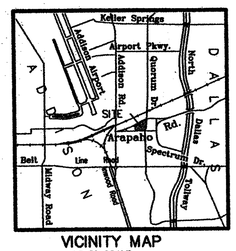
NOTES:

1. ALL CONSTRUCTION TO BE DONE IN STRICT ACCORDANCE TO THESE PLANS AND ALL APPLICABLE MUNICIPAL CODES AND STANDARDS.
2. ALL DIMENSIONS SHOWN ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.
3. SEE ARCHITECTURAL PLANS FOR ALL BUILDING DIMENSIONS AND DETAILS.
4. SEE SHEET C-2 FOR ALL PAVING AND GRADING PLANS.
5. SEE SHEET C-3 FOR STORM DRAIN AND DETENTION BASIN PLANS.
6. SEE SHEET C-4 FOR STORM DRAIN PROFILES.
7. SEE SHEET C-5 FOR EROSION CONTROL PLANS.
8. SEE SHEET C-6 FOR PAVEMENT JOINT LOCATIONS AND DETAILS.
9. SEE SHEET C-7 FOR LOCATIONS AND DETAILS OF UTILITY SERVICES TO BUILDING.
10. SEE SHEET C-8 FOR DETENTIONS CALCULATIONS AND EROSION CONTROL DETAILS.
11. SEE SHEET C-9 FOR PAVING AND STORM DRAIN DETAILS.

NORTH

0 10' 20' 40'

GRAPHIC SCALE



VICINITY MAP
NOT TO SCALE

ARAPAHO ROAD (VARIABLE WIDTH RIGHT-OF-WAY)

(UNIMPROVED)

D = 11°28'42"
R = 240.00'
L = 48.08'
T = 24.12'
LC = 48.00'
CD = N 72°05'34" E

D = 11°28'42"
R = 260.00'
L = 52.09'
T = 26.13'
LC = 52.00'
CD = N 72°05'34" E

D = 03°29'00"
R = 848.00'
L = 51.55'
T = 26.13'
LC = 51.55'
CD = N 68°05'43" E

D = 04°47'46"
R = 778.00'
L = 65.12'
T = 32.58'
LC = 65.11'
CD = N 63°57'20" E

D = 12°31'42"
R = 299.31'
L = 65.45'
T = 32.85'
LC = 65.32'
CD = S 84°09'09" W

D = 13°35'07"
R = 359.31'
L = 85.20'
T = 42.80'
LC = 85.00'
CD = S 83°26'16" W

D = 18°40'18"
R = 380.00'
L = 123.84'
T = 62.47'
LC = 123.29'
CD = S 09°08'59" W

D = 18°40'18"
R = 190.00'
L = 61.92'
T = 31.24'
LC = 61.64'
CD = S 09°08'59" W

LOT 1
BLOCK A

LOT 2
BLOCK A

PROPOSED FOUR STORY
HOTEL (WINGATE INN)

PROPOSED CONCRETE PAVEMENT

PROPOSED CURB INLET

PROPOSED FIRE HYDRANT (BY OTHERS)

PROPOSED FIRE HYDRANT

24' FIRELANE WITH 26' INSIDE RADIUS

ACCESSIBLE RAMP

WALK FLUSH WITH PAVEMENT

NO CURB WALK FLUSH WITH PAVEMENT

PORTE COCHERE

COND. WALK

LANDSCAPED AREA

PROPOSED DUMPSTER ENCLOSURE (SEE ARCH. PLANS FOR DETAILS)

PROPOSED TRANSFORMER

SWIMMING POOL

PROPOSED FIRE HYDRANT

PROPOSED CONCRETE PAVEMENT

UTILITY ESM'T

PROPOSED WATER METERS AND VAULTS

PROPOSED 5' CURB OPENING

PROPOSED HEADWALL

CURB INLET

MONITORING WELL

SIGNAL BOX

EXIST. FIRE HYDRANT

WATER VALVE

WATER METERS
EAST 29.53'
WEST 25.44'

10' UTILITY ESM'T

LANDSCAPED AREA

S 00°11'10" E
86.14'

S 00°11'10" E
26.09'

S 45°42'07" W
24.00'

N 89°46'10" W
267.99'

N 12°39'19" W
172.69'

N 00°16'34" E
127.20'

S 76°05'32" W
82.00'
43.41'

N 89°34'60" W
45.33'

214.80'

223.83' (SEE ARCHITECTURAL PLANS)

101.92' (SEE ARCHITECTURAL PLANS)

45' BACK-TO-BACK CONCRETE PAVEMENT

(60' RIGHT-OF-WAY)

QUORUM DRIVE

(80' RIGHT-OF-WAY)

CONCRETE PAVEMENT

ARAPAHO ROAD

OVERHEAD POWER LINES

CONCRETE WALK

GAS METER

STORM SEWER MANHOLE

GAS LINE MARKER

SANITARY SEWER MANHOLE

TELEPHONE MANHOLE

TRAFFIC SIGNAL

SIGN ANCHOR

JDJR ENGINEERS & CONSULTANTS, INC.
ENGINEERS • LAND PLANNERS • CAD DESIGNS
2505 Texas Drive, Suite 109 Irving, Texas 75062
Tel: 972-252-JDJR (5357) Fax: 972-275-6803

STATE OF TEXAS
JAMES DEWEY, JR.
87480
REGISTERED PROFESSIONAL ENGINEER

PROJECT: WINGATE INN
ARAPAHO ROAD AT QUORUM DRIVE
LOT 2 BLOCK "A"
WINGATE INN OF ADDISON ADDITION
ADDISON, TEXAS

REVISIONS:	
DATE	REVISION
6/22/98	CITY COMMENTS
7/06/98	CITY COMMENTS
7/20/99	REVISE LINE 'A'
8/3/99	UPDATE SET

SHEET TITLE
SITE DIMENSIONAL CONTROL PLAN

DATE: 5-22-98
SCALE: 1" = 20'
DRAWN BY: J.N.M.
CHECKED BY: JDJR
SHEET NO.
C1 OF 9
JDJR FILE NO. 98-022

B18-11

LEGEND

- 624 — EXISTING CONTOUR LINE
- + 480.25 — EXISTING SPOT ELEVATION
- PROPOSED SPOT ELEVATION AT GUTTER (TOP OF CURB IS 6" OR 0.5' HIGHER UNLESS SHOWN OTHERWISE)
- 525 — PROPOSED CONTOUR LINE
- INVERT OR FLOWLINE
- DRAINAGE DIVIDE LINE
- INDICATES 6" CONCRETE PAVEMENT

GRAPHIC SCALE: 0 10' 20' 40'

NORTH

NOTES:

1. SEE SHEET C-1 FOR ALL HORIZONTAL CONTROL DIMENSIONS.
2. ALL CONSTRUCTION SHALL BE DONE IN STRICT CONFORMANCE TO THESE PLANS AND ALL APPLICABLE MUNICIPAL CODES AND STANDARDS.
3. ALL SPOT ELEVATIONS ADJACENT TO CURBS ARE GUTTER ELEVATIONS UNLESS OTHERWISE SHOWN.
4. ALL WALKWAYS TO HAVE A MINIMUM OF 1/4" PER FOOT CROSSFALL SLOPE AWAY FROM THE BUILDING.
5. ALL SITE PAVING TO BE DONE IN ACCORDANCE TO THE RECOMMENDATIONS AS OUTLINED IN THE SOILS REPORT FOR THIS SITE.
6. ALL SITE GRADING AND SUBGRADE PREPARATION SHALL BE DONE IN ACCORDANCE TO THE RECOMMENDATIONS AS OUTLINED IN THE SOILS REPORT FOR THIS SITE.
7. ALL LANDSCAPED AREAS TO BE UNIFORMLY GRADED AS SHOWN.
8. SEE SHEETS C3 AND C4 FOR STORM DRAIN PLAN & PROFILE.
9. SEE SHEET C9 FOR ALL PAVING AND STORM DRAIN DETAILS.

