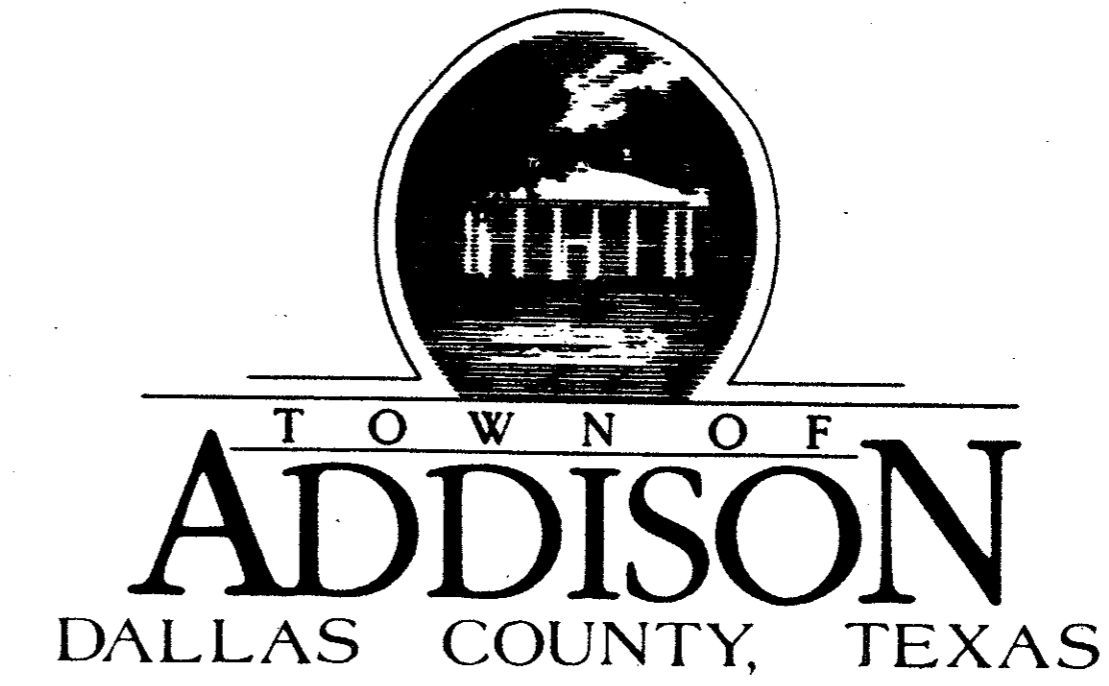


AS BUILT DRAWINGS



CONSTRUCTION PLANS FOR

KELLER SPRINGS, DOOLEY ROAD IMPROVEMENTS

MAYOR:

Honorable JERRY REDDING

CITY MANAGER:

RON WHITEHEAD

COUNCIL MEMBERS:

GREG COLE Mayor pro tem
BOBBY HATFIELD
RICHARD RODER
LYNN SPRULL
JOHN NOFLAN

Approved by:

Jerry Redding
Jerry Redding, Mayor of Addison

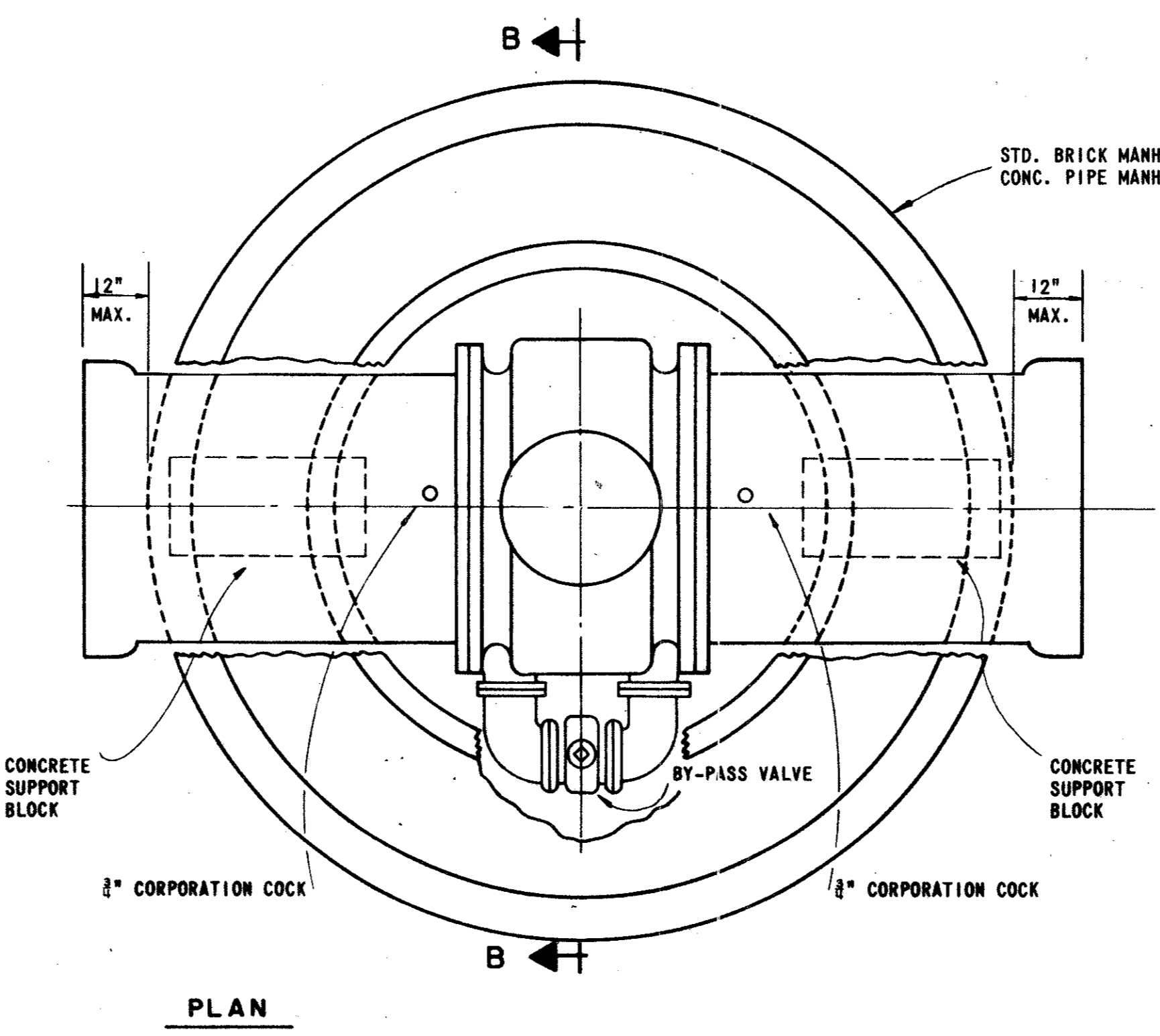
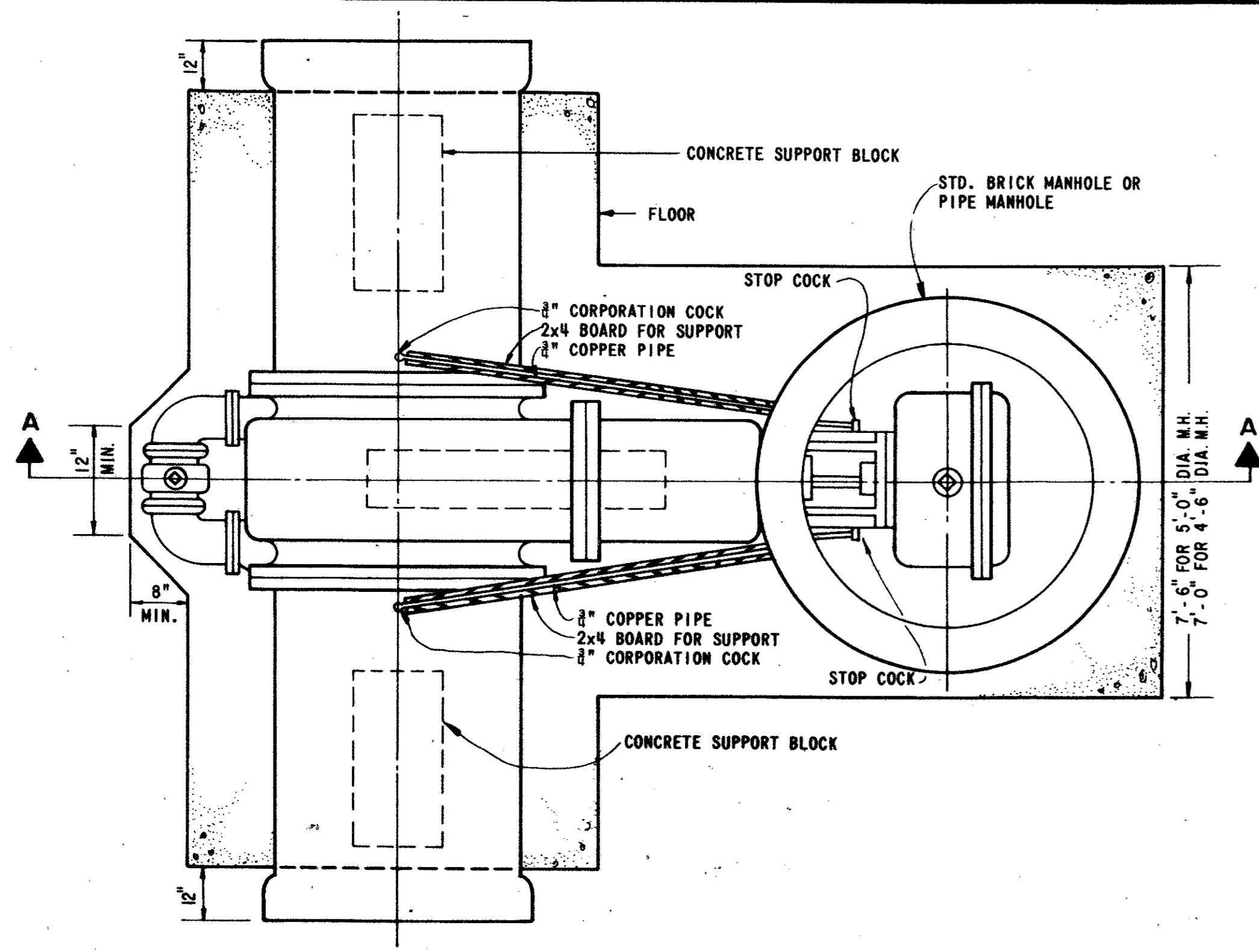
Date: _____

GINN, INC.
Consulting Engineers Dallas, Texas

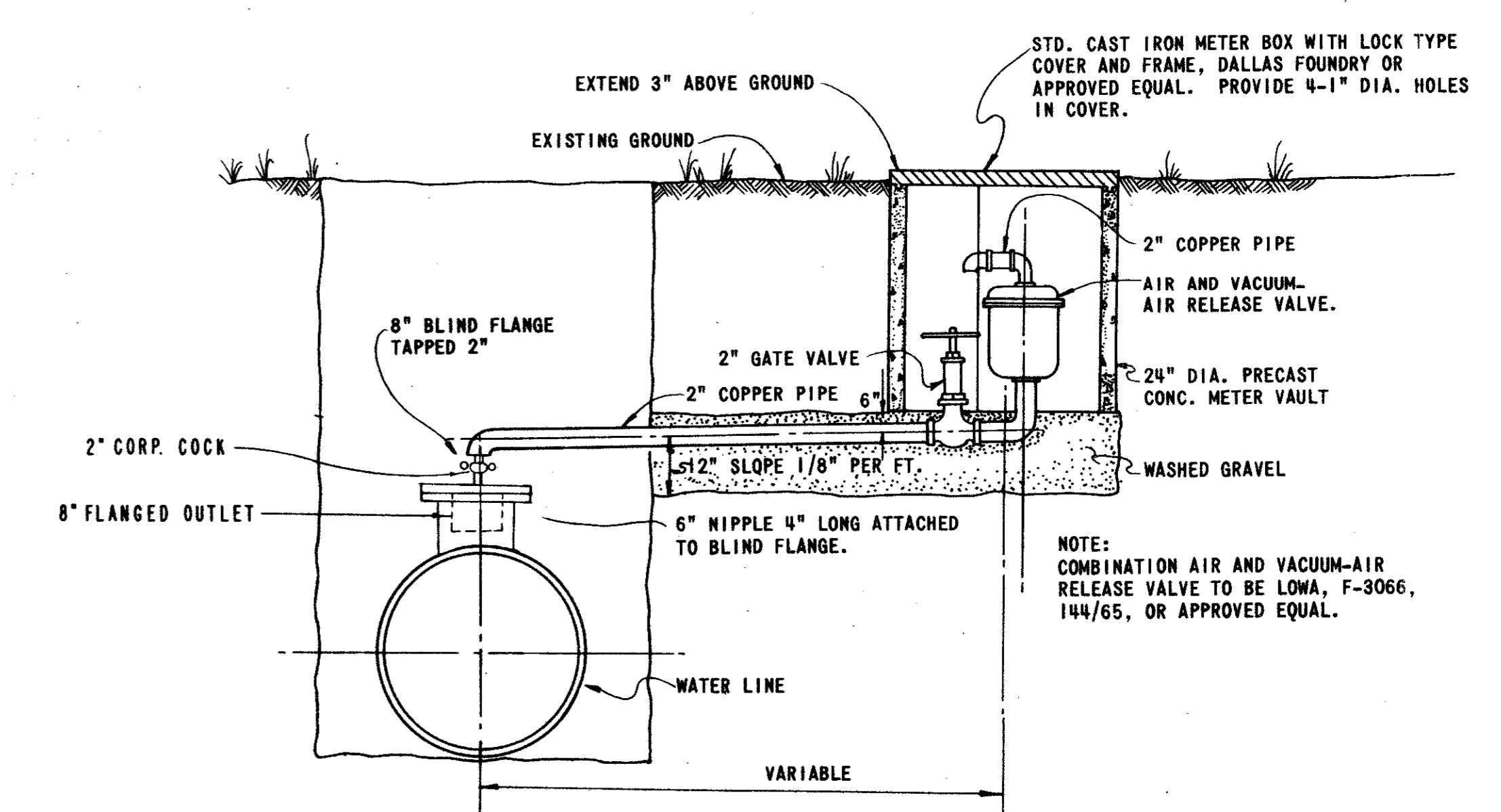
JUNE 1986



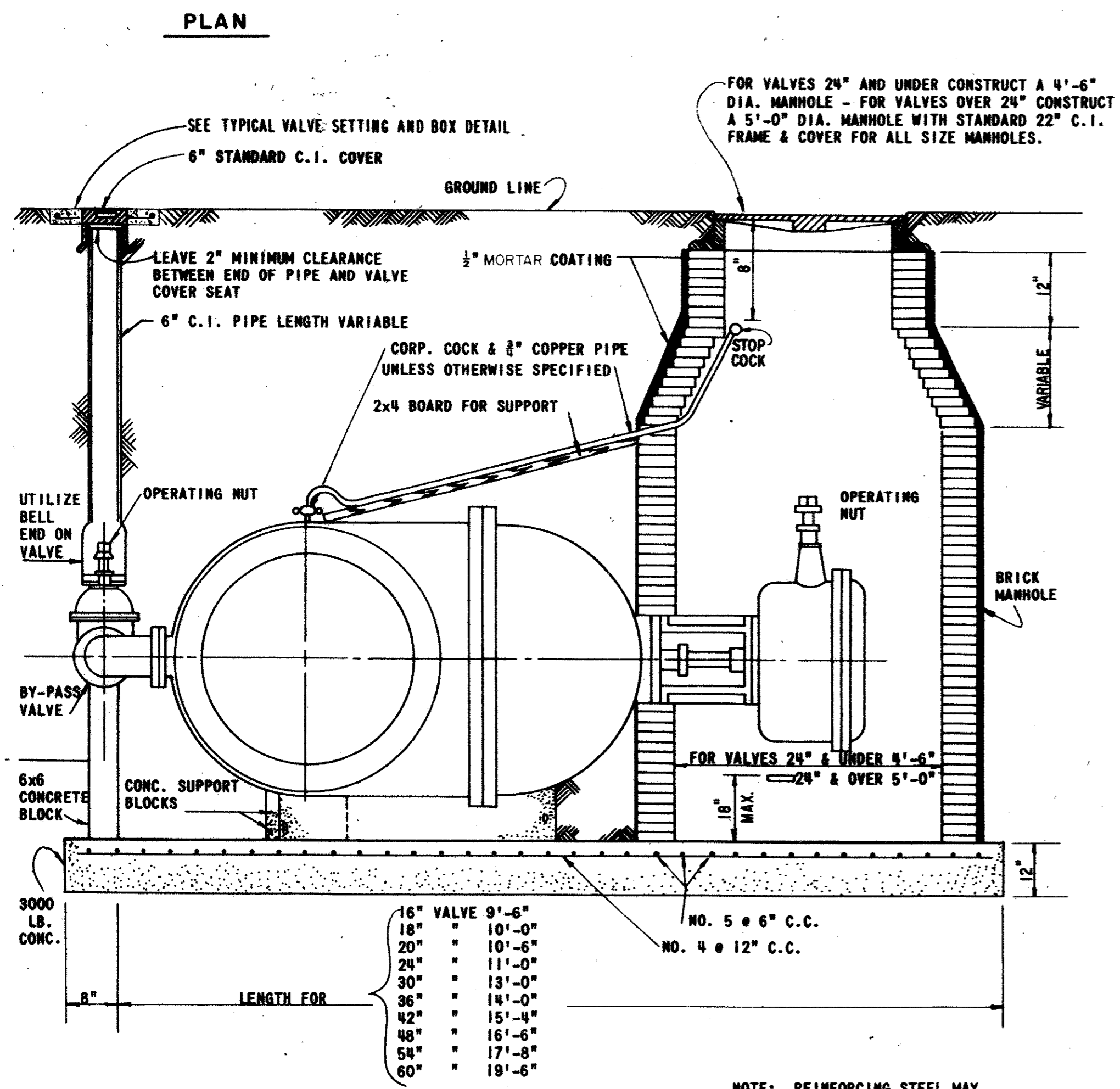
B14-7
8/86
KELLER SPRINGS/DOOLEY (CONST. PLANS)
B14-7



PLAN

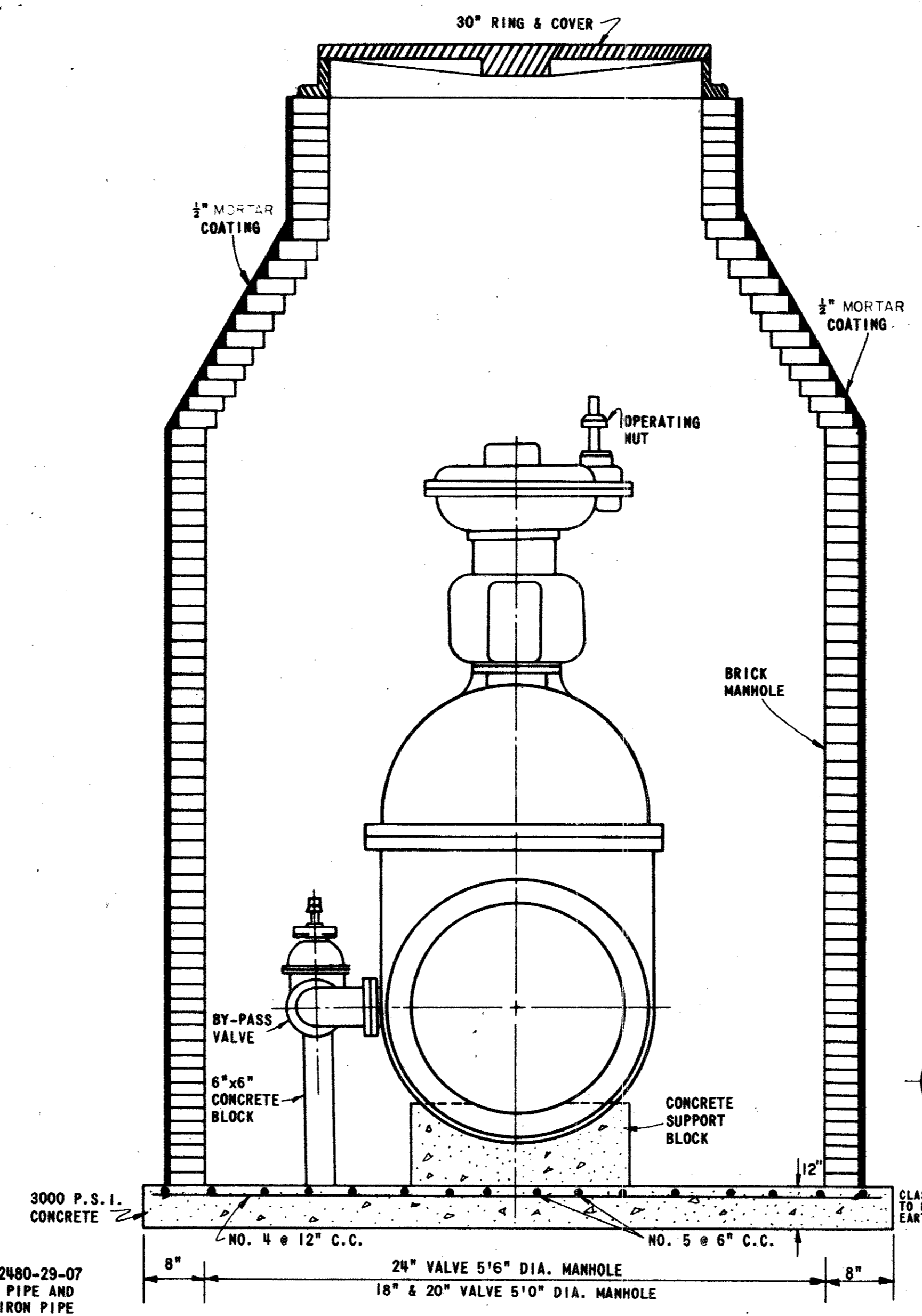


TYPICAL AIR AND VACUUM-AIR RELEASE VALVE INSTALLATION



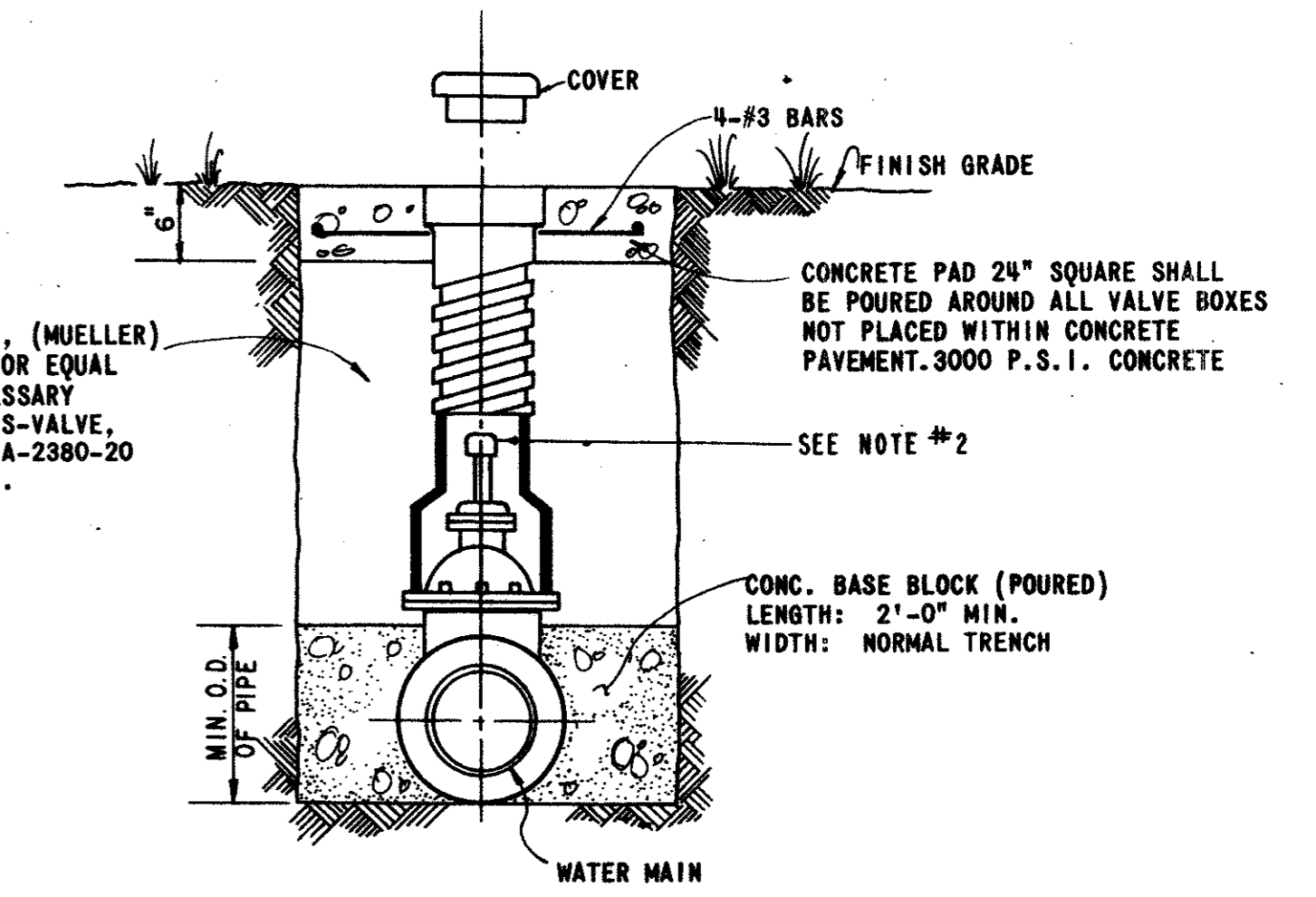
SECTION A-A

HORIZONTAL VALVE INSTALLATION



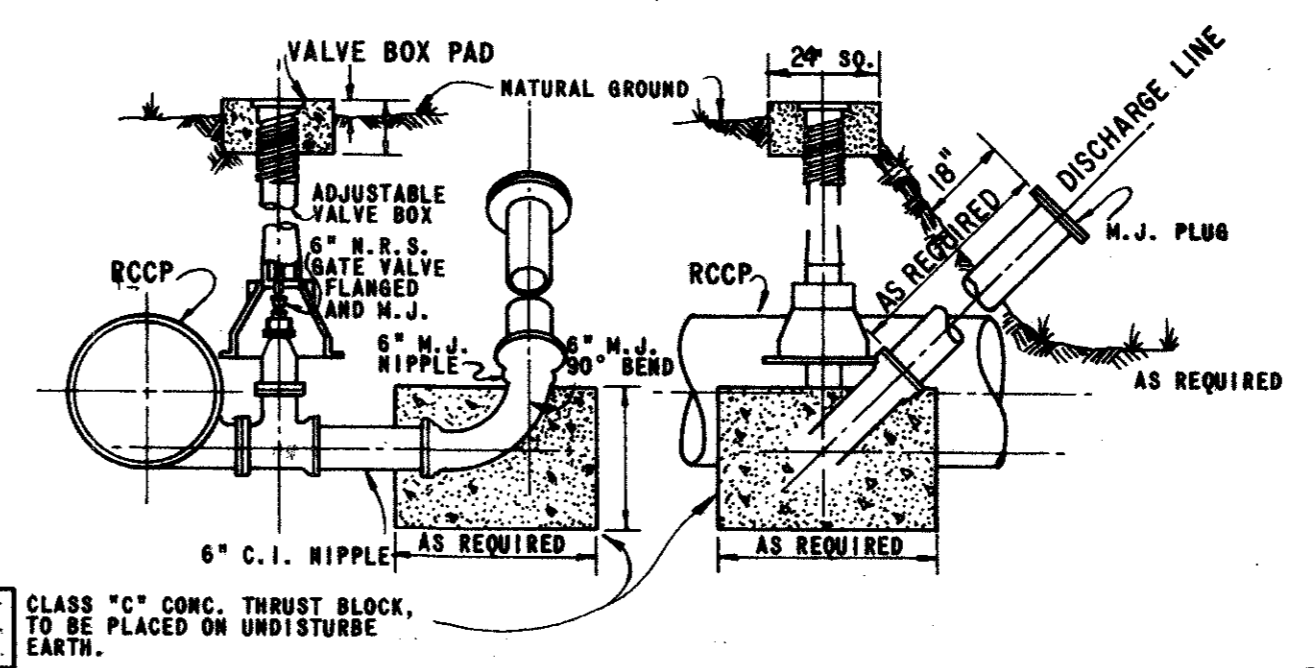
SECTION B-B

VERTICAL VALVE INSTALLATION



- NOTE:
- 4"-12" RS GATE VALVES SHALL BE IN ACCORDANCE WITH AWWA STANDARD C-500-80 OR LATEST THEREOF. ALL VALVES SHALL BE MUELLER A-2370 OR APPROVED EQUAL.
 - A PERMANENTLY ATTACHED VALVE EXTENSION STEM SHALL BE REQUIRED FOR ANY VALVE THATS OPERATING NUT IS LOCATED IN EXCESS OF 4 FEET BELOW THE TOP OF VALVE BOX. THIS EXTENSION SHALL BE OF SUFFICIENT LENGTH TO INSURE THAT ITS TOP IS WITHIN 4' OF VALVE BOX LID.

TYPICAL VALVE SETTING AND BOX



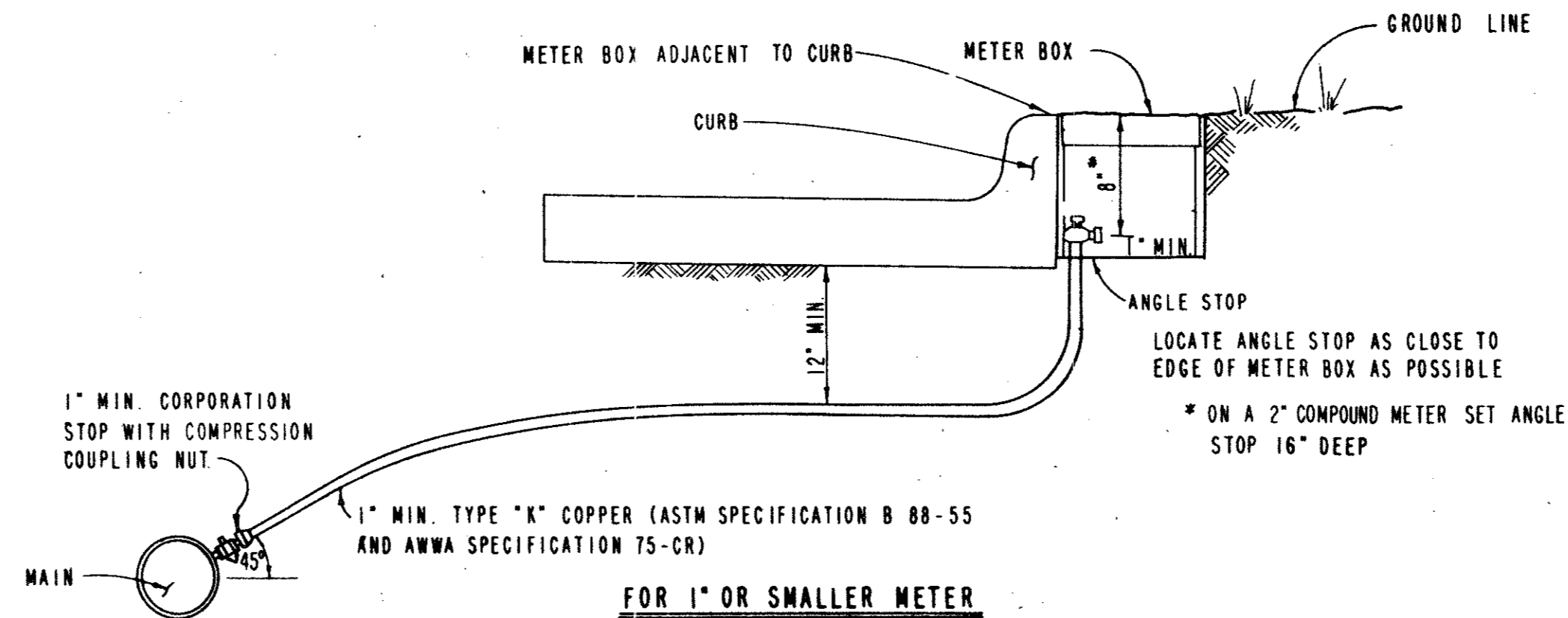
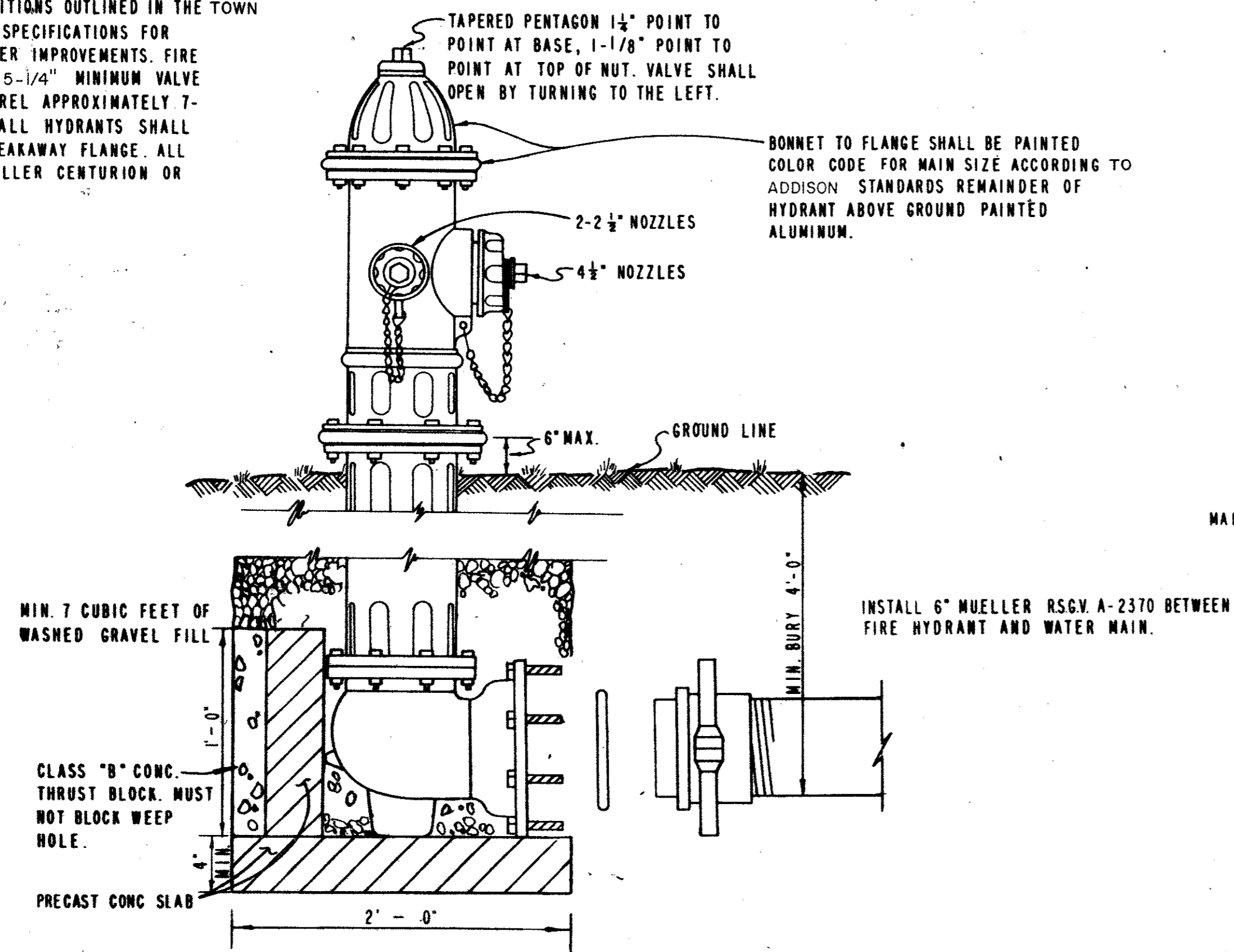
BLOW OFF VALVE DETAIL

NO.	REVISION	BY	DATE
TOWN OF ADDISON, TEXAS DEPARTMENT OF ENGINEERING			
STANDARD CONSTRUCTION DETAILS WATER			
VALVES			
APPROVED		H. WAYNE GINN, P.E.	
DATE MARCH, 1984		SHEET SD-15	



NOTE:

IN GENERAL, ALL FIRE HYDRANTS SHALL CONFORM TO AWWA STANDARD SPECIFICATIONS FOR FIRE HYDRANTS FOR ORDINARY WATER WORKS SERVICE, C-502-73, EXCEPT FOR CHANGES OR ADDITIONS OUTLINED IN THE TOWN OF ADDISON STANDARD SPECIFICATIONS FOR WATER AND SANITARY SEWER IMPROVEMENTS. FIRE HYDRANTS SHALL HAVE A 5-1/4" MINIMUM VALVE OPENING AND WITH A BARREL APPROXIMATELY 7-INCH INSIDE DIAMETER. ALL HYDRANTS SHALL BE EQUIPPED WITH A BREAKAWAY FLANGE. ALL HYDRANTS SHALL BE MUELLER CENTURION OR APPROVED EQUAL.

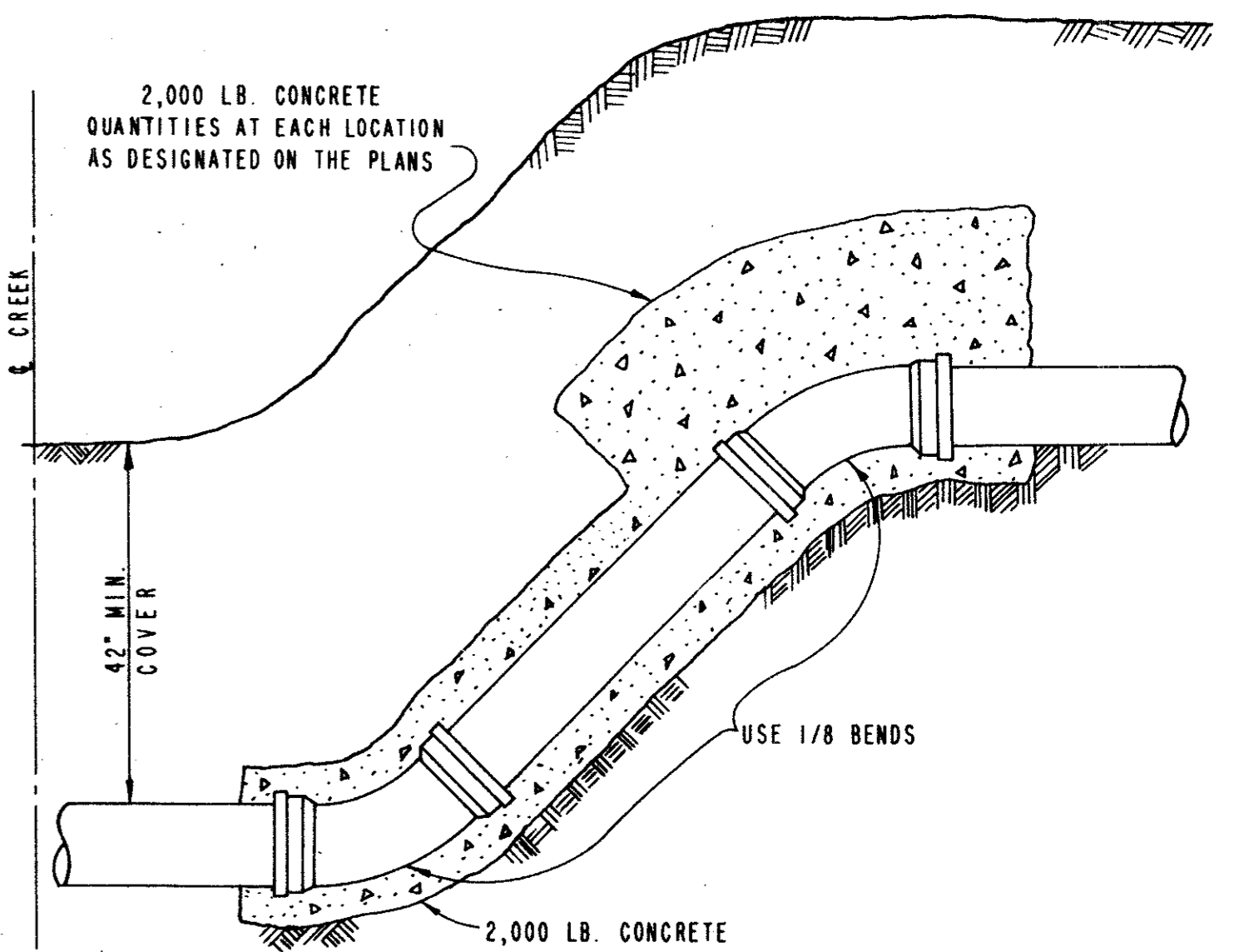


METER BOX SHALL BE CORRUGATED METAL, 18" DIAMETER, 14" DEEP, SLOTTED FOR SERVICE PIPE FITTED WITH CAST IRON TOP AND LID. LID SHALL BE C.I. BASS & HAYS DOMESTIC MFG. LID WITH 3/8" HAIRPIN LOCK. WATER METER SHALL BE PLACED IN CENTER OF LOT WITH SANITARY SEWER HOUSE CONNECTION LOCATED 10 FEET DOWN STREAM. ALL TAPS SHALL BE MADE AT 45° ANGLE TO C. OF PIPE.

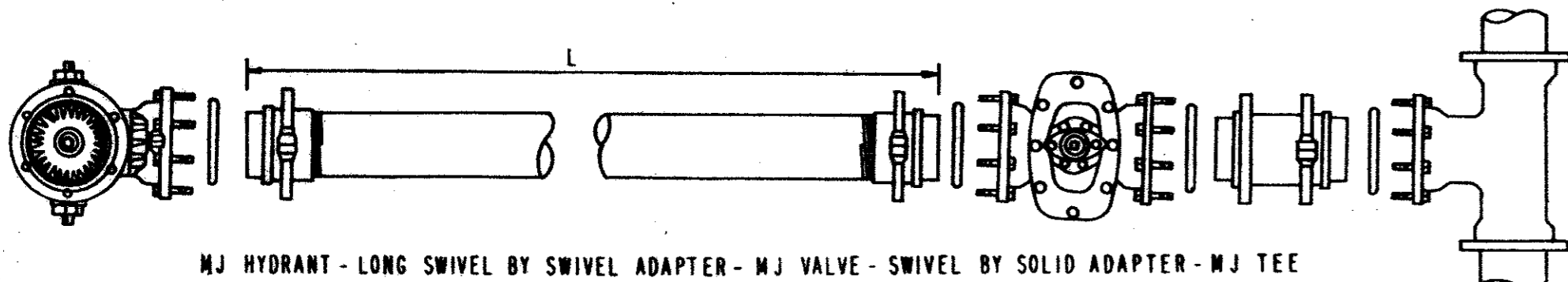
TYPICAL SERVICE CONNECTION WITH METER BOX

MUELLER TYPE K COPPER SERVICE PIPE SOFT ANNEALED	DOUBLE STRAP BRONZE SERVICE SADDLE WITH C.C. THREADS	MUELLER CORPORATION STOP	MUELLER ANGLE STOP	BASS & HAYS SLOTTED METER BOX
1 INCH		H-15008	H-14258	34 AS
1 1/2 INCH	1 1/2 INCH	H-15013	H-14286	55 A
2 INCH	2 INCH	H-15013	H-14286	55 A

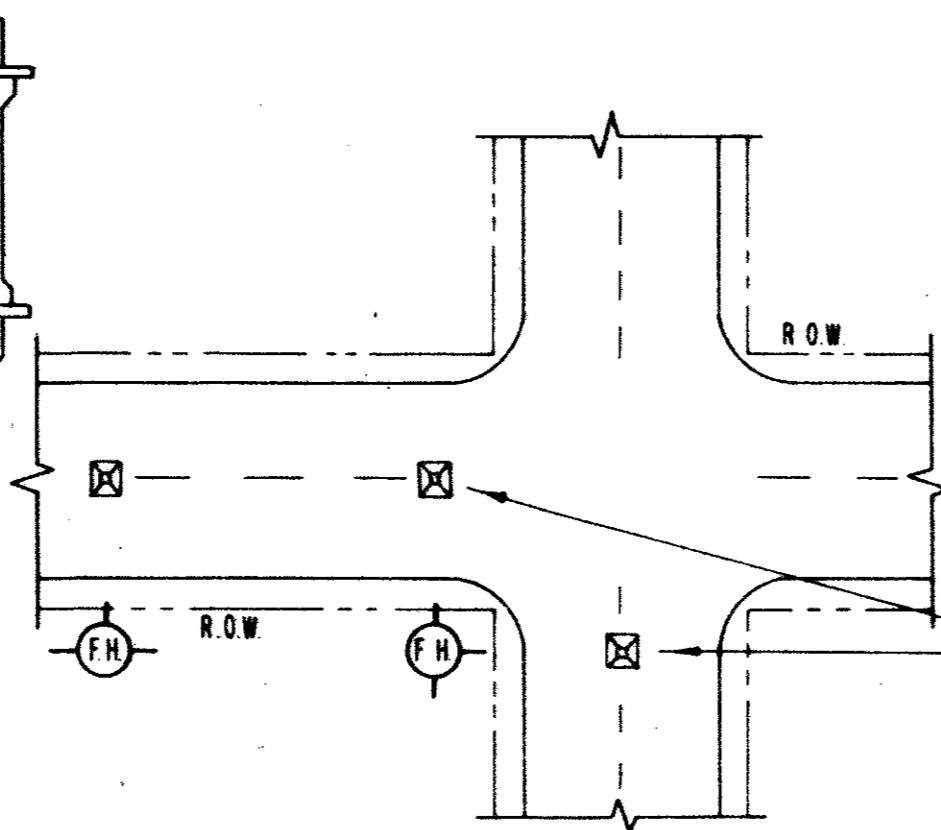
W/ H 15428 COUPLING



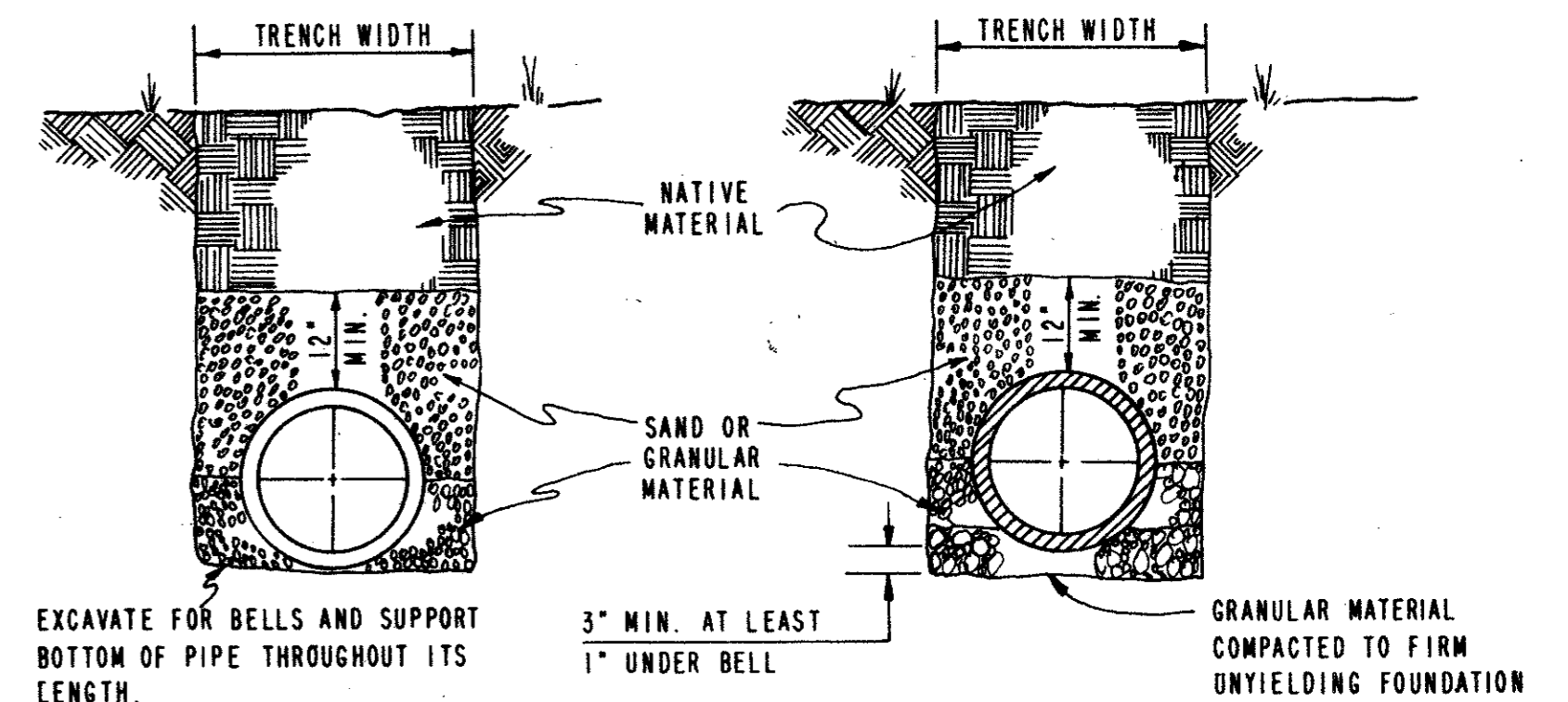
HALF-SECTION TYPICAL CREEK CROSSING



TYPICAL FIRE HYDRANT INSTALLATION



TYPICAL FIRE HYDRANT REFLECTOR INSTALLATION
(NO SCALE)



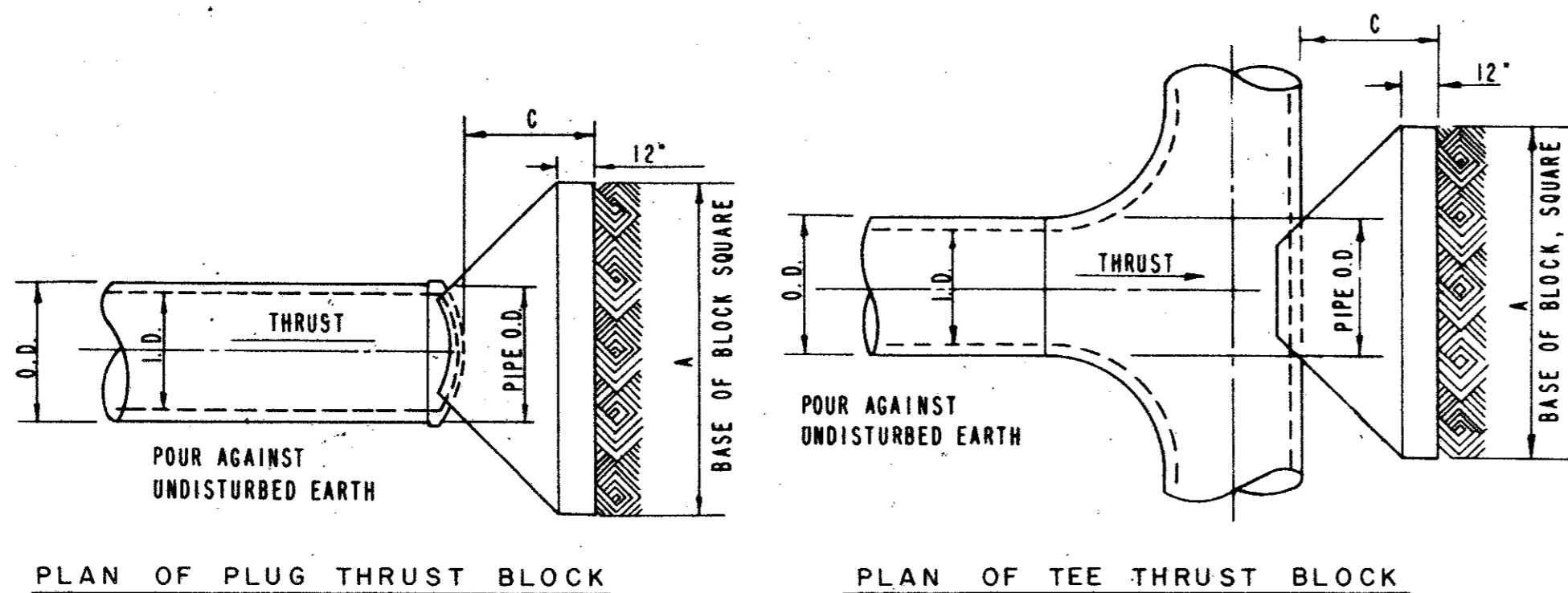
TYPICAL BACKFILL WATER MAIN

THRUST IN TONS FOR VERTICAL BENDS

I.D. IN INCHES	11.25°	15°	22.50°	30°	45°	60°	75°	90°
12								
14								
16	2.94	3.90	5.78	7.54	10.66	13.06	14.56	15.08
18	3.72	4.94	7.30	9.54	13.50	16.52	18.42	19.08
20	4.60	6.10	9.02	11.78	16.66	20.40	22.76	23.56
24	6.62	8.78	12.98	16.96	23.98	29.38	32.76	33.92
30	10.34	13.72	20.28	26.52	37.50	45.92	51.22	53.02

TEES & PLUGS

I.D. UNIT	A FT.	C FT.	THRUST TONS
12"			
14"			
16"	3.87	1.57	15.08
18"	4.37	1.77	19.09
20"	4.86	1.97	23.56
24"	5.82	2.36	33.93
30"	7.28	2.95	53.01



TYPICAL PLUG & TEE THRUST BLOCKS

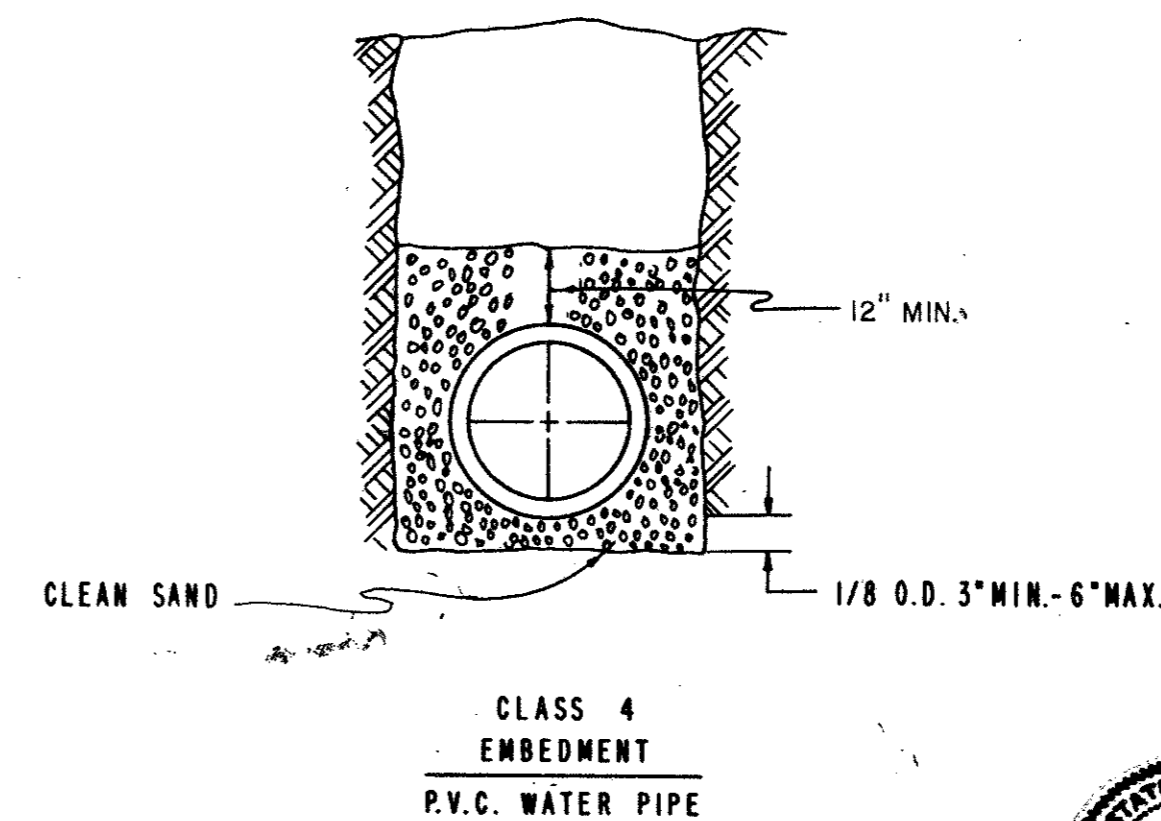
GENERAL NOTES:

ALL CALCULATIONS ARE BASED ON TOTAL INTERNAL PRESSURE OF 150 P.S.I.

