}	A _{S3}	A _{S4}	A _{S5}	A _{S6}	A _{S7}	A _{S8}	
4	2	7.5	6	5	<2	-	0.18	0.40	0.20	0.12	0.20	0.18	0.18	0.14	4.5
4	2	5	5	5	2<3	38	0.21	0.23	0.20	0.12	-	-	-	-	3.6
4	2	5	5	5	3-5	38	0.12	0.12	0.12	0.12	-	-	-	-	3.6
4	2	5	5	5	10	38	0.12	0.12	0.13	0.12	-	-	-	-	3.6
4	2	5	5	5	15	38	0.14	0.17	0.18	0.12	-	-	-	-	3.6
4	2	5	5	5	20	38	0.19	0.23	0.23	0.12	-	-	-	-	3.6
4	2	5	5	5	25	38	0.23	0.28	0.28	0.12	-	-	-	-	3.6
4	2	5	5	5	30	38	0.28	0.33	0.33	0.12	-	-	-	-	3.6
4	2	5	5	5	35	38	0.33	0.38	0.39	0.12	-	-	-	-	3.6
4	3	7.5	6	5	<2	-	0.18	0.45	0.23	0.12	0.22	0.18	0.18	0.14	5.0
4	3	5	5	5	2<3	38	0.16	0.28	0.25	0.12	-	-	-	-	4.1
4	3	5	5	5	3-5	38	0.12	0.12	0.13	0.12	-	-	-	-	4.1
4	3	5	5	5	10	38	0.12	0.14	0.15	0.12	-	-	-	-	4.1
4	3	5	5	5	15	38	0.12	0.20	0.20	0.12	-	-	-	-	4.1
4	3	5	5	5	20	38	0.14	0.26	0.26	0.12	-	-	-	-	4.1
4	3	5	5	5	25	38	0.17	0.32	0.32	0.12	-	-	-	-	4.1
4	3	5	5	5	30	38	0.21	0.38	0.38	0.12	-	-	-	-	4.1
4	3	5	5	5	35	38	0.25	0.44	0.44	0.12	-	-	-	-	4.1
4	4	7.5	6	5	<2	-	0.18	0.47	0.25	0.12	0.23	0.18	0.18	0.14	5.5
4	4	5	5	5	2<3	38	0.13	0.31	0.28	0.12	-	-	-	-	4.6
4	4	5	5	5	3-5	38	0.12	0.14	0.15	0.12	-	-	-	-	4.6
4	4	5	5	5	10	38	0.12	0.15	0.16	0.12	-	-	-	-	4.6
4	4	5	5	5	15	38	0.12	0.21	0.22	0.12	-	-	-	-	4.6
4	4	5	5	5	20	38	0.12	0.27	0.28	0.12	-	-	-	-	4.6
4	4	5	5	5	25	38	0.14	0.33	0.34	0.12	-	-	-	-	4.6
4	4	5	5	5	30	38	0.17	0.39	0.40	0.12	-	-	-	-	4.6
4	4	5	5	5	35	38	0.20	0.45	0.46	0.12	-	-	-	-	4.6

- ① For Box Length = '8'-0"
- ② A_{S1} thru A_{S4}, A_{S7} and A_{S8} are minimum required areas of reinforcement per linear foot of box length. A_{S6} and A_{S5} are minimum required areas of reinforcement per linear foot of box width.



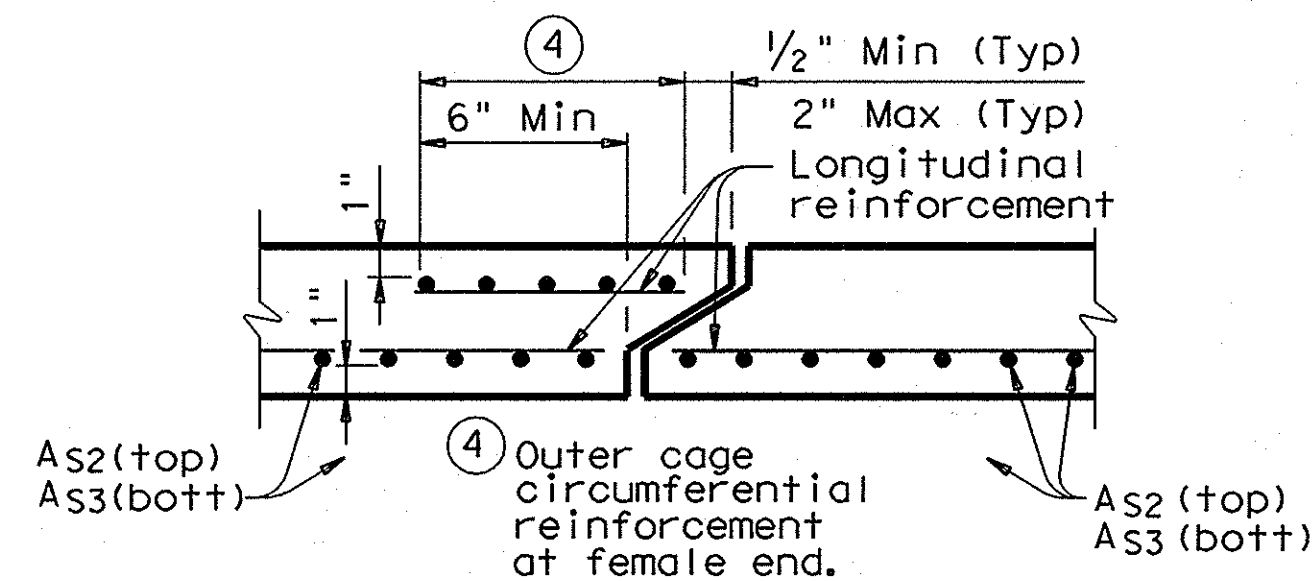
CORNER OPTION "A"



CORNER OPTION "B"

FILL HEIGHT 2 FT AND GREATER

FILL HEIGHT LESS THAN 2 FT



SECTION A-A

(TOP AND BOTTOM SLAB JOINT REINFORCEMENT)

GENERAL NOTES:

Designs shown conform to ASTM C1433. Refer to ASTM C1433 for information or details not shown. All concrete shall be Class "H" Concrete with a minimum compressive strength of 5,000 psi. See SCP-MD standard sheet for miscellaneous details and notes not shown. In lieu of furnishing the designs shown on this sheet, the contractor may furnish an alternate design that is equal to or exceeds the box design for the design fill height in the table. Shop plans for alternate designs shall be submitted in accordance with Item "Precast Concrete Structures".