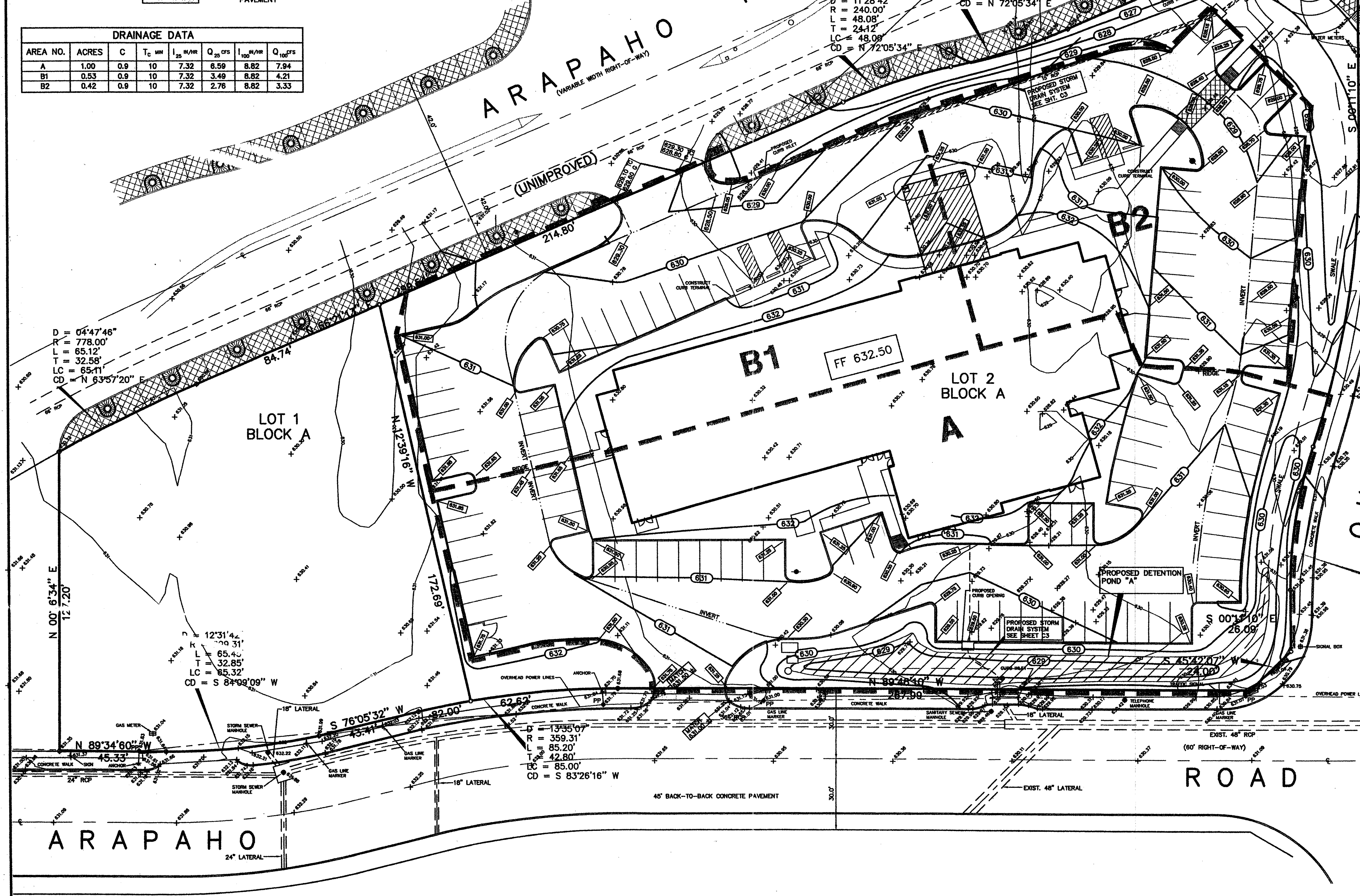
BENCH MARK:

TOWN OF ADDISON BENCHMARK NO. 3
60D NAIL IN POWER POLE LOCATED AT THE SOUTHEAST CORNER OF JULIAN STREET AND BROADWAY STREET

ELEVATION = 632.50

DRAINAGE DATA

AREA NO.	ACRES	C	T_C MIN	I_{25} IN/HR	Q_{25} CFS	I_{100} IN/HR	Q_{100} CFS
A	1.00	0.9	10	7.32	6.59	8.82	7.94
B1	0.53	0.9	10	7.32	3.49	8.82	4.21
B2	0.42	0.9	10	7.32	2.76	8.82	3.33



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2505 Texas Drive Suite 109 Irving, Texas 75062
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STATE OF TEXAS — JAMES DEWEY, JR. — 61480

PROJECT: WINGATE INN

ARAPAHO ROAD AT QUORUM DRIVE
LOT 2 BLOCK "A"
WINGATE INN OF ADDISON ADDITION
ADDISON, TEXAS

REVISIONS:

DATE	REVISION
6/22/98	CITY COMMENTS
7/06/98	CITY COMMENTS
7/20/99	REVISE LINE 'A'
8/3/99	UPDATE SET

SHEET TITLE: GRADING AND PAVING PLAN

DATE: 5-22-98
SCALE: 1" = 20'
DRAWN BY: J.N.M.
CHECKED BY: JDJR
SHEET NO. C2 OF 9
JDJR FILE NO. 98-022

NORTH

0 10' 20' 40'
GRAPHIC SCALE

NOTES:
1. SEE SHEET C-1 FOR ALL HORIZONTAL CONTROL DIMENSIONS.
2. ALL CONSTRUCTION SHALL BE DONE IN STRICT CONFORMANCE TO THESE PLANS AND ALL APPLICABLE MUNICIPAL CODES AND STANDARDS.
3. SEE SHEET C2 FOR GRADING AND PAING PLAN.
4. SEE SHEET C4 FOR STORM DRAIN PROFILES.
5. SEE SHEET C9 FOR ALL PAVING AND STORM DRAIN DETAILS.

BENCH MARK:
TOWN OF ADDISON BENCHMARK NO. 3
60D NAIL IN POWER POLE LOCATED AT THE SOUTHEAST CORNER OF JULIAN STREET AND BROADWAY STREET
ELEVATION = 632.50

ARAPAHO ROAD (VARIABLE WIDTH RIGHT-OF-WAY)

(UNIMPROVED)

D = 04°47'46"
R = 778.00'
L = 65.12'
T = 32.58'
LC = 65.11'
CD = N 63°57'20" E

84.74'

N 66°21'43" E 239.54'

214.80'

LOT 1
BLOCK A

N 12°39'16" W

172.69'

N 00°16'34" E
127.20'

D = 12°31'42"
R = 299.31'
L = 65.45'
T = 32.85'
LC = 65.32'
CD = S 84°09'09" W

N 89°34'60" W
45.33'

S 76°05'32" W
43.41'

82.00'

62.62'

D = 13°55'07"
R = 359.31'
L = 85.20'
T = 42.80'
LC = 85.00'
CD = S 83°26'16" W

D = 11°28'42"
R = 240.00'
L = 48.08'
T = 24.12'
LC = 48.00'
CD = N 72°05'34" E

D = 11°28'42"
R = 260.00'
L = 52.09'
T = 26.13'
LC = 52.00'
CD = N 72°05'34" E

N 66°21'43" E
60.80'

D = 03°29'06"
R = 848.00'
L = 51.55'
T = 26.13'
LC = 51.55'
CD = N 68°05'43" E

PROPOSED 42" RCP BY OTHERS

MONITORING WELL

164.7'

