

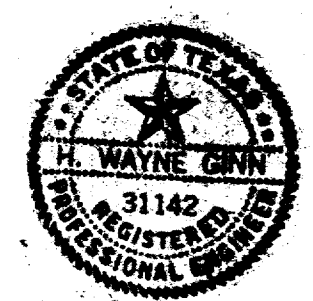
**LEGEND**

- 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.

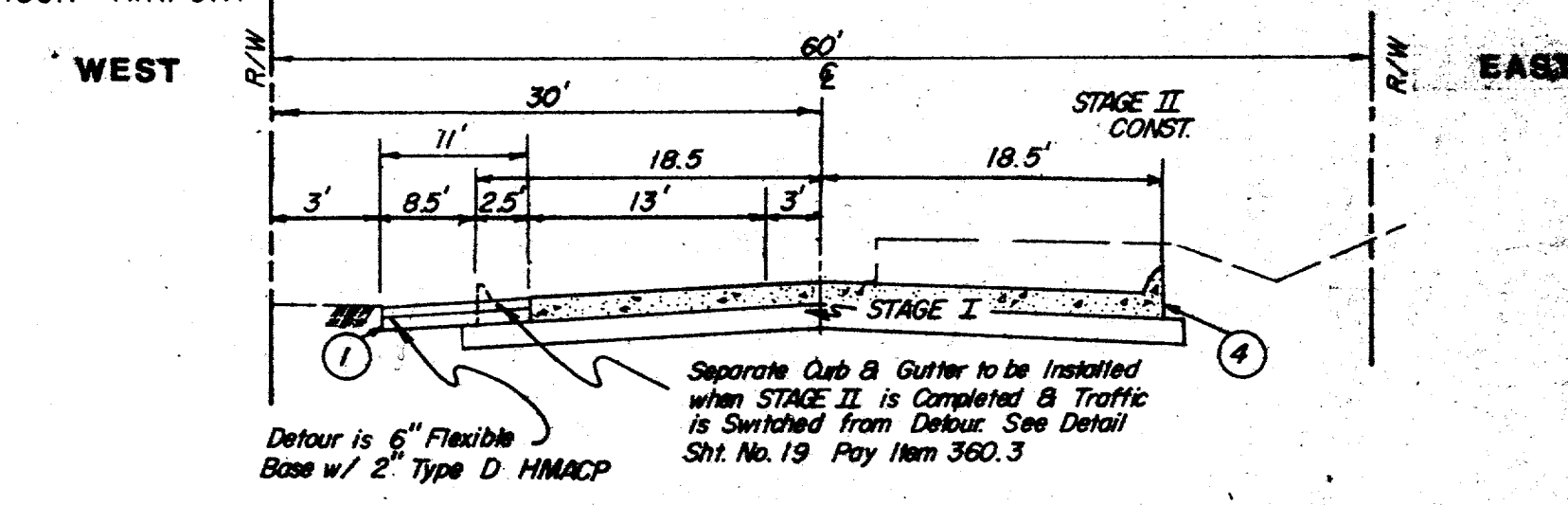
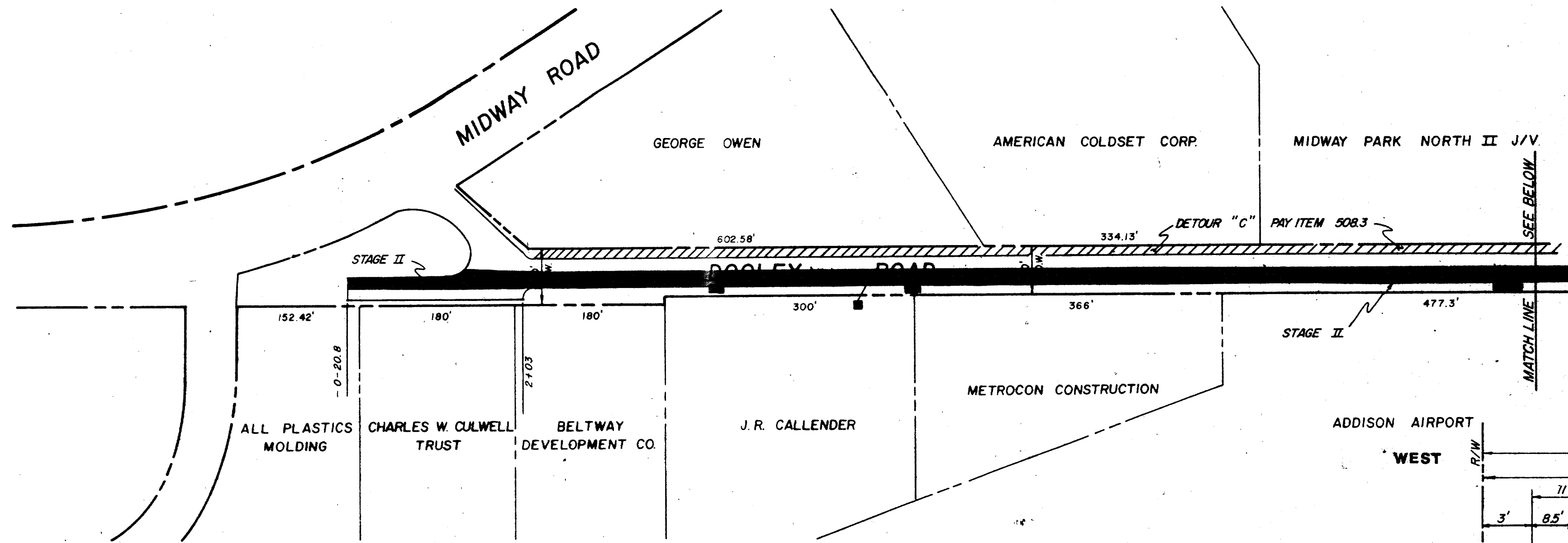
- STAGE IV:**
1. Construct concrete pavement and drainage improvements (east) half Dooley Road Sta. 0+20.8 to Sta. 2+03.

**STAGES III & IV**

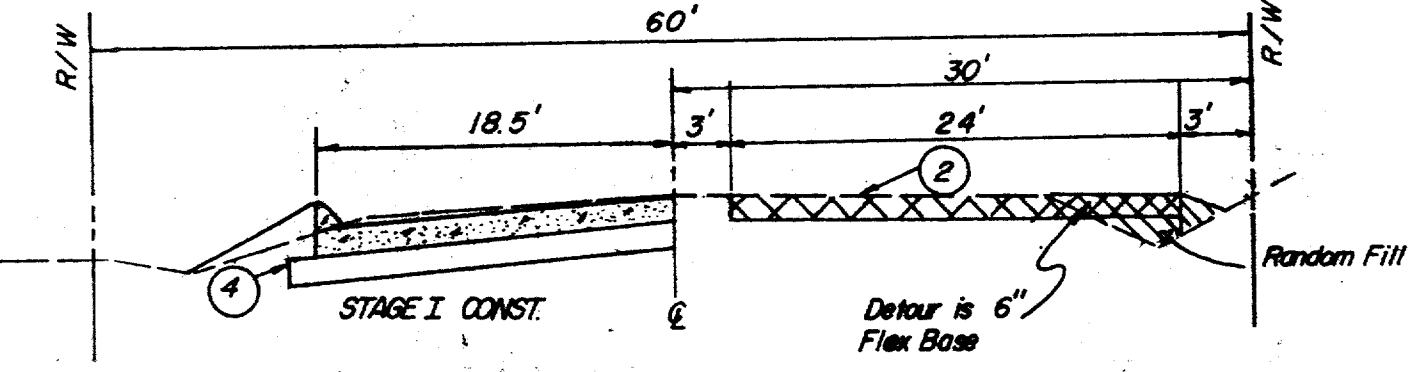


No.	Revision	By	Date
	TOWN OF ADDISON DALLAS COUNTY, TEXAS		
<b>KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS</b>			
<b>CONSTRUCTION SEQUENCE</b>			
<b>GINN, INC.</b>			
Consulting Engineers Dallas, Texas			
Designed - JCK	Drawn - RLO	Date - JUNE, 1986	Job No. - 263
Approved - HWG	Checked - JCK	Scale - 1" =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

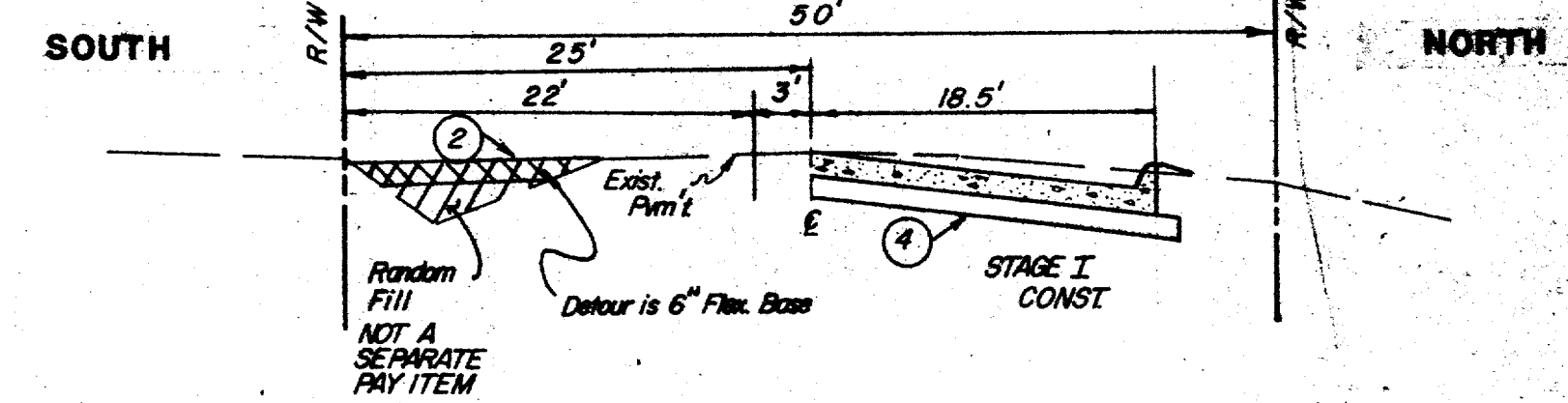




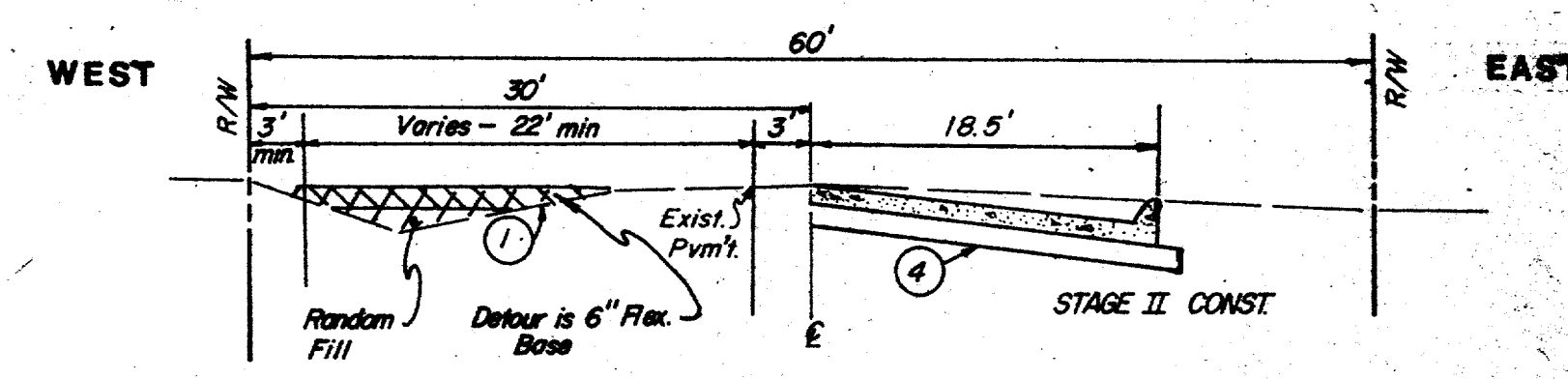
**DETOUR "A" (STAGE II)**  
N.T.S. Dooley Rd. North PAY ITEM 508.1



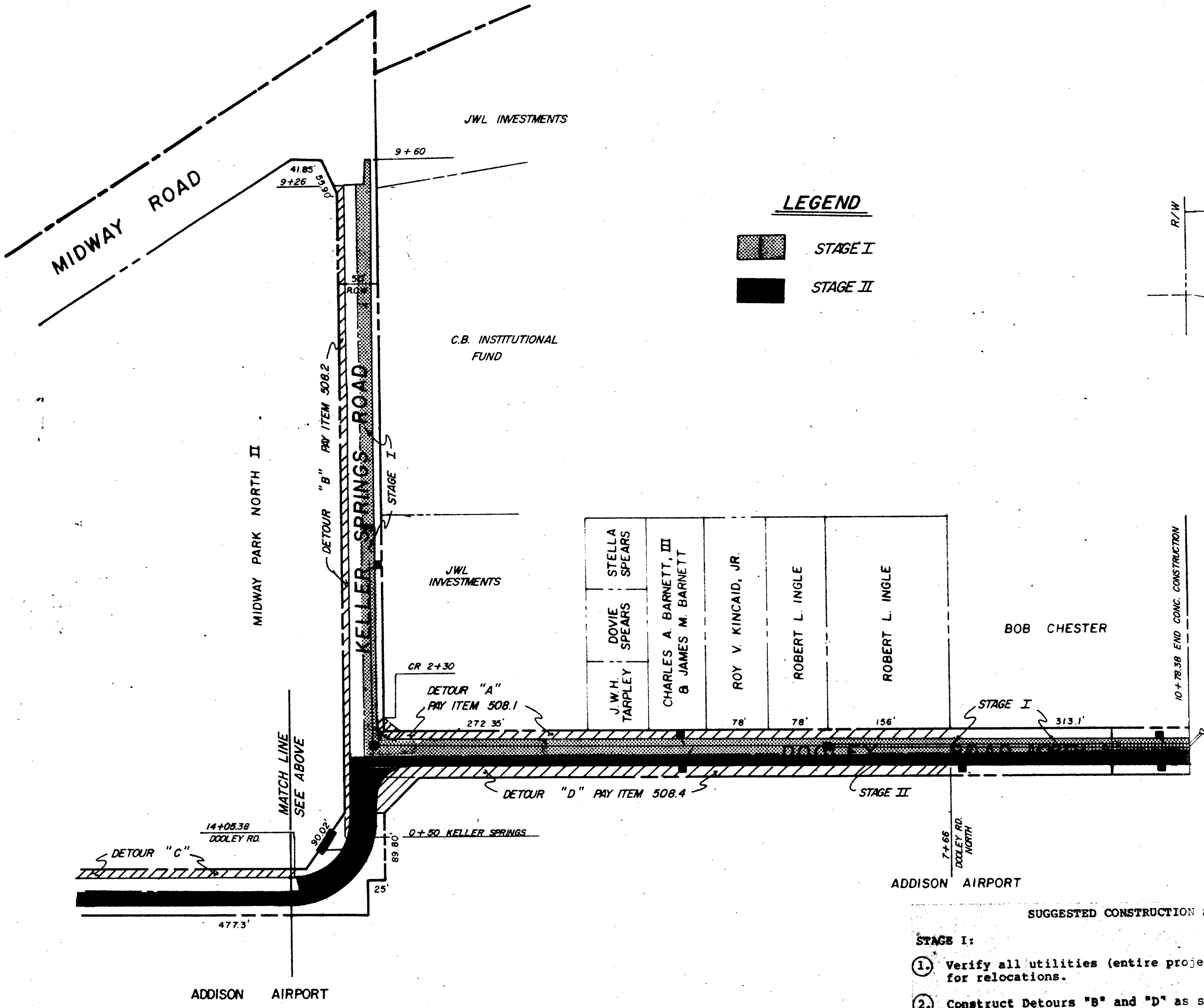
**DETOUR "D" (STAGE I)**  
N.T.S. Dooley Road North PAY ITEM 508.4



**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

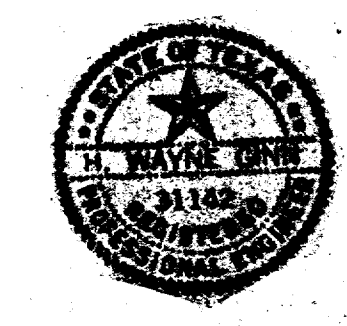


**LEGEND**  
 STAGE I  
 STAGE II

- (cont'd.)
- Construct (North) storm sewer system Keller Springs Road from center line Dooley Road North to end.
  - 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. 8+39).

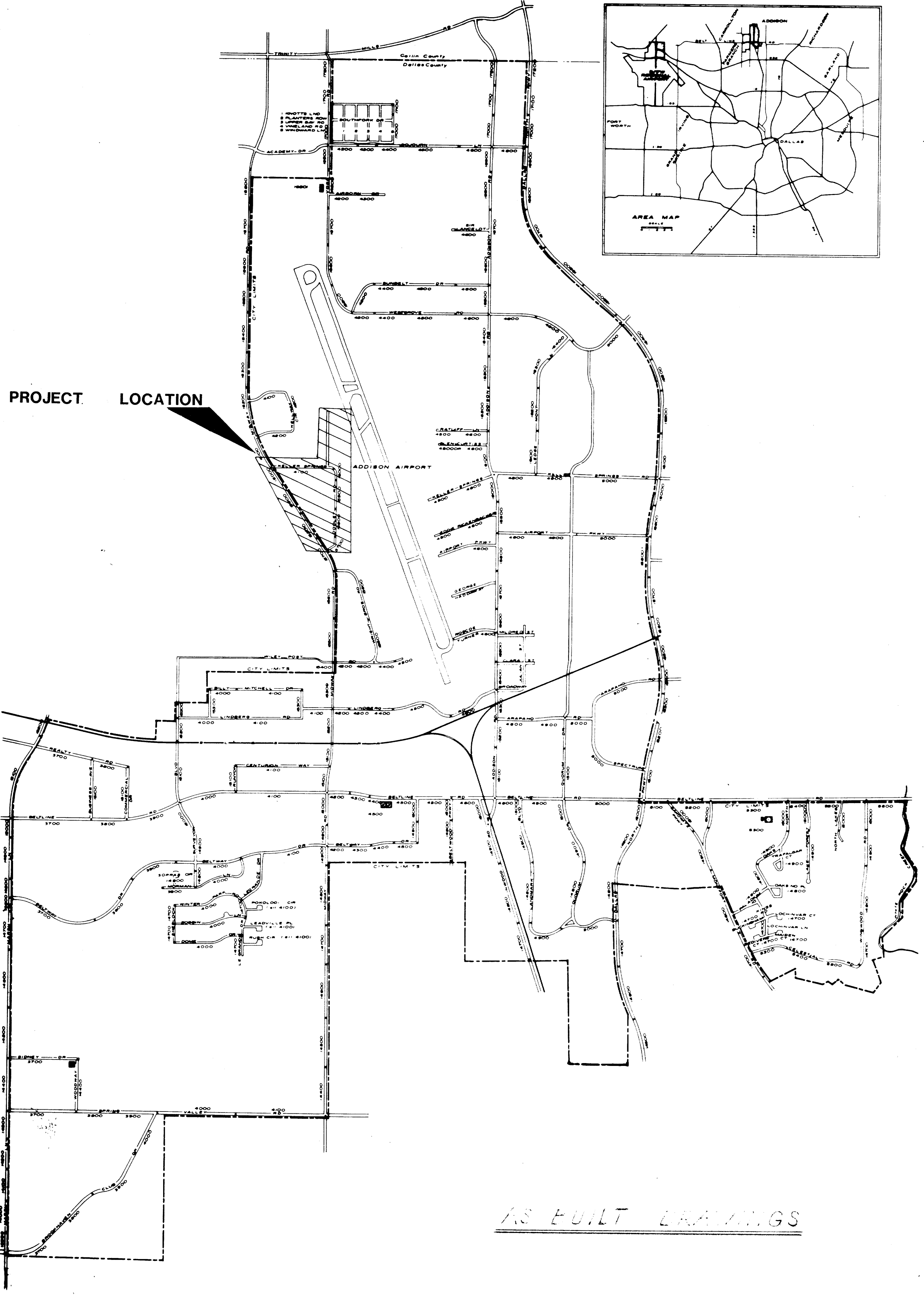
- STAGE II:**
- Construct Detours "C" and "A" as shown above.
  - Switch two-way traffic onto Detours "C" and "A" and switch westbound traffic onto new concrete pavement Keller Springs Road, maintaining eastbound traffic on Detour "B". Also abandon and remove Detour "D".
  - Complete (east) storm sewer 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.
  - 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. 3+03 to Sta. 14+05.38 and (west) half Dooley Road Sta. 0-20.8 to Sta. 2+03.

- SUGGESTED CONSTRUCTION SEQUENCE**
- STAGE I:**
- Verify all utilities (entire project), arrange for relocations.
  - Construct Detours "B" and "D" as shown above.
  - 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. 8+39, 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			
<b>KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS</b>			
<b>CONSTRUCTION SEQUENCE</b>			
GINN, INC.			
Consulting Engineers Dallas, Texas			
Designed - JCK	Drawn - RLO	Date - JUNE, 1985	Job No. - 260
Approved - RMS	Checked - JCK	Scale - 1" = 100'	Sheet 5 OF 5



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 NOELAN

Approved by: Jerry Redding Date: \_\_\_\_\_  
Jerry Redding, Mayor of Addison

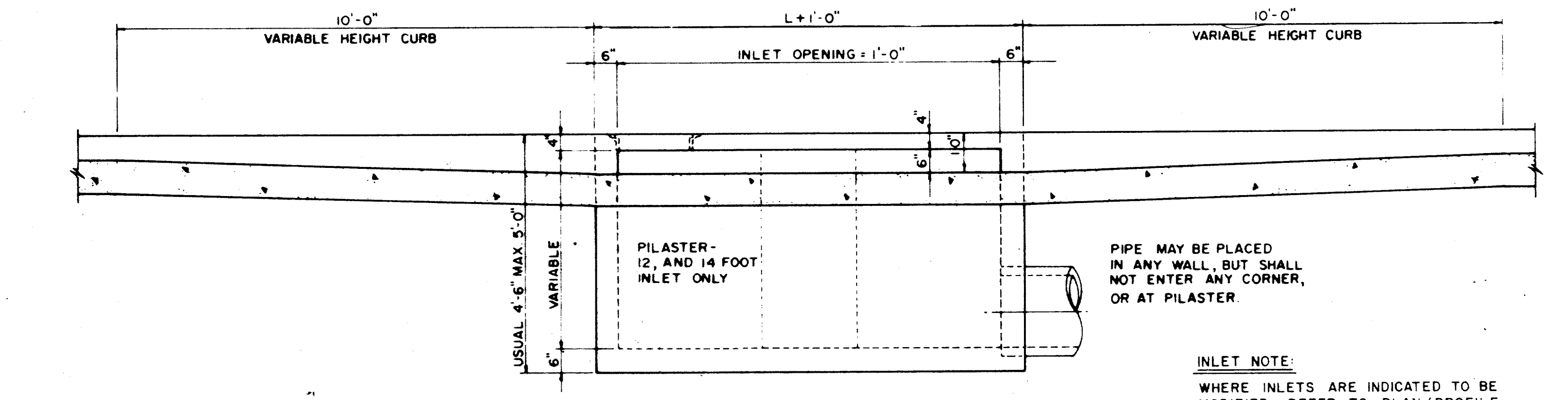
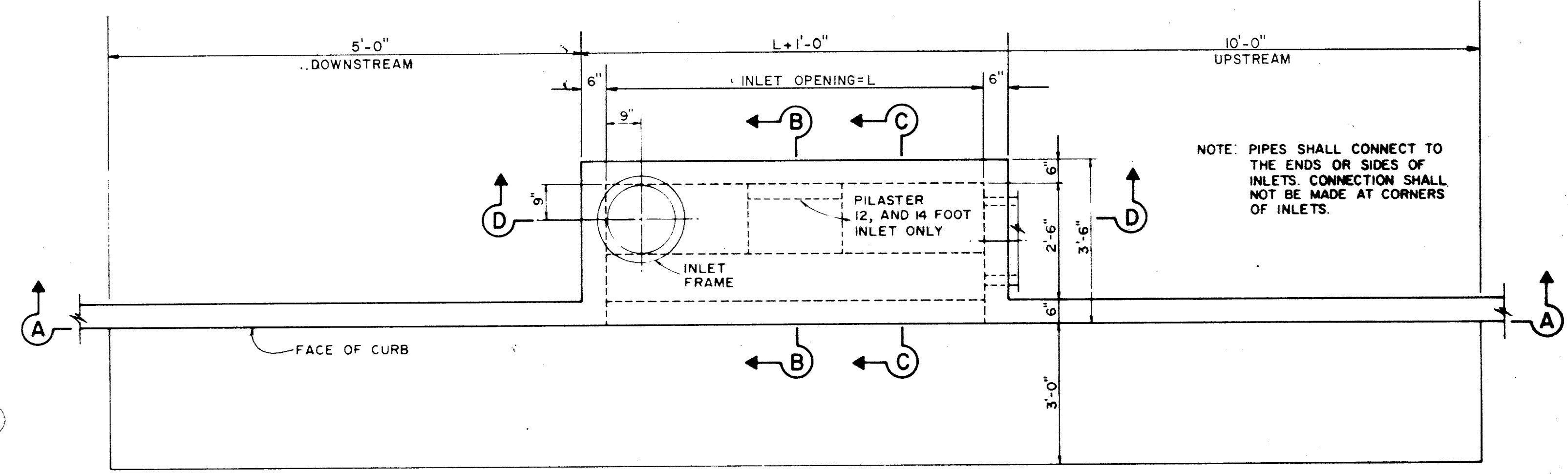
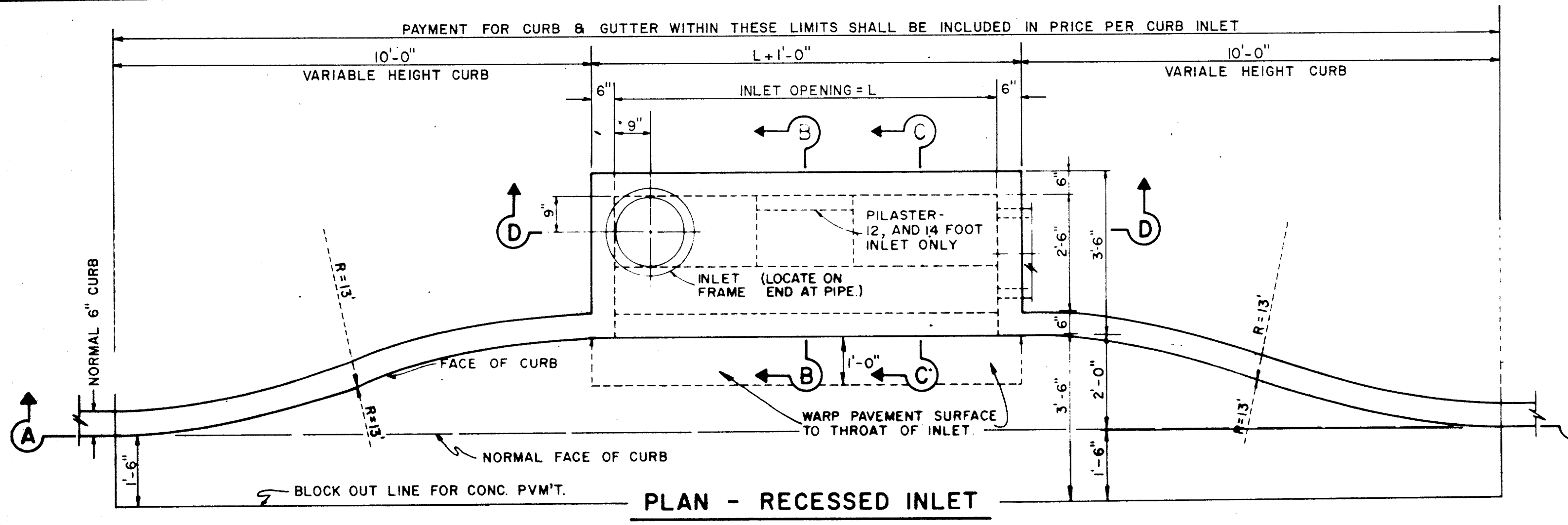
GINN, INC.  
Consulting Engineers Dallas, Texas  
JUNE 1986



Keller Springs Co/Dooley Improvements 6/86 B-2377

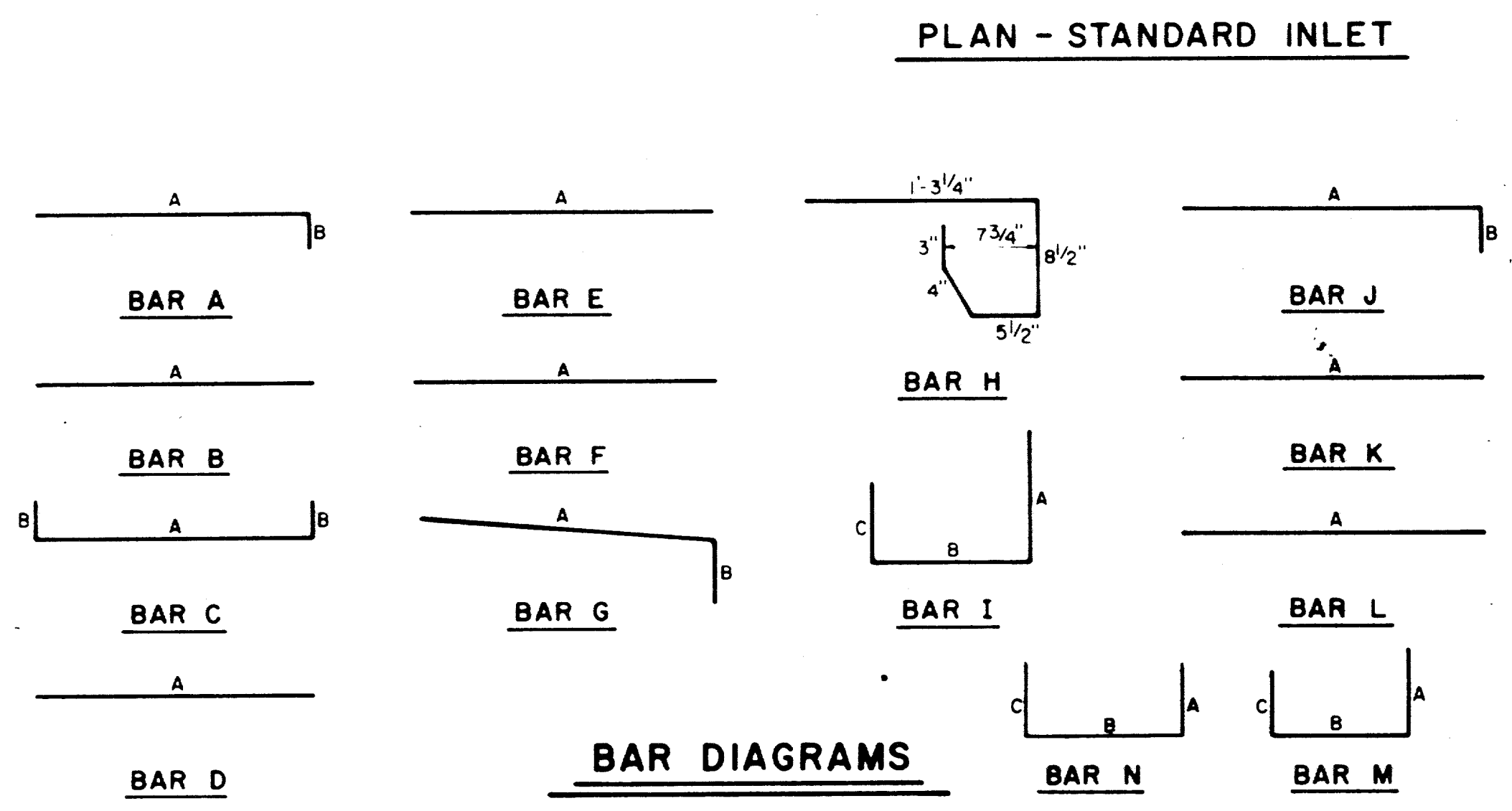
pdf





**SECTION A-A-RECESSED AND STANDARD 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 OR MODIFICATIONS. ALL OTHER ITEMS SHALL REMAIN AS SHOWN ON THIS STANDARD DETAIL SHEET.

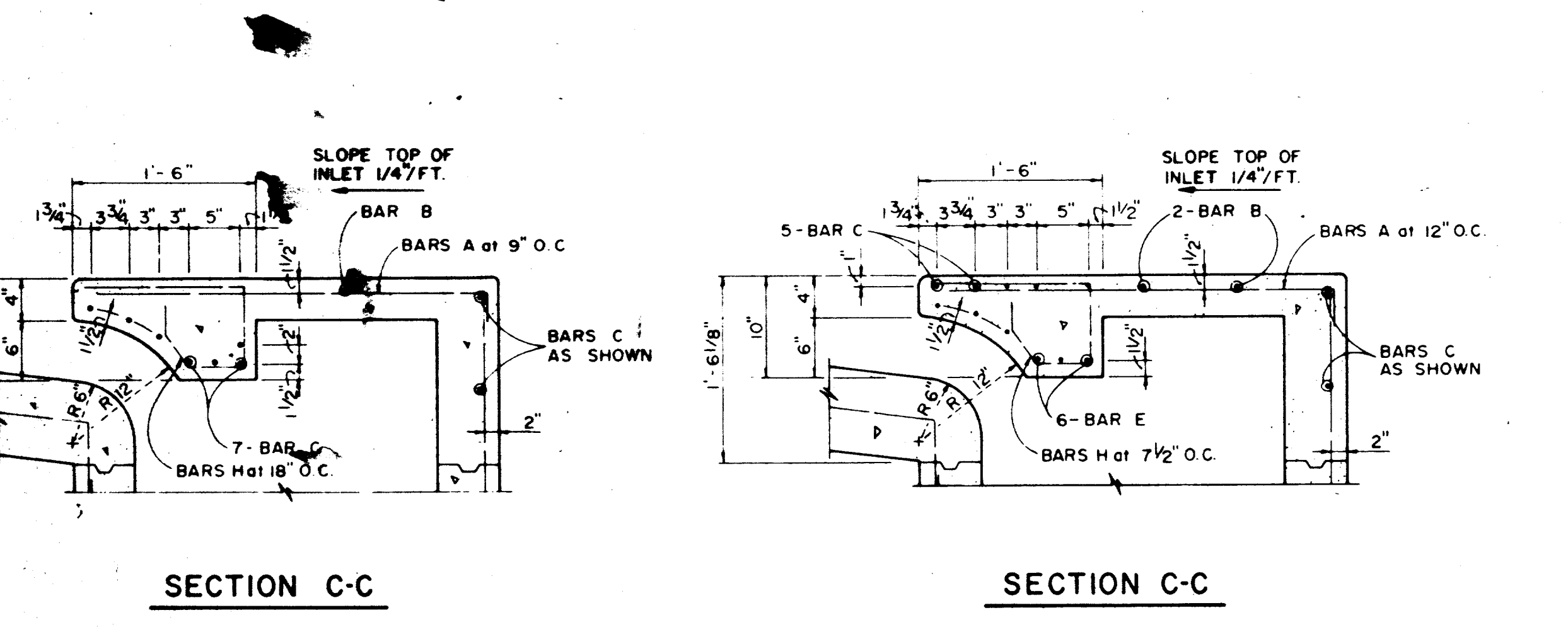
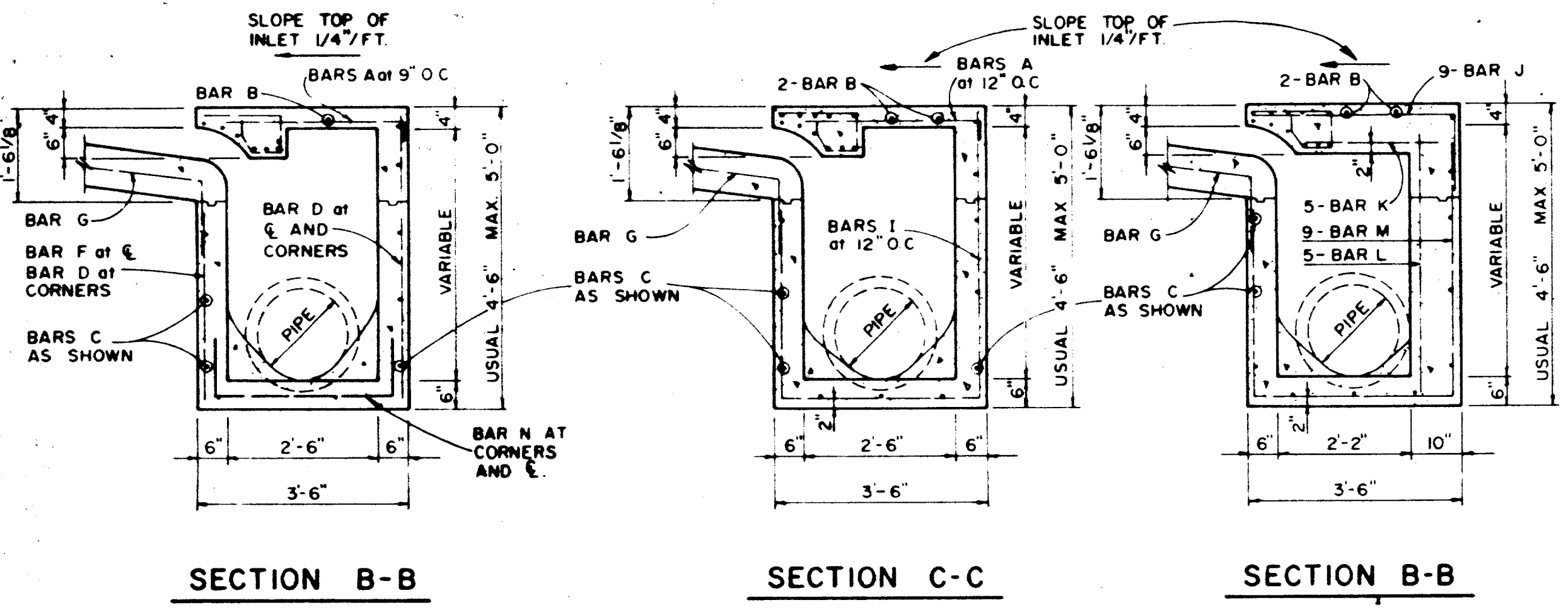


**REINFORCING STEEL SCHEDULE**

DIMENSIONS SHOWN ARE FOR MAXIMUM SIZE INLETS

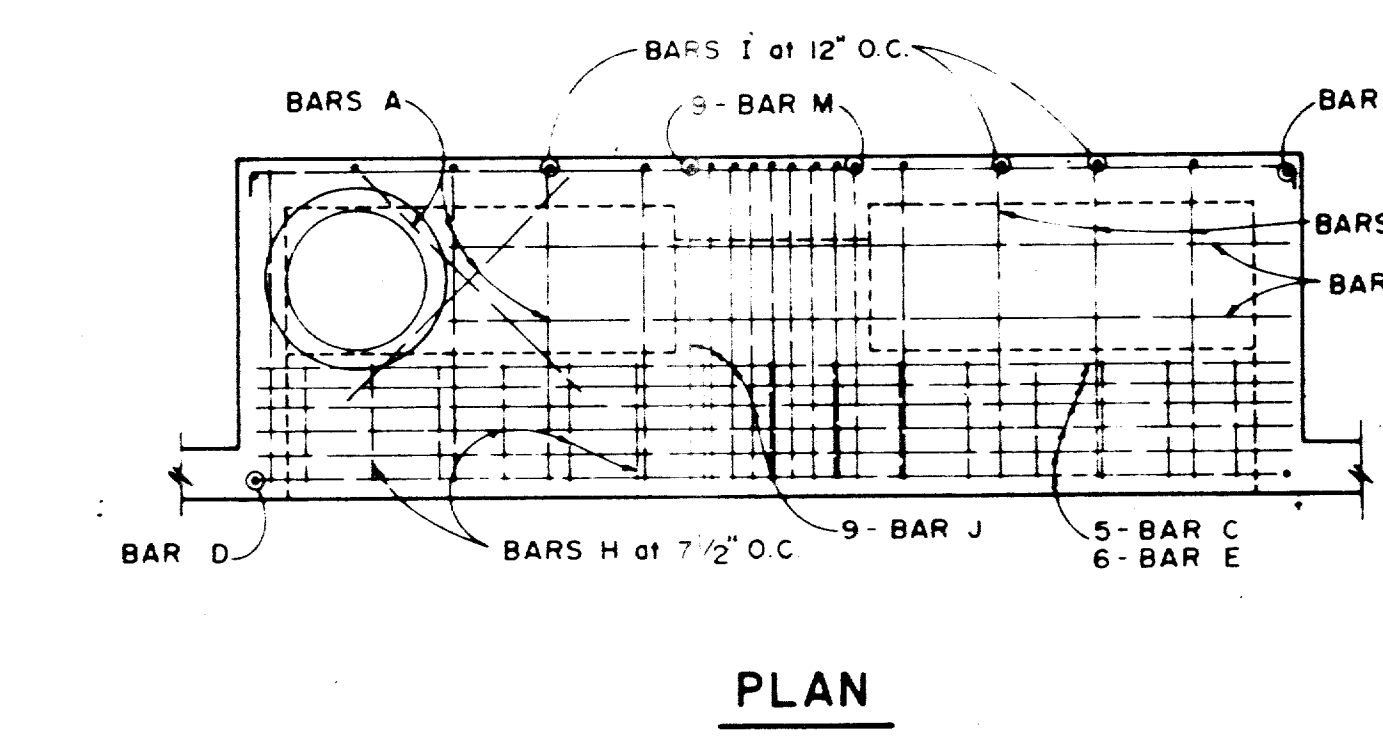
INLET LENGTH	BAR TYPE	BAR DIA. (1/8 IN.)	NO. REQ'D	BAR DIMENSIONS		
				A	B	C
4	A	3	6	3'-2"	0'-3"	-
	B	3	1	2'-10"	-	-
	C	4	15	4'-8"	0'-6"	-
	D	4	5	4'-8"	-	-
	F	4	1	3'-2"	-	-
	G	3	5	2'-0"	1'-3"	-
	H	3	3	*	*	*
	N	3	3	3'-2"	3'-2"	3'-2"
6	A	3	9	3'-2"	0'-3"	-
	B	3	1	4'-10"	-	-
	C	4	15	6'-8"	0'-6"	-
	D	4	5	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	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"
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	5	4'-3"	-	-
	M	5	9	4'-3"	3'-2"	3'-9"
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

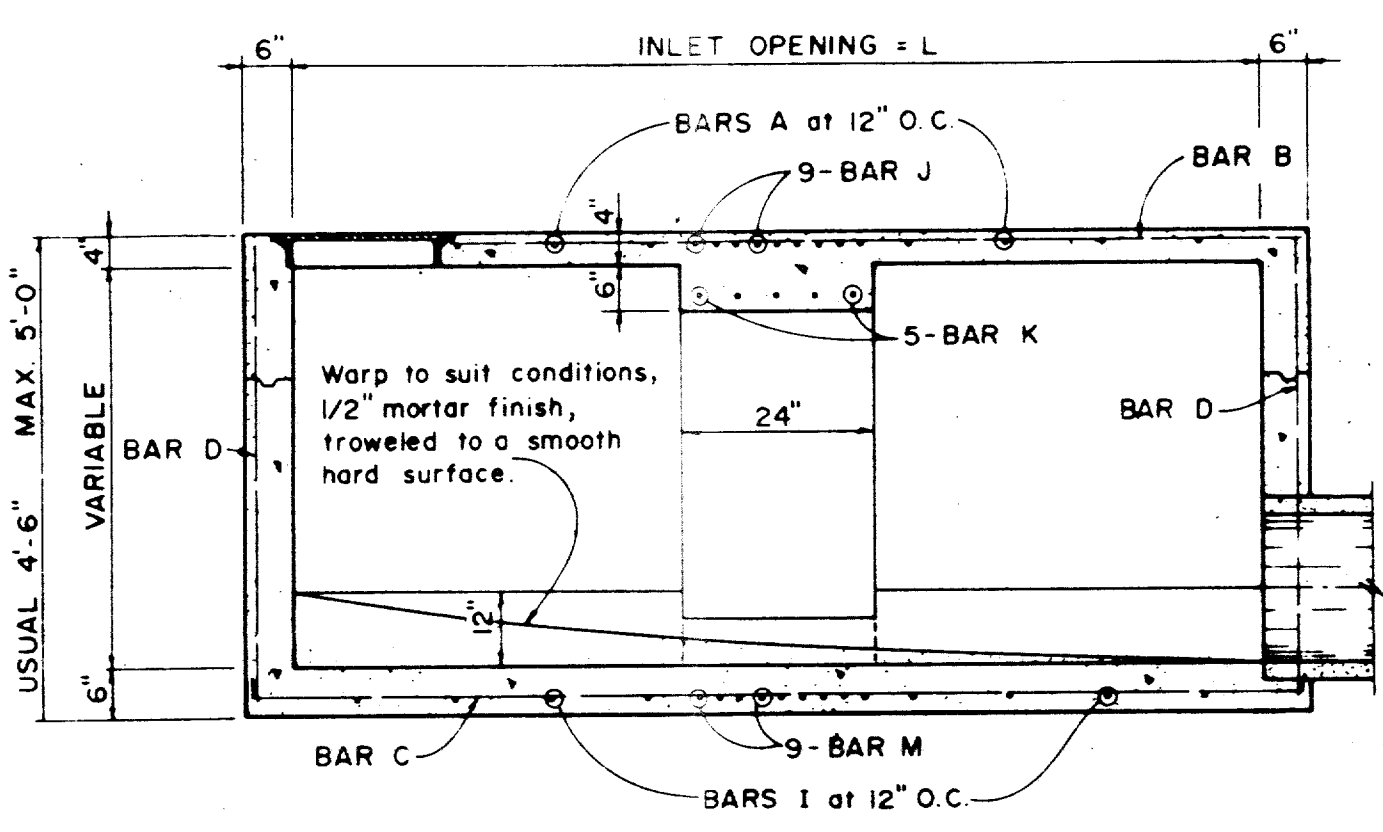


**SECTION C-C**  
5, 6, AND 8 FOOT INLETS

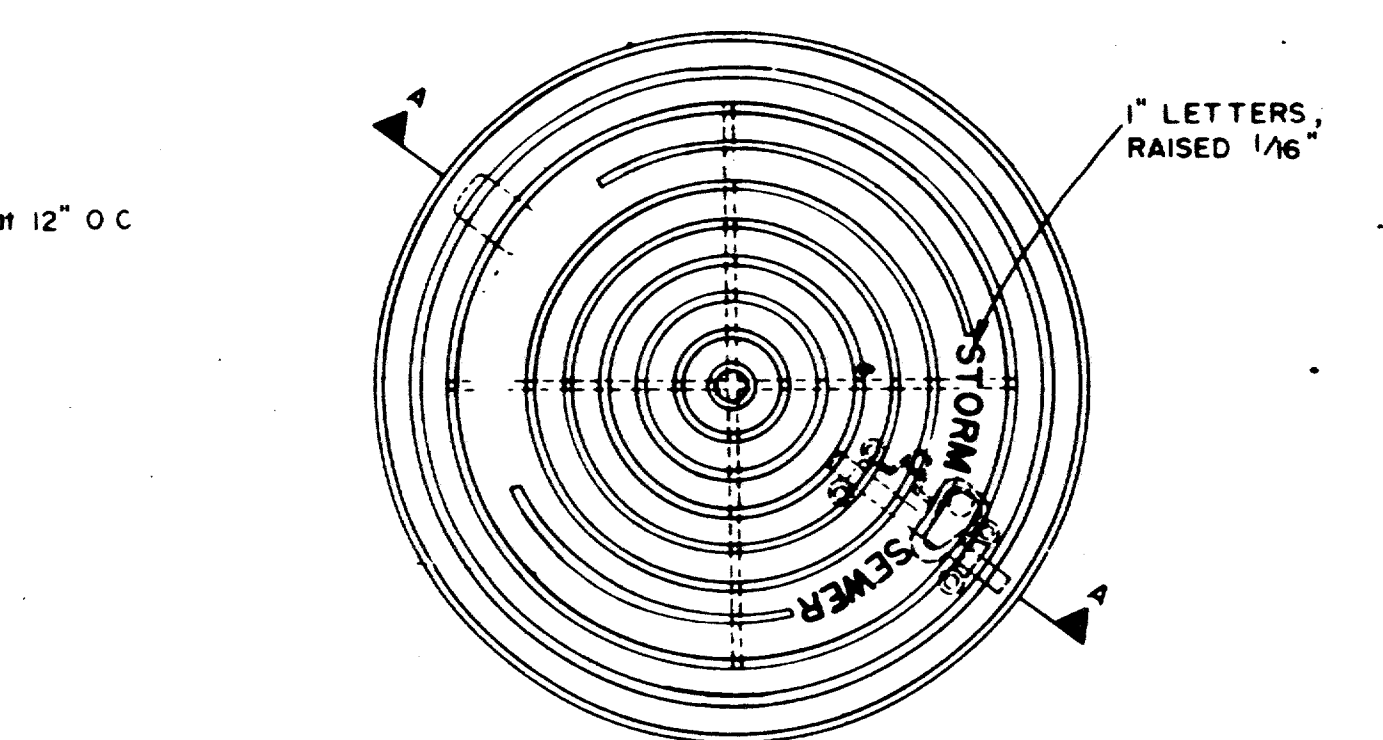
**SECTION C-C**  
10, 12, AND 14 FOOT INLETS