RECORD DRAWINGS (SEPTEMBER 2010)

INFORMATION PROVIDED BY: Rogers-O'Brien Construction Company

HS20 LOADING

Texas Department of Transportation
Bridge Division

SINGLE BOX CULVERTS PRECAST
4'-0" SPAN

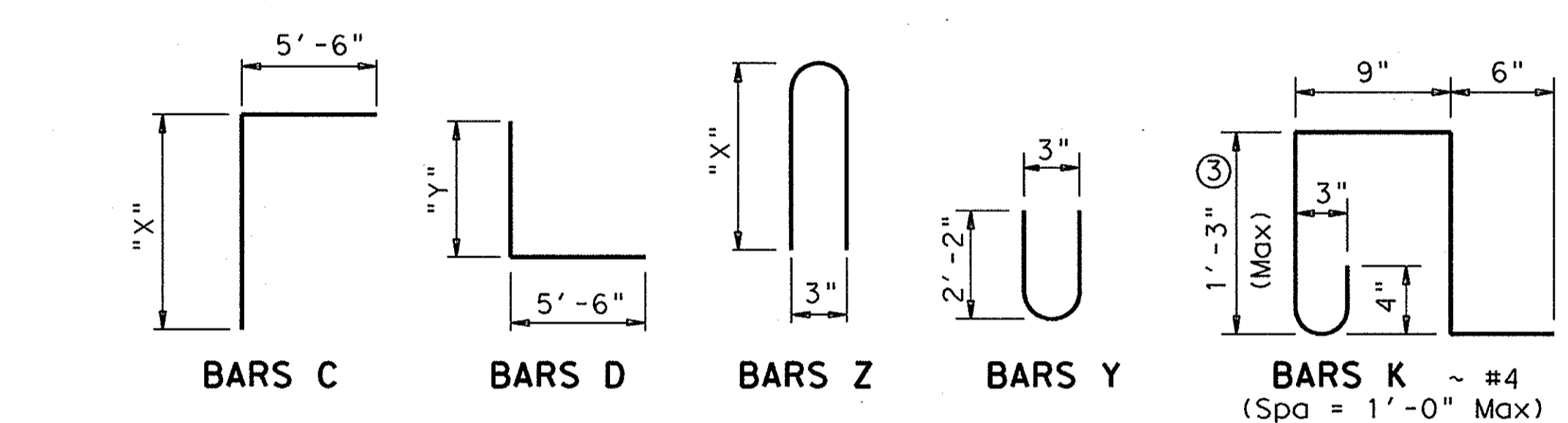
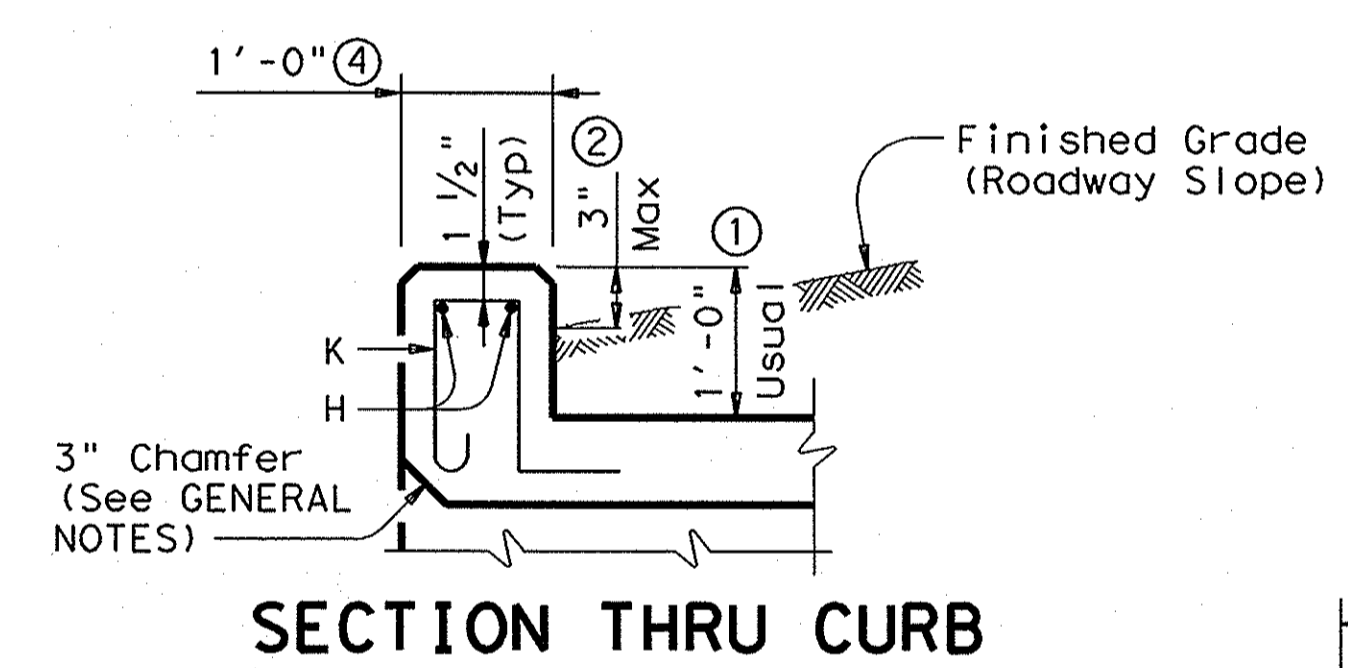
SCP-4

FILE: scp04ste.dgn	DN: GAF	CK: LMW	DW: BWH/TxDOT	CK: GAF
© TxDOT May 2005	DISTRICT	FEDERAL AID PROJECT		SHEET
REVISIONS				
06-06 - Revised reinforcing.	COUNTY	CONTROL	SECT	JOB
08-07 - General notes.				HIGHWAY