ALLOWABLE SOIL BEARING PRESSURES MUST BE AT LEAST ONE TON PER SQUARE FOOT FOR THE THRUST BLOCKS SHOWN. IN SOILS OF LESSER CAPACITY, INCREASE SIZE AND BEARING AREA PROPORTIONATELY. VOLUMES OF VERTICAL BEND THRUST BLOCKS ARE NET VOLUMES OF CONCRETE TO BE FURNISHED. AND THE CORRESPONDING WEIGHT OF THE CONCRETE (AT 4,000#/C.Y.) EQUALS THE VERTICAL COMPONENT OF THRUST ON THE VERTICAL BEND. ALL BEARING SURFACES OF THRUST BLOCKS SHALL BE POURED AGAINST UNDISTURBED EARTH.

CONCRETE FOR BLOCKING SHALL BE 2,000 CONCRETE.

DIMENSIONS MAY BE VARIED AS REQUIRED BY FIELD CONDITIONS WHERE AND AS DIRECTED BY THE ENGINEER. BUT SHALL NOT BE LESS THAN THE DIMENSIONS SHOWN HERE.



NO.	REVISION	BY	DATE
TOWN OF ADDISON, TEXAS DEPARTMENT OF ENGINEERING			
STANDARD CONSTRUCTION DETAILS WATER			
FIRE HYDRANT - SERVICE CONNECTION			
APPROVED		H. WAYNE GINN, P.E.	
DATE: MARCH, 1984			SHEET SD-16



NOTE:

PROVIDE 1" MINIMUM THICKNESS CONCRETE OR CEMENT MORTAR COATING IN THE FIELD FOR THE PROTECTION OF ALL EXPOSED STEEL SUCH AS FLANGES, CAULKED JOINTS, THREADED OUTLETS, CLOSURES, ETC. THE CEMENT MORTAR USED SHALL CONSIST OF ONE PART PORTLAND CEMENT TO TWO AND ONE-HALF PARTS OF FINE, SHARP (PLASTER) SAND. WHERE SHOWN, COATING IS TO BE REINFORCED WITH WIRE MESH.

STEEL STRAP THREADED THROUGH HEM OF BURLAP WRAPPER, DRAWN TIGHT AND FASTENED.

BURLAP WRAPPER AS MANUFACTURED BY MAR-MAC CORP. OR EQUAL. WIDTH OF WRAPPER TO BE 9" FOR 36" PIPE AND LARGER, 7" FOR 33" AND SMALLER.

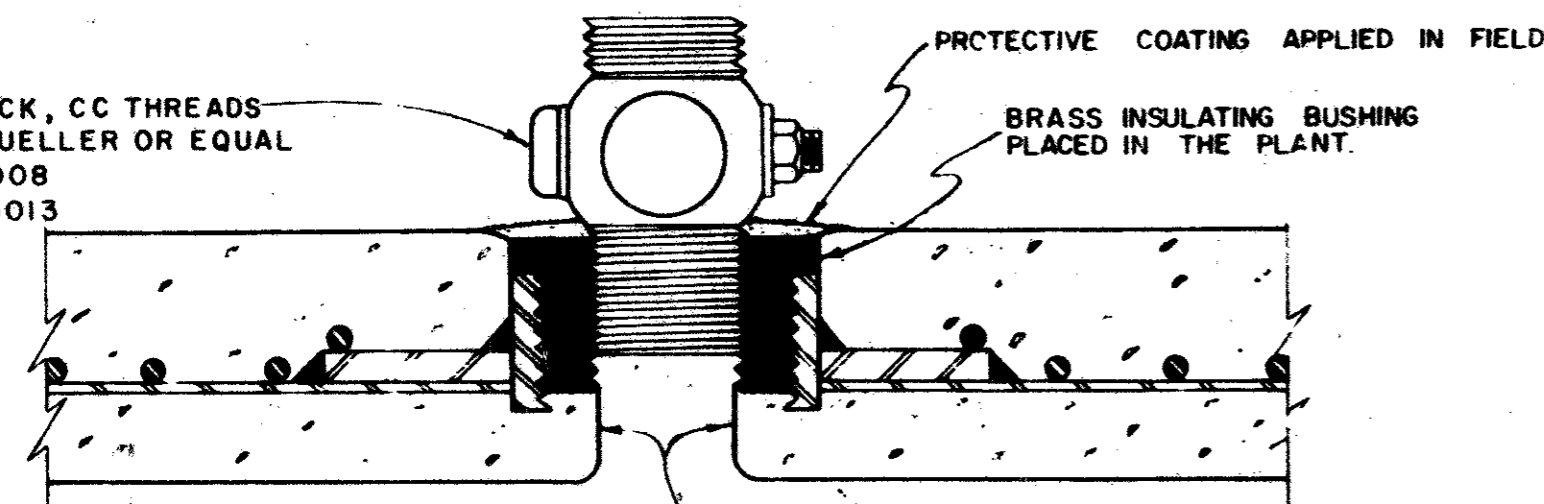
CEMENT MORTAR, MIXED TO A CONSISTENCY OF THICK CREAM, TO BE POURED IN FIELD.

CEMENT MORTAR OF STIFF CONSISTENCY PLACED IN THE FIELD.

STANDARD RUBBER GASKET JOINT

NOTE: ALL CLOSURE SECTIONS SHALL BE FABRICATED WITH HAND HOLES TO ALLOW WIPING INSIDE OF JOINTS AFTER CLOSURE IS IN PLACE.

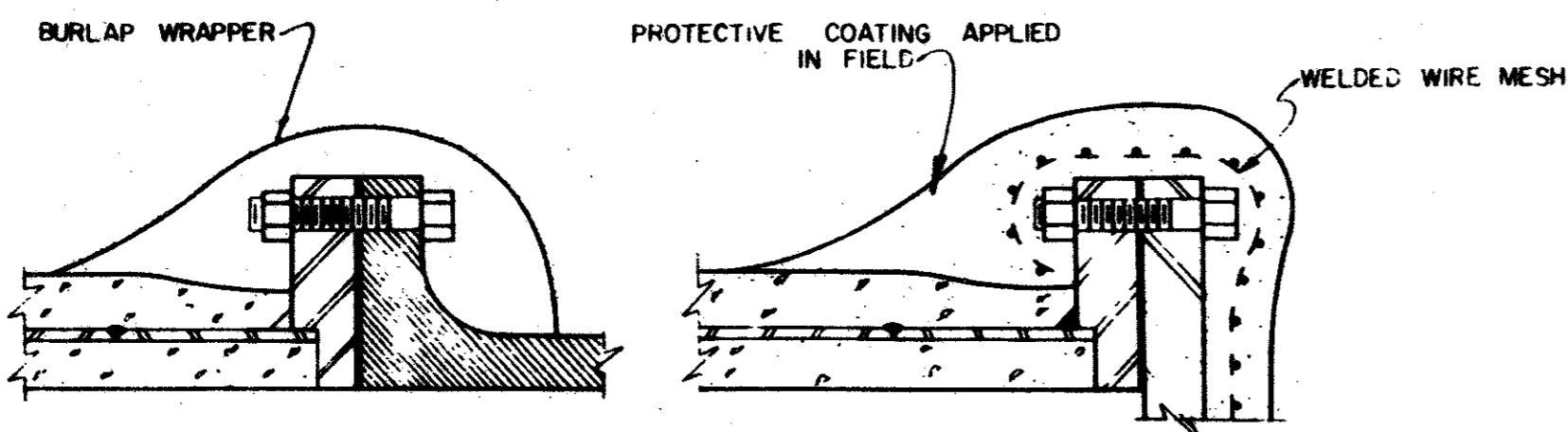
CORPORATION COCK, CC THREADS ON INLET END MUELLER OR EQUAL
3/4" - 1" = H 15008
1/2" - 2" = H 15013



NOTE: IF CORPORATION COCK IS NOT PROVIDED IN FIELD, THEN STEEL PLUG SHALL BE COVERED WITH CEMENT MORTAR.

LINE IN PLANT TO COVER ALL EXPOSED STEEL

THREADED CONNECTION

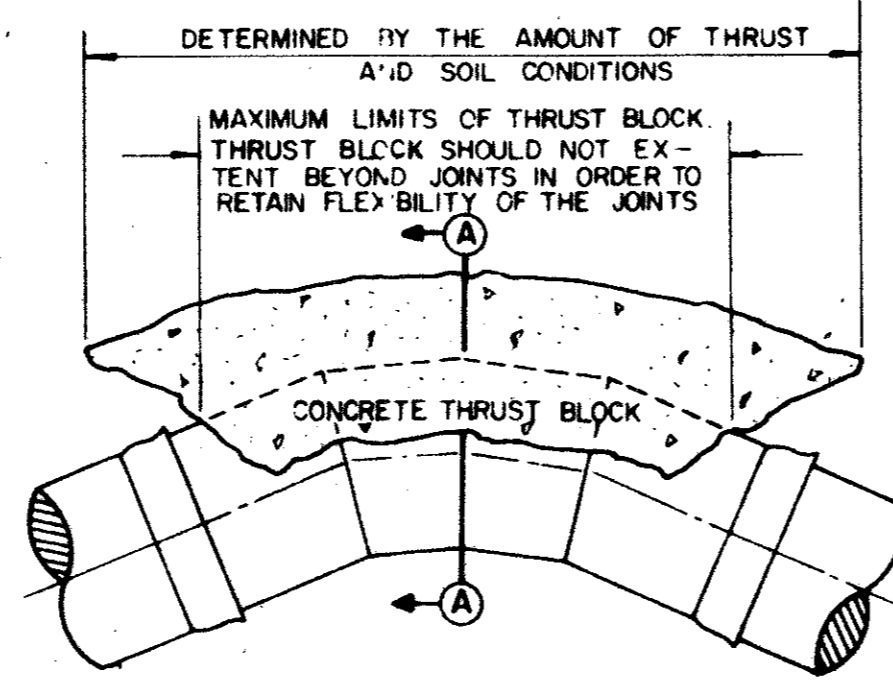


FLANGED CONNECTIONS

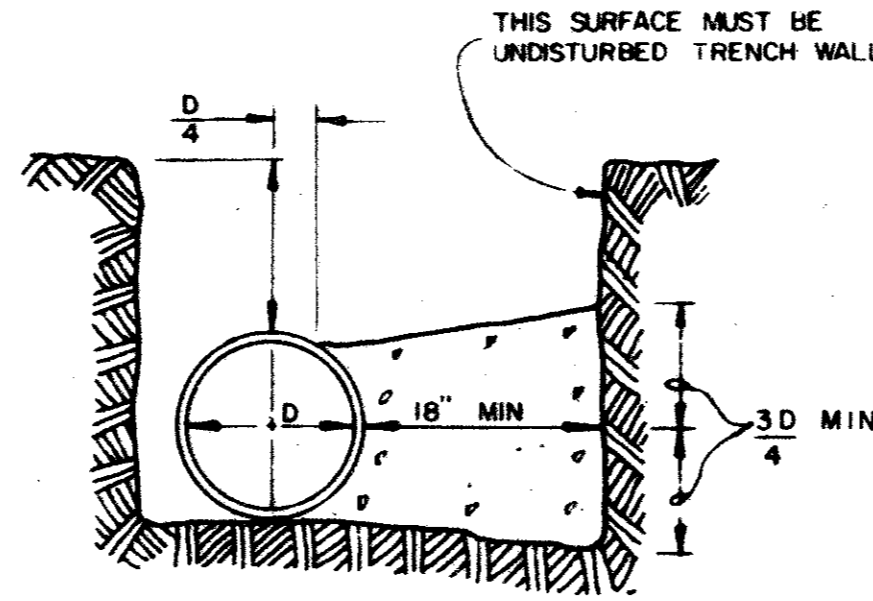
REINFORCED CONCRETE CYLINDER PIPE DETAILS

NOTE:

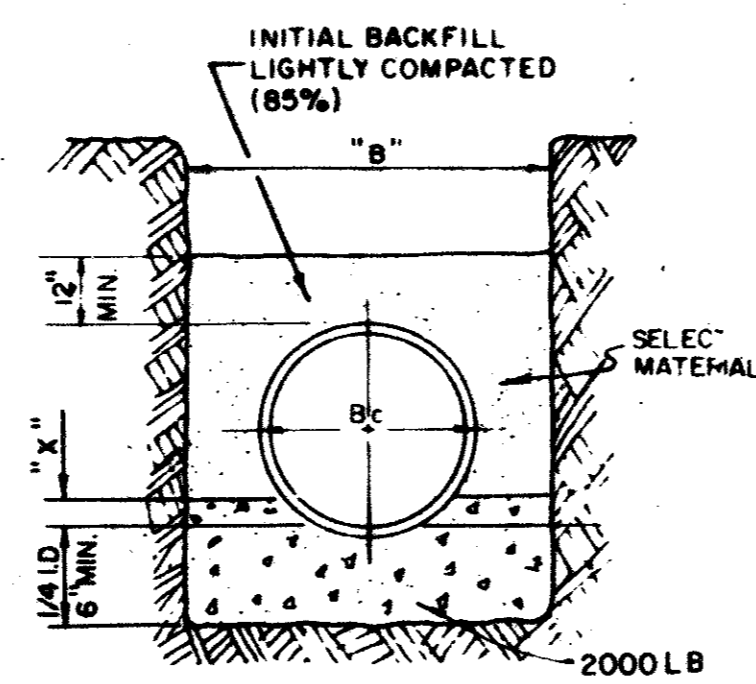
ANY SURFACE RECEIVING A CEMENT MORTAR COATING SHALL BE THOROUGHLY CLEAN AND WETTED WITH WATER JUST PRIOR TO PLACING THE CEMENT MORTAR COATING. AFTER PLACEMENT, CARE SHALL BE TAKEN TO PREVENT CEMENT MORTAR COATING FROM DRYING OUT TOO RAPIDLY BY COVERING WITH DAMP EARTH OR BURLAP. CEMENT MORTAR COATING SHALL NOT BE APPLIED DURING FREEZING WEATHER.



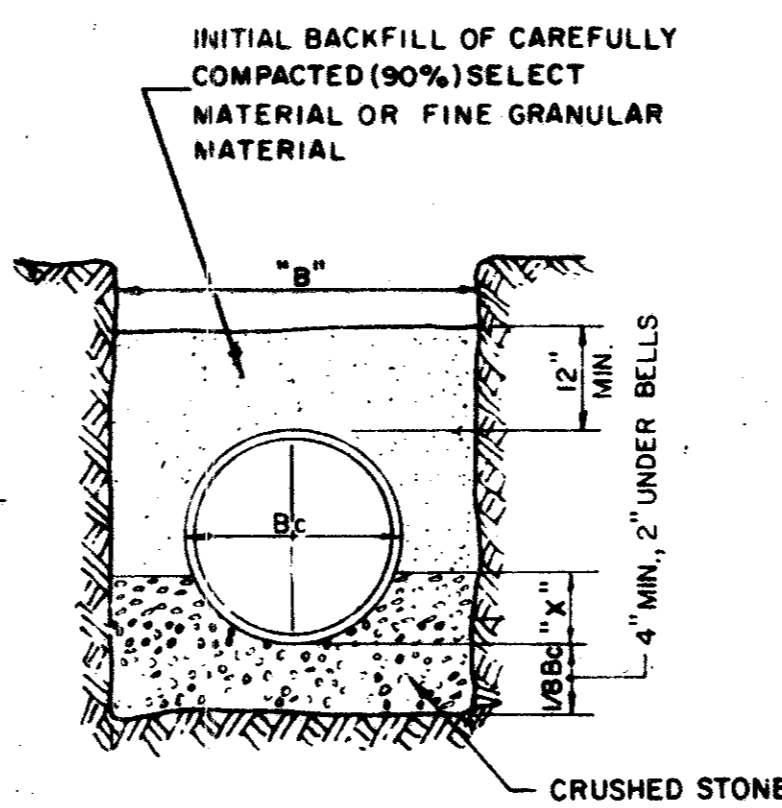
PLAN VIEW



THRUST BLOCK DETAIL

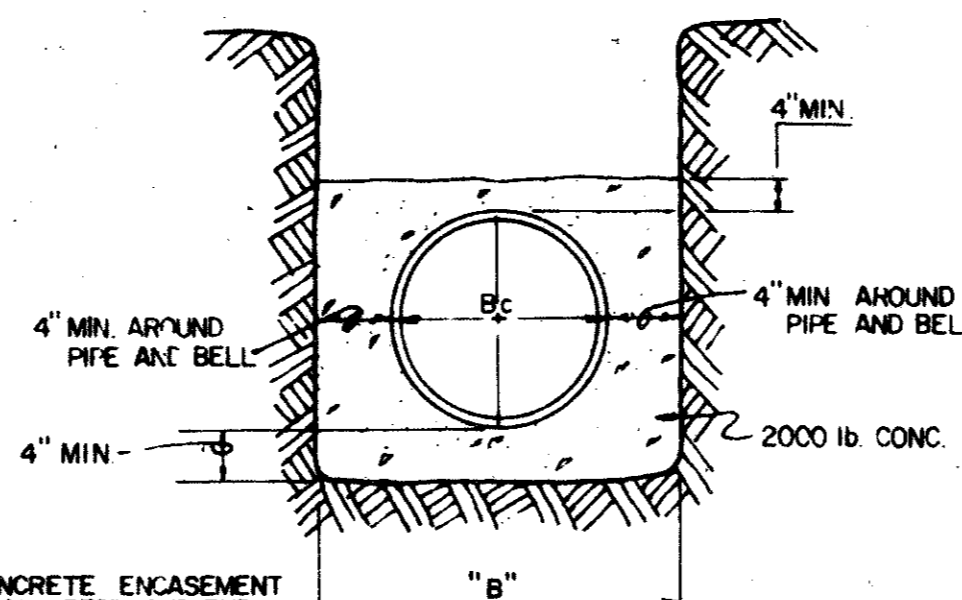


CONCRETE CRADLE



CLASS "1" EMB.

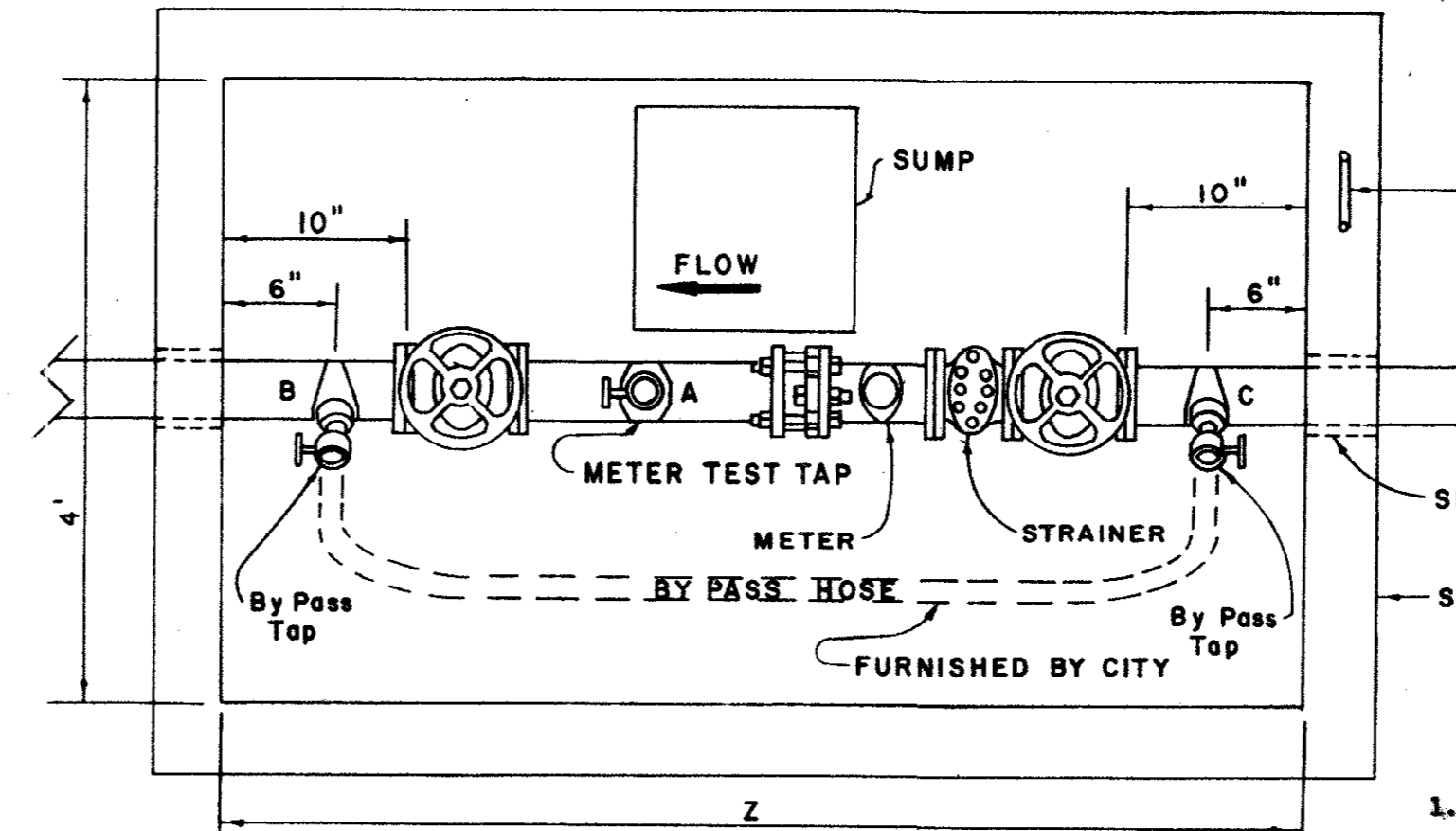
EMBEDMENT DETAILS



NOTE:

CONCRETE ENCASEMENT SHALL BEGIN AND END 6 INCHES FROM THE END OF A JOINT.

CONCRETE ENCASEMENT



FOR REBAR SPEC. SEE NOTE 2 BELOW

SEE NOTE 12

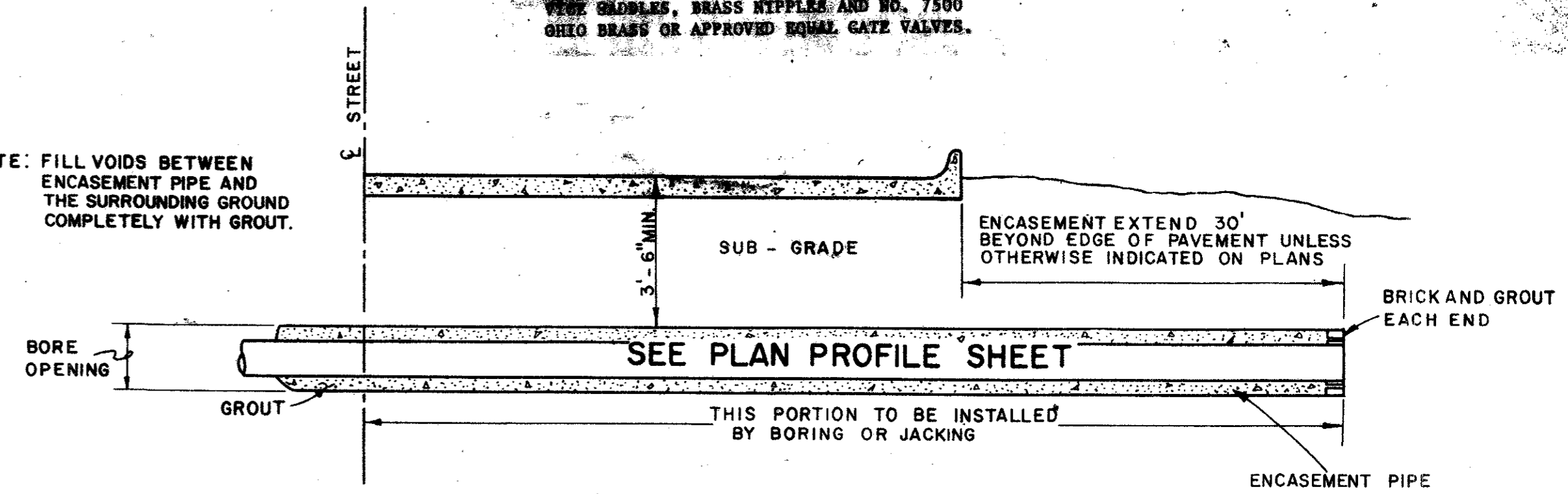
SEE NOTE 2

DIMENSION FOR 3", 4", & 6" M.V.

MIN. DIMENSION	3"	4"	6"
V	8"	9"	10.5"
W	15"	20"	18"
X	20"	23"	27"
Y	9"	9"	12"
Z	6'-1"	7'	7'-5"

METER VAULT & BY-PASS SPECIFICATIONS

- NOTIFY THE UTILITY MAINTENANCE DEPARTMENT PRIOR TO CONSTRUCTION OF VAULT OR BY-PASS ASSEMBLY.
- THE METER VAULT CAN BE EITHER POURED IN PLACE OR PREFABRICATED. CONCRETE SHALL BE 6" THICK AND BE 3000 PSI REINFORCED WITH #4 STEEL BARS ON 12" CENTERS EACH WAY IF THE VAULT IS POURED IN PLACE. PREFABRICATED VAULTS SHALL BE 4" THICK AND BE 4500 PSI CONCRETE #4 STEEL BARS ON 8" CENTERS. THESE ARE MINIMUM SPECIFICATIONS.
- THE VAULT SHALL NOT BE PUT IN ANY DRIVE OR PARKING AREA AND MUST BE LOCATED IN A UTILITY EASEMENT.
- A DRAWING WITH THE EXACT MEASUREMENTS OF THE METER VAULT AND BY-PASS WILL BE GIVEN TO THE CONTRACTOR FOR A 3", 4" AND 6" METER.
- THE VAULT LID SHALL BE A DELCO LID, TYPE Q-4 SINGLE LEAF DESIGN. ANGLE FRAME IS 4" STEEL WITH STRAP ANCHORS BOLTED TO THE EXTERIOR. THE LEAF IS 8" STEEL DIAMOND PATTERN PLATE, FINISHING OR TORXON BARS FOR EASY OPERATION. THE MINIMUM LOAD CAPACITY IS 150 LBS. PER SQUARE FOOT. THE SIZE OF THE LID IS 3'x3'.
- THE LID SHALL BE PAINTED WITH 43-38 THICK ENAMELLED ALUMINUM PAINT OR APPROVED EQUAL.
- CONTRACTOR SHALL MAKE 3 TAPS INSIDE THE VAULTS. TAP A MUST BE AT LEAST TWO PIPE DIAMETERS DOWNSTREAM OF METER AND MUST BE 2". TAPS B & C MUST BE MADE AT APPROXIMATELY 45° ANGLE ON EACH END OF THE PIPING BEFORE IT INTERSECTS THE WALL. CONTRACTOR SHALL FURNISH MUELLER NO. 3-4099 FOR 3"x2", MUELLER NO. 3-1099 FOR 4"x2", OR APPROVED EQUAL SERVICE COCKLES, BRASS NIPPLES AND NO. 7500 OHIO BRASS OR APPROVED EQUAL GATE VALVES.
- THE STRAINER, METER, AND FLEXIBLE COUPLING WILL BE PROVIDED AND INSTALLED BY THE TOWN OF ADDISON AT THE CONTRACTOR'S EXPENSE.
- THE STRAINER, METER AND FLEXIBLE COUPLING TAPS ARE ACCEPTED BY THE TOWN OF ADDISON. UTILITY MAINTENANCE DEPARTMENT.
- THE GATE VALVES ARE REQUIRED TO BE MUELLER A-2370-6 FLANGED RESTRICTED SEAT GATE VALVES.
- THE BOTTOM OF THE METER VAULT MUST BE 6" THICK CONCRETE WITH #4 REBAR ON 12" CENTERS AND HAVE A 4" FILL SAND COVER UNDERNEATH. A SUMP 2" DEEP AND 12" IN DIAMETER SHALL BE INSTALLED TO ONE SIDE OF THE CENTER OF THE BOTTOM SLAB. IF PRECAST VAULT IS USED, WHERE THE SEAMS JOIN THE BOTTOM, A LATER BURNER SHALL BE USED TO SEAL THE JOINT.
- CONTRACTOR SHALL HAVE A CHOICE OF EITHER HAVING A LINK SEAL WHEN SLABING MODEL WS-32-3-6 FOR A 4" PIPE, WS-1036-3-6 OR WS-12-37-3-6 FOR 8" PIPE CASE IN THE VAULT OR HAVE THE VAULT WALL CORDED BEFORE INSTALLATION OF VAULT AND PIPING. IN EITHER CASE, A LINK SEAL MODEL NO. LS-400-C MUST BE USED TO SEAL THE ANNUAL SPACE BETWEEN THE PIPE AND WALL OPENING. BREAKING OF THE WALL WITH A JACKHAMMER IS NOT PERMITTED.
- UNDER EACH VALVE WILL BE A CONCRETE SUPPORT.
- DEPTH OF VAULT SHALL BE A MINIMUM OF 4 1/2 FEET.



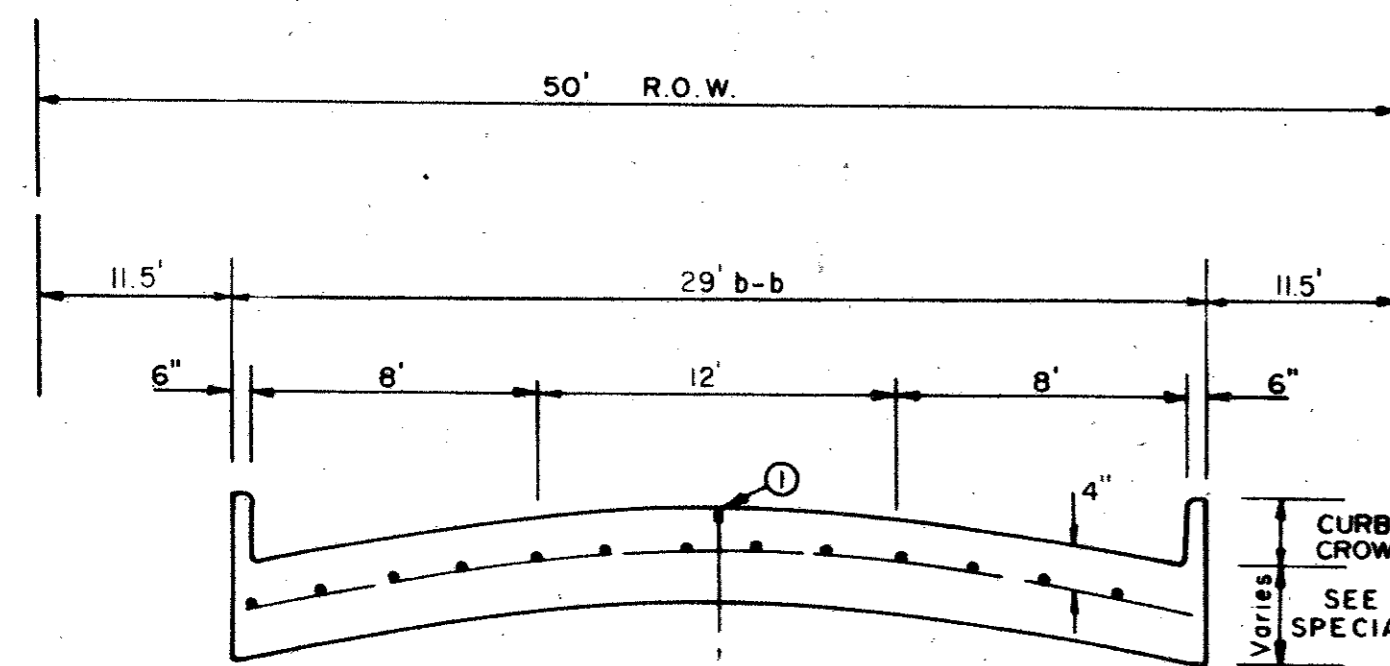
HALF-SECTION TYPICAL HIGHWAY CROSSING
NO SCALE

NOTE: ENCASEMENT PIPE MAY BE ELIMINATED FOR CITY STREETS.

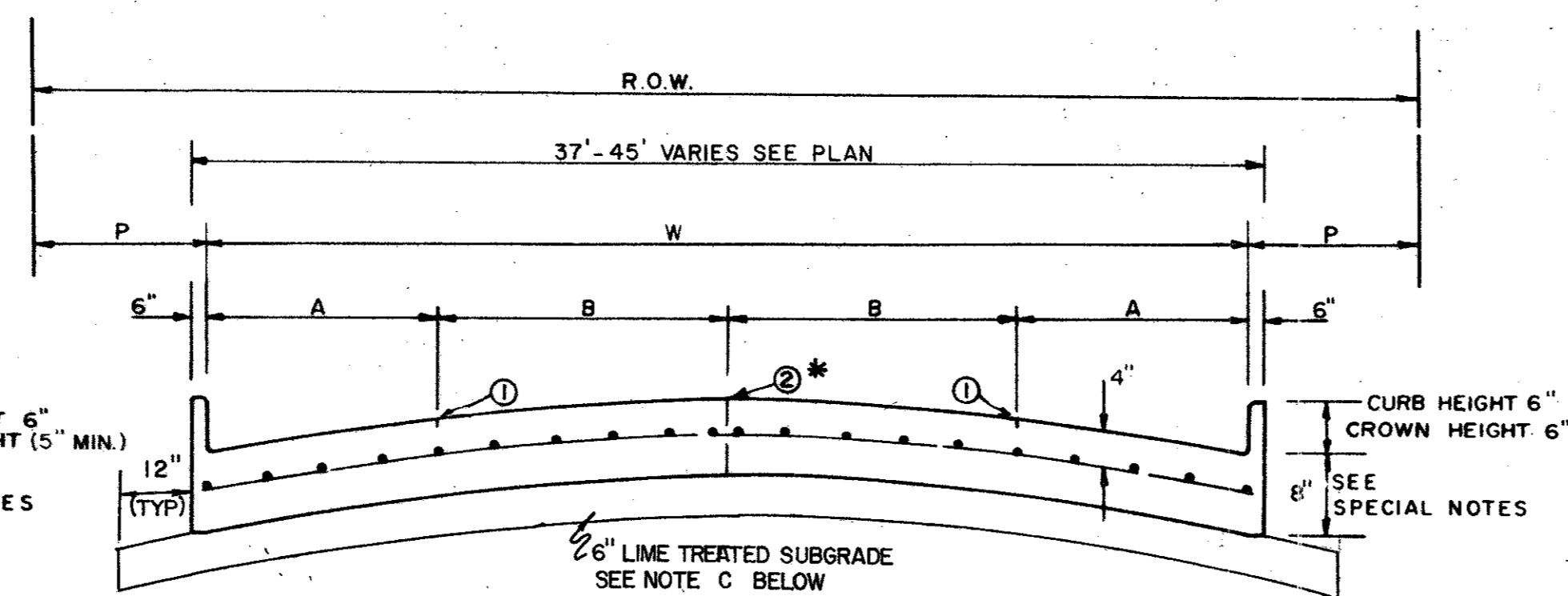
TABLE OF QUANTITIES OF MATERIALS IN CUBIC YARDS PER 100 LINEAR FEET						
INSIDE DIAMETER OF PIPE	APPROX. OUTSIDE DIAMETER OF PIPE	"X" IS A MINIMUM DEPTH	"B" TRENCH WIDTH FOR COMPUTATION OF QUANTITIES	CONCRETE		CRUSHED STONE FOR EMBEDMENT
				FOR ENCASEMENT	FOR CYLINDER PIPE	
14"	17.25"	2.53"	34"	6.91	16.07	5.16
16"	19.38"	2.84"	36"	7.50	17.76	5.64
18"	21.78"	3.19"	38"	8.11	19.52	6.16
24"	27.75"	4.06"	44"	9.97	24.90	9.28

NO.	REVISION	BY	DATE
TOWN OF ADDISON, TEXAS DEPARTMENT OF ENGINEERING			
STANDARD CONSTRUCTION DETAILS WATER			
WATER PIPE DETAILS			
APPROVED: H. WAYNE GINN, P.E.			
DATE	MARCH, 1984	SHEET	SD-17



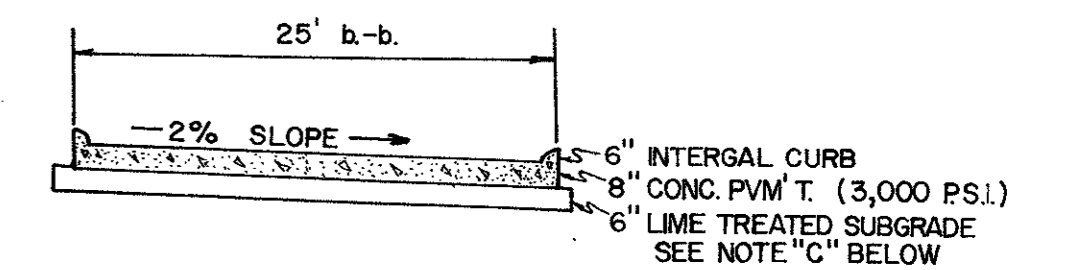


ONE MOVING LANE / TWO PARKING LANES
(LOCAL STREET)



STREET TYPE	STREET WIDTH (W)	A	B	R.O.W. WIDTH	P
COLLECTOR /	36' #	8'	10'	60'	11.5'
COLLECTOR /	40'	8' OR 10'	10' OR 12'	60'	9.5'
COLLECTOR /	44'	11'	11'	65'	10.0'

* FULL WIDTH PAVEMENT OF 36' WIDTH STREETS IS ALLOWED WHERE APPROVED BY THE TOWN OF ADDISON



TYPICAL SECTION
DOOLEY ROAD
STA. 0+20.8 to MIDWAY RD.

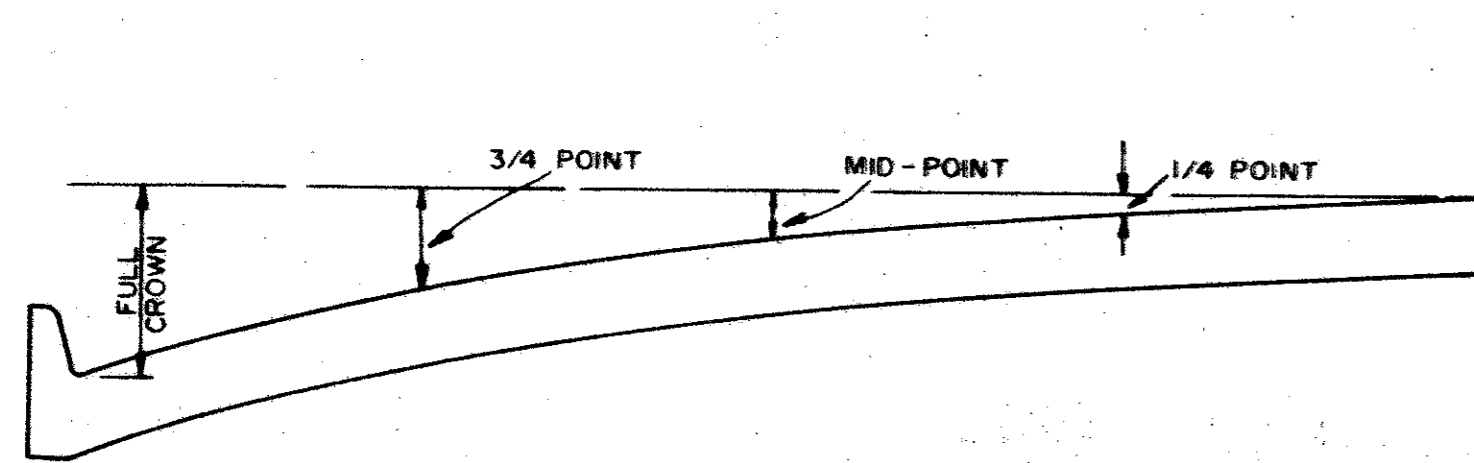
FOR DOOLEY RD. STA. 12+00-15+00
SEE PLAN SHEET NO. 6
FOR KELLER SPRINGS STA. 0+37.54-4+00
SEE PLAN SHEET NO. 7

FOUR MOVING LANES OR TWO MOVING LANES / TWO PARKING LANES

REINFORCED CONCRETE PAVEMENT

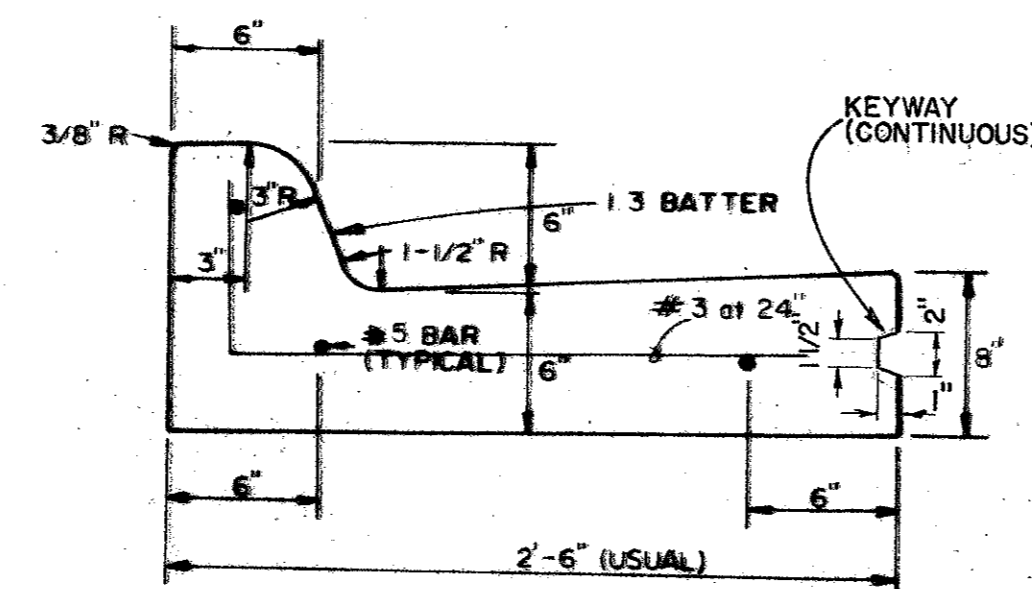
ALL REINFORCING BARS SHALL BE NO. 3 TRANSVERSE BARS TO BE SPACED ON 2'-0" CENTERS; LONGITUDINAL BARS TO BE SPACED ON 2'-0" EXCEPT WHERE NOTED

- ① SAWED LONGITUDINAL DUMMY JOINT
- ② CONSTRUCTION JOINT (FULL WIDTH P.V.M.T. IS ALLOWED WHERE APPROVED BY ENGINEER)

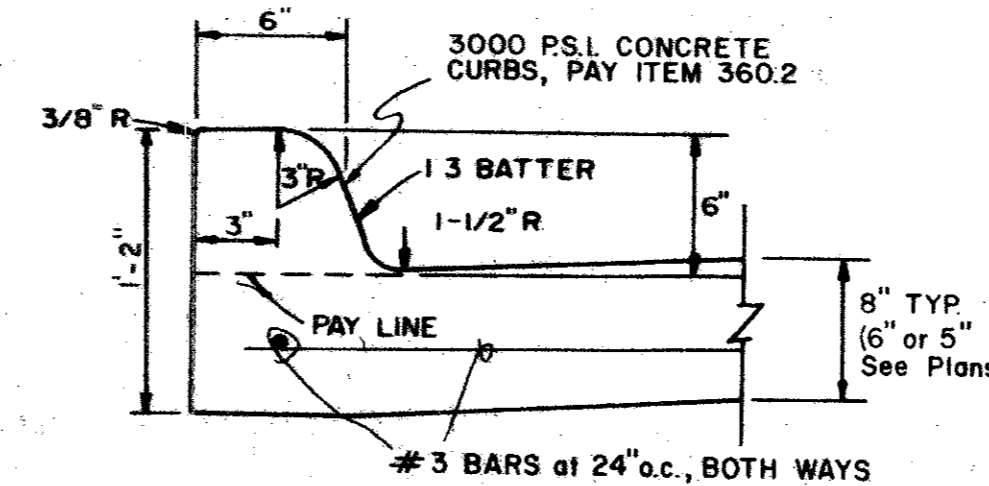


ROADWAY WIDTH (W)	TOTAL CROWN HEIGHT	3/4 POINT	MID-POINT	1/4 POINT
26'	6"	3-3/8"	1-1/2"	3/8"
36'	6"	3-3/8"	1-1/2"	3/8"
44'	6"	3-3/8"	1-1/2"	3/8"
48'	6"	3-3/8"	1-1/2"	3/8"

TABLE OF CROWN HEIGHTS AND ORDINATES FOR VARIOUS PARABOLIC SECTIONS



SEPARATE CURB-AND-GUTTER
PAY ITEM 360.3



INTEGRAL CURB
PAY ITEM 360.2

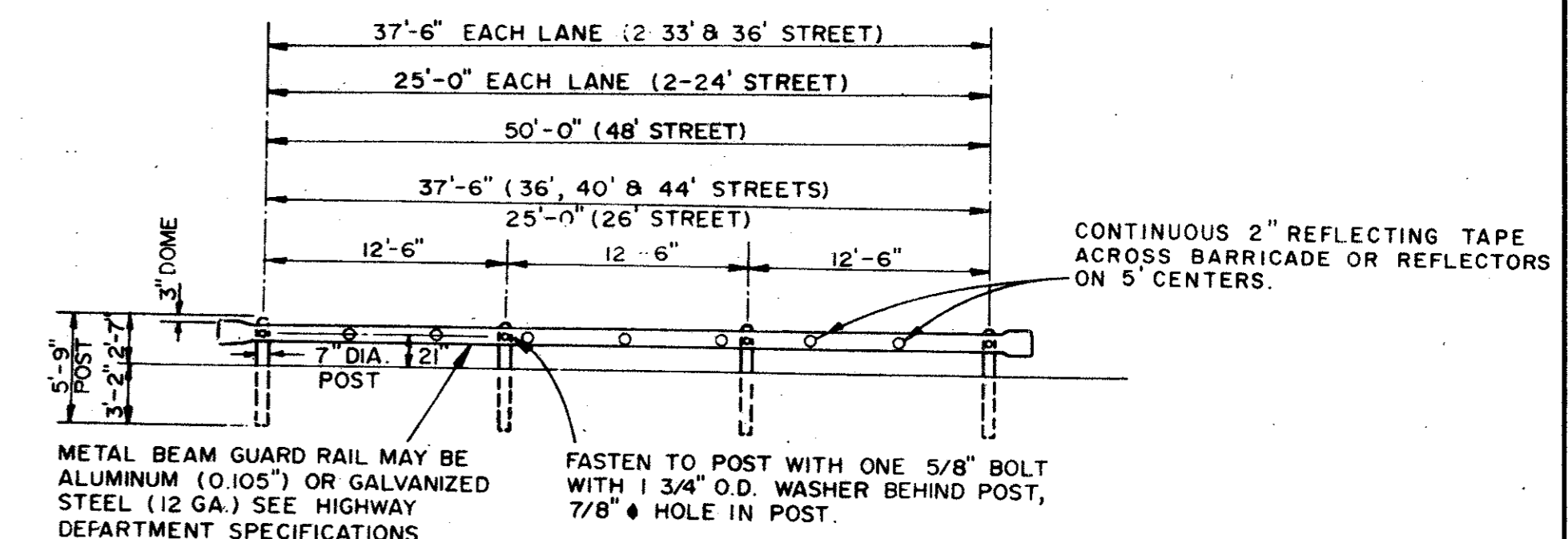
CURB AND CURB-AND-GUTTER

GENERAL NOTES

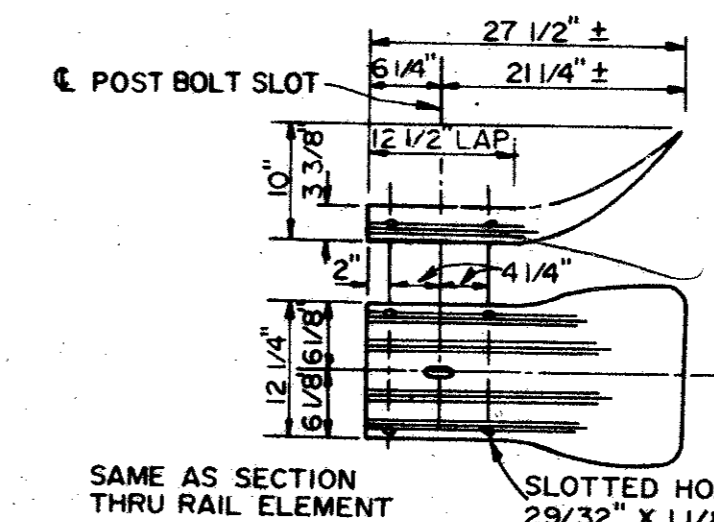
- A. GENERAL
USUAL PAVEMENT THICKNESS IS AS SHOWN IN SPECIAL NOTES. SUBGRADE DESIGN SHALL CONFORM TO THE TOWN OF ADDISON, DEPARTMENT OF ENGINEERING REQUIREMENTS, AND SHALL EXTEND 12" (MIN.) BEHIND CURB.
- B. REINFORCED CONCRETE PAVEMENT
 - 1. CONCRETE STRENGTH SHALL BE AS SHOWN IN SPECIAL NOTES.
 - 2. ALL CURBS SHALL BE INTEGRAL WITH PAVEMENT.
 - 3. DETAIL AND ARRANGEMENT OF PAVEMENT JOINTS, ALL TYPES, SHALL BE AS SHOWN ON SHEET SD-3.
 - 4. BAR LAPS SHALL BE THIRTY DIAMETERS.
- C. SUBGRADE
SUBGRADE UNDER ALL PAVEMENT SHALL BE 6 INCHES THICK AND SHALL BE STABILIZED WITH 6 PERCENT BY WEIGHT OF HYDRATED LIME (27 LBS./SY.) AND COMPACTED TO A DENSITY NOT LESS THAN 95 PERCENT AS DETERMINED BY A.A.S.H.O. T-99. LABORATORY TESTS MAY BE SUBMITTED TO THE ENGINEERING DEPARTMENT FOR APPROVAL TO LOWER AMOUNT OF LIME REQUIRED.
- D. BAR CHAIRS OR AN APPROVED DEVICE SHALL BE FURNISHED.