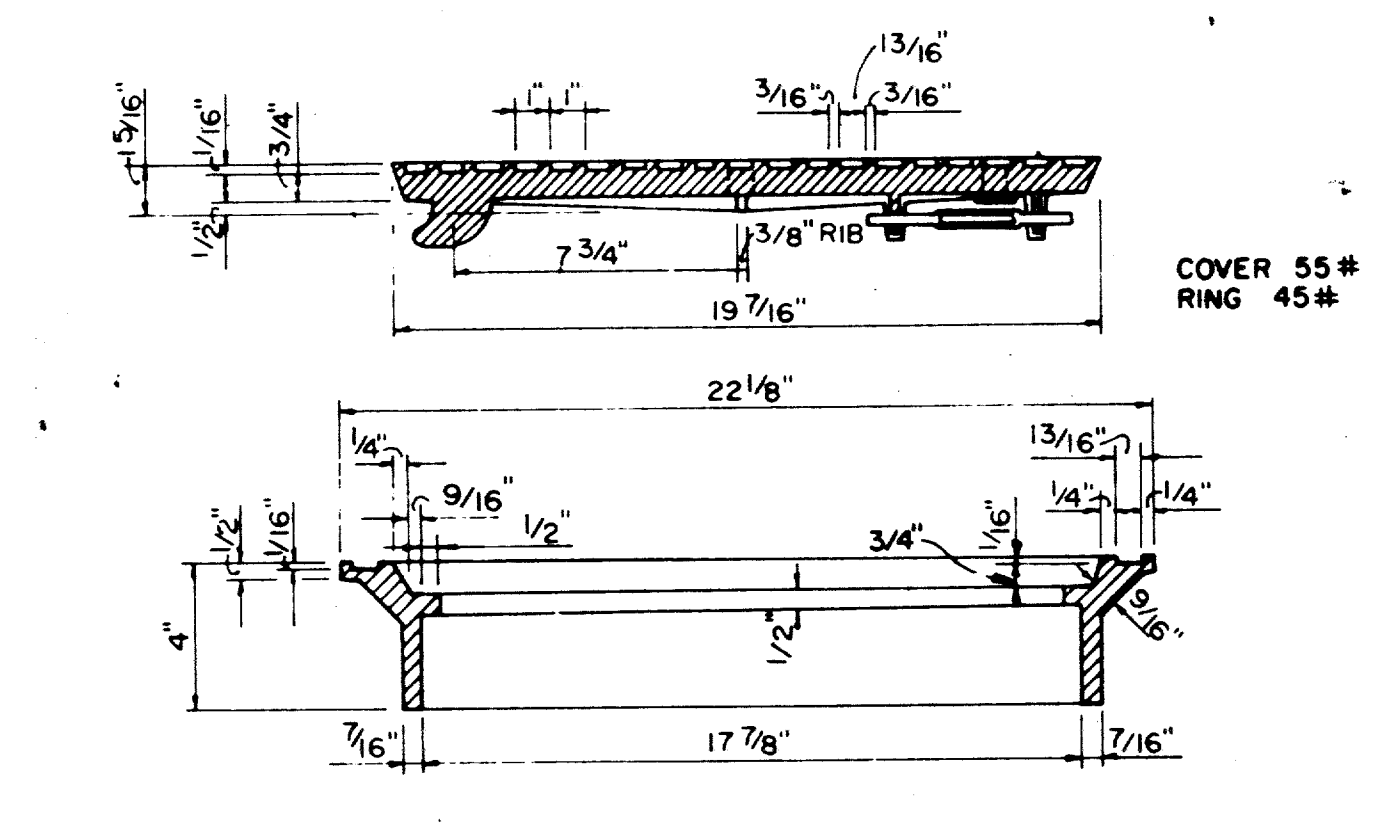
**PLAN**



**SECTION D-D FOR 12' & 14' ONLY**



**PLAN OF FRAME**



**SECTION OF FRAME AND COVER**

**INLET FRAME AND COVER**

COVER 55# RING 45#

NO. REVISION BY DATE

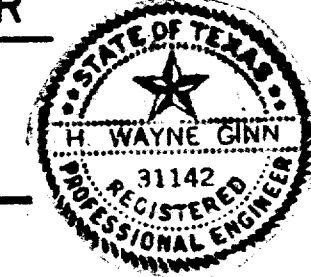
TOWN OF ADDISON, TEXAS  
DEPARTMENT OF ENGINEERING

**STANDARD CONSTRUCTION DETAILS**  
**STORM DRAINAGE**

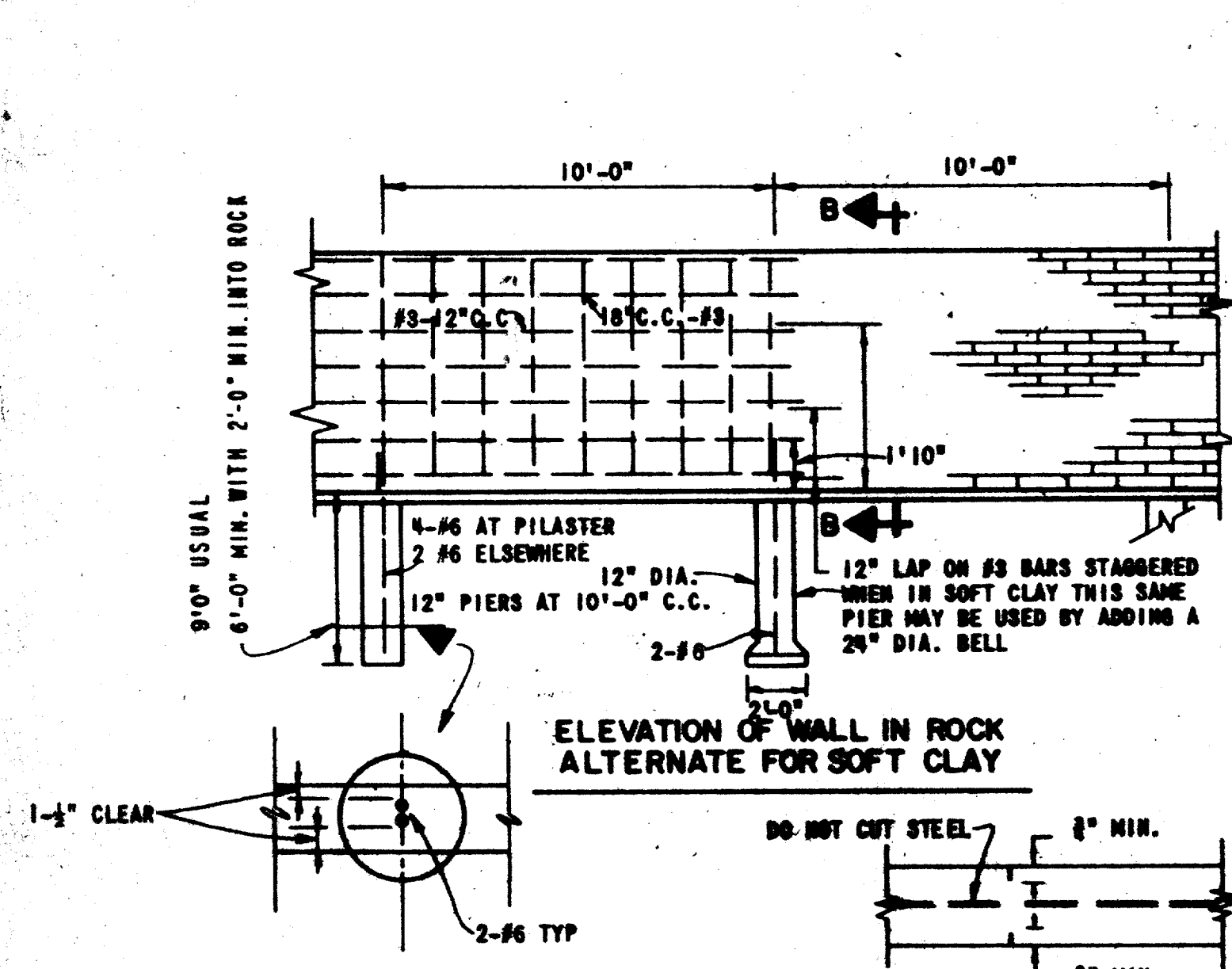
**CURB INLETS**

APPROVED H. WAYNE GINN, P.E.

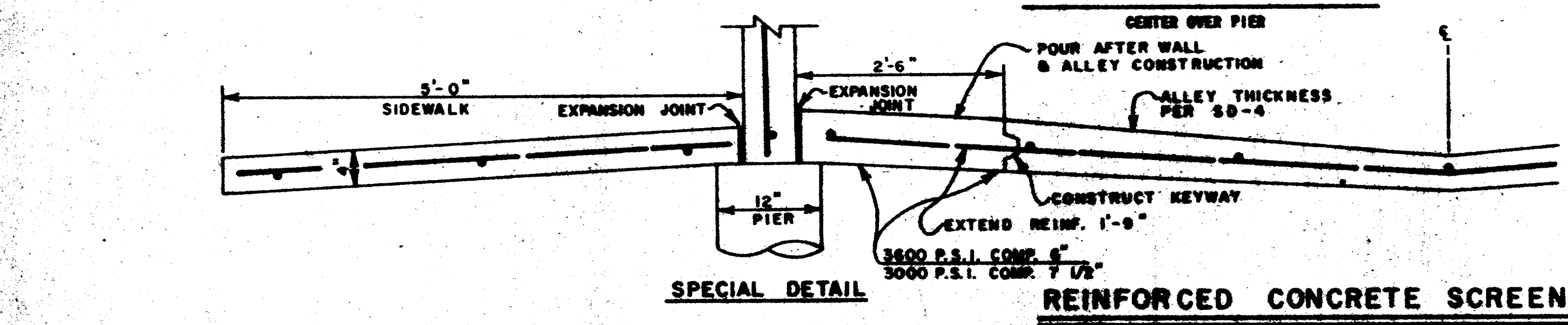
DATE MARCH, 1984 SHEET SD-9



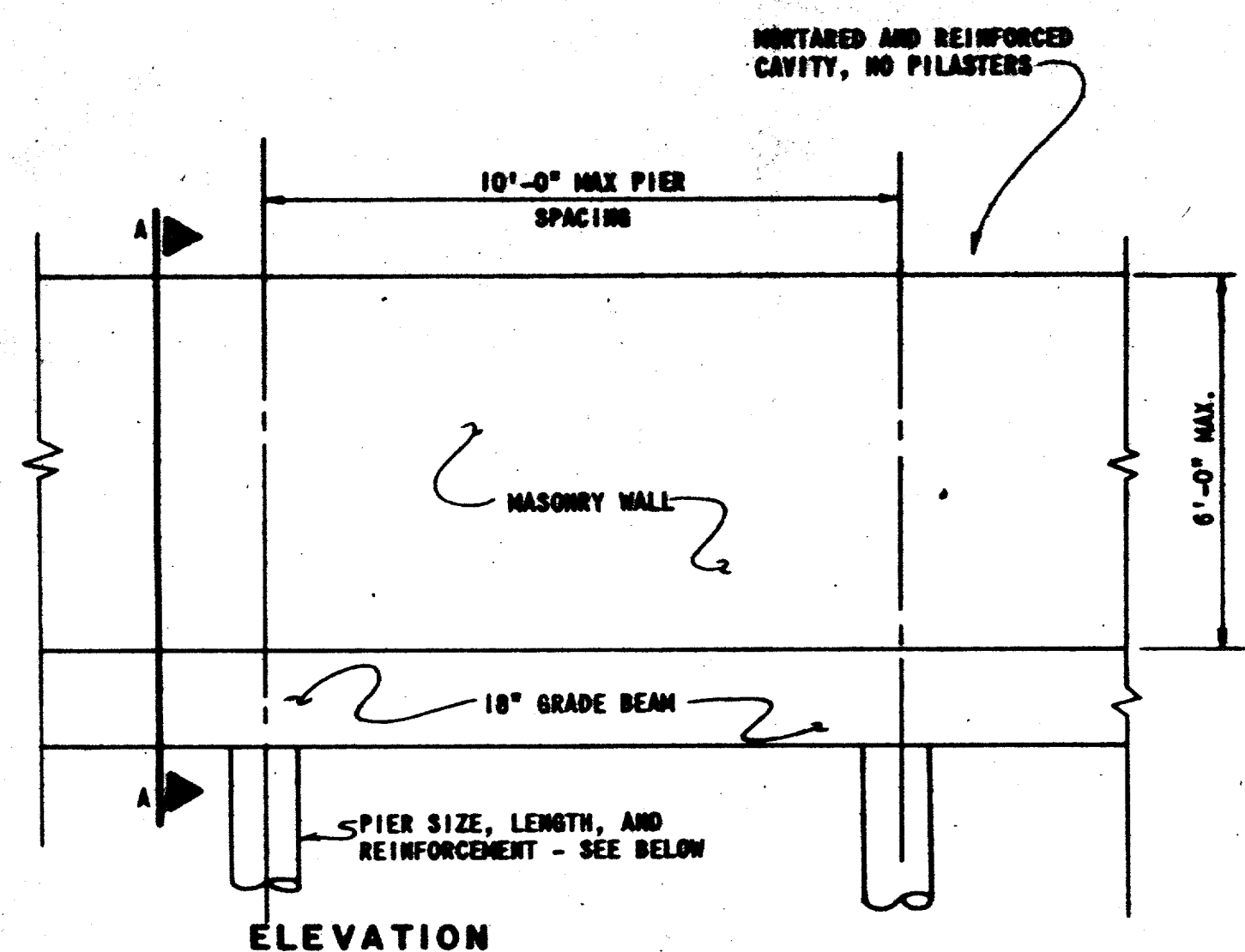




**CONTRACTION JT. EVERY 20'-0"**



**REINFORCED CONCRETE SCREENING WALL**

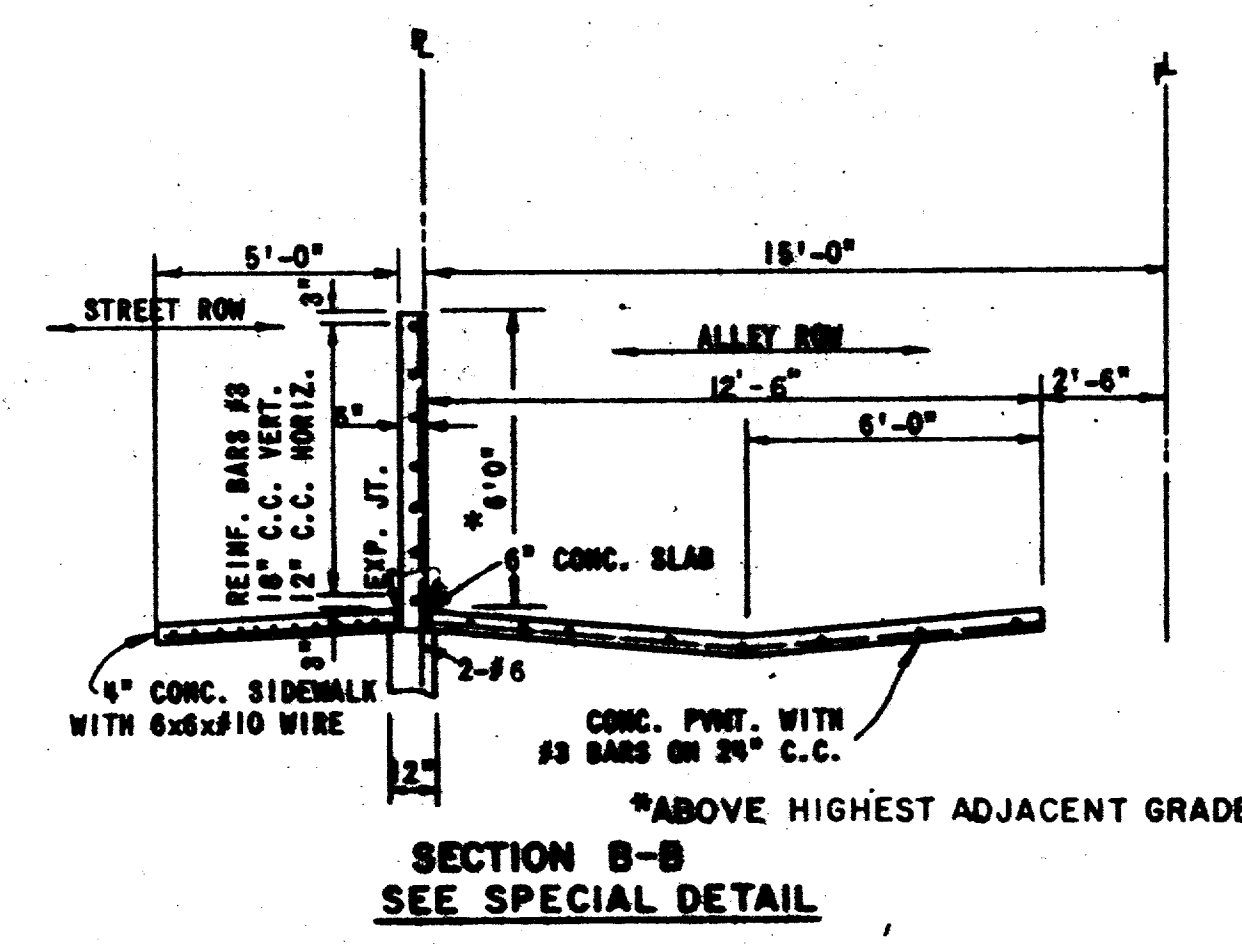


DRILLED PIERS - 12" # REINF. W/ 4-#4 VERT. & #4 TIES @ 24" OC. MINIMUM LENGTH OF PIER IS 6'-0". PIER BOTTOM MAY BE EITHER OF THE TWO ALTERNATES:

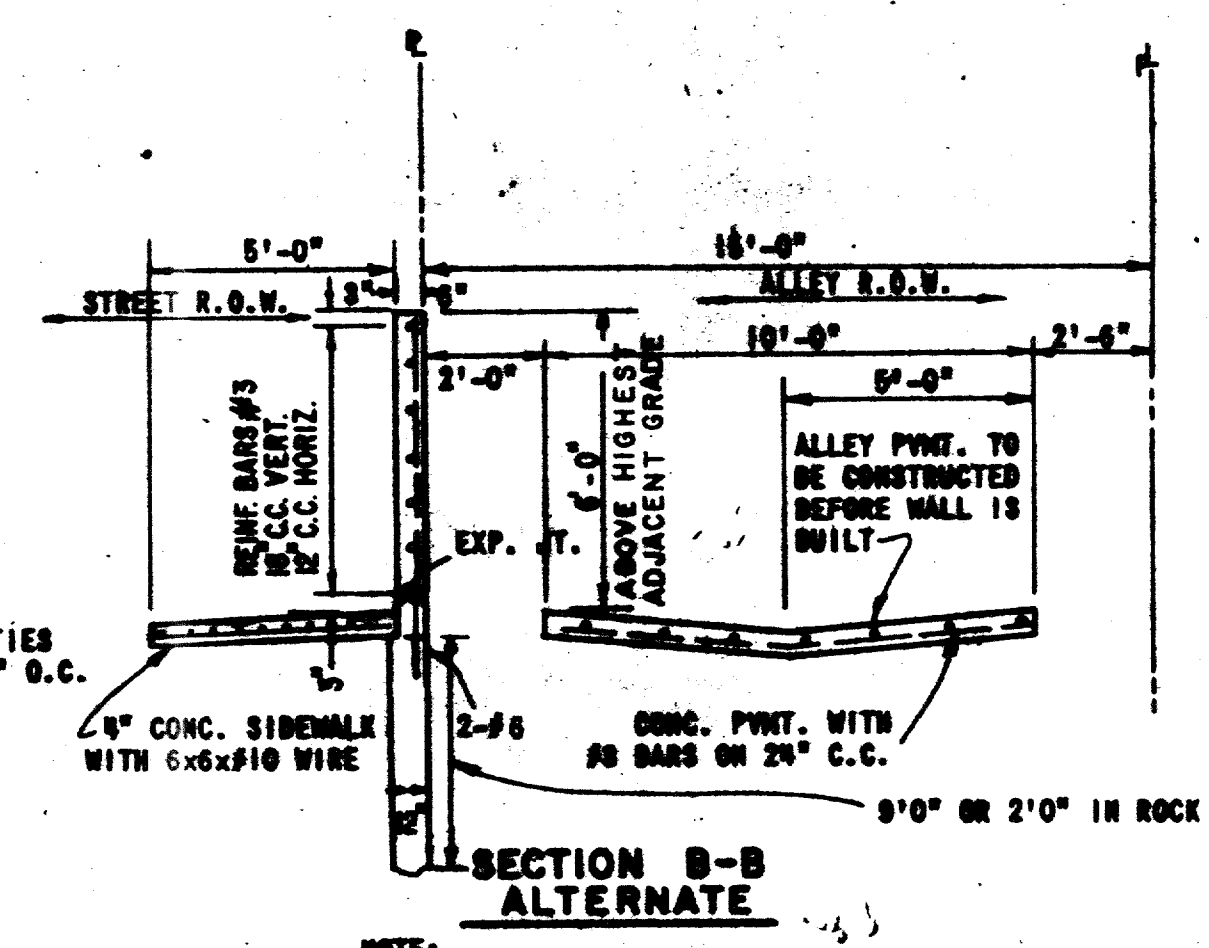
- 12" # STRAIGHT SHAFT EMBEDDED MINIMUM 2'-0" INTO LIMESTONE. RESULTING BEARING STRESS IS 8.0 KIPS PER SQUARE FOOT.
- 12" # SHAFT W/ 24" # BELL IN CLAY. RESULTING BEARING STRESS IS 2.0 KIPS PER SQUARE FOOT.

SEE GENERAL NOTE NO. 9

**BRICK SCREENING WALL**

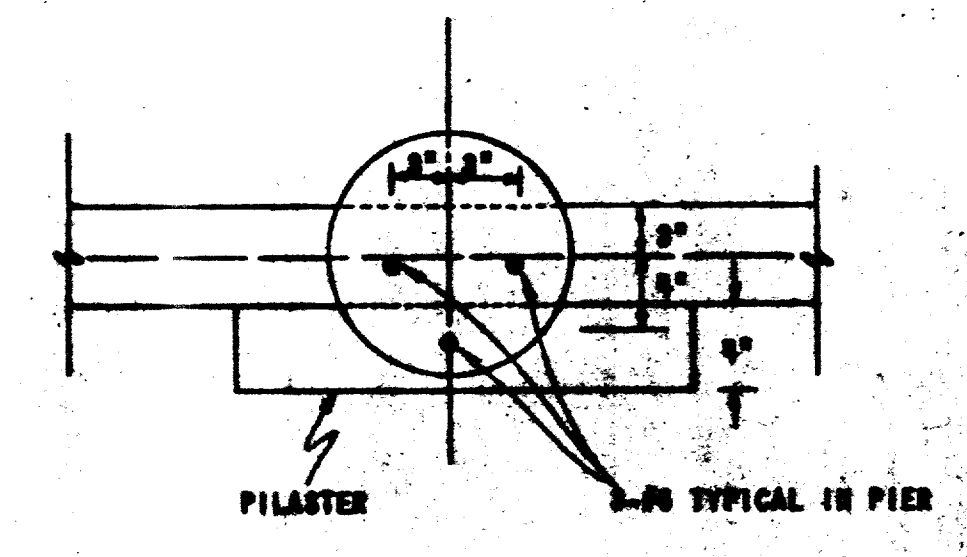


**PILASTERS EVERY 40'-0" ELEVATION**

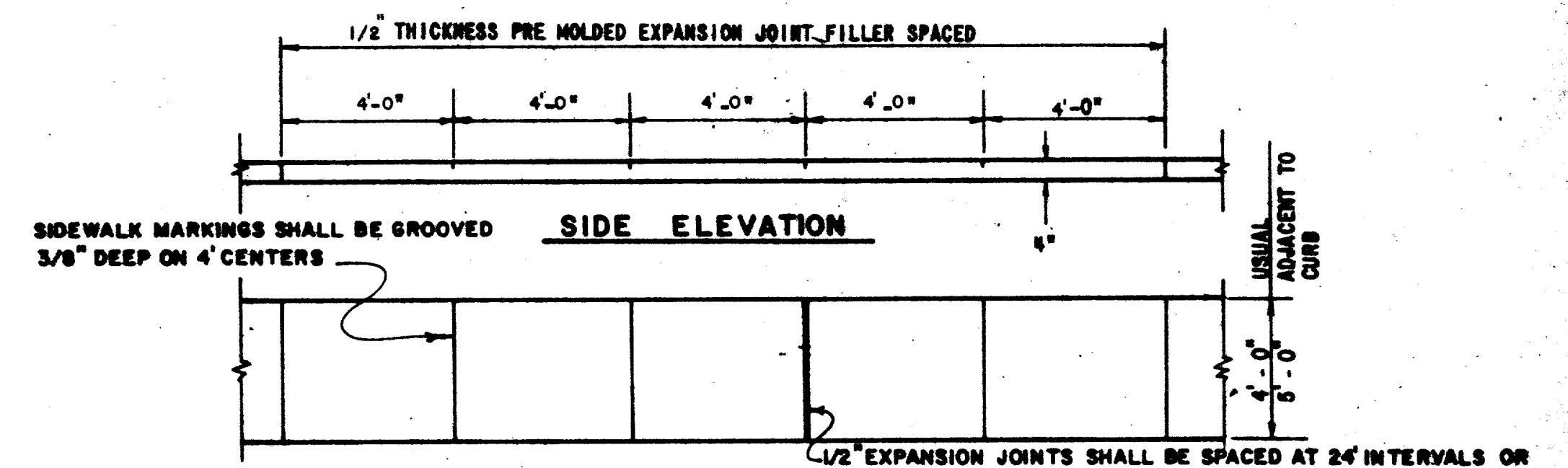


**NOTE:**

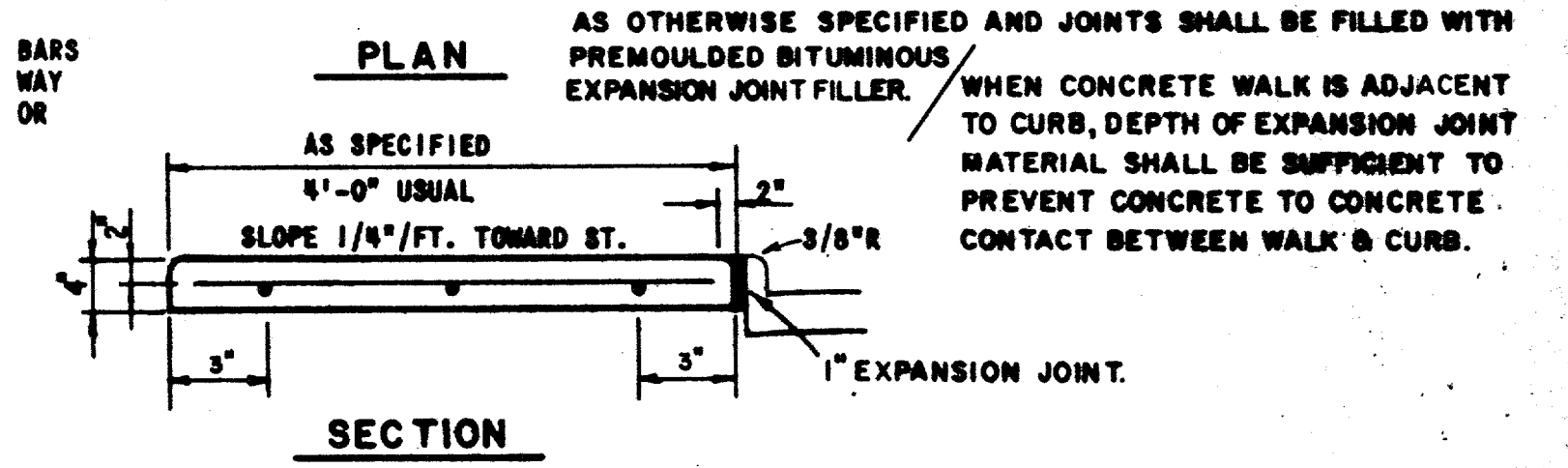
- PIERS REQUIRE
- BLACK-OUT OF ALLEY PAVING
- POUR BEFORE ALLEY PAVING
- POUR AFTER ALLEY PAVING
- UNLESS CONSTRUCTED PER SECTION B-B



**SECTION A-A  
SCALE: 1/2" = 1'-0"**



**PLAN**

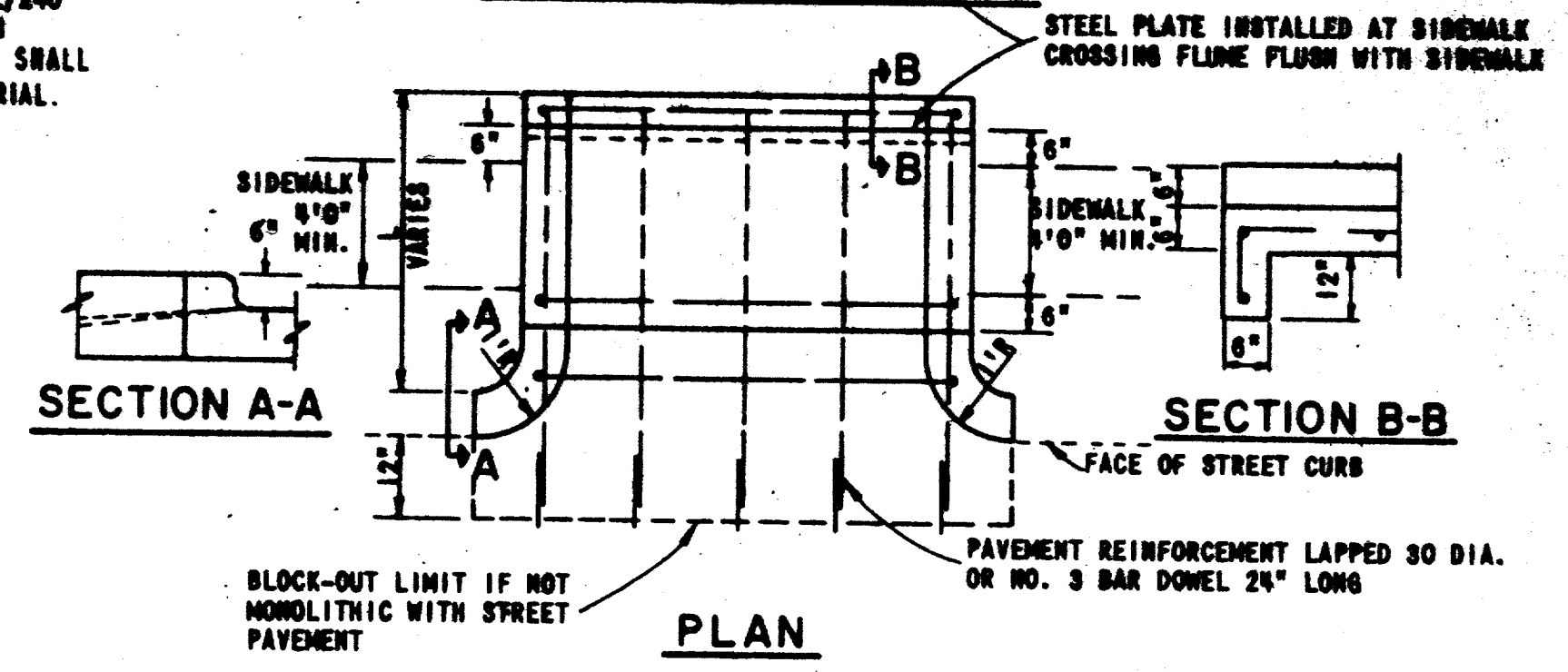
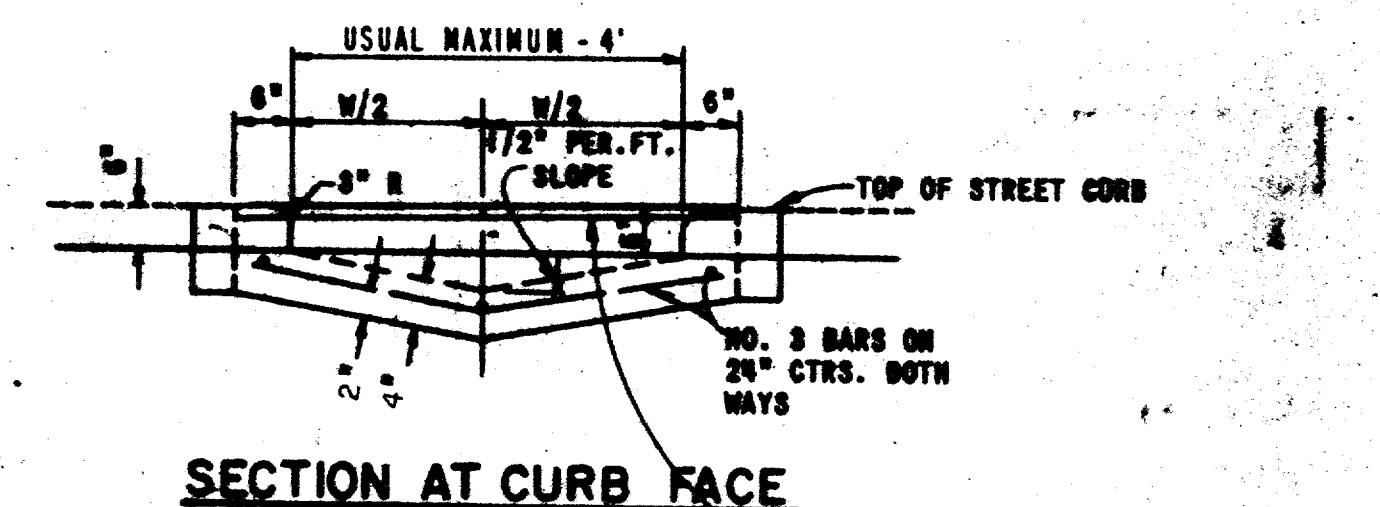


**CONCRETE SIDEWALK**

**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 DEAD WALK SURFACE SHALL BE A NON-SLIP MATERIAL.



**FLUME**

- GENERAL NOTE:**
1. CONCRETE - NORMAL WEIGHT, 3000 P.S.I. @ 28 DAYS
  2. REINFORCEMENT - ASTM A 618 - GR. 60
  3. MASONRY - COMPRESSIVE STRENGTH OF 3000 P.S.I., f'm = 900 P.S.I.
  4. WIND LOAD - 30 PSF
  5. PIER BEARING STRESS - SEE BRICK SCREENING WALL NOTES
  6. MORTAR - TYPE S, 1800 P.S.I.
  7. POSITIVE CENTER JOINTS @ 60 FT
  8. POSITIVE CENTER JOINTS @ 200 FT ON CENTER MAXIMUM
  9. WHERE THERE IS AN ALLEY PAVEMENT, PROVIDE MIN. 9 FT. LENGTH OF PIERS. THIS APPLIED TO BOTH THE REINFORCED CONCRETE SCREENING WALL AND THE BRICK SCREENING WALL.
  10. ALL EXPOSED CONCRETE SHALL HAVE FINISHED SURFACE.

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

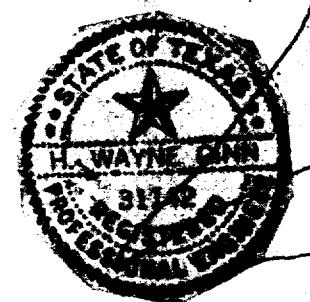
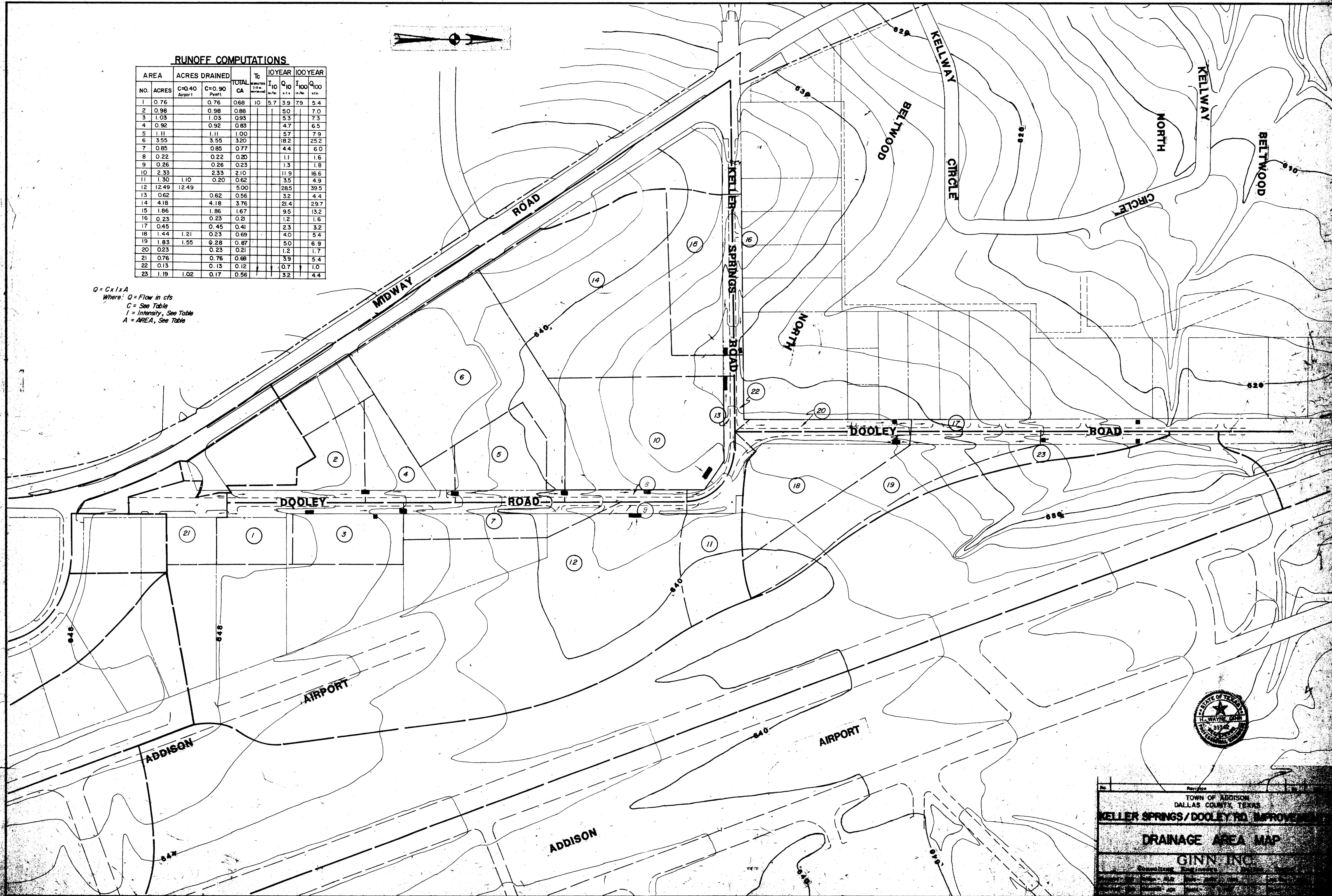




**RUNOFF COMPUTATIONS**

NO.	AREA ACRES	ACRES DRAINED		TOTAL CA	Tc	10 YEAR				100 YEAR			
		C=0.40	C=0.90			I	Q	I	Q	I	Q		
		Airport	Purf.	(10.0 in/hr)	(in/hr)	(in/hr)	(cfs)	(in/hr)	(cfs)	(in/hr)	(cfs)	(in/hr)	(cfs)
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	0.87				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				

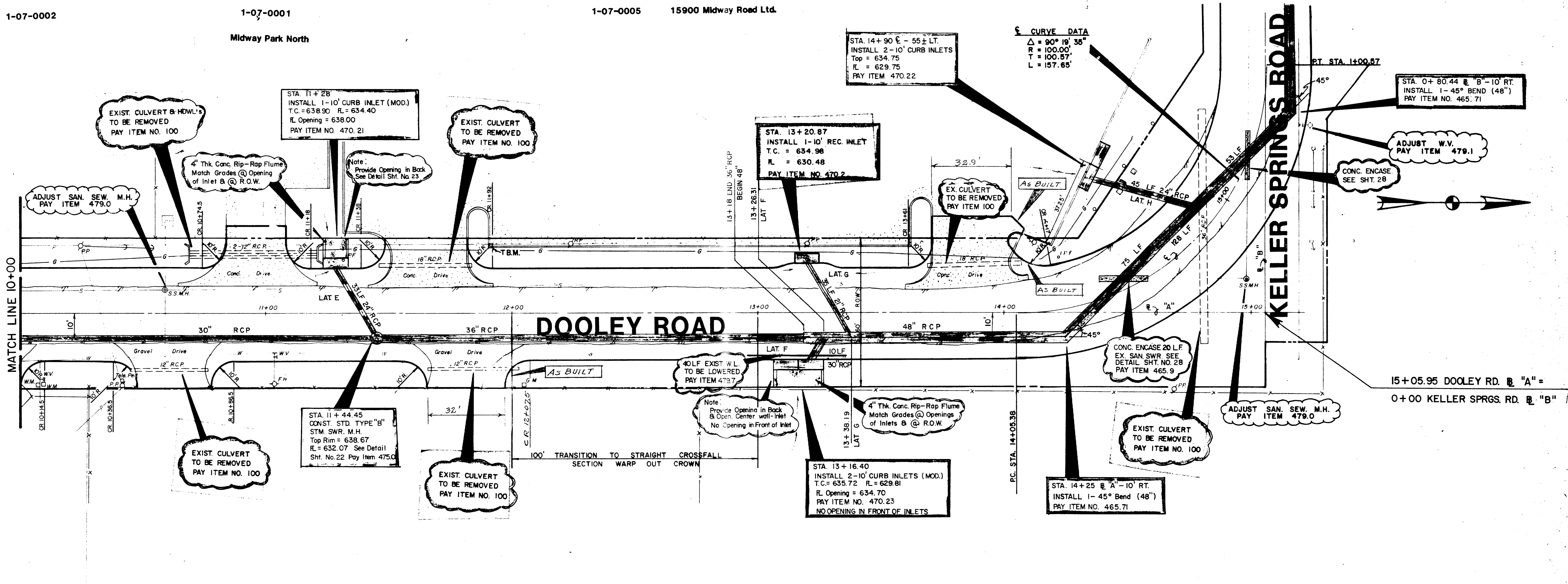
Q = C x I x A  
 Where: Q = Flow in cfs  
 C = See Table  
 I = Intensity, See Table  
 A = AREA, See Table



TOWN OF ADDISON  
 DALLAS COUNTY, TEXAS  
**KELLER SPRINGS/DOOLEY RD. IMPROVEMENT**  
**DRAINAGE AREA MAP**  
**GINN INC.**  
 Consulting Engineers