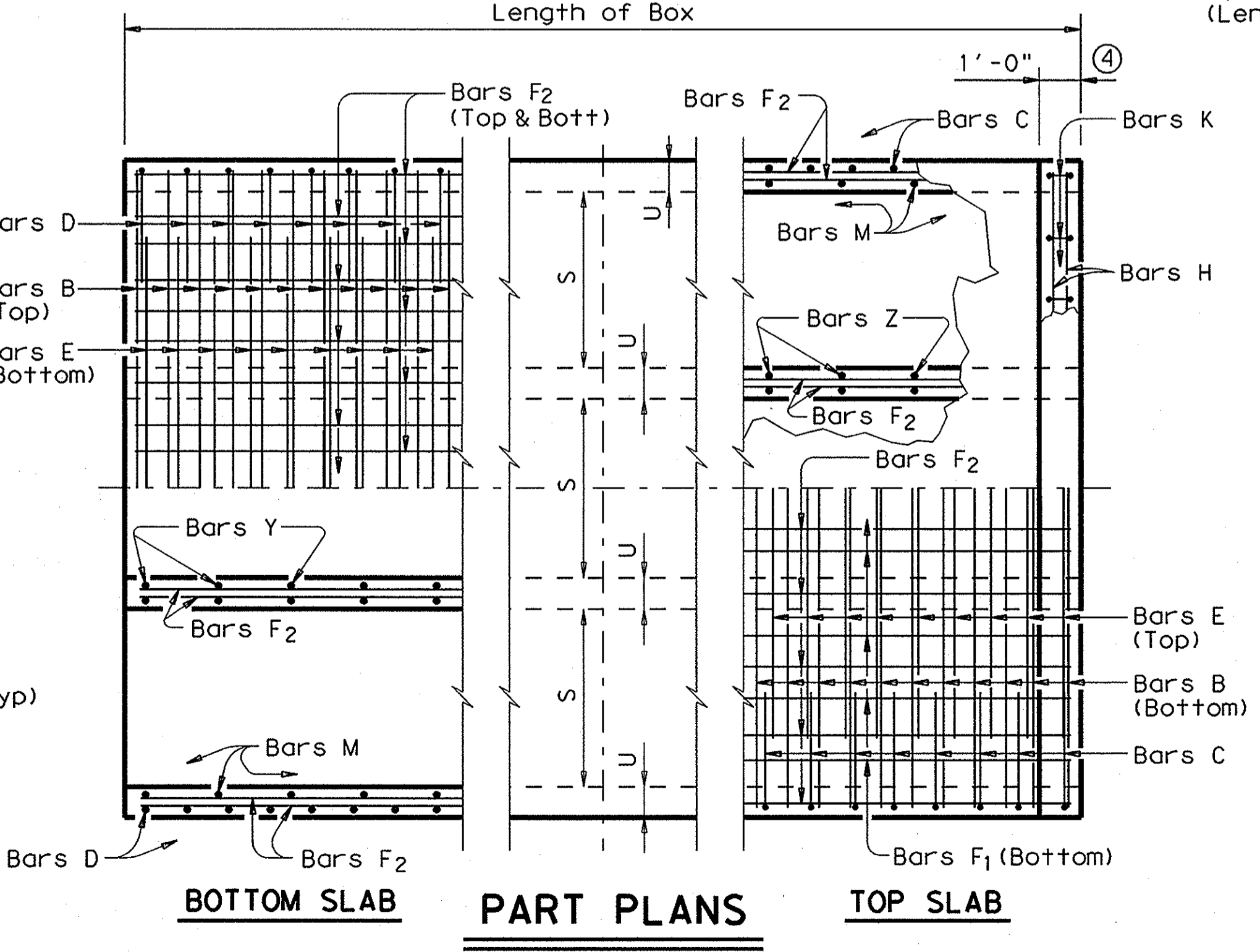
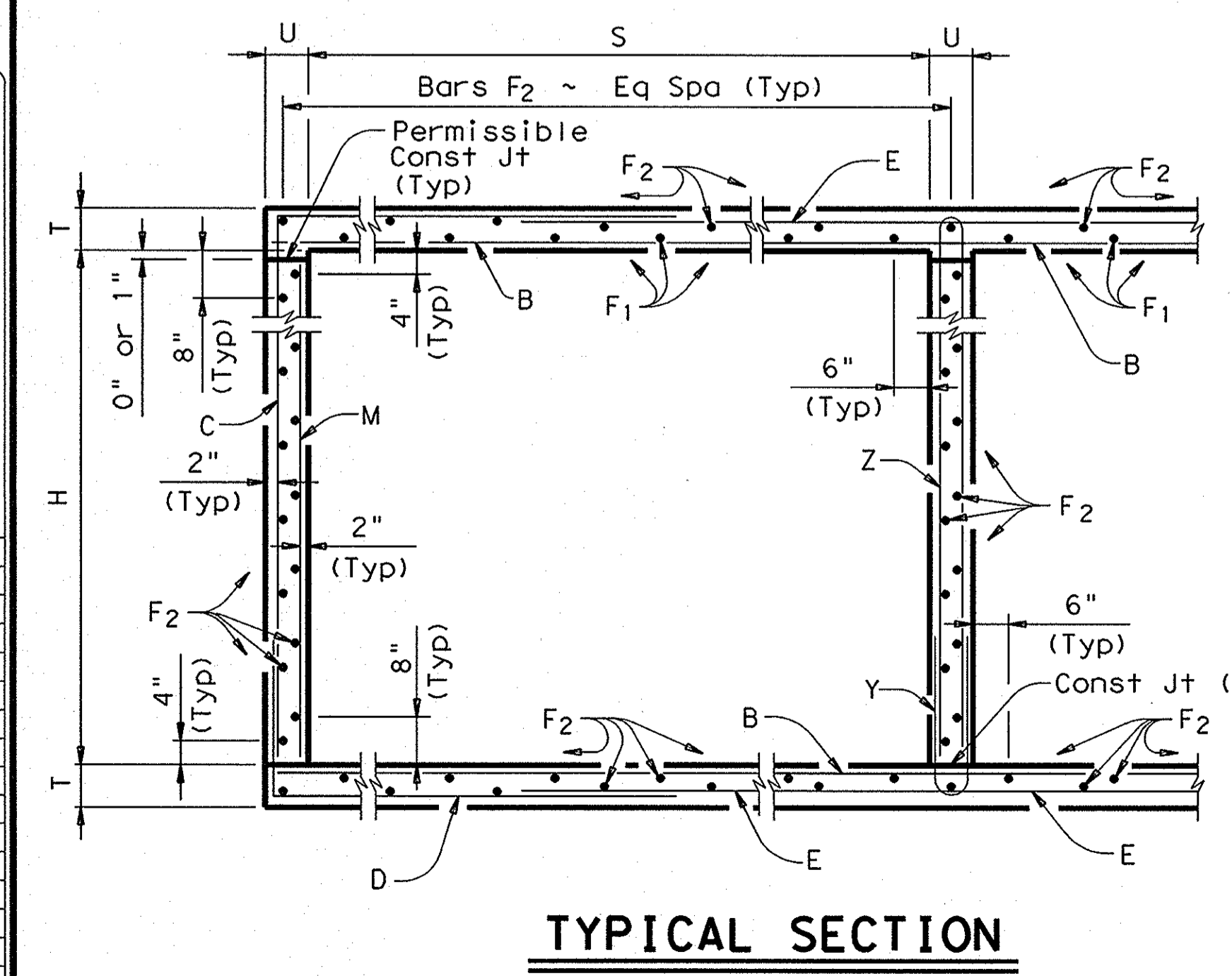
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

BILLS OF REINFORCING STEEL (For Box Length = 40 feet). Table with columns for SECTION DIMENSIONS, NUMBER OF SPANS, Bars B, Bars C & D, Bars E, Bars F1 ~ #4, Bars F2 ~ #4 at 1'-6" Max, Bars M ~ #4 at 1'-6" Max, Bars Y & Z ~ #4 at 1'-0" Max, Bars H 4 ~ #4, Bars K, Per foot of Barrel, Curb, and Total. Includes sub-columns for No., Size, Spa, Length, Wt., and various bar types.