SPECIAL NOTES

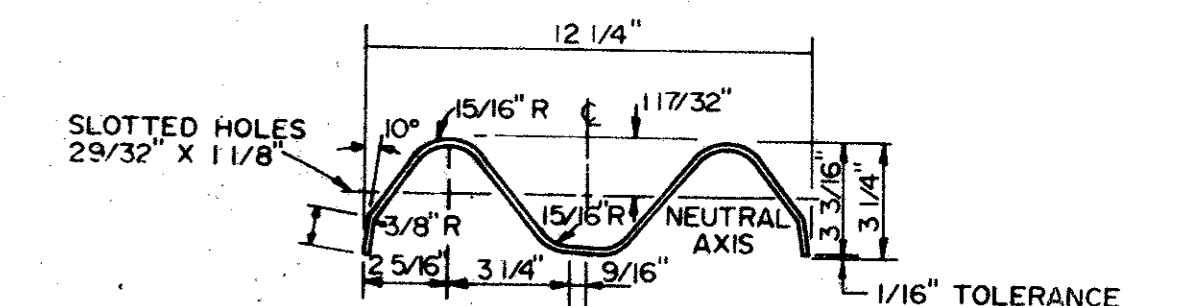
PAVEMENT THICKNESS AND STRENGTHS SHALL BE AS FOLLOWS;
TYPE (RETAIL THRU INDUSTRIAL)
8" - 3000 P.S.I.



FRONT ELEVATION



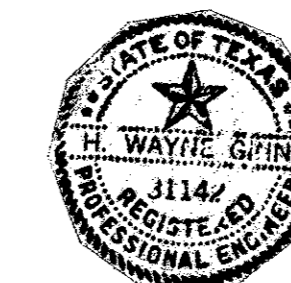
TERMINAL SECTION



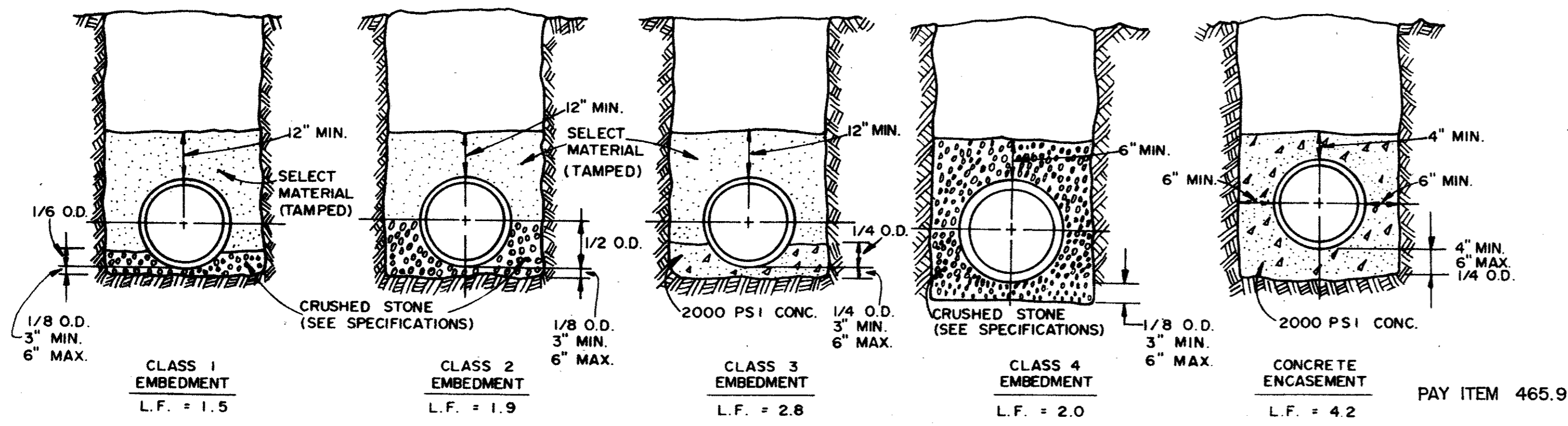
NOTE: ACTUAL SECTION MAY BE SLIGHTLY DIFFERENT DEPENDING UPON THE MFR.

SECTION THRU RAIL ELEMENT

BARRICADE DETAIL
PAY ITEM 540.1



NO.	REVISION	BY	DATE
TOWN OF ADDISON, TEXAS DEPARTMENT OF ENGINEERING			
STANDARD CONSTRUCTION DETAILS PAVING			
PARABOLIC CROWN STREETS			
APPROVED		H. WAYNE GINN, P.E.	
DATE MARCH, 1984		SHEET	SD-2



P.V.C. PIPE ONLY

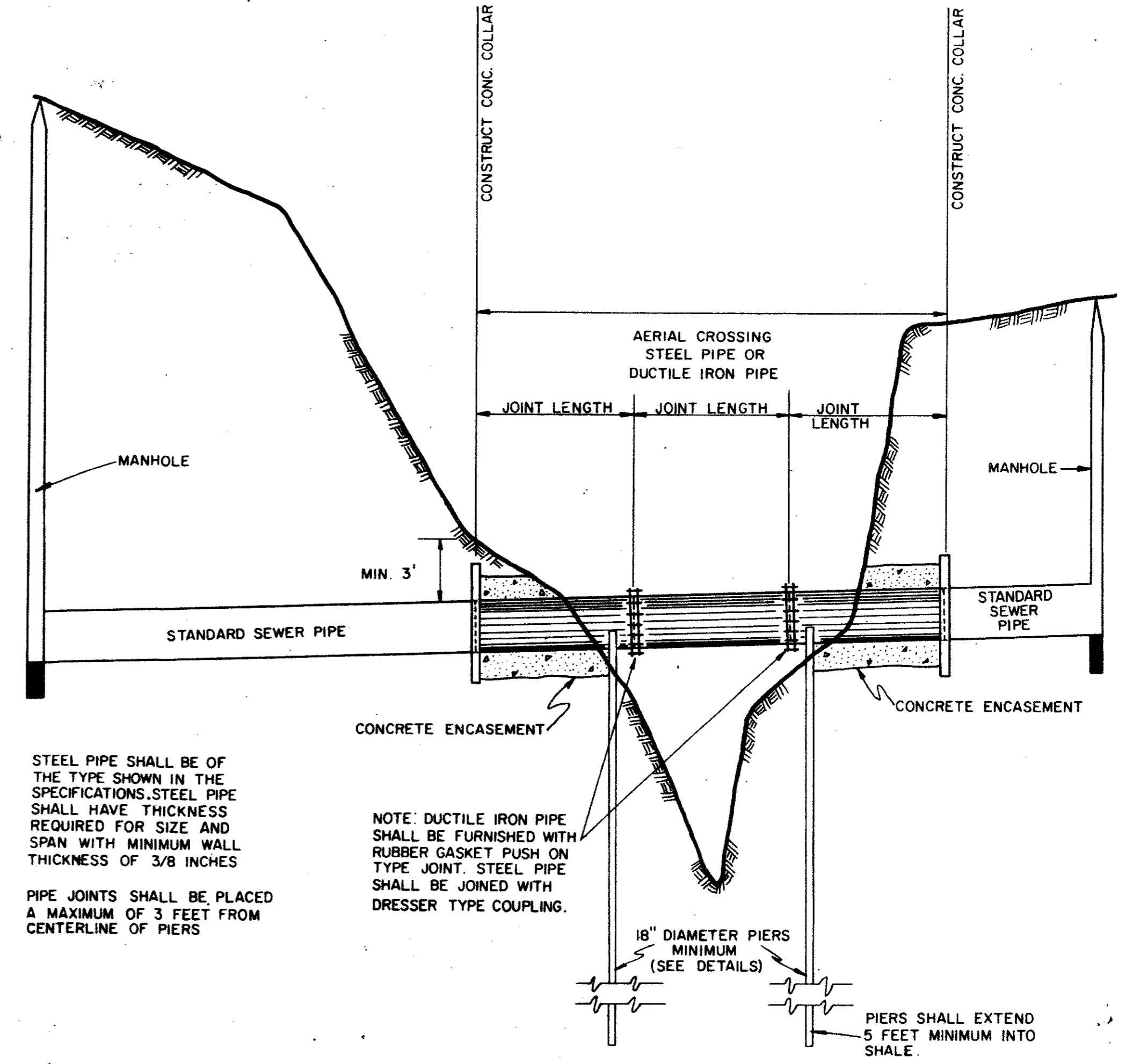
PAY ITEM 465.9
TYPE OF EMBEDMENT OR ENCASEMENT SHALL BE SHOWN IN THE PROFILES FOR ALL LINES. LOAD CALCULATIONS SHALL BE SUBMITTED TO THE ENGINEERING DEPARTMENT.

TABLE OF QUANTITIES OF 2000 PSI CONCRETE, GRAVEL OR CRUSHED STONE IN CUBIC YARDS PER 100 LINEAR FEET FOR EACH CLASS EMBEDMENT

TABLE OF QUANTITIES PER 100 LINEAR FEET REINFORCED CONCRETE PIPE *							
SIZE OF PIPE IN INCHES I.D.	O.D. OF PIPE IN INCHES	TRENCH WIDTH IN INCHES	TRENCH WIDTH IN FEET	CLASS 1 EMBEDMENT CRUSHED STONE	CLASS 2 EMBEDMENT CRUSHED STONE	CLASS 3 EMBEDMENT CONCRETE	CONCRETE ENCASEMENT
12	16.00	32	2.67	4.1	6.5	4.8	15.8
15	19.50	36	3.00	4.8	7.8	6.4	19.2
18	23.00	39	3.25	5.7	9.2	8.2	21.2
21	26.50	43	3.58	6.9	11.0	10.2	24.9
24	30.00	46	3.83	8.3	13.1	12.4	28.7
27	33.50	51	4.25	10.3	16.1	14.4	32.8
30	37.00	57	4.75	12.7	20.1	17.0	34.8
33	40.50	62	5.17	15.1	23.8	19.3	39.2
36	44.00	67	5.58	18.0	28.6	22.1	43.8

TABLE OF QUANTITIES PER 100 LINEAR FEET-PVC PIPE (IN CUBIC YARDS)					
SIZE OF PIPE IN INCHES	O.D. OF PIPE IN INCHES	TRENCH WIDTH IN INCHES	TRENCH WIDTH IN FEET	CLASS 4 EMBEDMENT CRUSHED STONE	CONCRETE ENCASEMENT
6	6.28	24	2.00	8.0	11.7
8	8.16	24	2.00	8.7	12.4
10	10.20	26	2.18	10.2	14.2
12	12.24	28	2.35	11.7	15.9
15	15.30	31	2.61	14.0	18.8

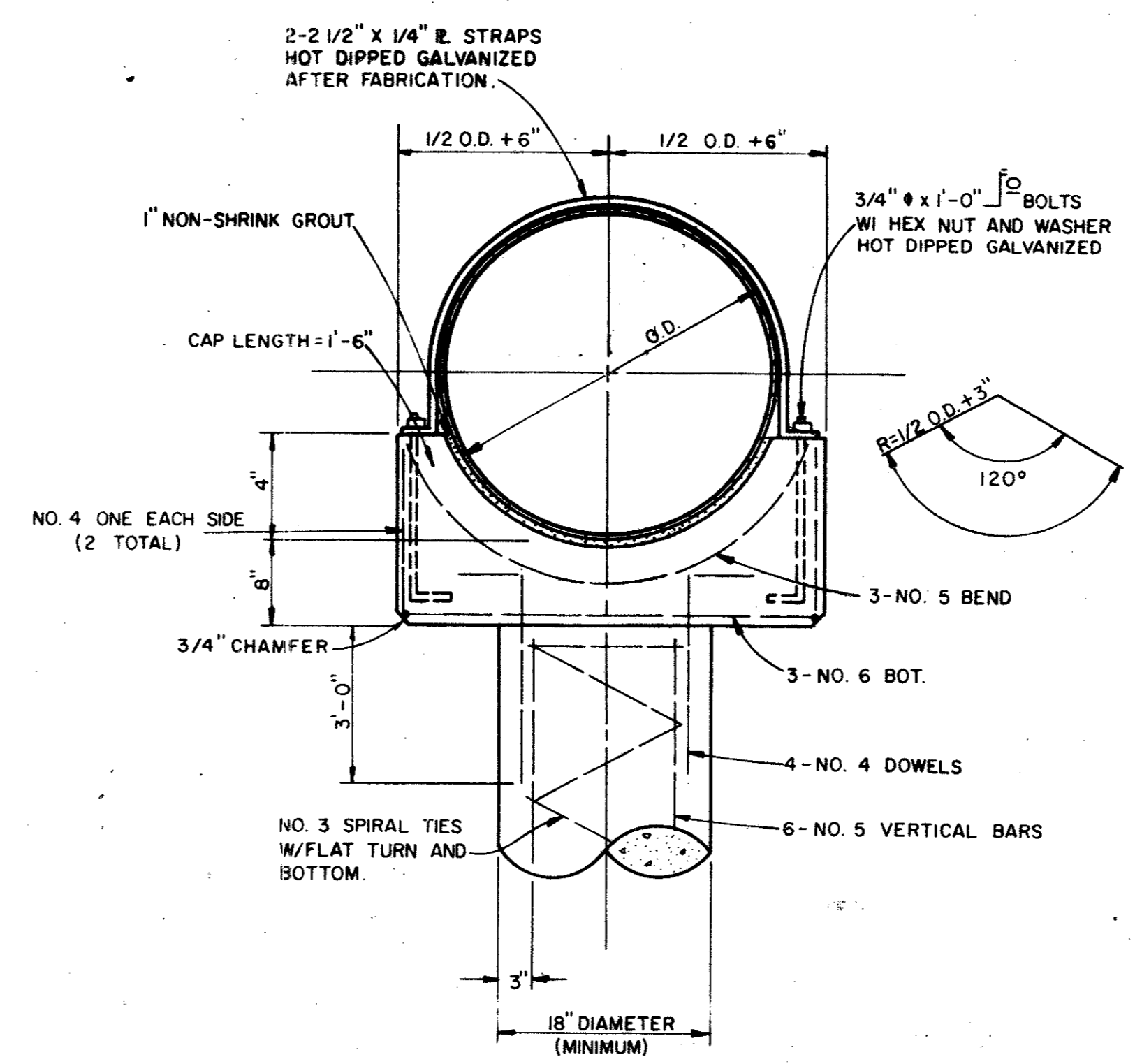
TABLE OF QUANTITIES PER 100 LINEAR FEET-VITRIFIED CLAY PIPE (IN CUBIC YARDS)							
SIZE OF PIPE IN INCHES I.D.	O.D. OF PIPE IN INCHES	TRENCH WIDTH IN INCHES	TRENCH WIDTH IN FEET	CLASS 1 EMBEDMENT CRUSHED STONE	CLASS 2 EMBEDMENT CRUSHED STONE	CLASS 3 EMBEDMENT CONCRETE	CONCRETE ENCASEMENT
8	9.75	26	2.17	2.9	4.3	3.3	10.9
10	12.00	28	2.33	3.3	5.0	3.7	12.5
12	14.25	30	2.50	3.7	5.8	4.3	14.2
15	17.80	36	3.00	4.8	7.8	7.0	17.5
18	21.45	39	3.25	5.6	9.1	8.9	21.0
21	25.00	43	3.58	6.7	11.0	11.1	23.0
24	28.50	46	3.83	8.0	12.9	12.3	26.8
27	32.10	51	4.25	10.0	15.9	14.3	30.8
30	35.60	57	4.75	12.4	19.8	16.8	34.9
33	38.95	61	5.08	14.5	22.9	18.7	37.0
36	42.25	66	5.50	17.0	26.8	21.1	41.5



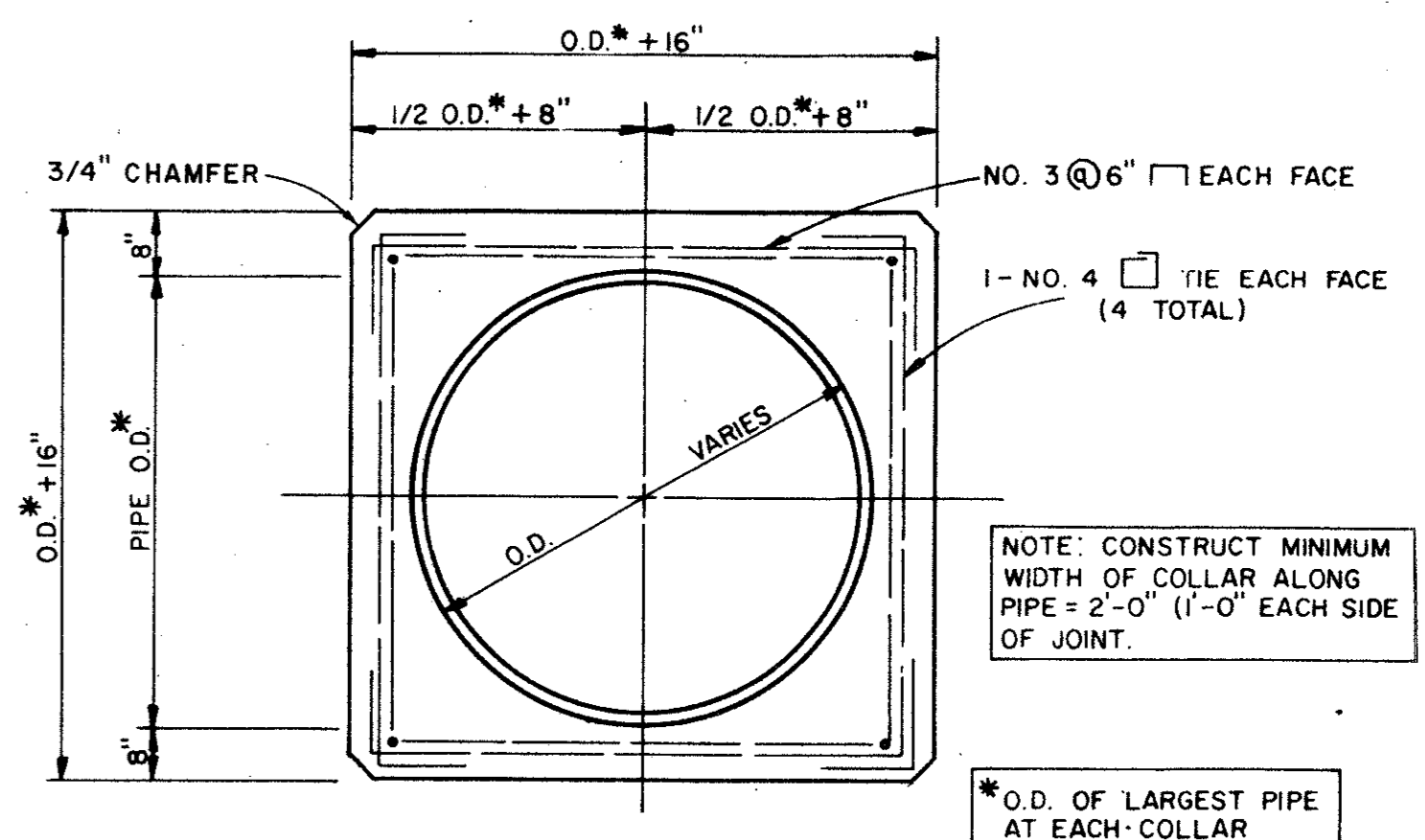
STEEL PIPE SHALL BE OF THE TYPE SHOWN IN THE SPECIFICATIONS. STEEL PIPE SHALL HAVE THICKNESS REQUIRED FOR SIZE AND SPAN WITH MINIMUM WALL THICKNESS OF 3/8 INCHES. PIPE JOINTS SHALL BE PLACED A MAXIMUM OF 3 FEET FROM CENTERLINE OF PIERS.

NOTE: DUCTILE IRON PIPE SHALL BE FURNISHED WITH RUBBER GASKET PUSH ON TYPE JOINT. STEEL PIPE SHALL BE JOINED WITH DRESSER TYPE COUPLING.

AERIAL CROSSING DETAIL



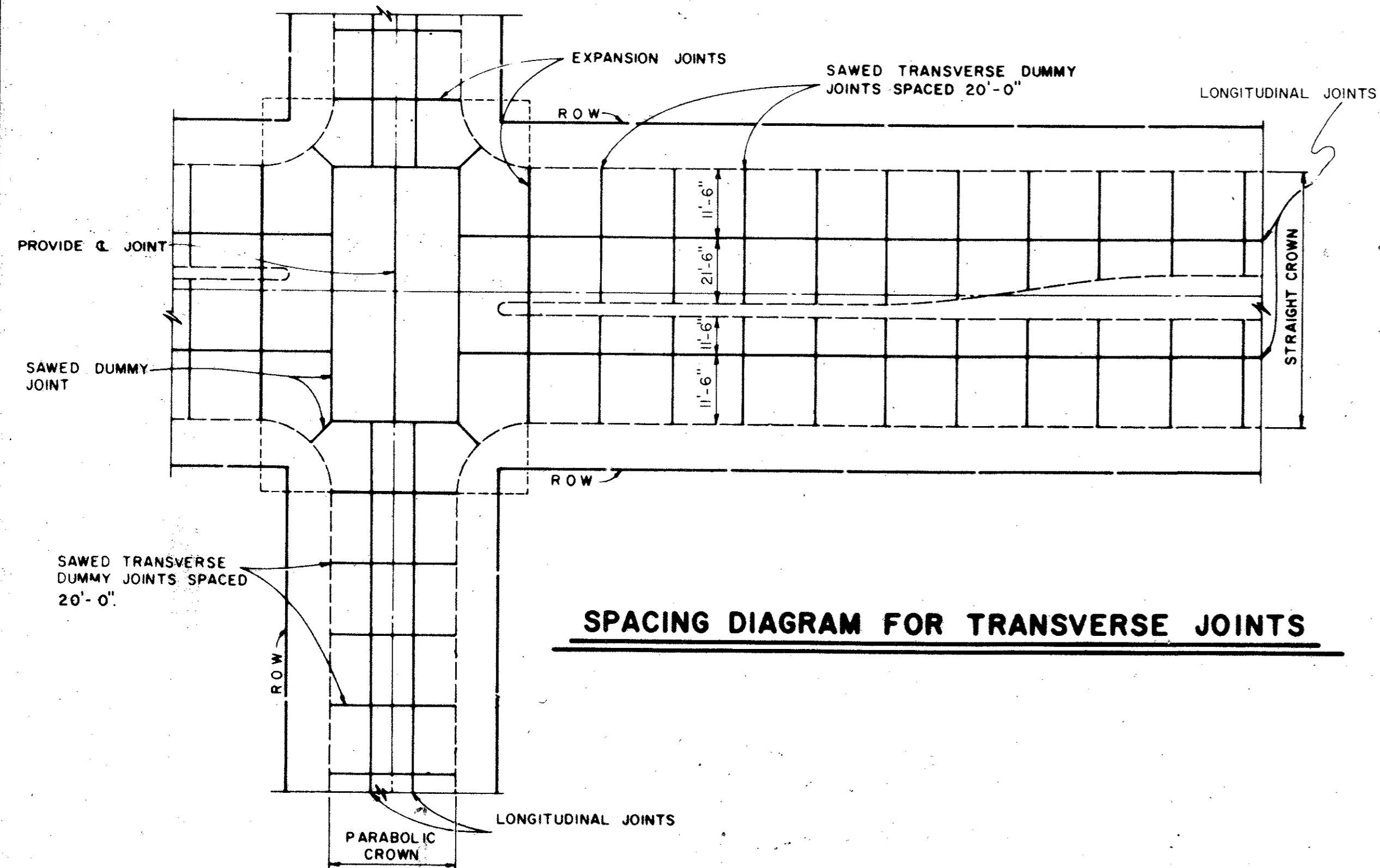
AERIAL CROSSING PIER CAP DETAIL
N.T.S.



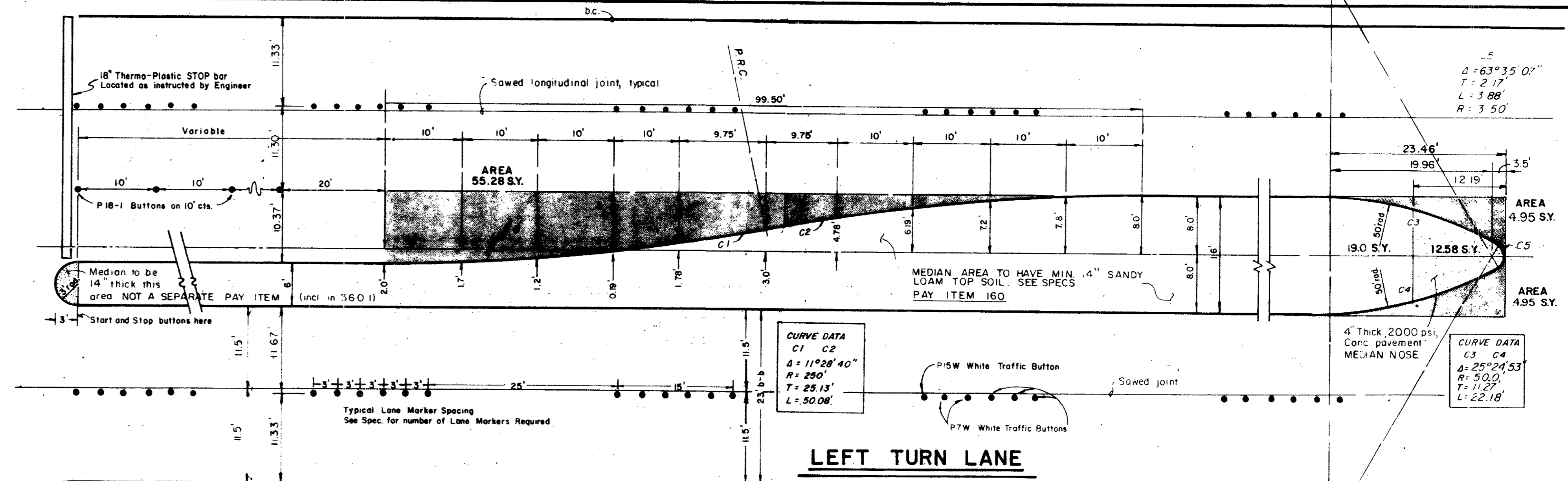
AERIAL CROSSING CONCRETE COLLAR DETAIL
N.T.S.

NO.	REVISION	BY	DATE
TOWN OF ADDISON, TEXAS DEPARTMENT OF ENGINEERING			
STANDARD CONSTRUCTION DETAILS SANITARY SEWER			
EMBEDMENT-AERIAL CROSSING			
APPROVED	H. WAYNE GINN, P.E.		
DATE: MARCH, 1984	SHEET		SD-20

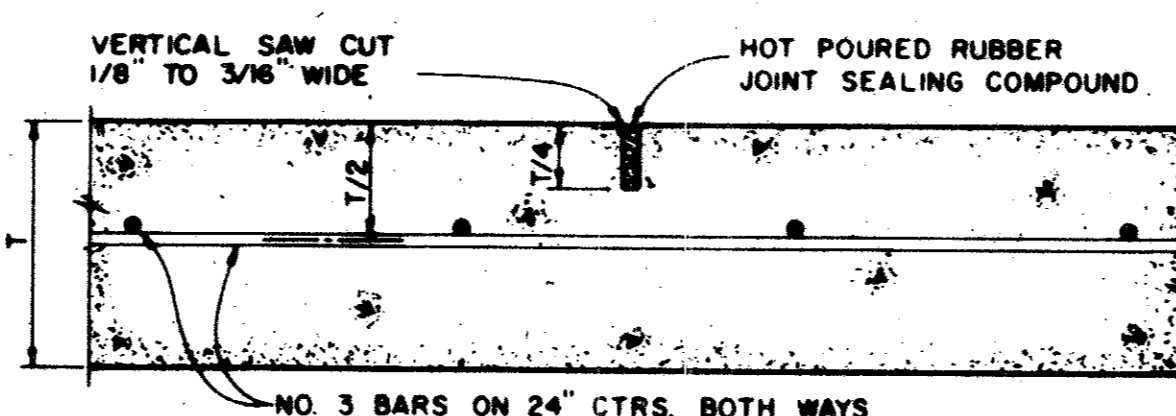




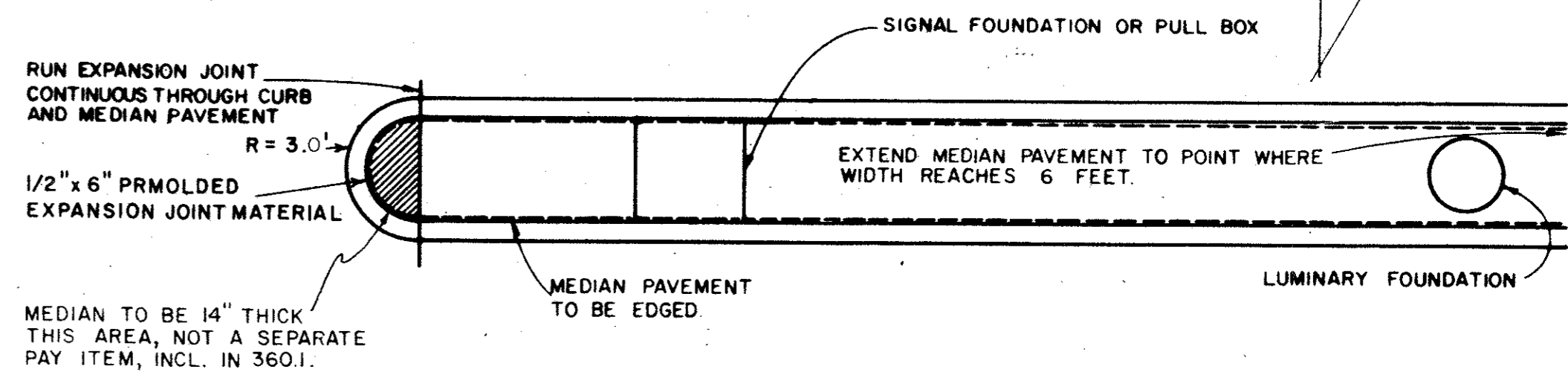
SPACING DIAGRAM FOR TRANSVERSE JOINTS



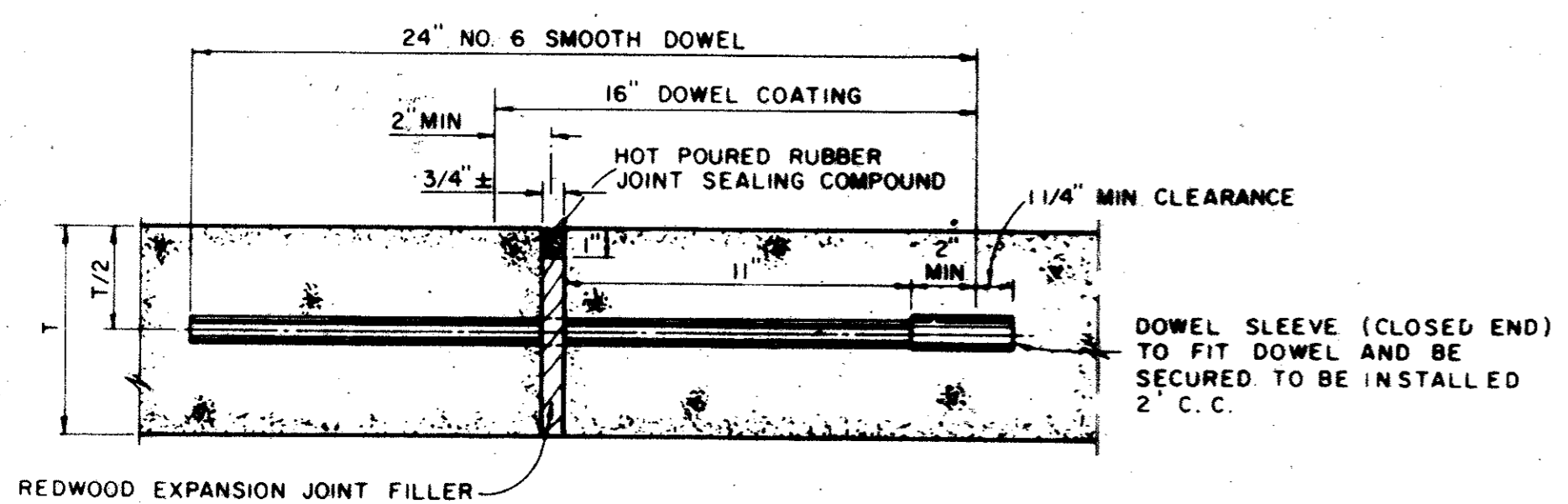
LEFT TURN LANE



SAWED DUMMY JOINT

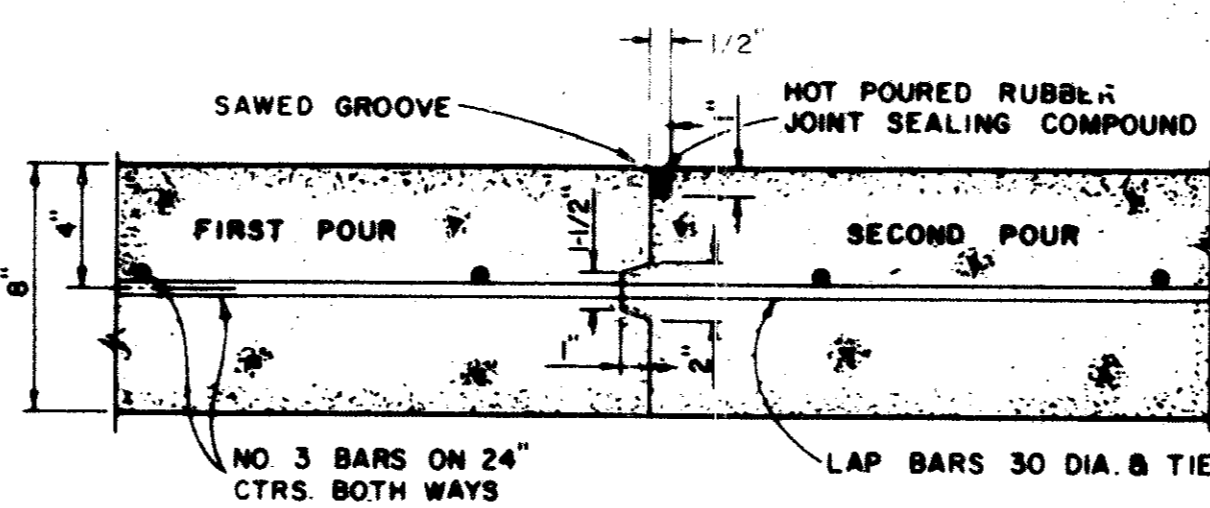


DETAIL OF 6' MEDIAN PAVEMENT

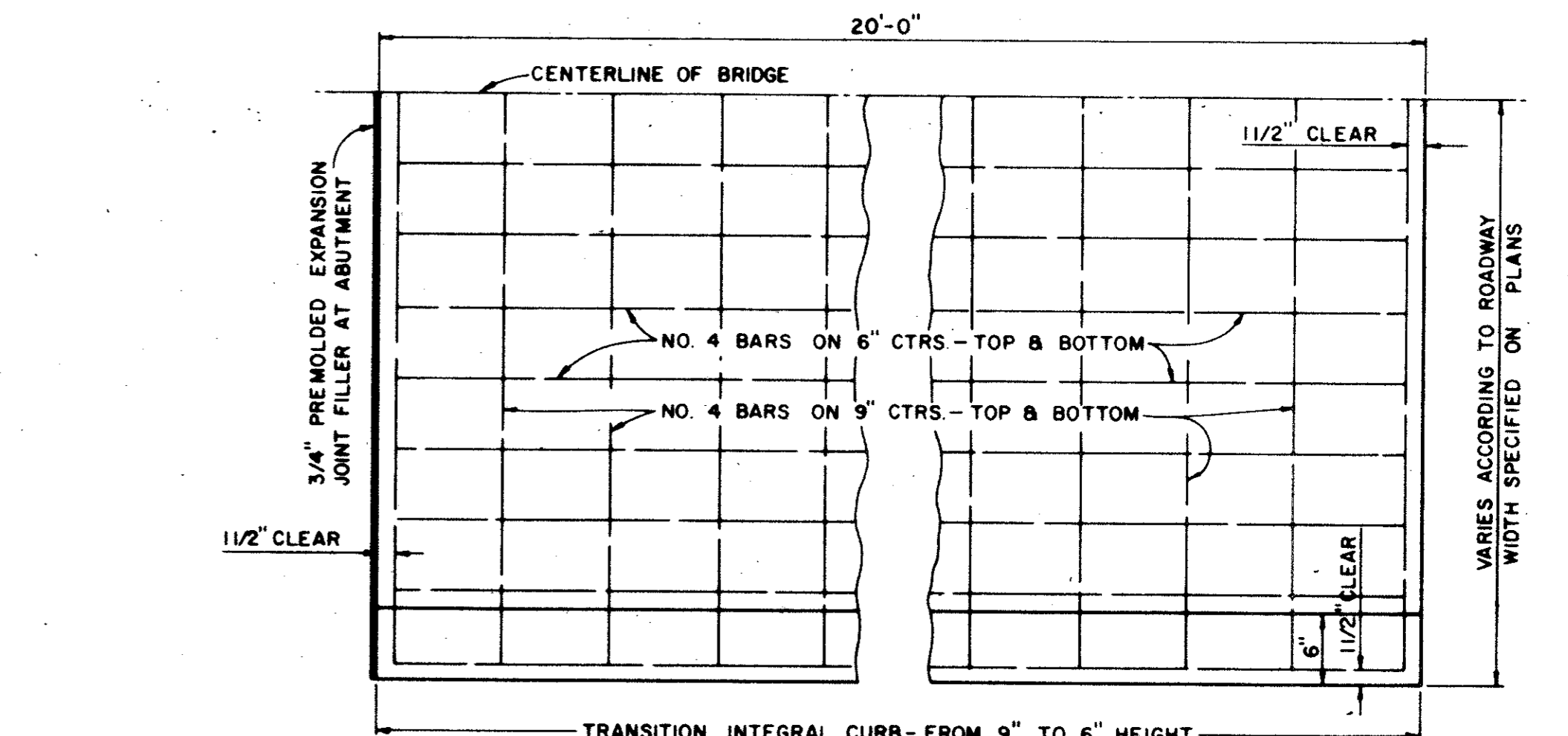


TRANSVERSE EXPANSION JOINT

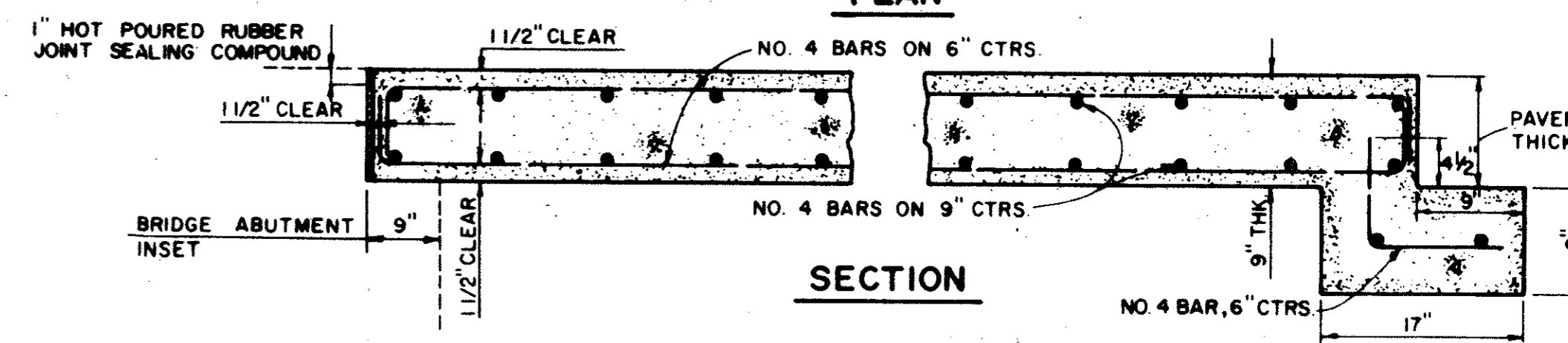
(SPACED 600 FT. MAXIMUM; LOCATE AT INTERSECTIONS)



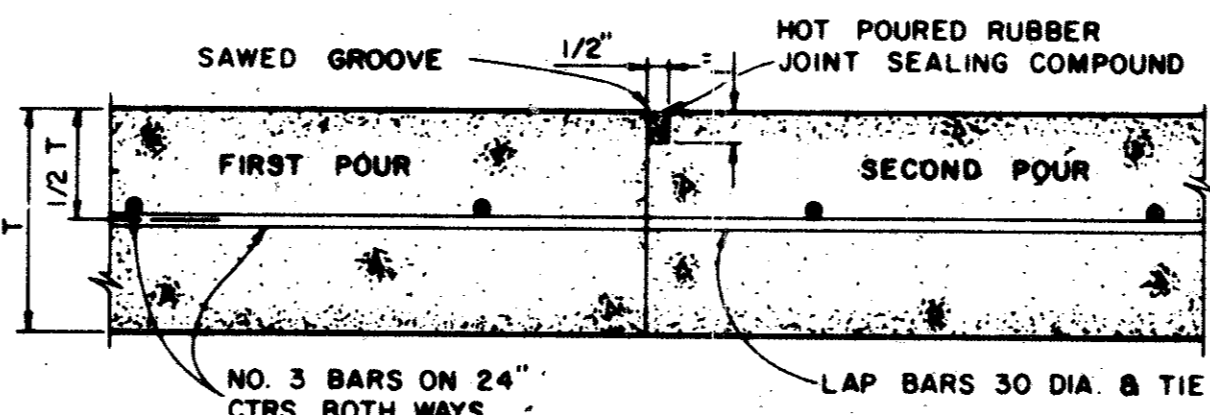
CONSTRUCTION JOINT FOR 8\"/>



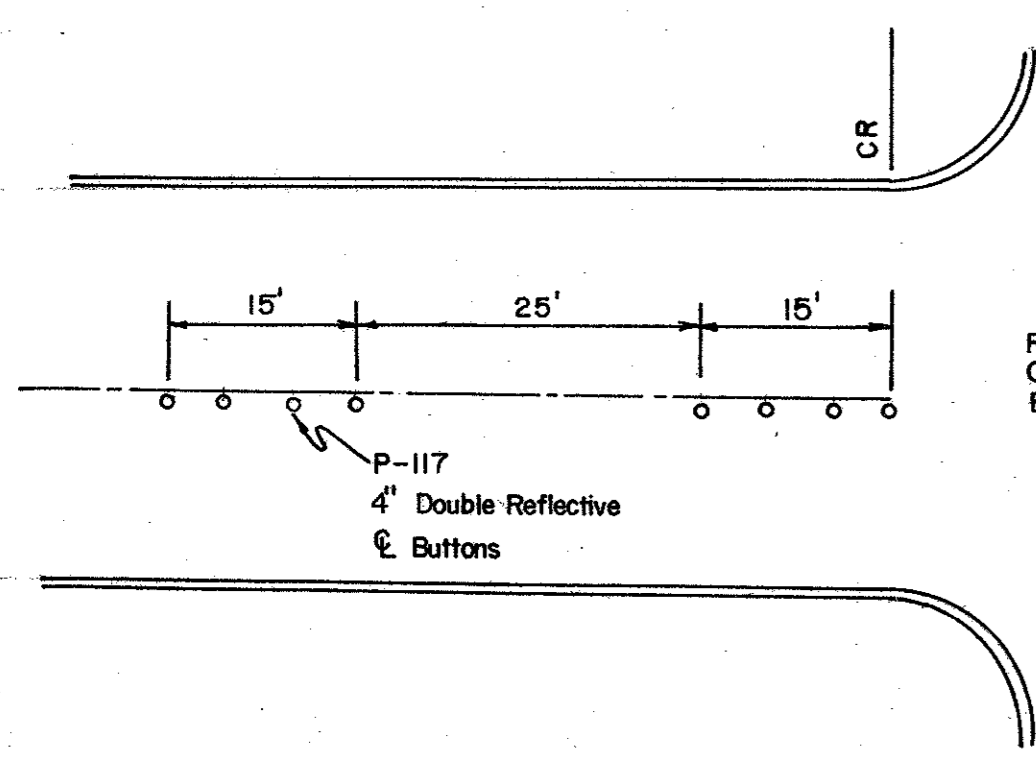
BRIDGE APPROACH SLAB



SECTION

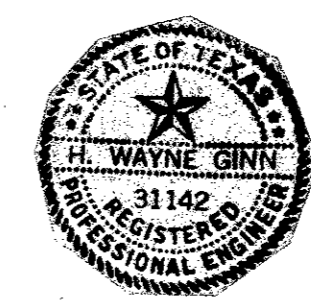


CONSTRUCTION JOINT FOR 5\"/>



STANDARD BUTTON LAYOUT

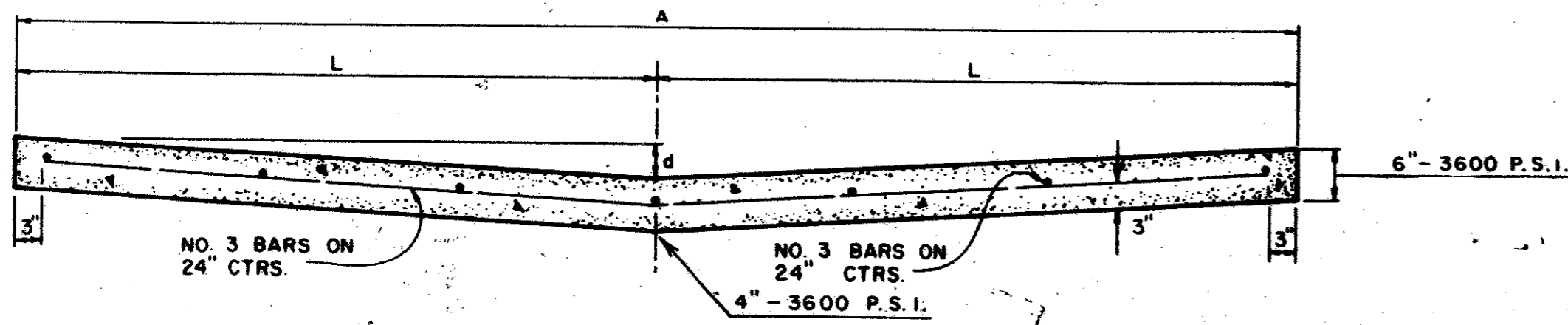
REFLECTORS PLACED 4\"/>



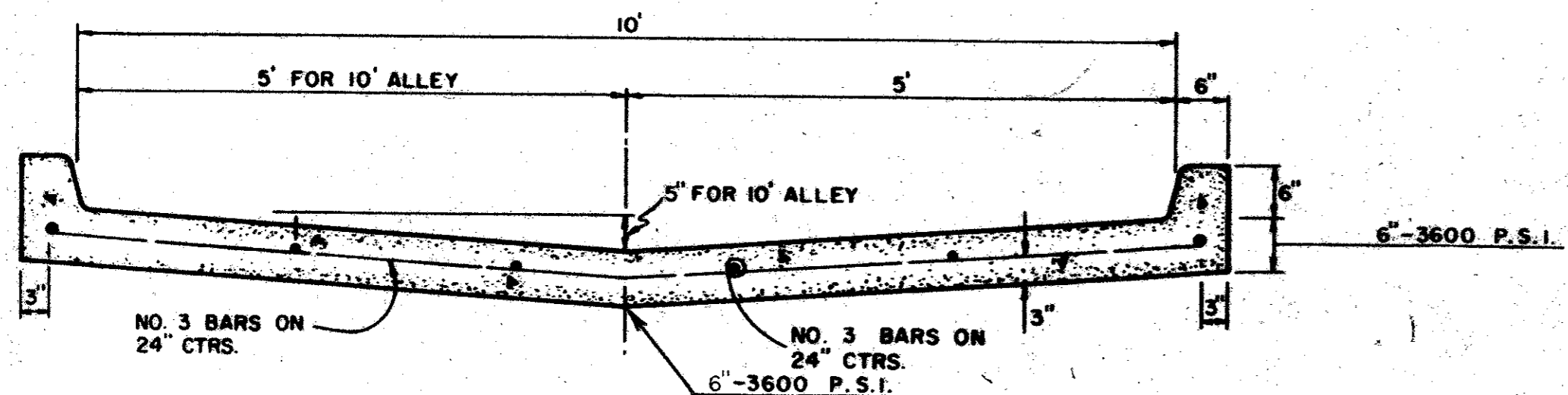
NO.	REVISION	BY	DATE
TOWN OF ADDISON, TEXAS DEPARTMENT OF ENGINEERING			
STANDARD CONSTRUCTION DETAILS PAVING			
PAVEMENT JOINTS			
APPROVED		H. WAYNE GINN, P.E.	
DATE MARCH, 1984		SHEET SD-3	

ALLEY WIDTH (A)	HALF SECTION WIDTH (L)	INVERT DEPTH (d)
10'	5'	5"
12'	6'	6"
16'	8'	6"
20'	10'	6"

ALLEY WIDTH	A	B	C	D	E	F
10'	10'	2'-6"	15'	1'-6"	12'	8.6'
12'	12'	1'-6"	15'	1'-6"	12'	8.5'
16'	16'	2'-0"	20'	2'-0"	16'	8.0'
20'	20'	0	20'	0	20'	10.0'

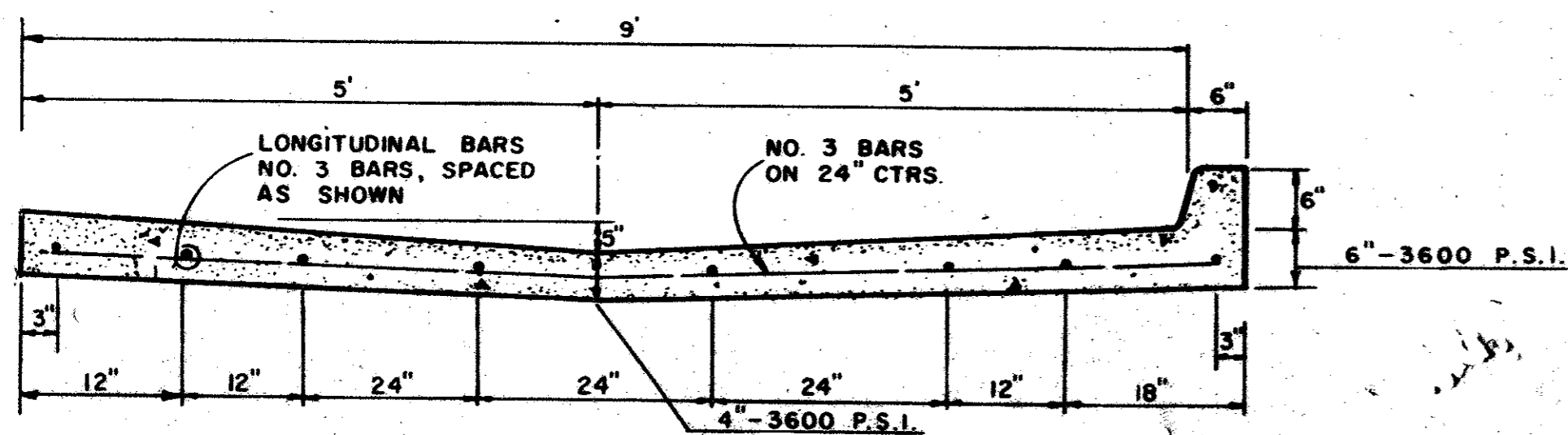


STANDARD 10', 12', 16', & 20' ALLEY SECTION



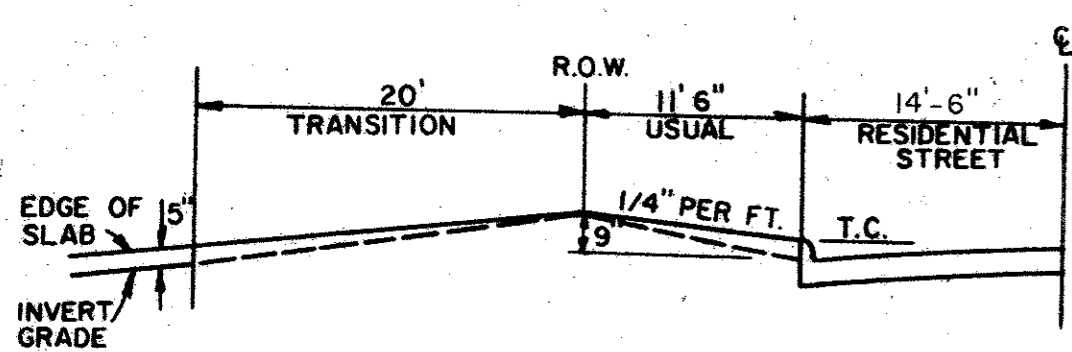
STANDARD ALLEY SECTION WITH CURBS

NOTE: CURBS NOT ALLOWED IN RESIDENTIAL AREAS EXCEPT AS APPROVED BY THE CITY.