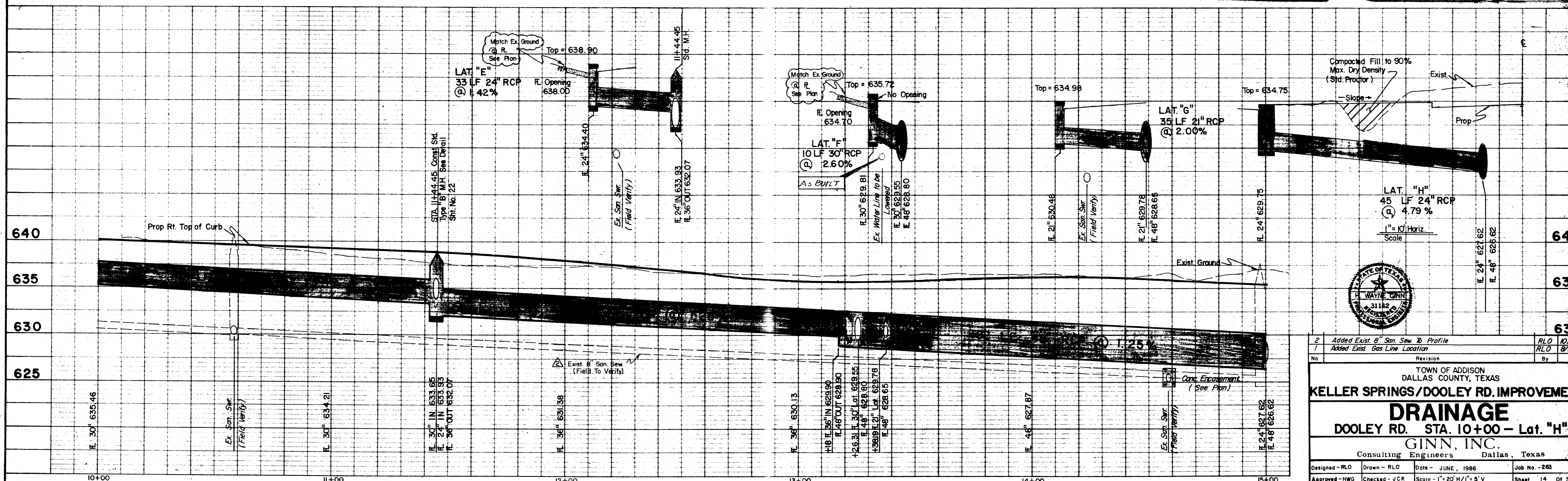


Midway Park North



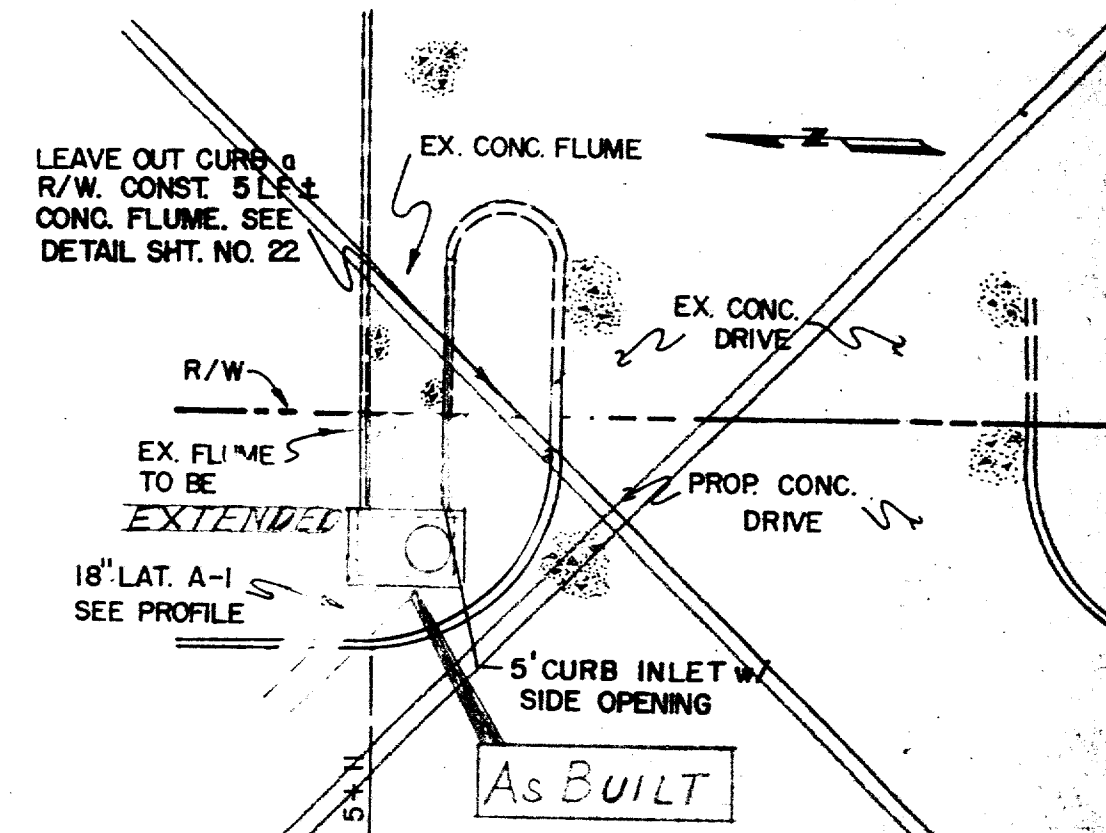
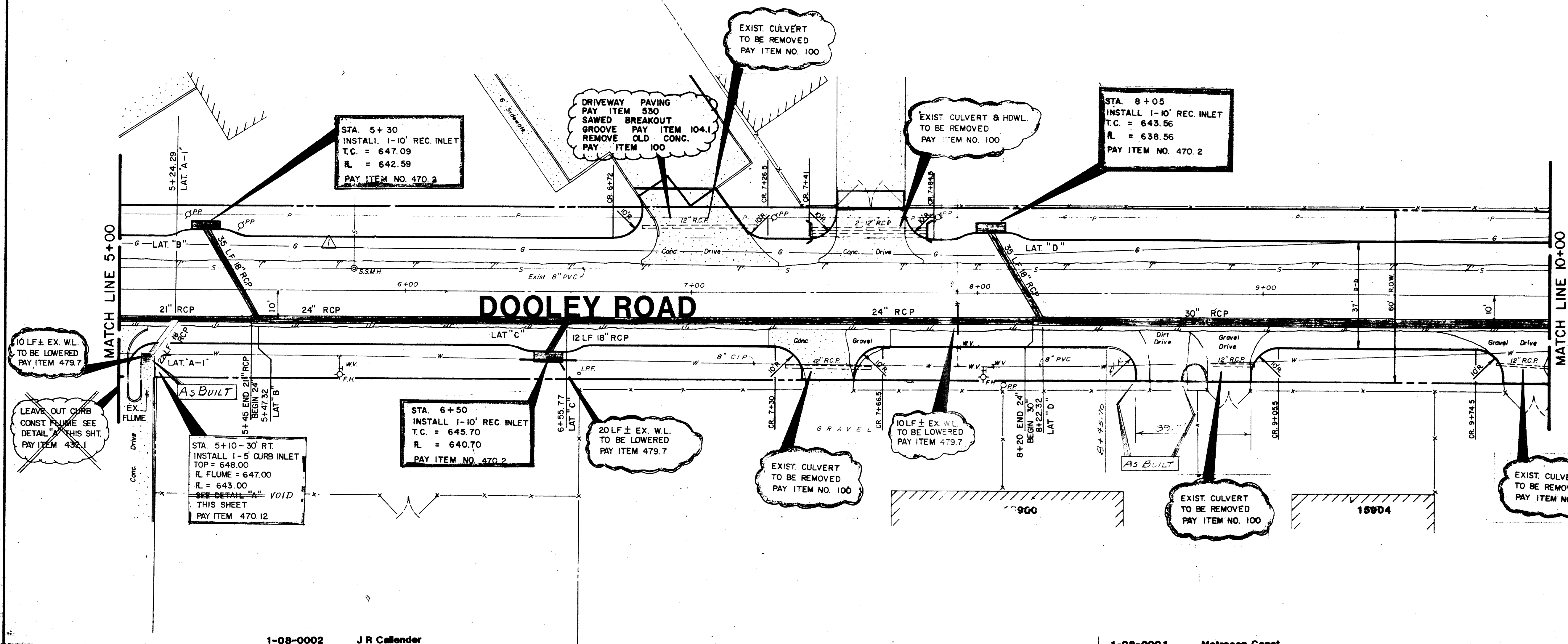
TBM - "□" cut on S.E. top curb corner, the back side parking lot, Building 15950 Midway Road. Elevation 637.75

Addison Airport



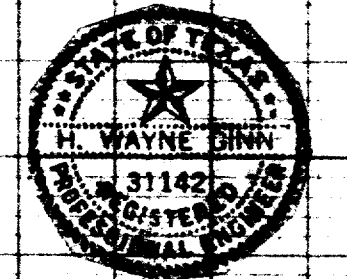
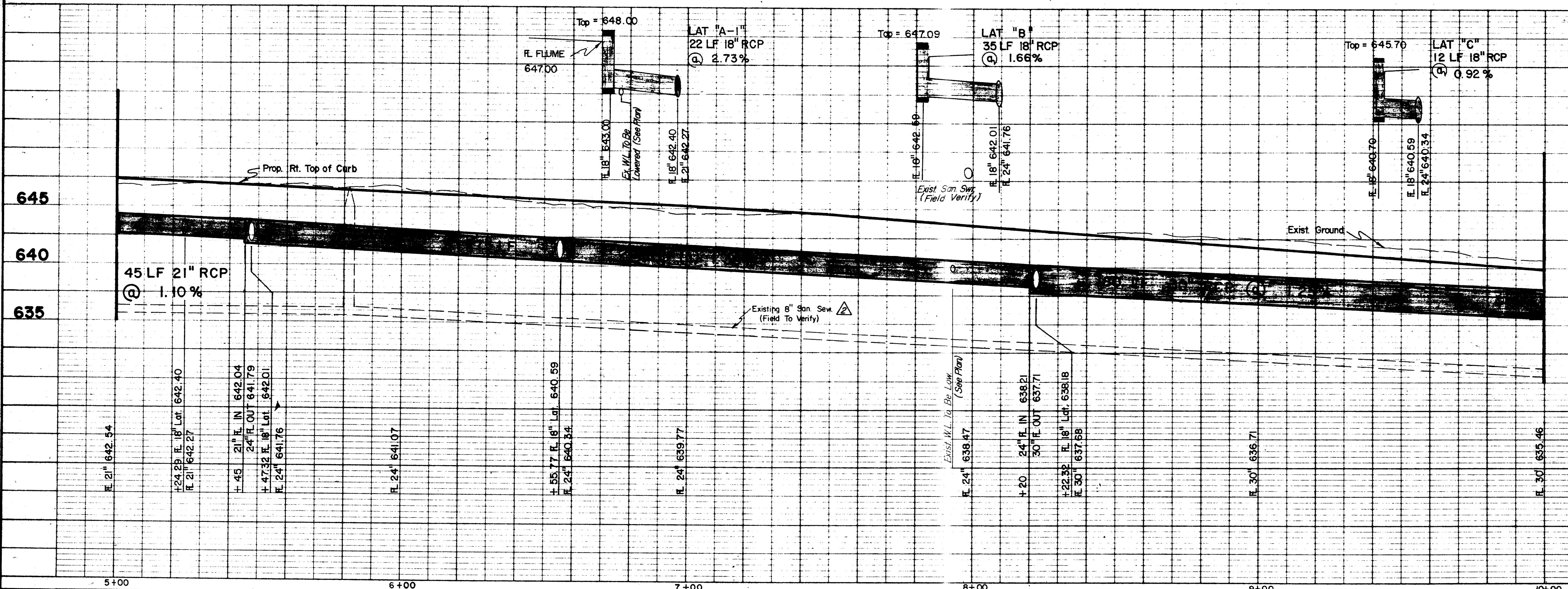
2 Added Exist. 8\"/>		
1 Added Exist. Gas Line Location		RLO 10/14/86
Revision		RLO 9/18/86
By Date		
TOWN OF ADDISON DALLAS COUNTY, TEXAS		
<b>KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS</b>		
<b>DRAINAGE</b>		
DOOLEY RD. STA. 10+00 - Lat. "H"		
GINN, INC.		
Consulting Engineers Dallas, Texas		
Designed - RLO	Drawn - RLO	Date - JUNE, 1986
Approved - HWG	Checked - JCK	Scale - 1"=20' H/1"=5' V
Job No. - 263		Sheet 14 OF 30





DETAIL "A"  
N.T.S. VOID

TBM - "□" cut on S.E. top curb corner, the back side parking lot, Building 15790 Midway Road. Elevation 637.79

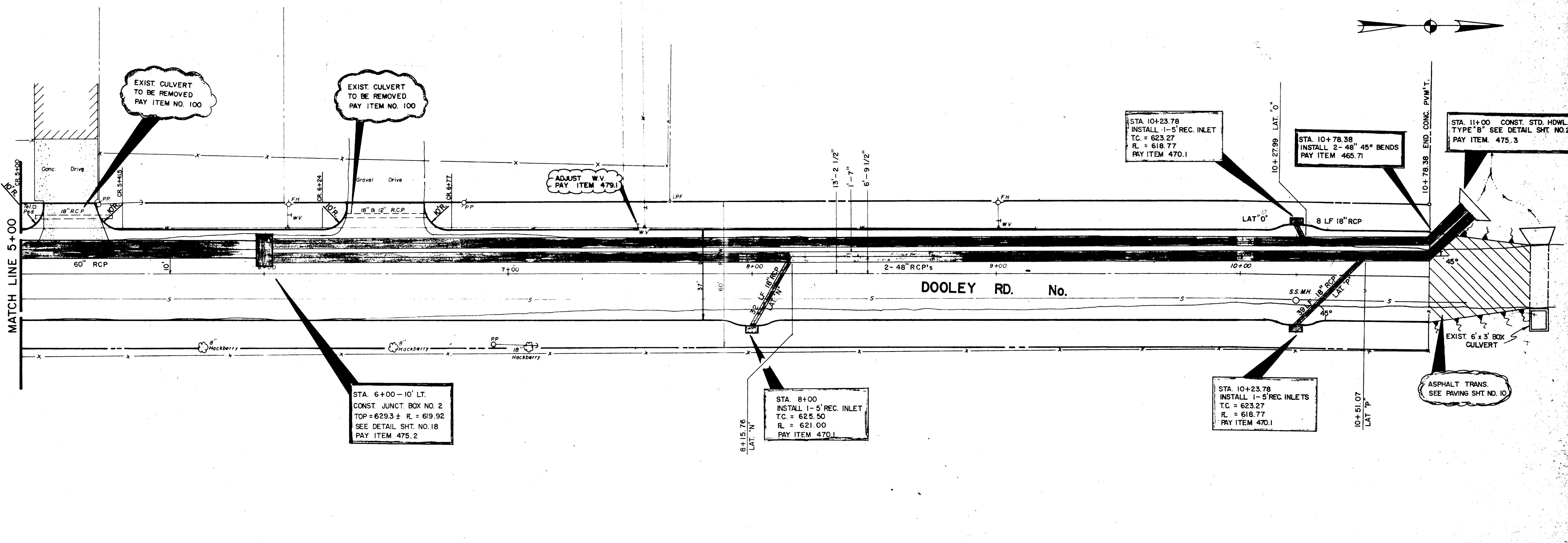


Added Exist. B' San. Sew. to Profile	RLO	10/4/88	
Added Exist. Gas Line	RLO	8/18/86	
Revision	By	Date	
TOWN OF ADDISON DALLAS COUNTY, TEXAS <b>KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS</b> <b>DRAINAGE</b> DOOLEY RD. STA. 5+00-10+00 GINN, INC. Consulting Engineers Dallas, Texas			
Designed - RLO	Drawn - RLO	Date - JUNE, 1986	Job No. - 263
Approved - HWG	Checked - JCK	Scale - 1" = 20' H/1" = 5' V	Sheet 13 Of 30



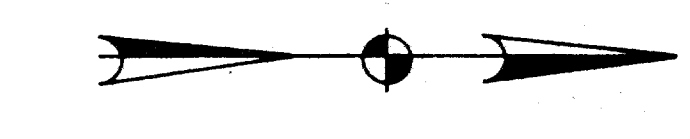






MATCH LINE 5+00

DOOLEY RD. No.



EXIST. CULVERT TO BE REMOVED  
PAY ITEM NO. 100

EXIST. CULVERT TO BE REMOVED  
PAY ITEM NO. 100

ADJUST W.V.  
PAY ITEM 479.1

STA. 10+23.78  
INSTALL 1-5\"/>

STA. 10+78.38  
INSTALL 2-48\"/>

STA. 11+00 CONST. STD. HDWL.  
TYPE \"B\" SEE DETAIL SHT. NO. 25  
PAY ITEM. 475.3

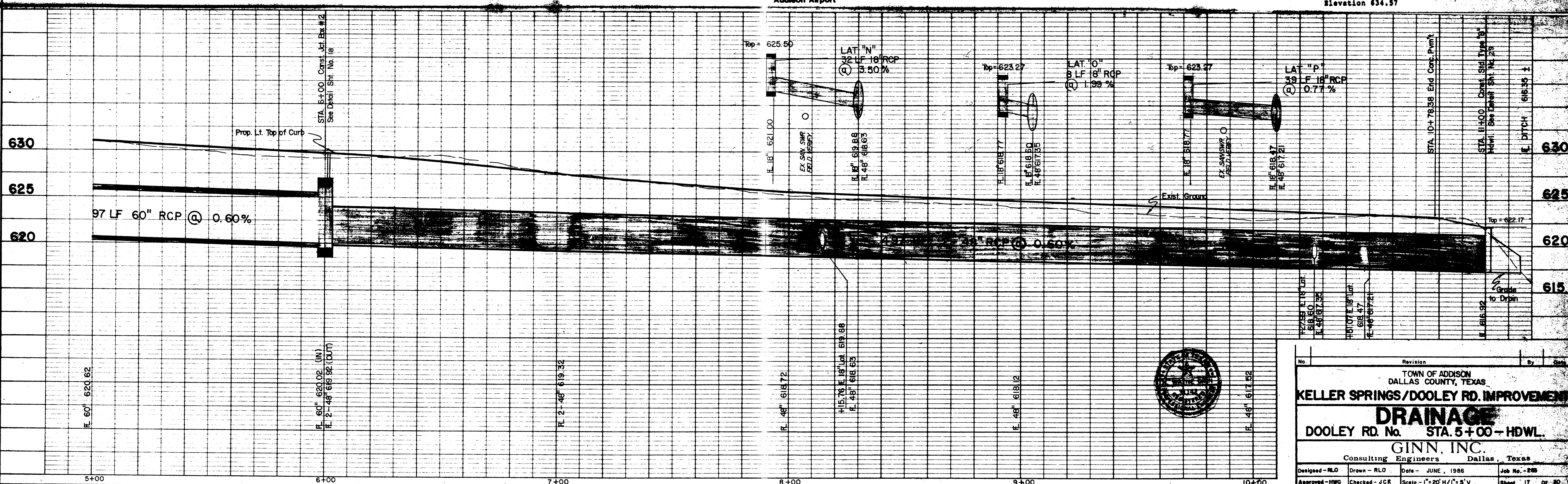
STA. 6+00-10' LT.  
CONST. JUNCT. BOX NO. 2  
TOP = 629.3 ± R.L. = 619.92  
SEE DETAIL SHT. NO. 18  
PAY ITEM 475.2

STA. 8+00  
INSTALL 1-5\"/>

STA. 10+23.78  
INSTALL 1-5\"/>

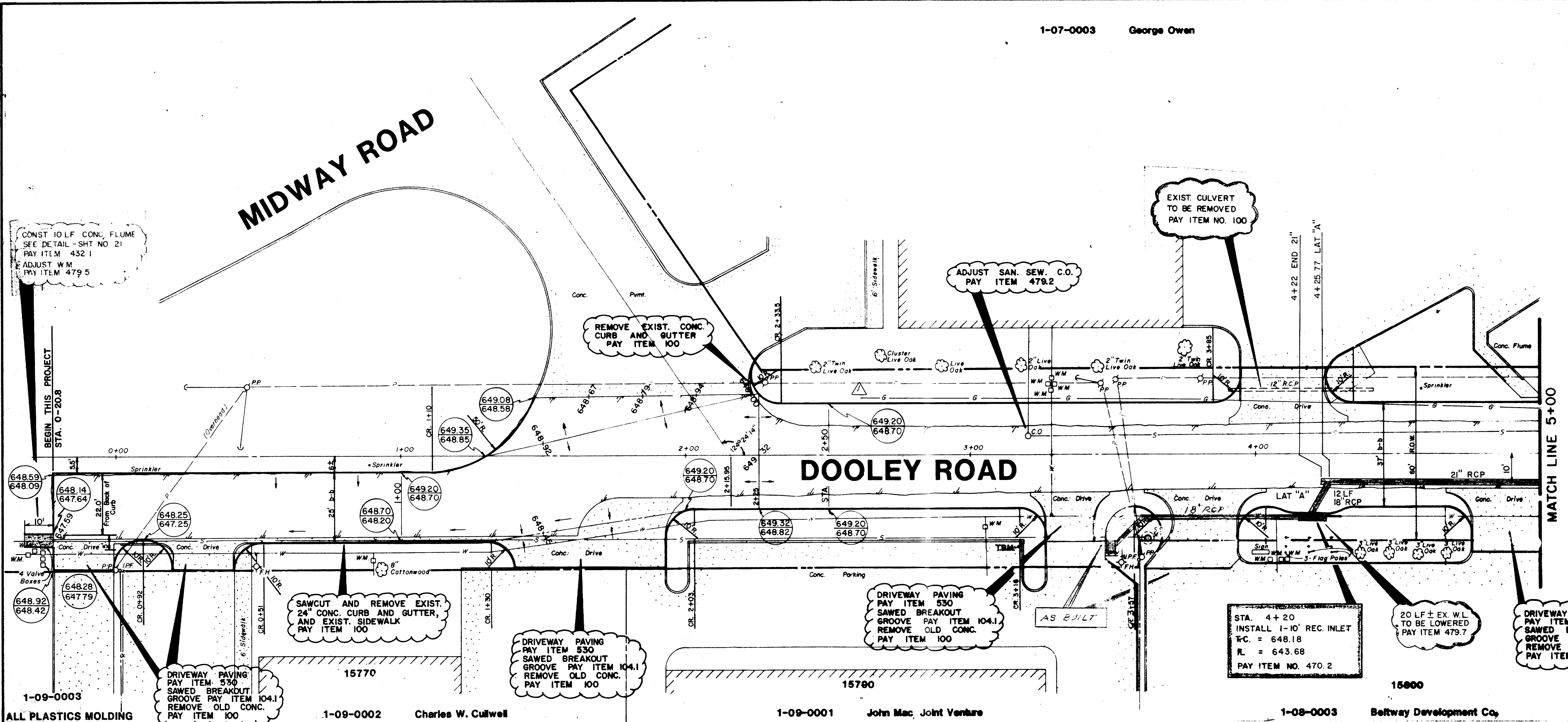
EXIST. 6' x 3' BOX  
CULVERT  
ASPHALT TRANS.  
SEE PAVING SHT. NO. 10

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



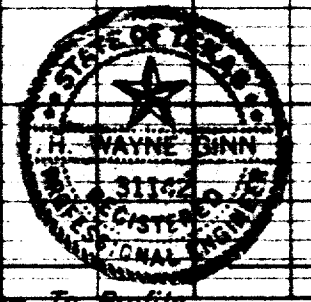
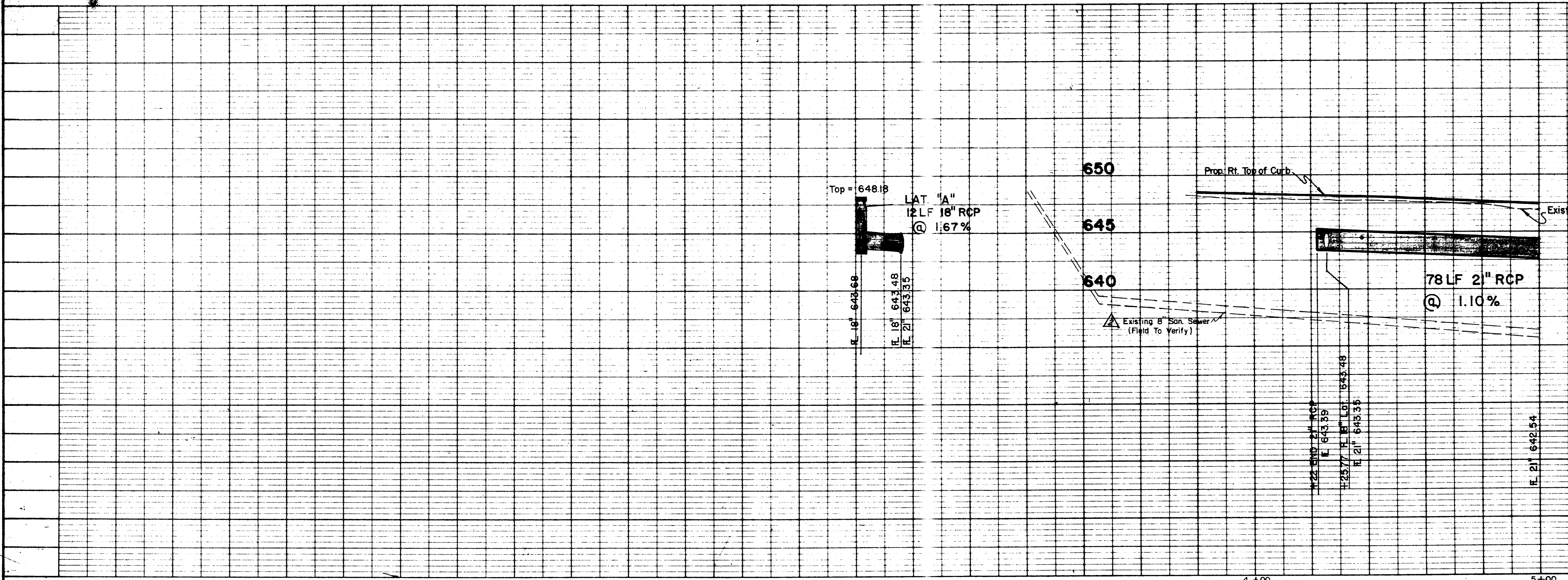
No.		Revision		By		Date	
TOWN OF ADDISON DALLAS COUNTY, TEXAS							
<b>KELLER SPRINGS/DOOLEY RD. IMPROVEMENT</b>							
<b>DRAINAGE</b>							
DOOLEY RD. No. STA. 5+00-HDWL.							
GINN, INC.							
Consulting Engineers Dallas, Texas							
Designed - RLO	Drawn - RLO	Date - JUNE, 1986	Job No. - 288				
Approved - HWG	Checked - JCR	Scale - 1" = 20' H/1" = 8' V	Sheet 17	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.E. top curb corner, the back of parking lot, Building 18220 Midway Road. Elevation 637.73



Added Exist 8" San Sew. To Profile	RLO	10/4/86
Added Exist Gas Line Location	RLO	6/16/86
Revision	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS		
<b>KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS</b>		
<b>DRAINAGE</b>		
DOOLEY RD. STA. 4+20 - 5+00		
GINN, INC. Consulting Engineers Dallas, Texas		
Designed - RLO	Drawn - RLO	Date - JUNE, 1986
Approved - HWG	Checked - JCR	Scale - 1" = 20' H/1" = 5'
Job No. - 285		Sheet 12 OF 30







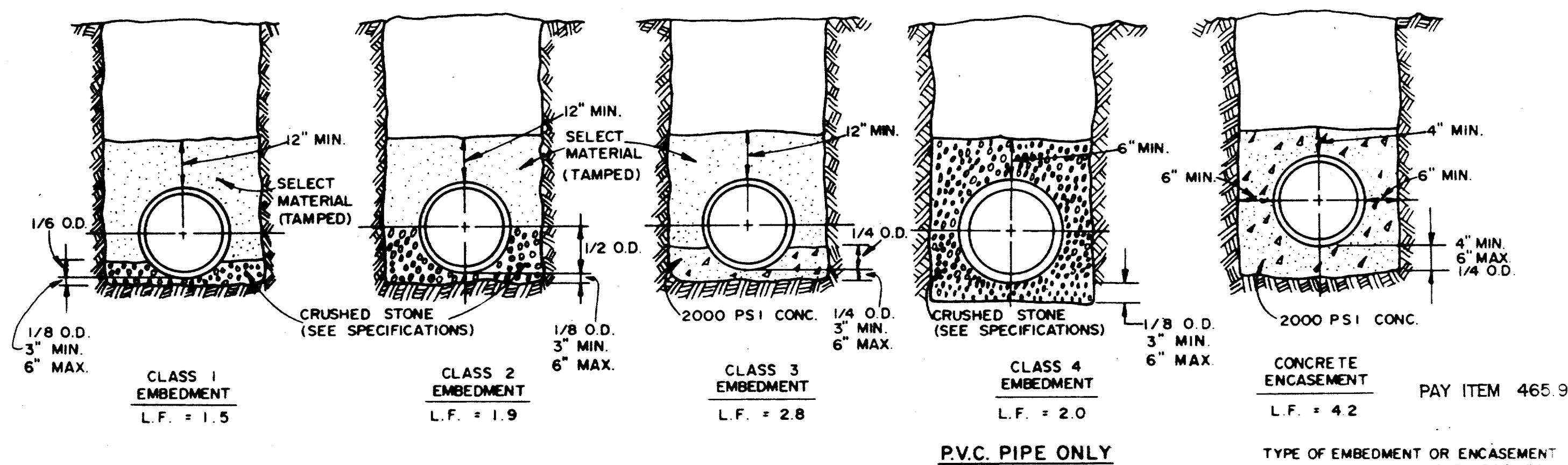
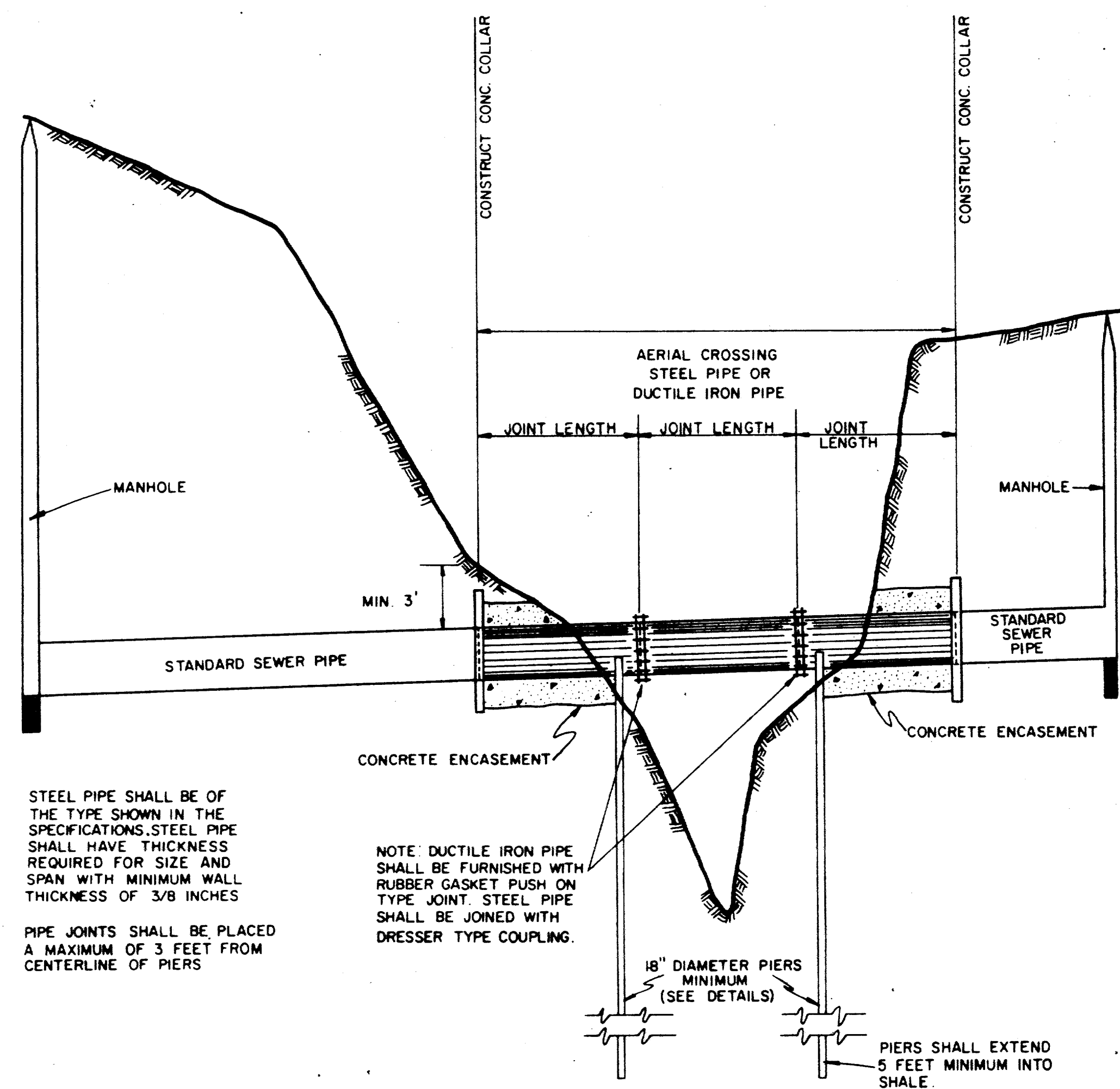


TABLE OF QUANTITIES OF 2000 PSI CONCRETE, GRAVEL OR CRUSHED STONE IN CUBIC YARDS PER 100 LINEAR FEET FOR EACH CLASS EMBEDMENT

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

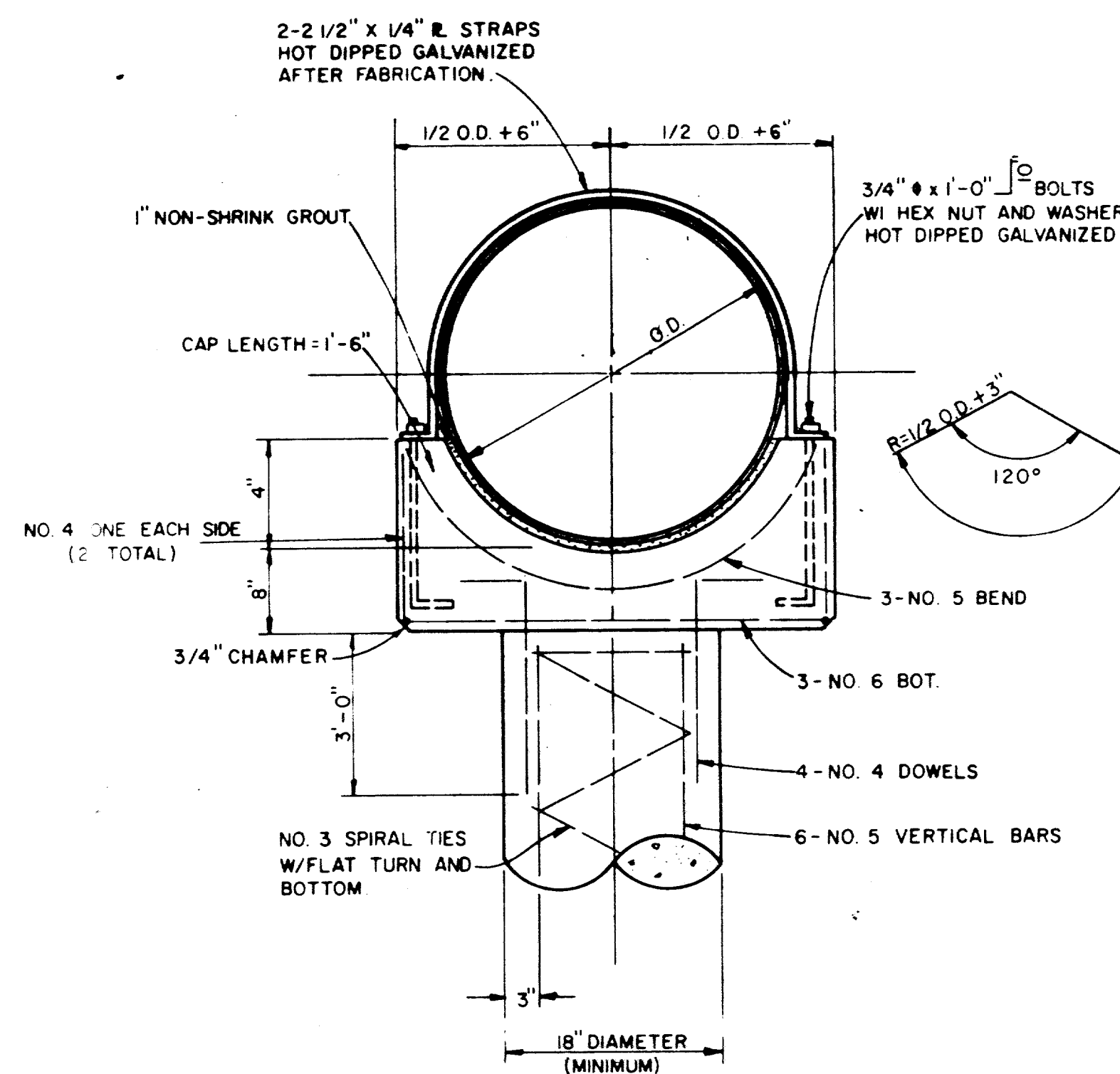
TABLE OF QUANTITIES PER 100 LINEAR FEET-PVC PIPE (IN CUBIC YARDS)					
SIZE OF PIPE IN INCHES	O.D. OF PIPE IN INCHES	TRENCH WIDTH IN INCHES	TRENCH WIDTH IN FEET	CLASS 4 EMBEDMENT CRUSHED STONE	CONCRETE ENCASEMENT
6	6.28	24	2.00	8.0	11.7
8	8.16	24	2.00	8.7	12.4
10	10.20	26	2.18	10.2	14.2
12	12.24	28	2.35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

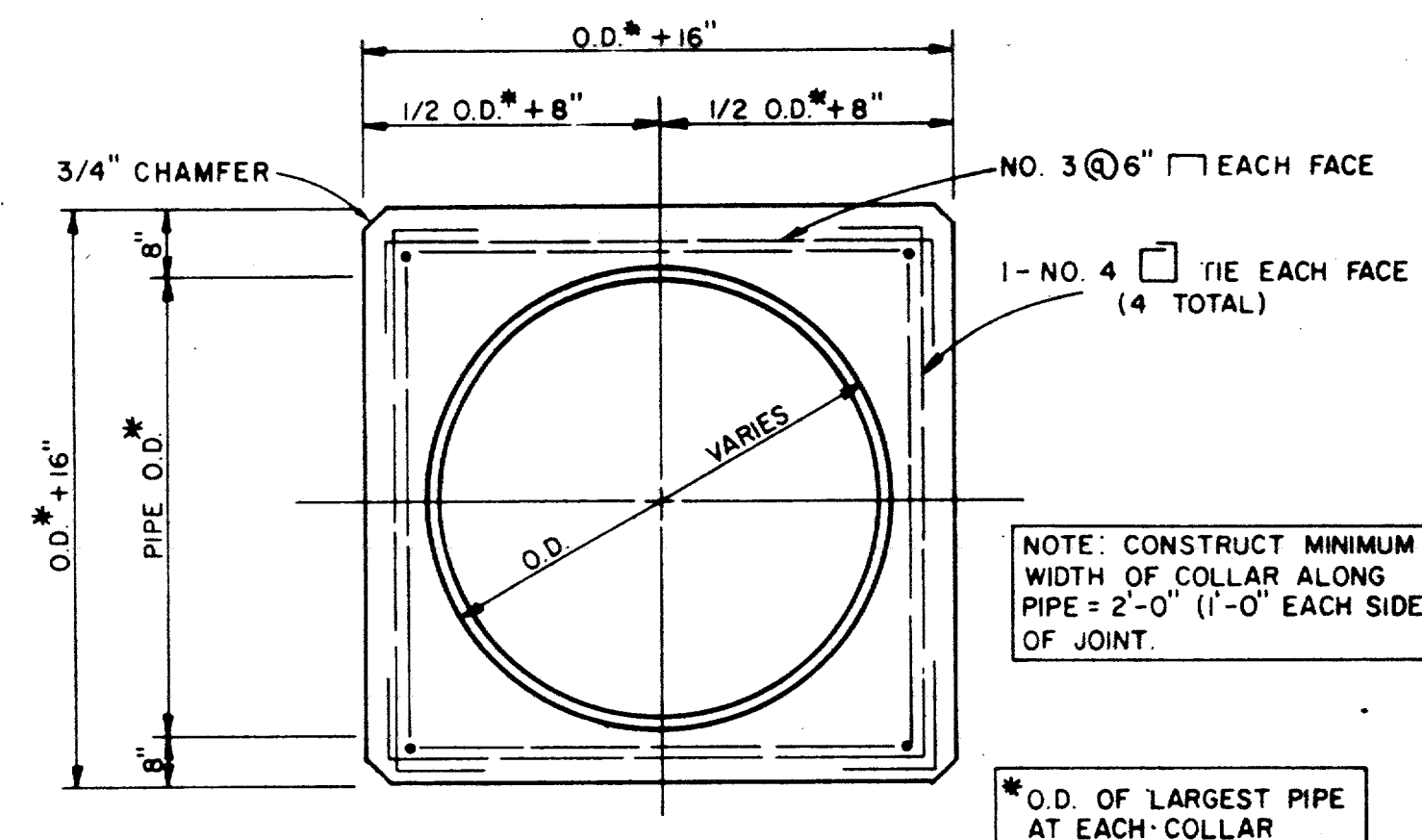


STEEL PIPE SHALL BE OF THE TYPE SHOWN IN THE SPECIFICATIONS. STEEL PIPE SHALL HAVE THICKNESS REQUIRED FOR SIZE AND SPAN WITH MINIMUM WALL THICKNESS OF 3/8 INCHES. PIPE JOINTS SHALL BE PLACED A MAXIMUM OF 3 FEET FROM CENTERLINE OF PIERS.