STA. 0+00 LINE "B"
CONNECT 15" RCP TO 42" RCP
FL. 42" RCP = 617.99
FL. 15" RCP = 620.24

INSTALL 15" RCP

40.0'

160.3'

SIGNAL BOX

EXIST. FIRE HYDRANT

WATER METERS

WATER VALVE

STA. 0+56.10 LINE "B"
INSTALL STD. 5' C.I.
TOP = 628.65
FL. = 623.65

LINE 'B' - 15" RCP

INSTALL 15" RCP

STA. 2+56.05 LINE "B"
INSTALL STD. 5' C.I.
TOP = 628.75
FL. = 625.75

S 00°11'10" E
86.14'

D = 18°40'18"
R = 380.00'
L = 123.84'
T = 62.47'
LC = 123.29'
CD = S 09°08'59" W

CONCRETE PAVE

(60' RIGHT-OF-WAY)

CONCRETE PAVEMENT

Q U O R U M D R I V E

LOT 2
BLOCK A

PROPOSED DETENTION POND "A" (SHOWN HATCHED)

CURB OPENING

STA. 0+06
INSTALL STD. PRE-CAST TYPE 'B' CONC. HDWL. FOR 12" PVC.

INSTALL 12" RCP

S 00°11'10" E
26.09'

S 45°42'07" W
24.00'

N 89°46'10" W
267.99'

D = 18°40'18"
R = 190.00'
L = 61.92'
T = 31.24'
LC = 61.64'
CD = S 09°08'59" W

CONCRETE WALK

SIGNAL BOX

TRAFFIC SIGNAL

OVERHEAD POWER LINES

TELEPHONE MANHOLE

GAS LINE MARKER

SANITARY SEWER MANHOLE

CONCRETE WALK

OVERHEAD POWER LINES

ANCHOR

PP

GAS METER

STORM SEWER MANHOLE

18" LATERAL

GAS LINE MARKER

CONCRETE WALK

SIGN ANCHOR

24" RCP

STORM SEWER MANHOLE

18" LATERAL

24" LATERAL

36" RCP

45' BACK-TO-BACK CONCRETE PAVEMENT

30.0'

STA. 0+00 LINE "A"
CONNECT 12" PVC TO EXIST. CURB INLET
FL. INLET = 625.00
FL. 12" IN = 627.00

EXIST. 48" LATERAL

EXIST. 48" RCP

(60' RIGHT-OF-WAY)

R O A D

A R A P A H O

JDJR ENGINEERS & CONSULTANTS, INC.
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2308 Texas Drive Suite 100 Irving, Texas 75062
Tel. 972-252-JDJR (5357) Fax. 972-273-8899

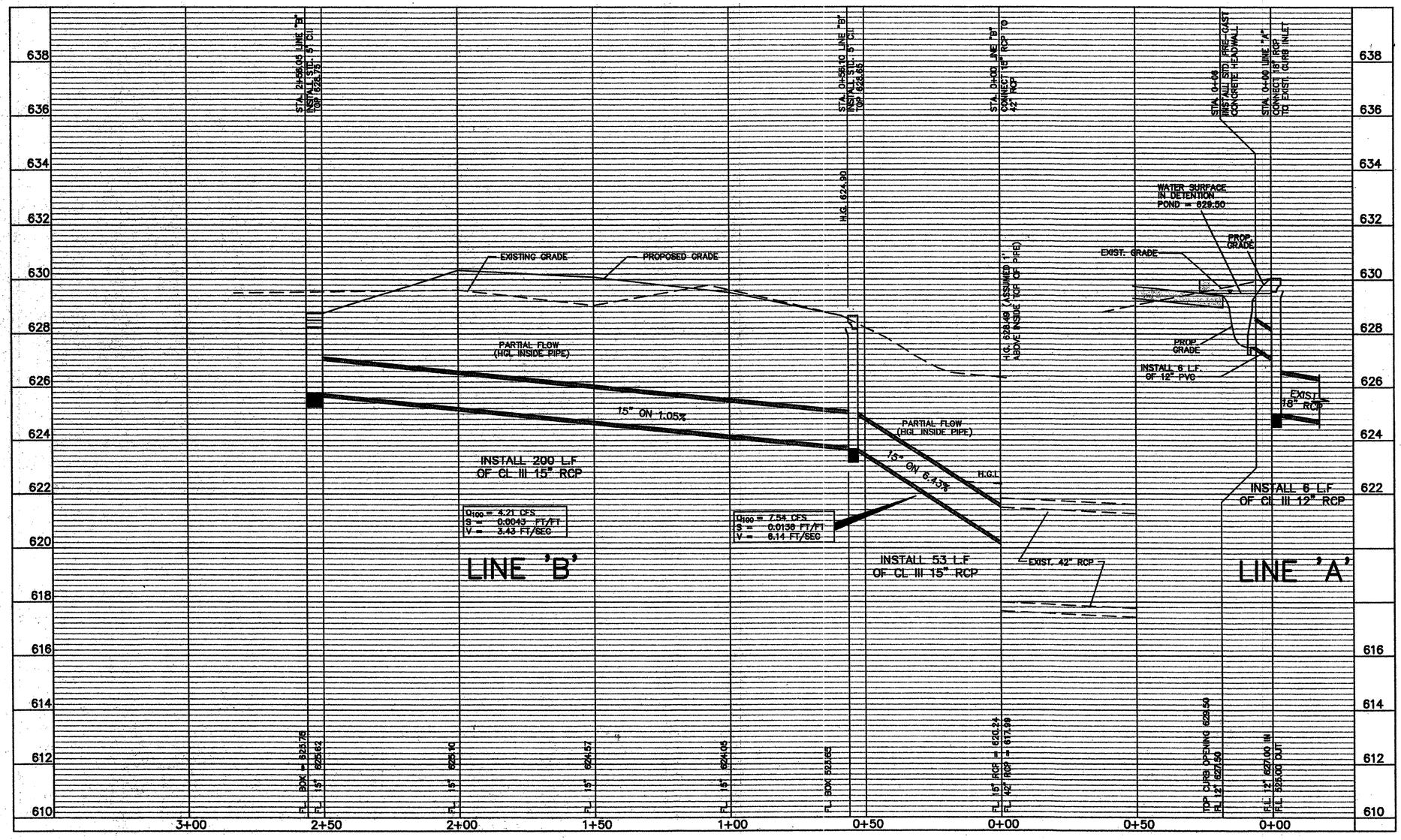
STATE OF TEXAS
JAMES DEWEY, JR.
81480
REGISTERED
PROFESSIONAL ENGINEER

PROJECT: WINGATE INN
ARAPAHO ROAD AT QUORUM DRIVE
LOT 2 BLOCK "A"
WINGATE INN OF ADDISON ADDITION
ADDISON, TEXAS

REVISIONS:	
DATE	REVISION
6/22/98	CITY COMMENTS
7/06/98	CITY COMMENTS
7/20/99	REVISE LINE 'A'
8/3/99	UPDATE SET

SHEET TITLE
STORM DRAIN PLAN

DATE: 5-22-98
SCALE: 1" = 20'
DRAWN BY: J.N.M.
CHECKED BY: JDJR
SHEET NO.
C3 OF 9
JDJR FILE NO. 98-022



NOTES:

1. ALL CONSTRUCTION SHALL BE DONE IN STRICT CONFORMANCE TO THESE PLANS AND ALL APPLICABLE MUNICIPAL CODES AND STANDARDS.
2. SEE SHEET C2 FOR GRADING AND PAING PLAN.
3. SEE SHEET C3 FOR STORM DRAIN PLAN.
4. SEE SHEET C9 FOR ALL PAVING AND STORM DRAIN DETAILS.