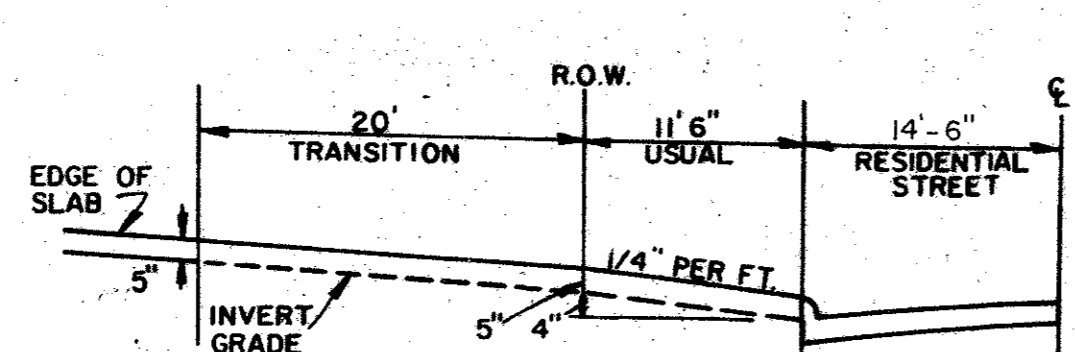


ALTERNATE 10' ALLEY SECTION / CURB

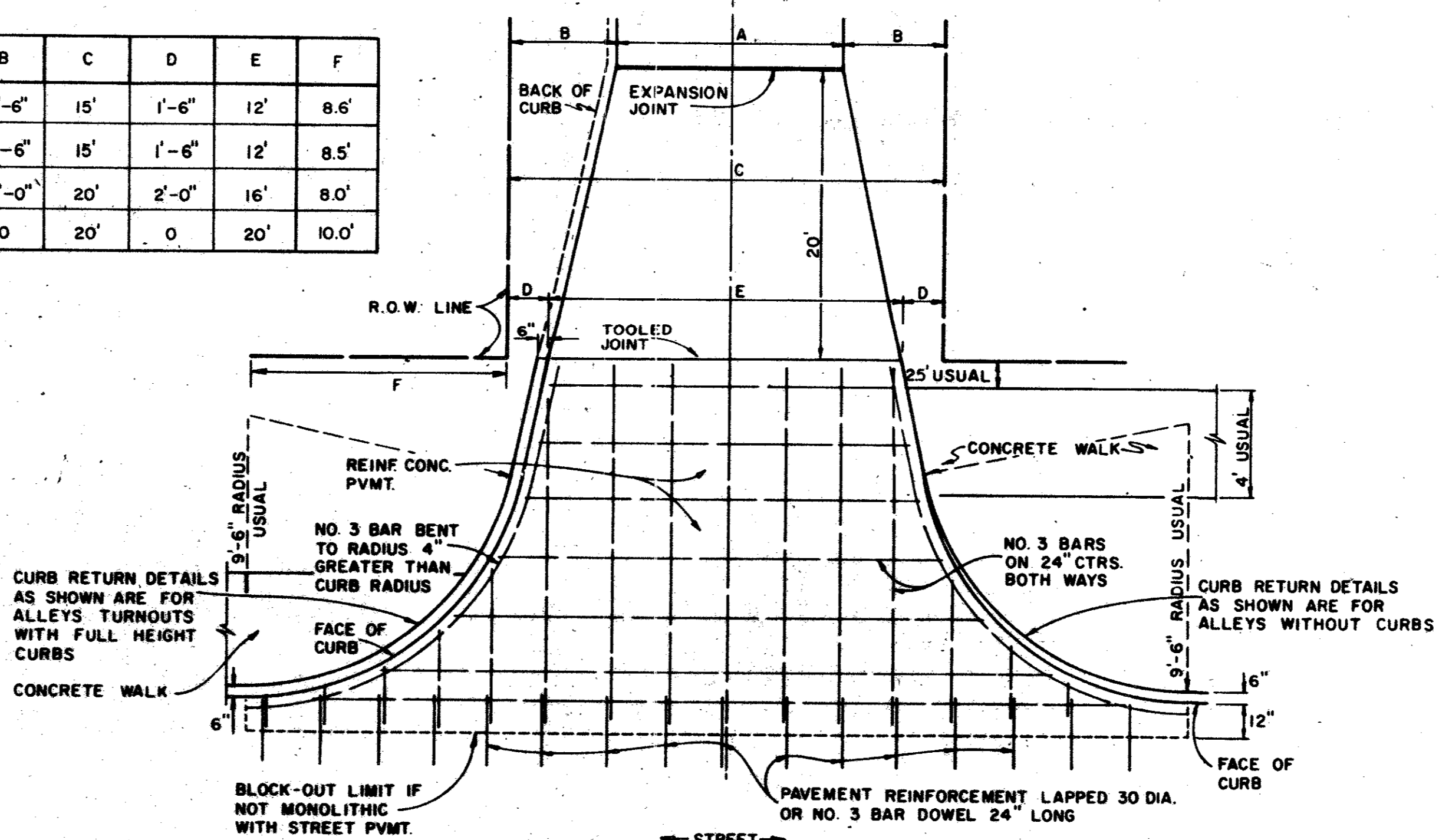
NOTE: CURBS NOT ALLOWED IN RESIDENTIAL AREAS EXCEPT AS APPROVED BY THE CITY.



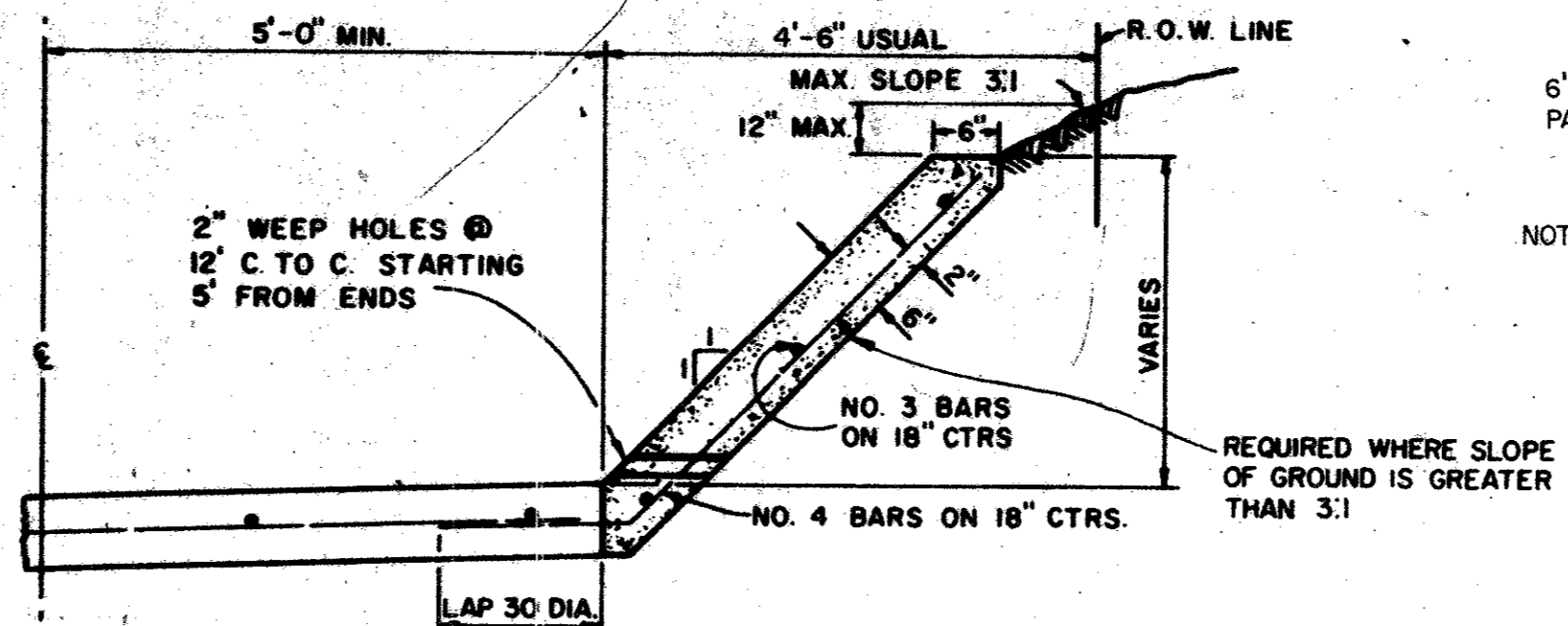
TYPE I ALLEY ENTRANCE



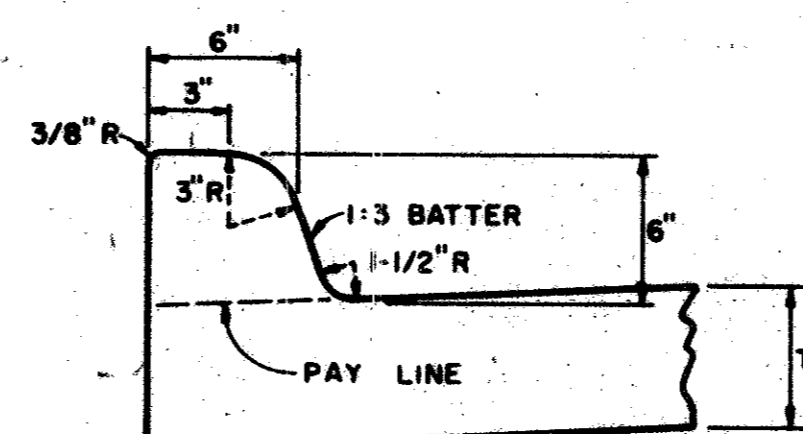
TYPE II ALLEY ENTRANCE



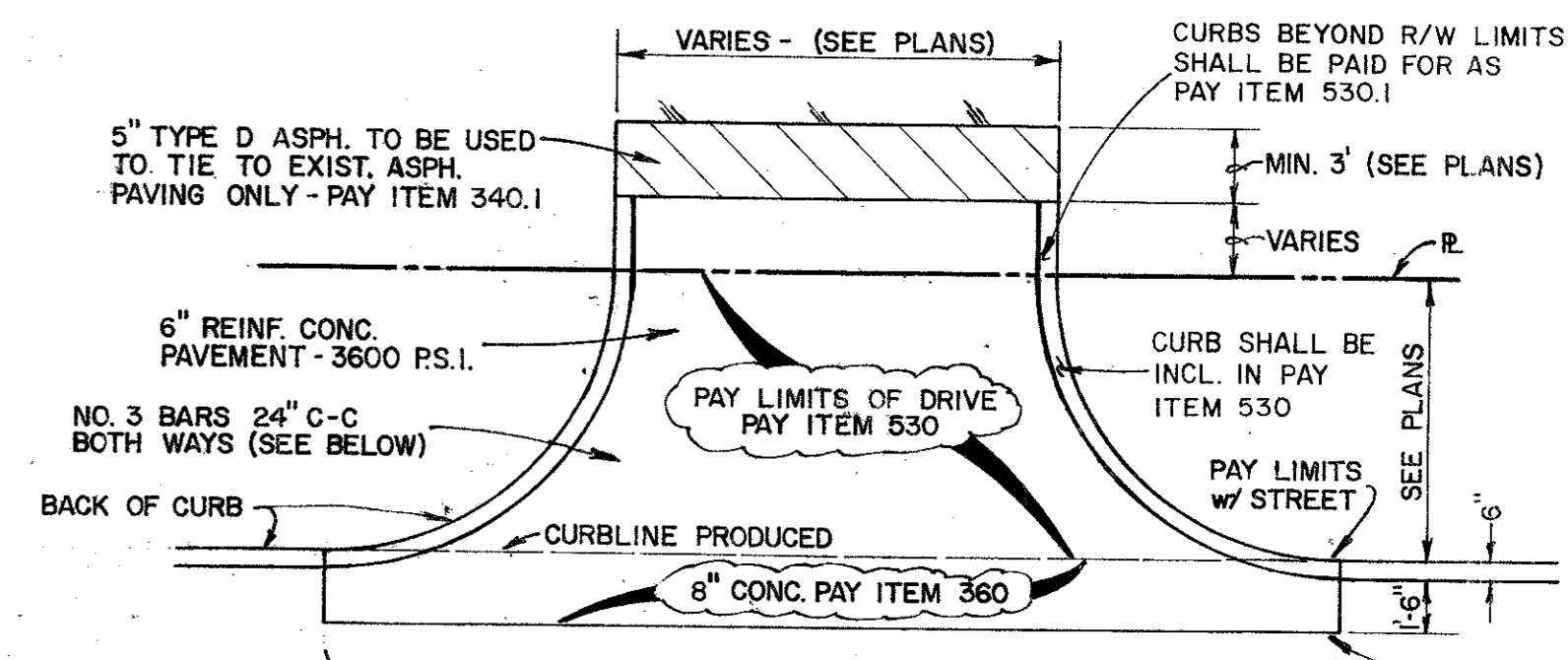
ALLEY RETURN DETAILS



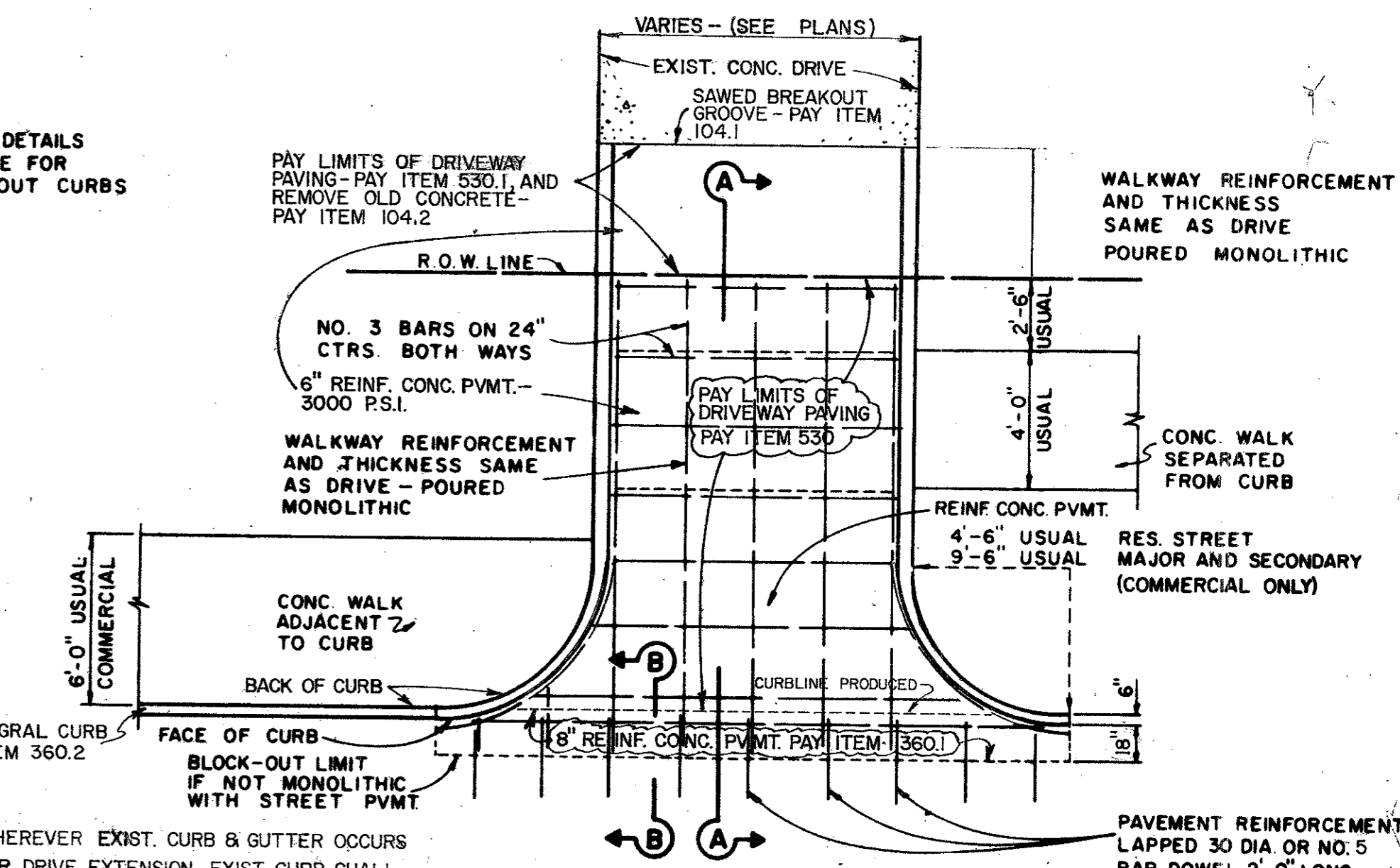
ALLEY SLOPE PROTECTION



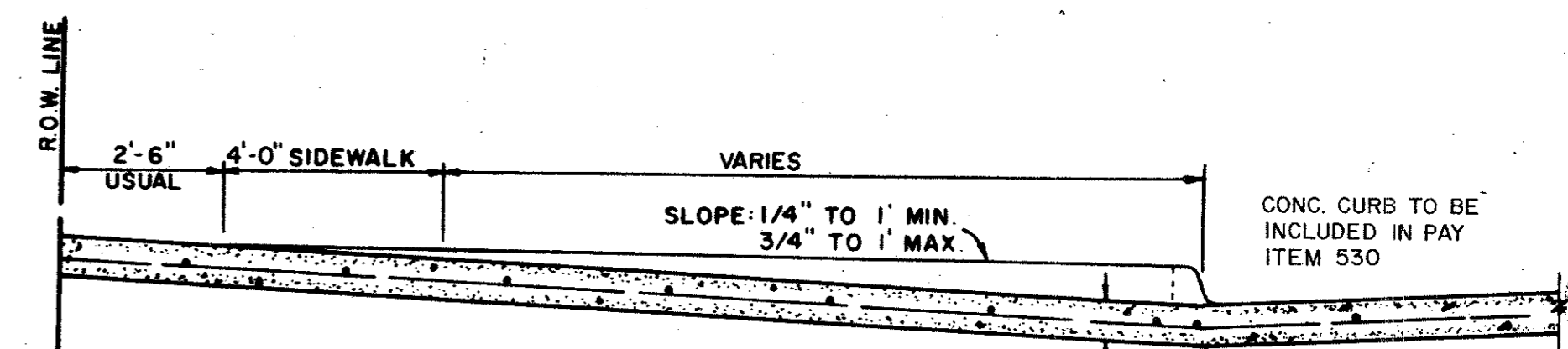
INTEGRAL CURB



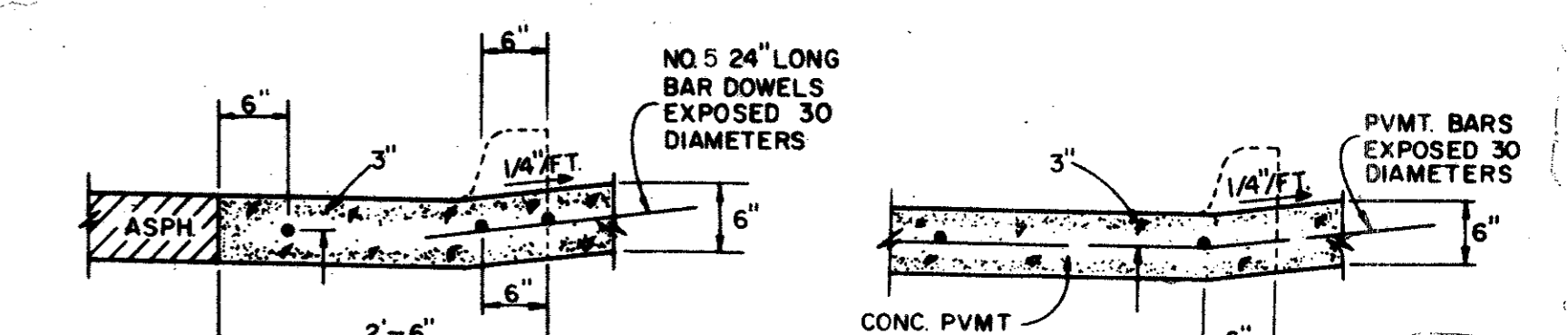
DRIVEWAY PAVING DETAIL
(ASPHALT DRIVEWAYS)



DRIVEWAY RETURN TO STREET
(CONCRETE DRIVEWAYS)



SECTION A-A

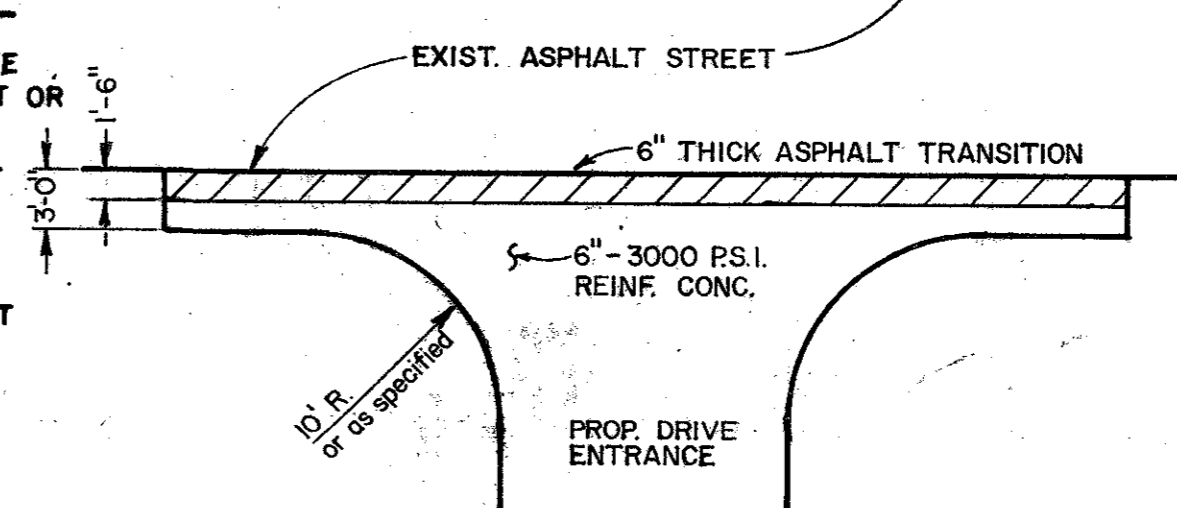


SECTION B-B

DRIVEWAY RETURN DETAILS

GENERAL NOTES FOR ALLEYS AND DRIVEWAYS

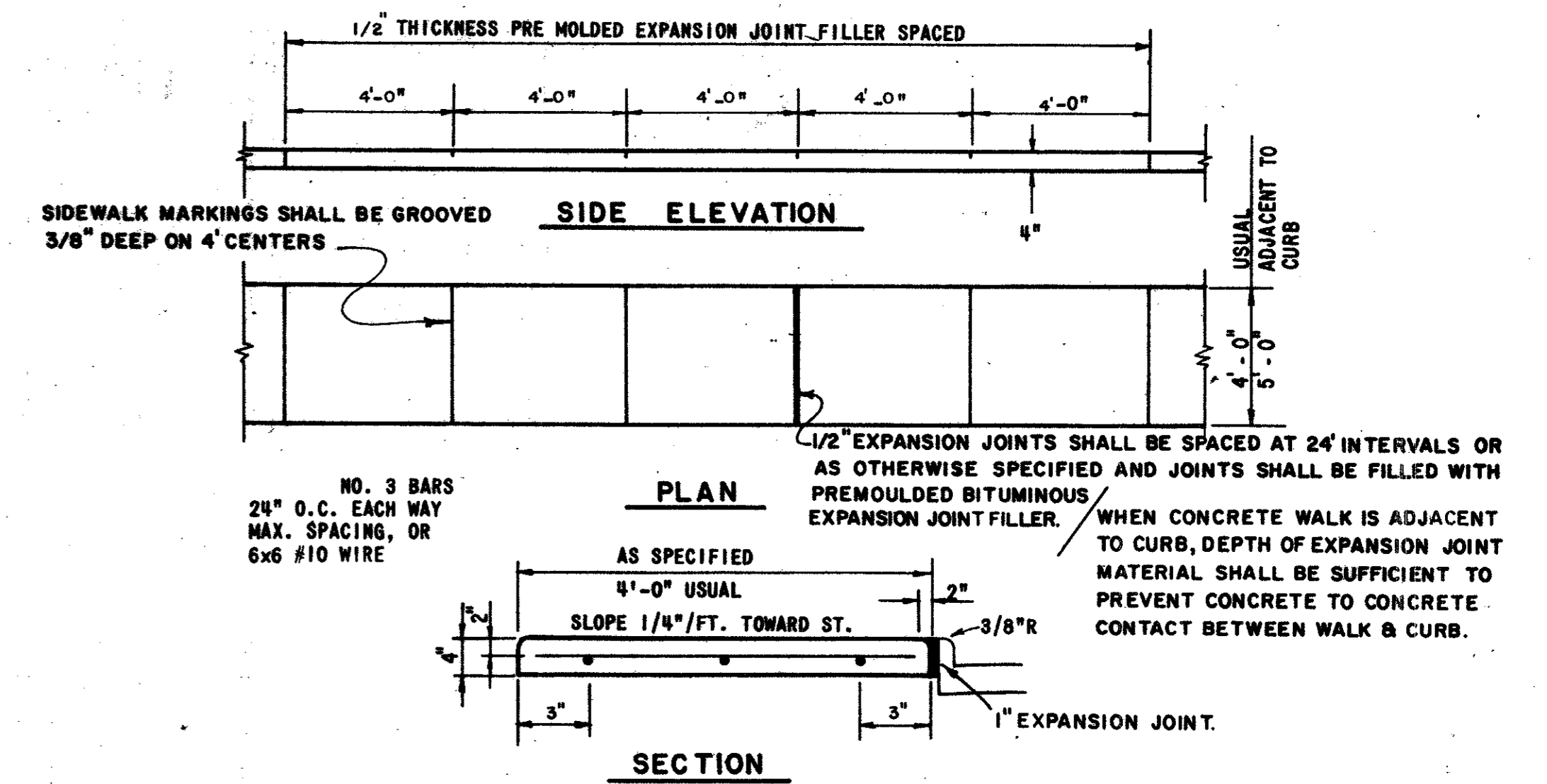
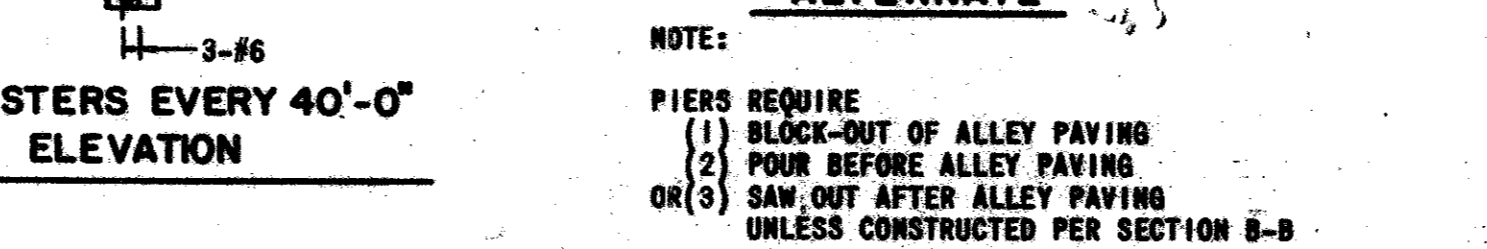
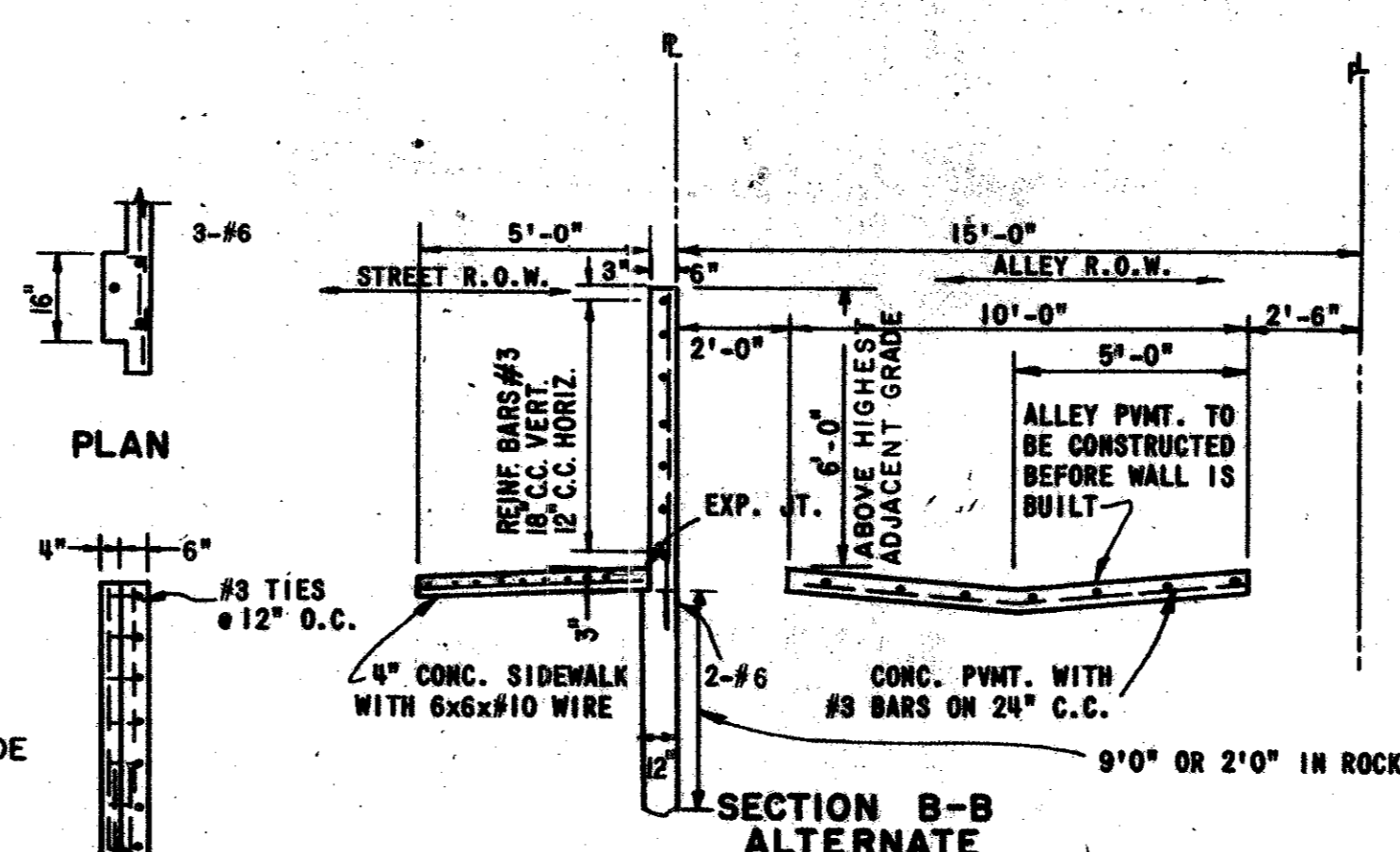
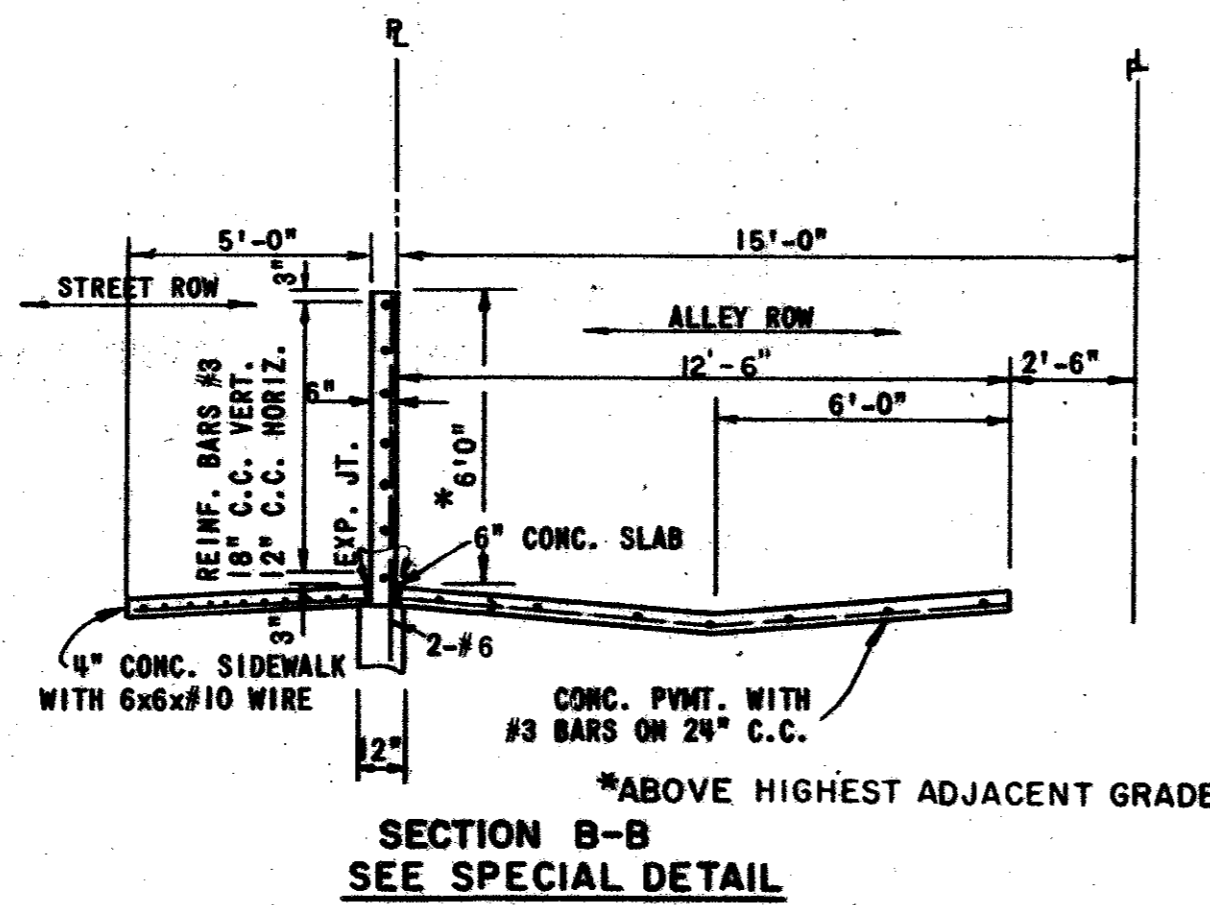
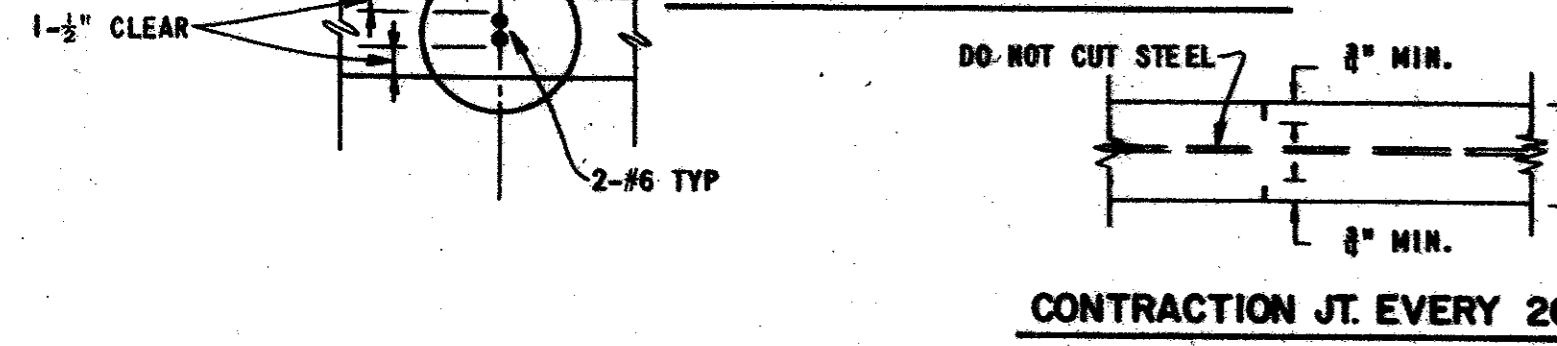
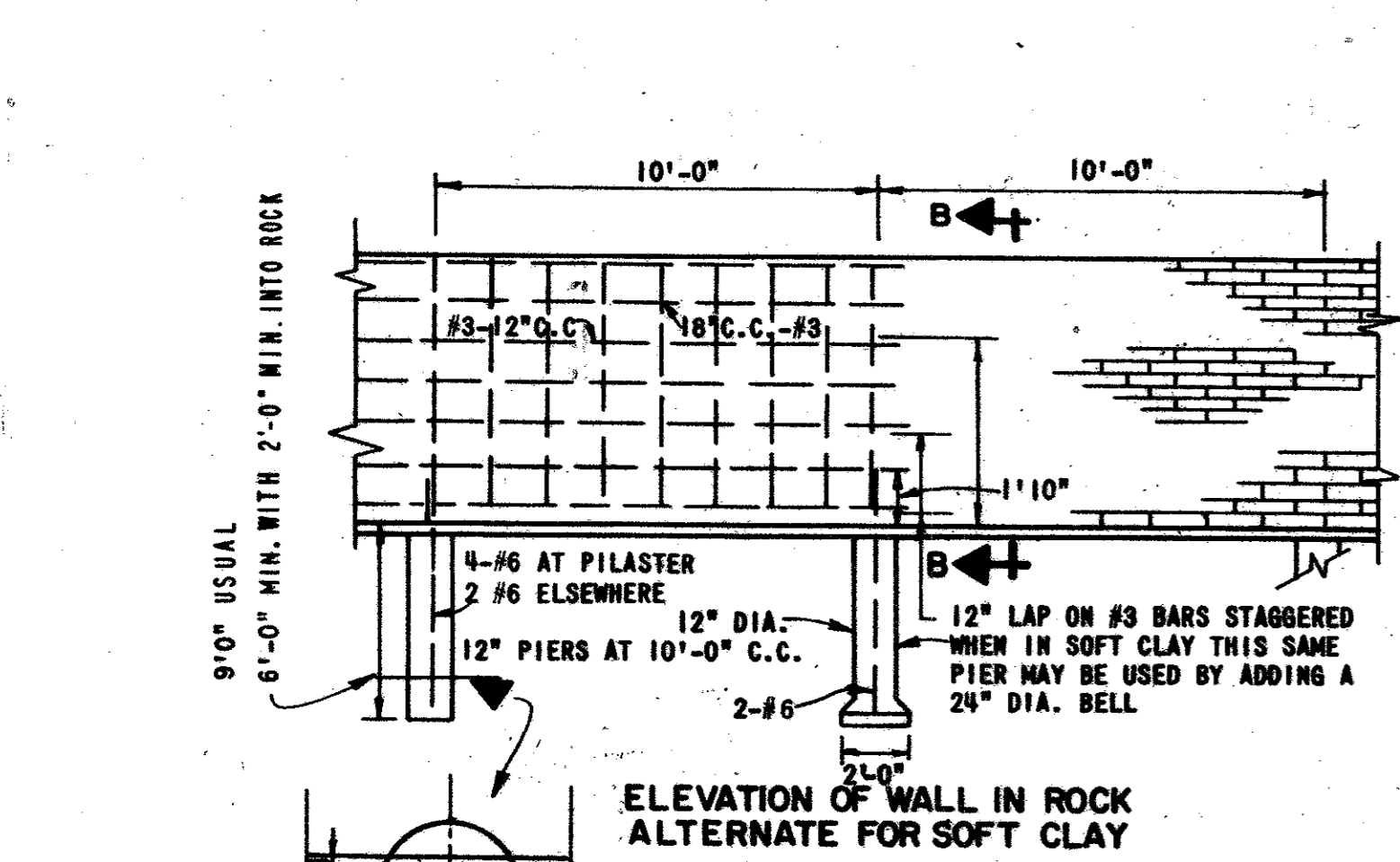
- CONCRETE FOR ALLEY RETURNS AND DRIVEWAYS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS IDENTICAL TO THAT SPECIFIED FOR THE STREET PAVEMENT OR BASE WHEN BUILT AS COMPONENTS OF A CONCRETE PAVING PROJECT. WHEN BUILT SEPARATELY, THE STRENGTH SHALL BE AS SPECIFIED ON THE CONSTRUCTION PLANS.
- CONCRETE FOR ALLEY PAVEMENT SHALL BE OF THE STRENGTH SPECIFIED ON THE CONSTRUCTION PLANS. (3000 P.S.I. OR 3600 P.S.I. MINIMUM COMPRESSIVE)
- SPACING AND CONSTRUCTION OF JOINTS SHALL CONFORM TO STREET PAVEMENT DETAILS.



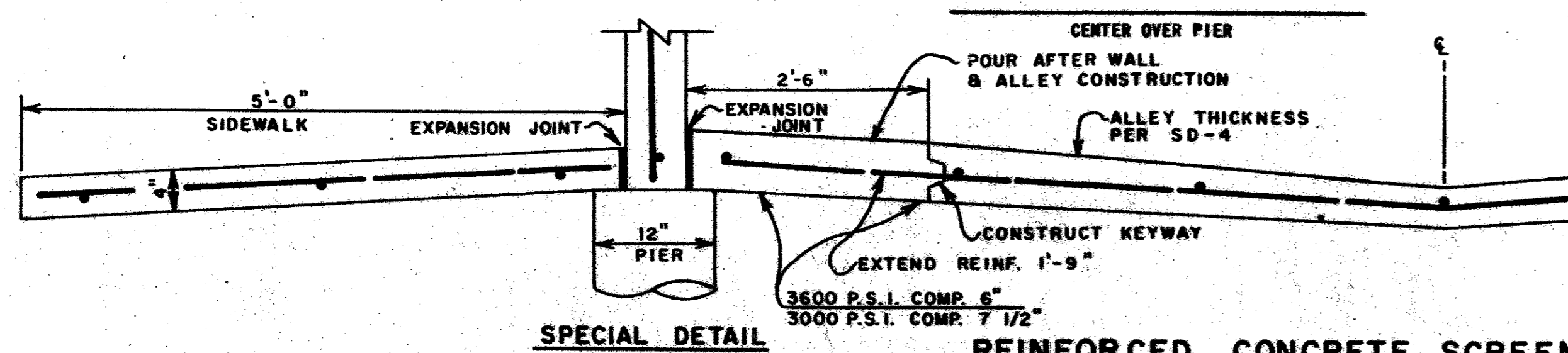
TYPICAL DRIVE CONNECTION TO EXISTING ASPHALT STREET

NO.	REVISION	BY	DATE
TOWN OF ADDISON, TEXAS DEPARTMENT OF ENGINEERING			
STANDARD CONSTRUCTION DETAILS PAVING			
ALLEY AND DRIVEWAY RETURNS			
APPROVED		H. WAYNE GINN, P.E.	
DATE, MARCH, 1984		SHEET SD-4	

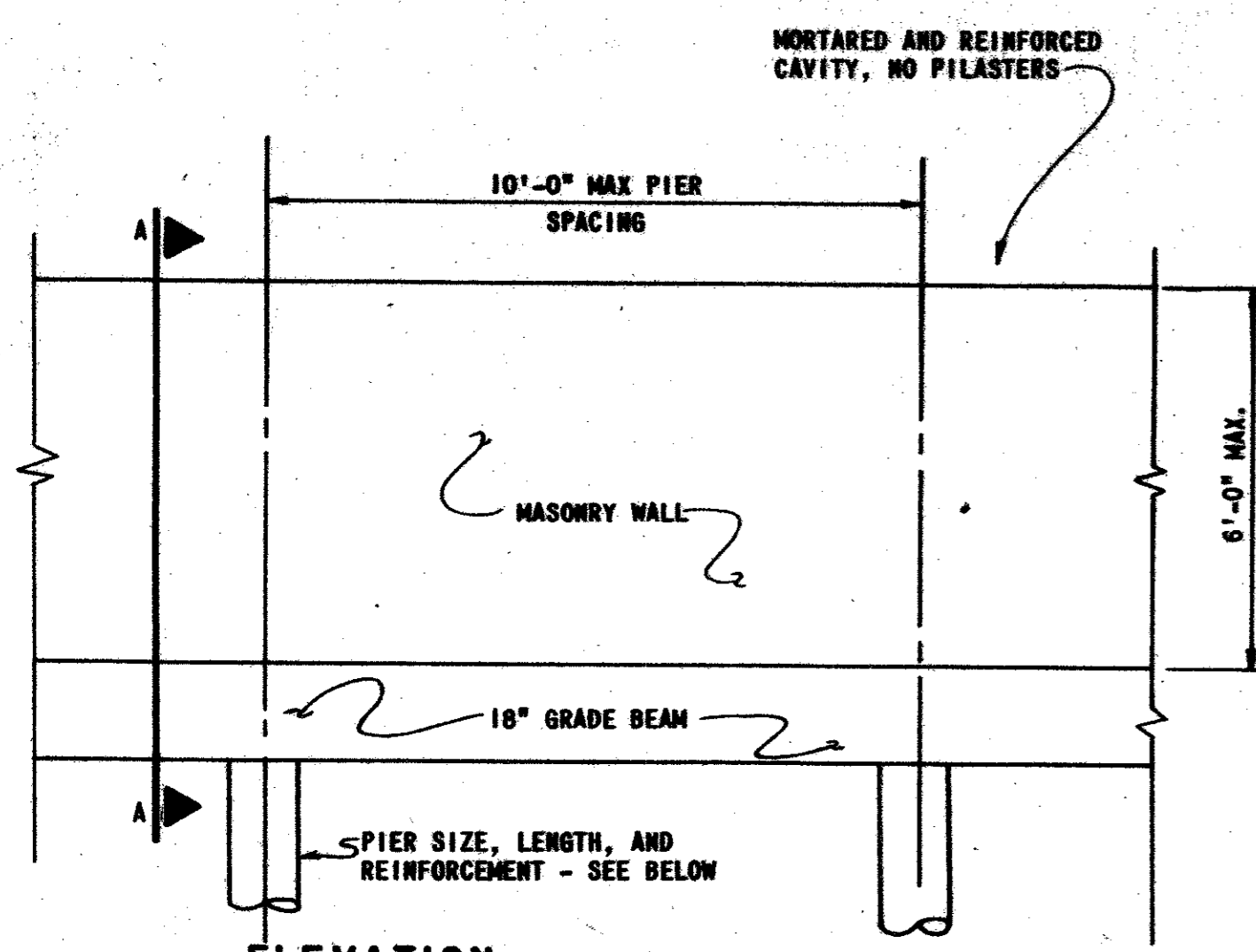




CONCRETE SIDEWALK



REINFORCED CONCRETE SCREENING WALL

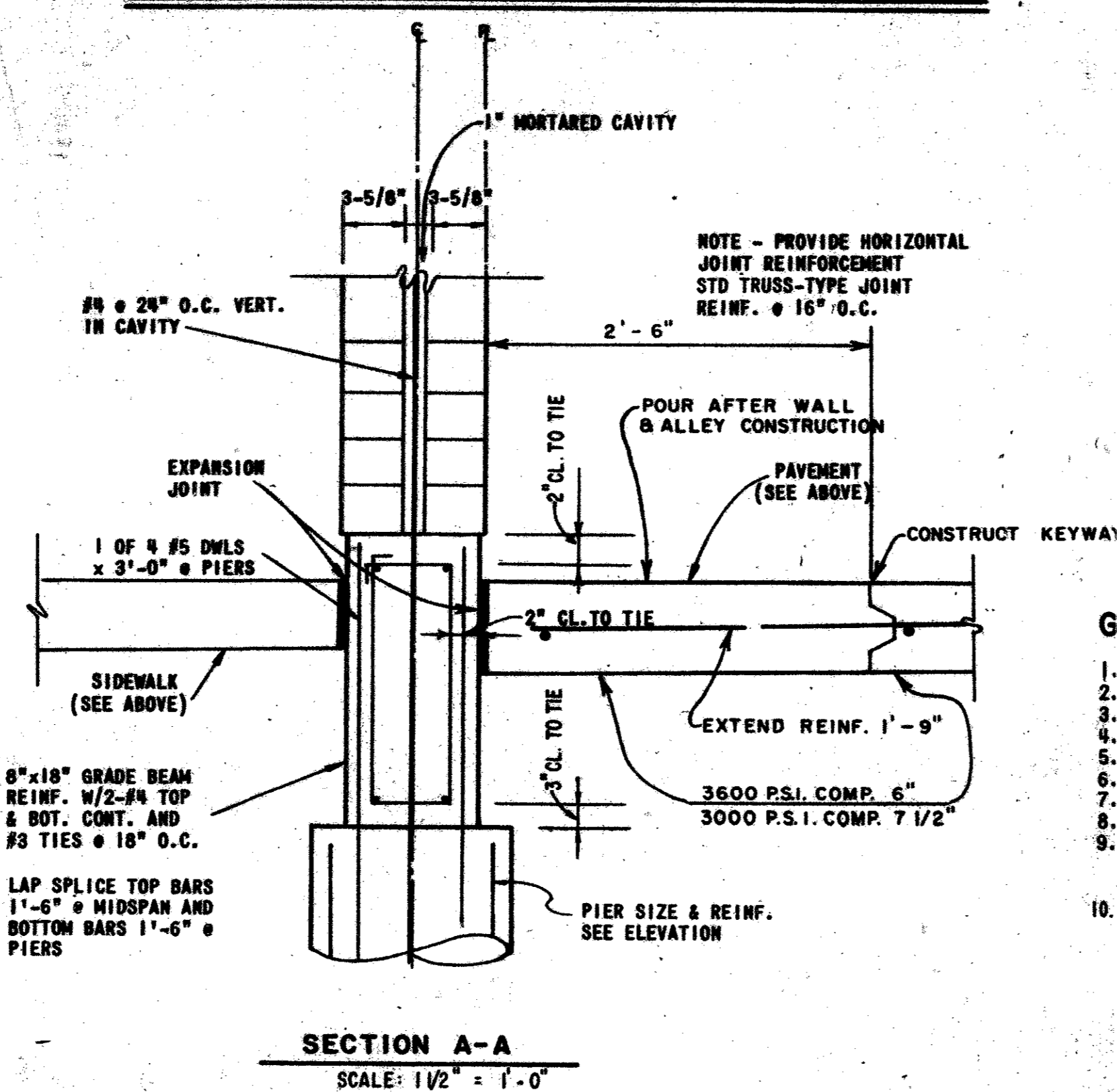


DRILLED PIERS - 12" #6 REINF. W/ 4-#4 VERT. & #4 TIES @ 24" O.C.
MINIMUM LENGTH OF PIER IS 6'-0". *PIER BOTTOM MAY BE EITHER OF
THE TWO ALTERNATES:

- 12" #6 STRAIGHT SHAFT EMBEDDED MINIMUM 21'-0" INTO LIVINGSTONE.
RESULTING BEARING STRESS IS 8.0 KIPS PER SQUARE FOOT.
- 12" #6 SHAFT W/ 24" #4 BELL IN CLAY. RESULTING BEARING STRESS
IS 2.0 KIPS PER SQUARE FOOT.