Bar Dimensions table with columns for H, X, and Y dimensions for various span lengths (3'-0", 4'-0", 5'-0", 6'-0").



GENERAL NOTES: Designed according to current AASHTO Standard and Interim Specifications. All reinforcing steel shall be Grade 60. All concrete shall be Class "C" with these exceptions: use Class "S" for top slabs of culverts with overlay, with 1-to-2 course surface treatment, or with the top slab as the final riding surface. Class "C" concrete shall have a minimum compressive strength of 3,600 psi. Class "S" concrete shall have a minimum compressive strength of 4,000 psi. The use of permanent forms is not allowed. The bottom edge of the top slab shall be chamfered 3" at the entrance. Reinforcing bars shall be adjusted to provide a minimum of 1 1/4" clear cover. Construction joints shown at the flow line may be raised a maximum of 6" at the Contractor's option. If this option is used, Bars M may be cut off or raised, Bars C and D may be reversed, and Bars Y and Z may be reversed. See standard MC-MD for skewed ends, angle sections and lengthening details.



- 1 0" min to 5'-0" max. Estimated curb heights are shown elsewhere in the plans. For structures without railing and curbs taller than 1'-0", refer to ECD standard. For structures with T6 bridge rail, refer to T6-CM standard. For structures with bridge rail, other than T6, refer to RAC standard.
2 For vehicle safety, the following requirements must be met:
- For structures without bridge rail, curbs shall project no more than 3" above finished grade.
- For structures with bridge rail, curbs shall be flush with finished grade.
Curb heights shall be reduced, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.
3 For curbs less than 1'-0" high, tilt bars K or reduce bar height as necessary to maintain cover. For curbs less than 3" high, bars K may be omitted.
4 1'-0" typical, 2'-0" when RAC standard is referred to elsewhere in the plans.

RECORD DRAWINGS (SEPTEMBER 2010)

INFORMATION PROVIDED BY: Rogers-O'Brien Construction Company

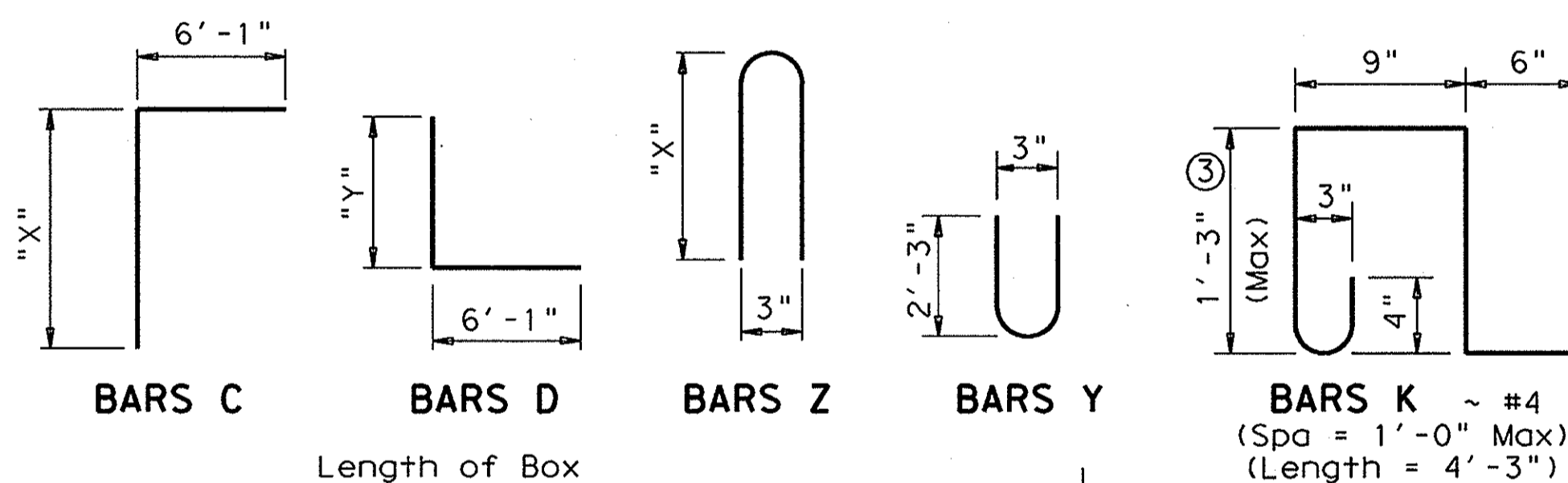
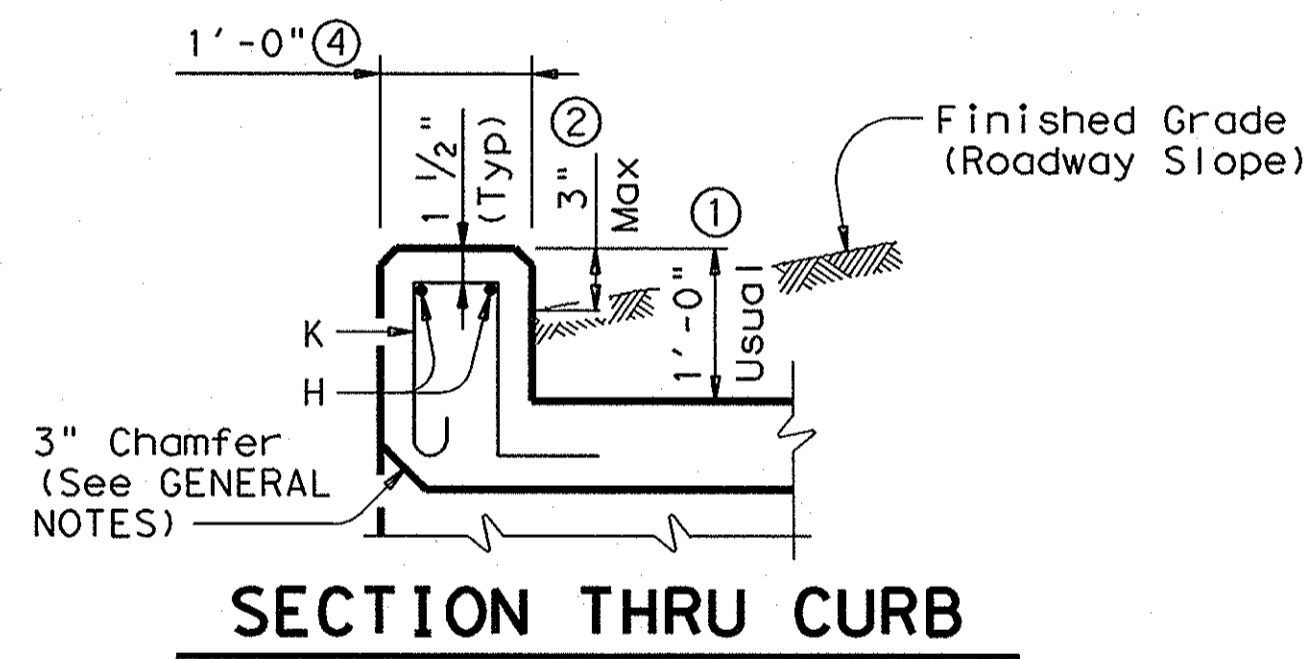
HS20 LOADING

Texas Department of Transportation Bridge Division logo and title: MULTIPLE BOX CULVERTS CAST-IN-PLACE 6'-0" SPAN 0' TO 16' FILL MC-6-16. Includes a table for FILE, DISTRICT, COUNTY, CONTROL, SECT, JOB, HIGHWAY, SHEET.