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, PE	
DATE: MARCH, 1984		SHEET SD-20	

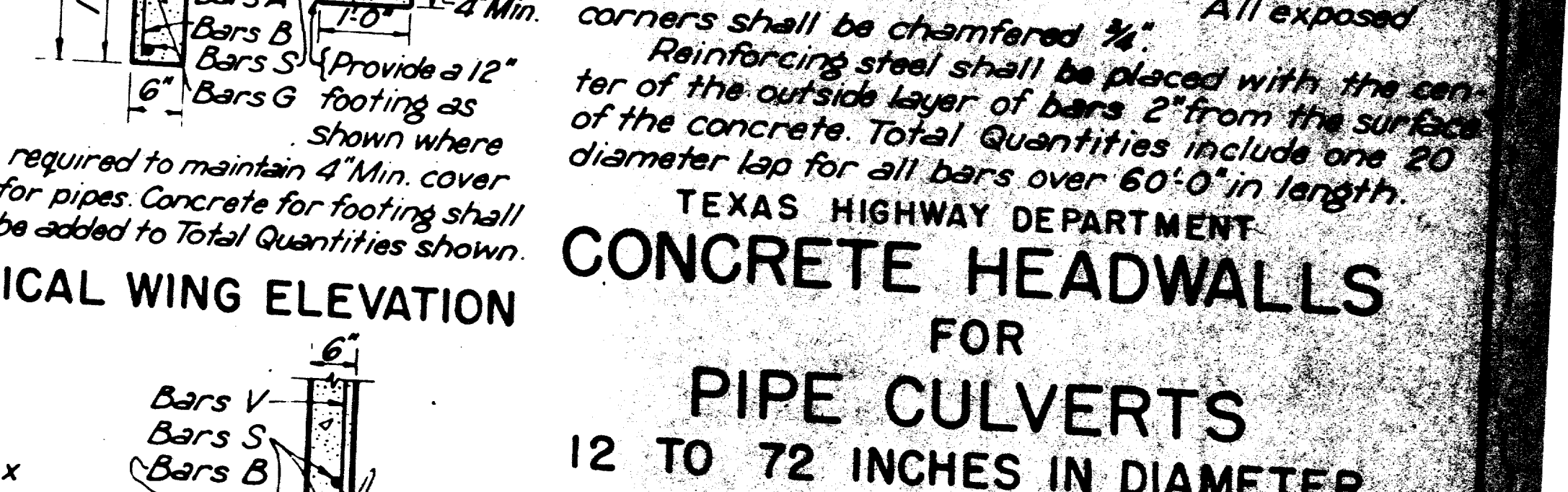
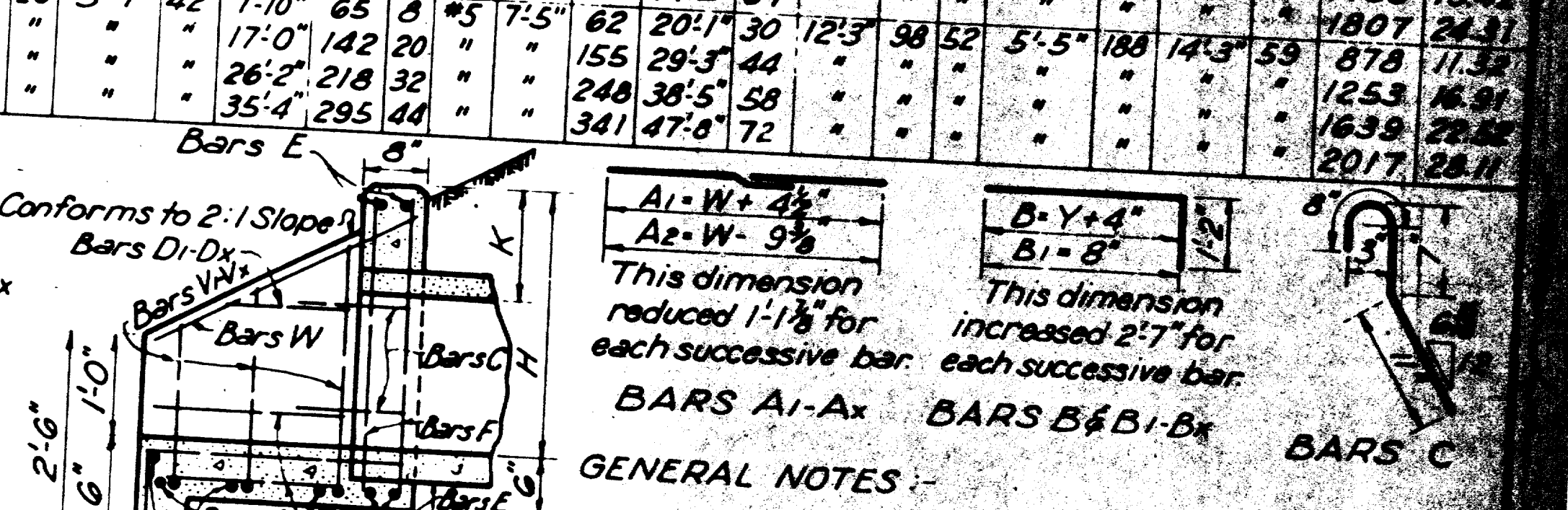
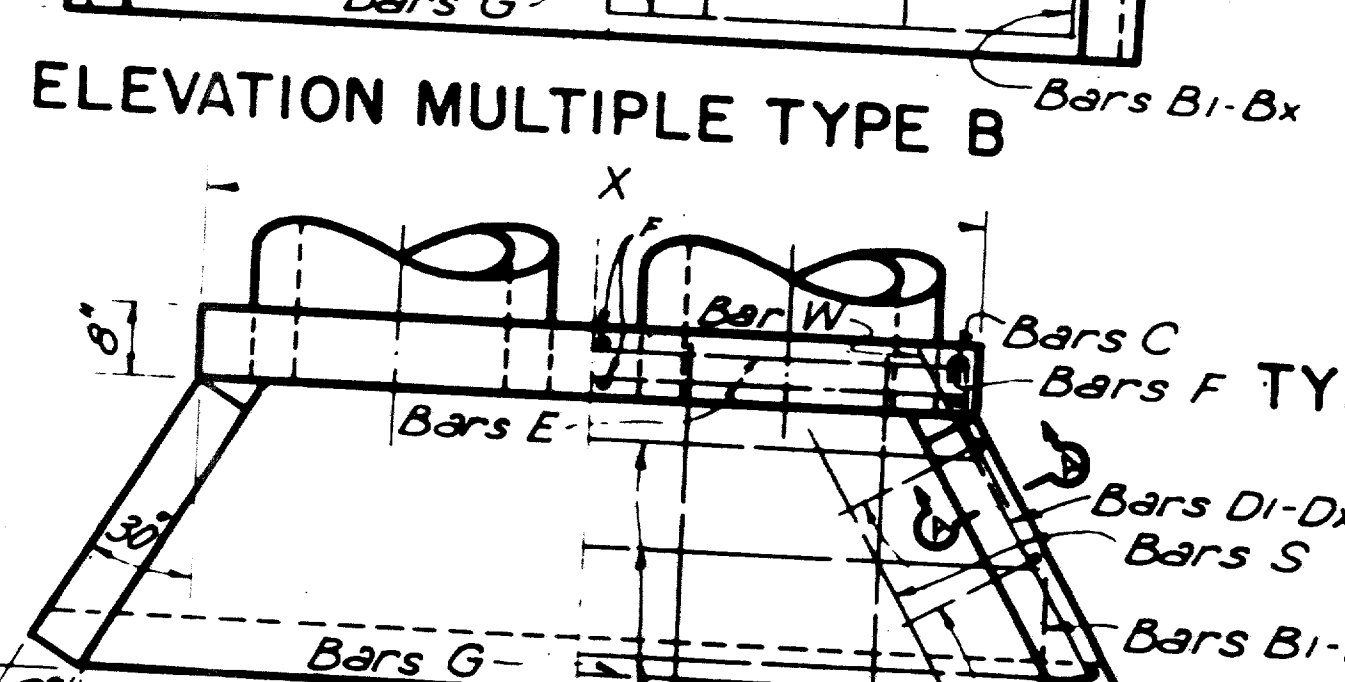
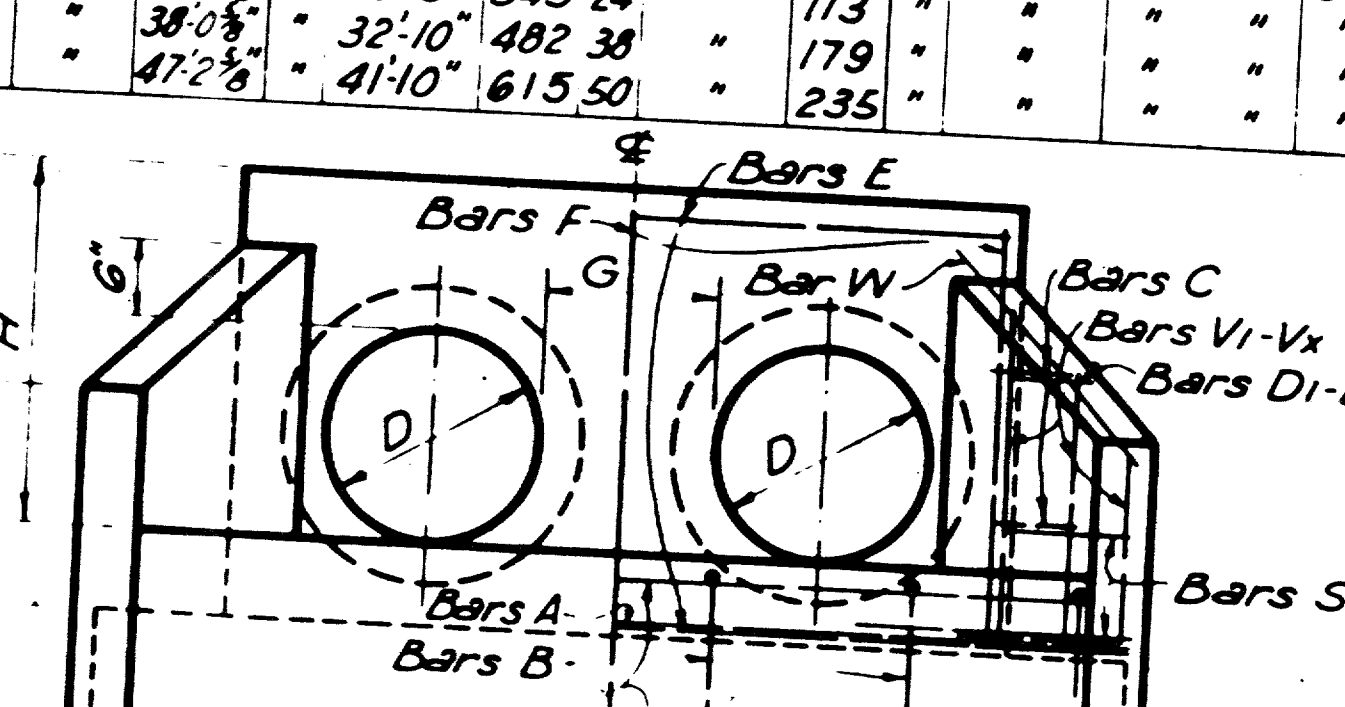
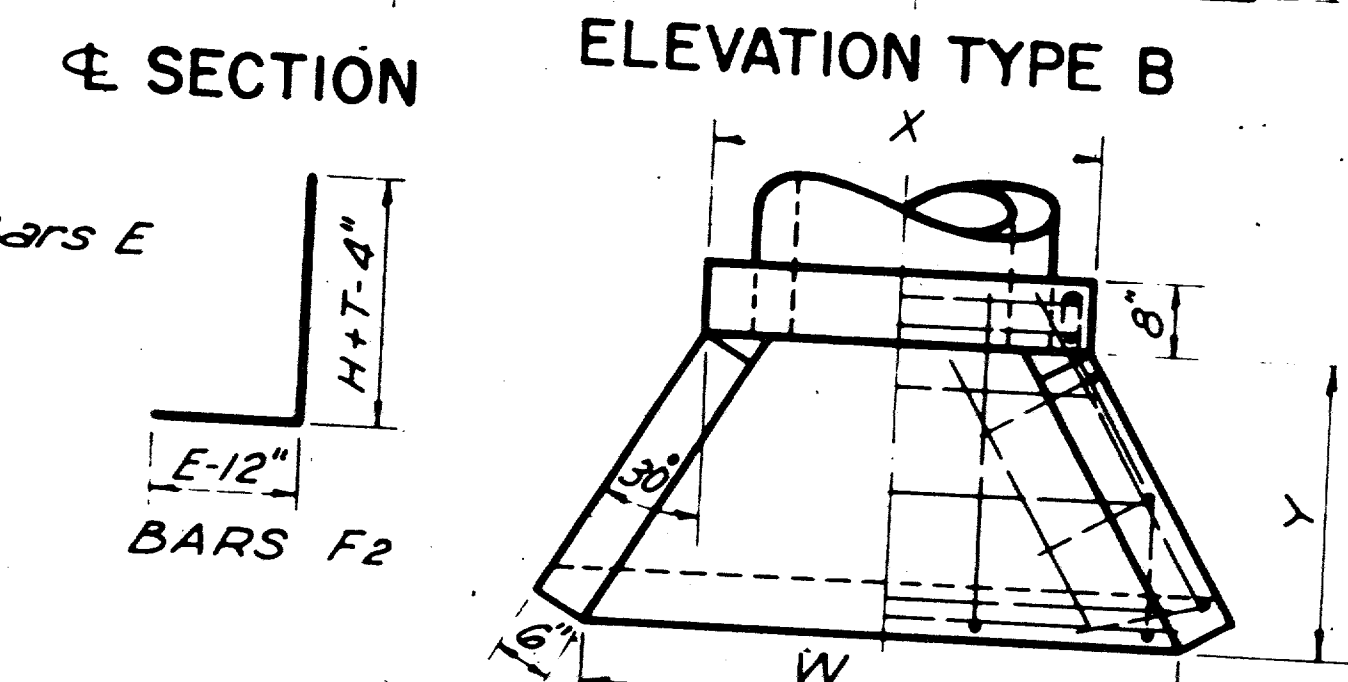
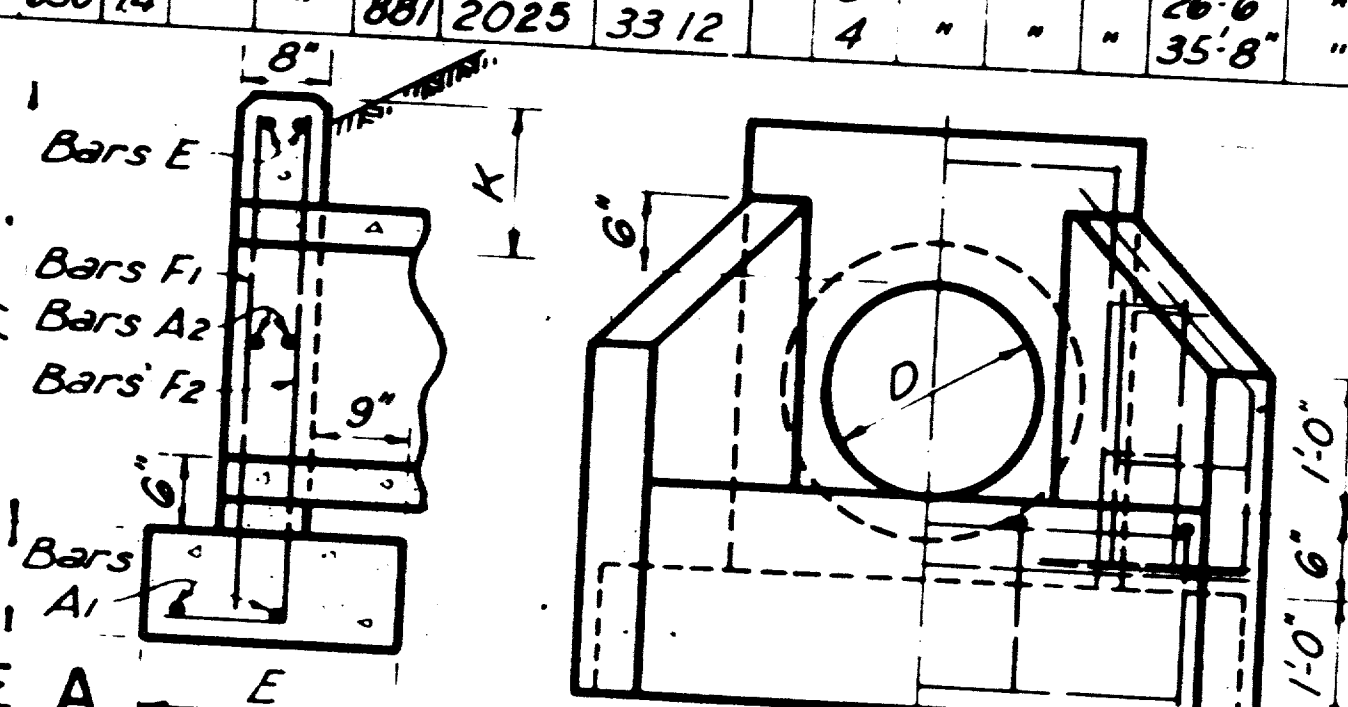
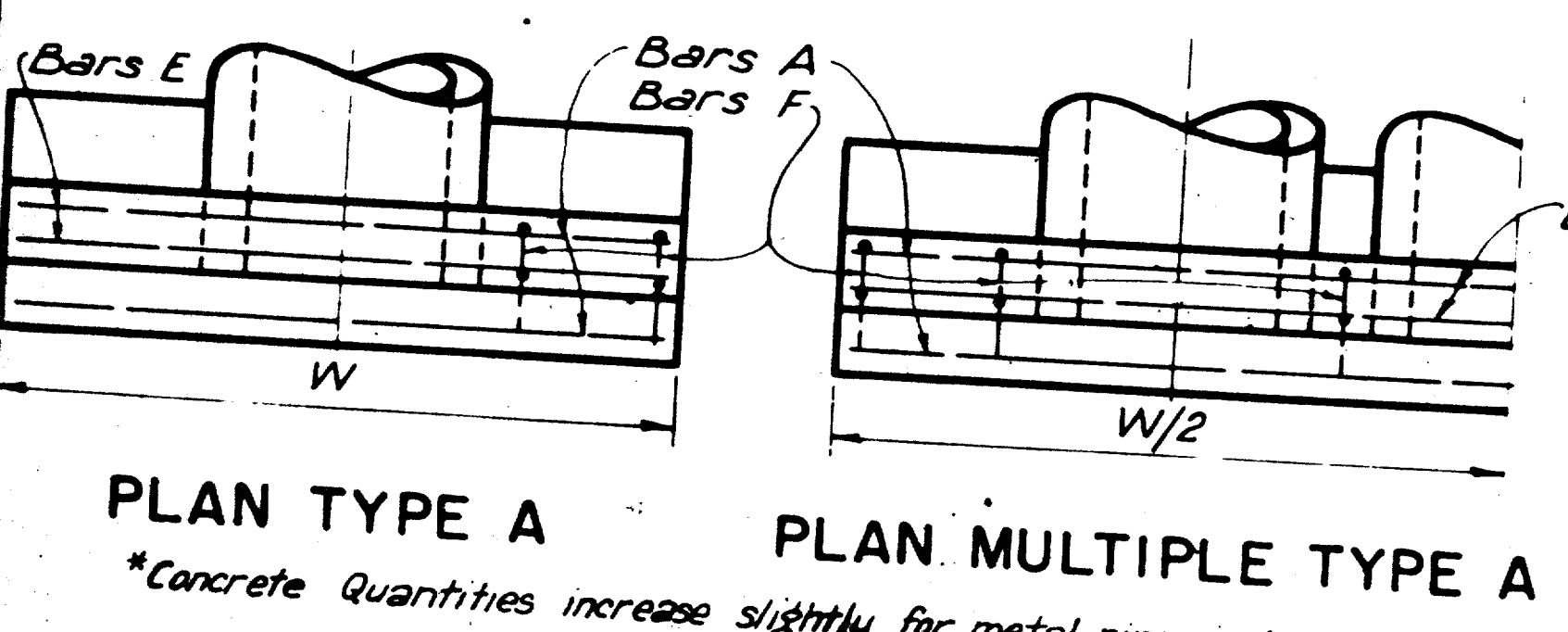
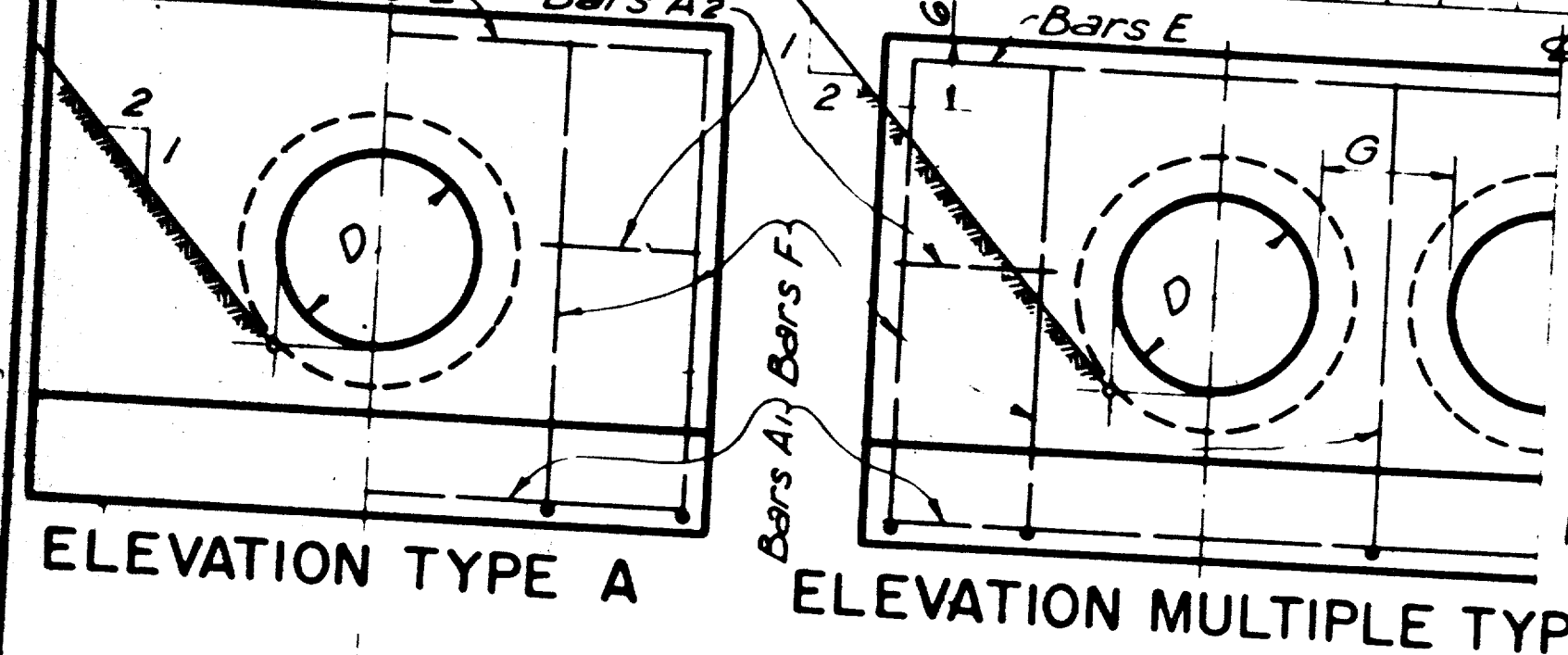




TABLE OF DIMENSIONS AND QUANTITIES FOR TWO TYPE A HEADWALLS

NO. OF PIPES	DIAM. OF PIPES	REINFORCING STEEL AND QUANTITIES FOR TWO TYPE A HEADWALLS										TOTAL QUANTITIES STEEL CONC. LBS. C.Y.								
		BARS A1-Ax					BARS B													
		G	K	H	W	Y	X	H	Y	W	Y									
1	12"	12"	9"	1'-9"	2'-6"	7'-0"	6'-8"	10'	8'-2"	8'	6'-8"	28'	12'	2'-11"	23'	12'	3'-8"	29'	98'	1.48
2	15"	12"	9"	1'-9"	2'-9"	8'-3"	7'-11"	12'	8'-3"	9'	7'-11"	33'	12'	3'-2"	25'	12'	3'-11"	31'	110'	1.82
3	18"	12"	9"	1'-9"	3'-0"	9'-6"	9'-2"	14'	8'-3"	11'	9'-2"	38'	12'	3'-5"	46'	20'	4'-2"	56'	165'	2.19
4	24"	12"	9"	2'-0"	3'-6"	12'-0"	11'-8"	18'	8'-4"	14'	11'-8"	49'	24'	3'-11"	63'	24'	4'-11"	79'	223'	3.17
1	30"	12"	9"	2'-3"	4'-0"	14'-6"	14'-2"	21'	16'-5"	33'	14'-2"	59'	30'	4'-5"	83'	30'	5'-8"	106'	302'	4.31
2	36"	12"	12"	2'-6"	4'-6"	17'-0"	16'-8"	25'	16'-6"	39'	16'-8"	70'	36'	5'-2"	111'	36'	6'-8"	143'	388'	6.40
3	42"	12"	12"	2'-9"	5'-0"	19'-6"	19'-2"	29'	16'-7"	45'	19'-2"	80'	42'	5'-8"	136'	42'	7'-5"	178'	506'	9.37
4	48"	15"	12"	3'-0"	5'-9"	23'-0"	22'-8"	34'	24'-8"	54'	22'-8"	95'	48'	6'-5"	167'	48'	8'-5"	238'	670'	13.68
1	54"	15"	12"	3'-3"	6'-3"	25'-6"	25'-2"	38'	25'-2"	58'	25'-2"	105'	54'	6'-11"	188'	54'	9'-2"	271'	777'	17.77
2	60"	15"	12"	3'-6"	6'-9"	27'-0"	27'-8"	42'	27'-8"	62'	27'-8"	115'	60'	7'-5"	211'	60'	9'-11"	311'	897'	25.24
3	66"	15"	12"	3'-9"	7'-3"	28'-6"	28'-4"	46'	28'-4"	66'	28'-4"	126'	66'	8'-2"	233'	66'	10'-8"	359'	1023'	31.43
4	72"	15"	12"	4'-0"	7'-9"	30'-0"	30'-2"	50'	30'-2"	70'	30'-2"	141'	72"	8'-5"	255'	72"	11'-5"	407'	1155'	32.12

NO. OF PIPES	DIAM. OF PIPES	REINFORCING STEEL AND QUANTITIES FOR TWO TYPE B HEADWALLS										TOTAL QUANTITIES STEEL CONC. LBS. C.Y.										
		BARS A1-Ax					BARS B															
		G	K	H	W	Y	X	H	Y	W	Y											
1	12"	12"	9"	2'-0"	1'-0"	2'-4"	2'-0"	2'-0"	2'-0"	2'-4"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	98'	1.48
2	15"	12"	9"	2'-3"	1'-6"	2'-7"	2'-3"	2'-3"	2'-3"	2'-7"	2'-3"	2'-3"	2'-3"	2'-3"	2'-3"	2'-3"	2'-3"	2'-3"	2'-3"	2'-3"	110'	1.82
3	18"	12"	9"	2'-6"	2'-0"	3'-0"	2'-6"	2'-6"	2'-6"	3'-0"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	133'	2.24
4	24"	12"	9"	3'-0"	3'-0"	3'-6"	3'-0"	3'-0"	3'-0"	3'-6"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	156'	2.48
1	30"	12"	9"	3'-3"	3'-0"	4'-0"	3'-3"	3'-3"	3'-3"	4'-0"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	177'	3.09
2	36"	12"	12"	3'-6"	3'-6"	4'-6"	3'-6"	3'-6"	3'-6"	4'-6"	3'-6"	3'-6"	3'-6"	3'-6"	3'-6"	3'-6"	3'-6"	3'-6"	3'-6"	3'-6"	215'	3.21
3	42"	12"	12"	3'-9"	3'-9"	5'-0"	3'-9"	3'-9"	3'-9"	5'-0"	3'-9"	3'-9"	3'-9"	3'-9"	3'-9"	3'-9"	3'-9"	3'-9"	3'-9"	3'-9"	240'	3.73
4	48"	15"	12"	4'-0"	4'-0"	5'-0"	4'-0"	4'-0"	4'-0"	5'-0"	4'-0"	4'-0"	4'-0"	4'-0"	4'-0"	4'-0"	4'-0"	4'-0"	4'-0"	4'-0"	280'	4.31
1	54"	15"	12"	4'-3"	4'-3"	5'-9"	4'-3"	4'-3"	4'-3"	5'-9"	4'-3"	4'-3"	4'-3"	4'-3"	4'-3"	4'-3"	4'-3"	4'-3"	4'-3"	4'-3"	302'	4.31
2	60"	15"	12"	4'-6"	4'-6"	6'-0"	4'-6"	4'-6"	4'-6"	6'-0"	4'-6"	4'-6"	4'-6"	4'-6"	4'-6"	4'-6"	4'-6"	4'-6"	4'-6"	4'-6"	352'	5.28
3	66"	15"	12"	4'-9"	4'-9"	6'-6"	4'-9"	4'-9"	4'-9"	6'-6"	4'-9"	4'-9"	4'-9"	4'-9"	4'-9"	4'-9"	4'-9"	4'-9"	4'-9"	4'-9"	403'	6.26
4	72"	15"	12"	5'-0"	5'-0"	7'-0"	5'-0"	5'-0"	5'-0"	7'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	454'	7.24
1	78"	15"	12"	5'-3"	5'-3"	7'-6"	5'-3"	5'-3"	5'-3"	7'-6"	5'-3"	5'-3"	5'-3"	5'-3"	5'-3"	5'-3"	5'-3"	5'-3"	5'-3"	5'-3"	506'	9.37
2	84"	15"	12"	5'-6"	5'-6"	8'-0"	5'-6"	5'-6"	5'-6"	8'-0"	5'-6"	5'-6"	5'-6"	5'-6"	5'-6"	5'-6"	5'-6"	5'-6"	5'-6"	5'-6"	558'	10.85
3	90"	15"	12"	5'-9"	5'-9"	8'-6"	5'-9"	5'-9"	5'-9"	8'-6"	5'-9"	5'-9"	5'-9"	5'-9"	5'-9"	5'-9"	5'-9"	5'-9"	5'-9"	5'-9"	609'	12.81
4	96"	15"	12"	6'-0"	6'-0"	9'-0"	6'-0"	6'-0"	6'-0"	9'-0"	6'-0"	6'-0"	6'-0"	6'-0"	6'-0"	6'-0"	6'-0"	6'-0"	6'-0"	6'-0"	660'	14.78



GENERAL NOTES:  
 This dimension reduced 1-1/8" for each successive bar.  
 This dimension increased 2-7" for each successive bar.  
 All exposed corners shall be chamfered 1/4".  
 Reinforcing steel shall be placed with the center of the outside layer of bars 2" from the surface of the concrete. Total quantities include one 20 diameter lap for all bars over 60'-0" in length.  
 TEXAS HIGHWAY DEPARTMENT  
 CONCRETE HEADWALLS  
 FOR  
 PIPE CULVERTS  
 12 TO 72 INCHES IN DIAMETER  
 CH-II



DATE	DRAWING	DATE	STATE	FEDERAL AID PROJECT NO.
Original	Original	Feb. 1950	TEXAS	
Rev. 1-67 Concrete	Rev. 1-67 Concrete			

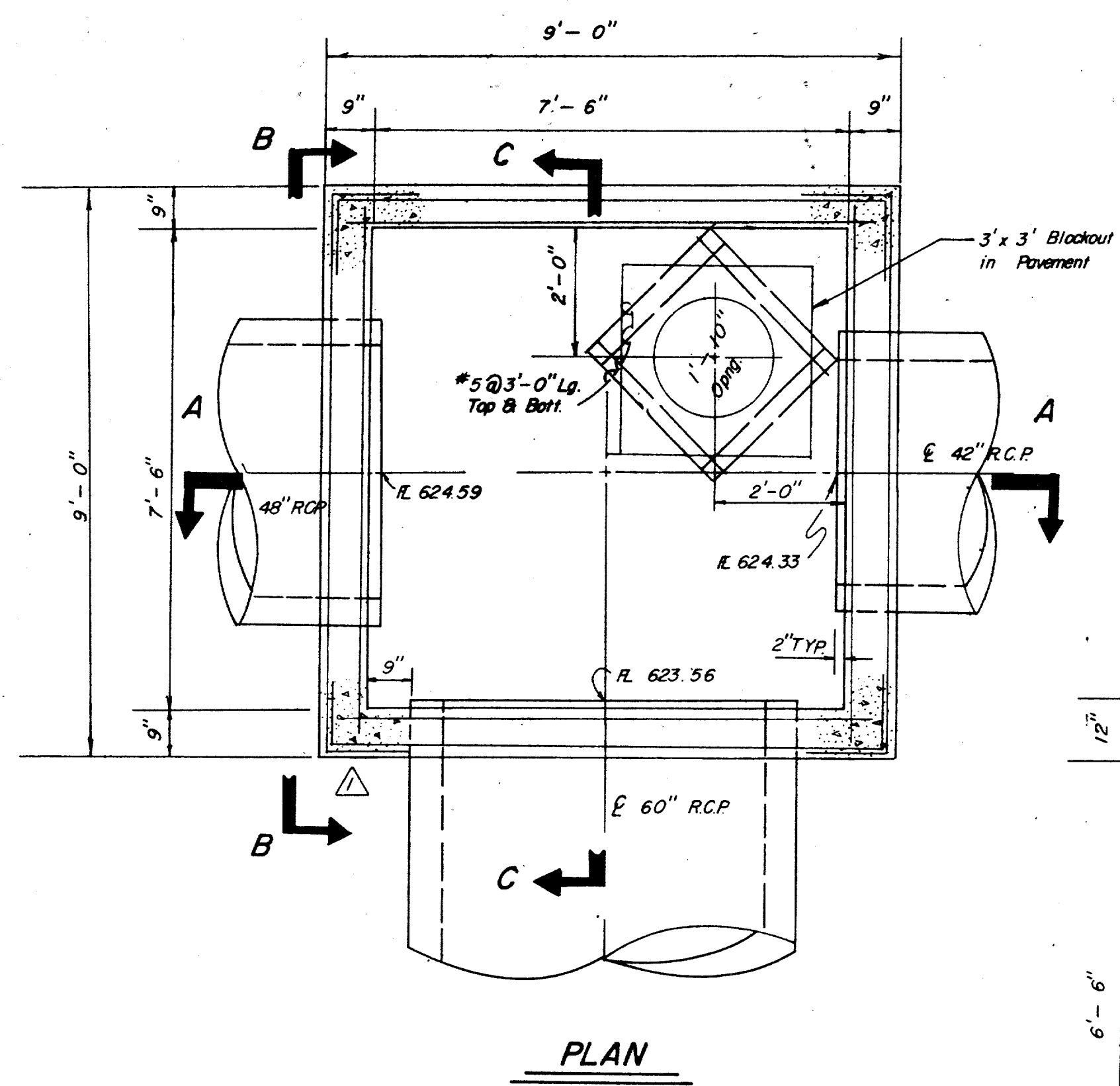




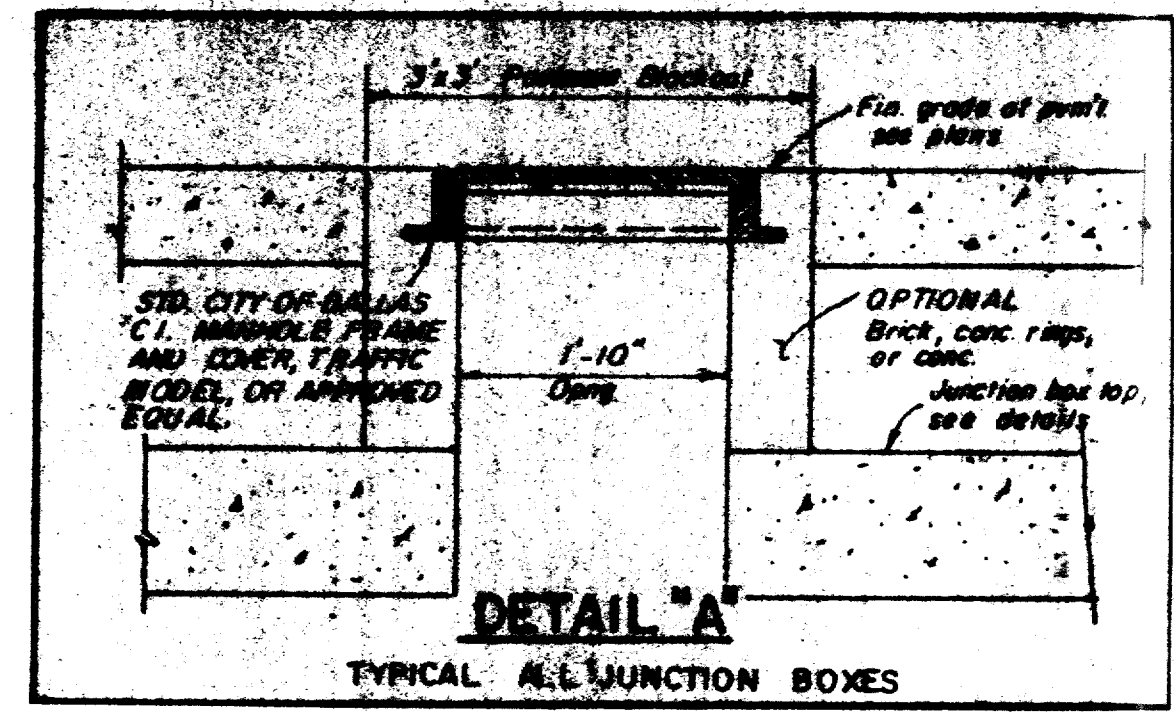




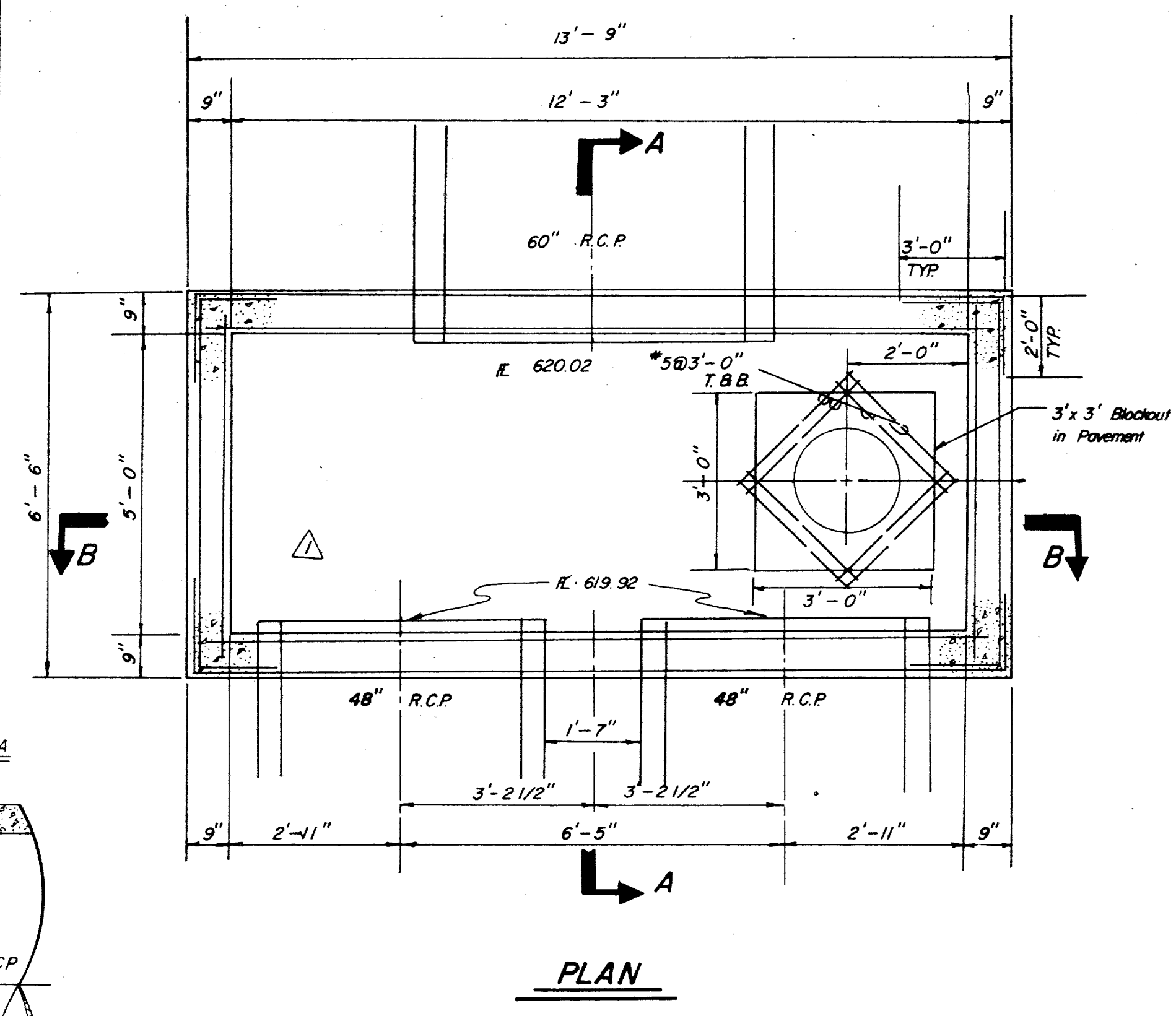




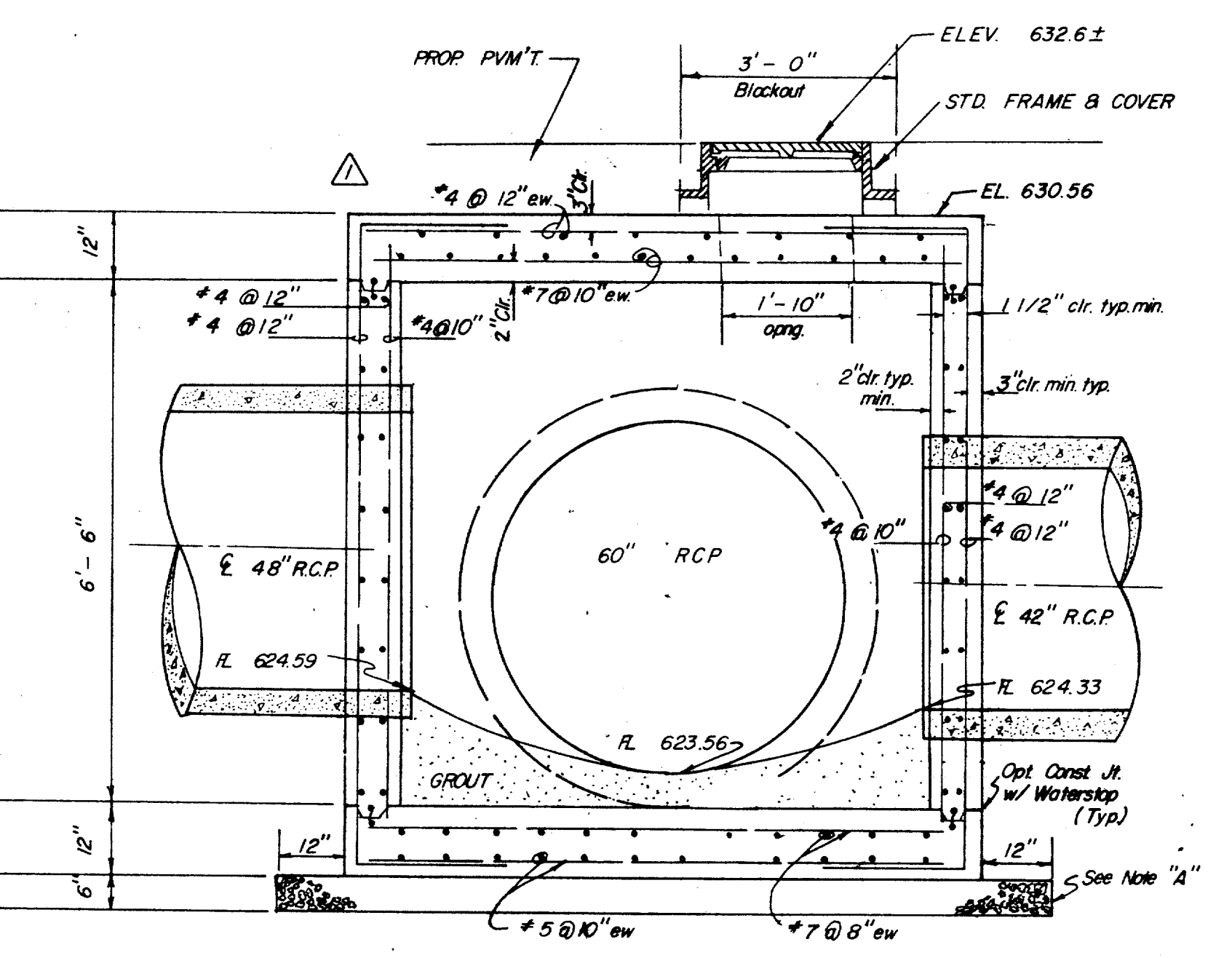
PLAN



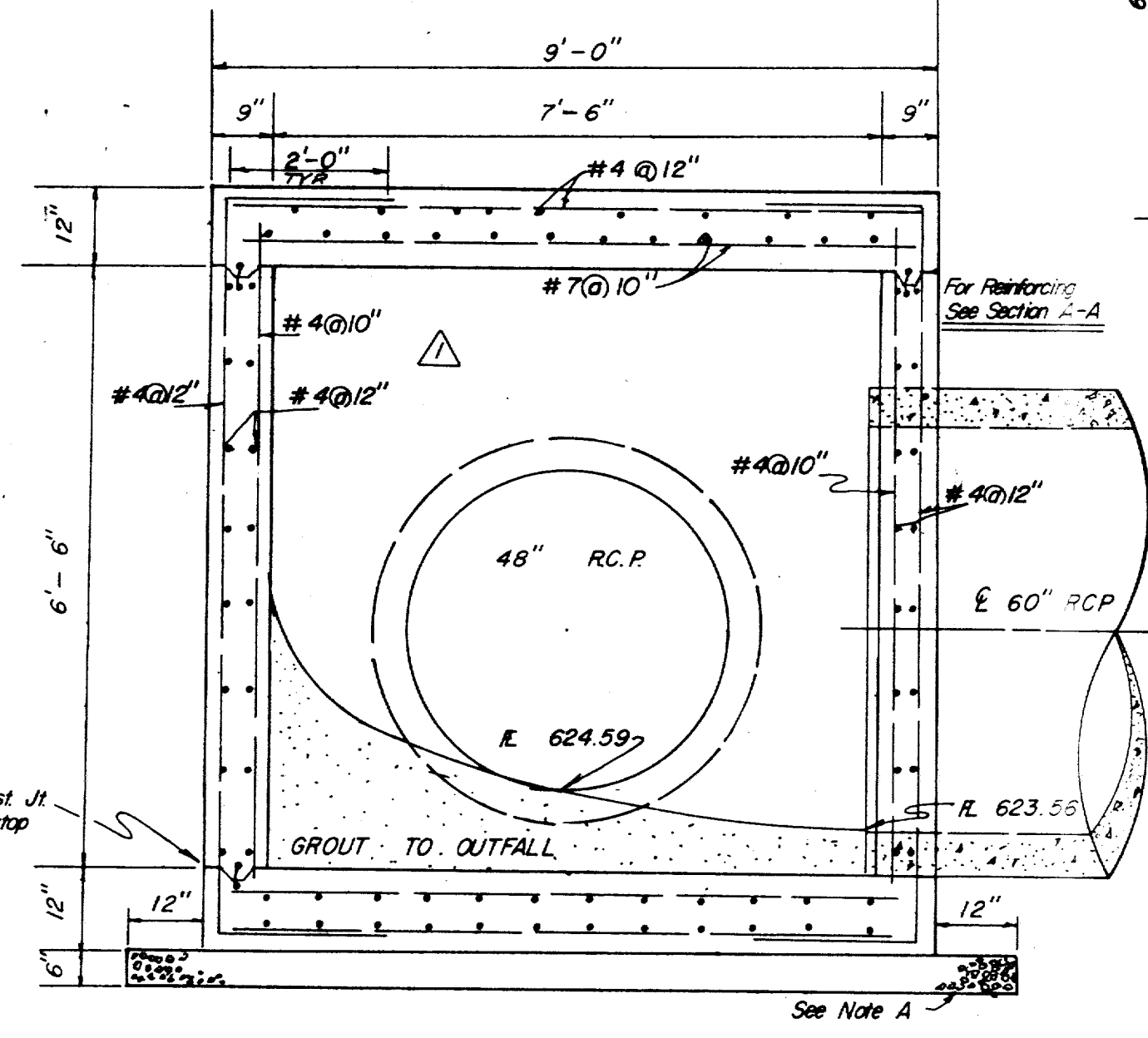
DETAIL 'A'  
TYPICAL REINFORCING JUNCTION BOXES