* SEE GENERAL NOTE NO. 9

BRICK SCREENING WALL



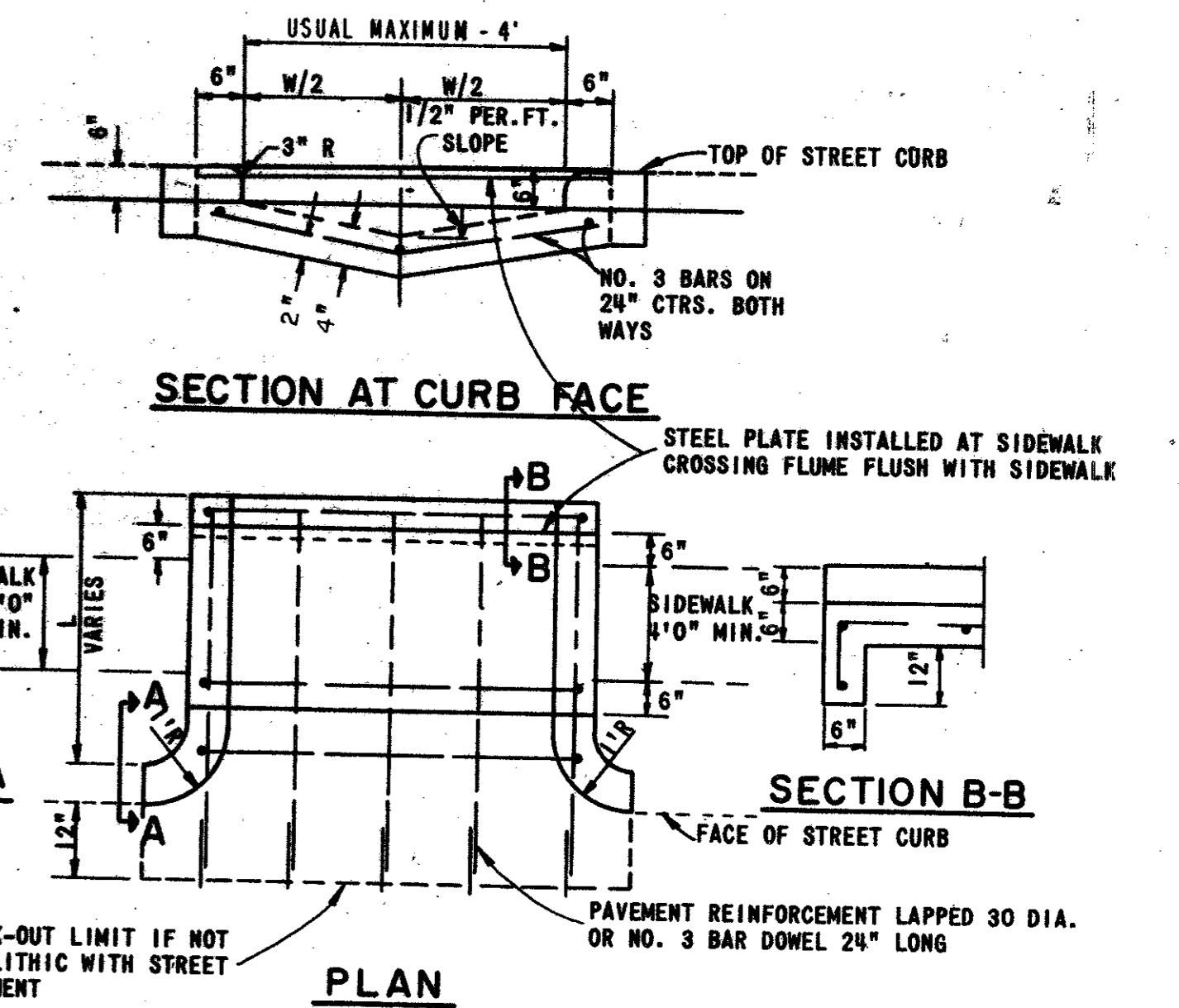
GENERAL NOTE:

1. CONCRETE - NORMAL WEIGHT, 3000 PSI. @ 28 DAYS
2. REINFORCEMENT - ASTM A 615 - GR. 60
3. MASONRY - COMPRESSIVE STRENGTH OF 2000 PSI, f'm = 900 PSI
4. WIND LOAD - 20 PSF
5. PIER BEARING STRESSES - SEE BRICK SCREENING WALL NOTES
6. MORTAR - TYPE S, 1800 PSI
7. PROVIDE CONTROL JOINTS @ 50 FT.
8. PROVIDE EXPANSION JOINTS @ 200 FT ON CENTER MAXIMUM
WHERE THERE IS NO ALLEY PAVEMENT, PROVIDE MIN. 9 FT.
LENGTH OF PIERS. THIS APPLIES TO BOTH THE REINFORCED
CONCRETE SCREENING WALL AND THE BRICK SCREENING WALL
9. ALL EXPOSED CONCRETE SHALL HAVE FINISHED SURFACE.

STEEL PLATE FLUME COVER

SPAN FEET	PLATE THICKNESS INCHES
4	1/2
6	5/8
8	3/4
10	7/8

BASED ON 100 P.S.I. LIVE
LOAD AND MAX. DEAD & LIVE
LOAD DEFLECTION OF L/240
BOLT PLATE DOWN WITH
BRASS BOLTS. SURFACE SHALL
BE A NON-SKID MATERIAL.



FLUME

PAY ITEM 432.1

NO.	REVISION	BY	DATE

TOWN OF ADDISON, TEXAS
DEPARTMENT OF ENGINEERING

STANDARD CONSTRUCTION DETAILS
PAVING

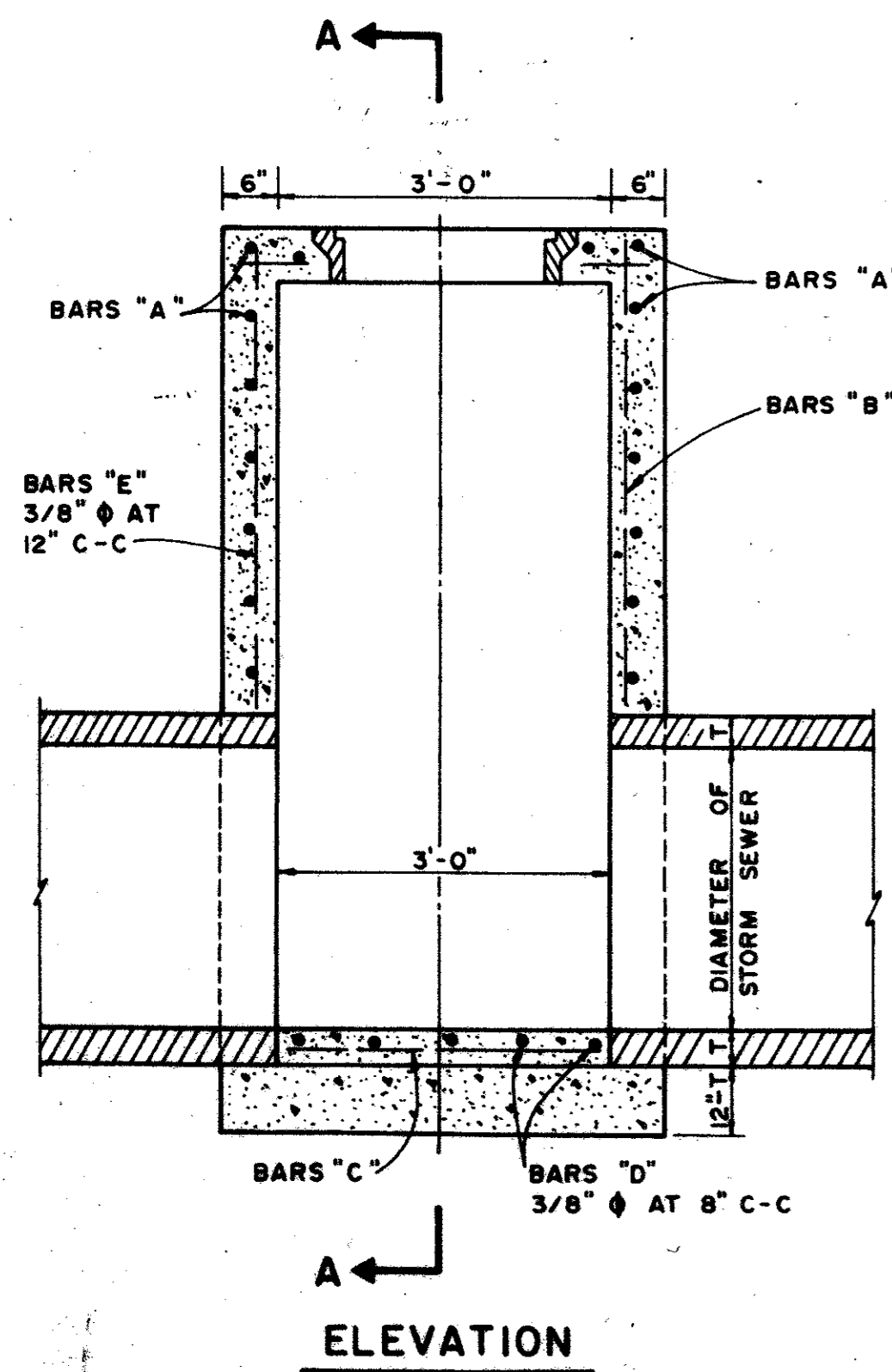
SCREENING WALL - SIDEWALK

APPROVED: H. WAYNE GINN, P.E.

DATE MARCH, 1984

SHEET 59-7

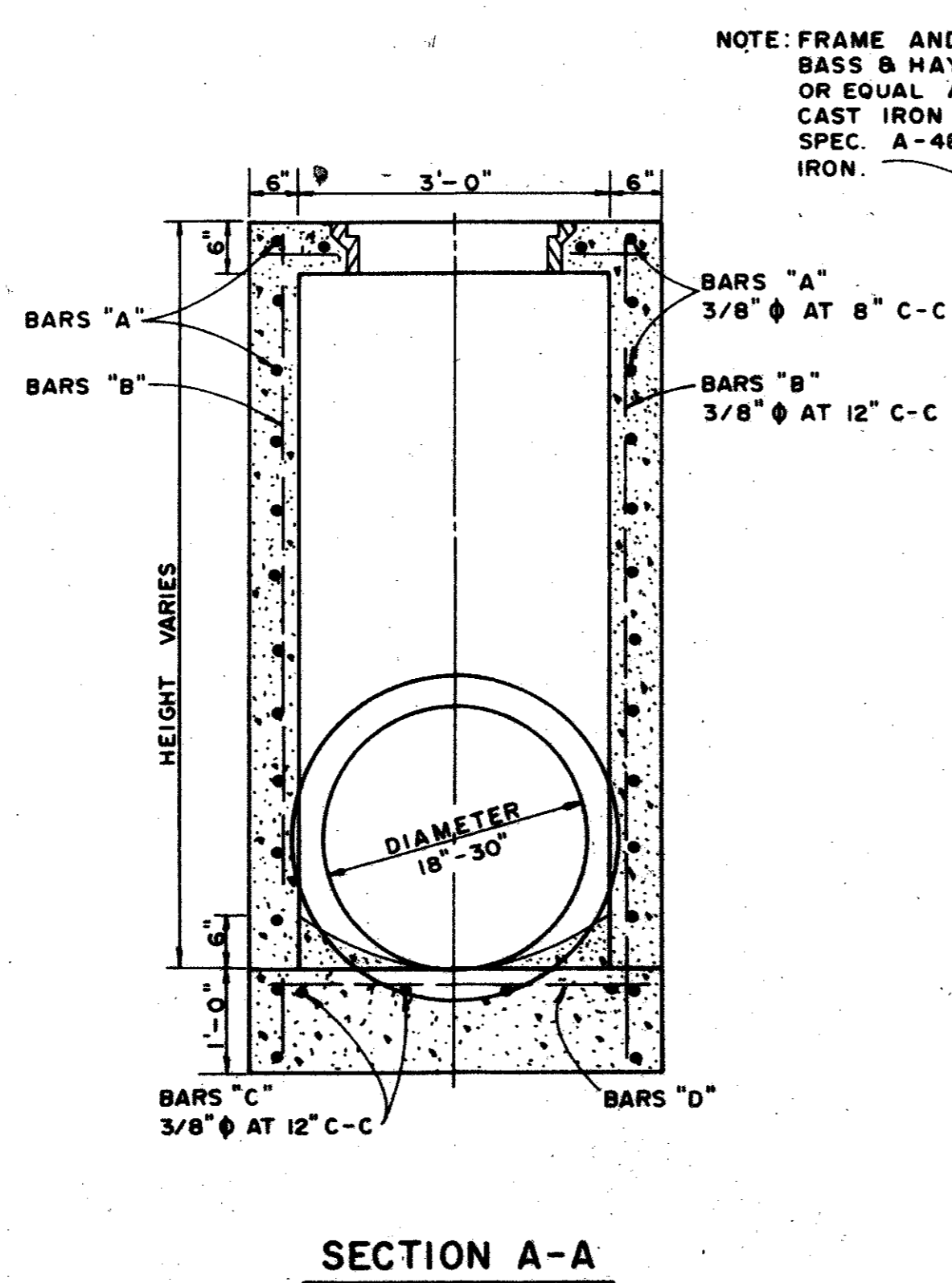




ELEVATION

TYPE A STORM SEWER MANHOLE

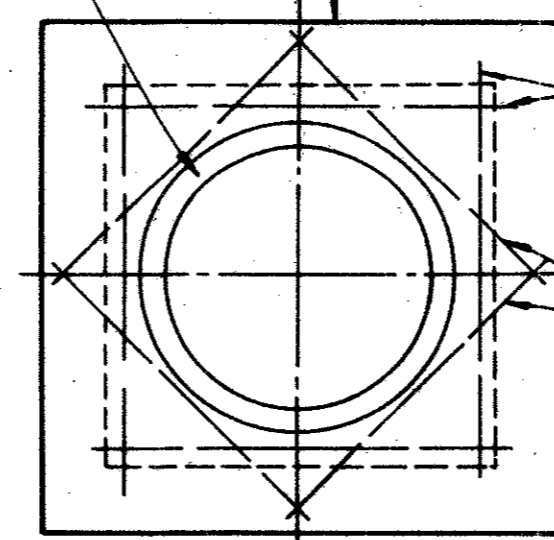
(FOR PIPE 18" TO 30" IN DIAMETER)



SECTION A-A

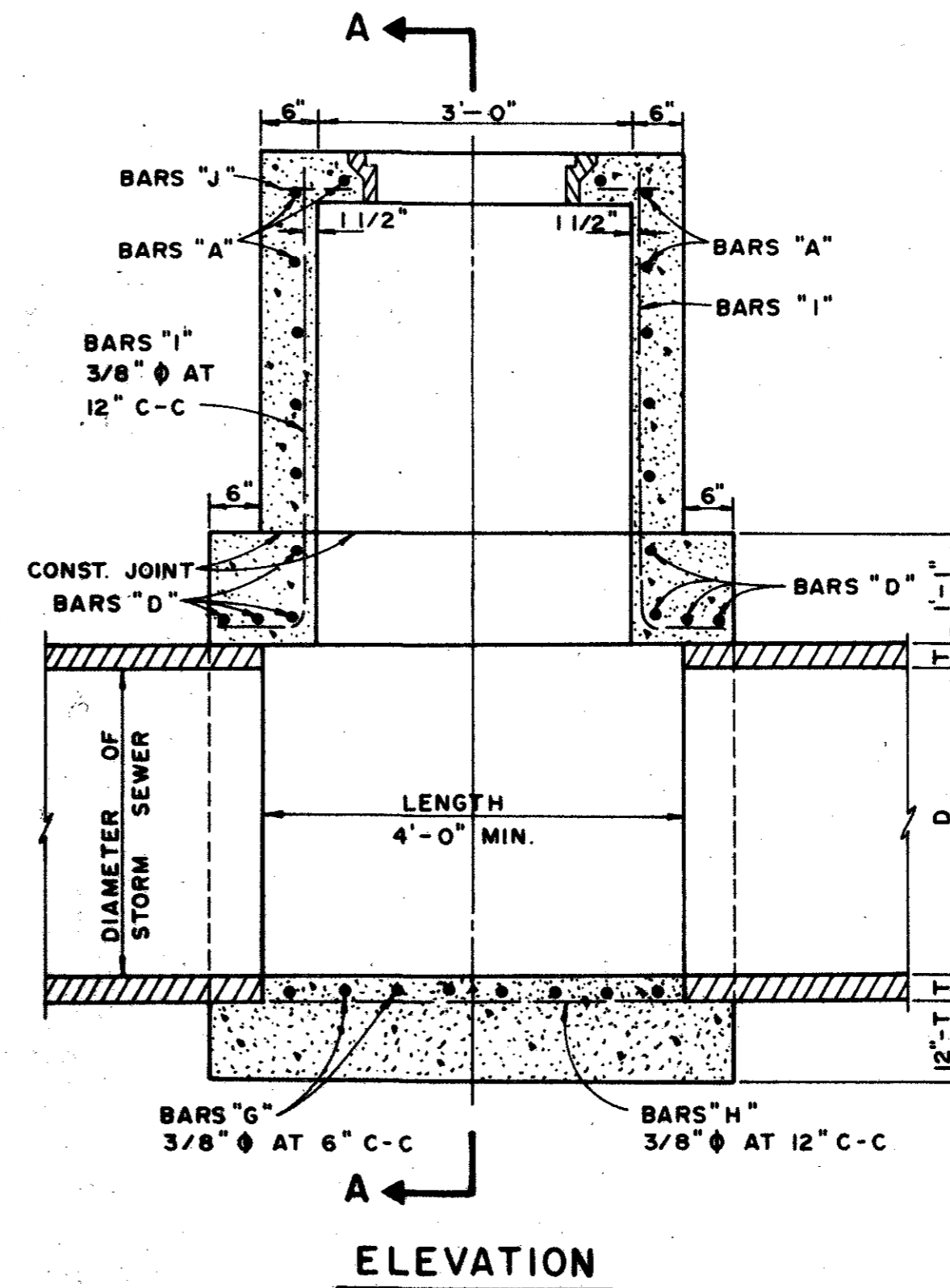
NOTE: FRAME AND COVER SHALL BE BASS & HAYS PATTERN NO. 380-24 OR EQUAL AND SHALL BE OF GRAY CAST IRON CONFORMING TO A.S.T.M. SPEC. A-48 FOR CLASS 30 CAST IRON.

PROVIDE 3/4" PREMOLED EXPANSION JOINT BETWEEN MANHOLE AND CONCRETE PAVEMENT AND SEAL WITH HOT POURED RUBBER



TOP PLAN
TYPE A & TYPE B
STORM SEWER MANHOLE

NOTE: MAXIMUM PIPE SIZE TO BE USED 78"

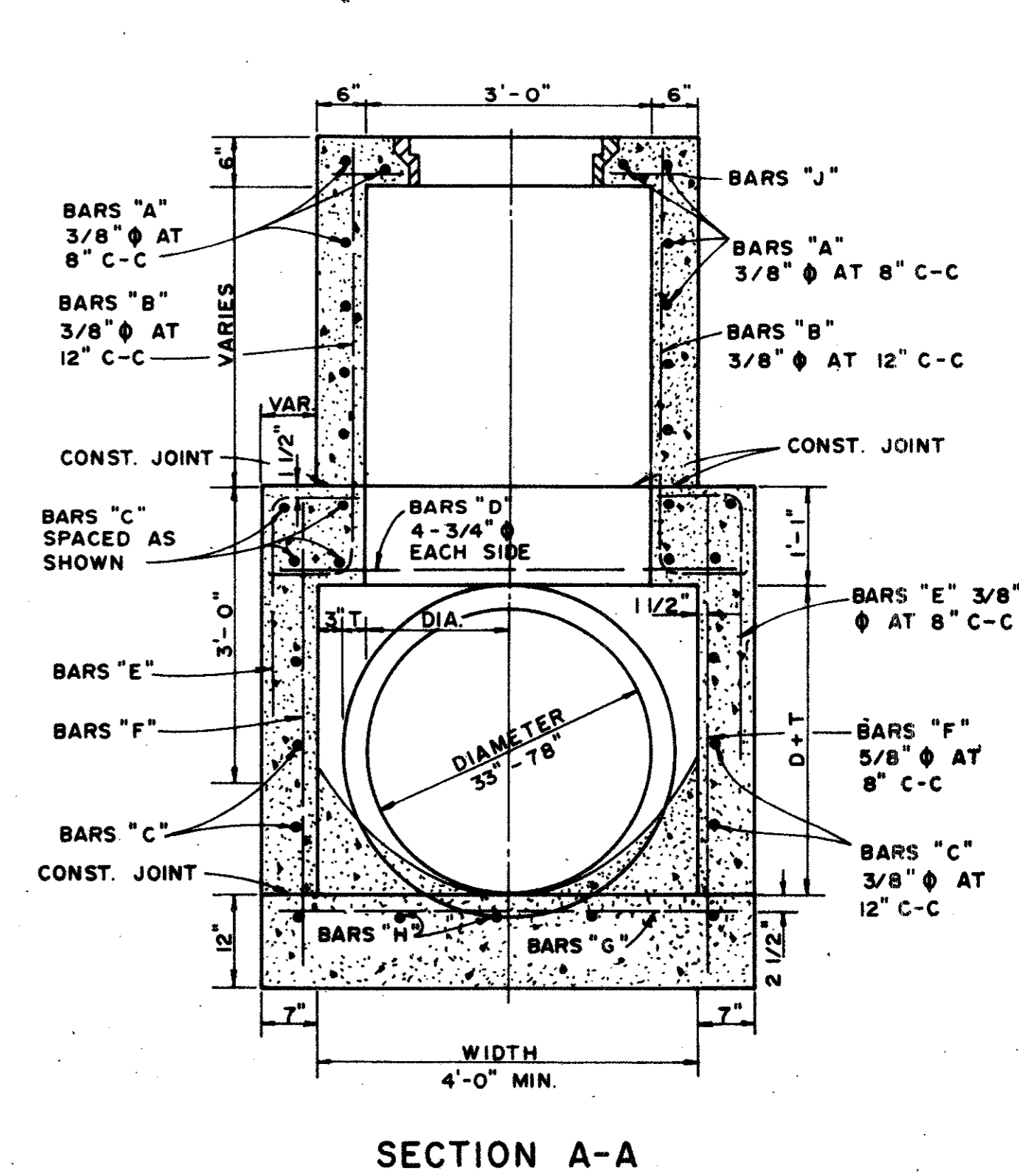


ELEVATION

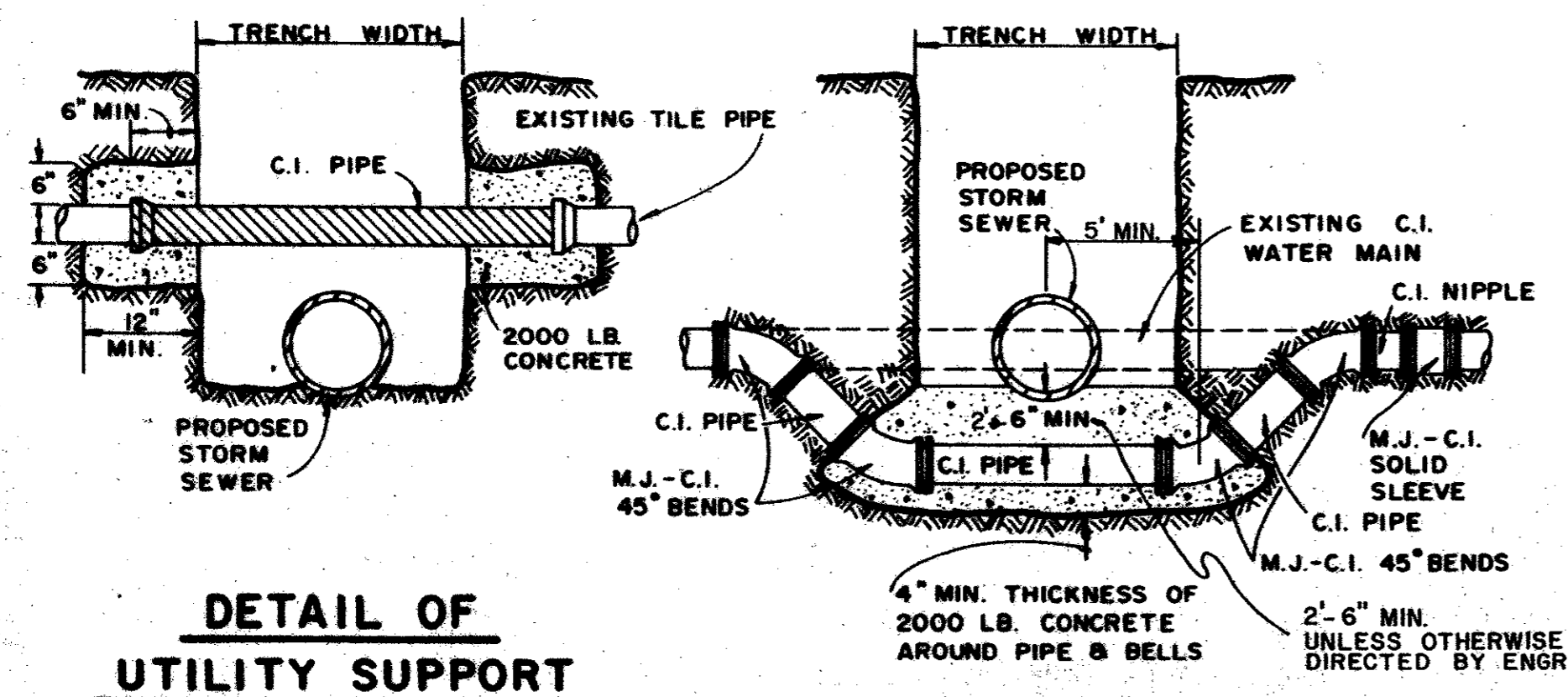
TYPE B STORM SEWER MANHOLE

(FOR PIPE 33" TO 78" IN DIAMETER)

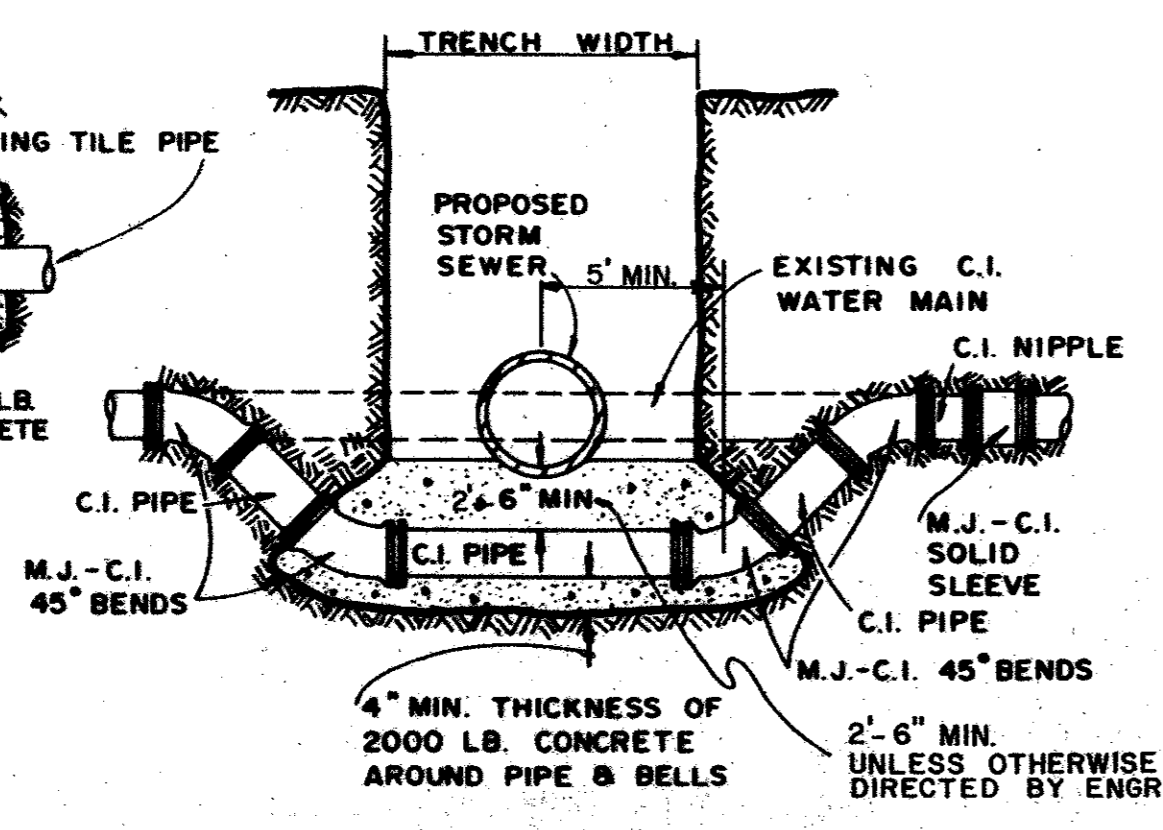
NOTE: SEE BAR DIAGRAMS, SHEET SD-9.



SECTION A-A

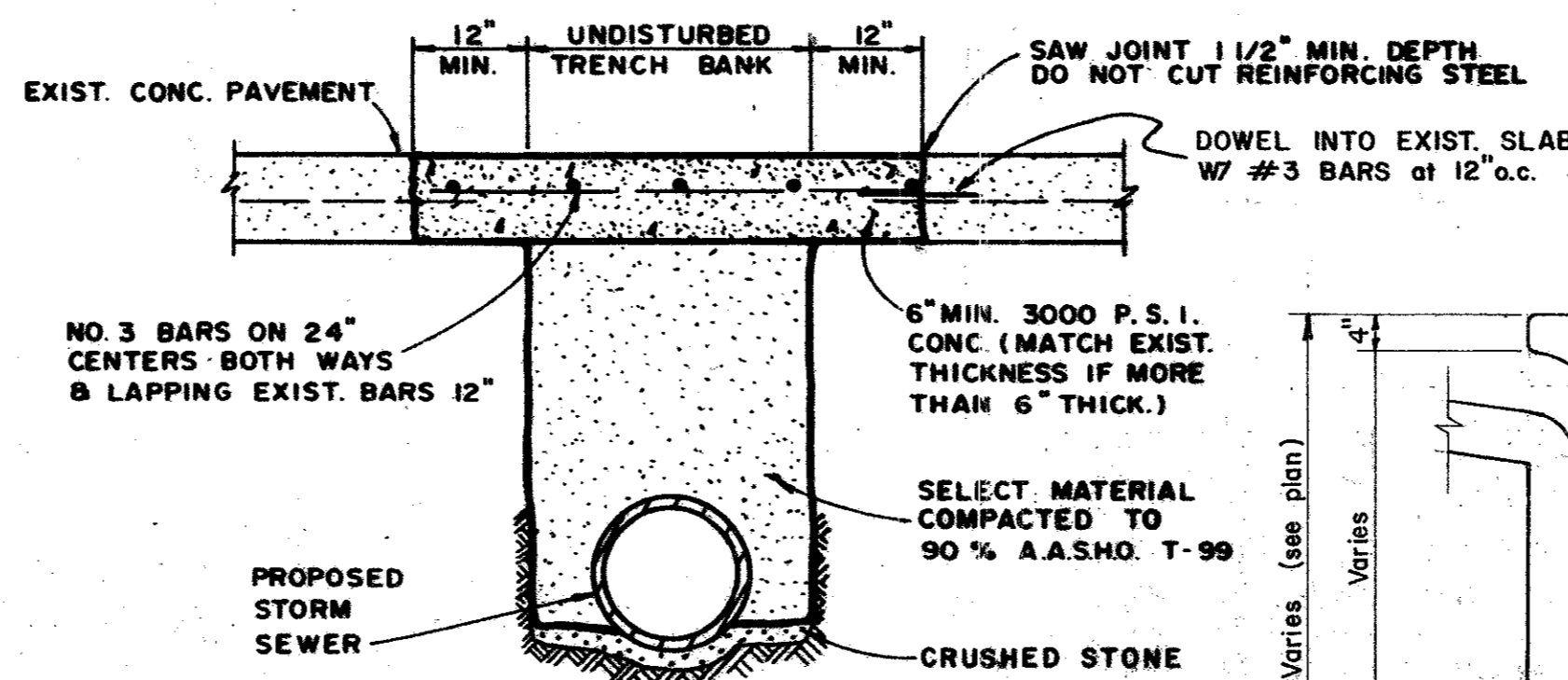


DETAIL OF UTILITY SUPPORT

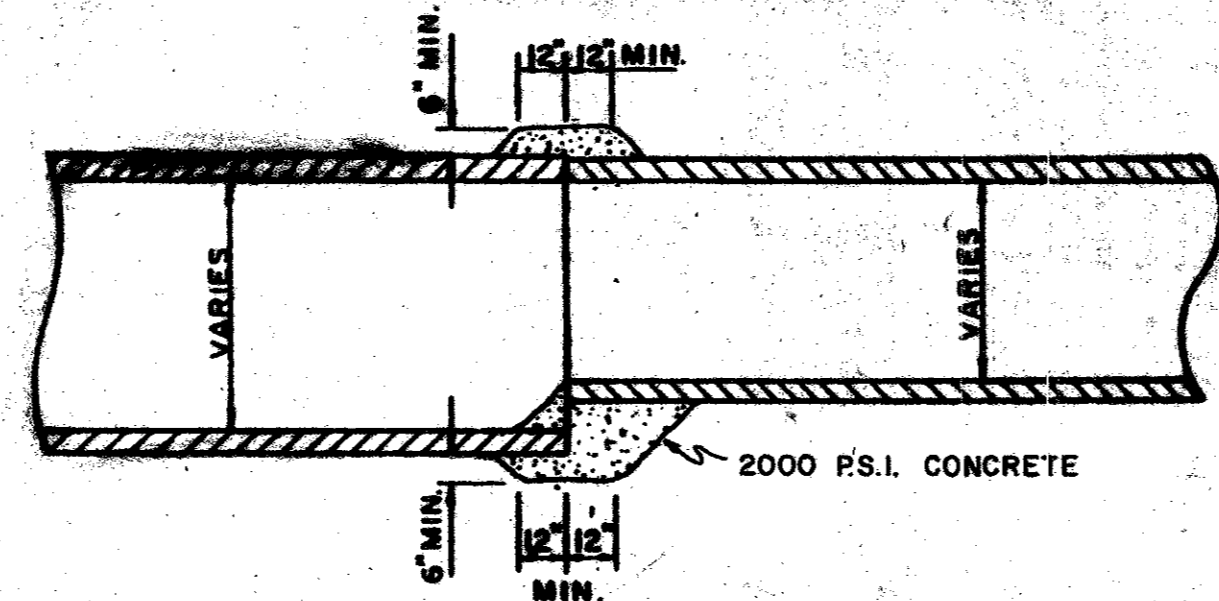


DETAIL FOR WATER MAIN LOWERING

PAY ITEM 479.7

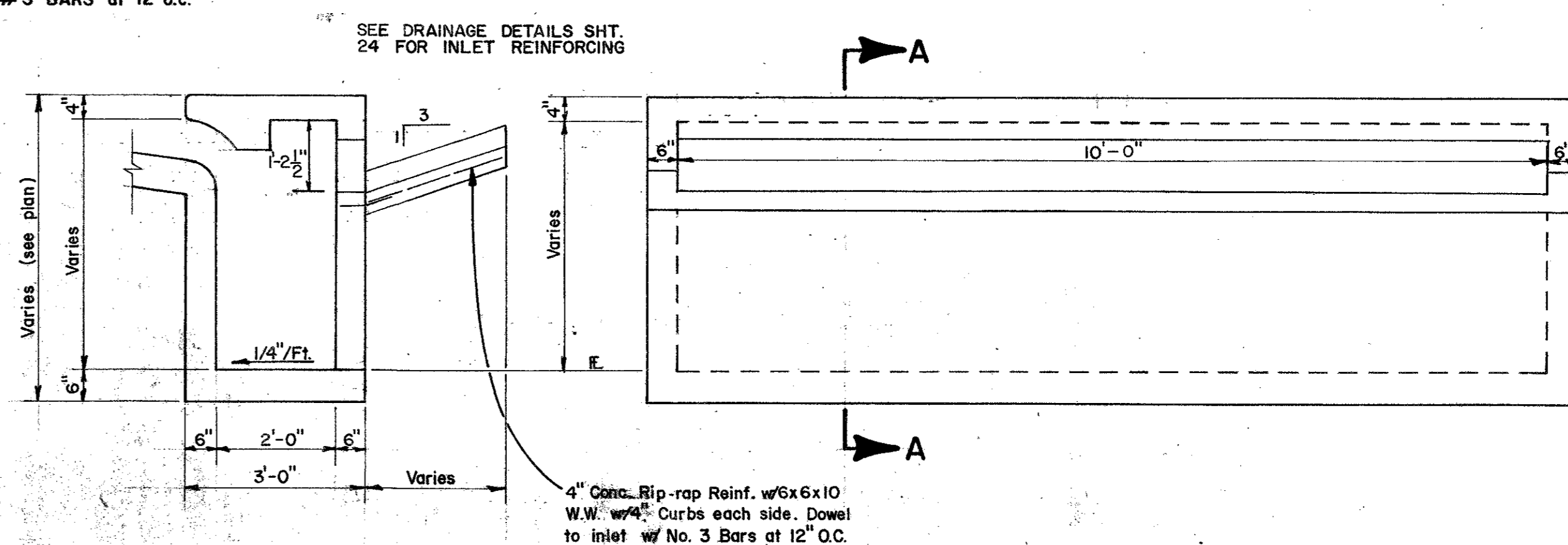


CONCRETE STREET OR DRIVEWAY REPAIR



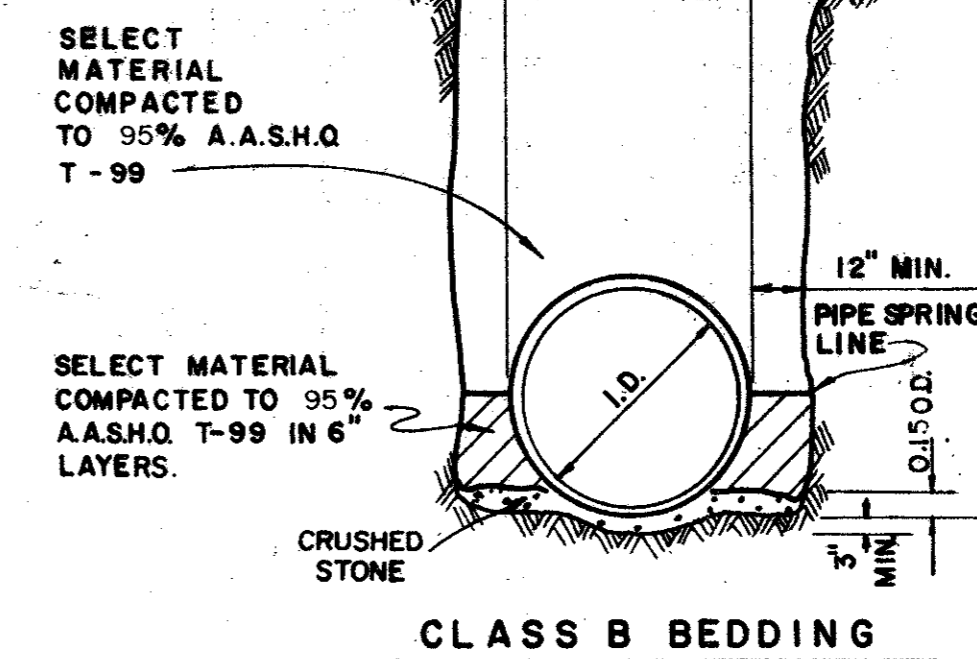
DETAIL OF CONCRETE COLLAR FOR PIPE CONNECTIONS

NOTE: IF ROCK ENCOUNTERED IN TRENCH BOTTOM, OVEREXCAVATE TRENCH A MINIMUM 8" AND BED PIPE IN GRAVEL OR CRUSHED STONE. IF JETTED SAND IS USED IN BACKFILL ABOVE SPRING LINE OF CORRUGATED METAL PIPE THE SAND SHALL BE COMPLETELY DRAINED AND TESTED FOR 90% DENSITY PRIOR TO ANY BACKFILL OVER PIPE.

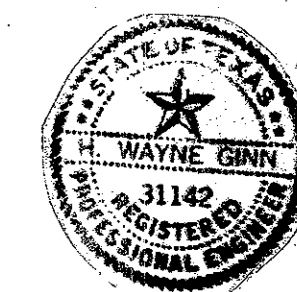


SECTION A-A
MODIFIED CURB INLET WITH FLUME

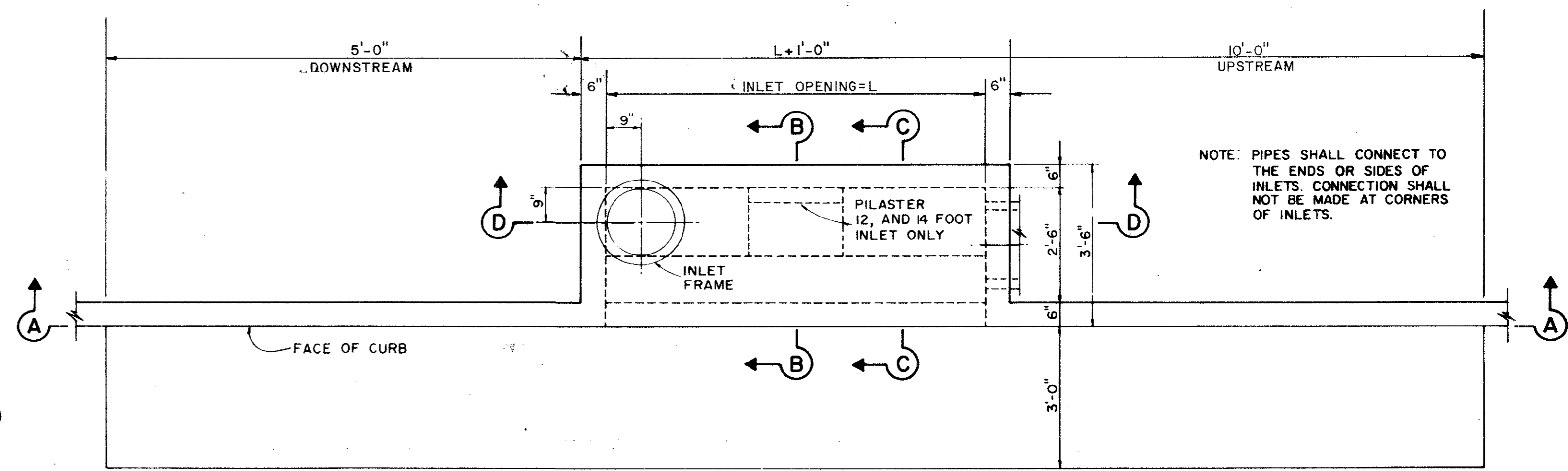
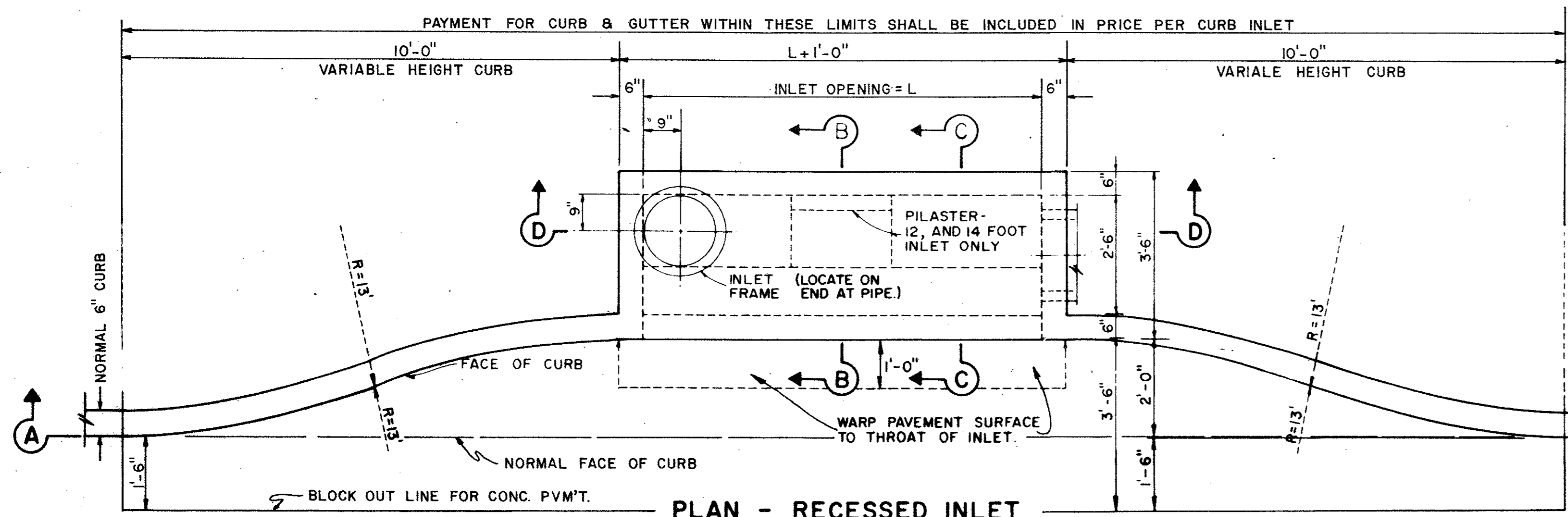
PAY ITEM 470.21



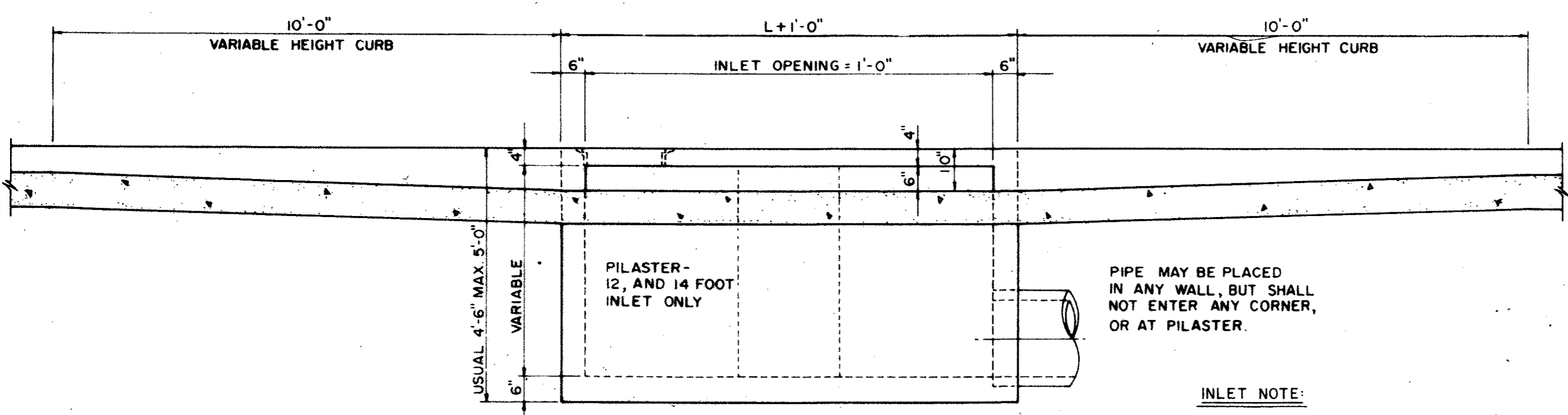
STORM SEWER PIPE BEDDING DETAIL



NO.	REVISION	BY	DATE
TOWN OF ADDISON, TEXAS DEPARTMENT OF ENGINEERING			
STANDARD CONSTRUCTION DETAILS STORM DRAINAGE			
MANHOLES			
APPROVED _____ H. WAYNE GINN, P.E.			
DATE MARCH, 1984			
			SHEET SD-8

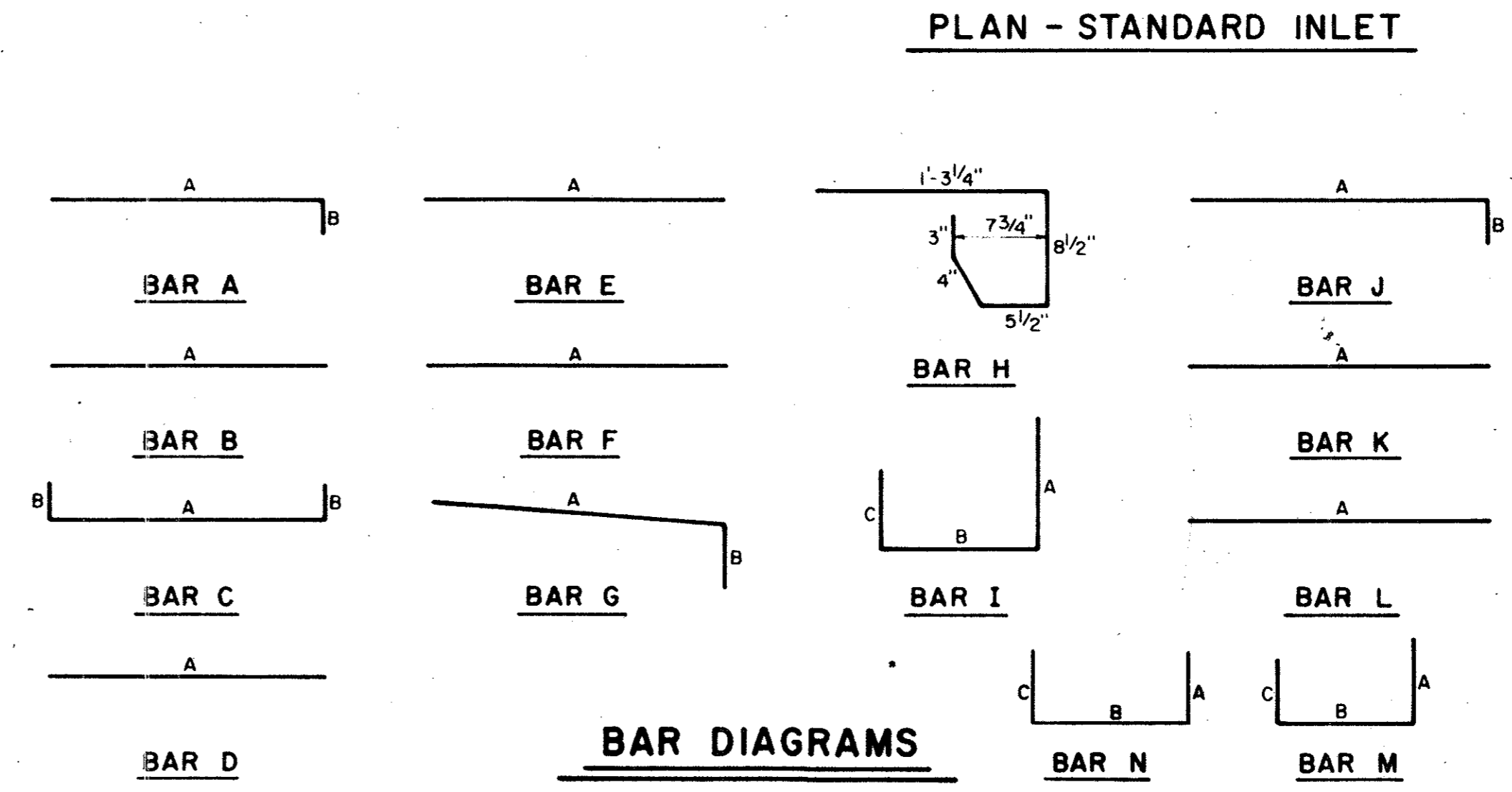


NOTE: PIPES SHALL CONNECT TO THE ENDS OR SIDES OF INLETS. CONNECTION SHALL NOT BE MADE AT CORNERS OF INLETS.