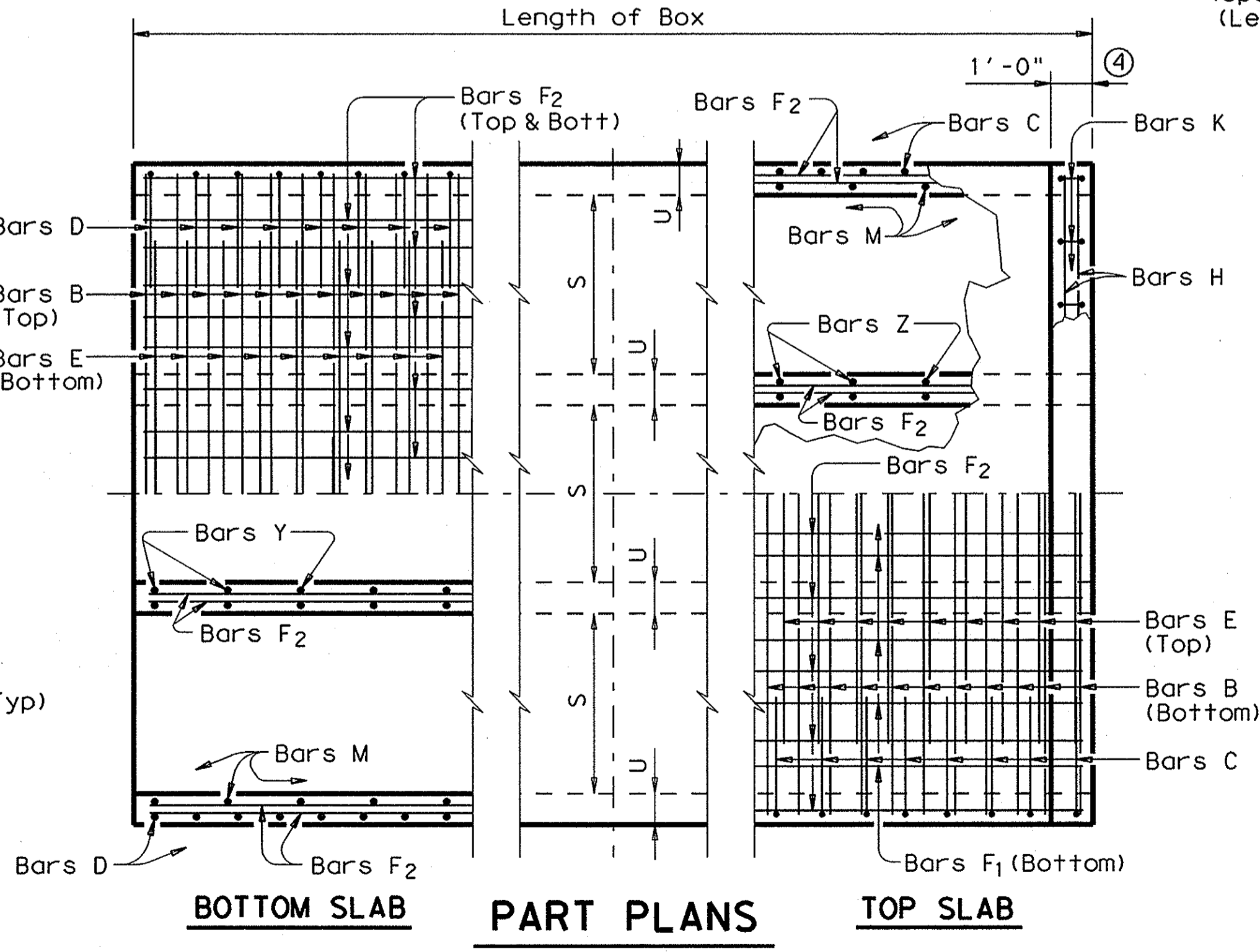
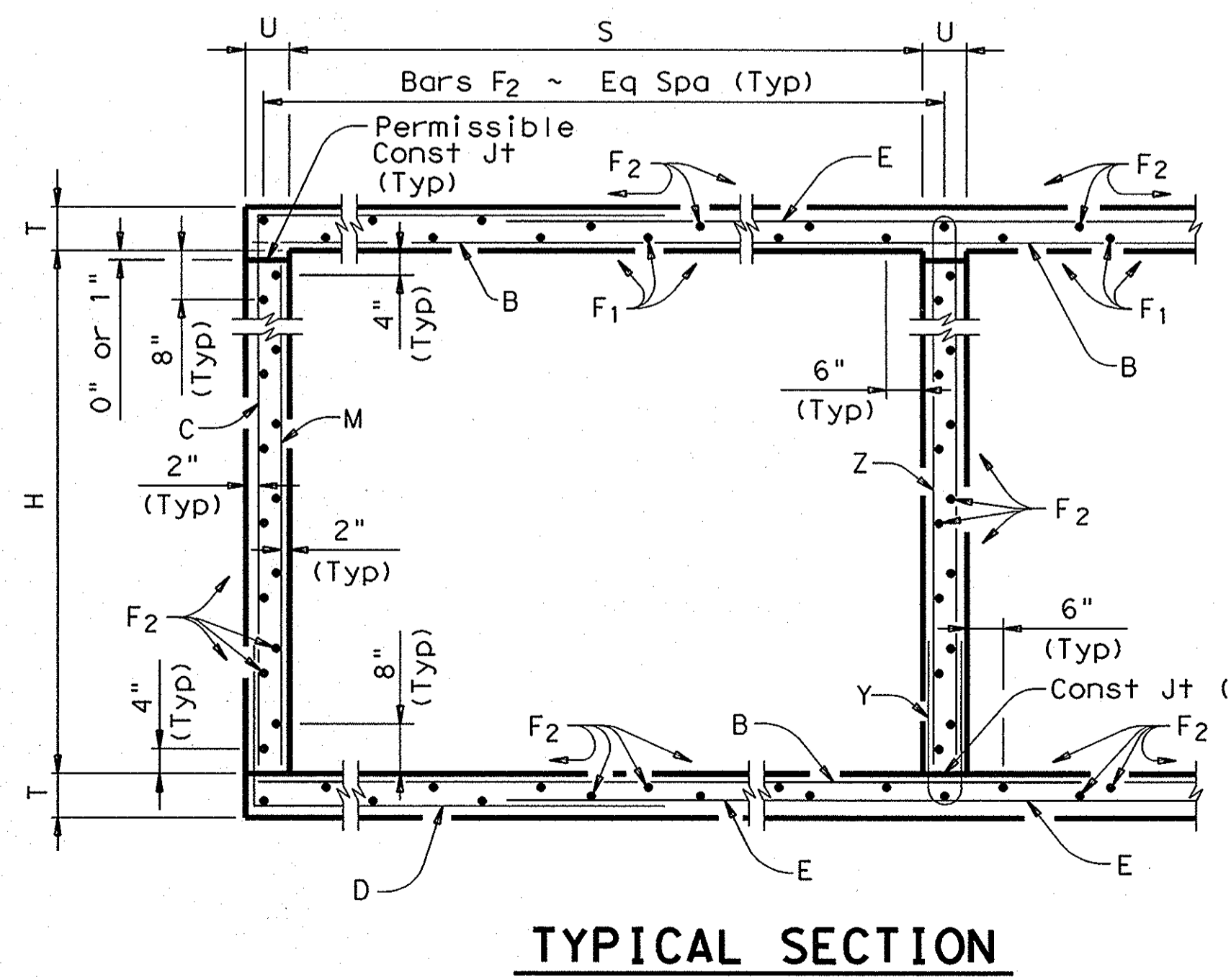
NUMBER OF SPANS		SECTION DIMENSIONS		BILLS OF REINFORCING STEEL (For Box Length = 40 feet)																								QUANTITIES																		
				Bars B				Bars C & D				Bars E				Bars F1 ~#4		Bars F2 ~#4 at 1'-6" Max		Bars M~#4 at 1'-6" Max		Bars Y & Z~#4 at 10" Max				Bars H 4~#4		Bars K		Per foot of Barrel		Curb		Total												
				S	H	T	U	No.	Size	Spa	Length	Wt	No.	Size	Spa	Bar C Length	Wt	Bar D Length	Wt	No.	Size	Spa	Length	Wt	No.	Spa	Length	Wt	No.	Length	Wt	No.	Length	Wt	No.	Bar Y Length	Bar Y Wt	Bar Z Length	Bar Z Wt	Length	Weight	No.	Weight	Conc (CY)	Reinf (Lb)	Conc (CY)
2	8'-0"	4'-0"	8"	7"	162	#5	6"	17'-6"	2,957	194	#4	5"	10'-7"	1,372	8'-4"	1,080	194	#6	5"	8'-10"	2,574	22	9"	39'-9"	584	56	39'-9"	1,487	56	4'-0"	150	49	4'-8"	153	9'-2"	300	17'-6"	47	38	108	1.136	266.4	1.3	155	46.7	10,812