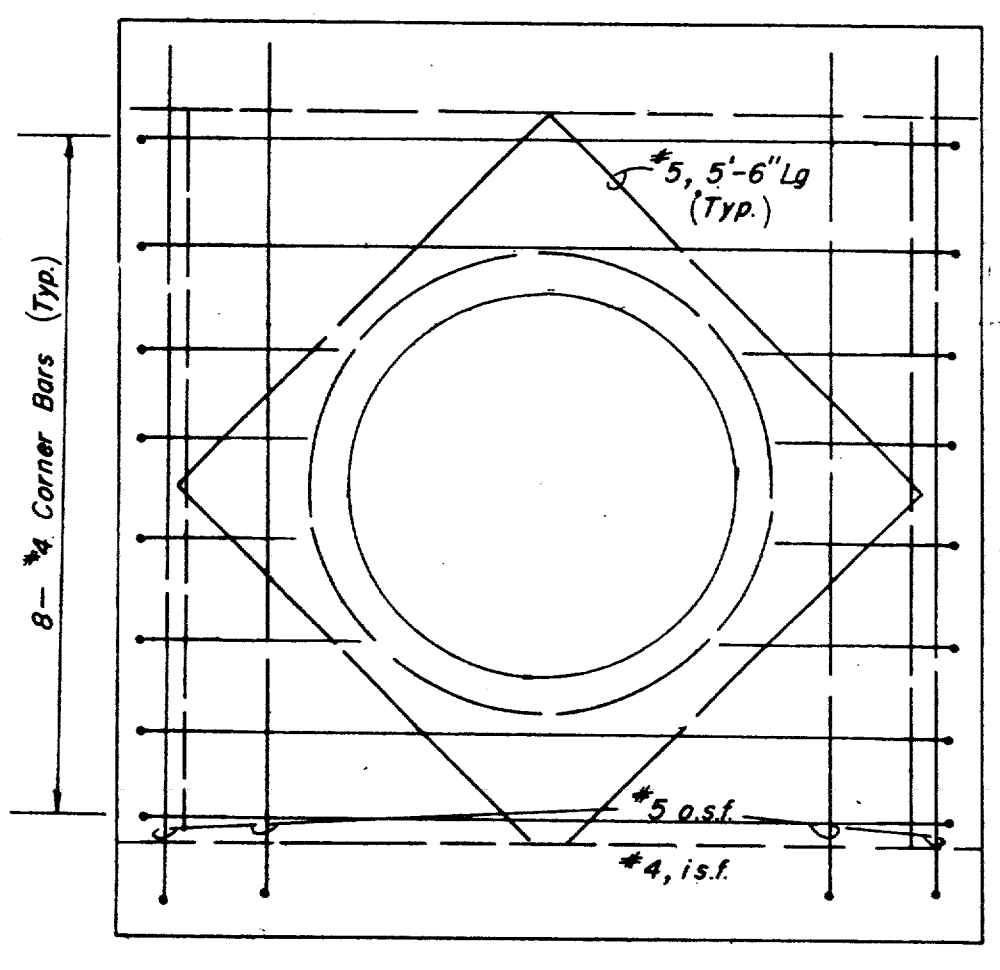
PLAN



SECTION A-A

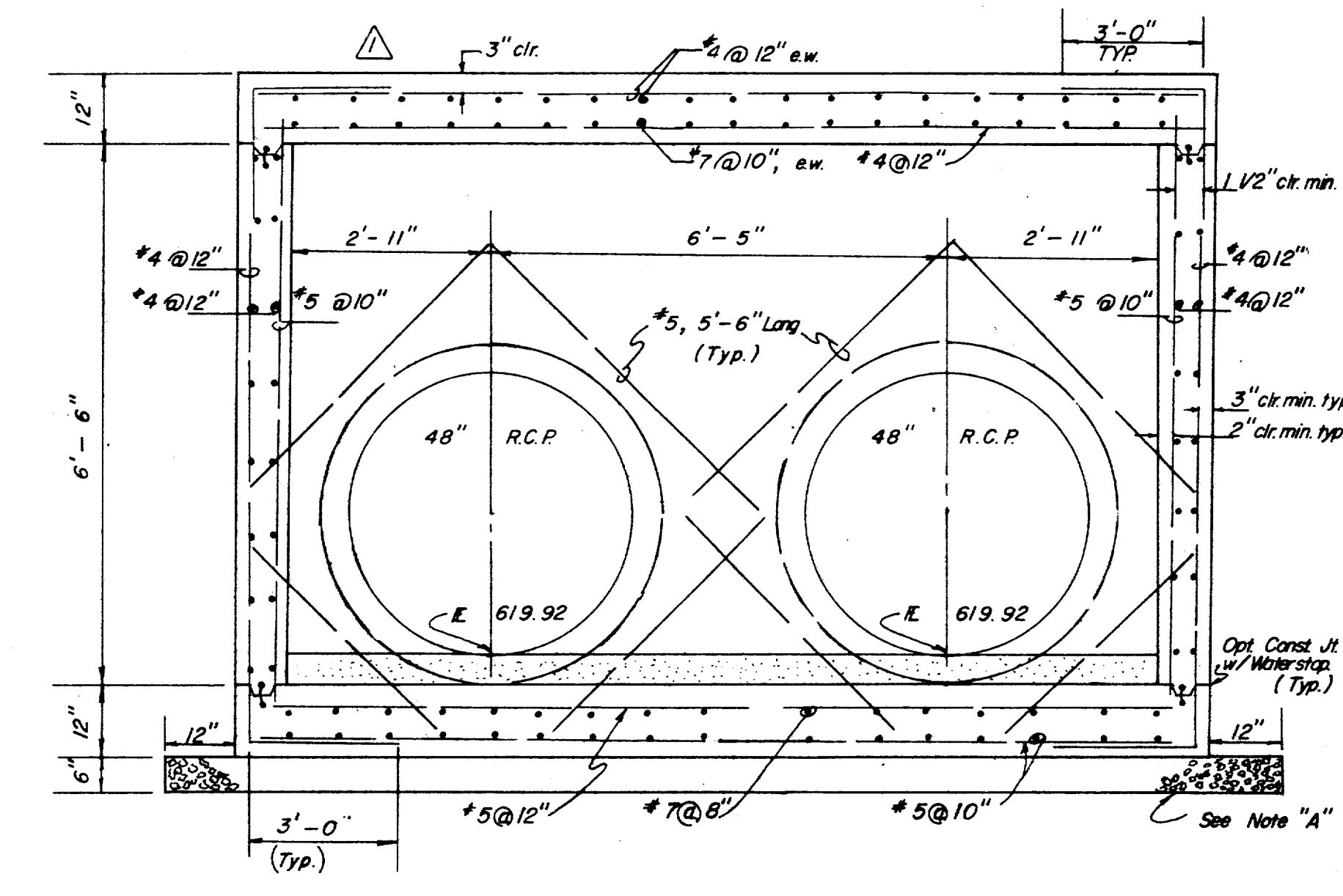


SECTION C-C

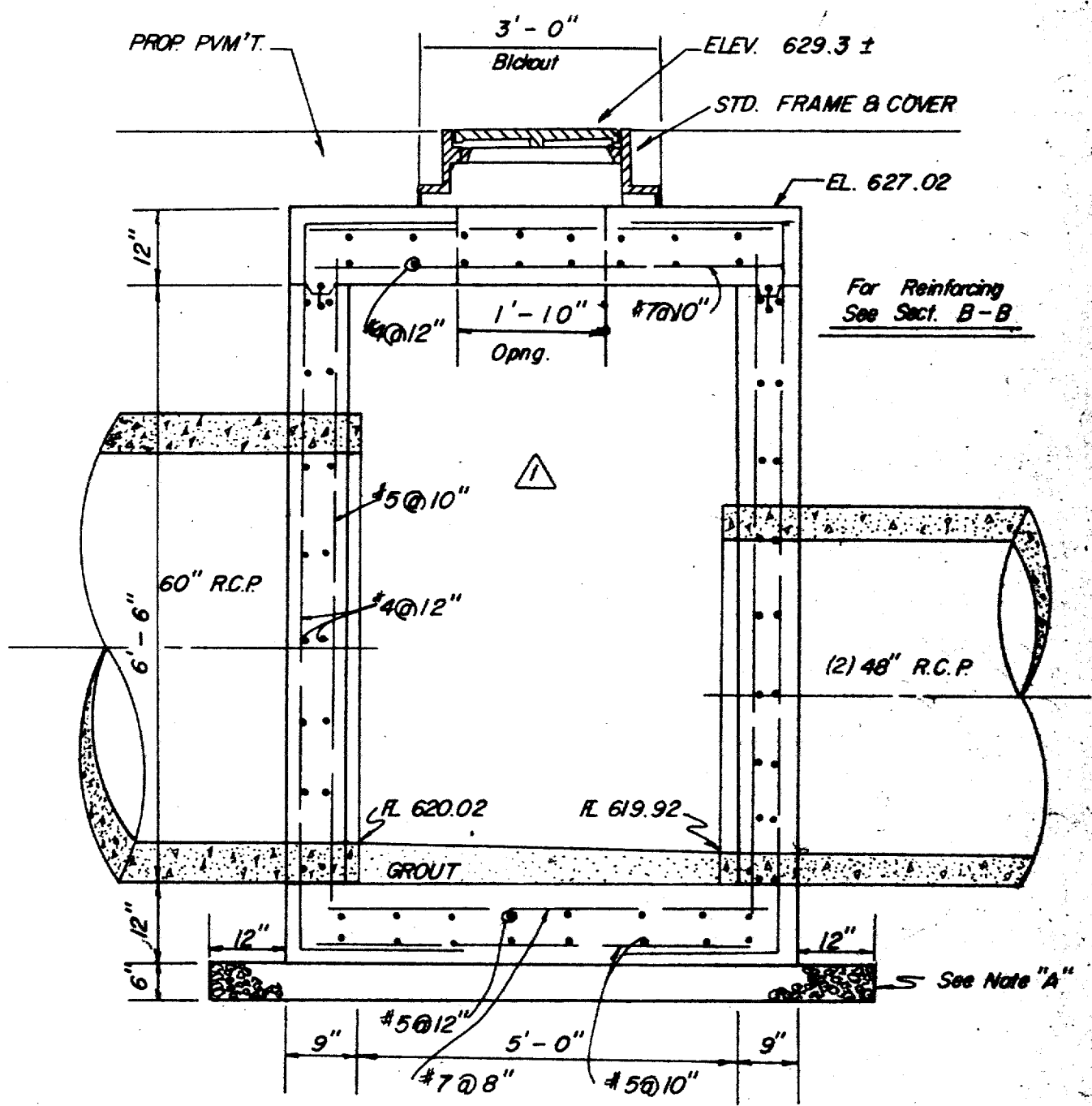


SECTION B-B

NOTE: Similar Reinf. on Sides Where R.C.P. Occurs



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 318.
  - 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.

**JUNCTION BOX NO. 1**  
PAY ITEM 475.1

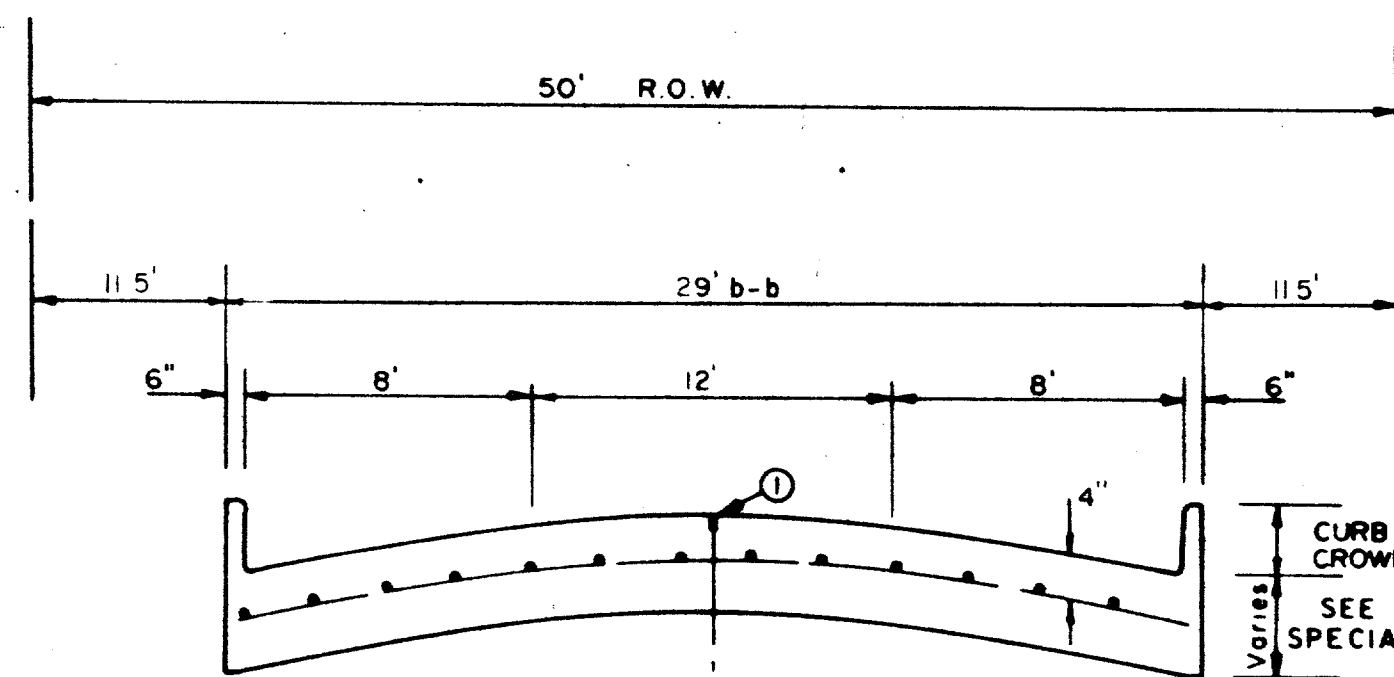
**JUNCTION BOX NO. 2**  
PAY ITEM 475.2

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

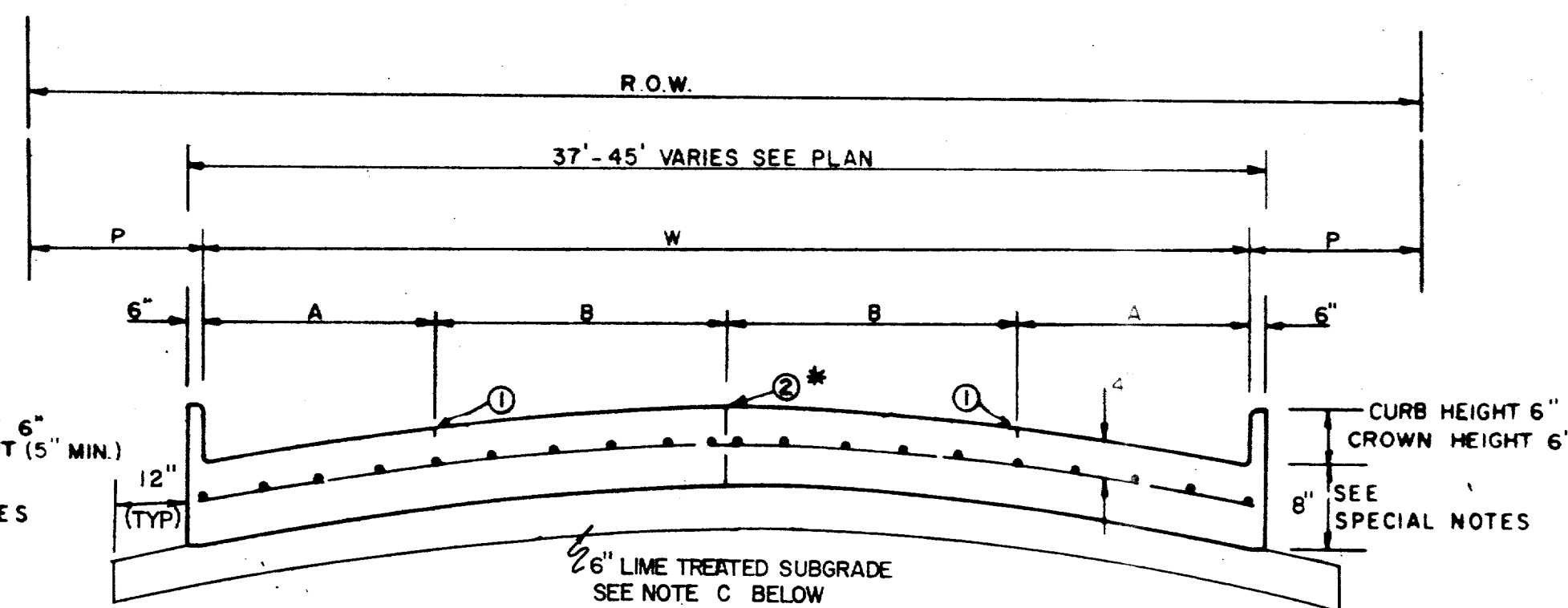


DESIGNED - RLB	DRAWN - RLO	CHECKED - JCK	DATE - JUN 1988	SHEET NO. - 101
<b>GINN, INC.</b> Consulting Engineers Dallas, Texas				
<b>KEELER SPRINGS/DOOLEY IMPROVEMENT</b> <b>DRAINAGE - JUNCTION BOX DETAILS</b>				
TOWN OF ADDISON DALLAS COUNTY, TEXAS				
REVISION REINFORCING STEEL				





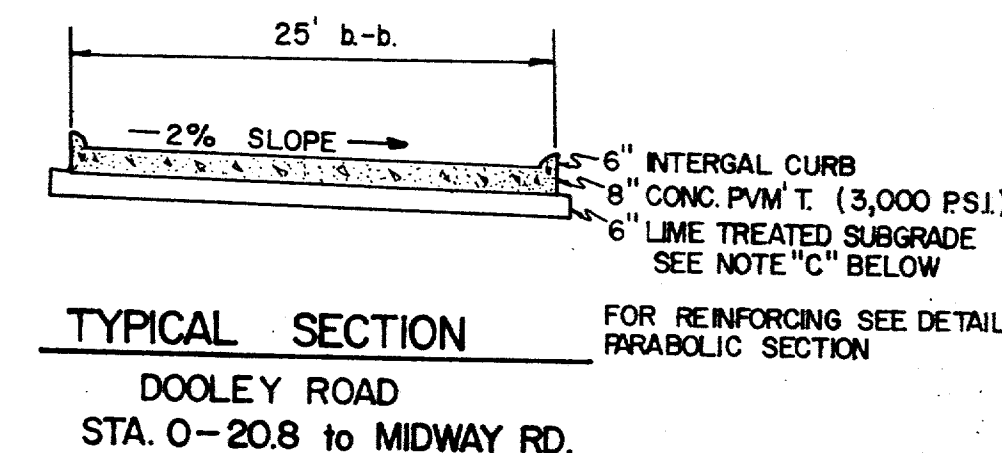
**ONE MOVING LANE / TWO PARKING LANES**  
(LOCAL STREET)



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

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



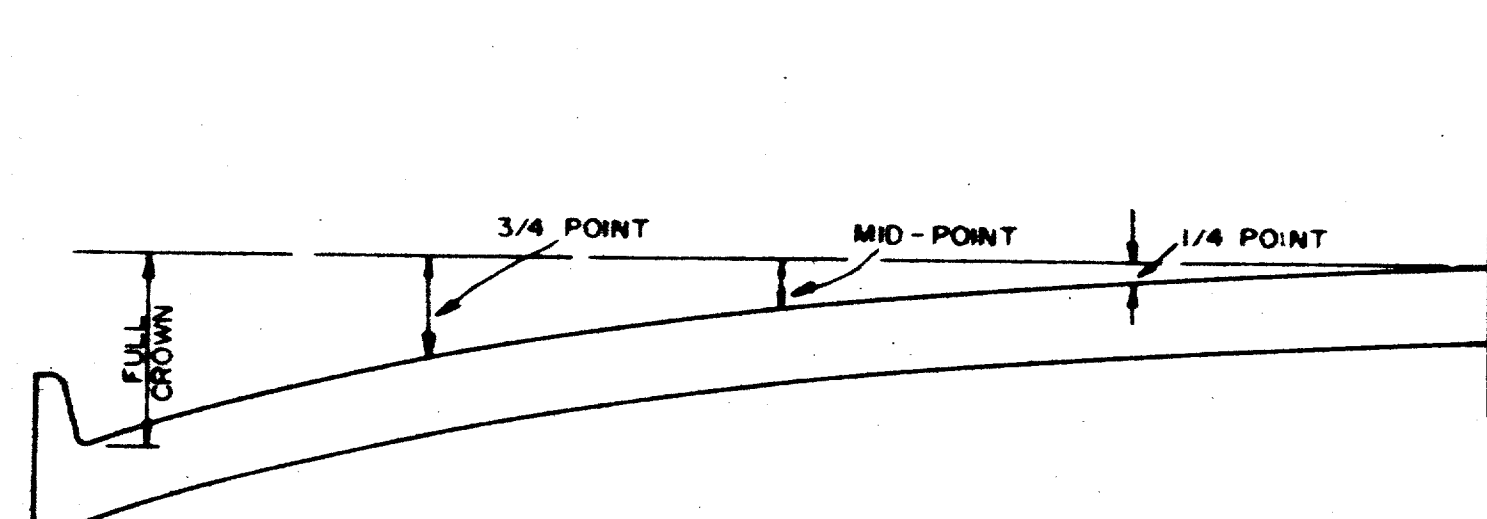
**TYPICAL SECTION**  
DOOLEY ROAD  
STA. 0-20.8 TO MIDWAY RD.

**FOUR MOVING LANES OR TWO MOVING LANES / TWO PARKING LANES**

**REINFORCED CONCRETE PAVEMENT**

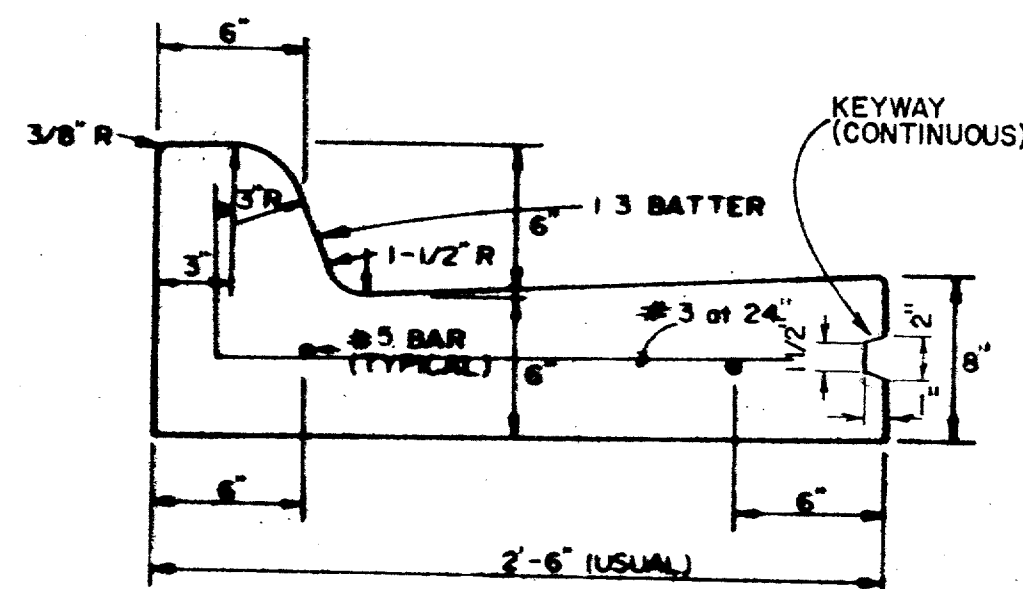
ALL REINFORCING BARS SHALL BE NO. 3 TRANSVERSE BARS TO BE SPACED ON 2'-0" CENTERS, LONGITUDINAL BARS TO BE SPACED ON 2'-0" EXCEPT WHERE NOTED

- ① SAWED LONGITUDINAL DUMMY JOINT
- ② CONSTRUCTION JOINT (FULL WIDTH PAVT IS ALLOWED WHERE APPROVED BY ENGINEER)

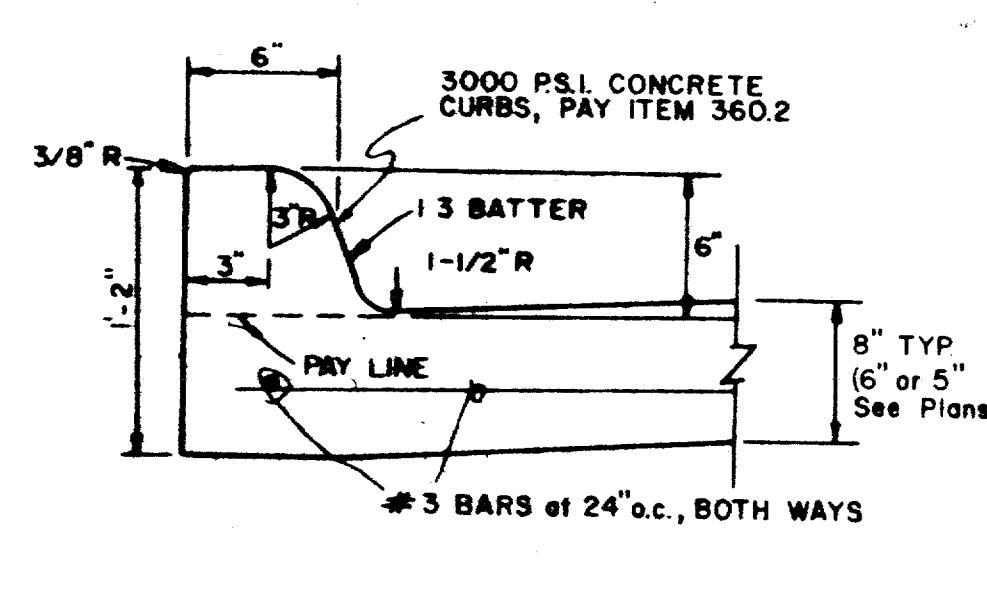


ROADWAY WIDTH (W)	TOTAL CROWN HEIGHT	3/4 POINT	MID-POINT	1/4 POINT
26'	6"	3-3/8"	1-1/2"	3/8"
36'	6"	3-3/8"	1-1/2"	3/8"
44'	6"	3-3/8"	1-1/2"	3/8"
48'	6"	3-3/8"	1-1/2"	3/8"

**TABLE OF CROWN HEIGHTS AND ORDINATES FOR VARIOUS PARABOLIC SECTIONS**



**SEPARATE CURB-AND-GUTTER**  
PAY ITEM 360.3



**INTEGRAL CURB**  
PAY ITEM 360.2

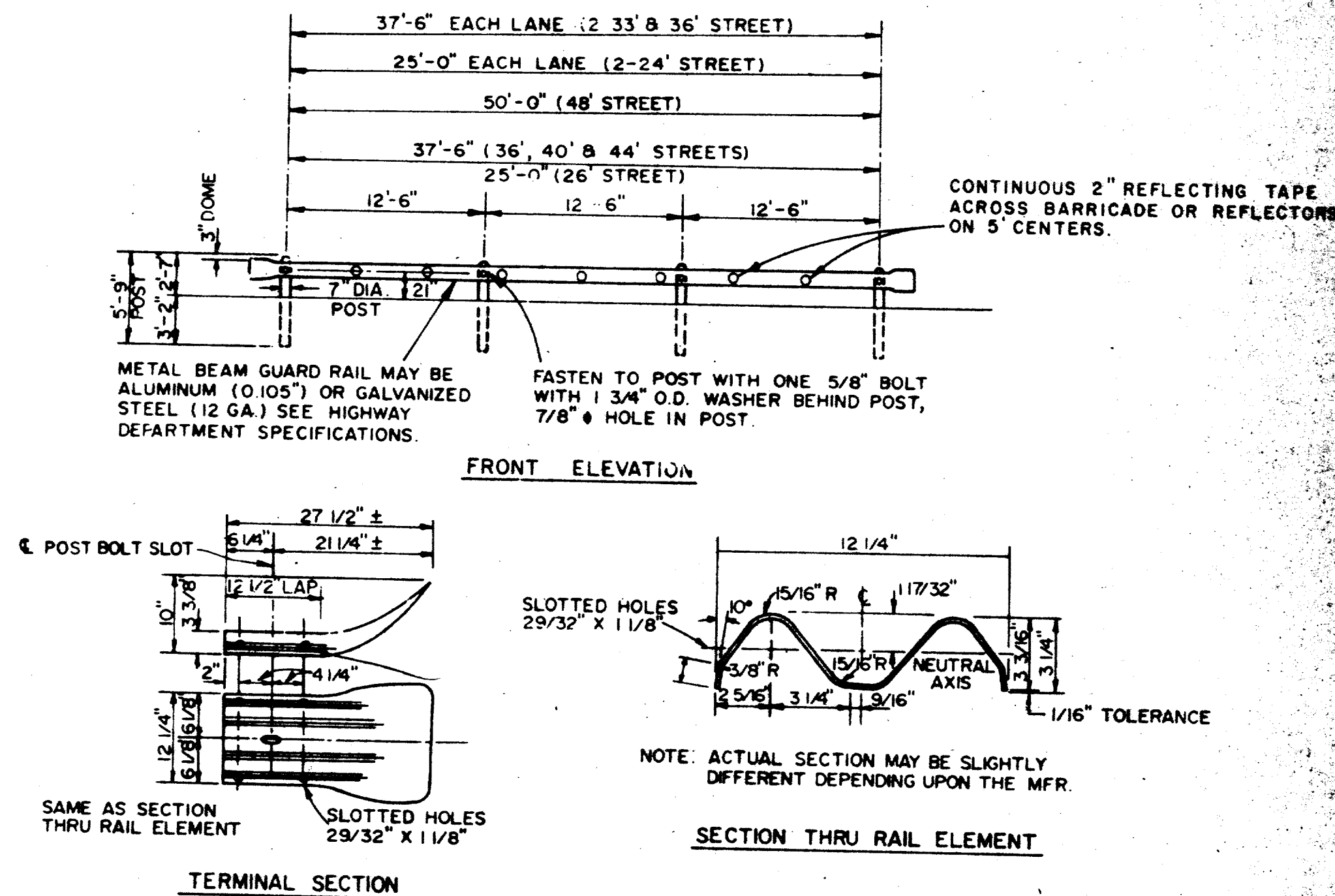
**CURB AND CURB-AND-GUTTER**

**GENERAL NOTES**

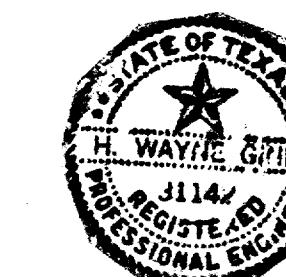
- A. GENERAL  
USUAL PAVEMENT THICKNESS IS AS SHOWN IN SPECIAL NOTES. SUBGRADE DESIGN SHALL CONFORM TO THE TOWN OF ADDISON, DEPARTMENT OF ENGINEERING REQUIREMENTS, AND SHALL EXTEND 12" (MIN.) BEHIND CURB.
- B. REINFORCED CONCRETE PAVEMENT
  - 1. CONCRETE STRENGTH SHALL BE AS SHOWN IN SPECIAL NOTES.
  - 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.

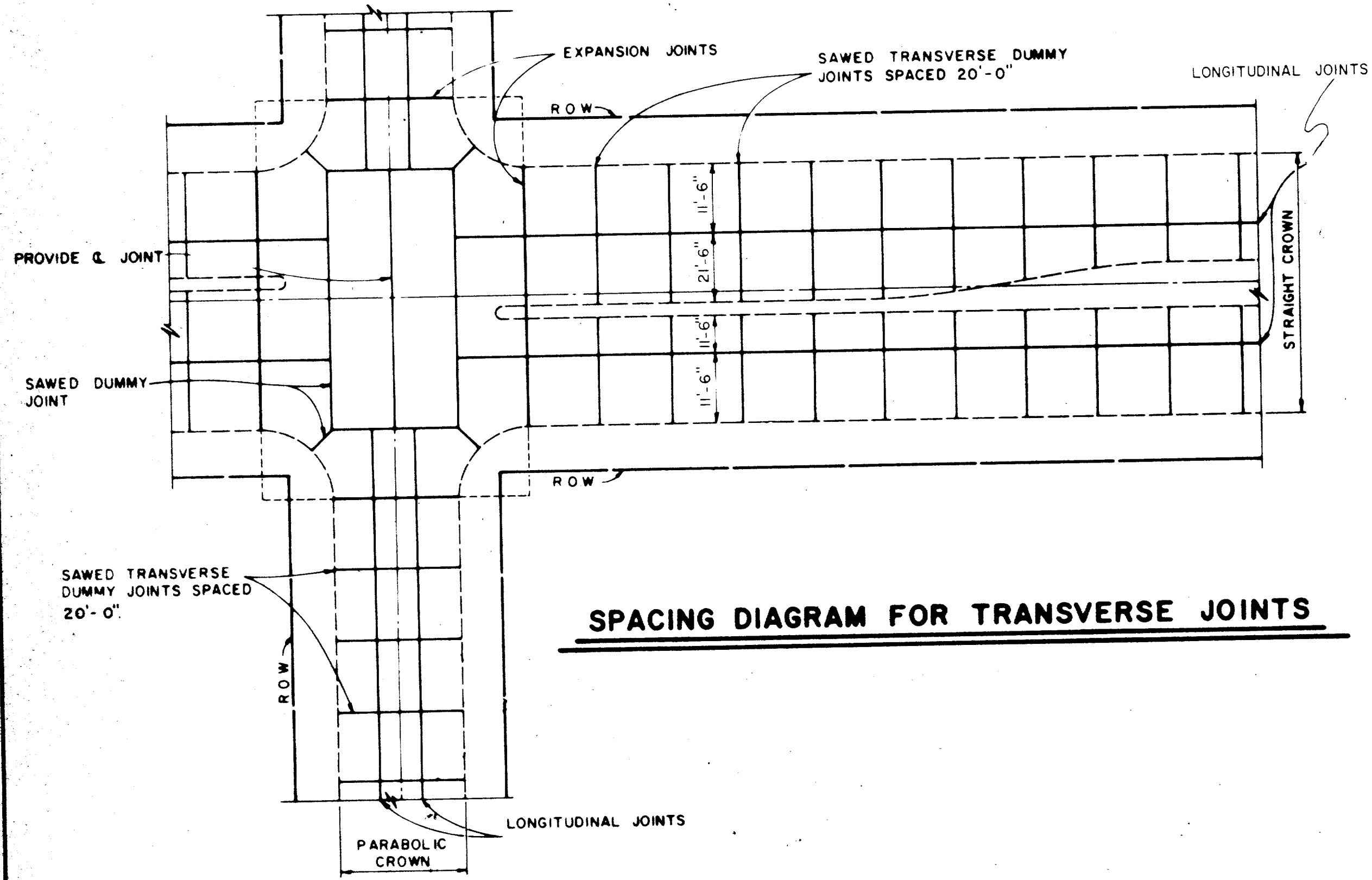


**BARRICADE DETAIL**  
PAY ITEM 540.1

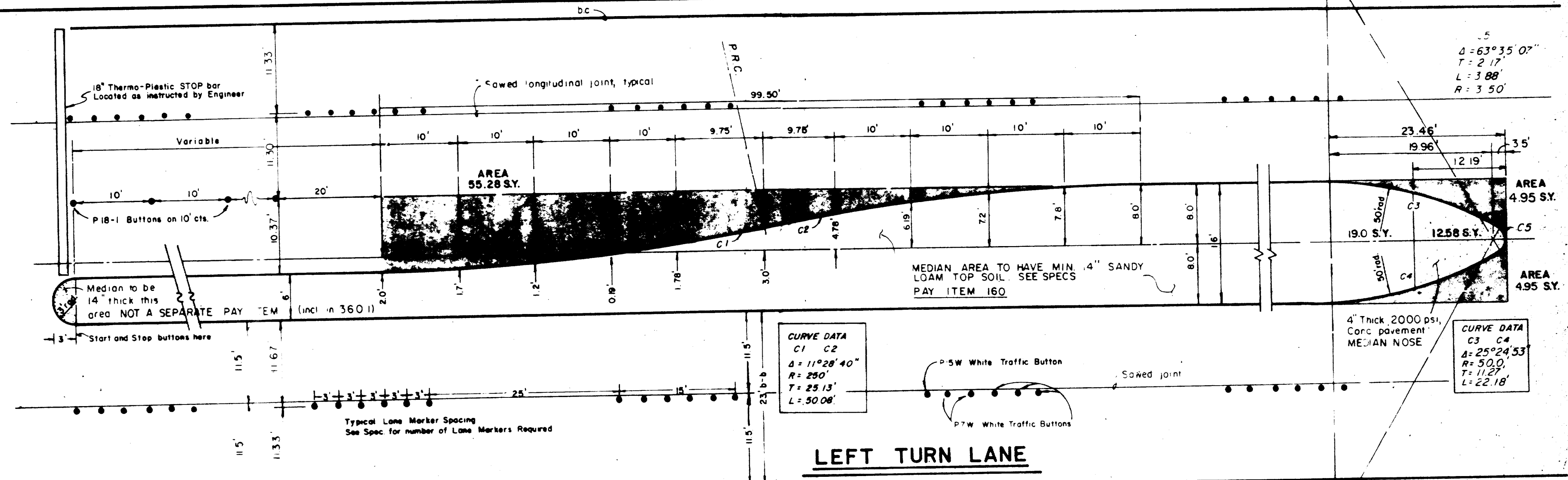


NO.	REVISION	BY	DATE
TOWN OF ADDISON, TEXAS, DEPARTMENT OF ENGINEERING			
STANDARD CONSTRUCTION DETAILS PAVING			
PARABOLIC CROWN STREETS			
APPROVED		H. WAYNE GINN, P.E.	
DATE MARCH, 1984	SHEET		SD-2

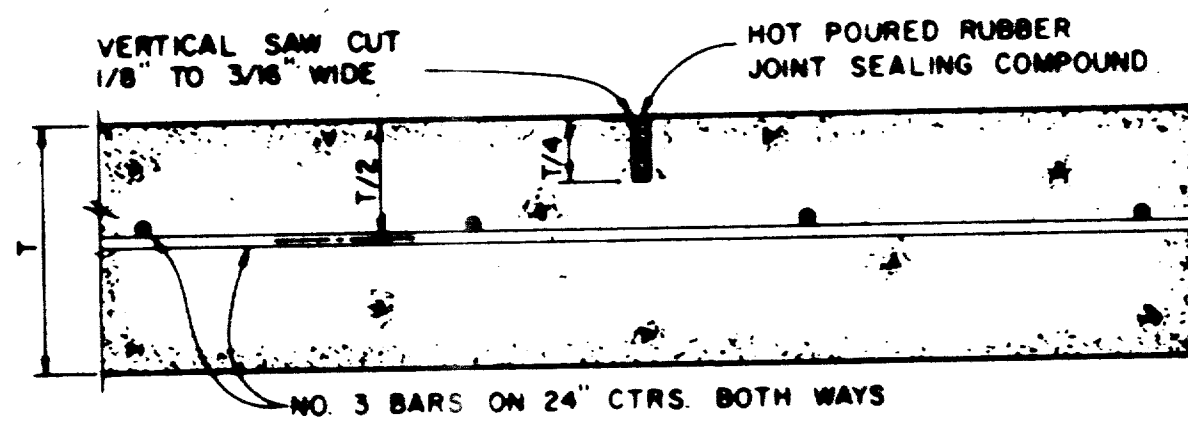




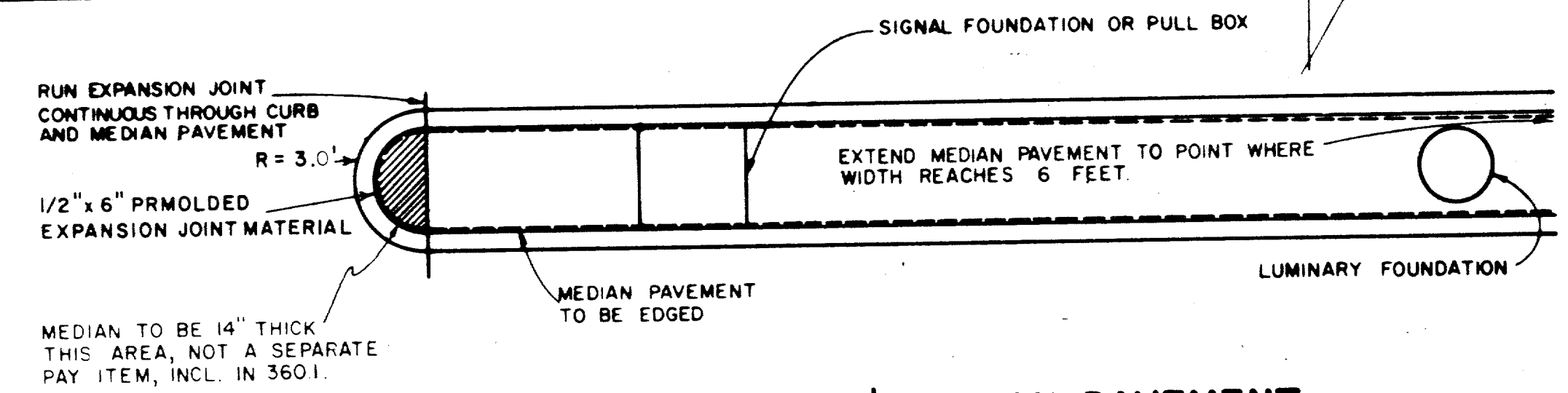
**SPACING DIAGRAM FOR TRANSVERSE JOINTS**



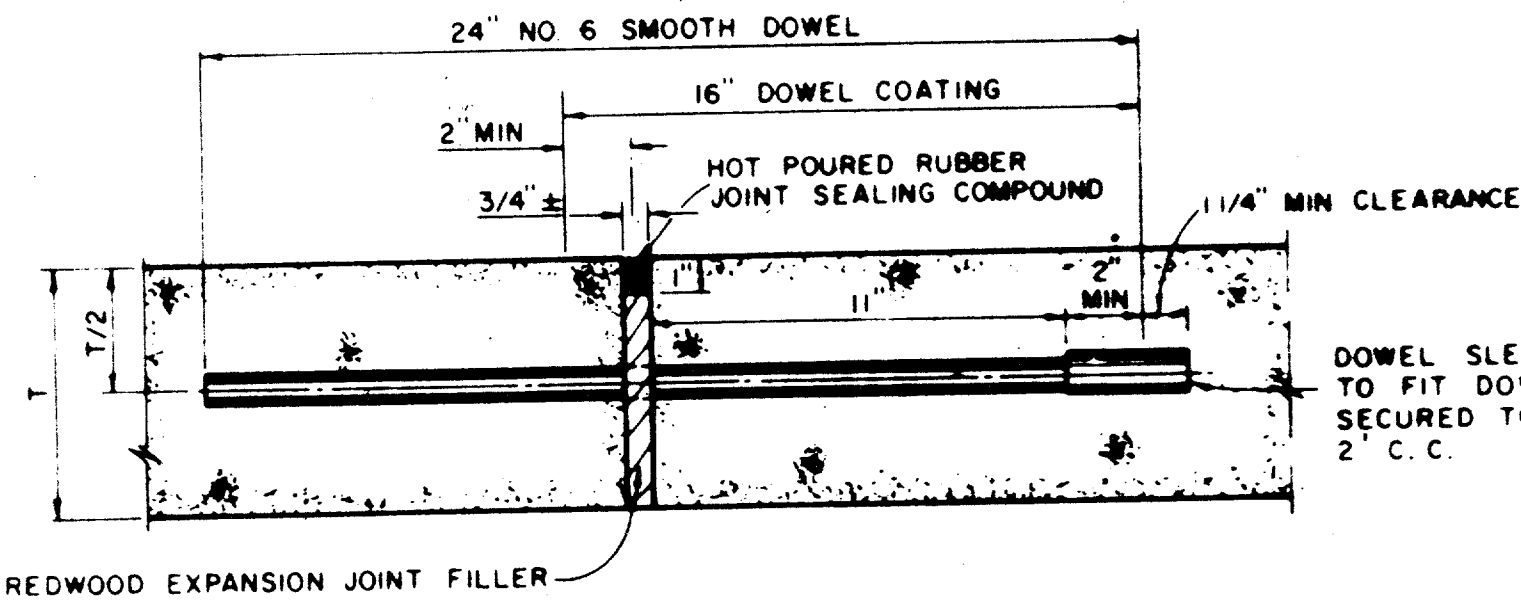
**LEFT TURN LANE**



**SAWED DUMMY JOINT**



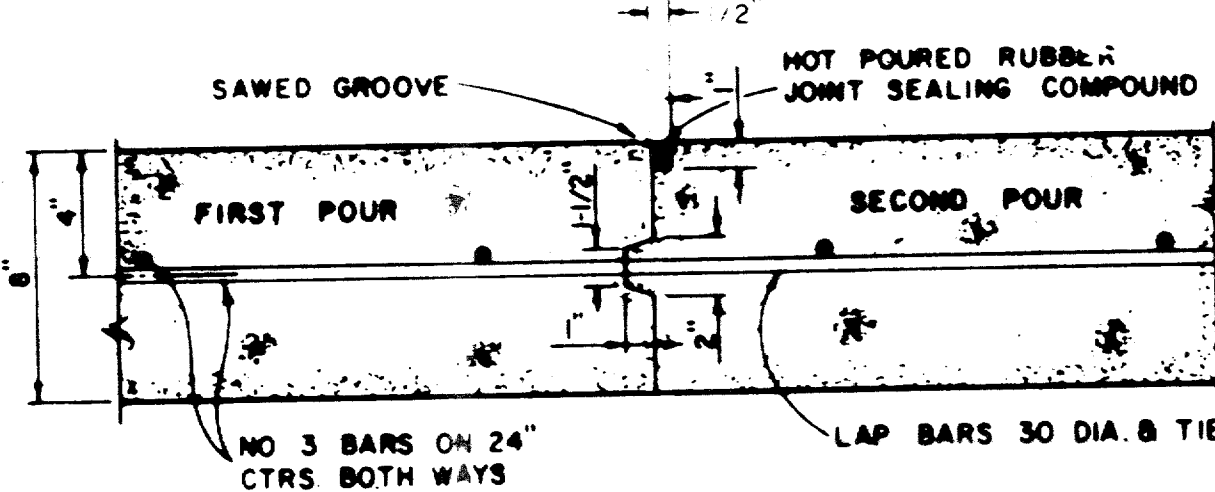
**DETAIL OF 6" MEDIAN PAVEMENT**



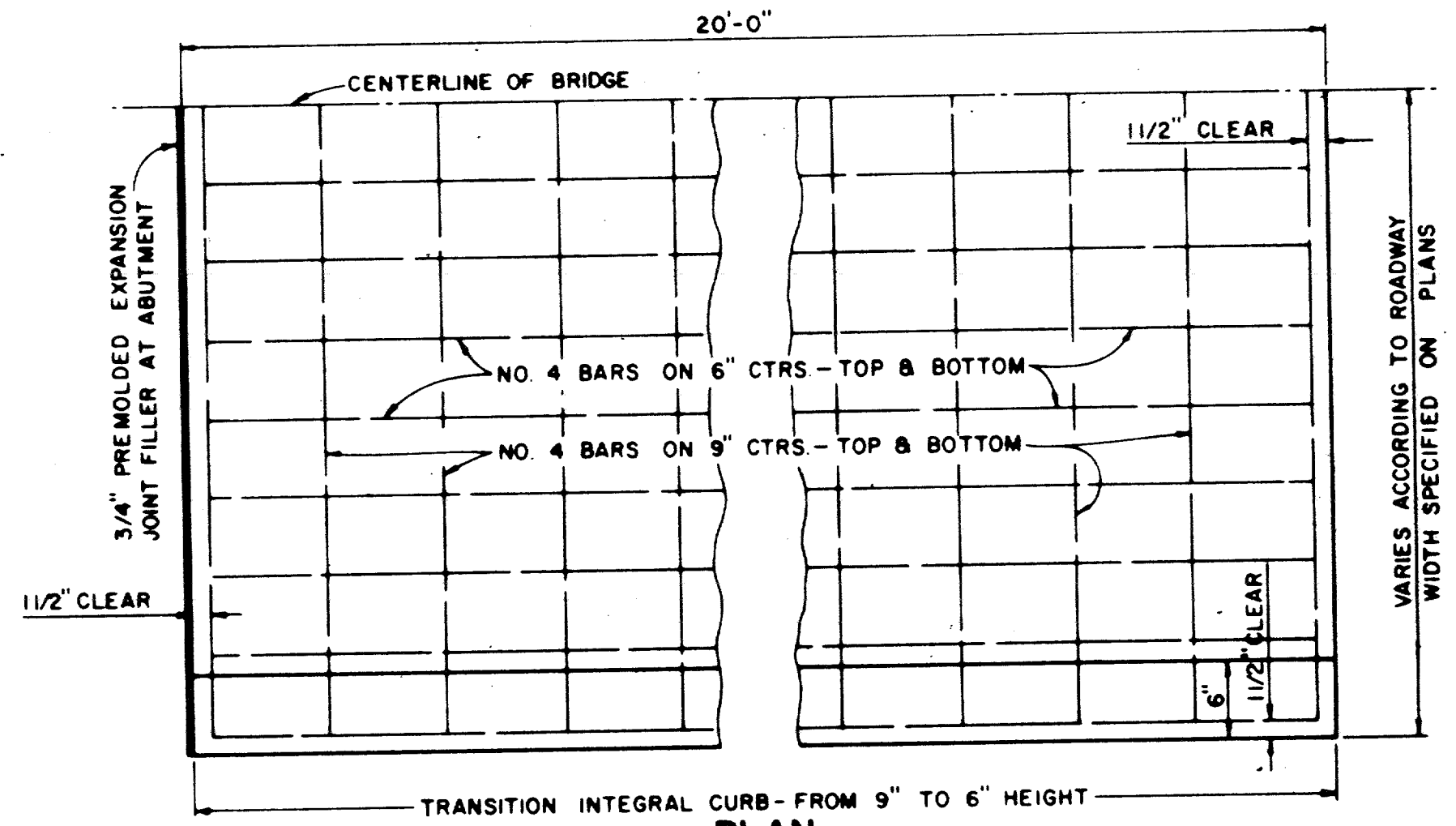
**TRANSVERSE EXPANSION JOINT**

(SPACED 600 FT MAXIMUM; LOCATE AT INTERSECTIONS)