5, 6, 8, 10, 12, AND 14 FOOT INLETS

INLET NOTE:
WHERE INLETS ARE INDICATED TO BE MODIFIED, REFER TO PLAN/PROFILE SHEETS FOR ELEV. DIFFERENT SIZES ON MODIFICATIONS. ALL OTHER ITEMS SHALL REMAIN AS SHOWN ON THIS STANDARD DETAIL SHEET.

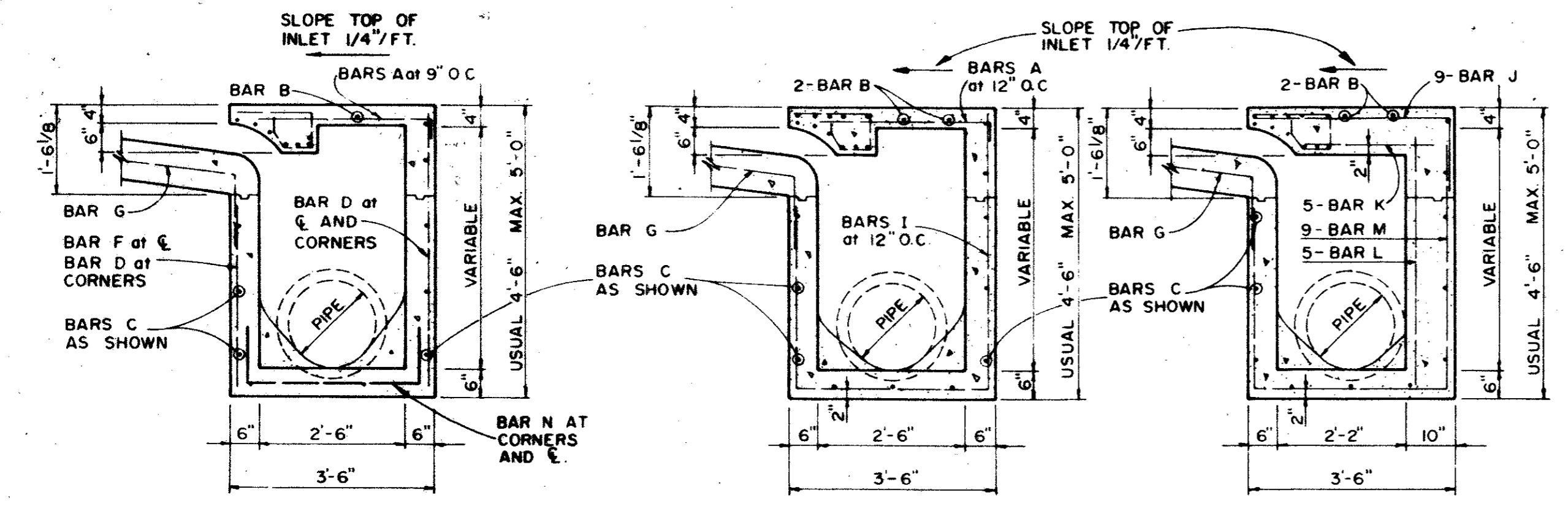


REINFORCING STEEL SCHEDULE

DIMENSIONS SHOWN ARE FOR MAXIMUM SIZE INLETS

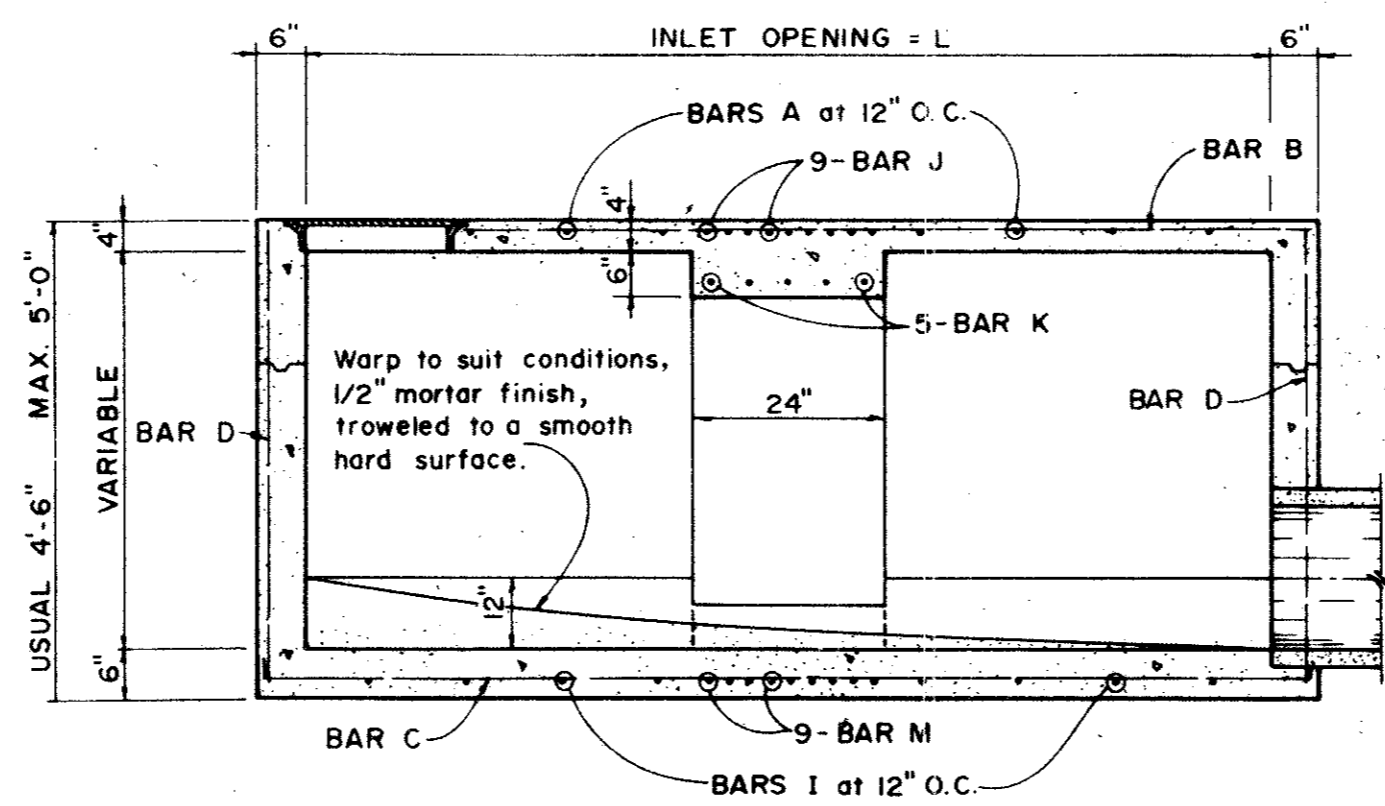
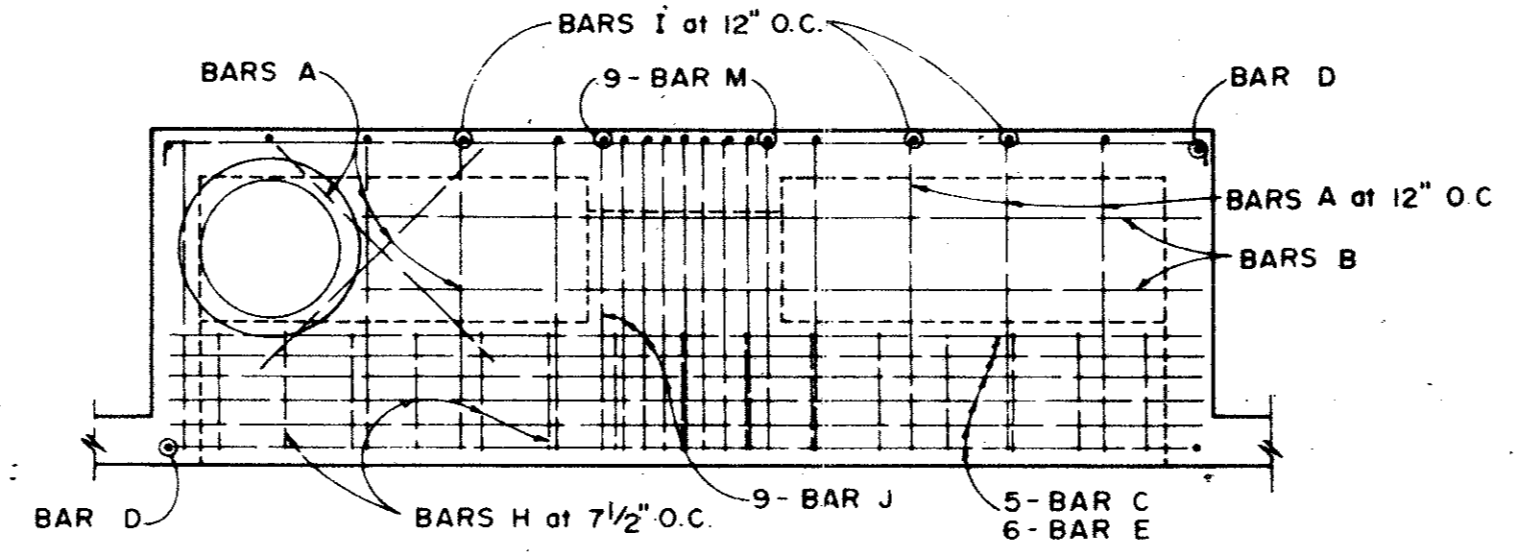
INLET LENGTH	BAR TYPE	BAR DIA. (1/8 IN.)	NO. REQ'D	BAR DIMENSIONS		
				A	B	C
4	A	3	6	3'-2"	0'-3"	-
	B	3	1	2'-10"	-	-
	C	4	15	4'-8"	0'-6"	-
	D	4	5	4'-8"	-	-
	F	4	1	3'-2"	-	-
	G	3	5	2'-0"	1'-3"	-
	H	3	3	*	*	*
	N	3	3	3'-2"	3'-2"	3'-2"
6	A	3	9	3'-2"	0'-3"	-
	B	3	1	4'-10"	-	-
	C	4	15	6'-8"	0'-6"	-
	D	4	5	4'-8"	-	-
	F	4	1	3'-2"	-	-
	G	3	5	2'-0"	1'-3"	-
	H	3	3	*	*	*
	N	3	3	3'-2"	3'-2"	3'-2"
8	A	3	12	3'-2"	0'-3"	-
	B	3	1	6'-10"	-	-
	C	4	15	8'-8"	0'-6"	-
	D	4	5	4'-8"	-	-
	F	4	1	3'-2"	-	-
	G	3	5	2'-0"	1'-3"	-
	H	3	3	*	*	*
	N	3	3	3'-2"	3'-2"	3'-2"
10	A	3	10	3'-2"	0'-3"	-
	B	3	2	8'-10"	-	-
	C	4	16	10'-8"	0'-6"	-
	D	4	4	4'-8"	-	-
	E	5	6	10'-8"	-	-
	G	3	5	2'-0"	1'-3"	-
	H	3	15	*	*	*
	I	4	8	4'-8"	3'-2"	3'-2"
	L	4	8	4'-8"	3'-2"	3'-2"
	M	4	5	4'-3"	-	-
12	A	3	12	3'-2"	0'-3"	-
	B	3	2	10'-10"	-	-
	C	4	16	12'-8"	0'-6"	-
	D	4	4	4'-8"	-	-
	E	5	6	12'-8"	-	-
	G	3	5	2'-0"	1'-3"	-
	H	3	18	*	*	*
	I	4	10	4'-8"	3'-2"	3'-2"
	J	5	9	3'-2"	1'-3"	-
	K	4	5	2'-3"	-	-
	L	4	5	4'-3"	-	-
	M	5	9	4'-3"	3'-2"	3'-9"
14	A	3	14	3'-2"	0'-3"	-
	B	3	2	10'-10"	-	-
	C	4	16	14'-8"	0'-6"	-
	D	4	4	4'-8"	-	-
	E	5	6	14'-8"	-	-
	G	3	5	2'-0"	1'-3"	-
	H	3	21	*	*	*
	I	4	12	4'-8"	3'-2"	3'-2"
	J	5	9	3'-2"	1'-3"	-
	K	4	5	2'-3"	-	-
	L	4	5	4'-3"	-	-
	M	5	9	4'-3"	3'-2"	3'-9"

* SEE DIAGRAM FOR DIMENSIONS

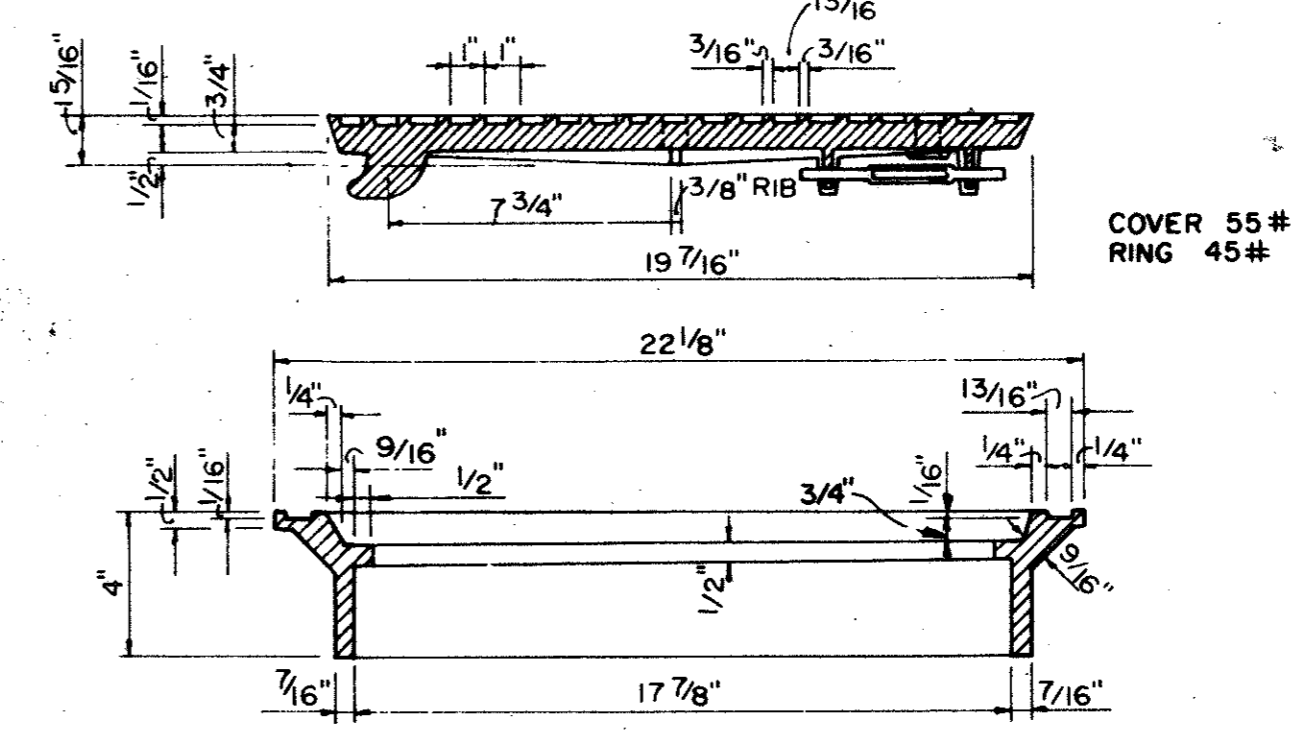
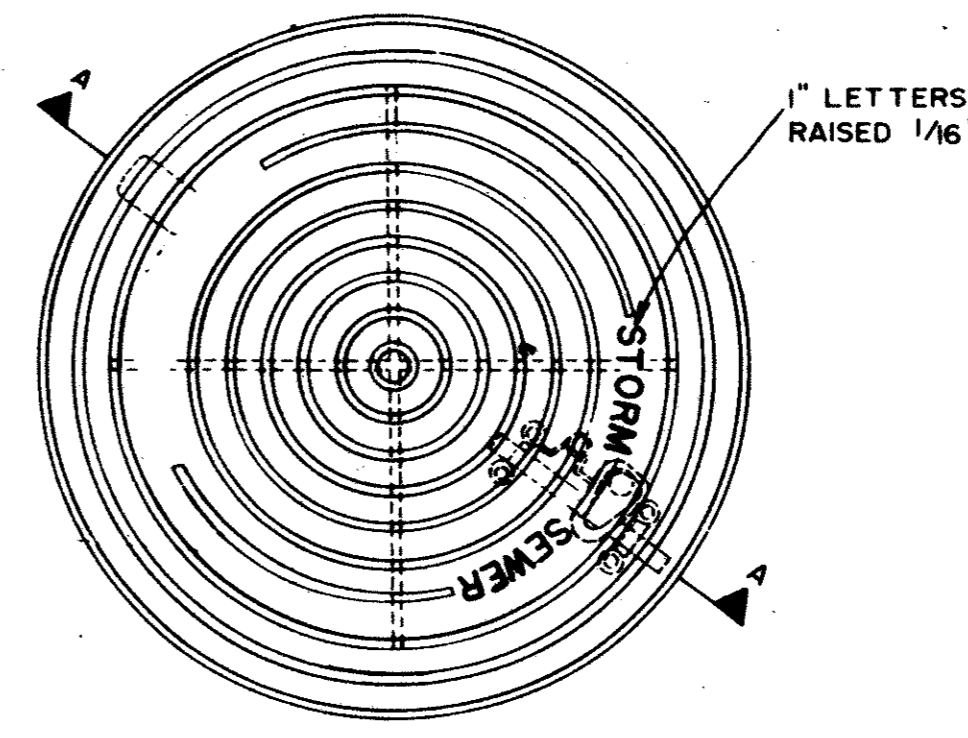


5, 6, AND 8 FOOT INLETS

5, 6, AND 8 FOOT INLETS



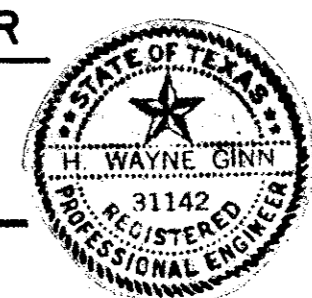
10, 12, AND 14 FOOT INLETS

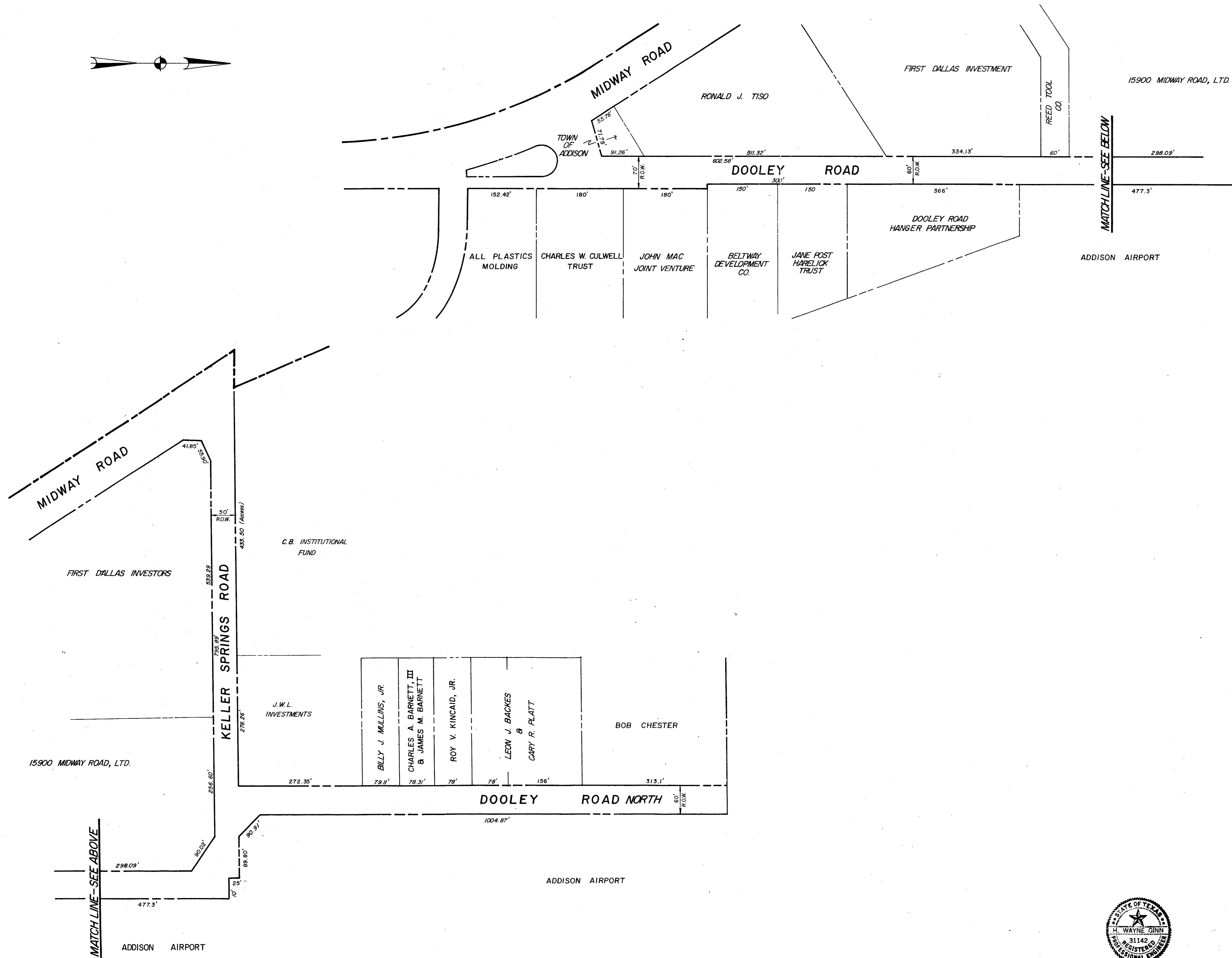
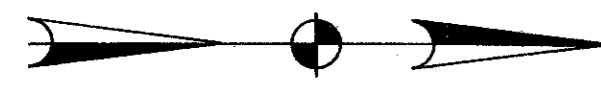


SECTION OF FRAME AND COVER

INLET FRAME AND COVER

NO.	REVISION	BY	DATE
TOWN OF ADDISON, TEXAS DEPARTMENT OF ENGINEERING			
STANDARD CONSTRUCTION DETAILS STORM DRAINAGE			
CURB INLETS			
APPROVED		H. WAYNE GINN, P.E.	
DATE MARCH, 1984		SHEET SD-9	

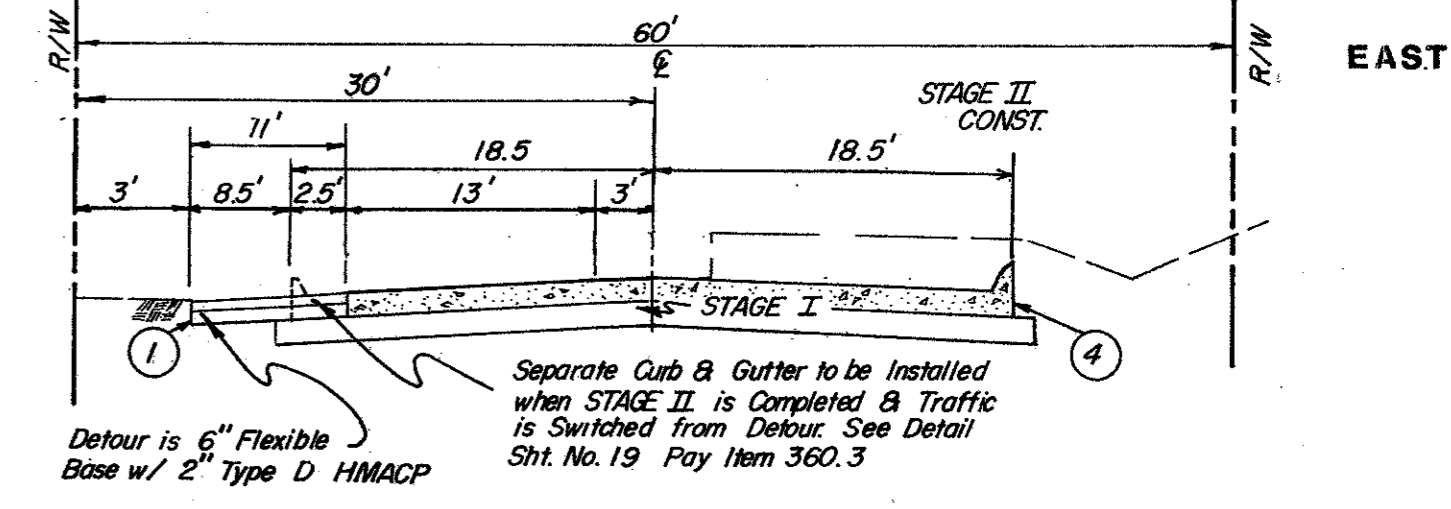
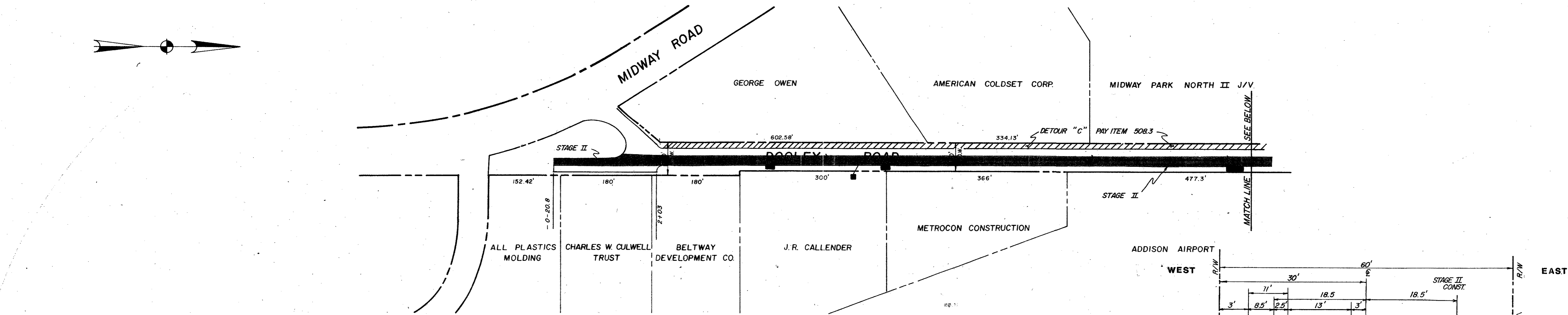
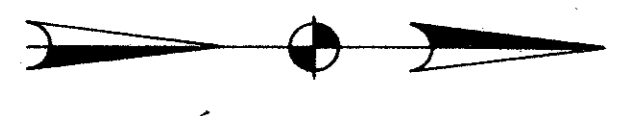




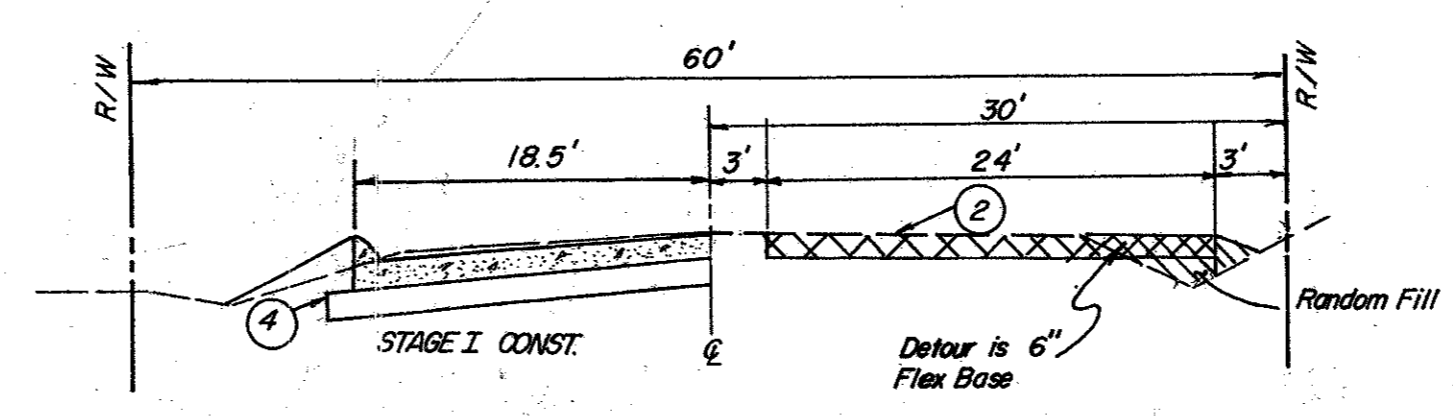
NOTE: OWNERSHIP OF PROPERTIES SHOWN TAKEN FROM TOWN OF ADDISON PLAT MAPS AS OF DECEMBER, 1985. CHANGES IN OWNERSHIP ARE NOT REFLECTED ON THESE DRAWINGS.



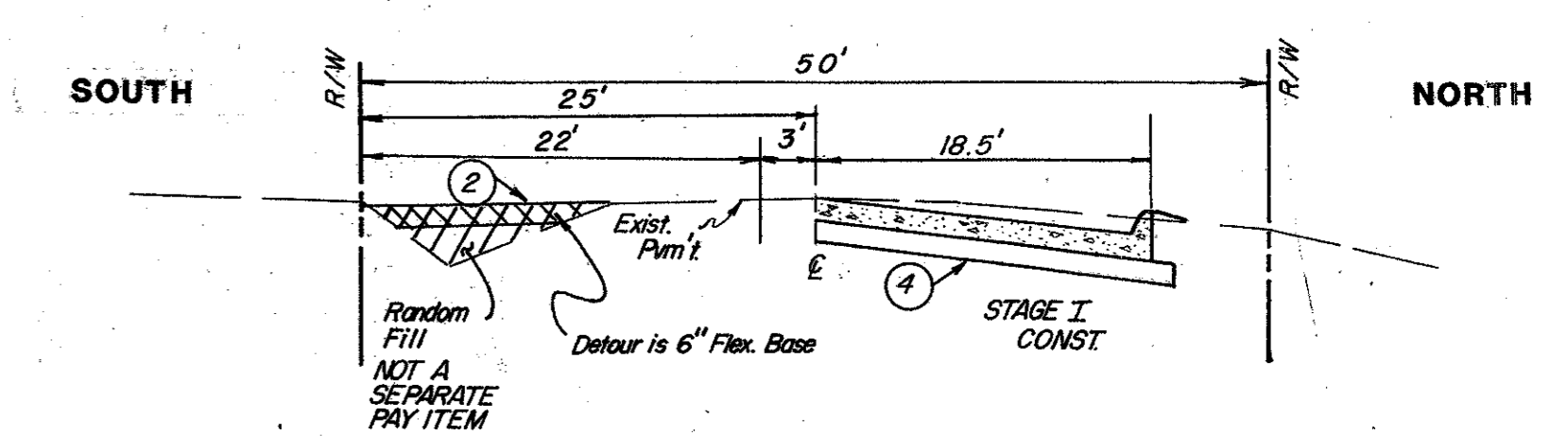
Updated Properties Owners & Added Frontages		RLO	8/20/86
No.	Revision	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS			
KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS			
R.O.W. MAP			
GINN, INC. Consulting Engineers Dallas, Texas			
Designed - JCK	Drawn - RLO	Date - JUNE, 1986	Job No. - 263
Approved - HWG	Checked - JCK	Scale - 1" = 100'	Sheet 2 Of 30



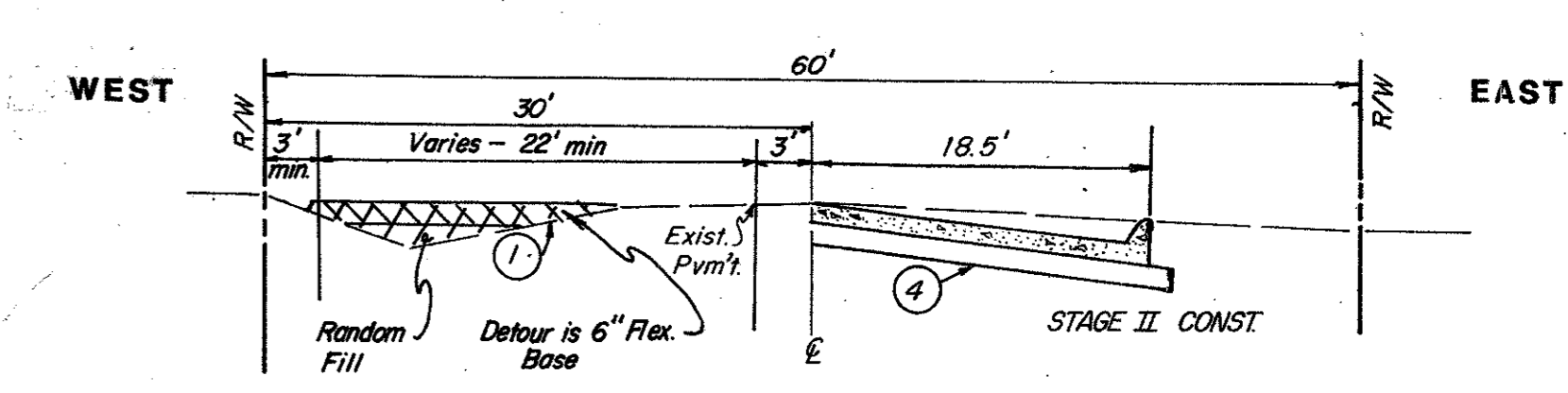
DETOUR "A" (STAGE II)
N.T.S. Dooley Rd. North PAY ITEM 508.1



DETOUR "D" (STAGE I)
N.T.S. Dooley Road North PAY ITEM 508.4

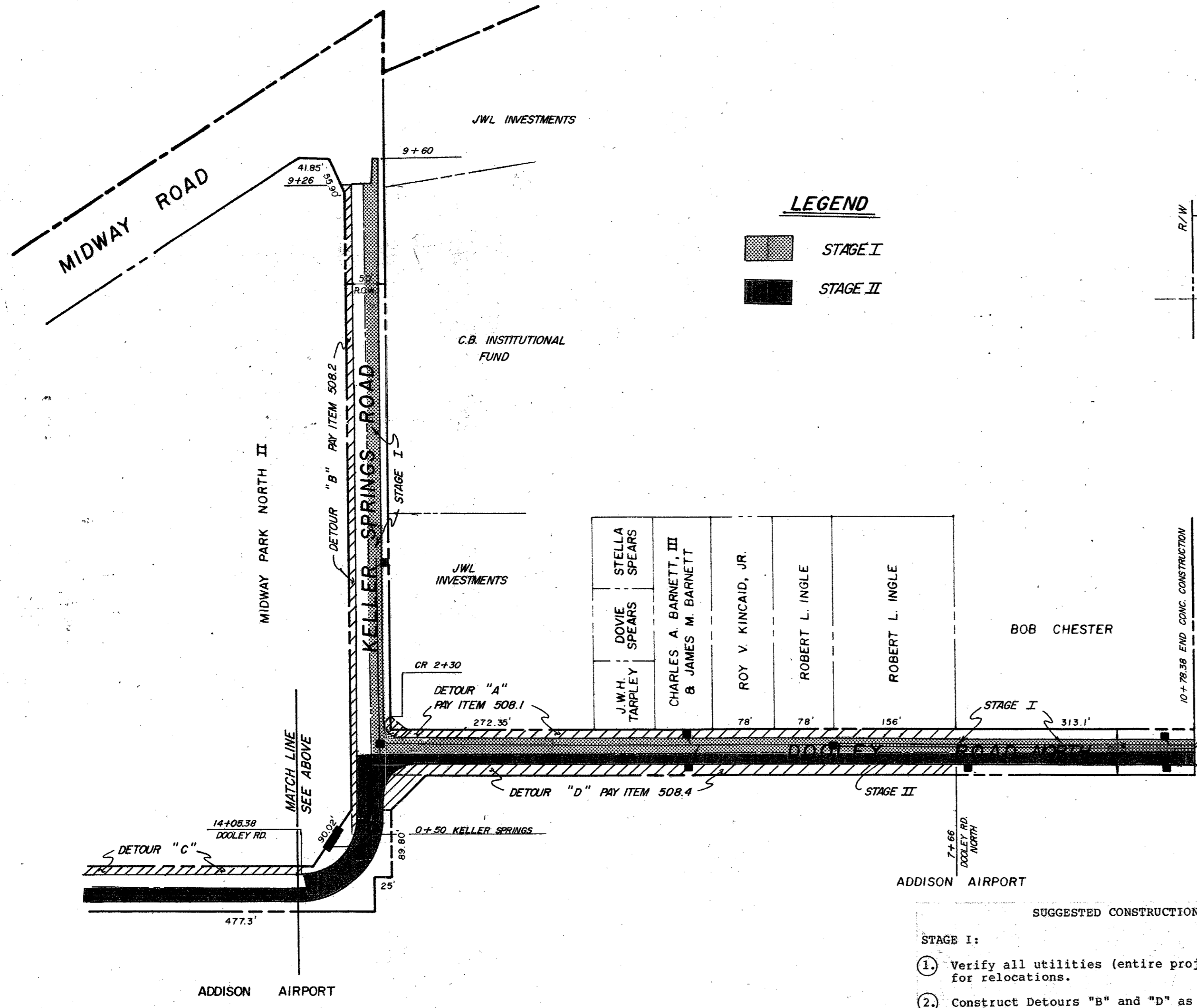


DETOUR "B" (STAGE I)
N.T.S. Keller Springs Rd. PAY ITEM 508.2



DETOUR "C" (STAGE II)
N.T.S. Dooley Rd. PAY ITEM 508.3

LEGEND
 STAGE I
 STAGE II



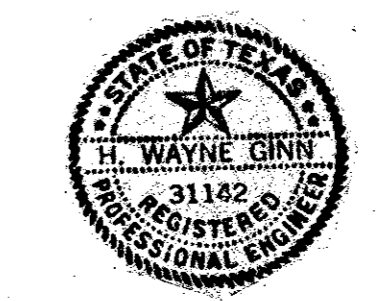
- 3. (cont'd.) Construct (North) storm sewer system Keller Springs Road from center line Dooley Road North to end.
- 4. Construct concrete pavement (north) half Keller Springs Road (18.5' - b.c.) and (west) half Dooley Road North (18.5' - b.c.), with the exception of the curb and gutter section from Sta. 0+18.5 to Sta. 7+66, which will be constructed during Stage III (with the abandonment of Detour "A" and the construction of the inlet at Sta. 2+79.55).

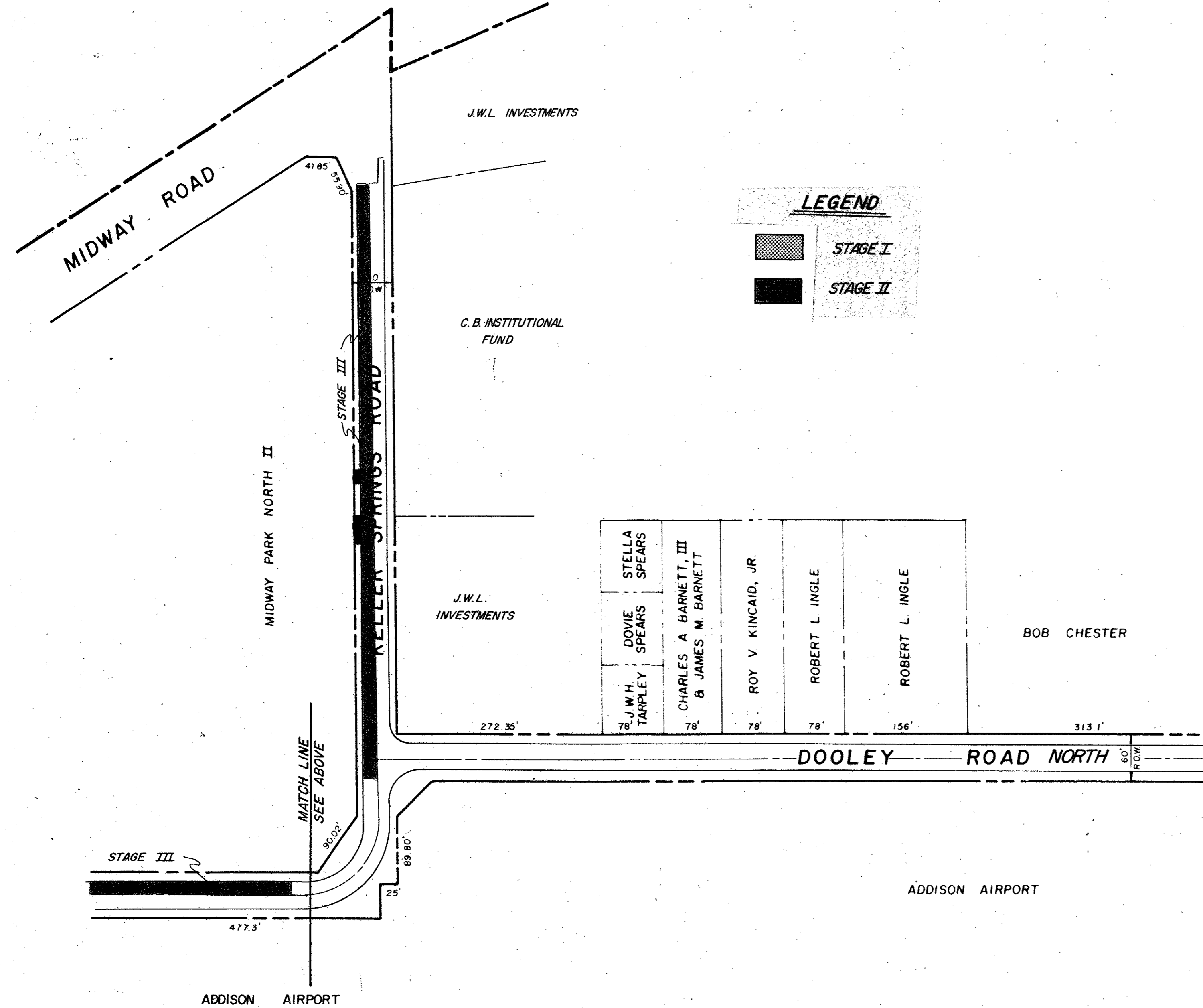
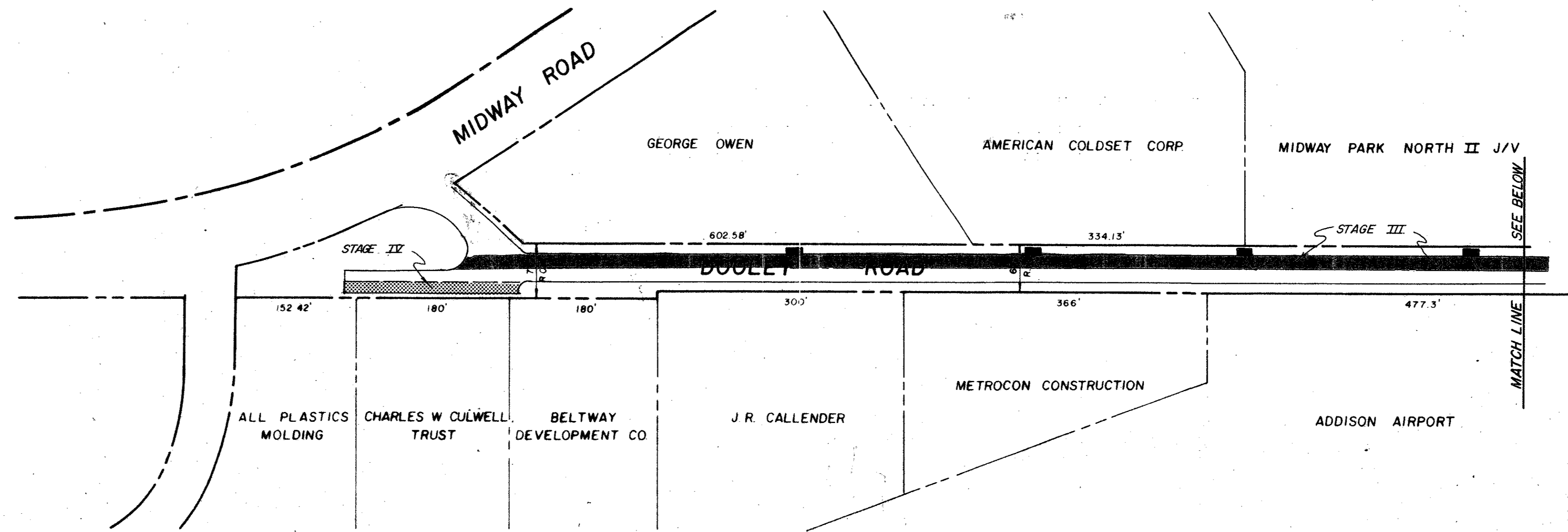
- STAGE II:**
- 1. Construct Detours "C" and "A" as shown above.
 - 2. Switch two-way traffic onto Detours "C" and "A" and switch westbound traffic onto new concrete pavement Keller Springs Road, maintaining eastbound traffic on Detour "B". Also abandon and remove Detour "D".
 - 3. Complete (east) storm sewer Dooley Road North; construct entire storm sewer system Dooley Road paving Sta. 14+05 to Sta. 15+00 and Keller Springs paving Sta. 0+37.54 to Sta. 1+82. Construct (east) storm sewer system Dooley Road.
 - 4. Complete concrete pavement (east) half Dooley Road North (18.5' - b.c.), construct complete (37' - b.b.) concrete pavement Dooley Road Sta. 14+05.38 to Sta. 15+00 and Keller Springs road Sta. 0+37.54 to Sta. 1+82. Construct concrete pavement (east) half Dooley Road (18.5' - b.c.) Sta. 2+03 to Sta. 14+05.38 and (west) half Dooley Road Sta. 0-20.8 to Sta. 2+03.

- SUGGESTED CONSTRUCTION SEQUENCE**
- STAGE I:**
- 1. Verify all utilities (entire project), arrange for relocations.
 - 2. Construct Detours "B" and "D" as shown above.
 - 3. Switch two-way traffic onto detours "B" and "D", construct (west) storm sewer system Dooley Road North, with the exception of the inlet at Sta. 2+79.55, which will be constructed during Stage III (with the abandonment of Detour "A" and the construction of the curb and gutter section).