DISCLAIMER: The use of this standard is governed by the Texas Engineering Practice Act. No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

H	Bar Dimensions	
	"x"	"y"
4'-0"	4'-6"	2'-3"
5'-0"	5'-6"	2'-3"
6'-0"	6'-6"	2'-3"
7'-0"	7'-6"	2'-3"
8'-0"	8'-6"	2'-8"



GENERAL NOTES:
 Designed according to current AASHTO Standard and Interim Specifications. Designed to the maximum fill height shown. All reinforcing steel shall be Grade 60. All concrete shall be Class "C" with these exceptions: use Class "S" for top slabs of culverts with overlay, with 1-to-2 course surface treatment, or with the top slab as the final riding surface. Class "C" concrete shall have a minimum compressive strength of 3,600 psi. Class "S" concrete shall have a minimum compressive strength of 4,000 psi. The use of permanent forms is not allowed. The bottom edge of the top slab shall be chamfered 3" at the entrance. Reinforcing bars shall be adjusted to provide a minimum of 1 1/4" clear cover. Construction joints shown at the flow line may be raised a maximum of 6" at the Contractor's option. If this option is used, Bars M may be cut off or raised, Bars C and D may be reversed, and Bars Y and Z may be reversed. See standard MC-MD for skewed ends, angle sections and lengthening details.



- ① 0" min to 5'-0" max. Estimated curb heights are shown elsewhere in the plans. For structures without railing and curbs taller than 1'-0", refer to ECD standard. For structures with T6 bridge rail, refer to T6-CM standard. For structures with bridge rail, other than T6, refer to RAC standard.
- ② For vehicle safety, the following requirements must be met:
 - For structures without bridge rail, curbs shall project no more than 3" above finished grade.
 - For structures with bridge rail, curbs shall be flush with finished grade. Curb heights shall be reduced, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.
- ③ For curbs less than 1'-0" high, tilt bars K or reduce bar height as necessary to maintain cover. For curbs less than 3" high, bars K may be omitted.
- ④ 1'-0" typical, 2'-0" when RAC standard is referred to elsewhere in the plans.

RECORD DRAWINGS (SEPTEMBER 2010)
 INFORMATION PROVIDED BY: Rogers-O'Brien Construction Company