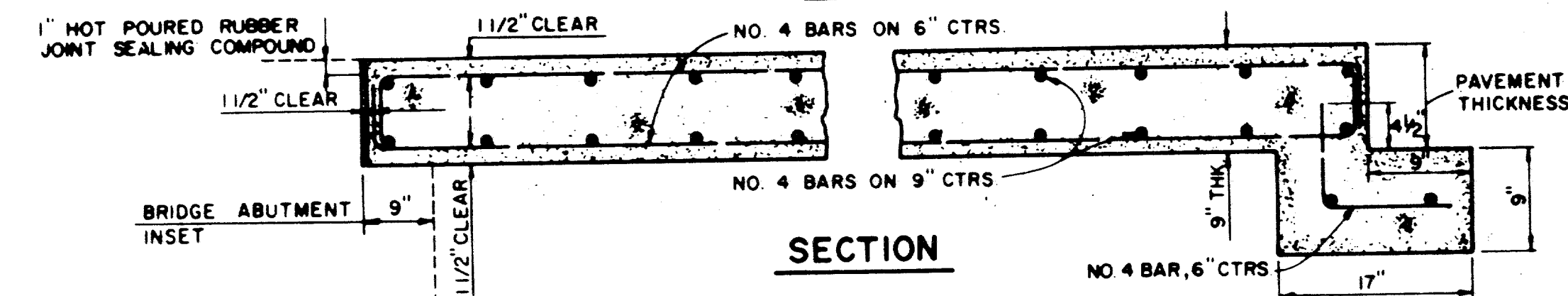
NOTE  
DOWELS AND REINFORCING BARS SHALL BE SUPPORTED BY AN APPROVED DEVICE



**CONSTRUCTION JOINT FOR 8" PAVEMENT**

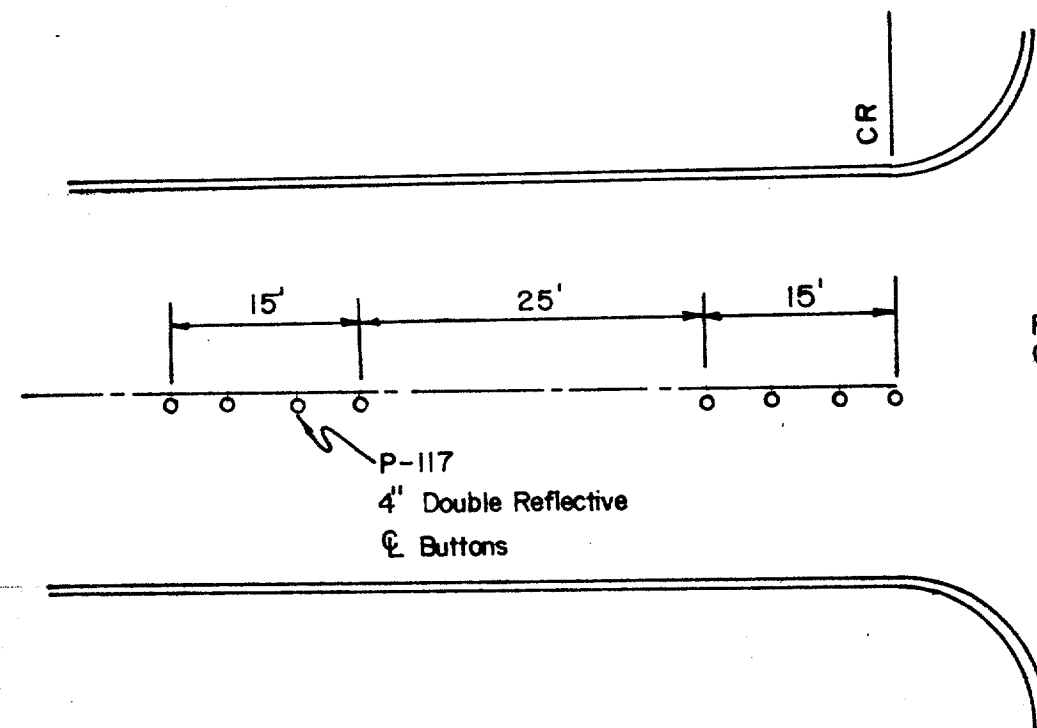


**PLAN**



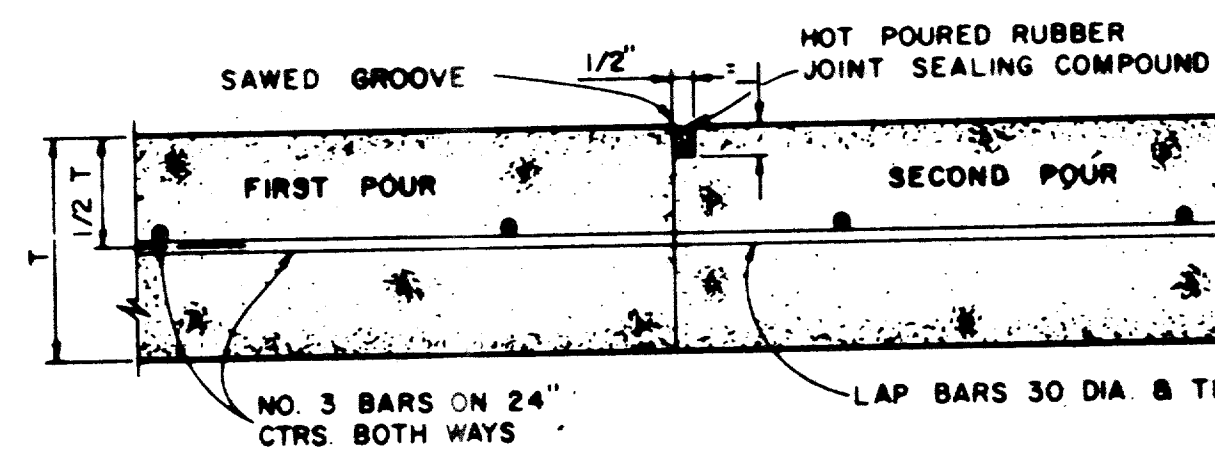
**SECTION**

**BRIDGE APPROACH SLAB**



**STANDARD BUTTON LAYOUT**

REFLECTORS PLACED 4" OFF Q. SIDE TO BE DETERMINED BY FIELD ENGINEER



**CONSTRUCTION JOINT FOR 5" OR 6" PAVEMENT**

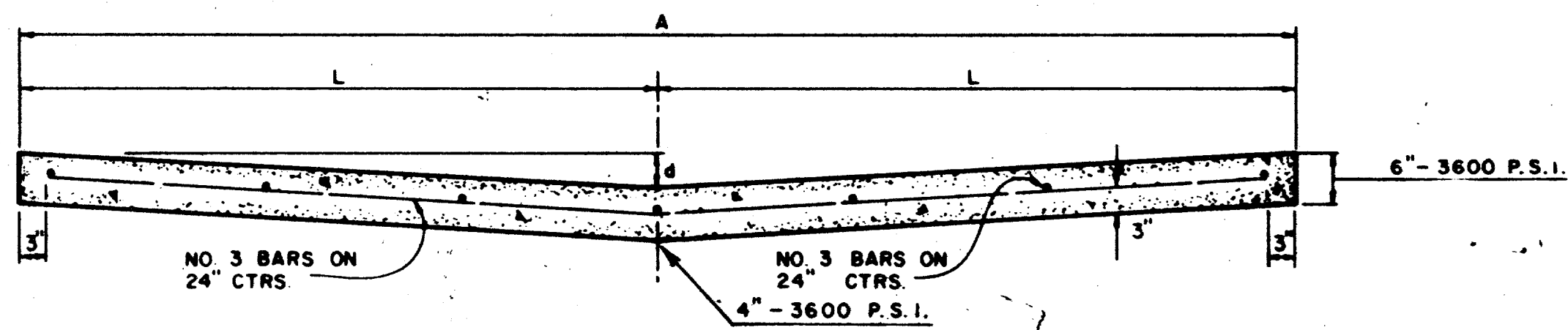


NO.	REVISION	BY	DATE
TOWN OF ADDISON, TEXAS DEPARTMENT OF ENGINEERING			
STANDARD CONSTRUCTION DETAILS PAVING			
PAVEMENT JOINTS			
APPROVED		H. WAYNE GINN, P.E.	
DATE MARCH, 1984		SHEET SD-3	

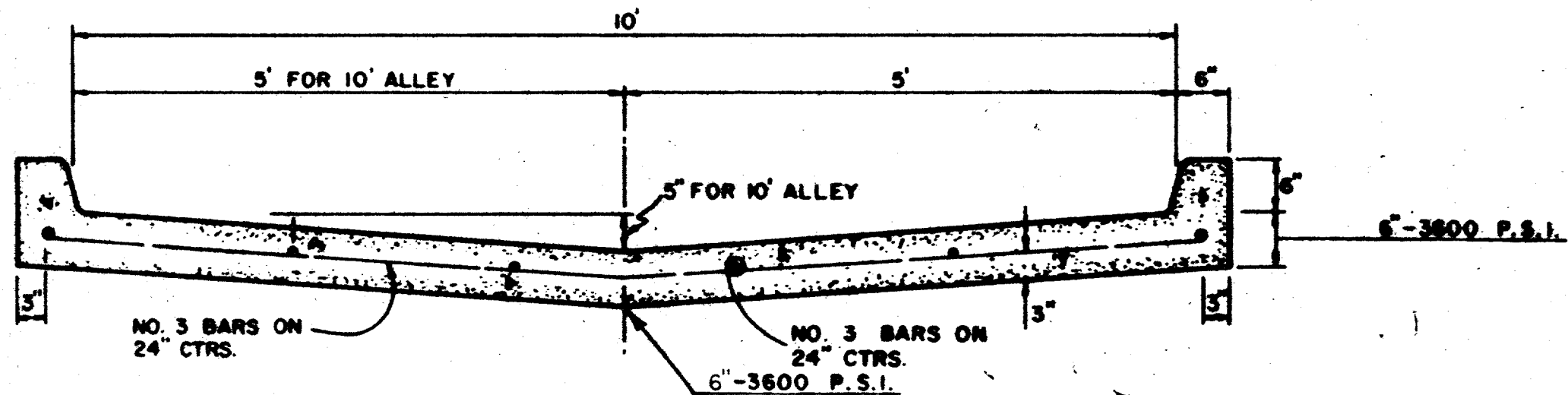


ALLEY WIDTH (A)	HALF SECTION WIDTH (L)	INVERT DEPTH (d)
10'	5'	5"
12'	6'	6"
16'	8'	6"
20'	10'	6"

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'

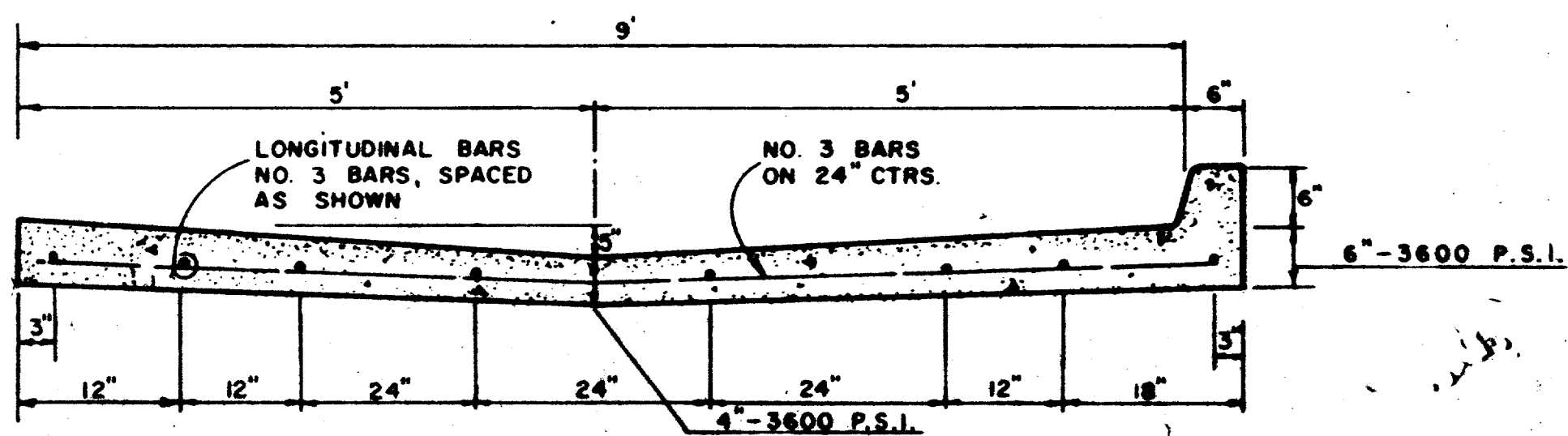


**STANDARD 10', 12', 16', & 20' ALLEY SECTION**



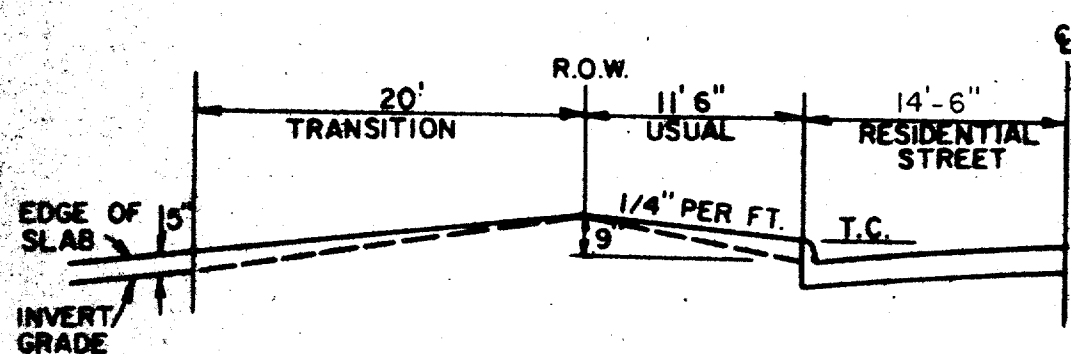
**STANDARD ALLEY SECTION WITH CURBS**

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

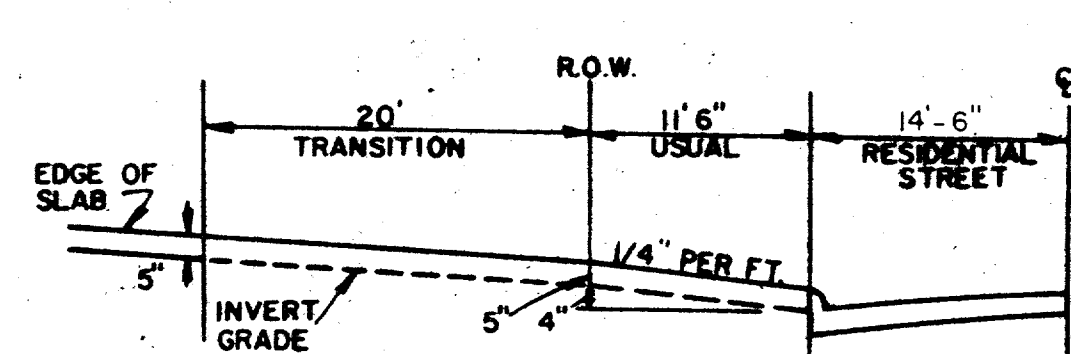


**ALTERNATE 10' ALLEY SECTION / CURB**

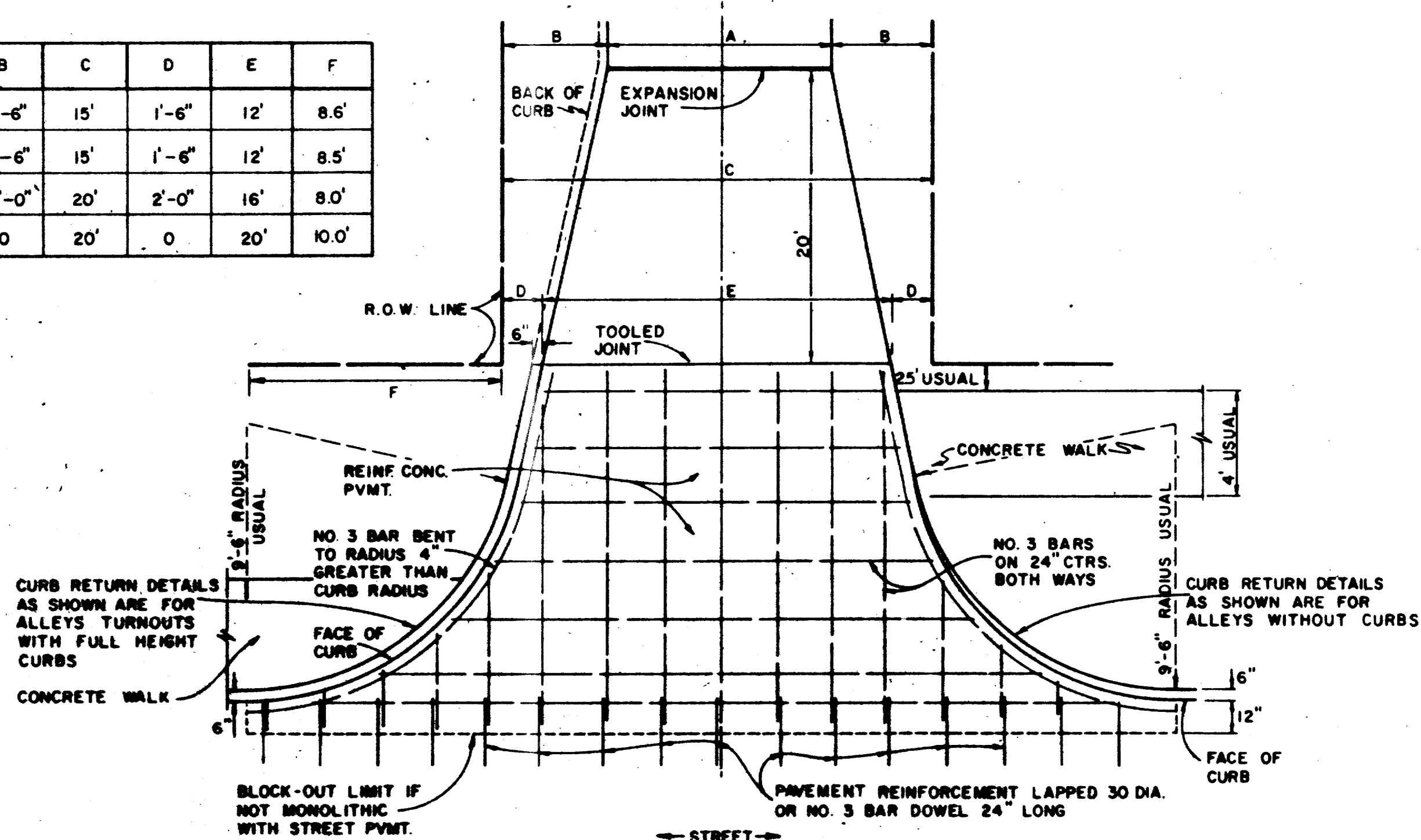
NOTE: CURBS NOT ALLOWED IN RESIDENTIAL AREAS EXCEPT AS APPROVED BY THE CITY.



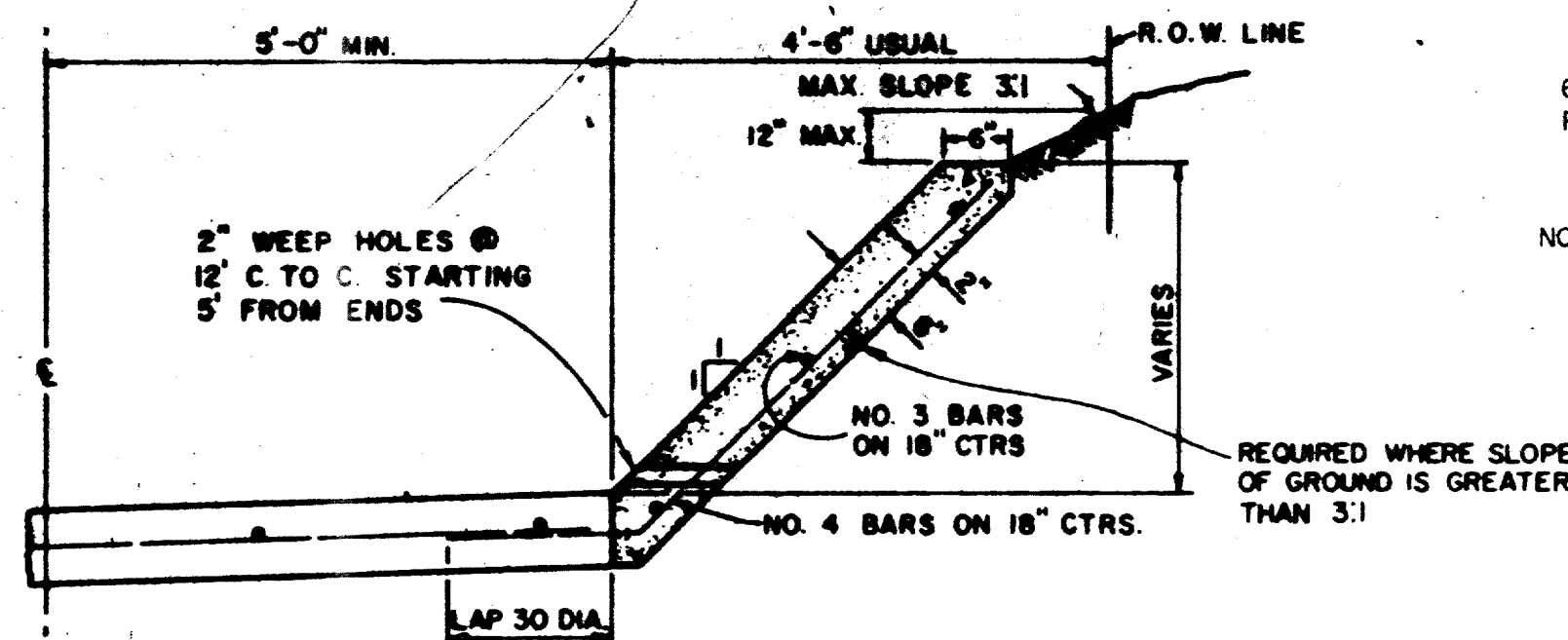
**TYPE I ALLEY ENTRANCE**



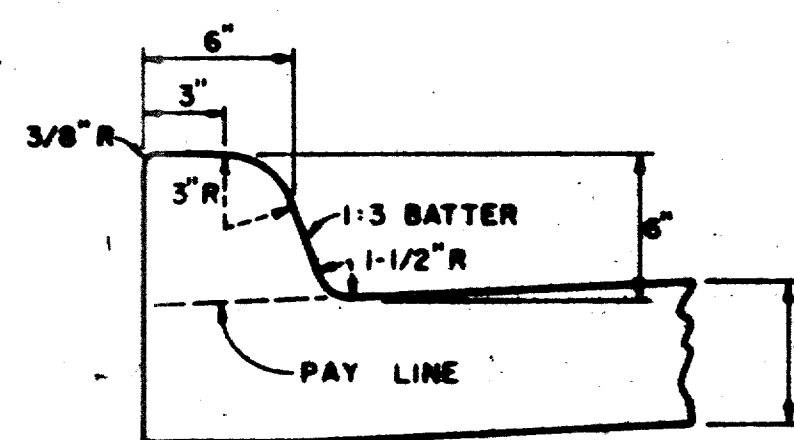
**TYPE II ALLEY ENTRANCE**



**ALLEY RETURN DETAILS**



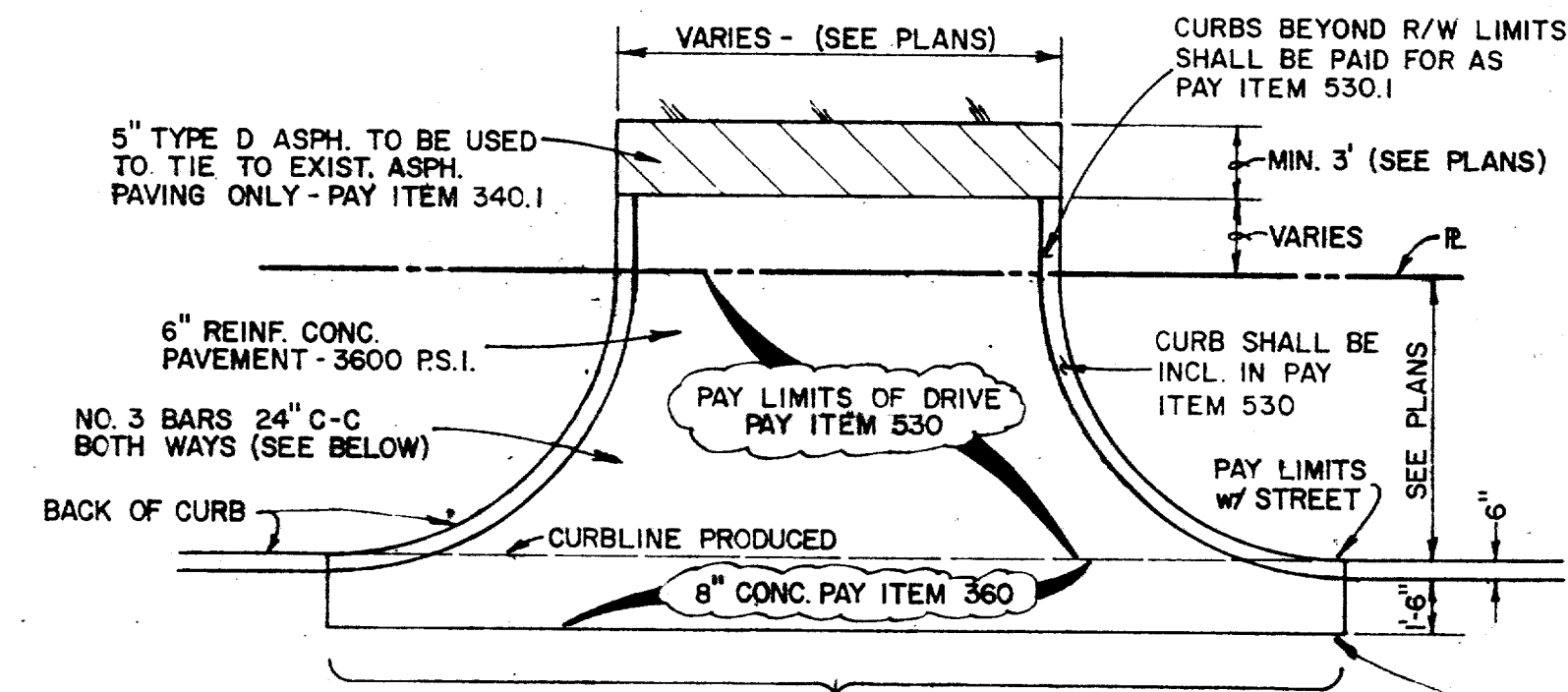
**ALLEY SLOPE PROTECTION**



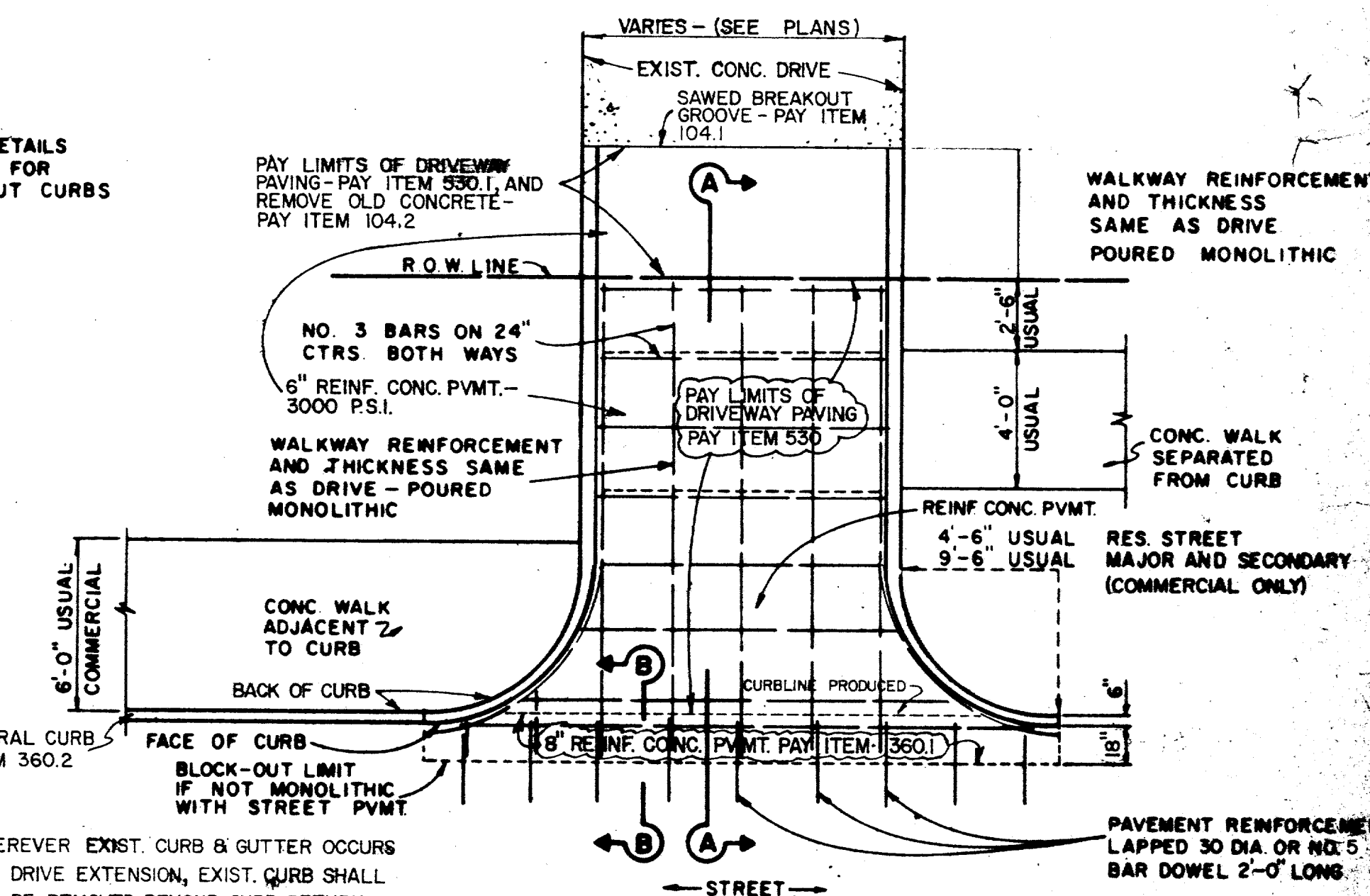
**INTEGRAL CURB**

**GENERAL NOTES FOR ALLEYS AND DRIVEWAYS**

1. 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.
2. 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)
3. SPACING AND CONSTRUCTION OF JOINTS SHALL CONFORM TO STREET PAVEMENT DETAILS.

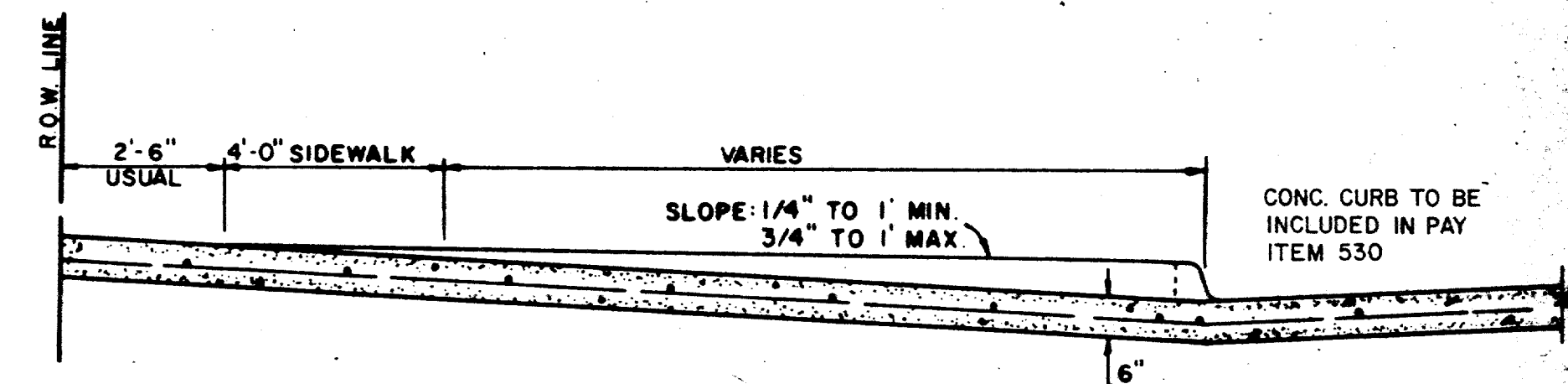


**DRIVEWAY PAVING DETAIL**

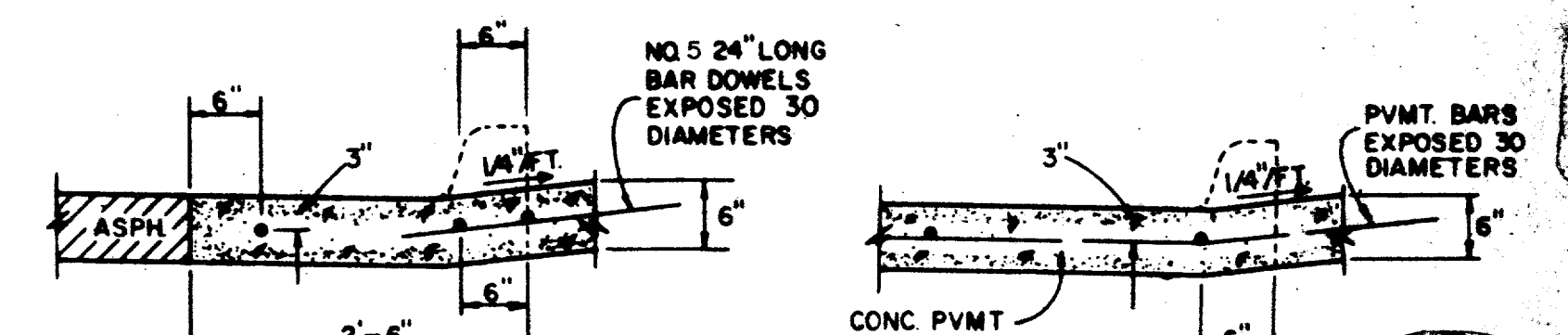


**DRIVEWAY RETURN TO STREET**

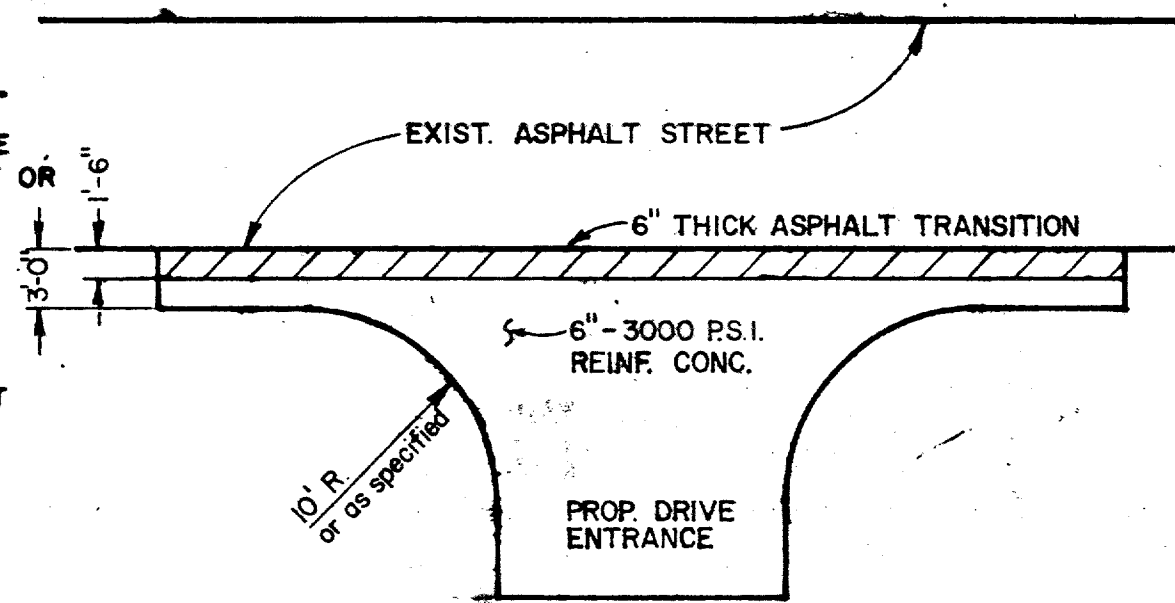
NOTE: WHEREVER EXIST. CURB & GUTTER OCCURS FOR DRIVE EXTENSION, EXIST. CURB SHALL NOT BE REMOVED BEYOND CURB RETURN UNLESS DIRECTED BY ENGINEER.



**SECTION A-A**

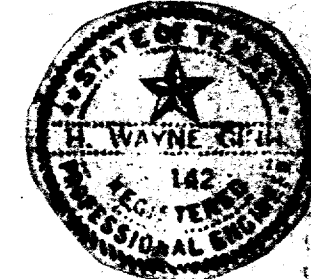


**SECTION B-B DRIVEWAY RETURN DETAILS**

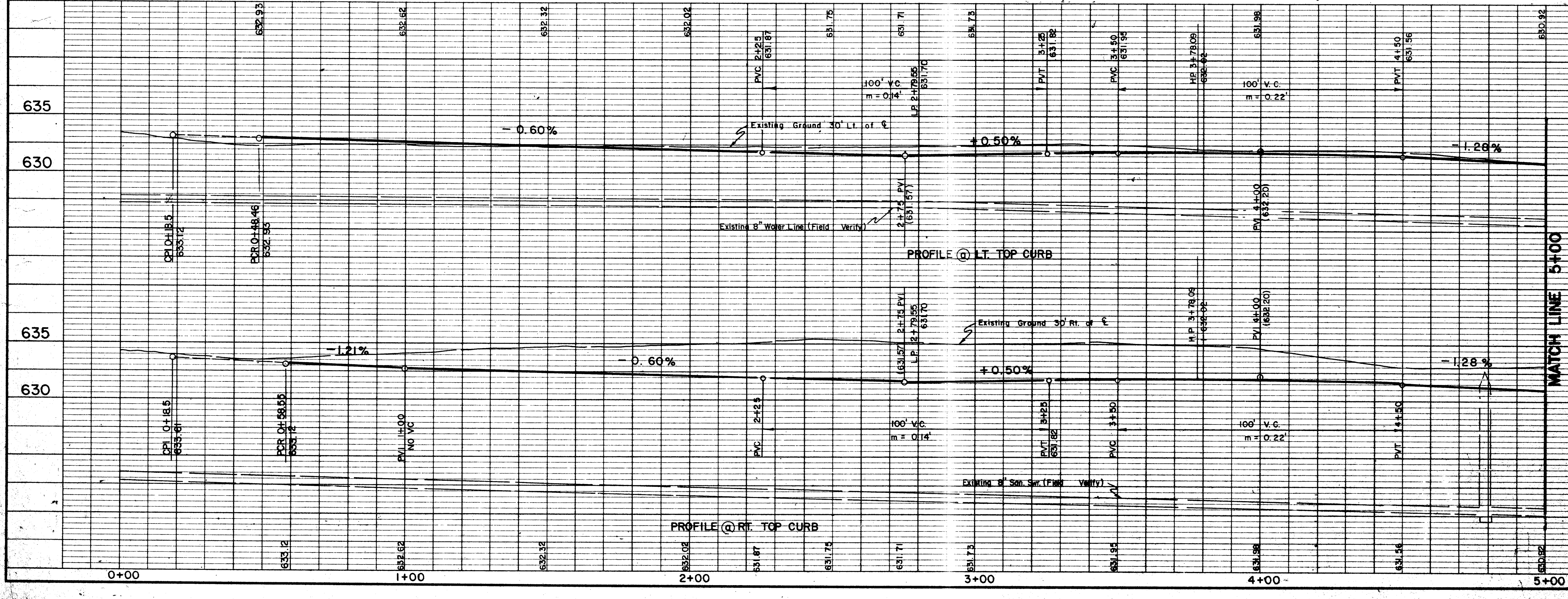
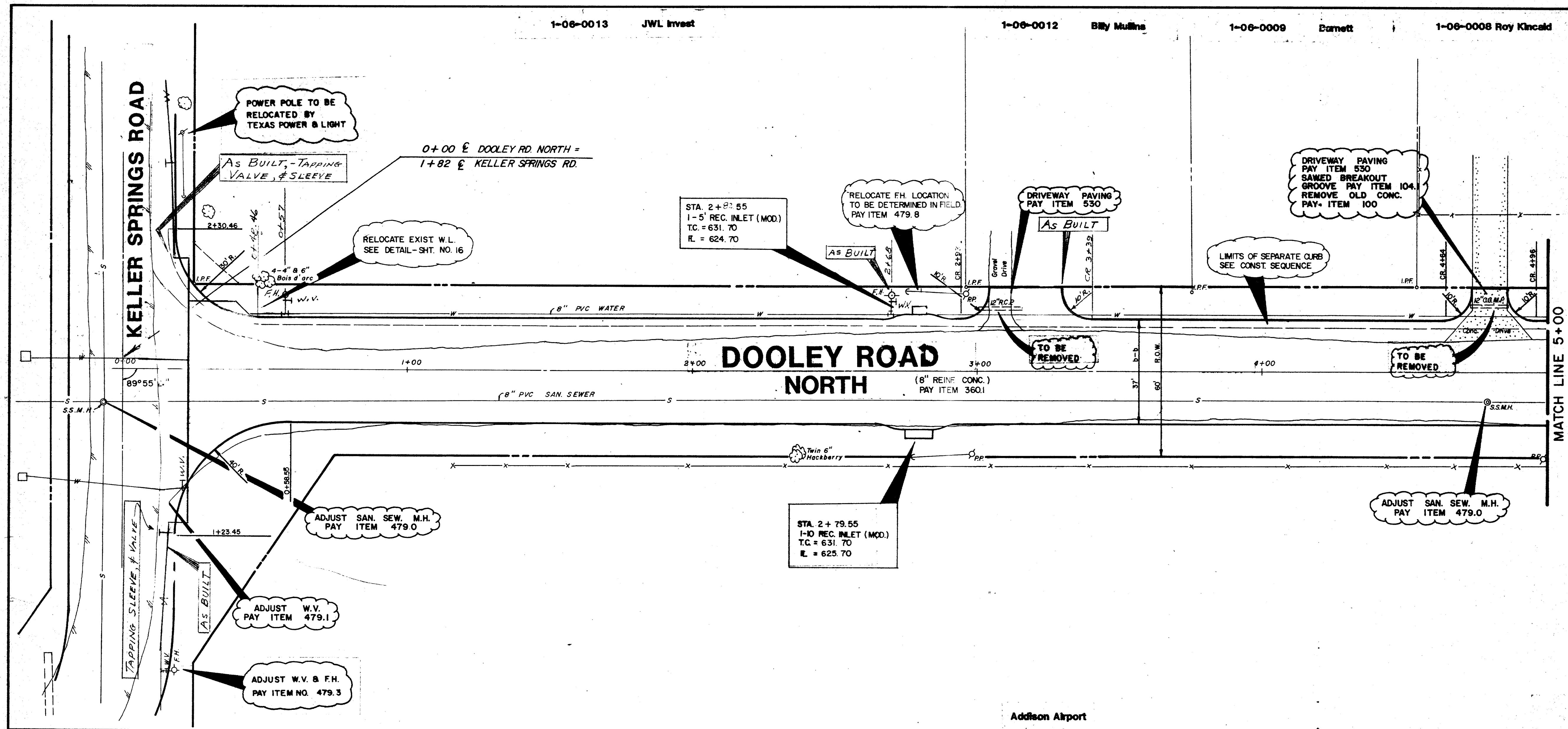
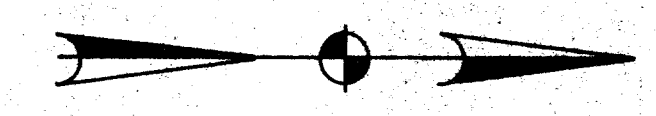


**TYPICAL DRIVE CONNECTION TO EXISTING ASPHALT STREET**

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	





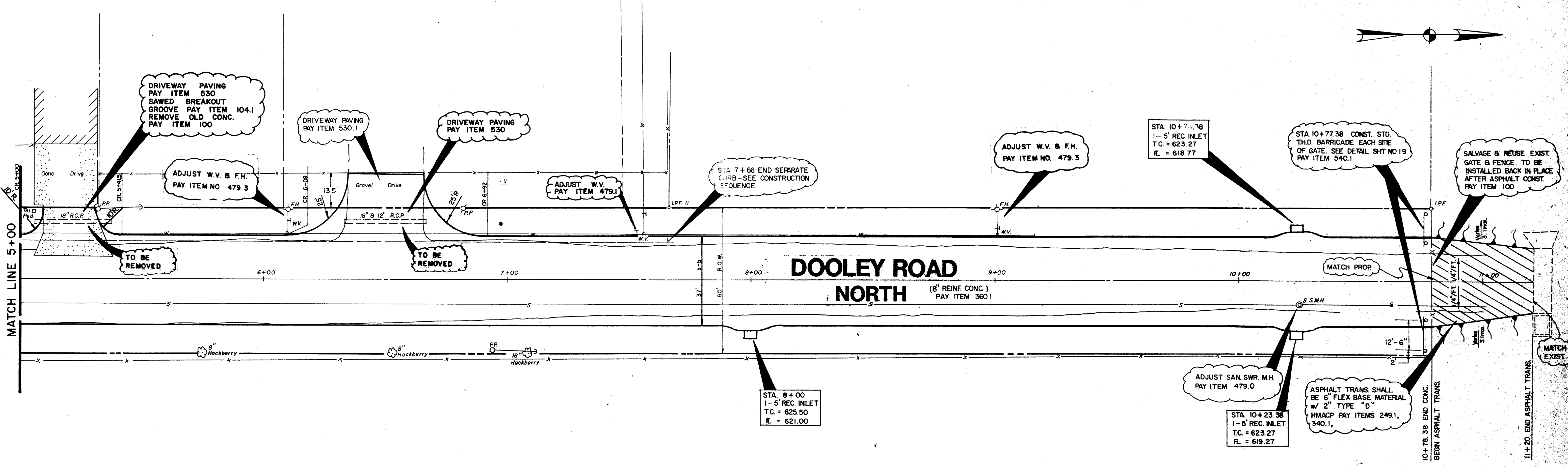


FBM - " " cut on N.W. top curb, corner of parking lot, Building 15950 Midway Road, Elevation 634.57