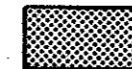

STAGES I & II

No.	Revision	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS			
KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS			
CONSTRUCTION SEQUENCE			
GINN, INC. Consulting Engineers Dallas, Texas			
Designed - JCK	Drawn - RLO	Date - JUNE, 1986	Job No. - 263
Approved - HWS	Checked - JCK	Scale - 1" = 100'	Sheet 3 Of 30





LEGEND

-  STAGE I
-  STAGE II

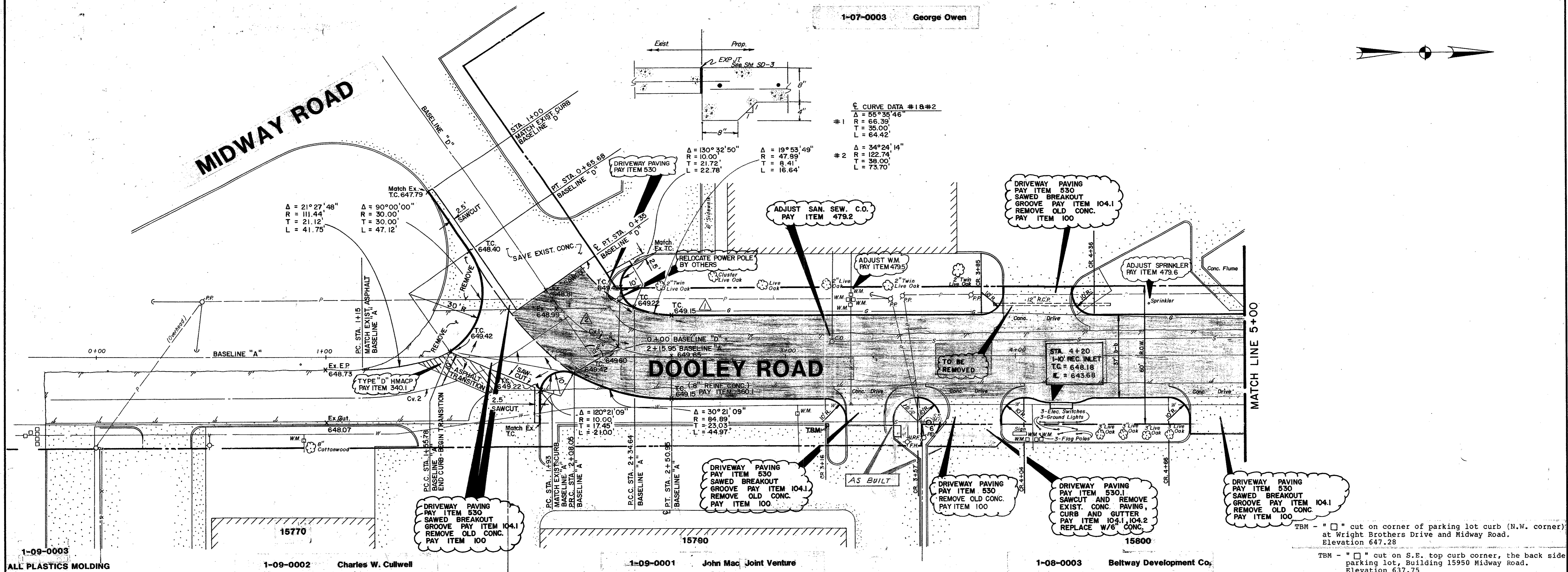
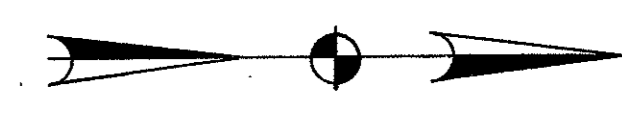
- STAGE III:**
1. Switch northbound traffic (one-way) onto new concrete pavement Dooley Road and maintain westbound traffic (one-way) on concrete pavement Keller Springs Road. Open Dooley Road North to two-way traffic.
 2. Remove all temporary detours; construct curb and gutter section and inlet at Sta. 2+79.85 (west) Dooley Road North as mentioned in Stage I. Also construct asphalt transition Dooley Road North Sta. 10+78.38 to Sta. 11+20.
 3. Complete (south) storm sewer Keller Springs Road and (west) storm sewer Dooley Road.
 4. Complete concrete pavement (south) half Keller Springs Road (18.5' - b.c.) and (west) half Dooley Road (18.5' - b.c.) from Midway Road to Sta. 14+05.38.

- STAGE IV:**
1. Construct concrete pavement and drainage improvements (east) half Dooley Road Sta. 0+20.8 to Sta. 2+03.

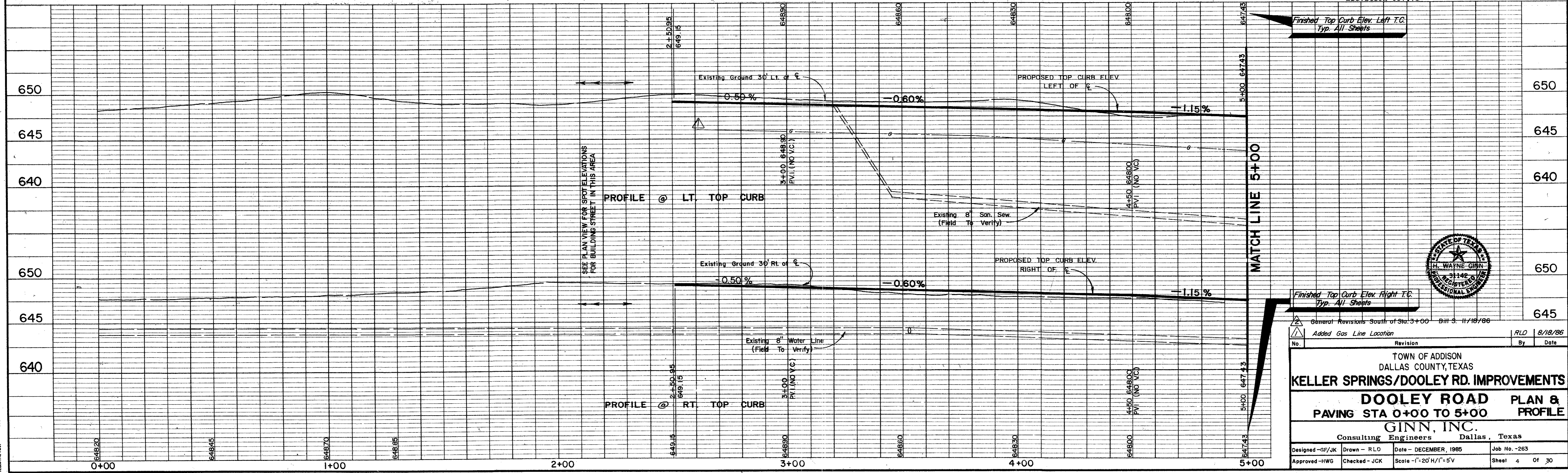
STAGES III & IV



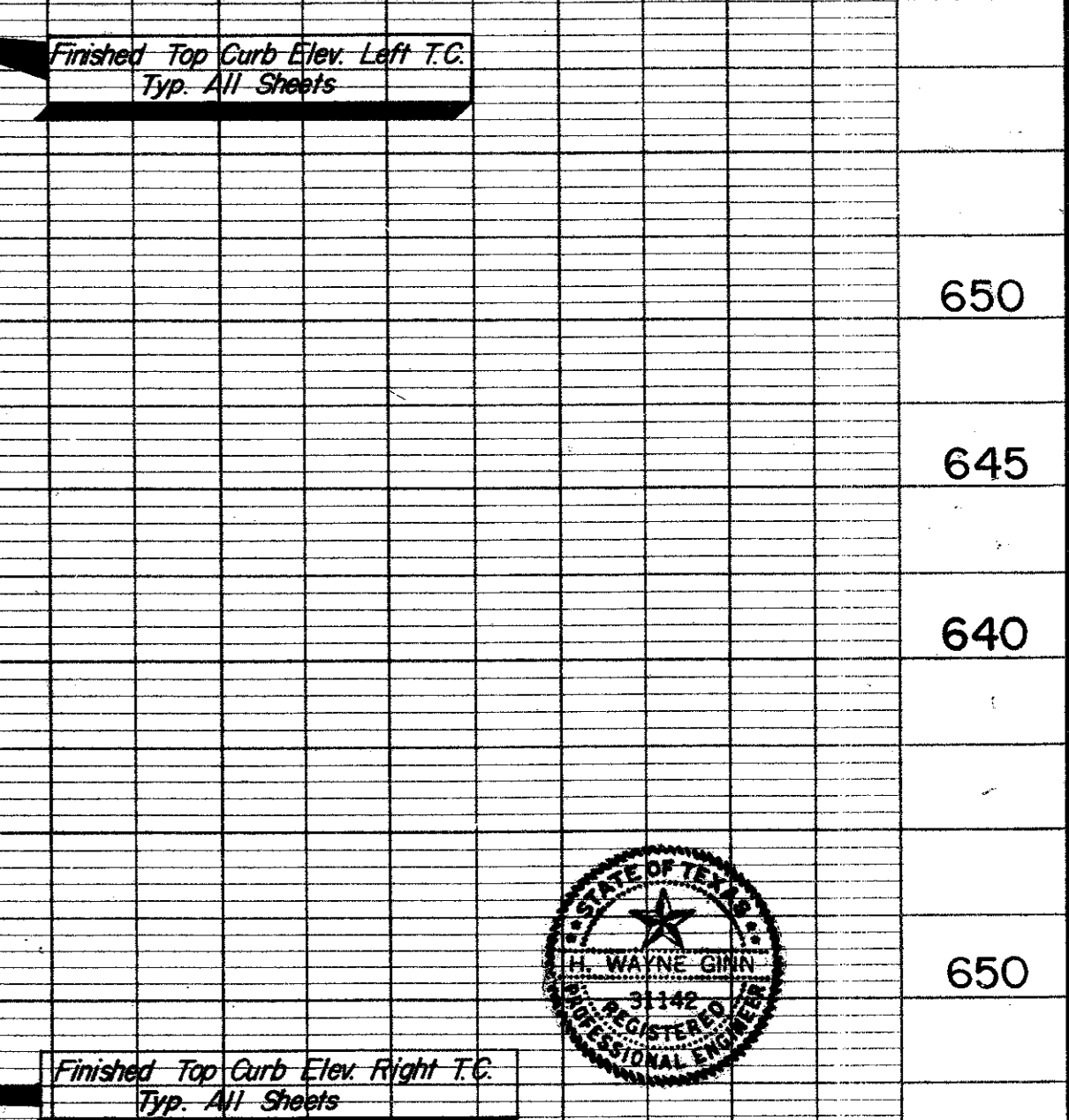
No.	Revision	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS			
KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS			
CONSTRUCTION SEQUENCE			
GINN, INC. Consulting Engineers Dallas, Texas			
Designed - JCK	Drawn - RLO	Date - JUNE, 1986	Job No. - 263
Approved - HWG	Checked - JCK	Scale - 1" = 100'	Sheet 3a Of 30



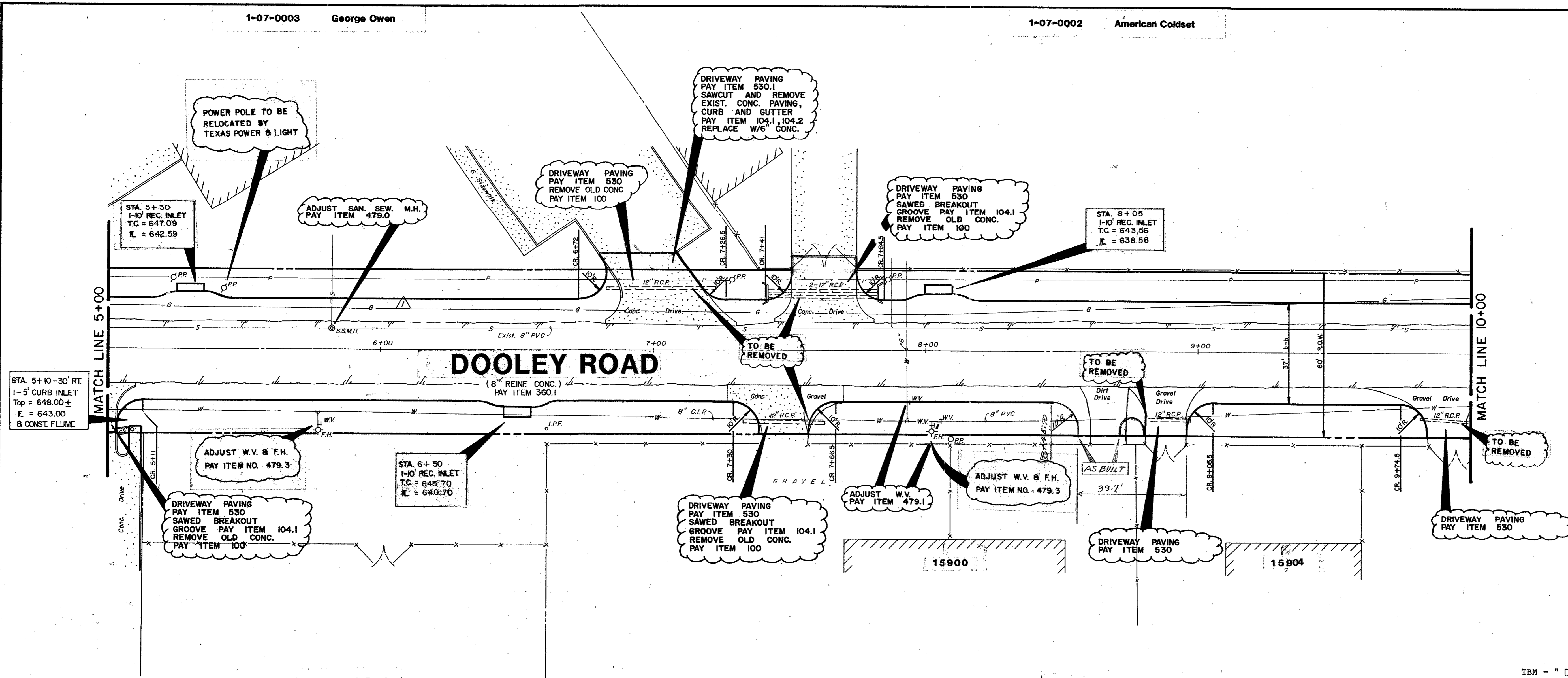
1-09-0003 ALL PLASTICS MOLDING
 1-09-0002 Charles W. Cullwell
 1-09-0001 John Mac Joint Venture
 1-08-0003 Beltway Development Co.



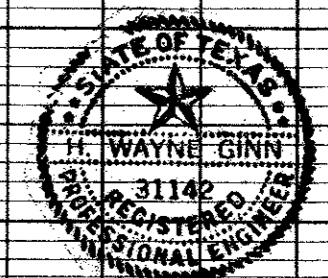
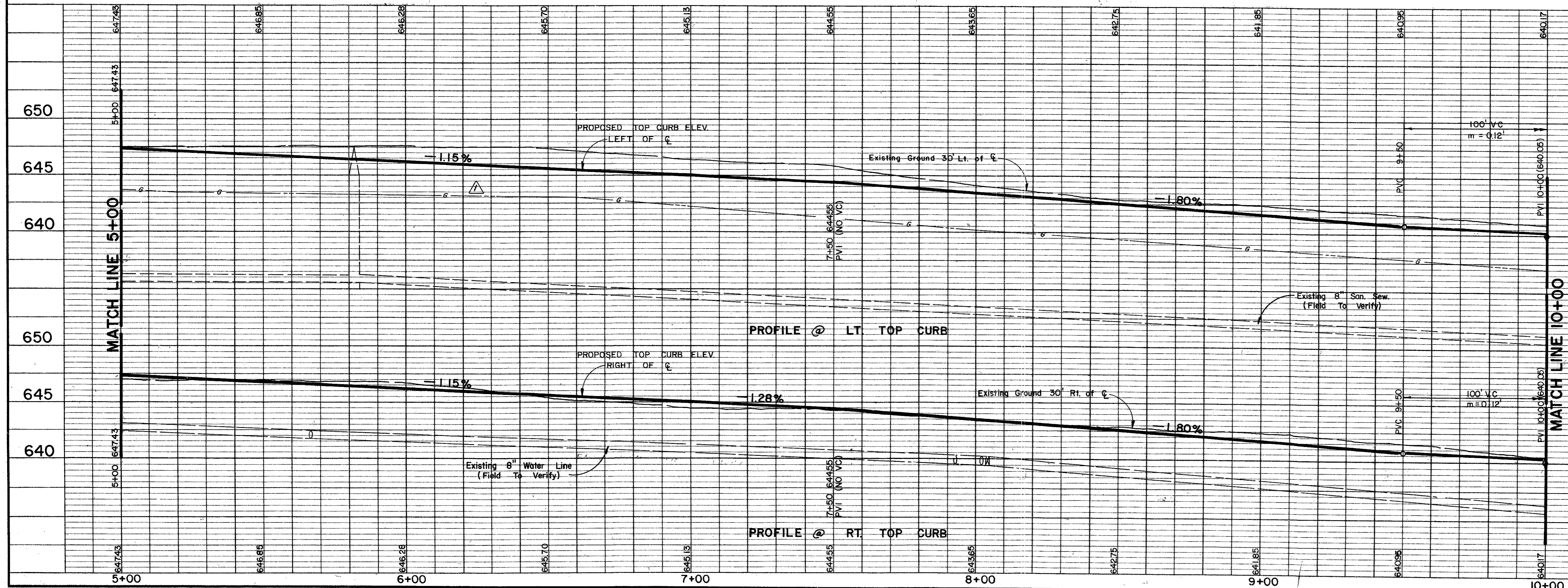
TBM - "□" cut on corner of parking lot curb (N.W. corner) at Wright Brothers Drive and Midway Road. Elevation 647.28
 TBM - "□" cut on S.B. top curb corner, the back side parking lot, Building 15950 Midway Road. Elevation 637.75



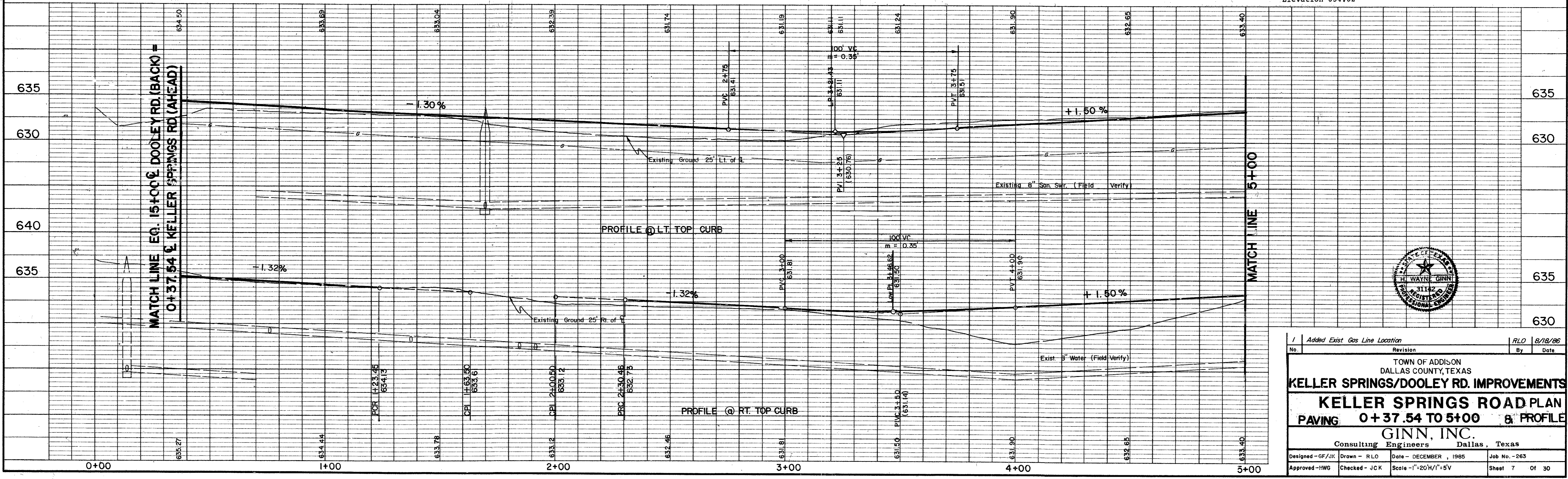
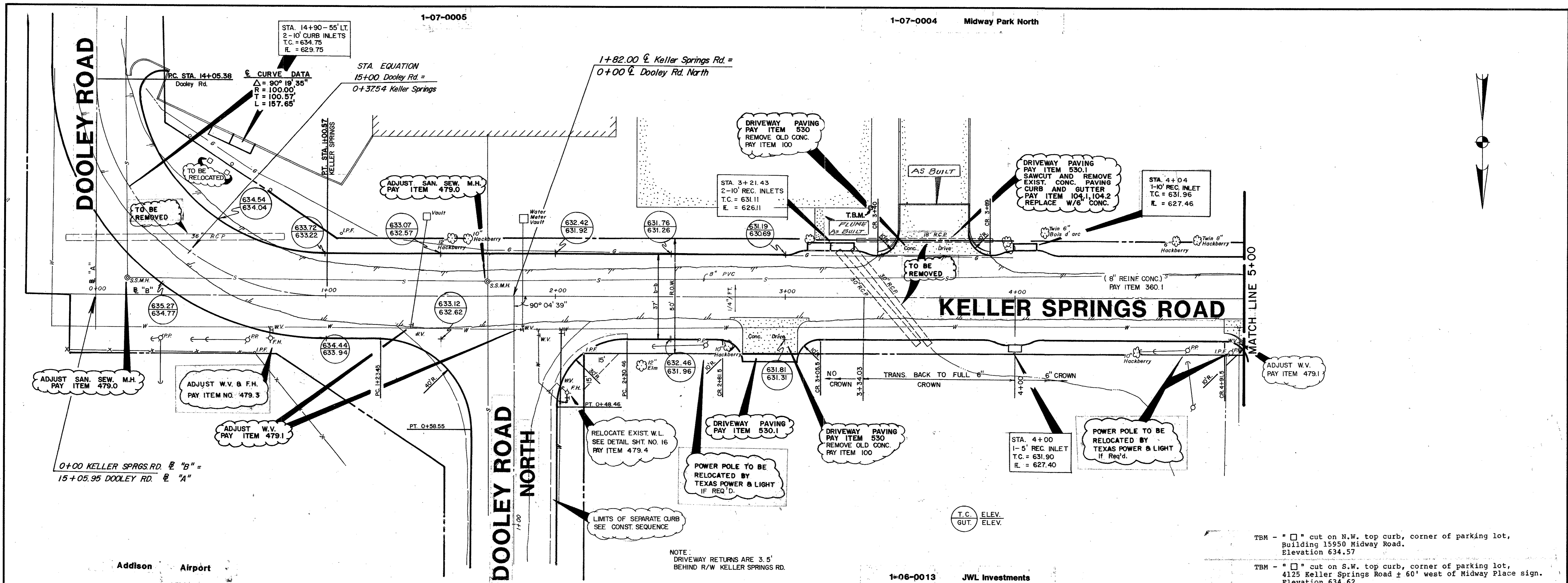
General Revisions South of Sta. 3+00 Bill S. 11/18/86		RLO	8/18/86
No.	Added Gas Line Location	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS DOOLEY ROAD PLAN & PROFILE PAVING STA 0+00 TO 5+00 GINN, INC. Consulting Engineers Dallas, Texas			
Designed - SF/JK	Drawn - RLO	Date - DECEMBER, 1985	Job No. - 263
Approved - HWG	Checked - JCK	Scale - 1"=20'H/1"=5'V	Sheet 4 of 30



TBM - "□" cut on S.E. top curb corner, the back side parking lot, Building 15950 Midway Road. Elevation 637.75



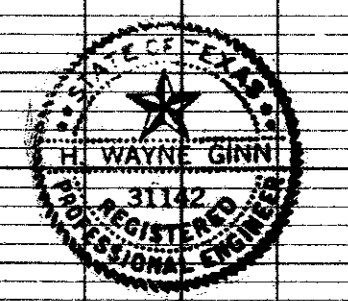
Added Exist. Gas Line Location		RLG	8/18/86
No.	Revision	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS			
KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS			
DOOLEY ROAD		PLAN & PROFILE	
PAVING STA 5+00 TO 10+00			
GINN, INC.			
Consulting Engineers Dallas, Texas			
Designed - GF/JK	Drawn - R.L.O.	Date - DECEMBER, 1985	Job No. - 263
Approved - HWG	Checked - JCK	Scale - 1"=20'H/1"=5'V	Sheet 5 Of 30



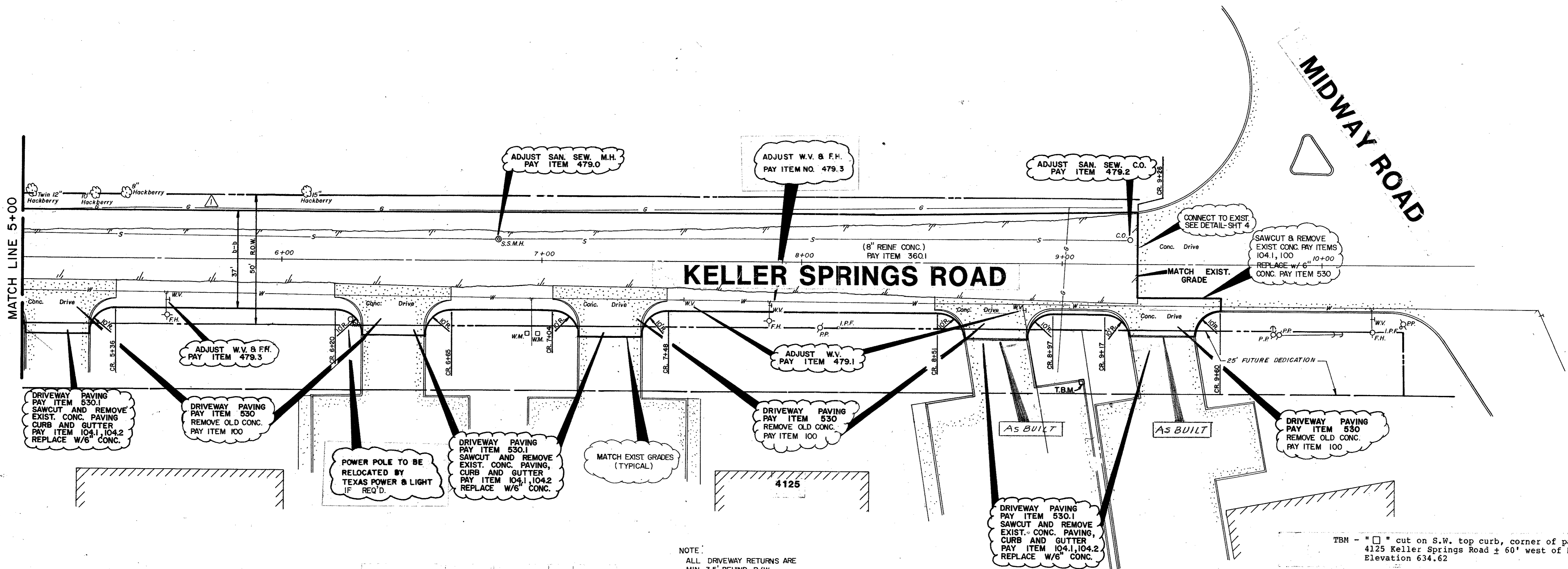
TBM - "□" cut on N.W. top curb, corner of parking lot, Building 15950 Midway Road. Elevation 634.57

TBM - "□" cut on S.W. top curb, corner of parking lot, 4125 Keller Springs Road ± 60' west of Midway Place sign. Elevation 634.62

NOTE: DRIVEWAY RETURNS ARE 3.5' BEHIND R/W KELLER SPRINGS RD.



Added Exist Gas Line Location		RLO	8/18/86
No.	Revision	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS			
KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS			
KELLER SPRINGS ROAD PLAN			
PAVING 0+37.54 TO 5+00 & PROFILE			
GINN, INC.			
Consulting Engineers Dallas, Texas			
Designed - GF/UK	Drawn - RLO	Date - DECEMBER, 1985	Job No. - 263
Approved - HWG	Checked - JCK	Scale - 1"=20'H/1"=5'V	Sheet 7 of 30

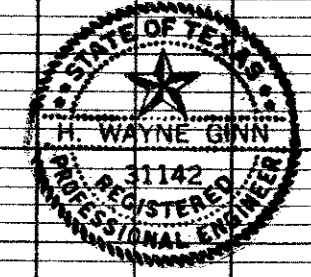
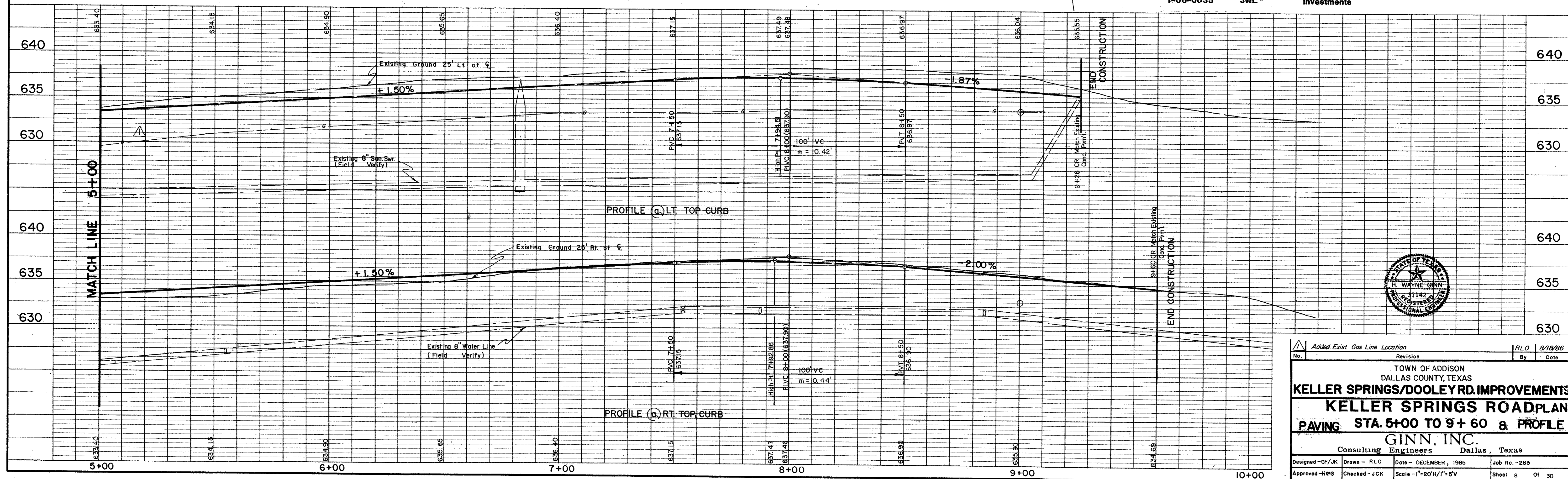


NOTE:
ALL DRIVEWAY RETURNS ARE
MIN. 3.5' BEHIND R/W

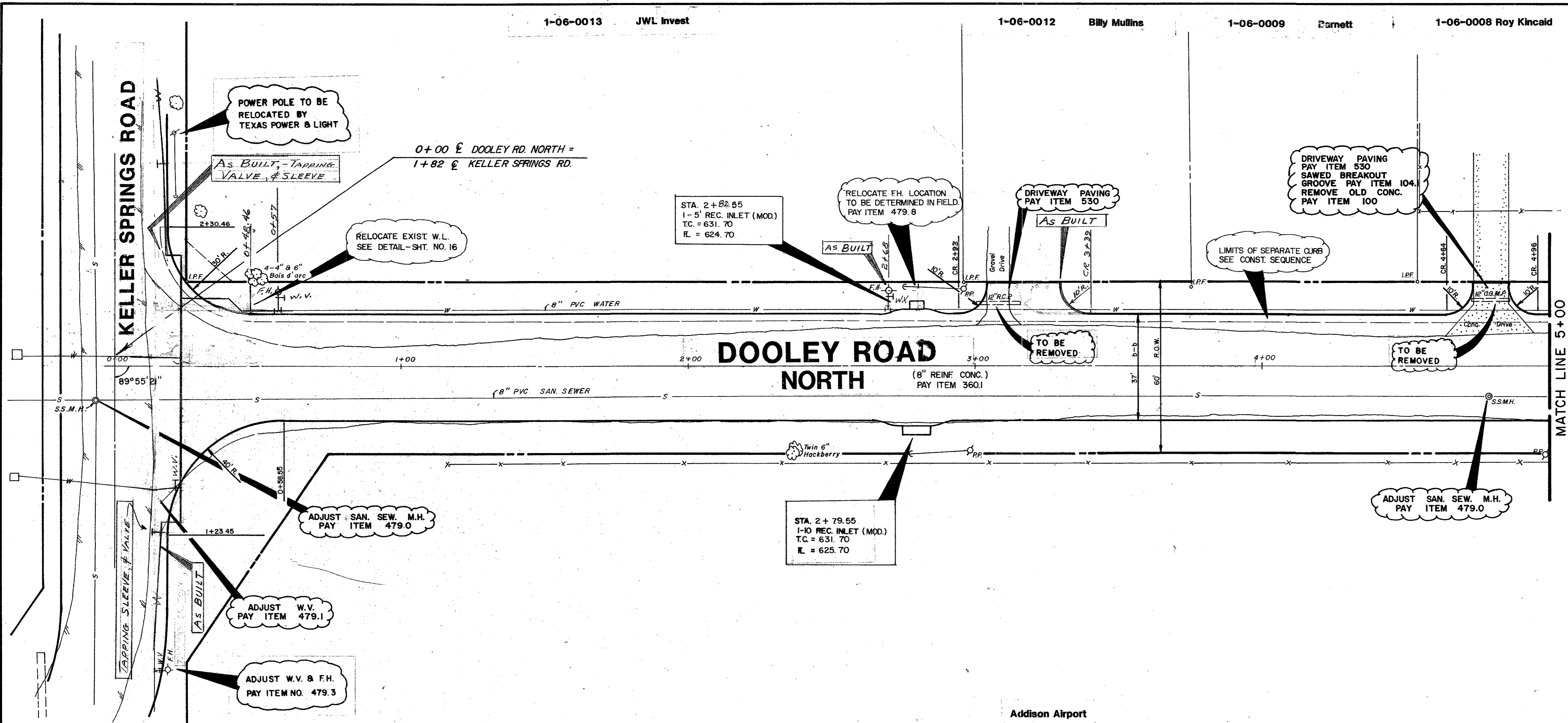
TBM - " " cut on S.W. top curb, corner of parking lot,
4125 Keller Springs Road ± 60' west of Midway Place sign.
Elevation 634.62

1-06-0022 C.B. Institutional Fund VII

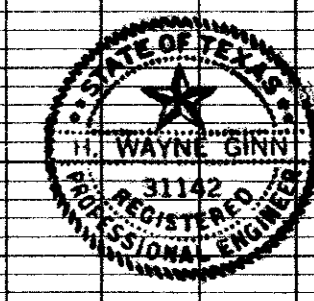
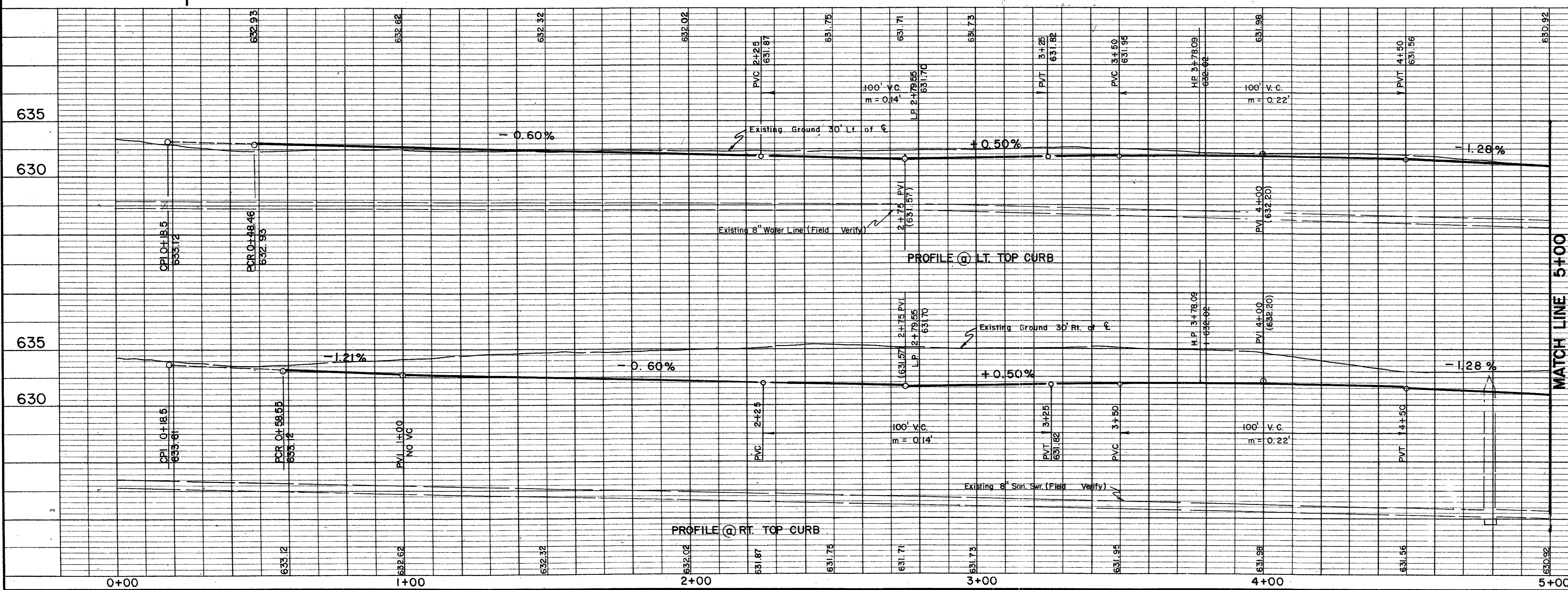
1-06-0035 JWJ - Investments



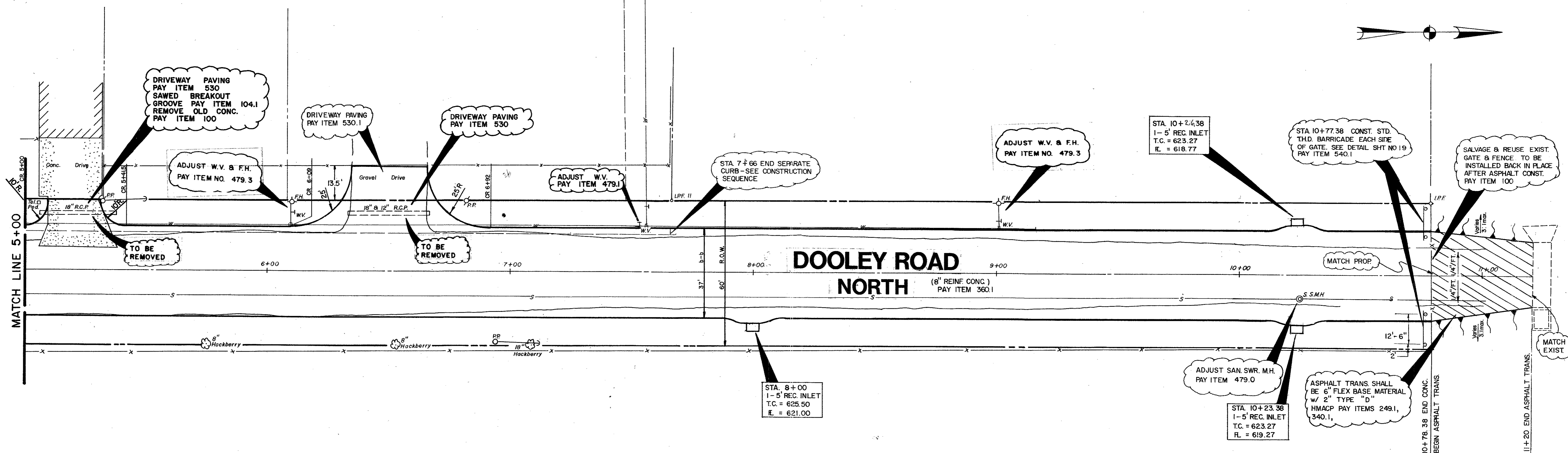
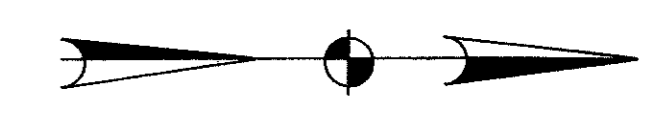
Added Exist. Gas Line Location		RLO	8/19/86
No.	Revision	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS			
KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS			
KELLER SPRINGS ROAD PLAN			
PAVING STA. 5+00 TO 9+60 & PROFILE			
GINN, INC.			
Consulting Engineers Dallas, Texas			
Designed - GF/JK	Drawn - RLO	Date - DECEMBER, 1985	Job No. - 263
Approved - HWG	Checked - JCK	Scale - 1"=20'H/1"=5'V	Sheet 8 OF 30



TBM - " " cut on N.W. top curb, corner of parking lot, Building 15950 Midway Road. Elevation 634.57

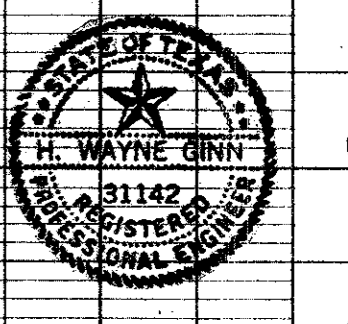
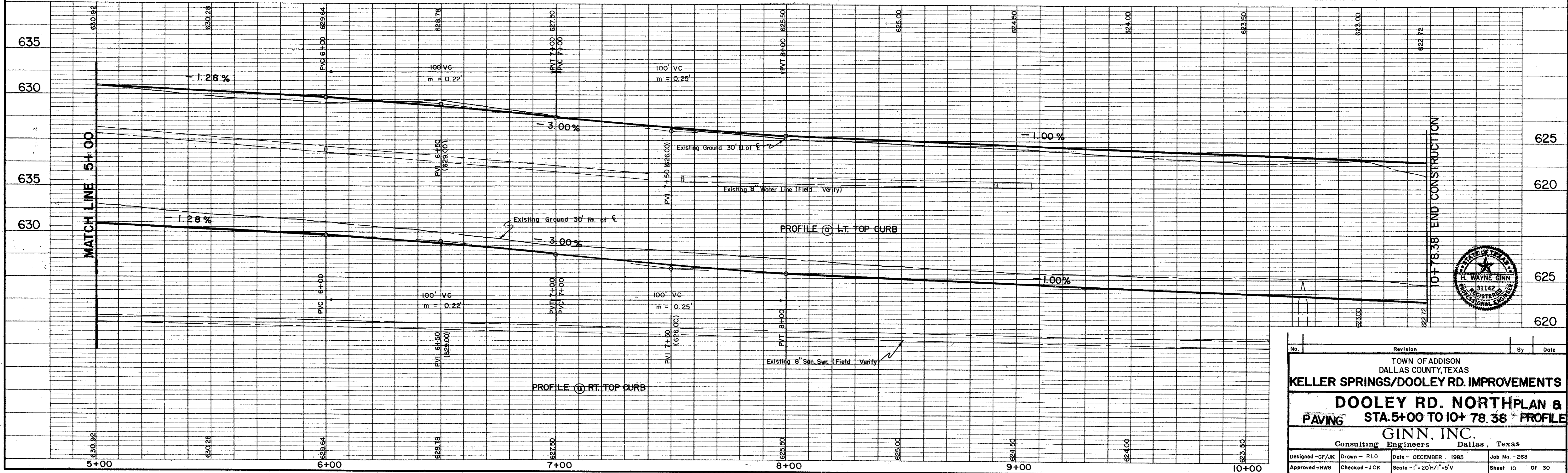


No.	Revision	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS			
KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS			
DOOLEY RD. NORTH PLAN & PAVING STA. 0+00 TO 5+00 PROFILE			
GINN, INC. Consulting Engineers Dallas, Texas			
Designed - GF/JK	Drawn - RLO	Date - DECEMBER, 1985	Job No. - 263
Approved - HWG	Checked - JCK	Scale - 1" = 20'H/1" = 5'V	Sheet 9 of 30



TBM - "□" cut on N.W. top curb, corner of parking lot, Building 15950 Midway Road, Elevation 634.57

Addison Airport

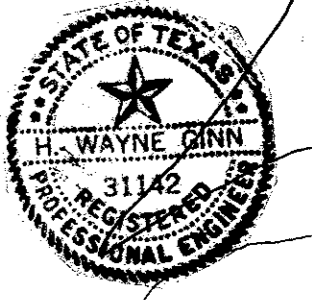
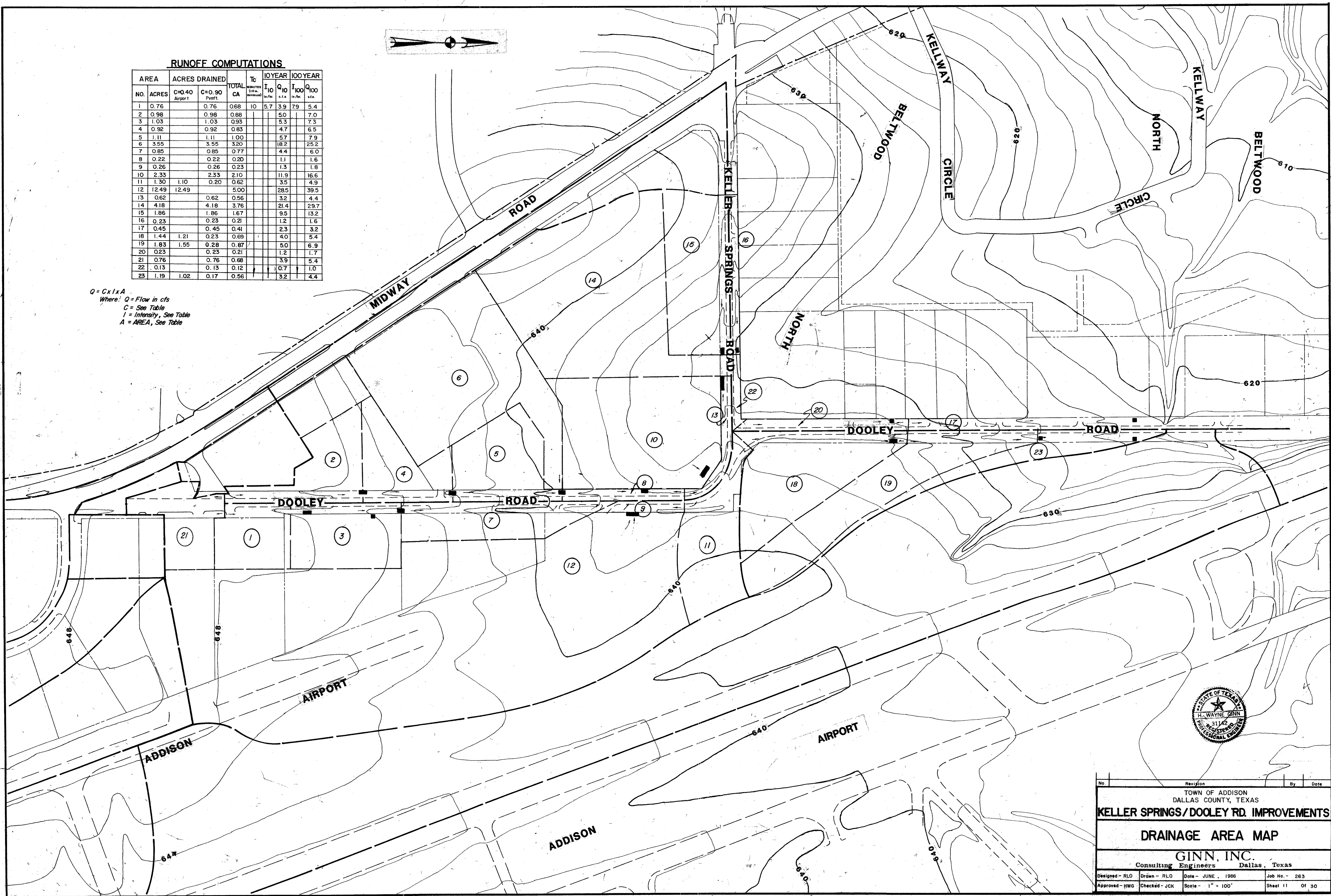


No.	Revision	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS			
KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS			
DOOLEY RD. NORTH PLAN & PAVING STA. 5+00 TO 10+78.38 PROFILE			
GINN, INC. Consulting Engineers Dallas, Texas			
Designed - GF/JK	Drawn - RLO	Date - DECEMBER, 1985	Job No. - 263
Approved - HWG	Checked - JCK	Scale - 1"=20'H/1"=5'V	Sheet 10 of 30