BENCH MARK:

TOWN OF ADDISON BENCHMARK NO. 3
60D NAIL IN POWER POLE LOCATED AT THE SOUTHEAST CORNER OF JULIAN STREET AND BROADWAY STREET

ELEVATION = 632.50

JDR
ENGINEERS & CONSULTANTS, INC.
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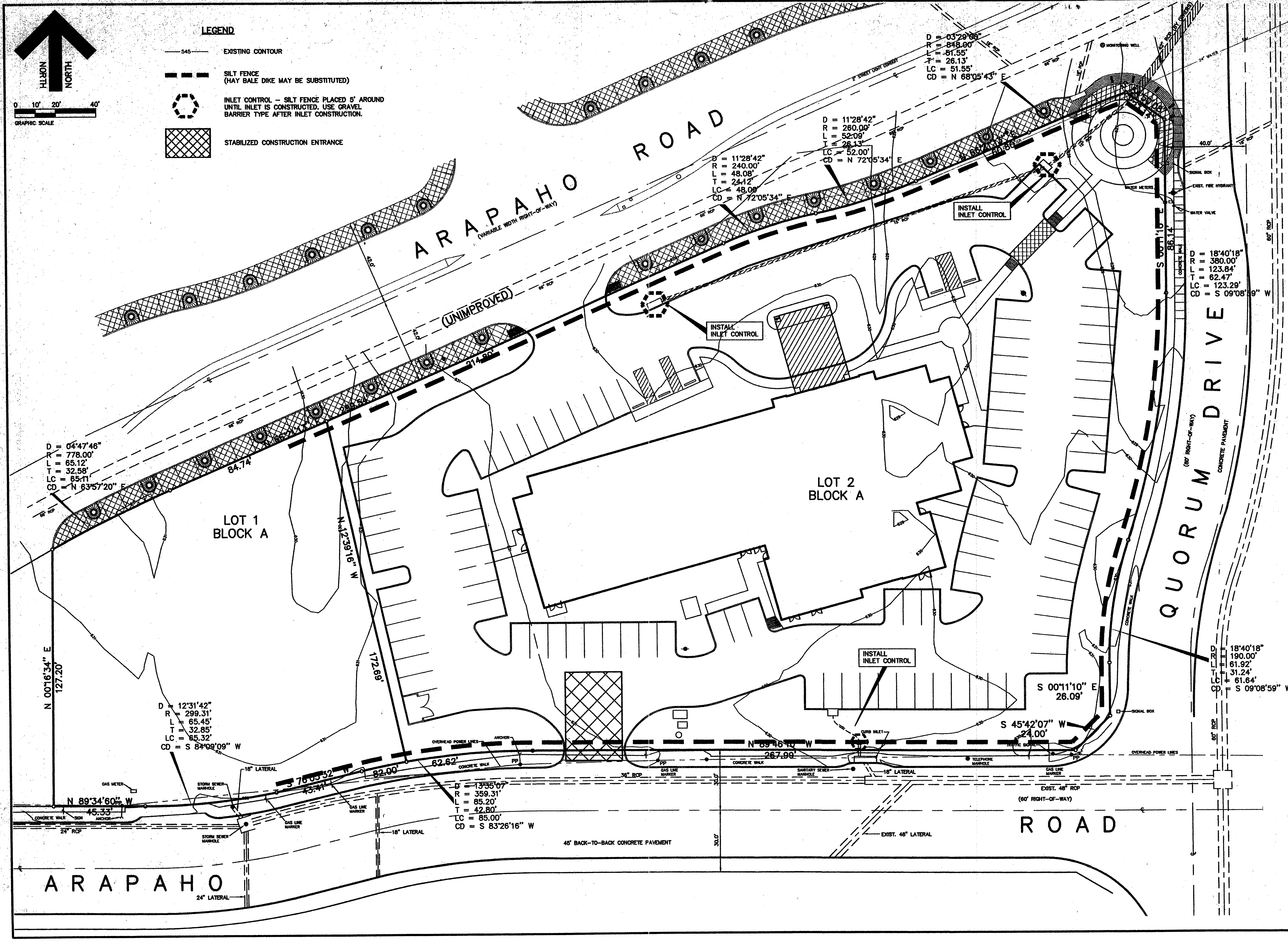
Tel. 972-252-JDJR (5357) Fax. 972-273-8800

PROJECT: WINGATE INN
ARAPAHO ROAD AT QUORUM DRIVE
LOT 2 BLOCK "A"
WINGATE INN OF ADDISON ADDITION
ADDISON, TEXAS

REVISIONS:	
DATE	REVISION

SHEET TITLE
STORM DRAIN PROFILES

DATE: 5-22-98
SCALE: 1" = 20'
DRAWN BY: J.N.M.
CHECKED BY: JDJR
SHEET NO.
C4 OF 9
JDJR FILE NO. 98-022



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STATE OF TEXAS · JAMES DEWEY, JR. · 67480 · PROFESSIONAL ENGINEER

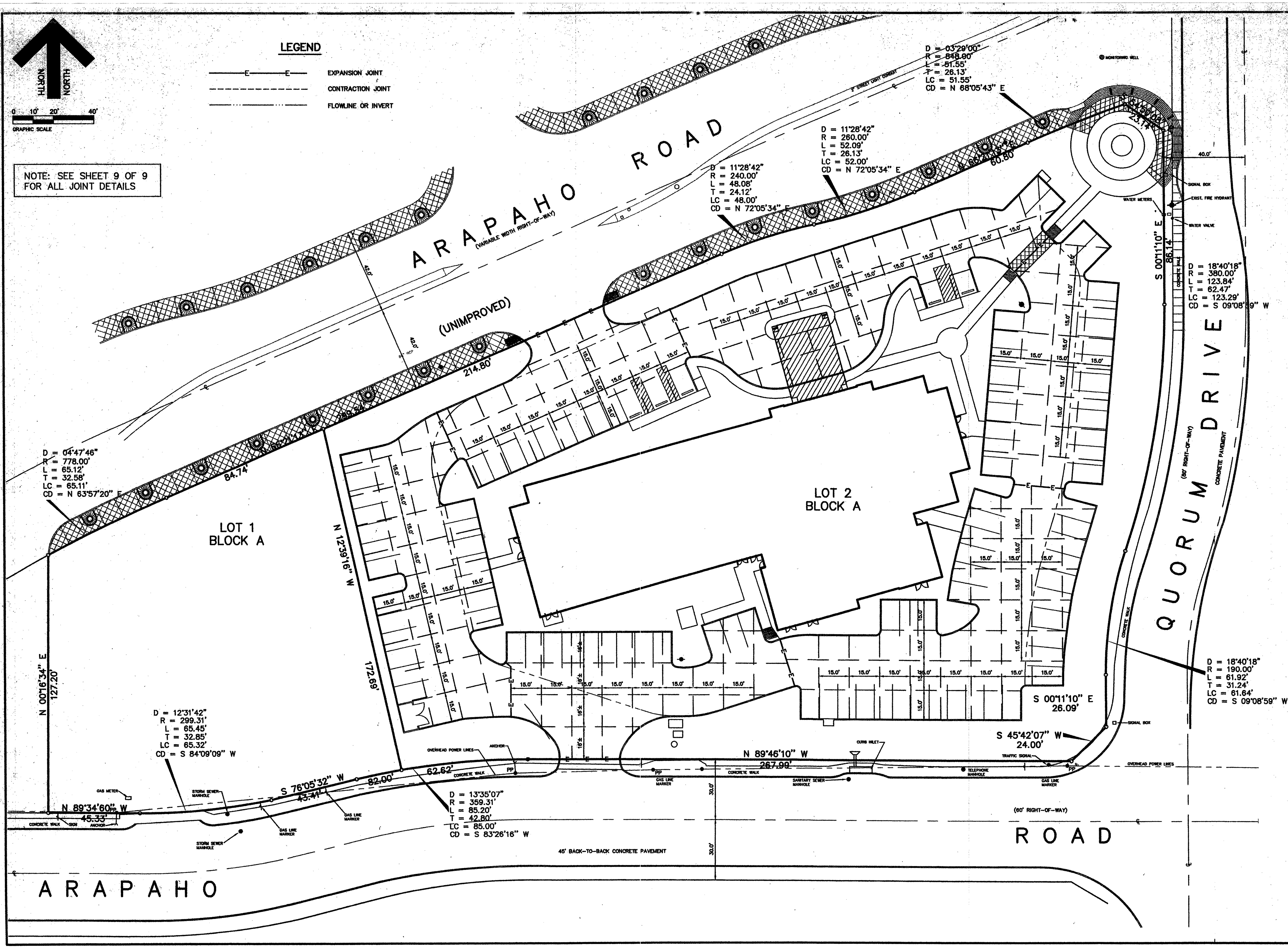
PROJECT: WINGATE INN
ARAPAHO ROAD AT QUORUM DRIVE
LOT 2 BLOCK "A"
WINGATE INN OF ADDISON ADDITION
ADDISON, TEXAS