HS20 LOADING

Texas Department of Transportation
 Bridge Division

**MULTIPLE BOX CULVERTS
 CAST-IN-PLACE
 8'-0" SPAN
 0' TO 13' FILL**

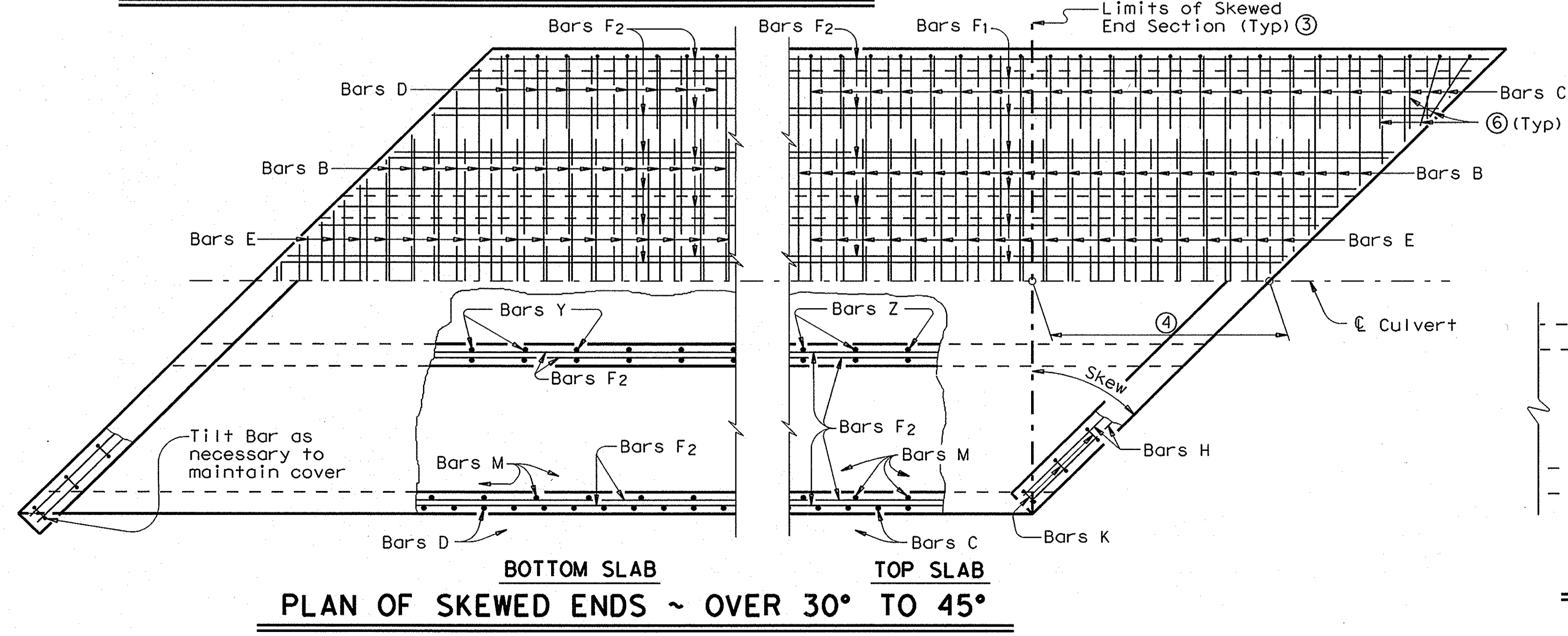
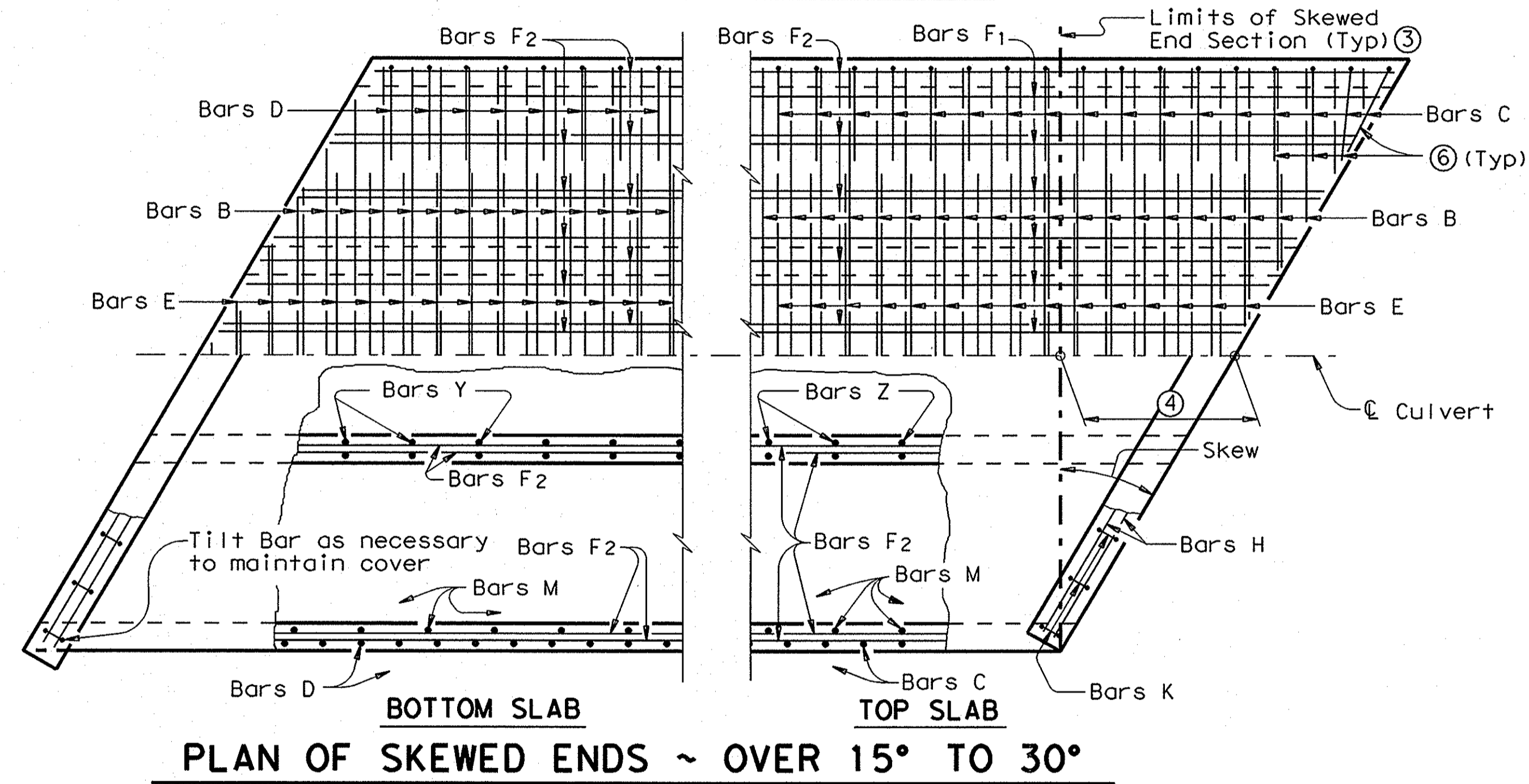
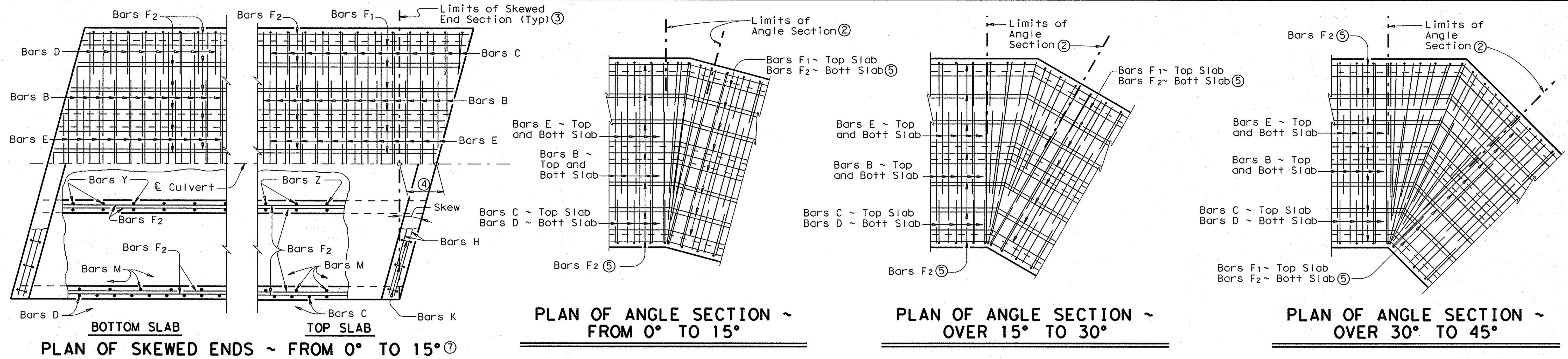
MC-8-13