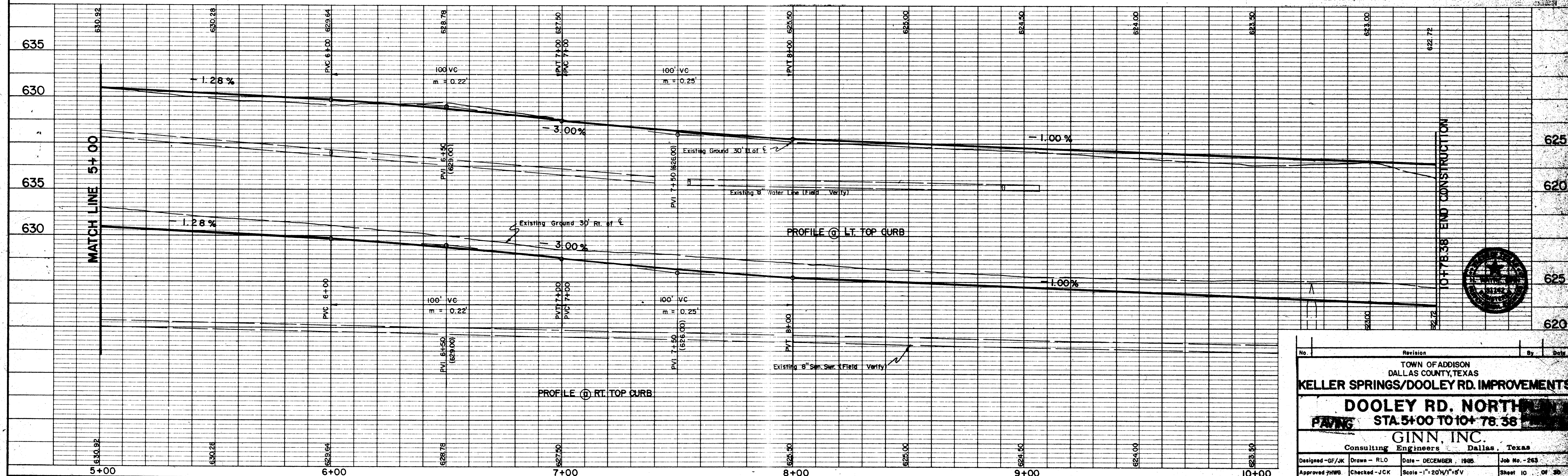
No.	Revision	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS			
<b>KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS</b>			
<b>DOOLEY RD. NORTH</b>			
<b>STA. 0+00 TO 5+00</b>			
<b>GINN, INC.</b>			
Consulting Engineers Dallas, Texas			
Designed - GJ/HK	Drawn - RLO	Date - DECEMBER, 1985	Job No. - 289
Approved - MMB	Checked - JCK	Scale - 1"=20'H/1"=5'V	Sheet 9 of 30





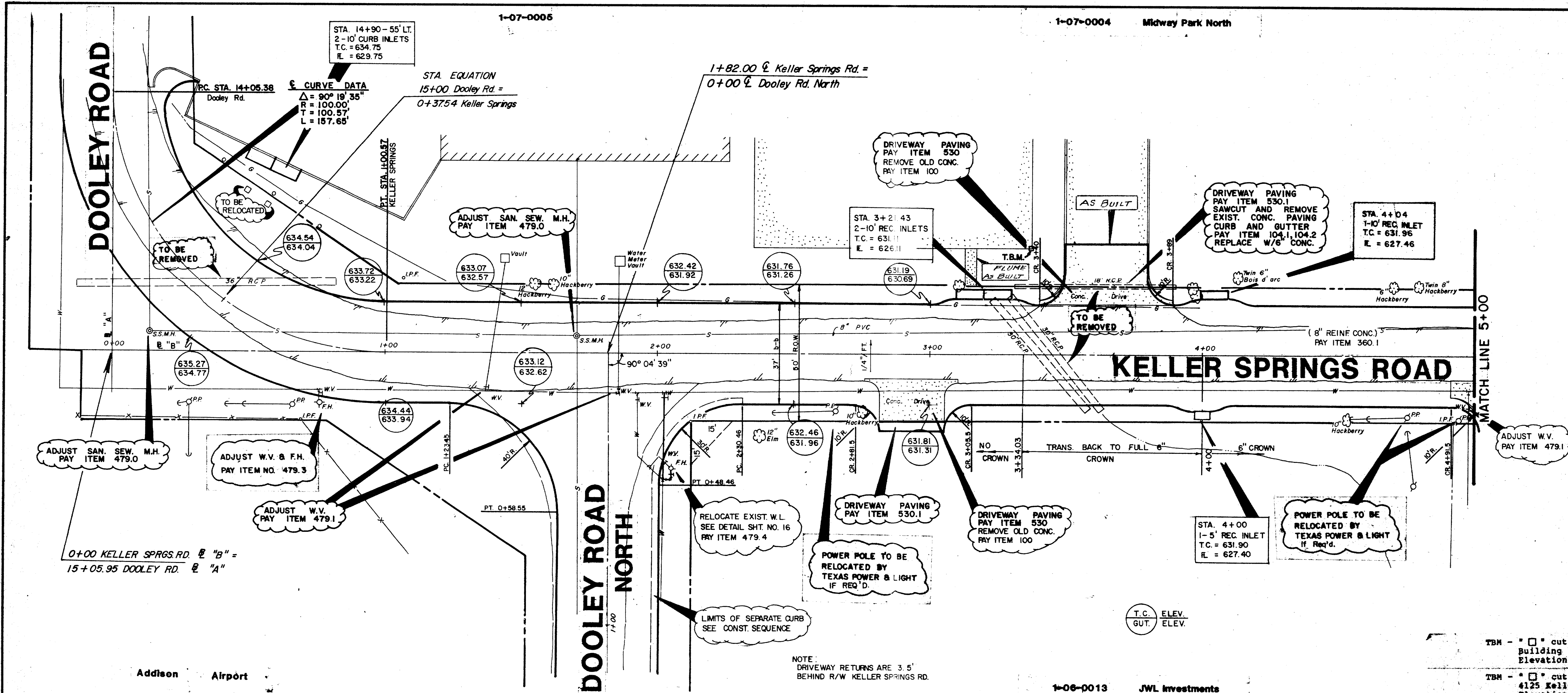
TBM - cut on N.W. top curb, corner of parking lot, Building 15950 Midway Road, Elevation 634.57

Addison Airport



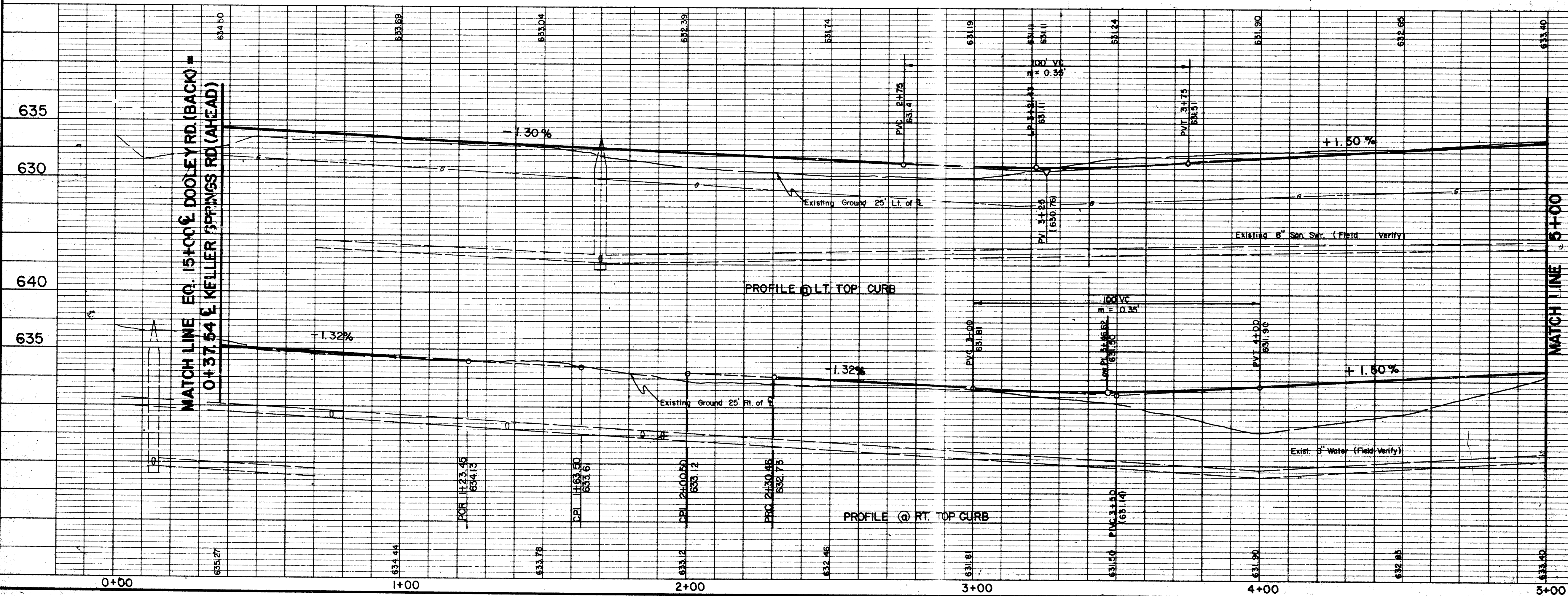
No.	Revision	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS			
<b>KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS</b>			
<b>DOOLEY RD. NORTH</b>			
<b>PAVING STA. 5+00 TO 10+78.38</b>			
<b>GINN, INC.</b>			
Consulting Engineers Dallas, Texas			
Designed - GF/JK	Drawn - RLO	Date - DECEMBER, 1985	Job No. - 263
Approved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





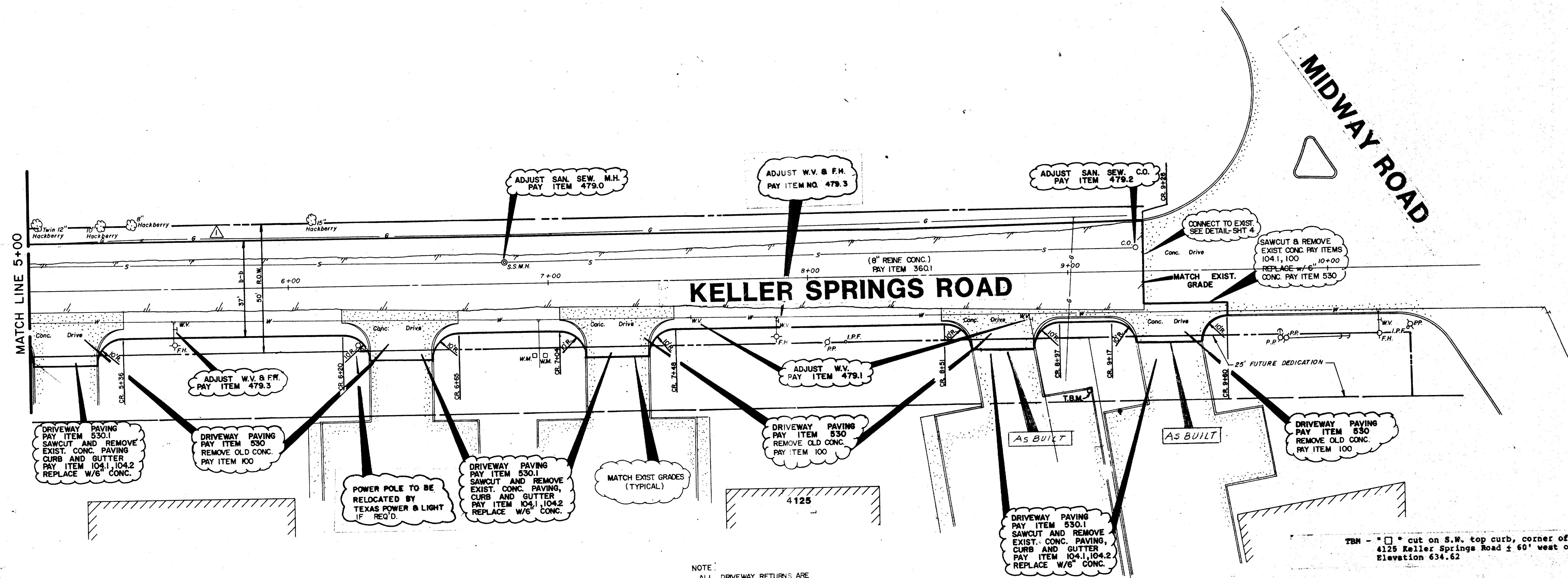
TBM -  $\square$  cut on N.W. top curb, corner of parking lot, Building 15950 Midway Road. Elevation 634.57

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



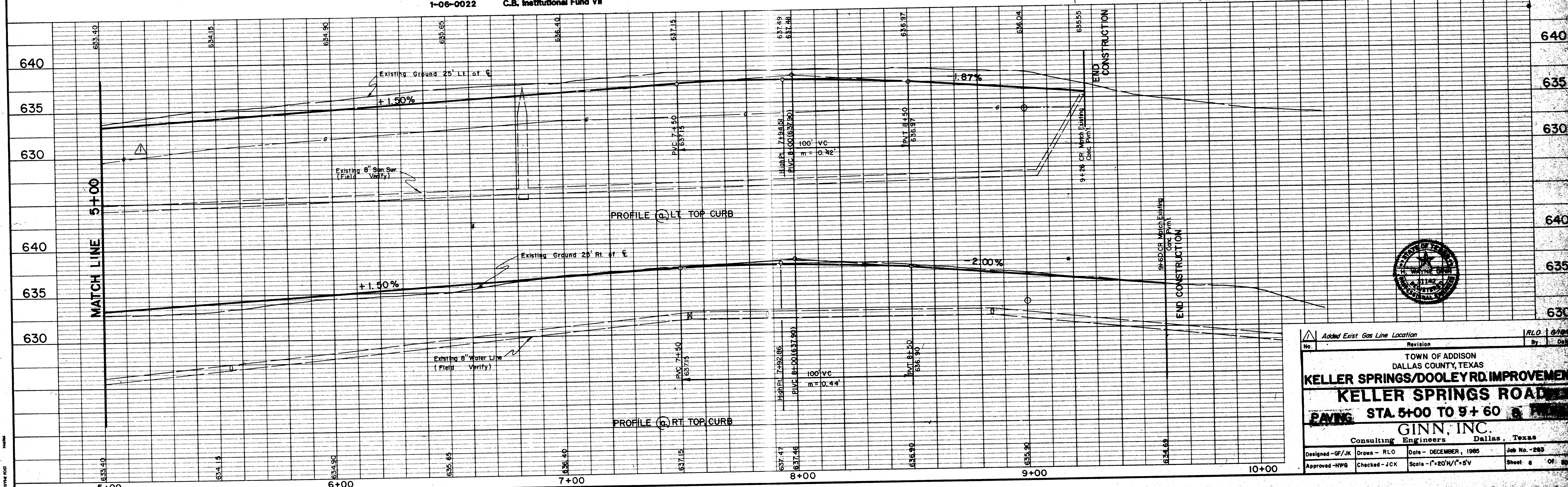
Added Exist Gas Line Location		RLO	By	Date
No.	Revision			
TOWN OF ADDISON DALLAS COUNTY, TEXAS				
<b>KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS</b>				
<b>KELLER SPRINGS ROAD</b>				
<b>PAVING 0+37.54 TO 5+00</b>				
<b>GINN, INC.</b>				
Consulting Engineers Dallas, Texas				
Designed - GF/JK	Drawn - RLO	Date - DECEMBER, 1985	Job No. - 285	
Approved - HWB	Checked - JCK	Scale - 1"=20' H/1"=5' V	Sheet 7 of 8	





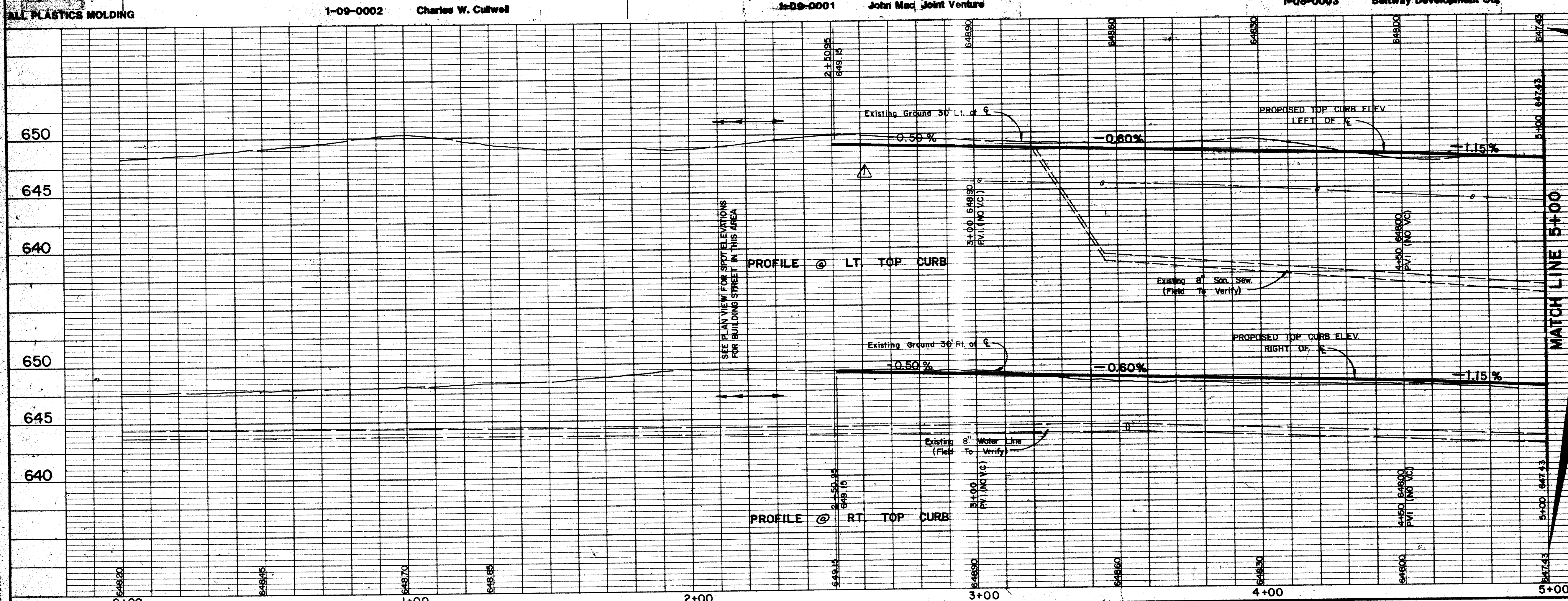
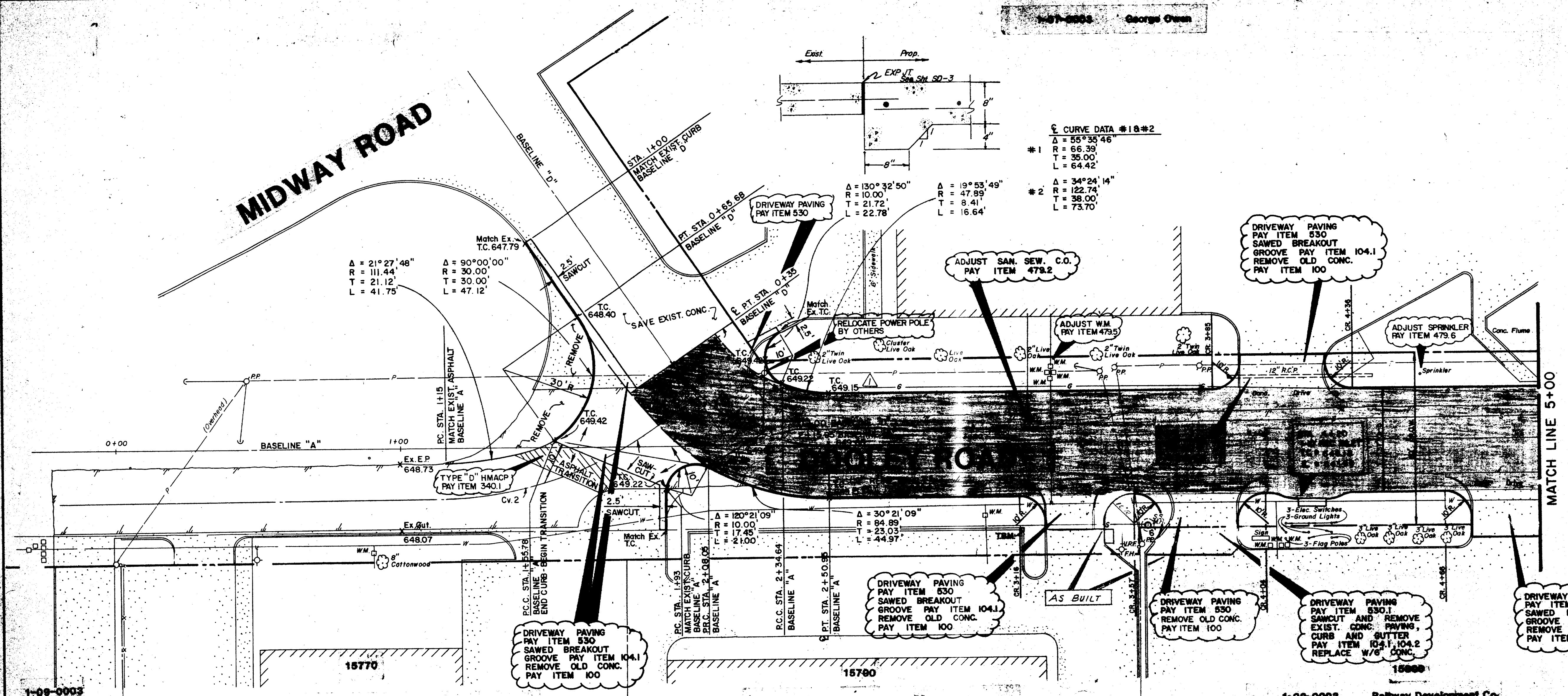
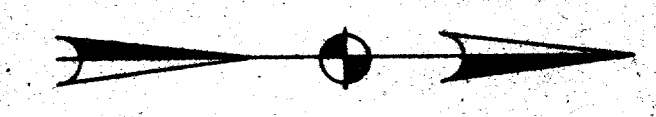
1-06-0022 C.B. Institutional Fund VII

1-06-0035 JWL Investments



Added Exist Gas Line Location		RLO	8/19/85
No.	Revision	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS			
<b>KELLER SPRINGS/DOOLEY RD. IMPROVEMENT</b>			
<b>KELLER SPRINGS ROAD</b>			
<b>PAVING STA. 5+00 TO 9+60 &amp; FUTURE</b>			
GINN, INC.			
Consulting Engineers Dallas, Texas			
Designed - GF/JR	Drawn - RLO	Date - DECEMBER, 1985	Job No. - 283
Approved - HWG	Checked - JCK	Scale - 1"=20'H/1"=5'V	Sheet 8 Of 8





TBM - " " out on corner of parking lot curb (N.W. at Wright Brothers Drive and Highway Road. Elevation 647.28  
 TBM - " " out on S.E. top curb corner, the new parking lot, Building 15990 Highway Road. Elevation 637.75

No.	Revision	By	Date
1	General Revisions South of Sta. 3+00	RLO	11/18/88
2	Added Gas Line Location	RLO	

TOWN OF ADDISON  
DALLAS COUNTY, TEXAS

**KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS**

**DOOLEY ROAD PLAN & PROFILE**  
PAVING STA 0+00 TO 5+00

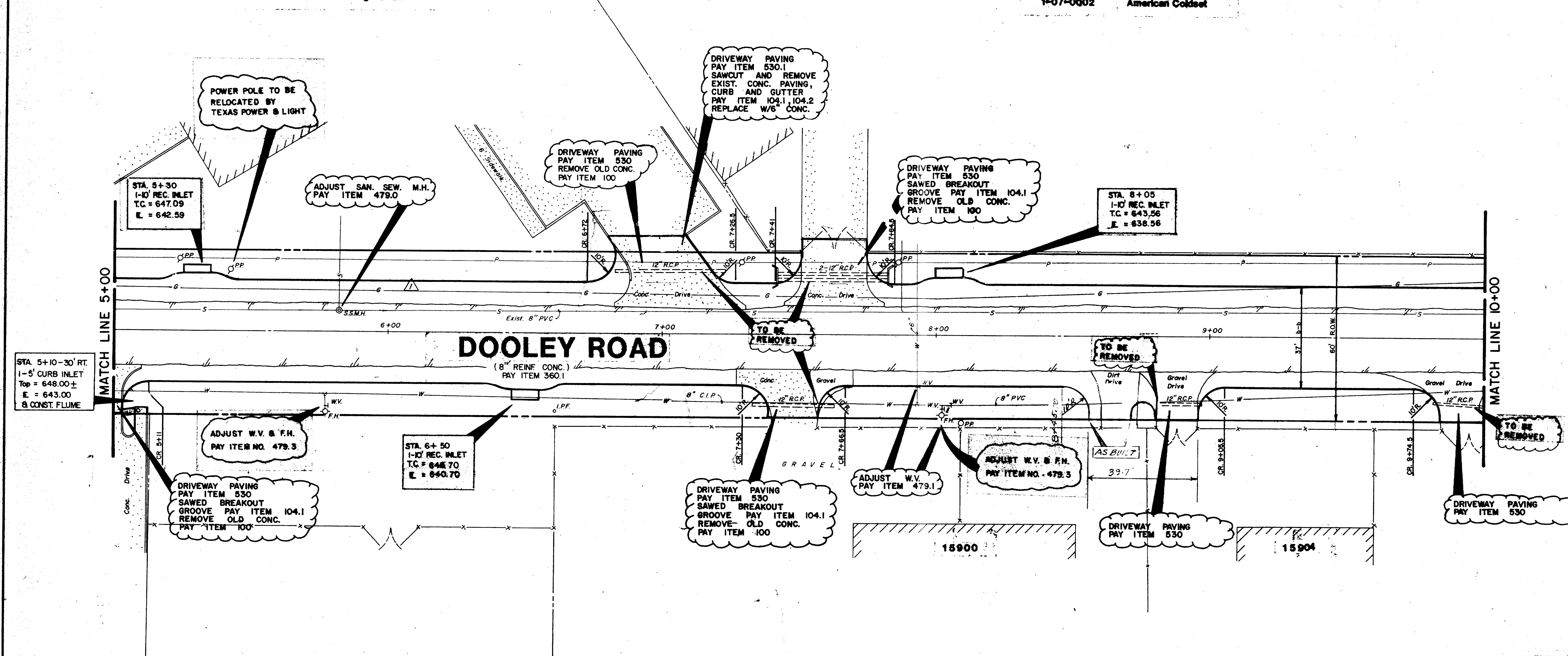
**GINN, INC.**  
Consulting Engineers Dallas, Texas

Designed - GF/JK Drawn - RLO Date - DECEMBER, 1988 Job No. - 283  
 Approved - HWG Checked - JCK Scale - 1"=20'H/1"=5'V Sheet 4 of 8

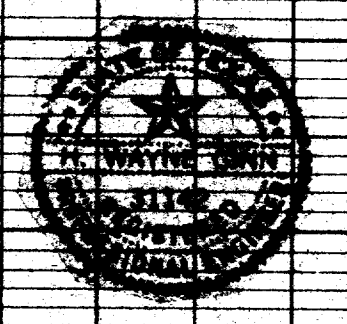
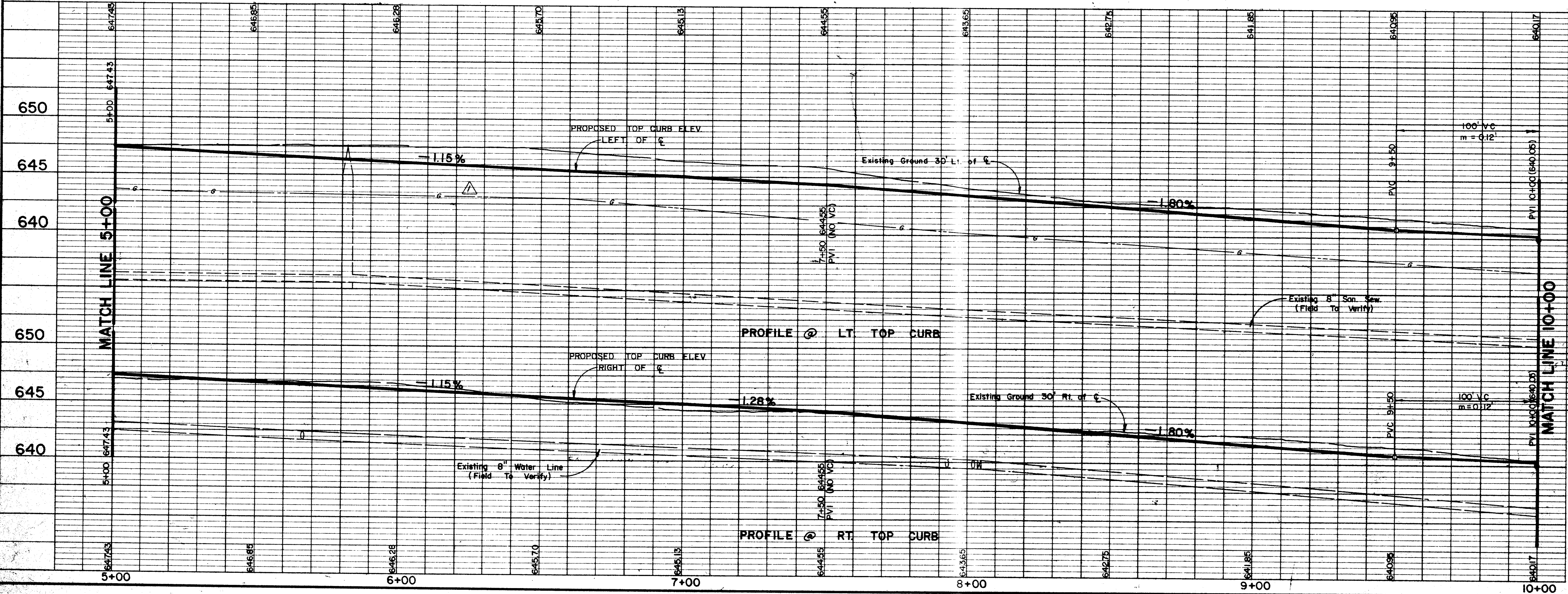






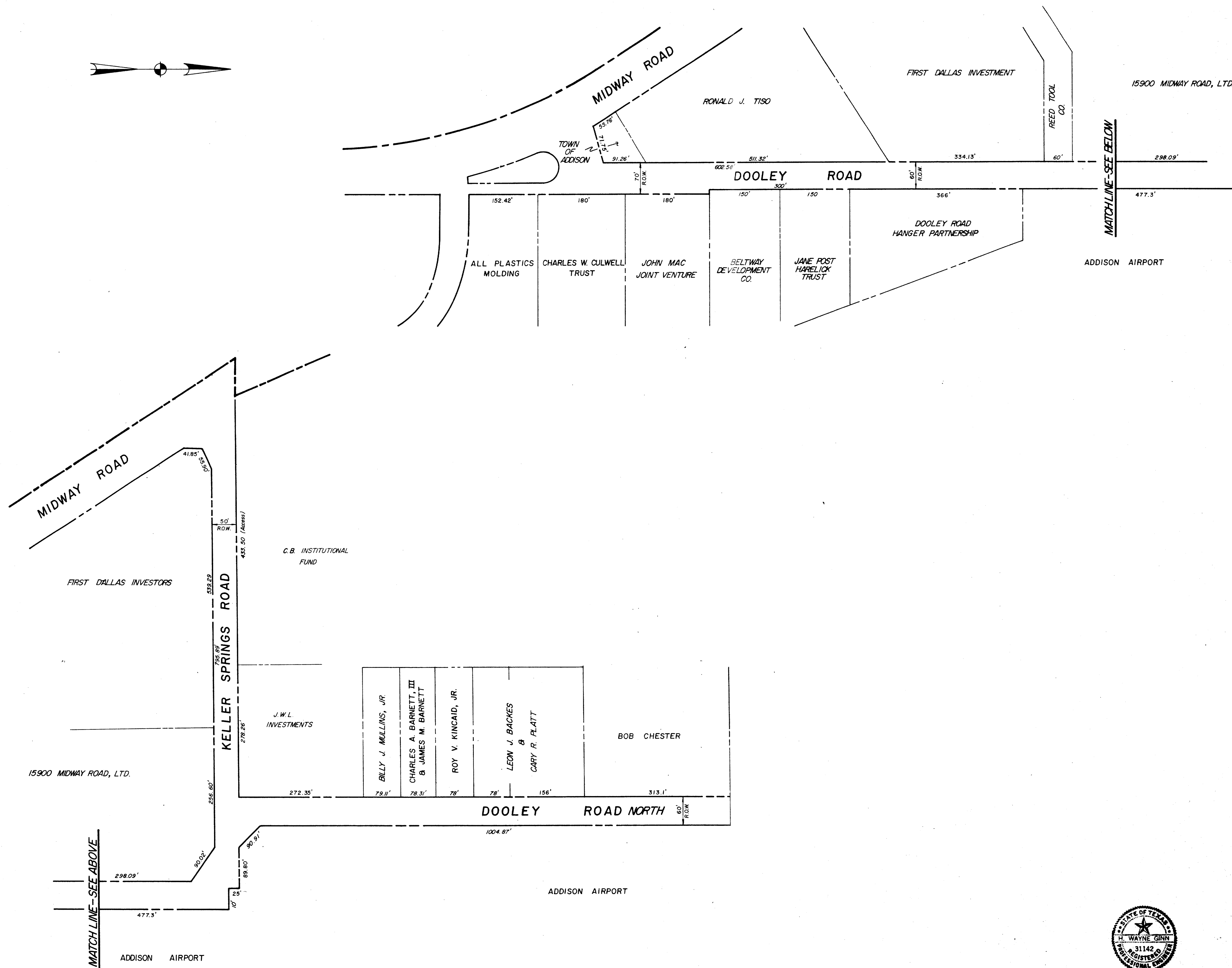


TBM - "X" cut on S.E. top curb corner, the back side parking lot, Building 15950 Midway Road. Elevation 637.75

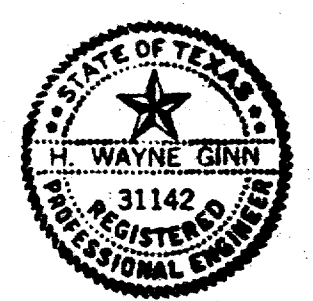


TOWN OF ADDISON DALLAS COUNTY, TEXAS <b>KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS</b> <b>DOOLEY ROAD PLAN &amp; PROFILE</b> <b>PAVING STA 5+00 TO 10+00</b> GINN, INC. Consulting Engineers Dallas, Texas		RLO 8/28/95 Date
Designed - GF/K Drawn - RLO Date - DECEMBER, 1985 Job No. - 263	Approved - HWG Checked - JCK Scale - 1"=20'H/T=5'V Sheet 5 of 30	Added Exst. Gas Line Location Revision By Date



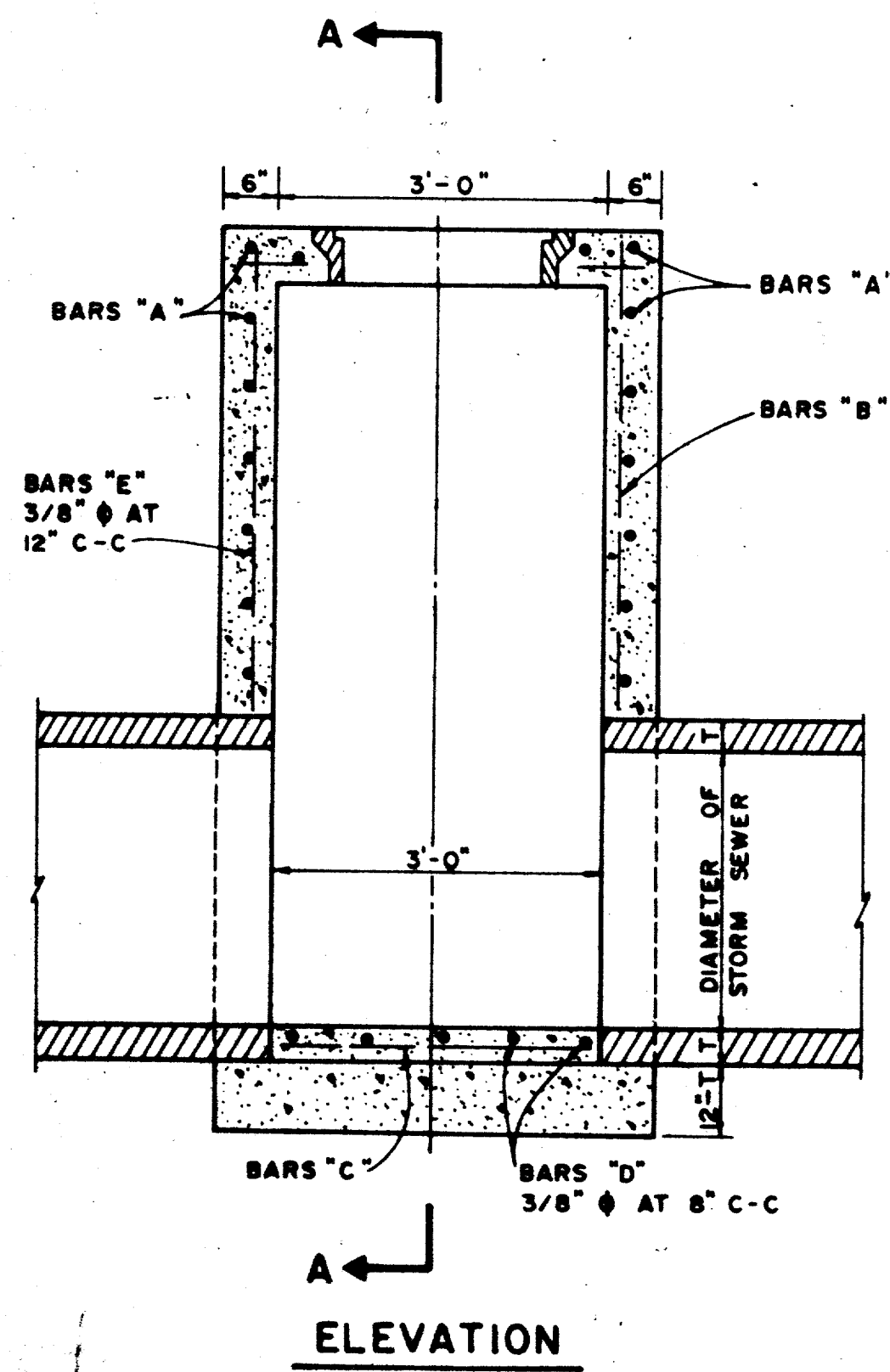


NOTE: OWNERSHIP OF PROPERTIES SHOWN TAKEN FROM TOWN OF ADDISON PLAT MAPS AS OF DECEMBER, 1985. CHANGES IN OWNERSHIP ARE NOT REFLECTED ON THESE DRAWINGS.



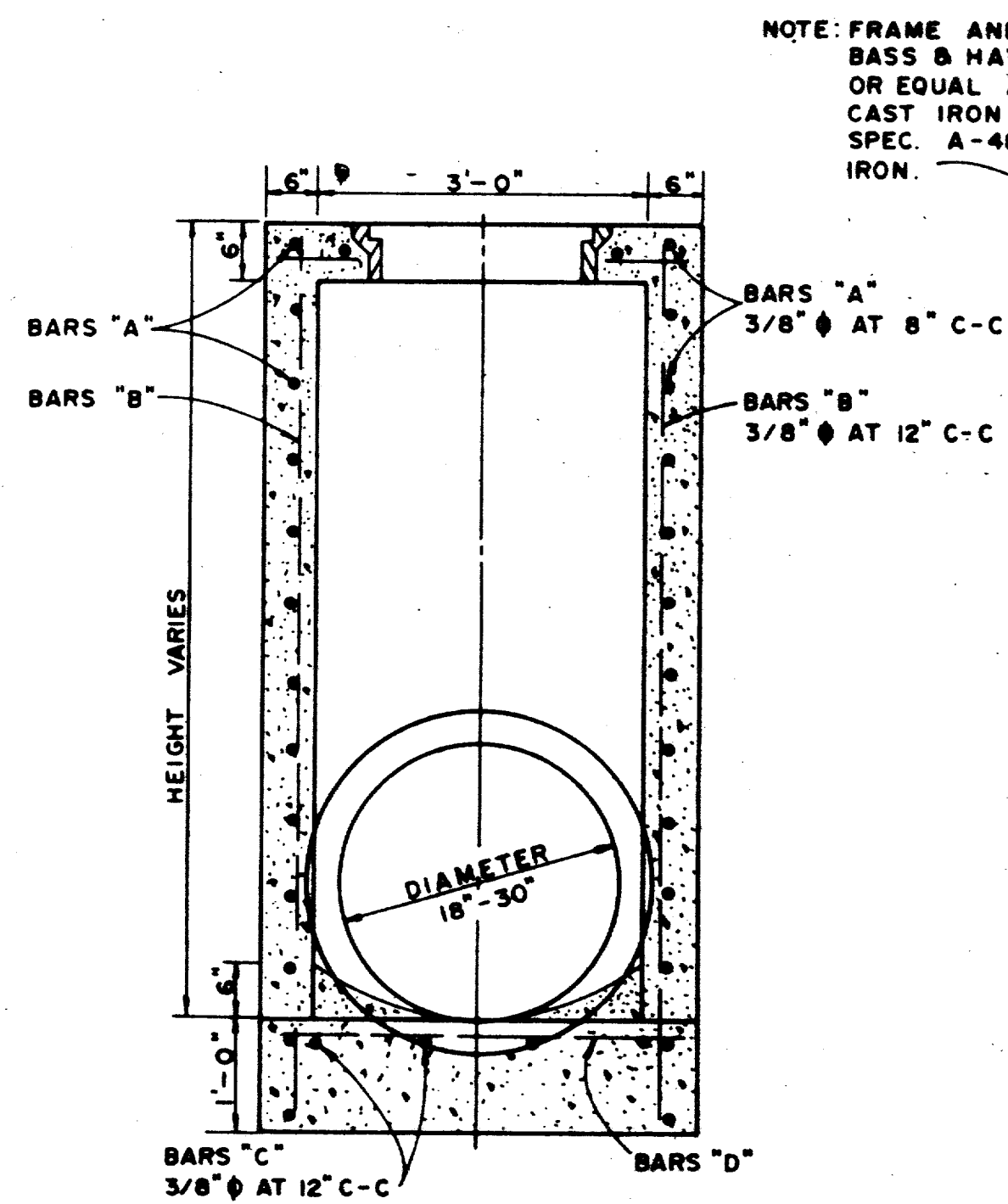
Updated Properties Owners & Added Frontages		RLO	6/20/86
No.	Revision	By	Date
TOWN OF ADDISON DALLAS COUNTY, TEXAS			
<b>KELLER SPRINGS/DOOLEY RD. IMPROVEMENTS</b>			
<b>R.O.W. MAP</b>			
<b>GINN, INC.</b>			
Consulting Engineers Dallas, Texas			
Designed - JCK	Drawn - RLO	Date - JUNE, 1986	Job - 289
Approved - HWG	Checked - JCK	Scale - 1" = 100'	2 OF 20





ELEVATION

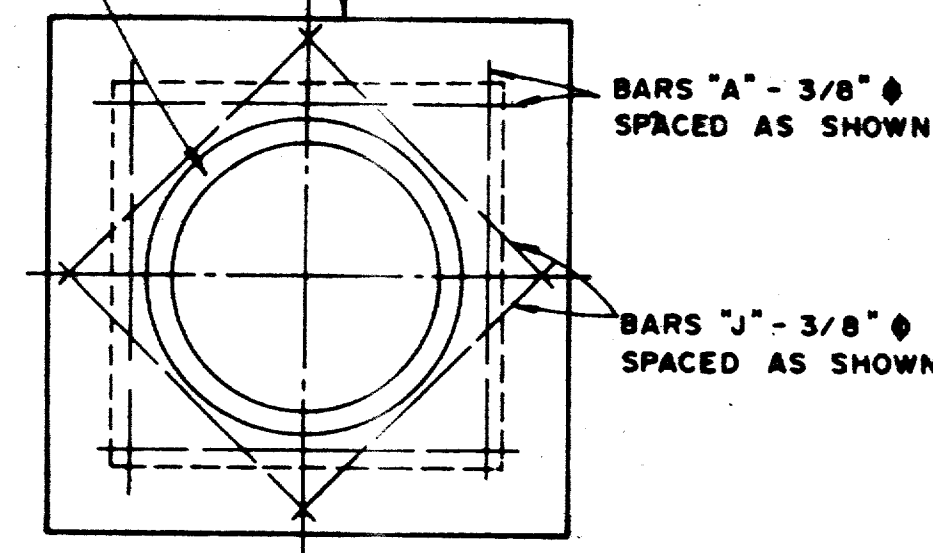
**TYPE A STORM SEWER MANHOLE**  
(FOR PIPE 18" TO 30" IN DIAMETER)



SECTION A-A

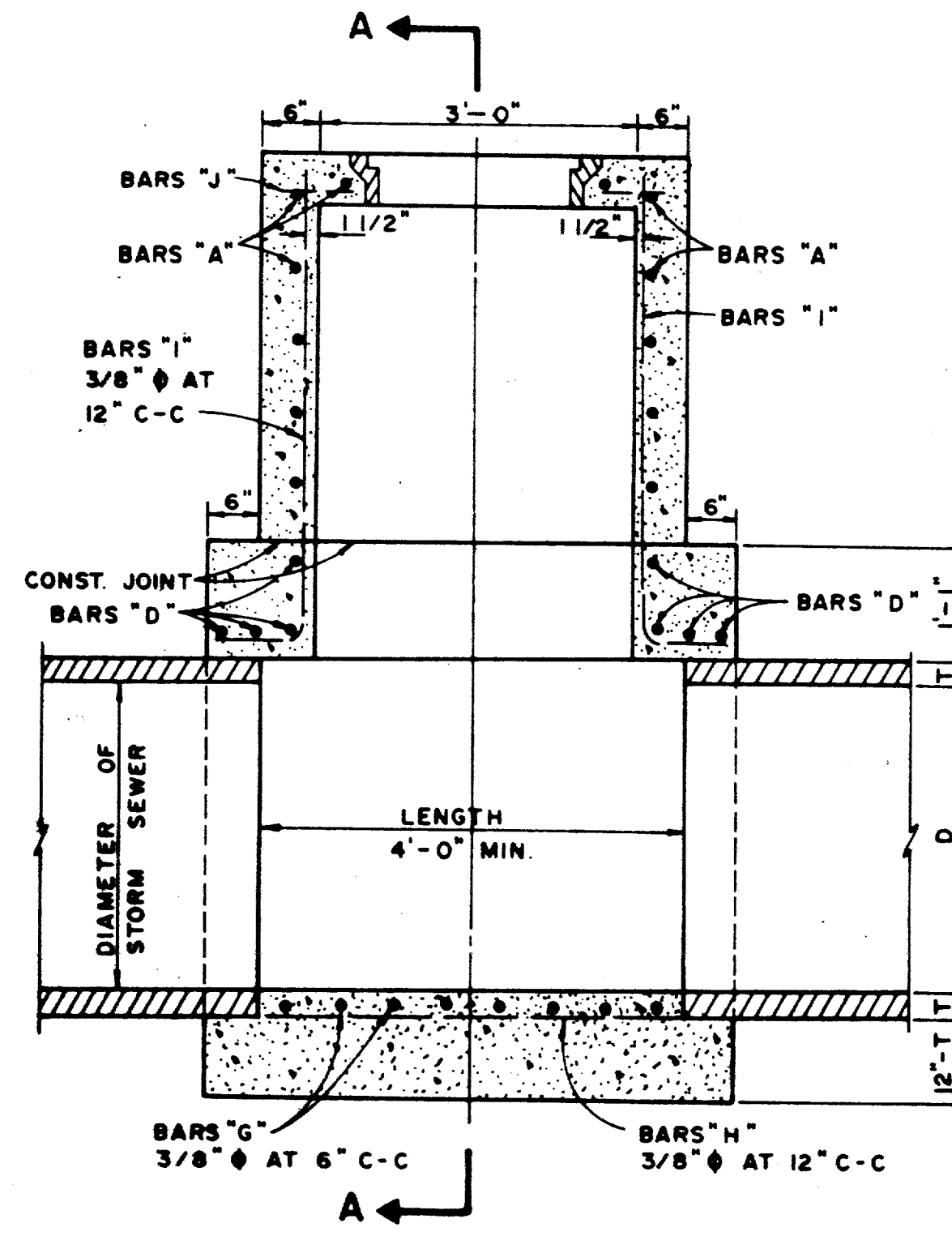
NOTE: FRAME AND COVER SHALL BE BASS & HAYS PATTERN NO. 380-24 OR EQUAL AND SHALL BE OF GRAY CAST IRON CONFORMING TO A.S.T.M. SPEC. A-48 FOR CLASS 30 CAST IRON.