REVISIONS:

DATE	REVISION
6/22/98	CITY COMMENTS
7/06/98	CITY COMMENTS
7/20/99	REVISE LINE 'A'
8/3/99	UPDATE SET

SHEET TITLE:
EROSION CONTROL PLAN

DATE: 5-22-98
SCALE: 1" = 20'
DRAWN BY: J.N.M.
CHECKED BY: JDJR
SHEET NO. C5 OF 9
JDJR FILE NO. 98-022



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2505 Texas Drive Suite 108 Irving, Texas 75062
Tel. 972-252-DJR (5357) Fax 972-273-8860

STATE OF TEXAS
JAMES DEWEY, JR.
61400
REGISTERED
PROFESSIONAL ENGINEER

PROJECT: WINGATE INN

ARAPAHO ROAD AT QUORUM DRIVE
LOT 2 BLOCK "A"
WINGATE INN OF ADDISON ADDITION
ADDISON, TEXAS

REVISIONS:

DATE	REVISION
6/22/98	CITY COMMENTS
7/06/98	CITY COMMENTS
7/20/99	REVISE LINE 'A'
8/3/99	UPDATE SET

SHEET TITLE:
JOINT PATTERN PLAN

DATE: 5-22-98
SCALE: 1" = 20'
DRAWN BY: J.N.M.
CHECKED BY: JDJR
SHEET NO.
C6 OF 9
JDJR FILE NO. 98-022

NOTES:

1. ALL CONSTRUCTION SHALL BE DONE IN STRICT CONFORMANCE TO THESE PLANS AND ALL APPLICABLE MUNICIPAL CODES AND STANDARDS.
2. THE CONTRACTOR SHALL MAKE APPLICATION FOR SERVICES, OBTAIN ALL PERMITS, AND PAY ALL CHARGES, FEES, AND CONNECTION COSTS REQUIRED FOR EACH UTILITY SERVICE. (THESE COSTS AND FEES SHALL NOT BE INCLUDED IN THE BASE BID).
3. SEE PLUMBING AND ELECTRICAL PLANS FOR EXACT LOCATIONS AND DETAILS OF SERVICES INTO BUILDING.
4. CONTRACTOR TO VERIFY THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
5. PLUMBING CONTRACTOR SHALL MAKE ARRANGEMENTS FOR GAS SERVICE INSTALLATION BY LONE STAR GAS COMPANY.
6. THE 6" FIRE LINE TO THE BUILDING SHALL BE INSTALLED BY A FIRE SPRINKLER CONTRACTOR INSTALLATION SHALL CONFORM TO ALL LOCAL AND STATE CODES.
7. CONTRACTOR MUST COORDINATE ALL CONSTRUCTION WITHIN ARAPAHO ROAD AND QUARUM DRIVE WITH THE TOWN OF ADDISON ENGINEERING DEPARTMENT. CONTRACTOR MUST MEET WITH JOHN BAUMGARTNER (CITY ENGINEER) PRIOR TO COMMENCEMENT OF CONSTRUCTION WITHIN ADDITION ROAD.

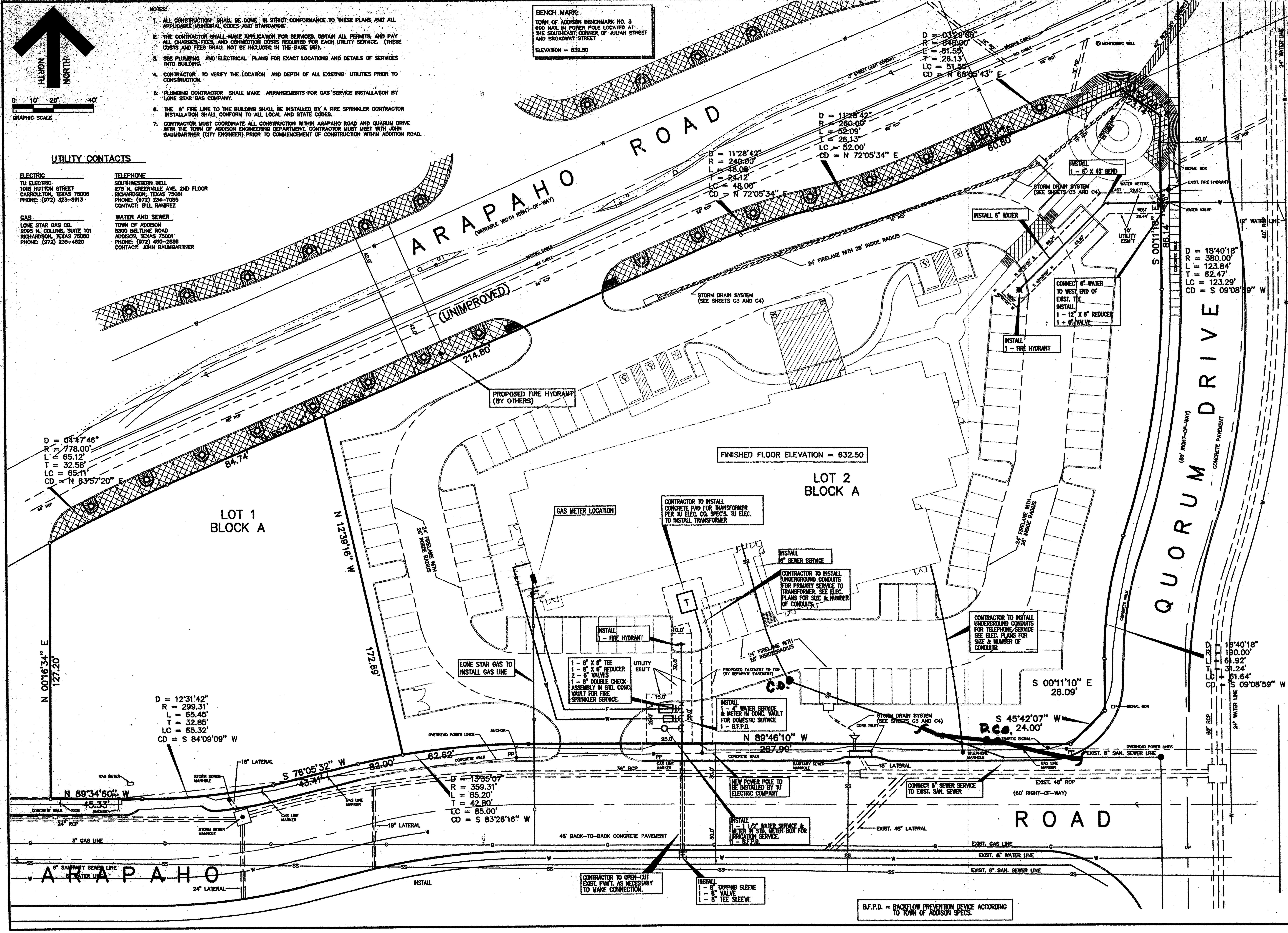
UTILITY CONTACTS

ELECTRIC
TU ELECTRIC
1015 HUTTON STREET
CARROLLTON, TEXAS 75006
PHONE: (972) 323-8913

TELEPHONE
SOUTHWESTERN BELL
275 N. GREENVILLE AVE, 2ND FLOOR
RICHARDSON, TEXAS 75081
PHONE: (972) 234-7085
CONTACT: BILL RAMIREZ