FILE: mc813ste.dgn	DW: GAF	CK: LMW	DW: BWH/TxDOT	CK: GAF
©TxDOT May 2005		DISTRICT		FEDERAL AID PROJECT
REVISIONS		COUNTY	CONTROL SECT	JOB HIGHWAY

ACC:
 LEVELS DISPLAYED

DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

COMMENTS:
ACTIVE FILE LEVELS DISPLAYED

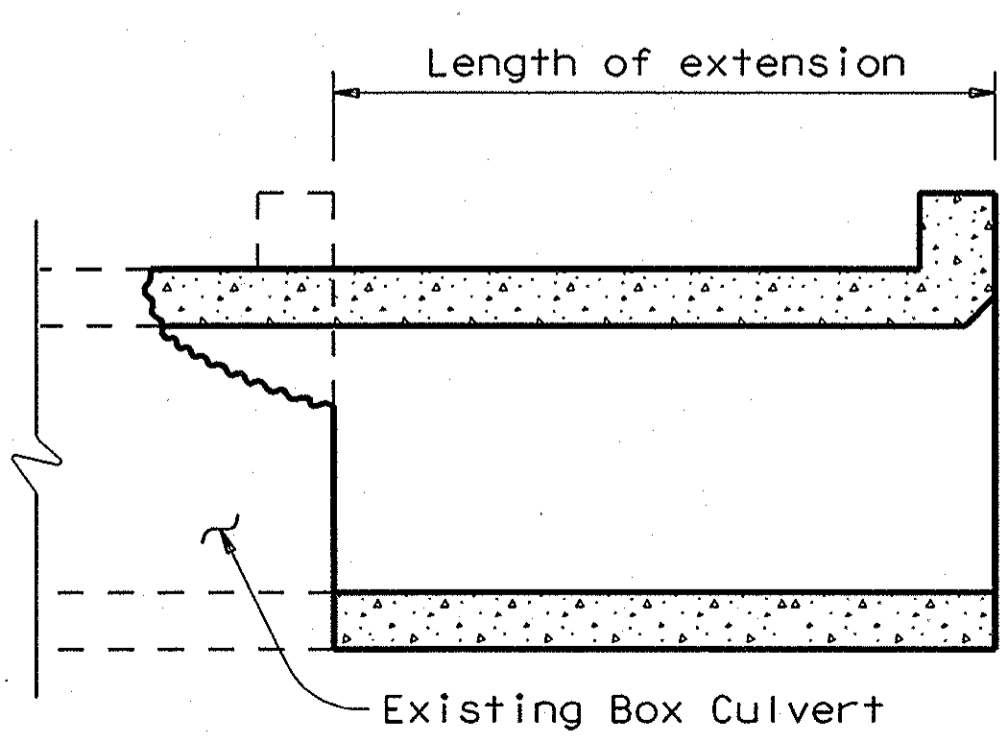


GENERAL NOTES:

Designed according to current AASHTO Standard and Interim Specifications.
 All reinforcing steel shall be Grade 60.
 All concrete shall be Class "C" with these exceptions:
 use Class "S" for top slabs of culverts with overlay, with 1-to-2 course surface treatment, or with the top slab as the final riding surface.
 Class "C" concrete shall have a minimum compressive strength of 3,600 psi. Class "S" concrete shall have a minimum compressive strength of 4,000 psi.
 Refer to Multiple Box Culverts Cast-in-Place standard for details of straight sections of culvert. For skewed sections and angle sections refer to Multiple Box Culverts Cast-in-Place standard for slab and wall dimensions, bar sizes, maximum bar spacing, and any other details not shown. For Skewed ends with curbs, adjust length of Bars H, number of Bars K, curb concrete volume and reinforcing steel weight by dividing the values shown on the culvert standards by the cosine of the skew angle.
 The use of permanent forms is not allowed.
 Laps for Bars H, when required, shall be 1'-9" for uncoated bars and 2'-7" for epoxy coated.

- ① For box culverts with less than 2'-0" of fill, the top slab shall be broken back to provide a minimum 1'-10" lap of the existing longitudinal bars with the longitudinal bars in the extension. If the depth of fill is 2'-0" or greater, the top slab shall be broken back to provide a 1'-0" minimum embedment of existing longitudinal reinforcing into the extension. Alternatively, if the fill height is greater than 2'-0", the existing curb may be left in place and 2'-0" long #6 bars shall be drilled and grouted 1'-0" into the existing top slab at 1'-6" center to center spacing. Wings and apron shall be broken back as necessary to install the extension. Exposed wingwall and apron reinforcing may be removed or cleaned and included in the extension. When lengthening existing box culverts with dimensions different than current standard dimensions, horizontal and vertical transitions shall be formed as directed by the Engineer. Bottom slabs shall match to maintain an uninterrupted flow line. Existing and new reinforcing shall be field bent into transition maintaining specified cover requirements. For top slabs of culverts with overlay, with 1-to-2 course surface treatment, or with the top slab as the final riding surface, the "H" dimension may be adjusted to provide a smooth riding surface.
- ② When the spacing between Bars B or Bars E becomes less than half of the normal spacing, bars shall be cut to avoid fouling
- ③ The length of Bars B and E will vary in the skewed end sections
- ④ $[One\ half\ of\ overall\ width] \times [Tan\ of\ the\ skew\ angle]$
- ⑤ Bars F1 and F2 shall be continuous through the angle section. They shall be bent to remain parallel to the walls of the Box Culvert.
- ⑥ When necessary to avoid fouling in acute corners, the slab extension leg of Bars C and Bars D may be shortened to a minimum of 1'-6" for skews of 30° and 45°.
- ⑦ For skews of 15° or less, the contractor has the option of placing Bars B, C, D and E parallel to the skewed end while maintaining spacing along centerline box. Lengths of Bars B and E shown on the standards shall be increased to accommodate the skew.

RECORD DRAWINGS (SEPTEMBER 2010)
 INFORMATION PROVIDED BY:
 Rogers-O'Brien Construction Company



HS20 LOADING

Texas Department of Transportation
 Bridge Division

**MULTIPLE BOX CULVERTS
 CAST-IN-PLACE
 MISCELLANEOUS DETAILS**

MC-MD

FILE: mc-mdste.dgn	DN: GAF	CK: LMW	DW: BWH/TxDOT	CK: GAF
© TxDOT May 2005		DISTRICT		SHEET
REVISIONS				
COUNTY	CONTROL	SECT	JOB	HIGHWAY