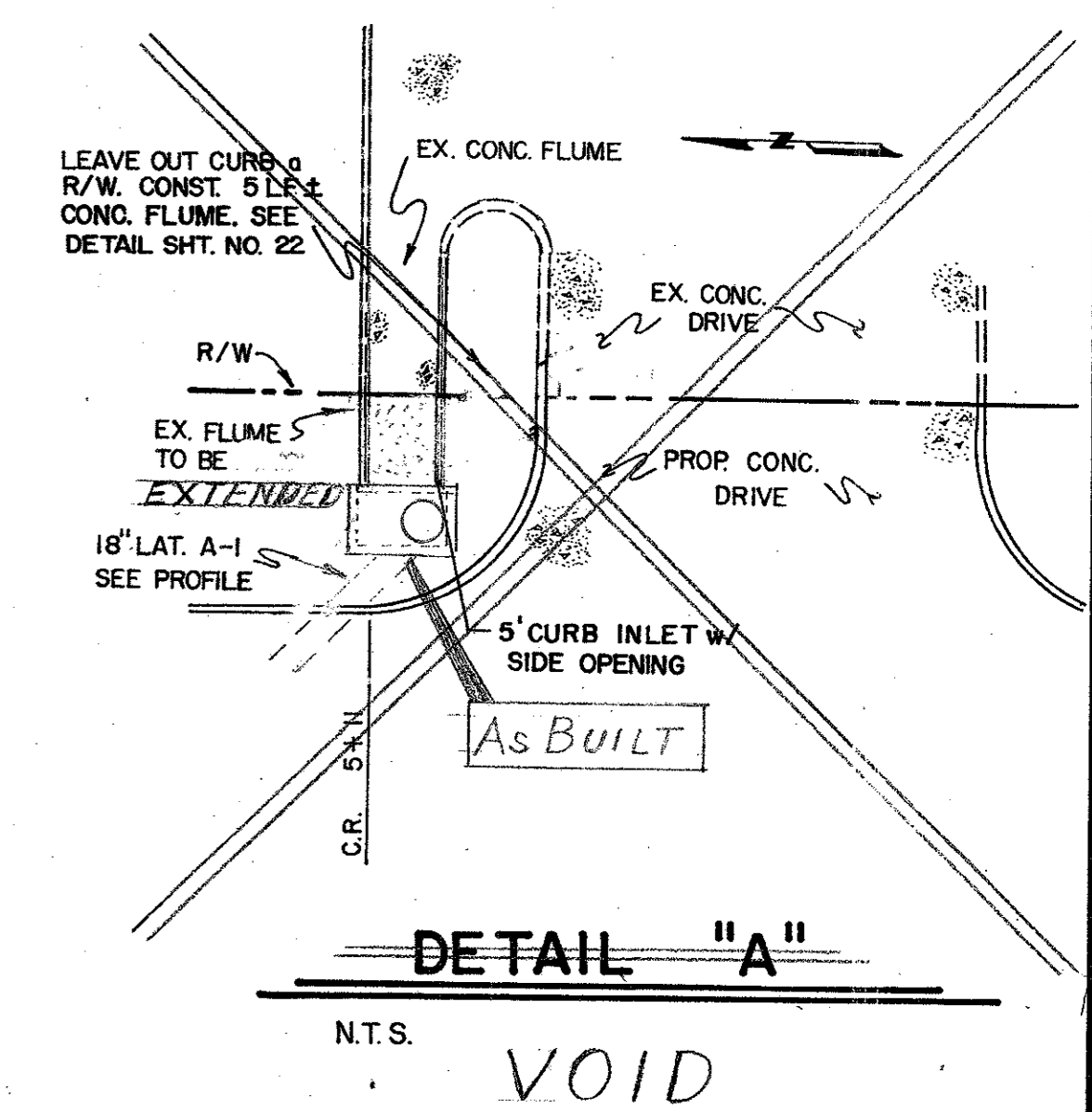
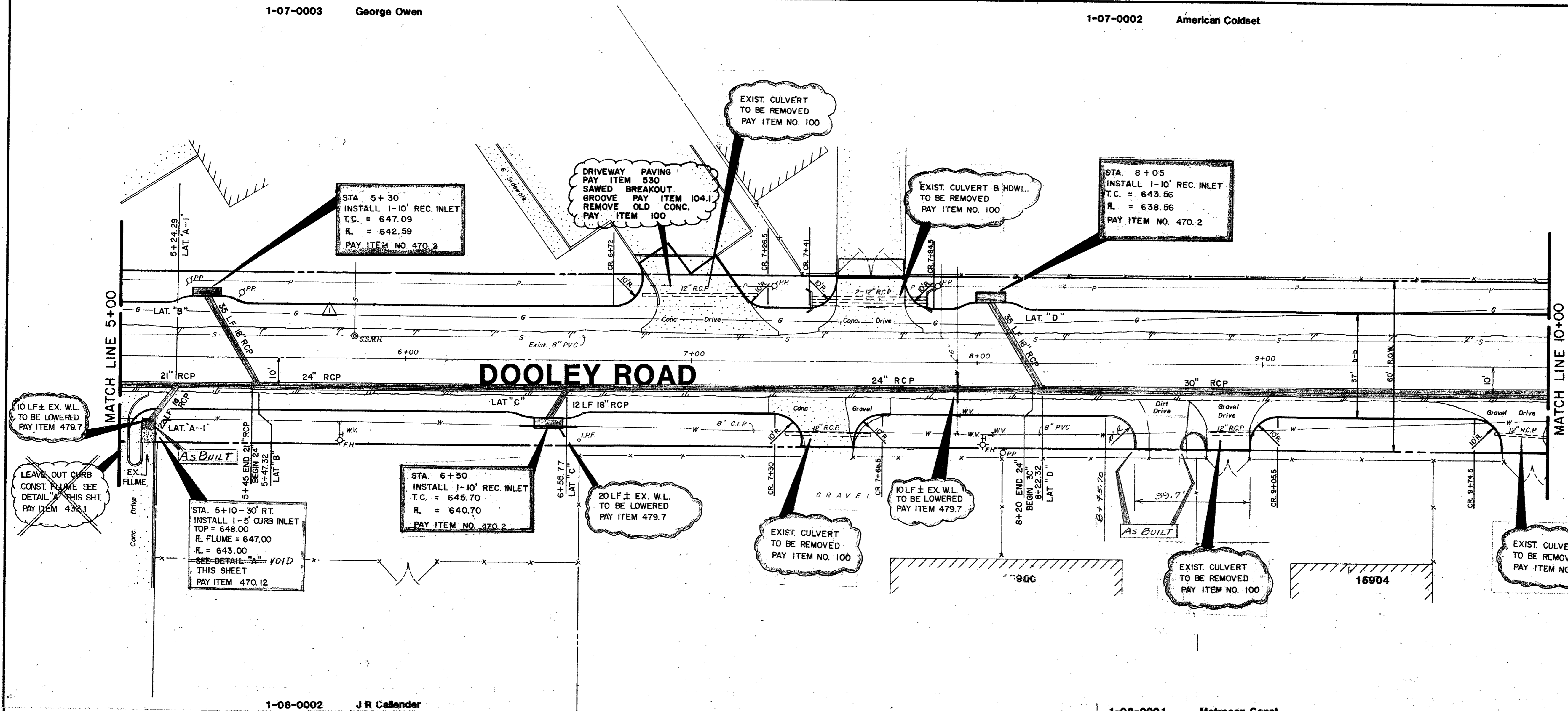
RUNOFF COMPUTATIONS

NO.	ACRES	ACRES DRAINED		TOTAL CA	T _c (MINUTES)	10 YEAR		100 YEAR	
		C=0.40 Airport	C=0.90 Paved			I ₁₀ in/hr	Q ₁₀ c.f.s.	I ₁₀₀ in/hr	Q ₁₀₀ c.f.s.
1	0.76		0.76	0.68	10	5.7	3.9	7.9	5.4
2	0.98		0.98	0.88				5.0	7.0
3	1.03		1.03	0.93				5.3	7.3
4	0.92		0.92	0.83				4.7	6.5
5	1.11		1.11	1.00				5.7	7.9
6	3.55		3.55	3.20				18.2	25.2
7	0.85		0.85	0.77				4.4	6.0
8	0.22		0.22	0.20				1.1	1.6
9	0.26		0.26	0.23				1.3	1.8
10	2.33		2.33	2.10				11.9	16.6
11	1.30	1.10	0.20	0.62				3.5	4.9
12	12.49	12.49		5.00				28.5	39.5
13	0.62		0.62	0.56				3.2	4.4
14	4.18		4.18	3.76				21.4	29.7
15	1.86		1.86	1.67				9.5	13.2
16	0.23		0.23	0.21				1.2	1.6
17	0.45		0.45	0.41				2.3	3.2
18	1.44	1.21	0.23	0.69				4.0	5.4
19	1.83	1.55	0.28	0.67				5.0	6.9
20	0.23		0.23	0.21				1.2	1.7
21	0.76		0.76	0.68				3.9	5.4
22	0.13		0.13	0.12				0.7	1.0
23	1.19	1.02	0.17	0.56				3.2	4.4

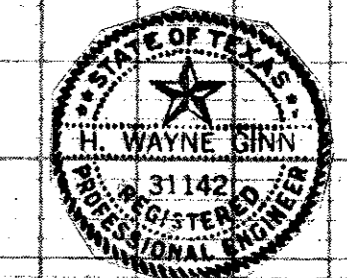
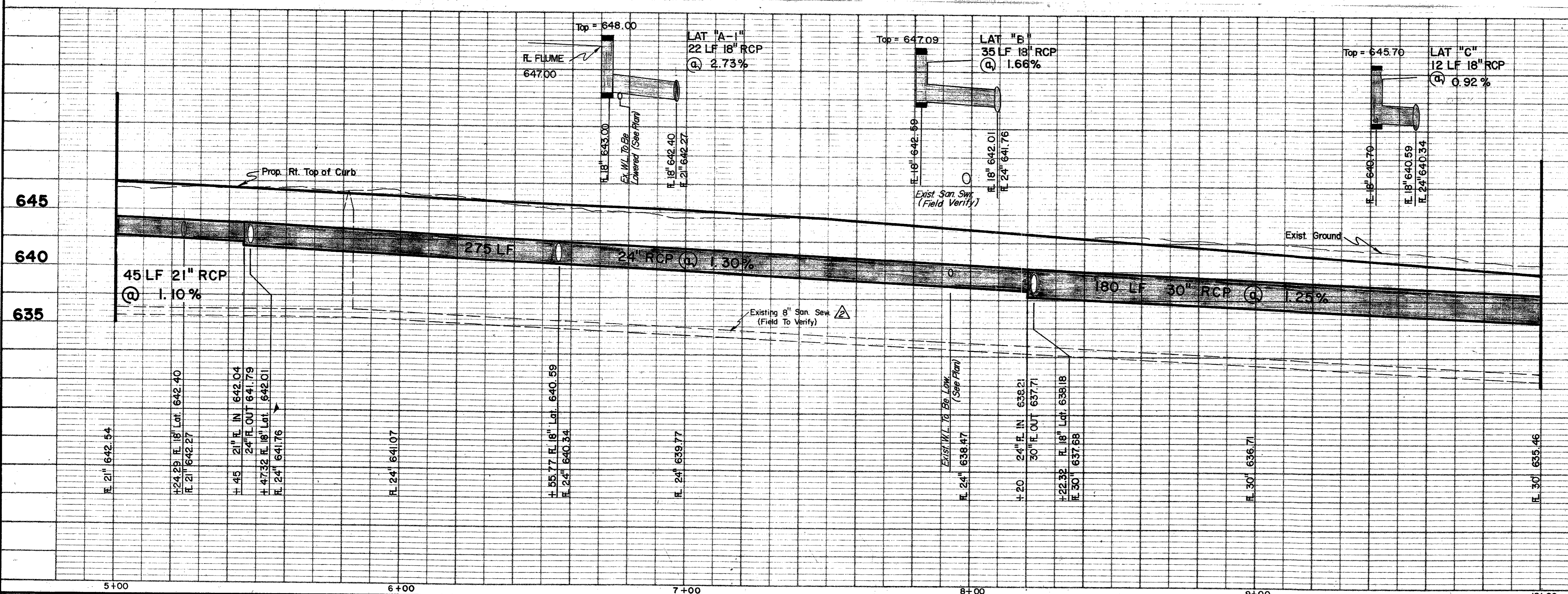
Q = C x I x A
 Where: Q = Flow in cfs
 C = See Table
 I = Intensity, See Table
 A = AREA, See Table



No.	Revision	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS			
KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS			
DRAINAGE AREA MAP			
GINN, INC. Consulting Engineers Dallas, Texas			
Designed - RLO	Drawn - RLO	Date - JUNE, 1986	Job No. - 263
Approved - HWG	Checked - JCK	Scale - 1" = 100'	Sheet 11 of 30

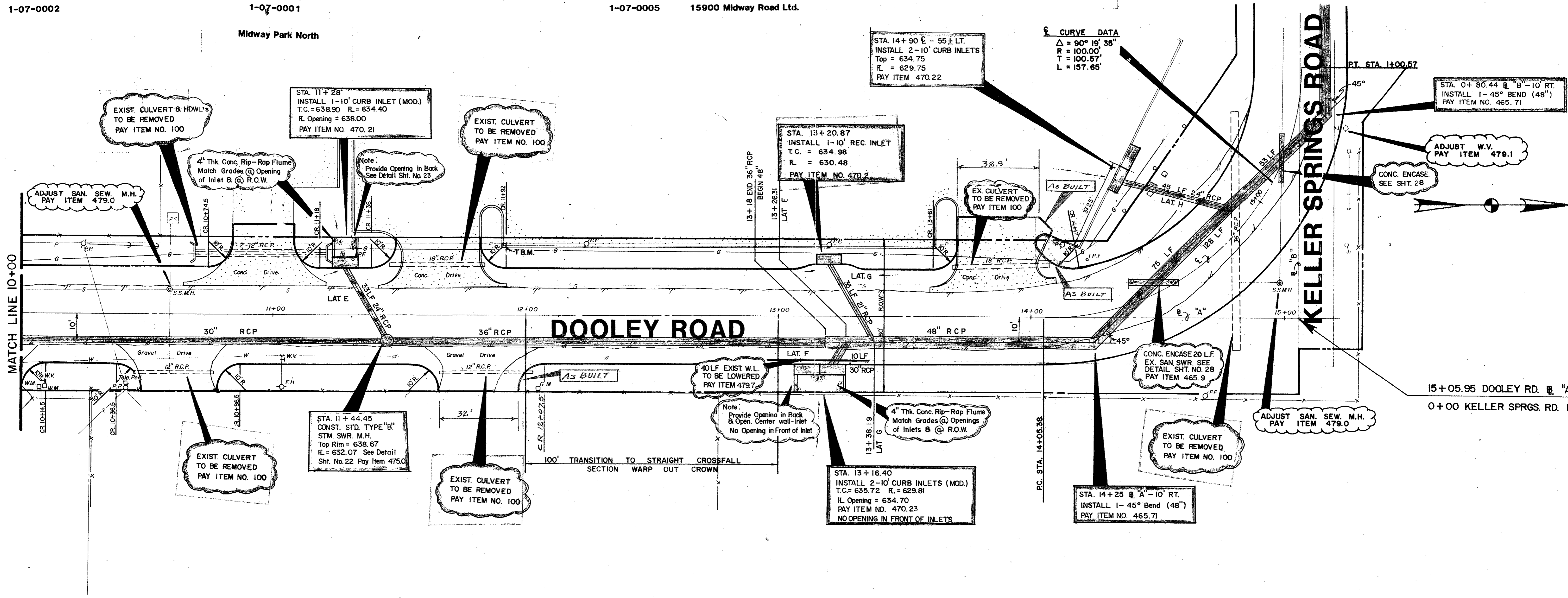


TBM - "□" cut on S.E. top curb corner, the back side parking lot, Building 15790 Midway Road. Elevation 637.75



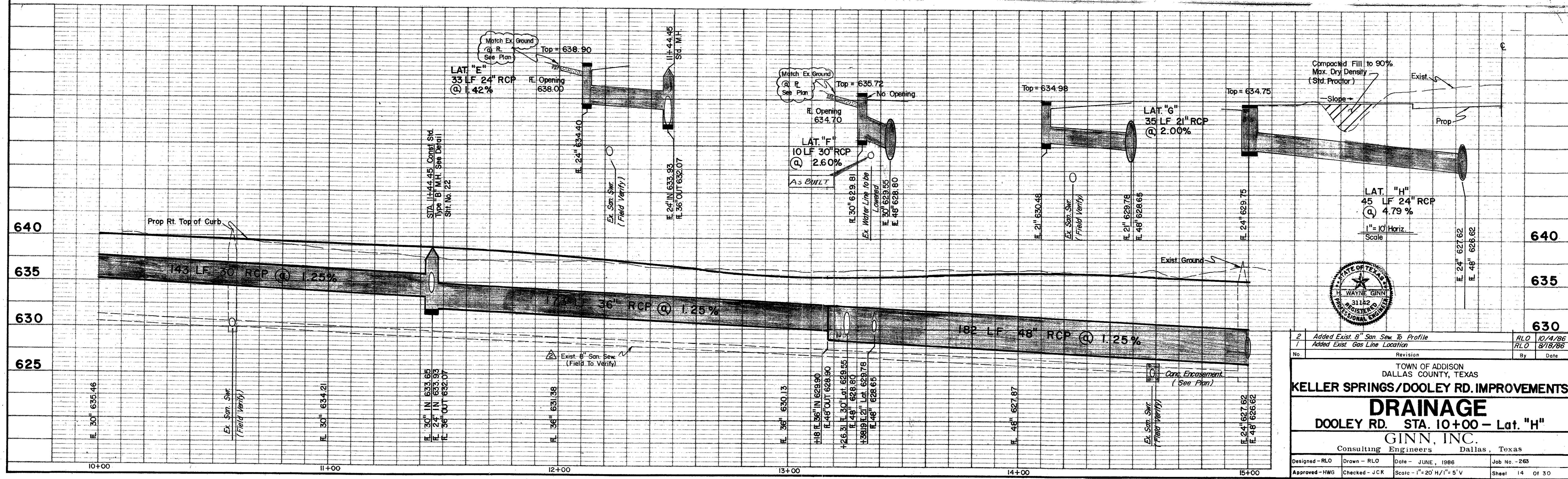
Added Exist. B" San. Sew. to Profile	RLO	10/4/86
Added Exist. Gas Line	RLO	8/18/86
Revision		By Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS		
KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS		
DRAINAGE		
DOOLEY RD. STA. 5+00-10+00		
GINN, INC.		
Consulting Engineers Dallas, Texas		
Designed - RLO	Drawn - RLO	Date - JUNE, 1986
Approved - HWG	Checked - JCR	Scale - 1" = 20' H/1" = 5' V
		Job No. - 263
		Sheet 13 Of 30

Midway Park North

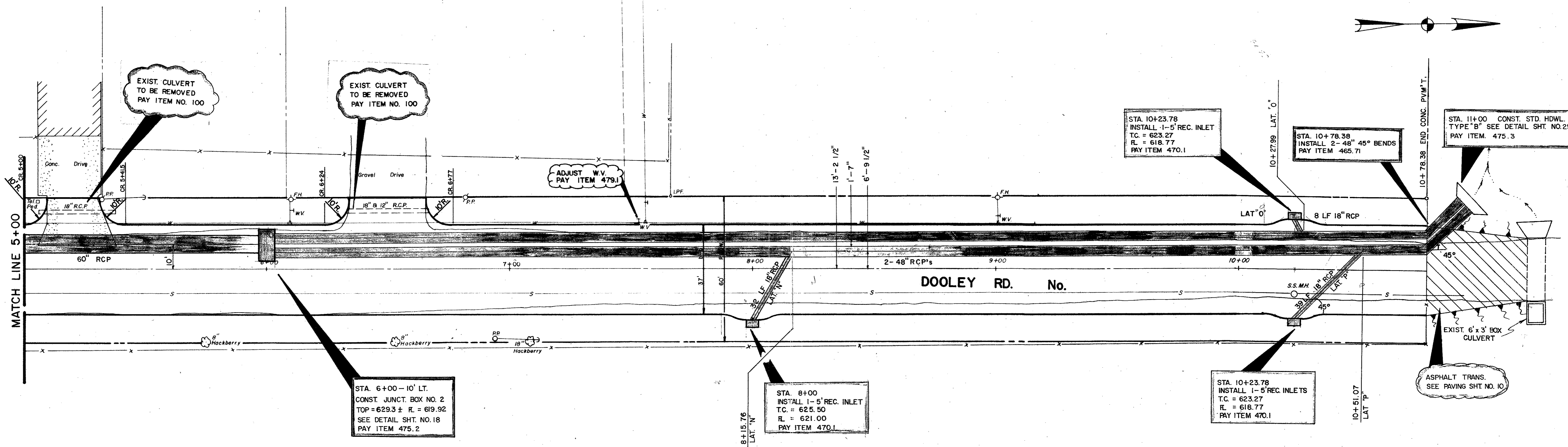


Addison Airport

TBM - "□" cut on S.E. top curb corner, the back side parking lot, Building 15900 Midway Road. Elevation 637.75

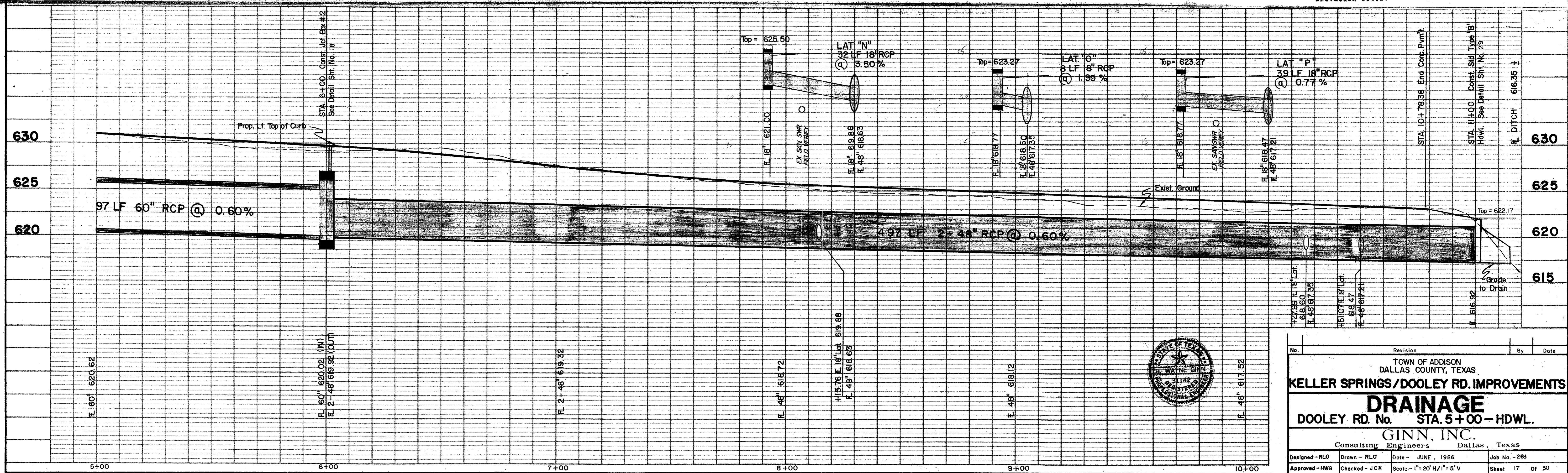


2	Added Exist. 8" San Sew. To Profile	RLO	10/A/86
1	Added Exist. Gas Line Location	RLO	8/18/86
No.	Revision	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS			
KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS			
DRAINAGE			
DOOLEY RD. STA. 10+00 - Lat. "H"			
GINN, INC.			
Consulting Engineers Dallas, Texas			
Designed - RLO	Drawn - RLO	Date - JUNE, 1986	Job No. - 265
Approved - HWG	Checked - JCK	Scale - 1" = 20' H / 1" = 5' V	Sheet 14 of 30

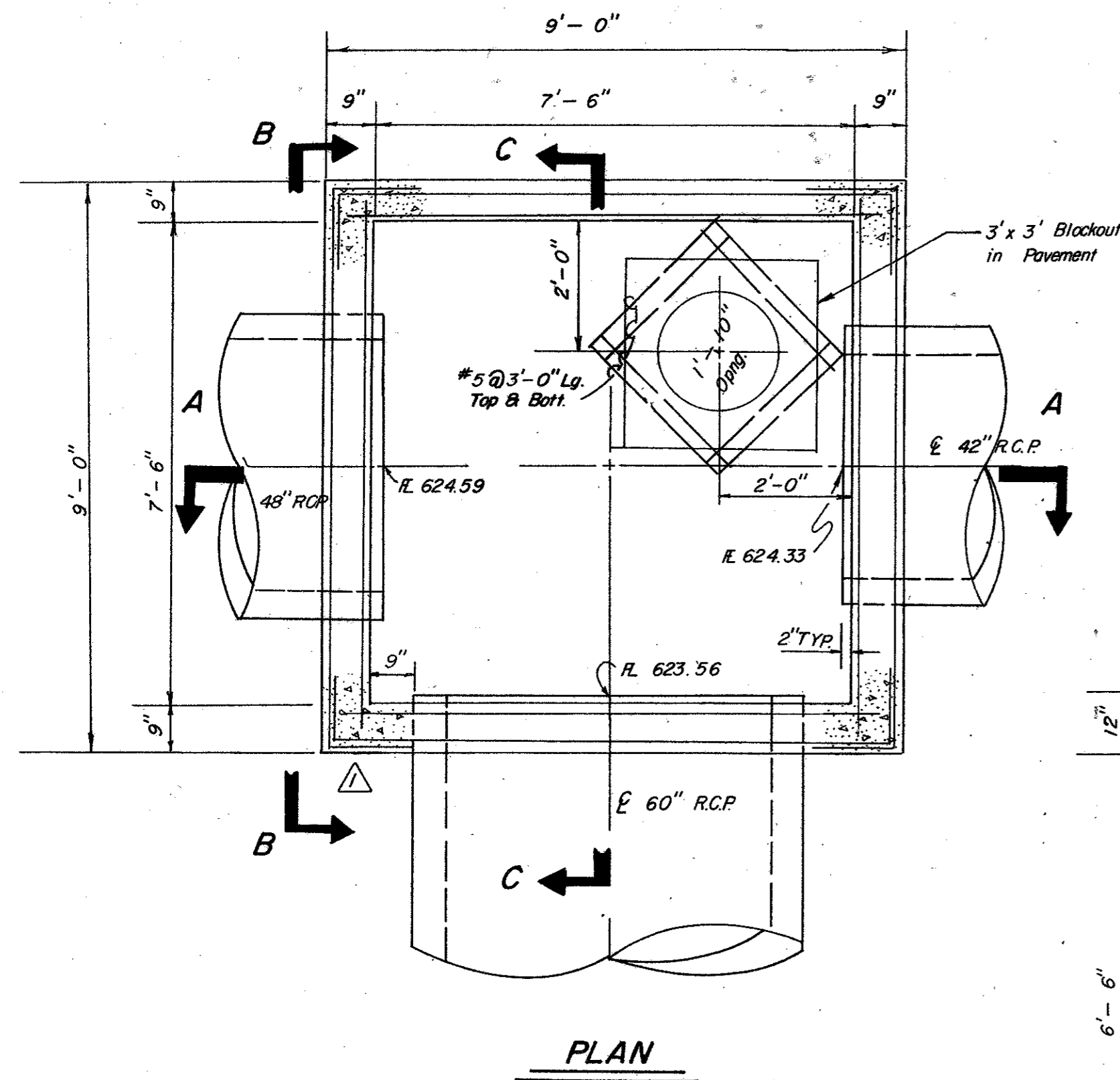
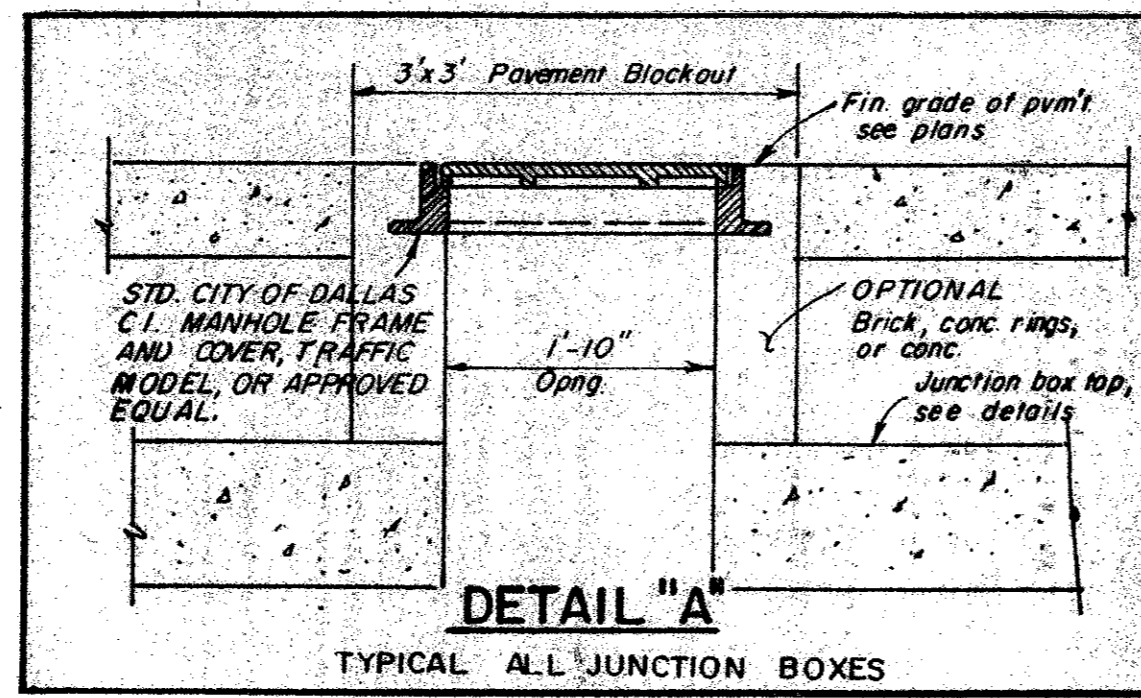


TBM - " " cut on N.W. top curb, corner of parking lot, Building 15950 Midway Road. Elevation 634.57

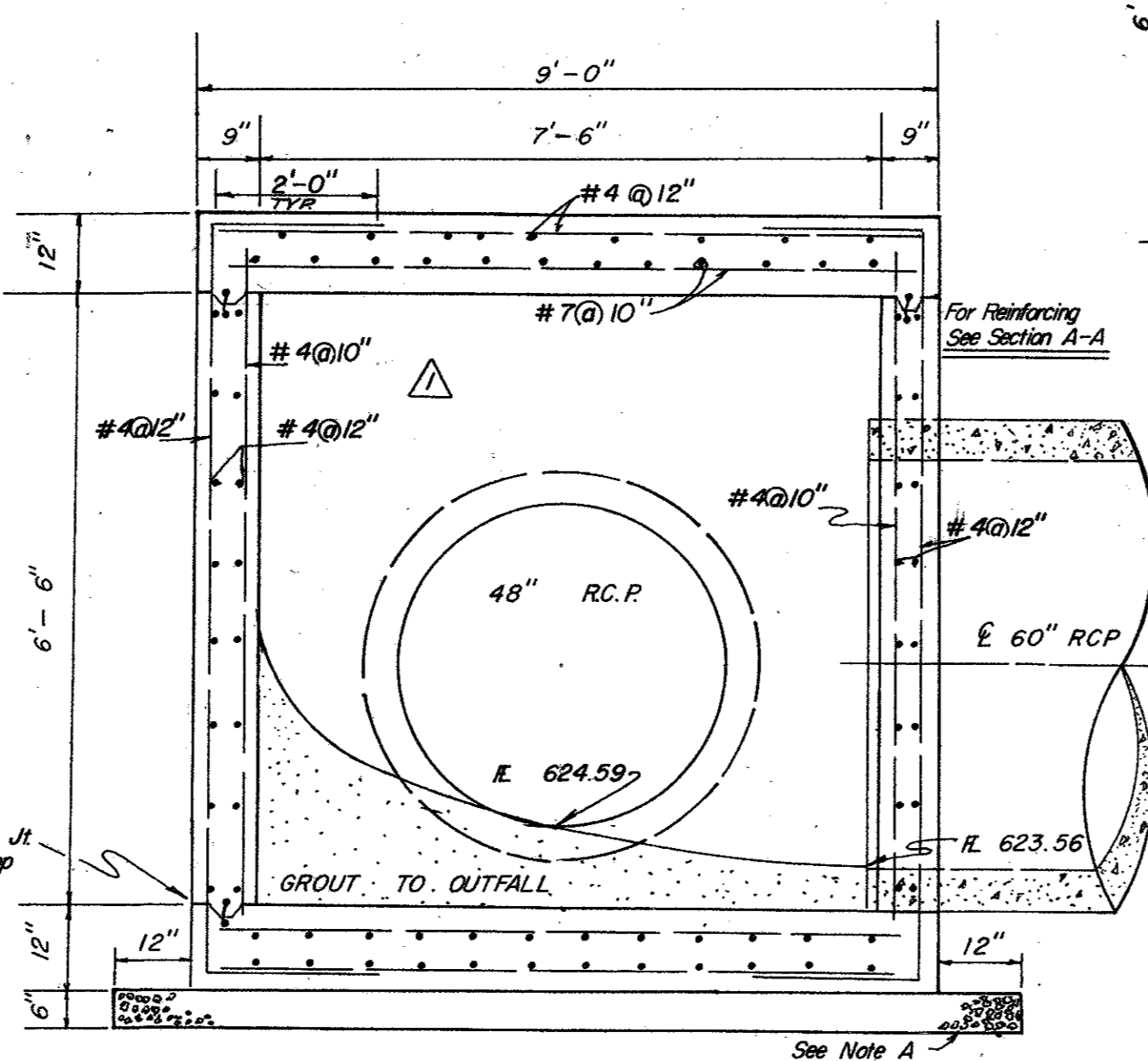
Addison Airport



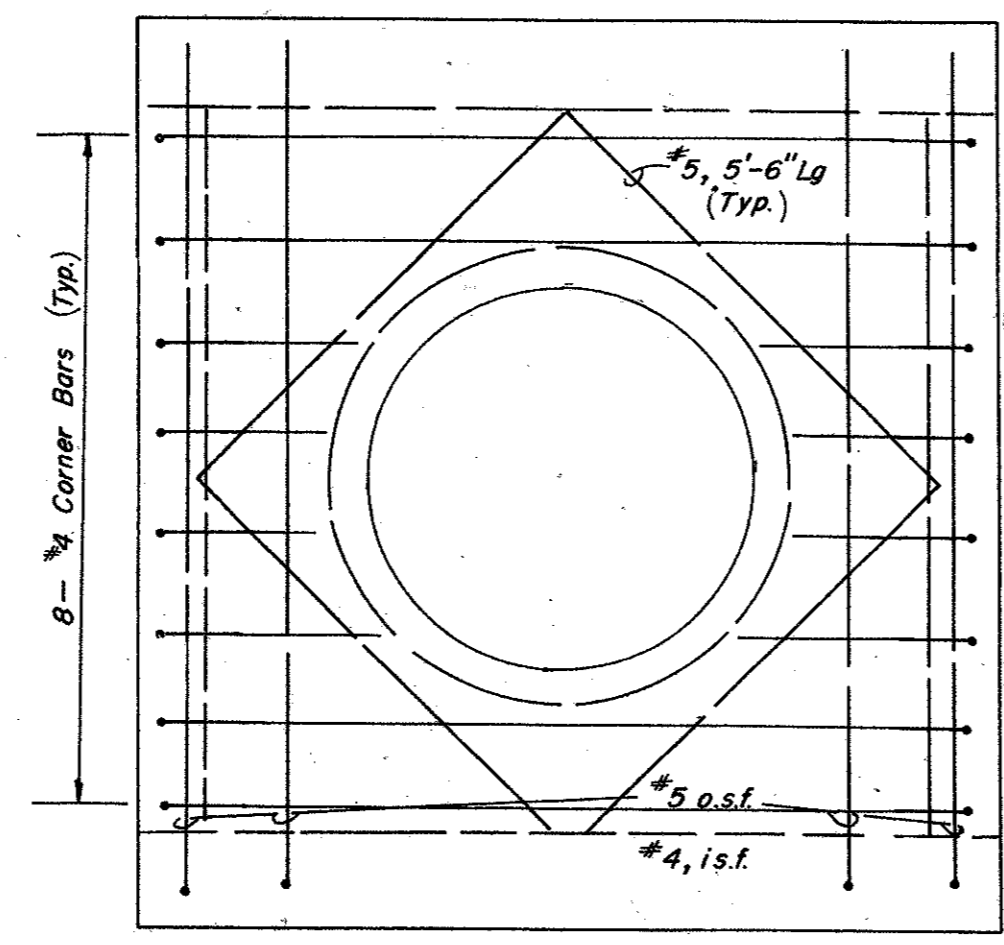
No.	Revision	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS DRAINAGE DOOLEY RD. No. STA. 5+00 - HDWL. GINN, INC. Consulting Engineers Dallas, Texas			
Designed - RLO	Drawn - RLO	Date - JUNE, 1986	Job No. - 265
Approved - HWG	Checked - JCK	Scale - 1" = 20' H/1" = 5' V	Sheet 17 of 30



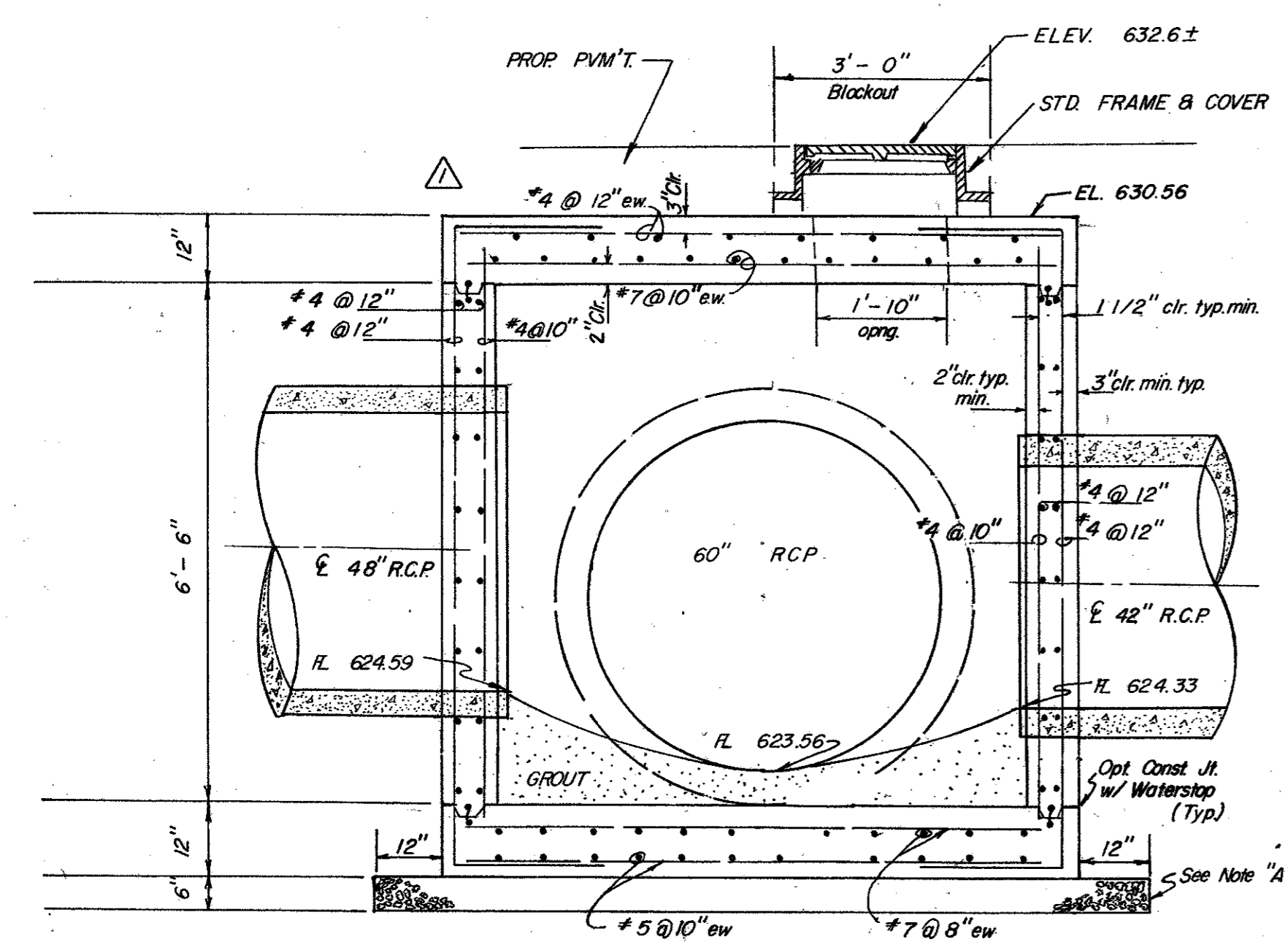
PLAN



SECTION C-C

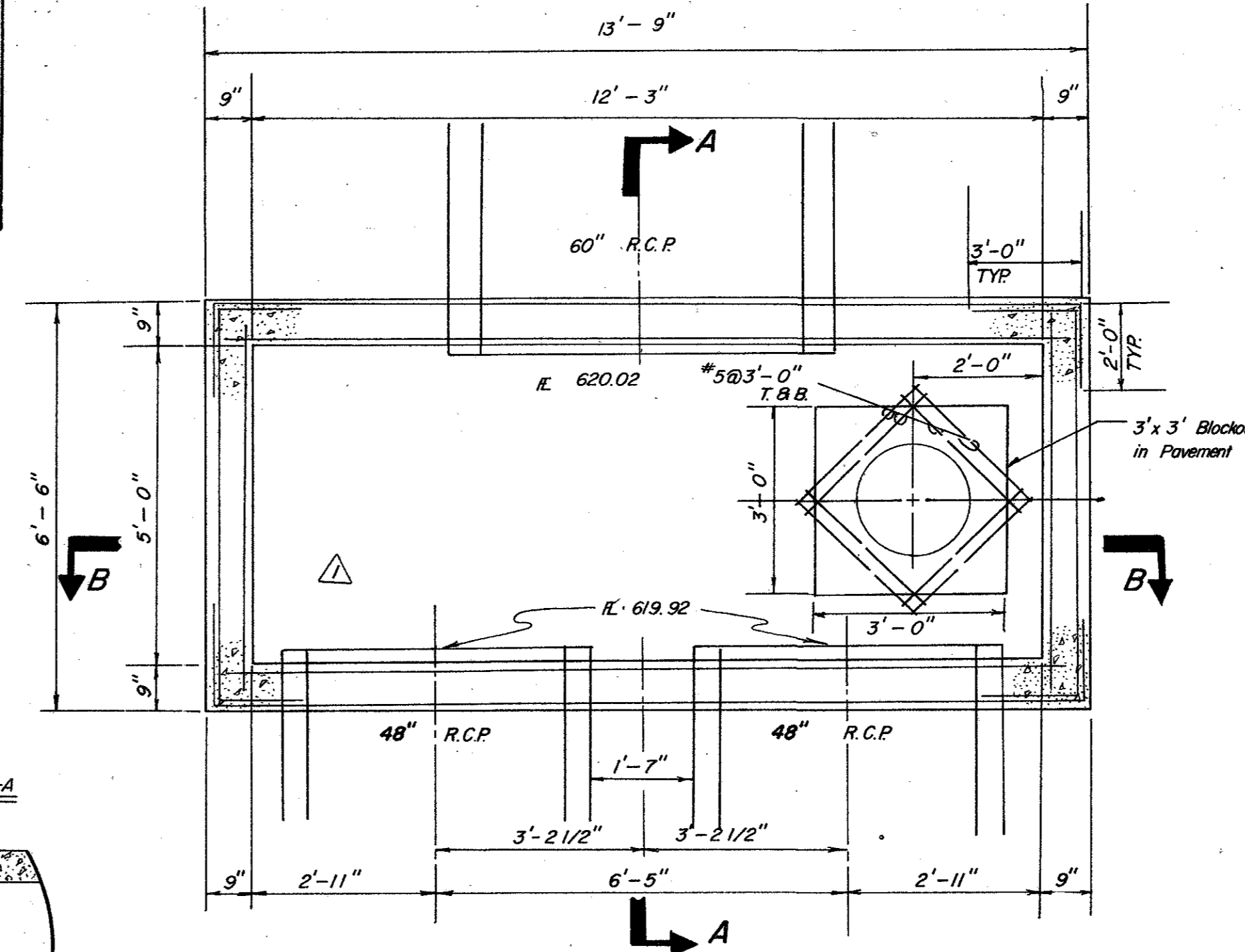


SECTION B-B

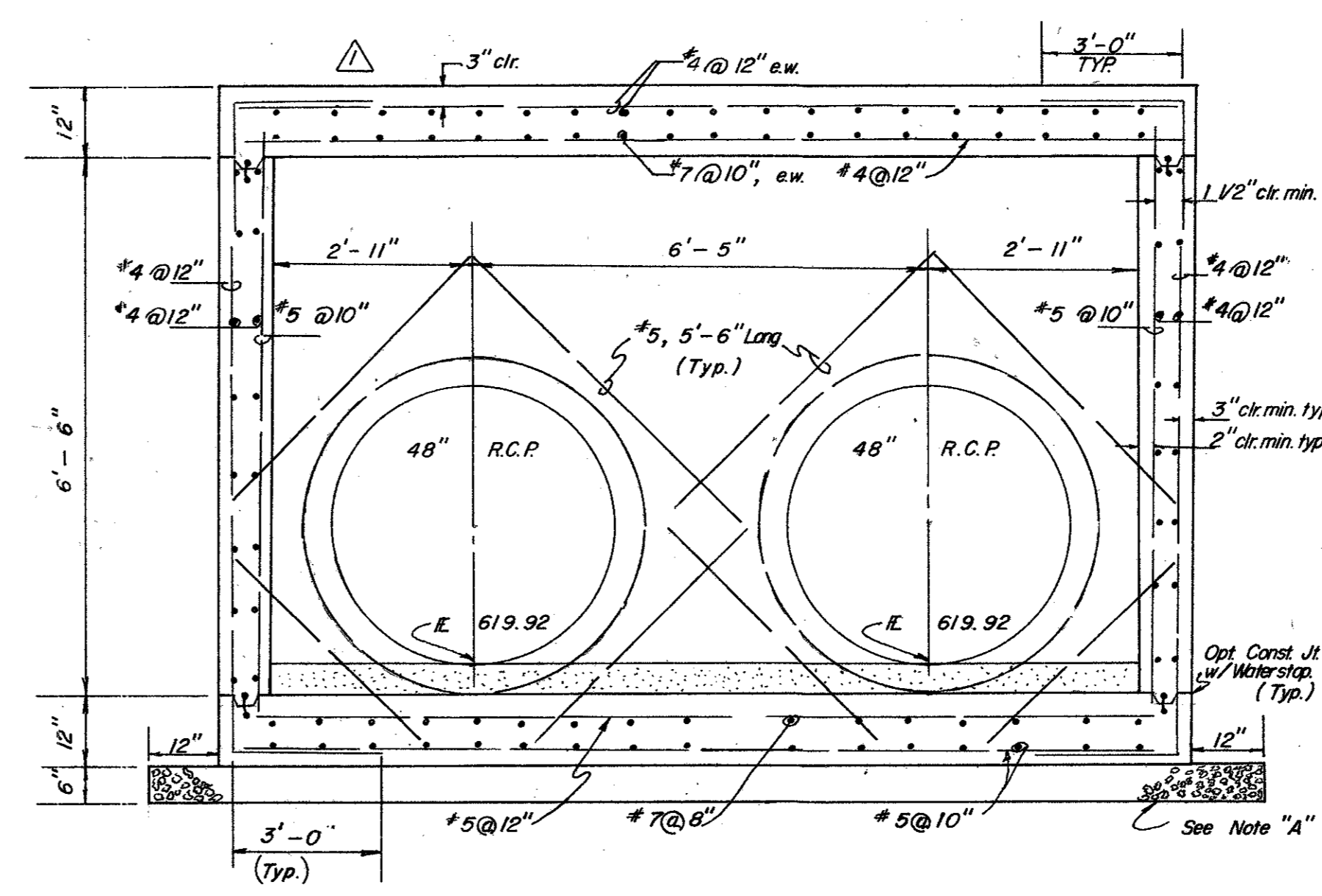


SECTION A-A

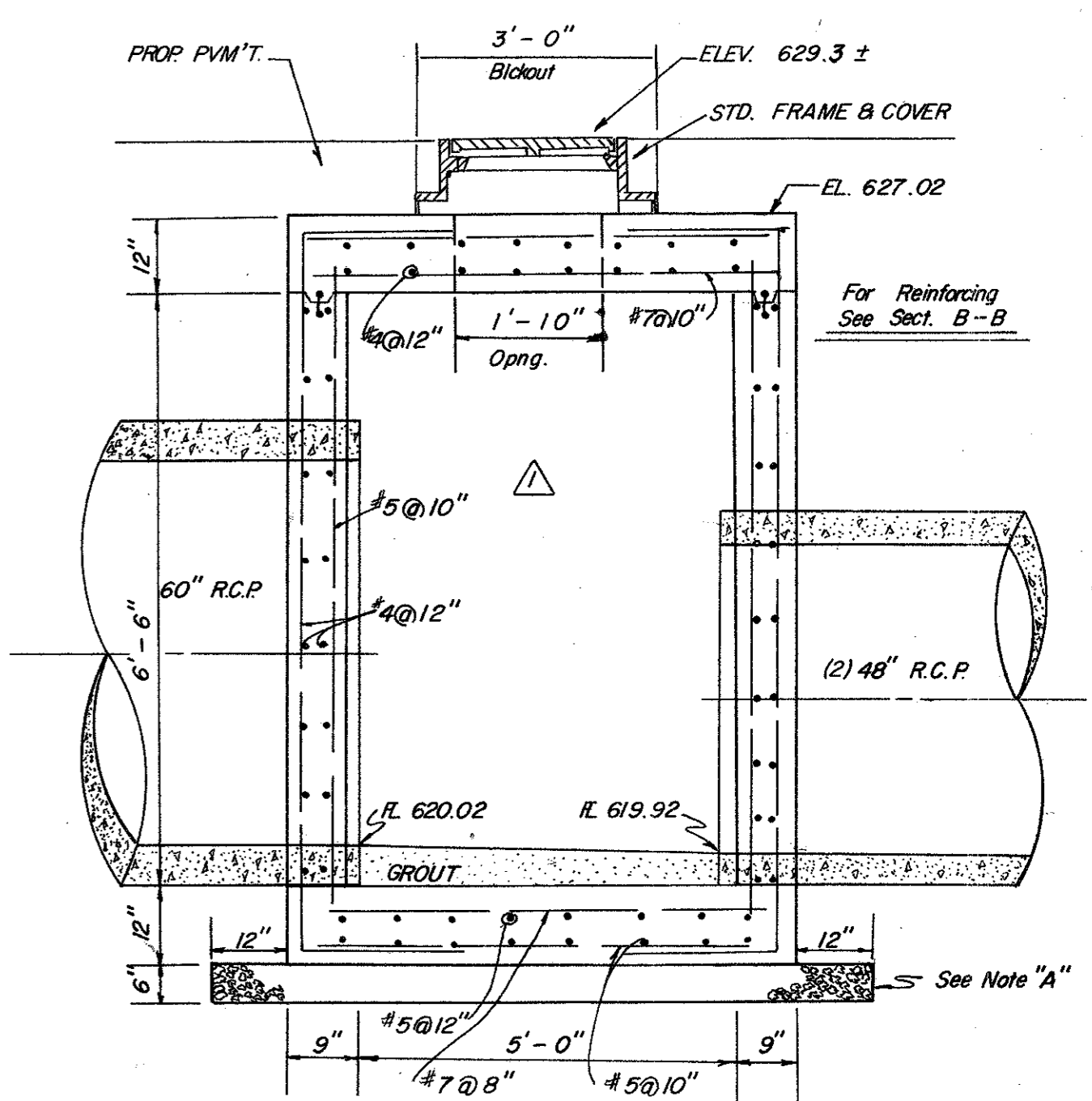
JUNCTION BOX NO. 1
PAY ITEM 475.1



PLAN



SECTION B-B

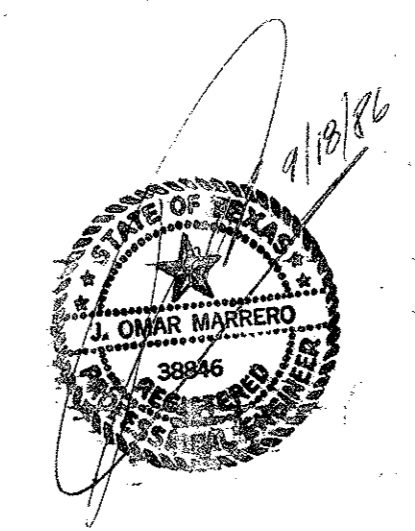


SECTION A-A

- GENERAL NOTES**
(Typ. All Junction Boxes)
- All concrete shall be Class A, 3000 PSI concrete.
 - Reinforcing shall conform to ASTM A615, grade 60.
 - Provide all necessary reinforcing accessories to hold bars in proper position.
 - All reinforcing shall be detailed in accordance with ACI Standard 315.
 - Provide corner bars of the same size and number as horizontal bars at all corners, or bend bars as indicated on plan.
 - Contractor shall submit shop drawings in accordance with ACI Standards, latest edition, (for approval prior to any construction being done) showing all information as to exact location, size, number; bending, splicing and placing schedules and lists of reinforcement. **No work shall commence on structures until approval of shop drawings is received.**
 - All labor and materials for construction of junction boxes shall be included in the unit price bid for the structure. No additional compensation will be allowed.

NOTE A:
Overexcavate & backfill with 6" thick bedding material (crushed stone) NOT a separate pay item.

JUNCTION BOX NO. 2
PAY ITEM 475.2



REVISED REINFORCING STEEL		RLO	9-15-86
No.	Revision	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS			
KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS			
DRAINAGE - JUNCTION BOX DETAILS			
GINN, INC. Consulting Engineers Dallas, Texas			
Designed - RLO	Drawn - RLO	Date - JUNE, 1986	Job No - 263
Approved - HWG	Checked - JCK	Scale - NONE	Sheet 18 OF 30