GAS
LONE STAR GAS CO.
2095 N. COLLINS, SUITE 101
RICHARDSON, TEXAS 75080
PHONE: (972) 235-4620

WATER AND SEWER
TOWN OF ADDISON
5300 BELTLINE ROAD
ADDISON, TEXAS 75001
PHONE: (972) 450-2886
CONTACT: JOHN BAUMGARTNER



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2505 Texas Drive Suite 108 Irving, Texas 75062
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STATE OF TEXAS — JAMES DEWEY, JR. — 51480 — REGISTERED PROFESSIONAL ENGINEER

PROJECT: WINGATE INN
ARAPAHO ROAD AT QUORUM DRIVE
LOT 2 BLOCK "A"
WINGATE INN OF ADDISON ADDITION
ADDISON, TEXAS

REVISIONS:

DATE	REVISION
6/22/98	CITY COMMENTS
7/06/98	CITY COMMENTS
7/20/99	REVISE LINE 'A'
8/3/99	UPDATE SET

SHEET TITLE
UTILITY SERVICES PLAN

DATE: 5-22-98
SCALE: 1" = 20'
DRAWN BY: J.N.M.
CHECKED BY: JDJR
SHEET NO.
C7 OF 9
JDJR FILE NO. 98-022

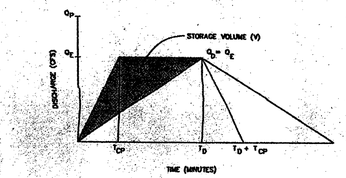
DETENTION CALCULATIONS

DRAINAGE DESIGN METHODOLOGY

DRAINAGE RUN-OFF FROM THIS TRACT WILL BE COLLECTED IN TWO SEPARATE UNDERGROUND STORM DRAINAGE SYSTEMS. ONE OF THE SYSTEMS (LINE 'A') WILL OUTFALL INTO A DETENTION POND DESIGNED AND SIZED TO DETAIN THE DIFFERENCE BETWEEN THE RUNOFF GENERATED FROM A 100 YEAR STORM AND A 25 YEAR STORM. THE OUTFALL FROM THE DETENTION SYSTEM WILL BE INTO THE EXISTING STORM DRAIN SYSTEM WITHIN ARAPAHO ROAD.

THE OTHER STORM DRAIN SYSTEM (LINE 'B') WILL OUTFALL INTO A PROPOSED STORM DRAIN SYSTEM TO BE CONSTRUCTED AS A PART OF THE NEW ARAPAHO ROAD IMPROVEMENTS. NO DETENTION WILL BE PROVIDED ON THIS SYSTEM, SINCE THE PROPOSED STORM DRAIN (WITHIN ARAPAHO ROAD) HAS SUFFICIENT CAPACITY, AND A DETENTION POND WOULD INTERFERE WITH THE TOWN OF ADDISON'S LANDSCAPE PLANS FOR THE INTERSECTION.

DETENTION CALCULATION METHODOLOGY



$$V = \left(\frac{60}{43560}\right)\left[(Q_D[T_D - T_{CP}) + (T_D + T_{CP})/2) - (Q_E[T_{CP} + T_D)/2\right]$$

in acre - feet

Where:

- Q_D = Peak discharge in cfs for developed watershed using storm duration equal to T_{CP}
- Q_E = Peak discharge in cfs for existing watershed, assuming full residential development and corresponding T_C
- Q_D = Peak discharge in cfs for developed watershed based on a storm duration that yields the existing discharge for C_P and A:
- T_{CP} = Time of concentration in minutes for proposed development.
- T_D = Storm duration in minutes corresponding to I_D
- I_D = Rainfall intensity (inches/hour) for a storm duration that produces Q_D and is calculated using the following formula:

$$I = \frac{Q_D}{(C_P\ A)}$$

Where:

- C_P = Rational "C" for developed condition.
- A = Drainage area in acres.

DETENTION BASIN 'A'

REQUIRED DETENTION VOLUME CALCULATIONS

Contributing drainage areas = A
$Q_P = Q_{100}$ =1.00(0.9)8.82 = 7.94 cfs
$Q_E = Q_{25}$ =1.00(0.9)7.32 = 6.59 cfs

Thus $Q_E = Q_D$ = 6.59 cfs

$$I_D = \frac{Q_D}{(C_P\ A)} = 6.59/((0.90)(1.00)) = 7.32 \text{ in/hr}$$

for I_D = 7.32 in/hr T_D = 16.7 minutes

Thus, Detention Volume Required = 1,325 cubic feet

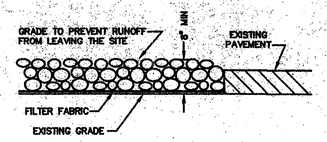
The dtention volume provided in detention pond 'b' with a maximum detention ponding (surface) = 625.50 = 1,700 cubic feet

ORIFICE CALCULATION FOR OUTLET PIPE

$$Q = CA\sqrt{2gh}$$

Where
- Q = Flow through orfice in (cfs)
- C = Coefficent for orifice with tube outlet = 0.80
- A = Area of orifice opening in (ft^2)
- g = acceleration due to gravity = 32.2 ft/sec^2
- h = head or orifice in feet

Solve by trial and error
For detention pond elevation (surface) at maximum ponding = 629.5 and flowline of outlet structure = 627.50
For 12" Diameter Outlet 12" PVC
A = 0.7854 ft^2
Thus Q = $0.8(0.7854)\sqrt{2(32.2)(2-0.5)}$
Q = 6.18 cfs < 6.59 cfs allowed

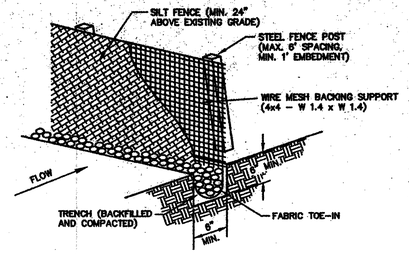


NOTES:

1. STONE SIZE - 3 TO 5 INCHES CRUSHED ROCK.
2. LENGTH - AS EFFECTIVE, BUT NOT LESS THAN 50', UNLESS DEPTH OF LOT IS LESS THA 150' FROM THE EDGE OF PAVEMENT WHERE LENGTH MUST ONLY BE 30'.
3. THICKNESS SHALL NOT BE LESS THAN 8".
4. WIDTH SHALL NOT BE LESS THAN FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS.
5. 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.
6. 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 CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC ROADWAY, MUST BE REMOVED IMMEDIATELY.
7. DRAINAGE - ENTRANCE MUST BE PROPERLY GRADED OR INCORPORATE A DRAINAGE SWALE TO PREVENT RUNOFF FROM LEAVING THE CONSTRUCTION SITE.

STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE

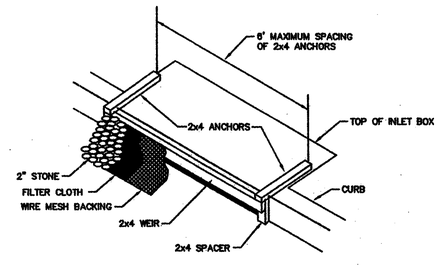


SILT FENCE NOTES:

1. STEEL POSTS WHICH SUPPORT THE SILT FENCE SHALL BE INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE. POST MUST BE EMBEDDED A MINIMUM OF ONE FOOT.
2. THE TOE OF THE SILT FENCE SHALL BE TRENCHED IN WITH A SPADE OR MECHANICAL TRENCHER, SO THAT THE DOWNSLOPE FACE OF THE TRENCH IS FLAT AND PERPENDICULAR TO THE LINE OF FLOW. WHERE FENCE CANNOT BE TRENCHED IN (e.g. PAVEMENT), WEIGHT FABRIC FLAT WITH BANKED GRAVEL ON UPHILL SIDE TO PREVENT FLOW UNDER FENCE.
3. THE TRENCH MUST BE A MIN. OF 6" DEEP AND 6" WIDE TO ALLOW FOR THE SILT FENCE FABRIC TO BE LAID IN THE GROUND AND BACKFILLED WITH COMPACTED MATERIAL.
4. SILT FENCE SHOULD BE SECURELY FASTENED TO EACH STEEL SUPPORT POST OR WOVEN WIRE, WHICH IS IN TURN ATTACHED TO THE STEEL FENCE POST. THERE SHALL BE A 6" OVERLAP, SECURELY FASTENED WHERE ENDS OF FABRIC MEET.
5. INSPECTION SHALL BE MADE WEEKLY OR AFTER EACH RAINFALL. REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
6. SILT FENCE SHALL BE REMOVED WHEN THE SITE IS COMPLETELY STABILIZED SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.
7. ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF 6". THE SILT SHALL BE DISPOSED OF IN AN APPROVED SITE AND IN SUCH A MANNER AS TO NOT CONTRIBUTE TO ADDITIONAL SILTATION.

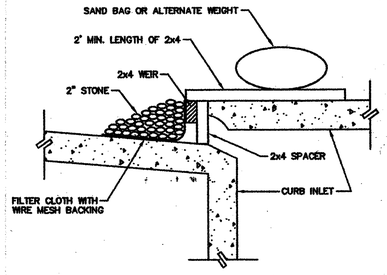
SILT FENCE DETAIL

NOT TO SCALE



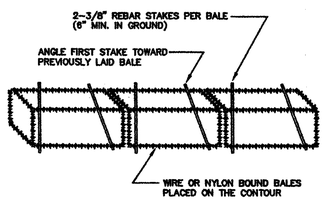
NOTES:

1. WOODEN FRAME IS TO BE CONSTRUCTED OF 2x4 CONSTRUCTION GRADE LUMBER.
2. WIRE MESH BACKING MUST BE OF SUFFICIENT STRENGTH TO SUPPORT FILTER FABRIC, AND STONE FOR CURB INLETS, WITH WATER FULLY IMPOUNDED AGAINST IT.
3. FILTER CLOTH MUST BE OF A TYPE APPROVED FOR THIS PURPOSE; RESISTANT TO SUNLIGHT WITH SIEVE SIZE, EOS, 40-85, TO ALLOW SUFFICIENT PASSAGE OF WATER AND REMOVAL OF SEDIMENT.
4. STONE IS TO 2" IN SIZE AND CLEAN, SINCE FINER WOULD CLOG THE CLOTH.
5. THE ASSEMBLY SHALL BE PLACED, SO THAT THE ENDS OF THE SPACERS ARE A MINIMUM OF 1" BEYOND ENDS OF THE THROAT OPENING.

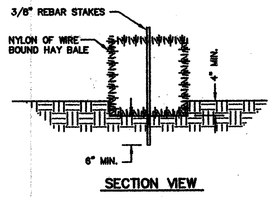


6. FORM THE WIRE MESH AND FILTER CLOTH TO THE CONCRETE GUTTER AND AGAINST THE FACE OF CURB ON BOTH SIDES OF THE INLET. PLACE CLEAN STONE OVER THE FILTER CLOTH IN SUCH A MANNER AS TO PREVENT WATER FROM ENTERING THE INLET UNDER OR AROUND THE CLOTH.
7. THIS TYPE OF INLET PROTECTION MUST BE INSPECTED FREQUENTLY AND THE FILTER CLOTH AND STONE REPLACED WHEN CLOGGED WITH SEDIMENT.
8. ASSURE THAT STORM FLOW DOES NOT BYPASS INLET BY INSTALLING TEMPORARY EARTH OR ASPHALT DIKES DIRECTING FLOW INTO INLET.

CURB INLET PROTECTION DETAIL



ANCHORING DETAIL



SECTION VIEW

GENERAL NOTES:

1. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF FOUR INCHES.
2. BALES SHALL BE SECURELY ANCHORED IN PLACE BY A 3/8" REBAR STAKE DRIVEN THROUGH THE BALE. THE FIRST STAKE IN EACH BALE SHALL BE ANGLED TOWARD PREVIOUSLY LAID BALE TO FORCE BALES TOGETHER.
3. INSPECTION SHALL BE WEEKLY OR AFTER EACH RAINFALL EVENT AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED BY THE CONTRACTOR.
4. WHEN SILT REACHES A DEPTH OF SIX INCHES, IT SHALL BE REMOVED AND DISPOSED OF IN AN APPROVED SITE AS TO NOT CREATE A SILTATION PROBLEM.
5. AFTER THE DEVELOPMENT SITE IS COMPLETELY STABILIZED, THE BALES AND ACCUMULATED SILT SHALL BE REMOVED AND DISPOSED OF AT AN APPROVED SPOIL DISPOSAL SITE.

HAY BALE DIKE DETAILS

JDJR ENGINEERS & CONSULTANTS, INC.
ENGINEERS - LAND PLANNERS - CAD DESIGNS
2535 Texal Drive - Suite 109 - Irving, Texas 75062
TX 972.252-JDJR (5375) Fax: 972.273-3866

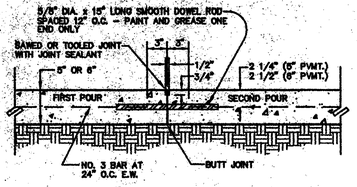
STATE OF TEXAS — JAMES BENNEY, JR. — 81480 — REGISTERED PROFESSIONAL ENGINEER

PROJECT: WINGATE INN
ARAPAHO ROAD AT QUORUM DRIVE
LOT 2 BLOCK "A"
WINGATE INN OF ADDISON ADDITION
ADDISON, TEXAS

REVISIONS:	
DATE	REVISION
6/22/98	CITY COMMENTS
7/08/98	CITY COMMENTS
7/20/98	REVISE LINE 'A'
8/3/98	UPDATE SET

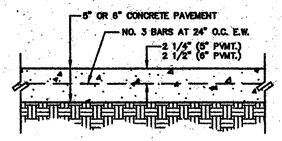
SHEET TITLE
DETENTION CALCULATIONS AND EROSION CONTROL DETAILS

DATE: 5-22-98
SCALE: 1" = 20'
DRAWN BY: J.N.M.
CHECKED BY: JDJR
SHEET NO.
C8 OF 9
JDJR FILE NO. 98-022



NOTE: CONSTRUCT CONSTRUCTION JOINT WHENEVER THE PLACEMENT OF CONCRETE IS SUSPENDED FOR MORE THAN 30 MINUTES.

CONSTRUCTION JOINT DETAIL
NOT TO SCALE



CONCRETE PAVEMENT SECTION DETAIL
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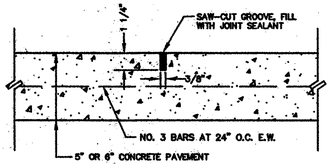

CONTRACTION JOINT DETAIL
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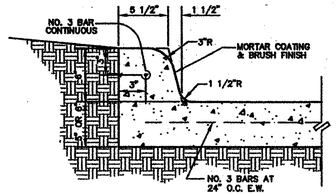
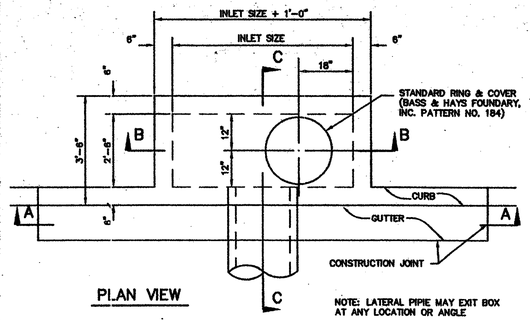


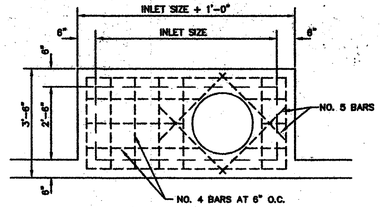
NOTE: TRANSVERSE SLOPE AT THE CURB VARIES - SEE PLAN VIEW

INTEGRAL CURB DETAIL
NOT TO SCALE

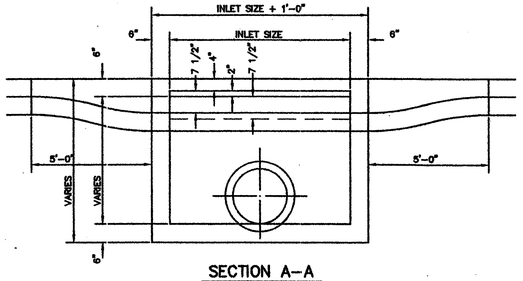


PLAN VIEW

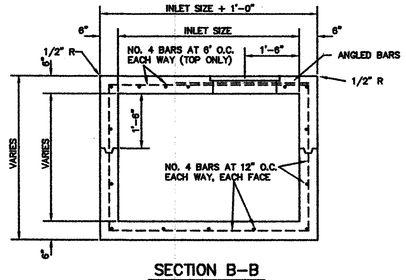
NOTE: LATERAL PIPE MAY EXIT BOX AT ANY LOCATION OR ANGLE



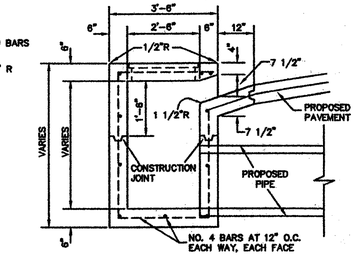
TOP REINFORCING PLAN



SECTION A-A

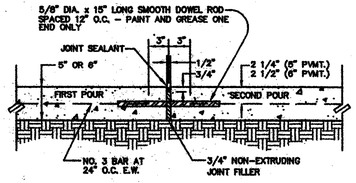


SECTION B-B

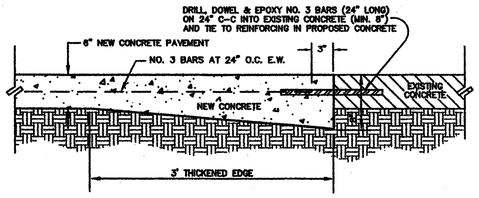


SECTION C-C

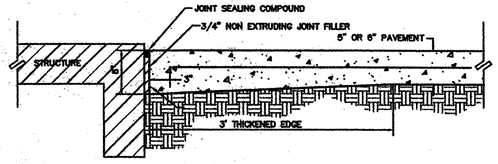
CURB INLET DETAILS
NOT TO SCALE



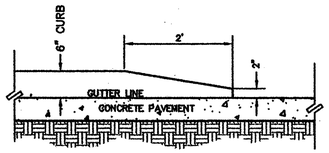
EXPANSION JOINT DETAIL
NOT TO SCALE



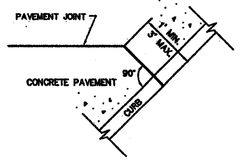
NEW CONCRETE TO EXISTING CONCRETE DETAIL
NOT TO SCALE



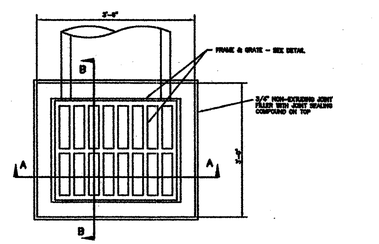
EXPANSION JOINT AT STRUCTURE DETAIL
NOT TO SCALE



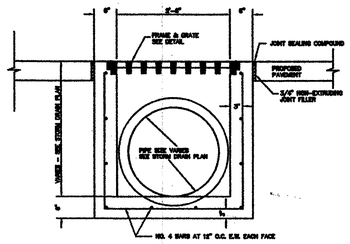
CURB TERMINAL DETAIL
NOT TO SCALE



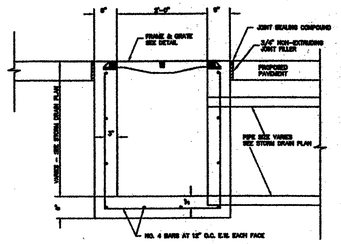
DETAIL OF PAVEMENT JOINT AT CURB
NOT TO SCALE



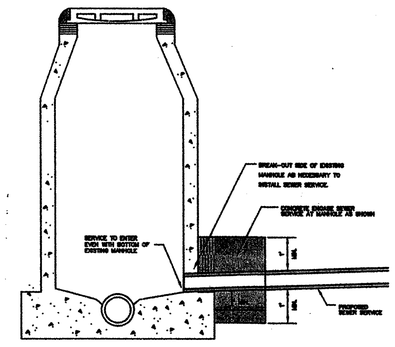
GRATE INLET DETAIL - PLAN VIEW



SECTION A-A



SECTION B-B



SANITARY SEWER SERVICE CONNECTION DETAIL (AT MANHOLE)
NOT TO SCALE

NOTES:

1. FRAME AND GRATE TO BE BASS & HAYES PATTERN NO. 2632 D DUCTILE IRON FRAME & GRATE, DALLAS COUNTY TYPE "E" INLET, OR APPROVED EQUAL.
2. EVEN BEARING BETWEEN INLET FRAME AND GRATE WILL BE REQUIRED, GRINDING DOWN METAL WHERE NECESSARY. FRAME & GRATE WILL BE MATCH MARKED TO INSURE PROPER FIT IN FIELD.
3. ALL CONCRETE SHALL BE CLASS "A"
4. ALL DIMENSIONS TO REINFORCING STEEL ARE TO CENTERS OF BARS.
5. LATERAL PIPE MAY ENTER AT ANY LOCATION.

JDJR ENGINEERS & CONSULTANTS, INC.
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2605 Texas Drive, Suite 100 Irving, Texas 75062
Tel. 972-252-7491 (Main) Fax 972-252-7492

STATE OF TEXAS
JAMES DEWEY, JR.
81480
PROFESSIONAL ENGINEER

PROJECT: WINGATE INN
ARAPAHO ROAD AT QUORUM DRIVE
LOT 2 BLOCK A
WINGATE INN OF ADDISON ADDITION
ADDISON, TEXAS

REVISIONS:

DATE	REVISION
6/22/98	CITY COMMENTS
7/06/98	CITY COMMENTS
7/20/99	REVISE LINE 'A'
8/3/99	UPDATE SET

SHEET TITLE
PAVING, STORM DRAIN AND UTILITY DETAILS

DATE: 5-22-98
SCALE: 1" = 20'
DRAWN BY: J.N.M.
CHECKED BY: JDJR
SHEET NO.
C9 OF 9
JDJR FILE NO. 98-022

JDJRPROJ 1998 9822CP2.DWG Wed Aug 04 11:03:41 1999 JDJR Engineers & Consultants, Inc. * JDJR