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



TOP PLAN  
**TYPE A & TYPE B**  
**STORM SEWER MANHOLE**

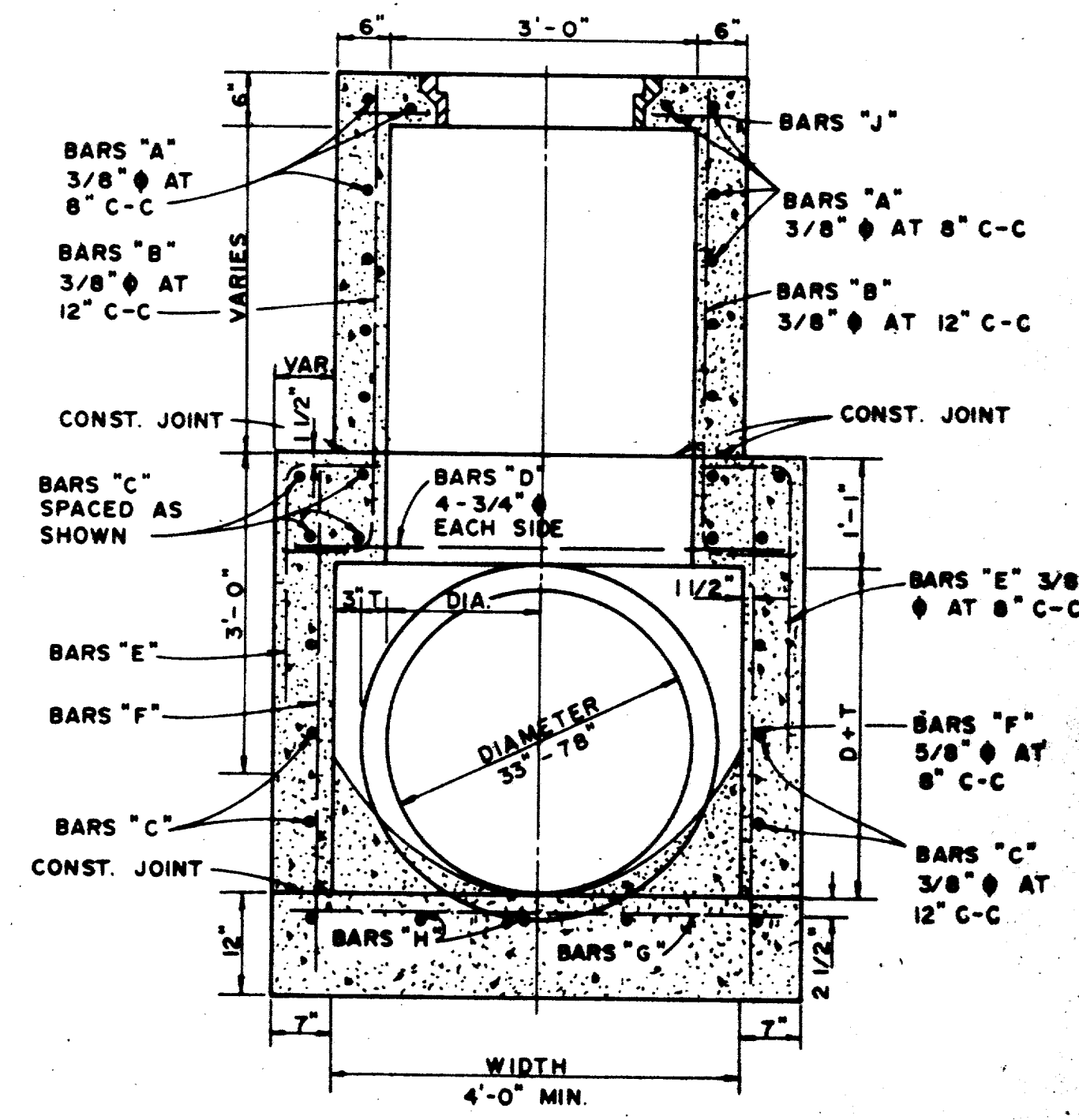
NOTE: MAXIMUM PIPE SIZE TO BE USED 78"



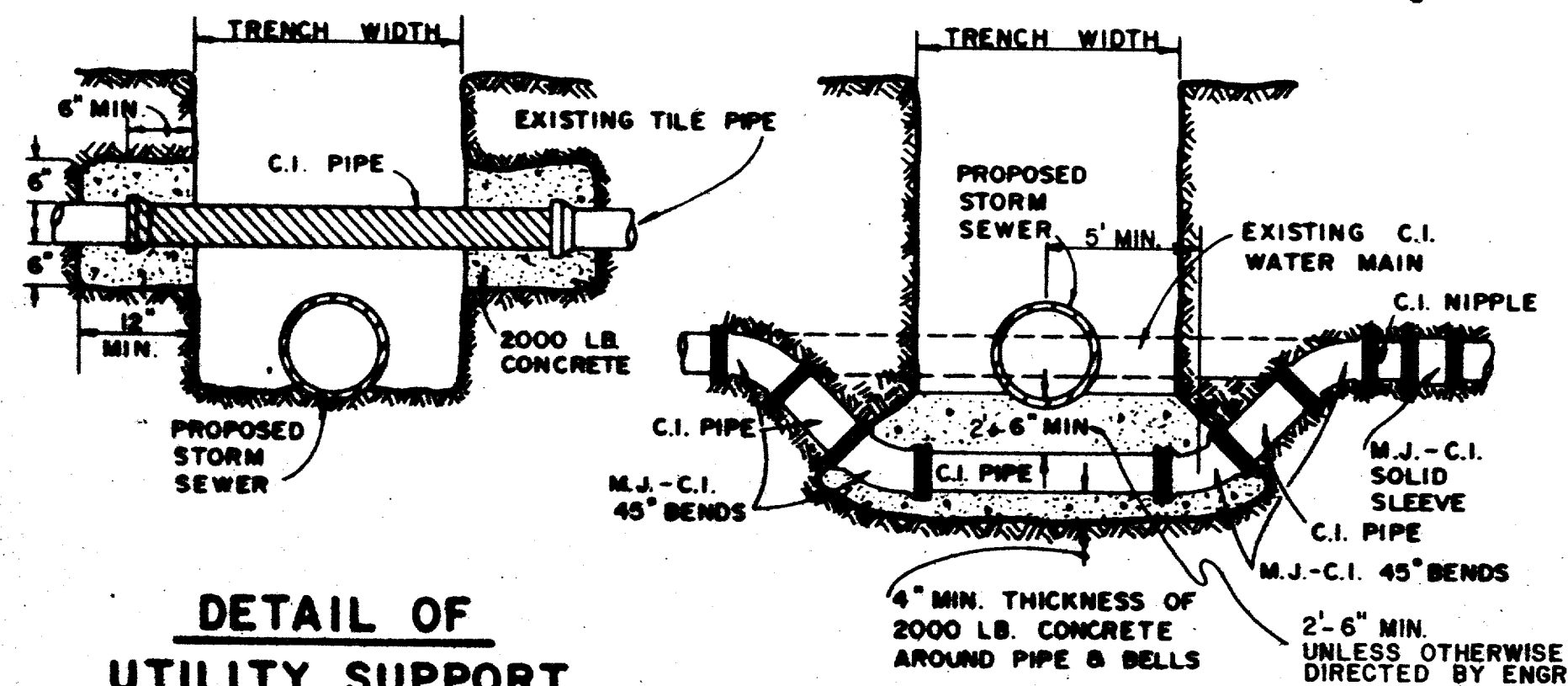
ELEVATION

**TYPE B STORM SEWER MANHOLE**  
(FOR PIPE 33" TO 78" IN DIAMETER)

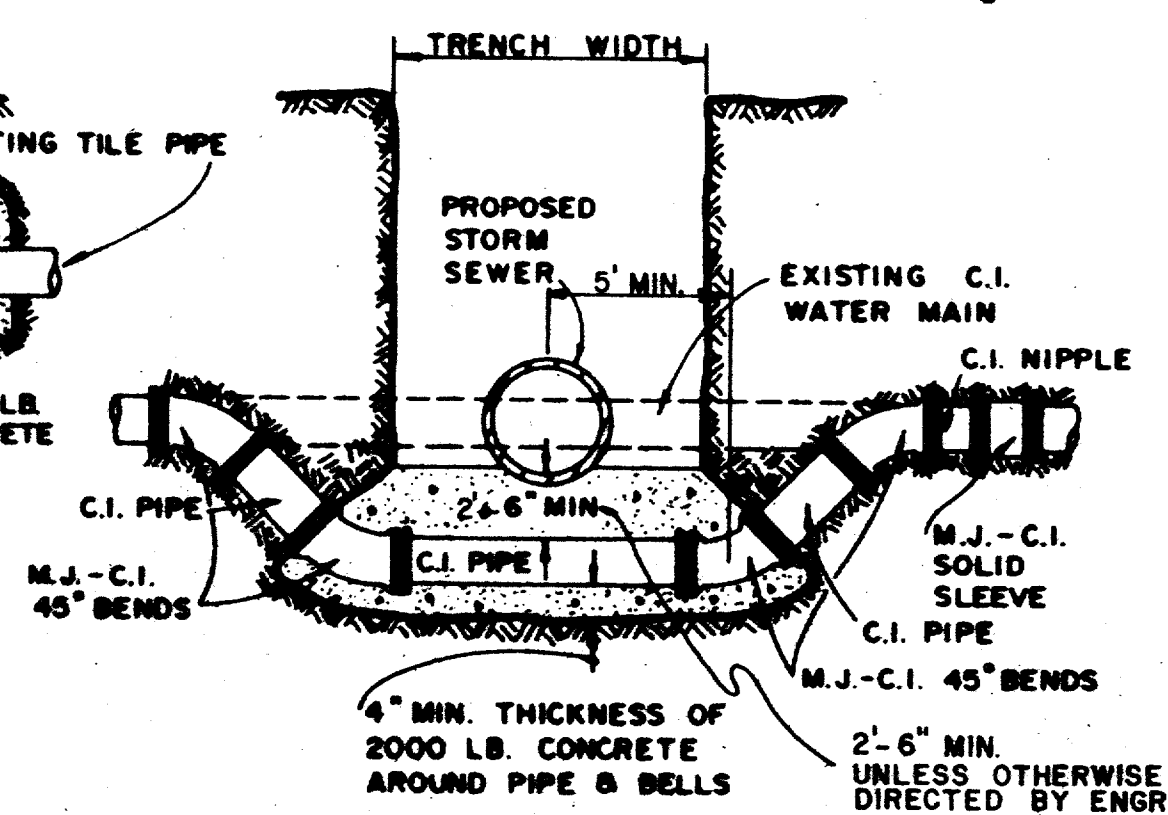
NOTE: SEE BAR DIAGRAMS, SHEET SD-9.



SECTION A-A

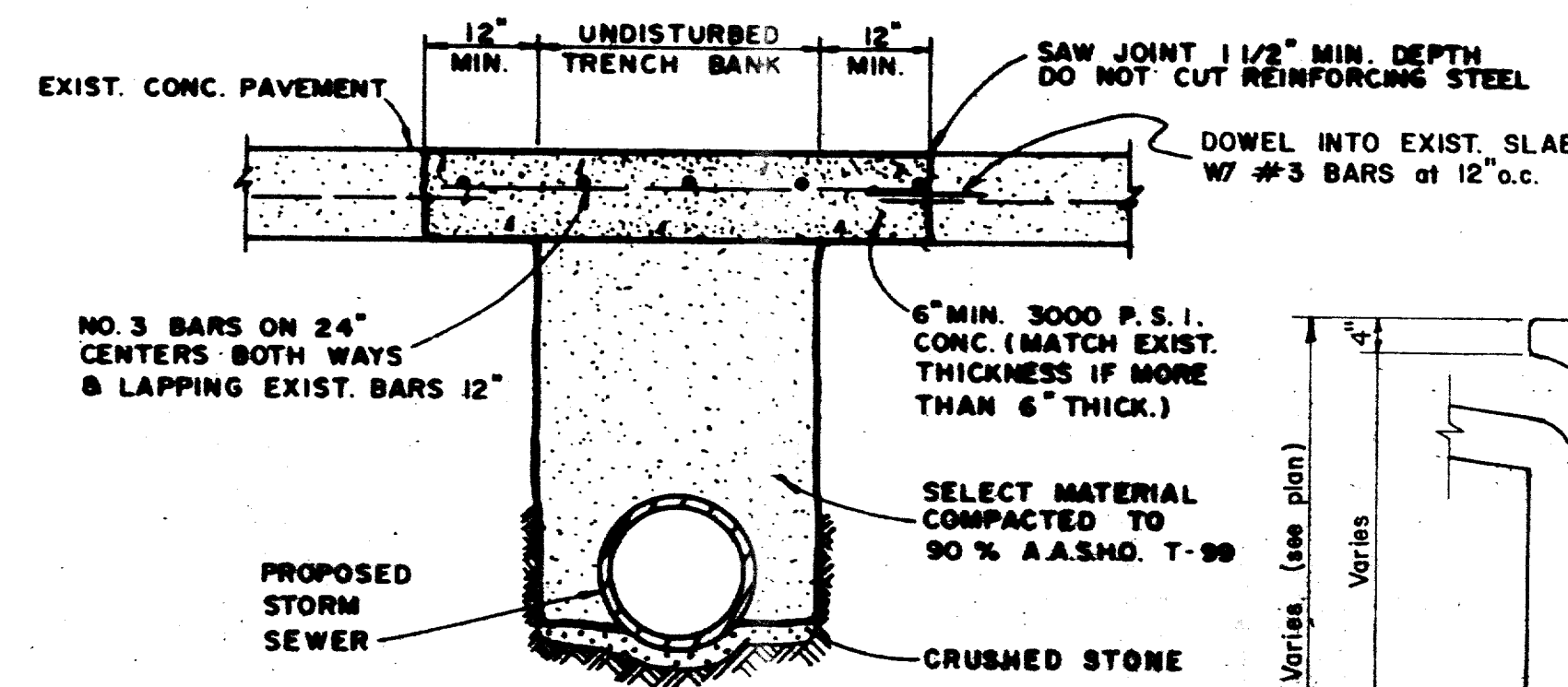


DETAIL OF UTILITY SUPPORT

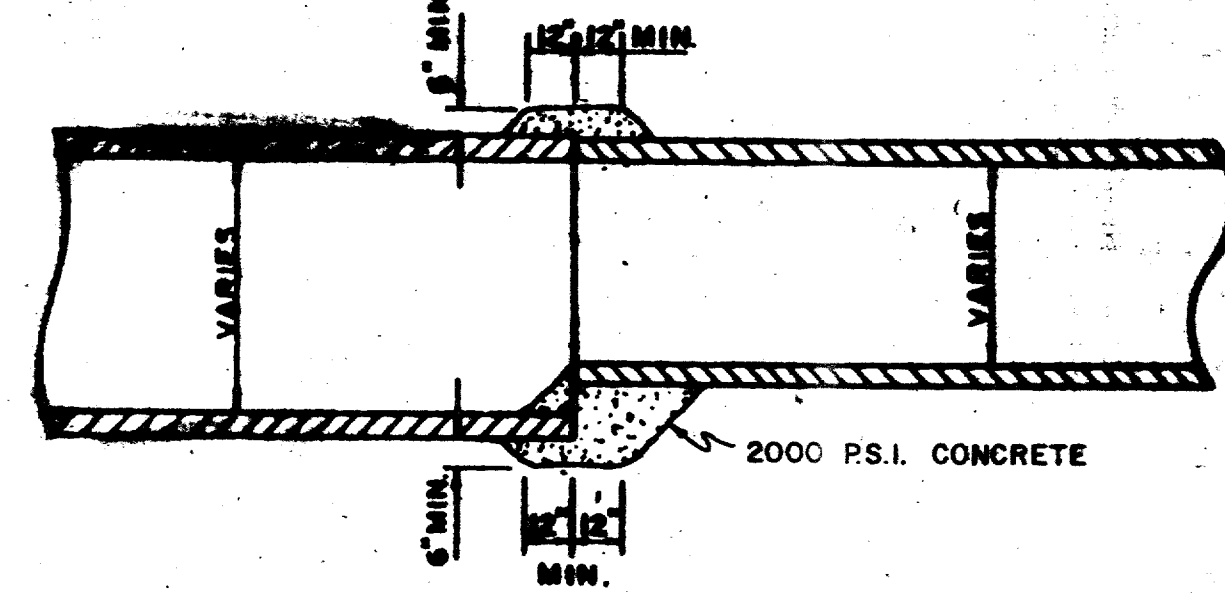


DETAIL FOR WATER MAIN LOWERING

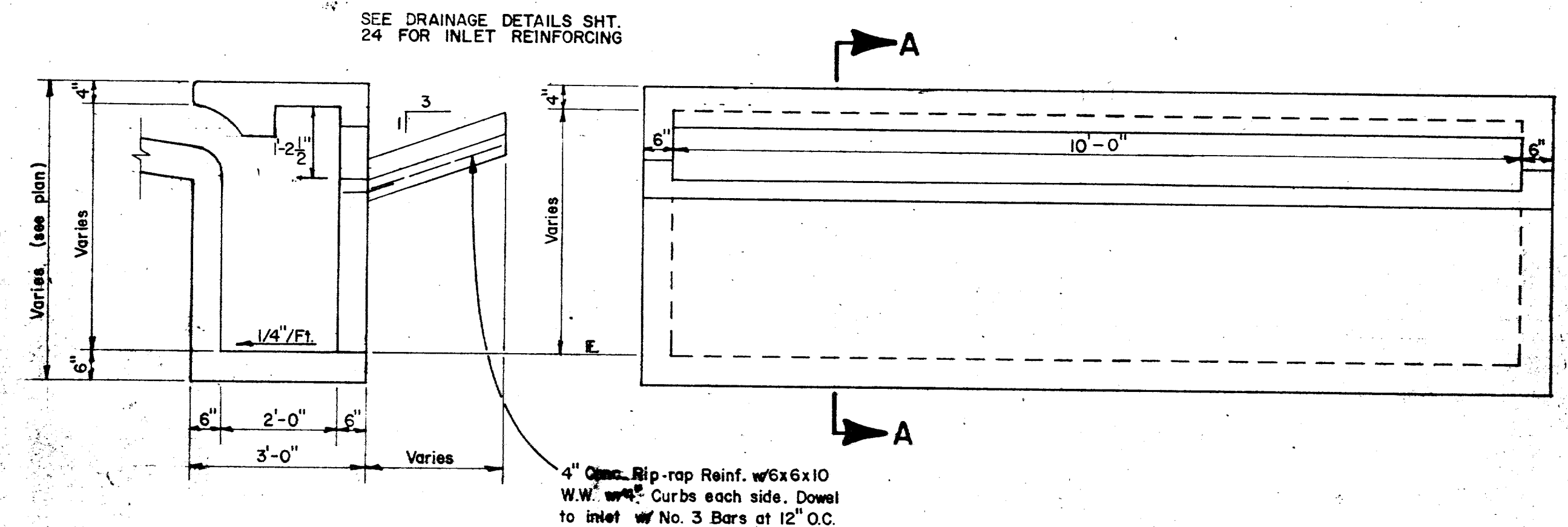
PAY ITEM 479.7



CONCRETE STREET OR DRIVEWAY REPAIR



DETAIL OF CONCRETE COLLAR FOR PIPE CONNECTIONS

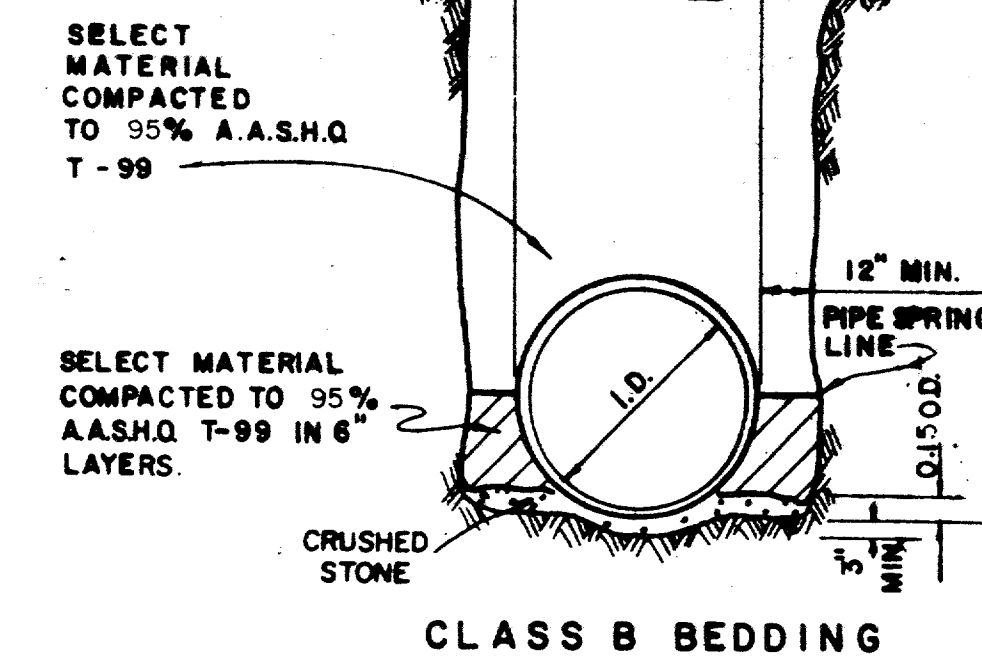


SECTION A-A

MODIFIED CURB INLET WITH FLUME

REAR ELEVATION

PAY ITEM 470.21



STORM SEWER PIPE BEDDING DETAIL

NOTE: IF ROCK ENCOUNTERED IN TRENCH BOTTOM, OVEREXCAVATE TRENCH A MINIMUM 6" 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.

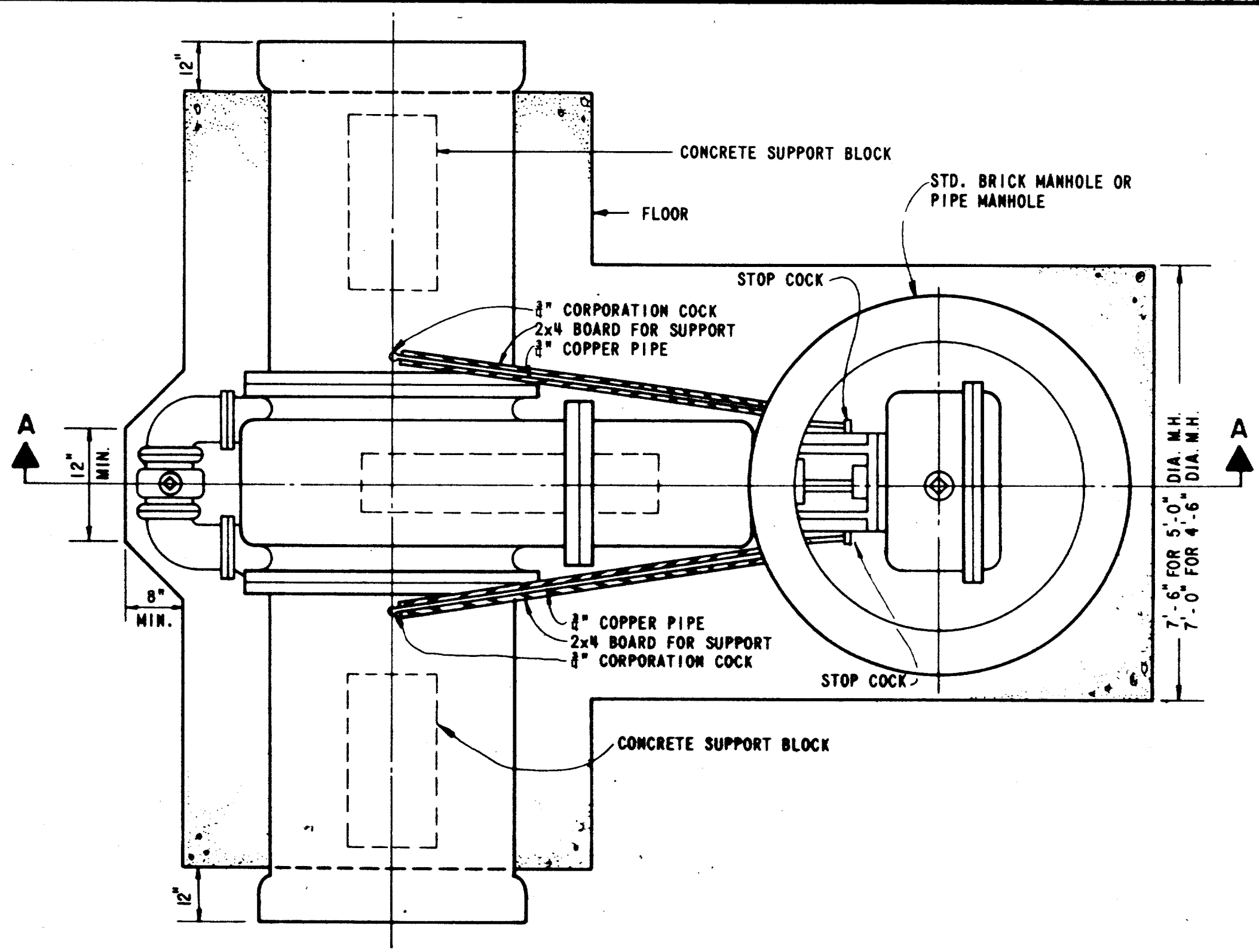


NO.	REVISION	BY	DATE
TOWN OF ADDISON, TEXAS DEPARTMENT OF ENGINEERING			
STANDARD CONSTRUCTION DETAILS STORM DRAINAGE			
MANHOLES			
APPROVED		H. WAYNE GINN, P.E.	
DATE MARCH, 1984		SHEET 30-8	

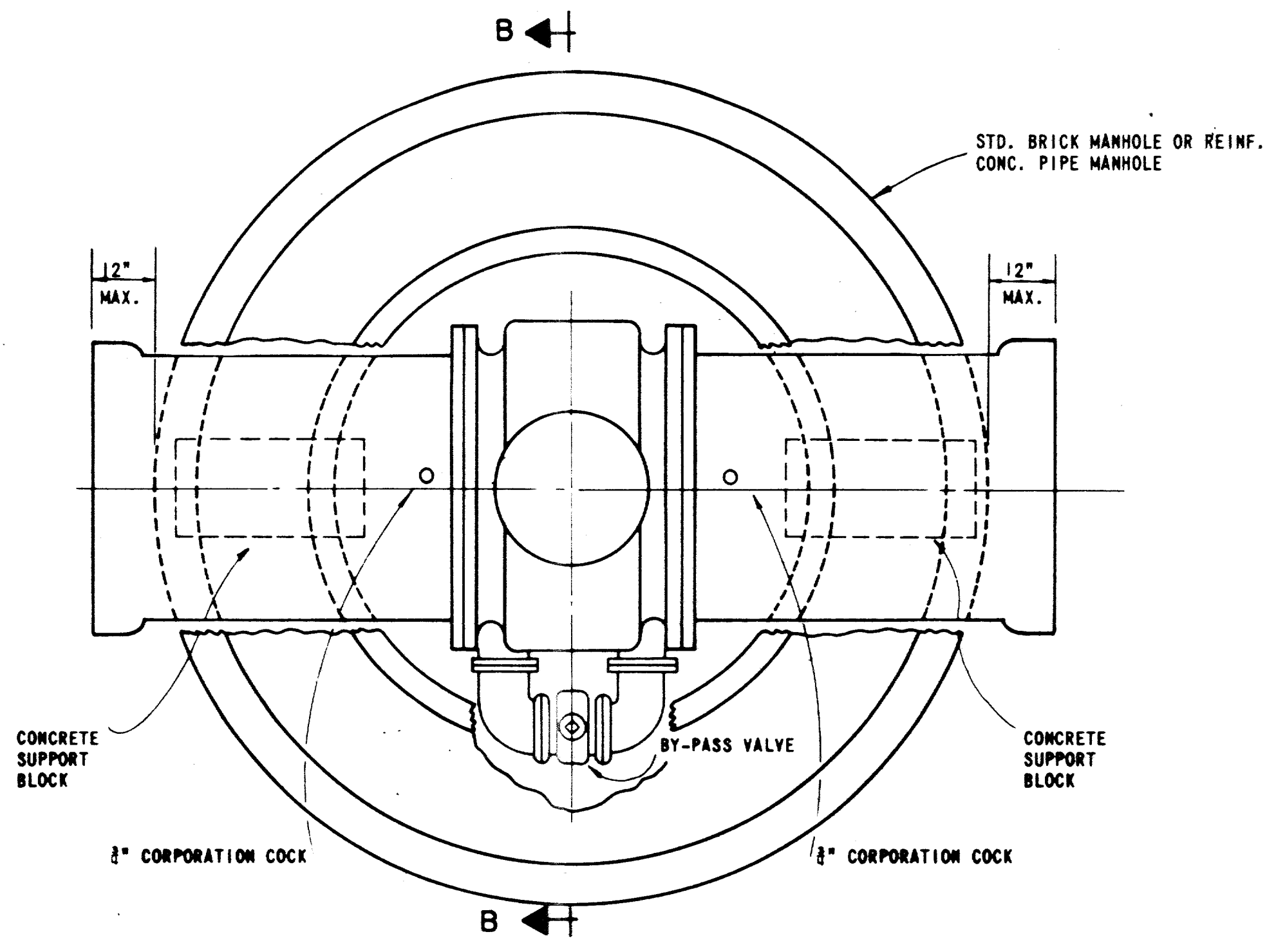




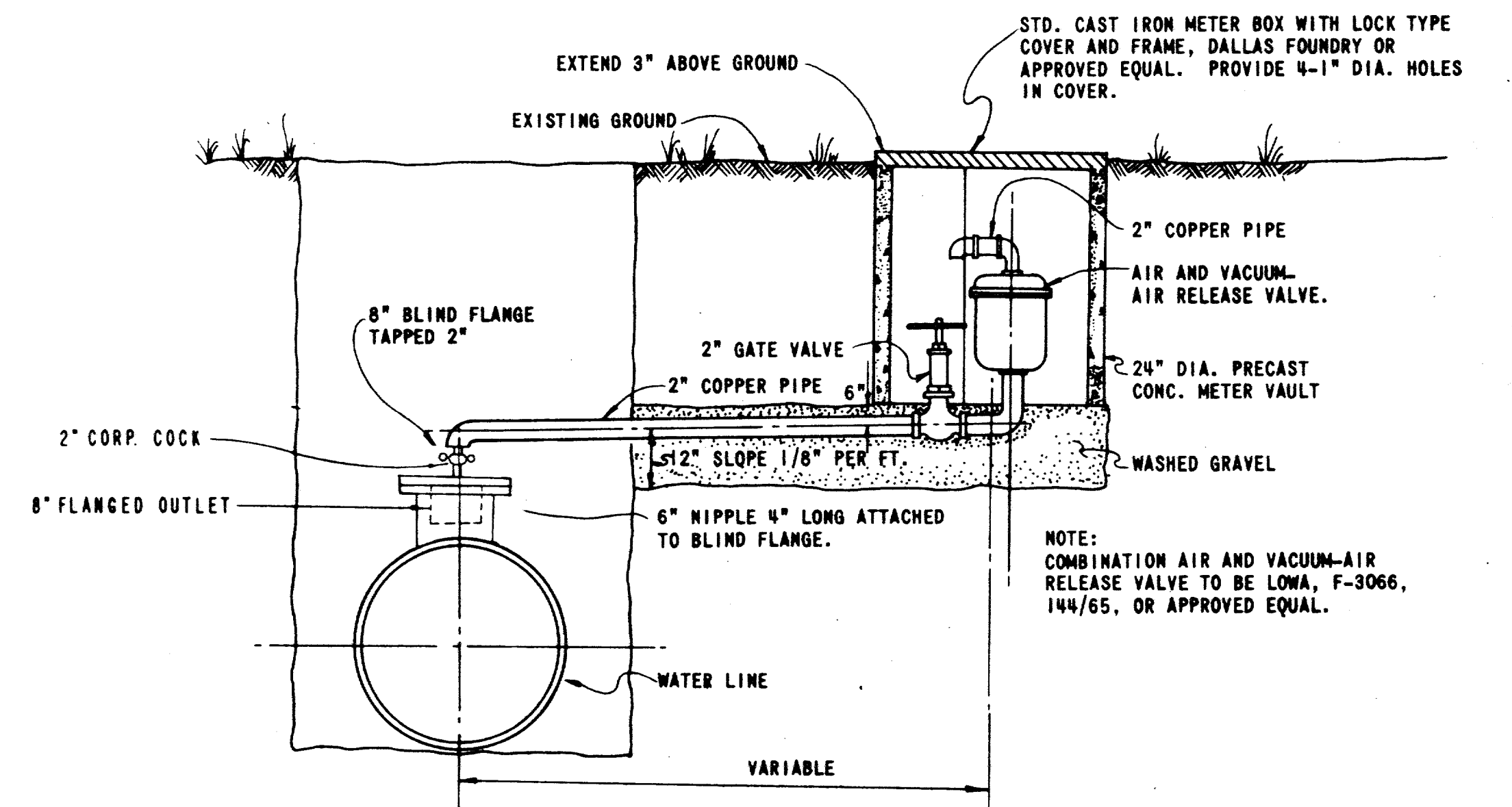




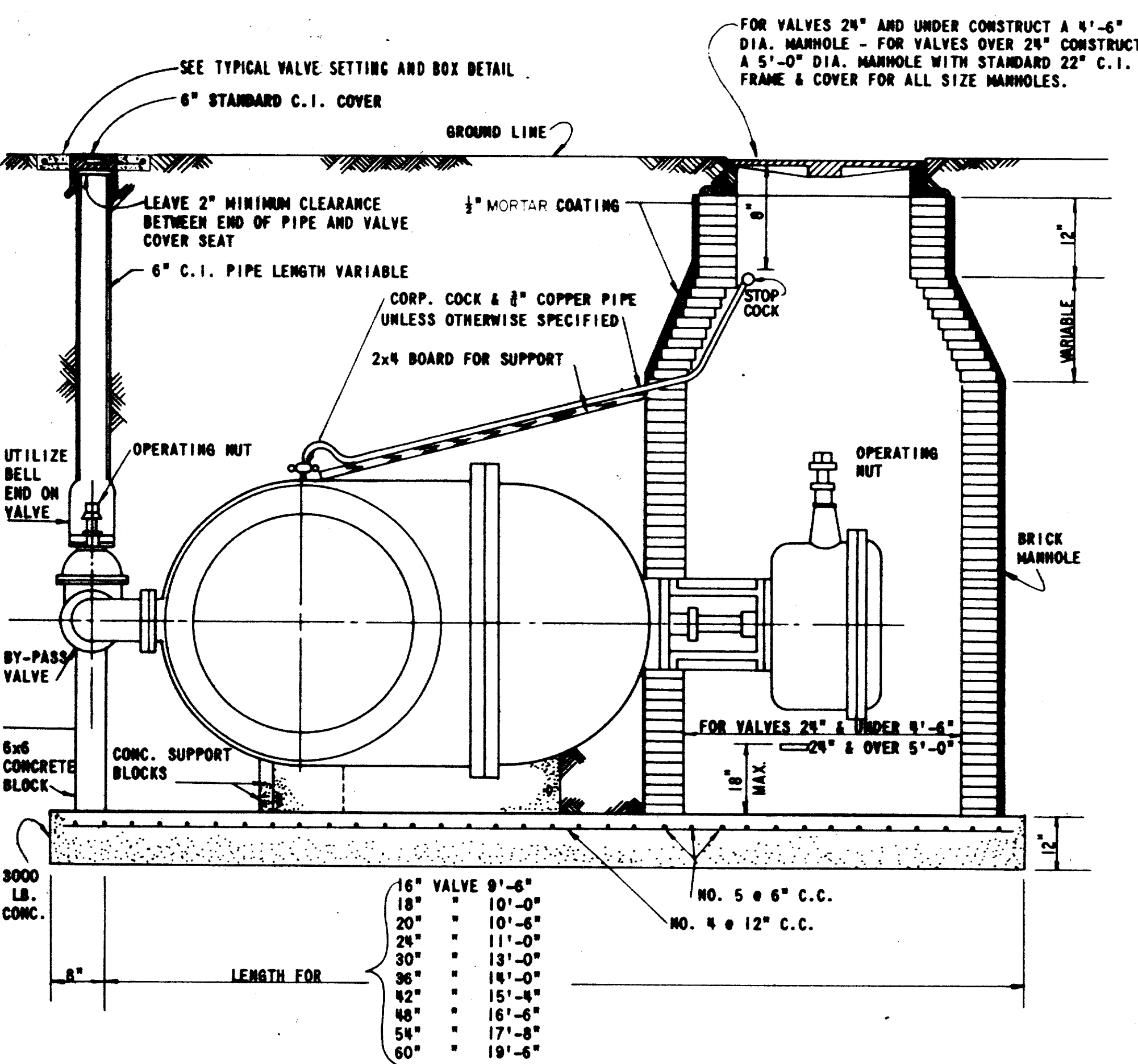
PLAN



PLAN

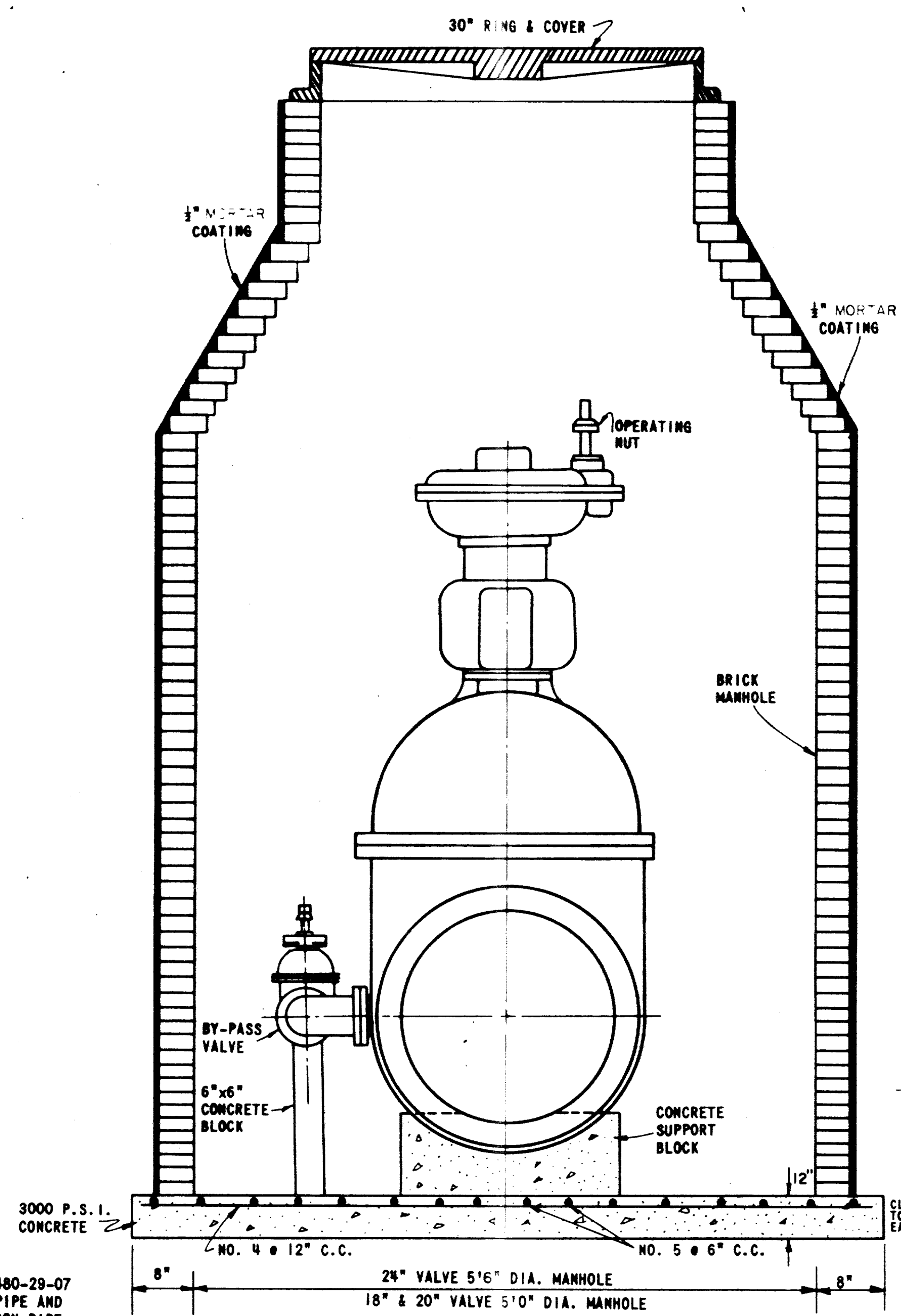


TYPICAL AIR AND VACUUM-AIR RELEASE VALVE INSTALLATION



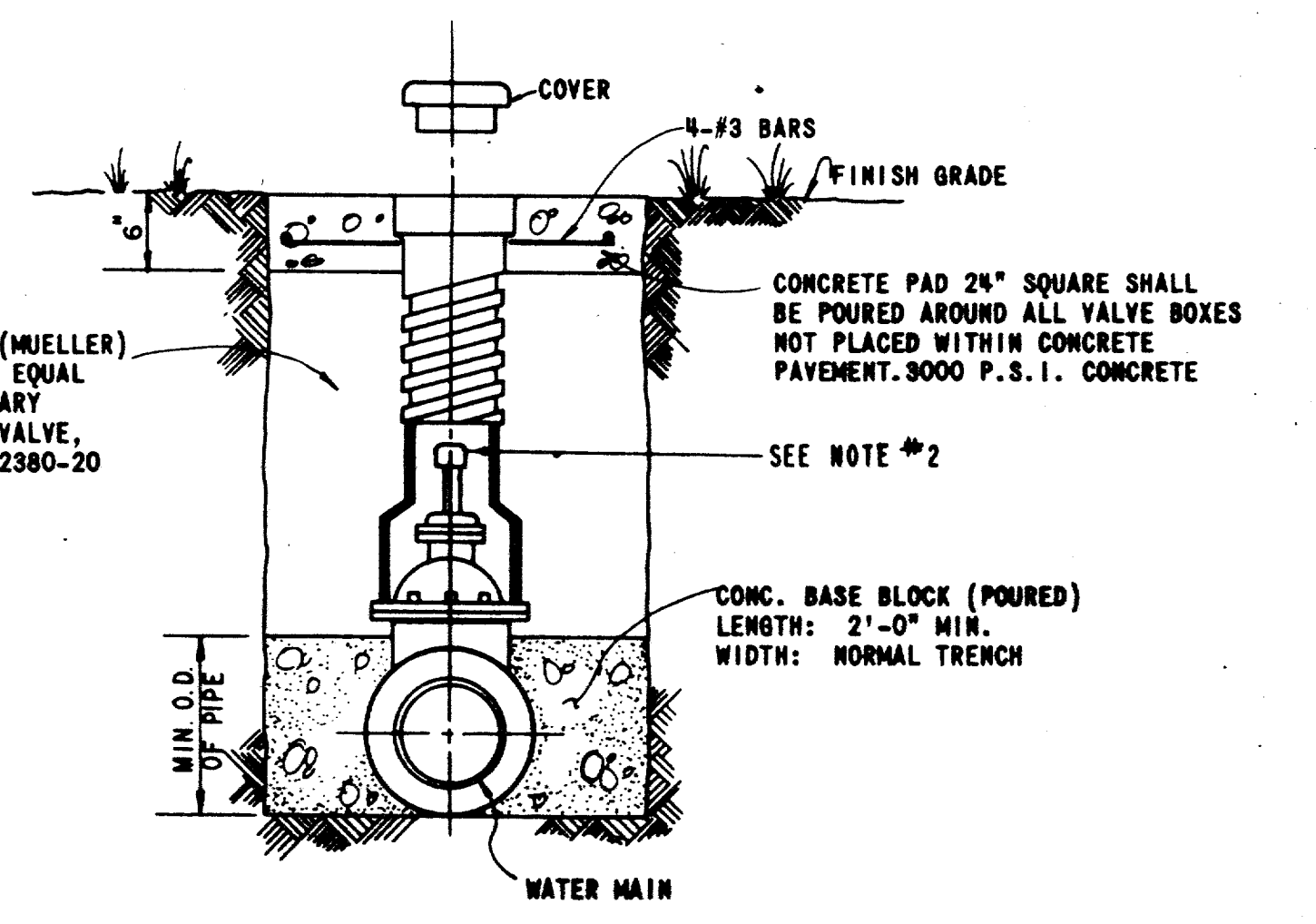
SECTION A-A

HORIZONTAL VALVE INSTALLATION



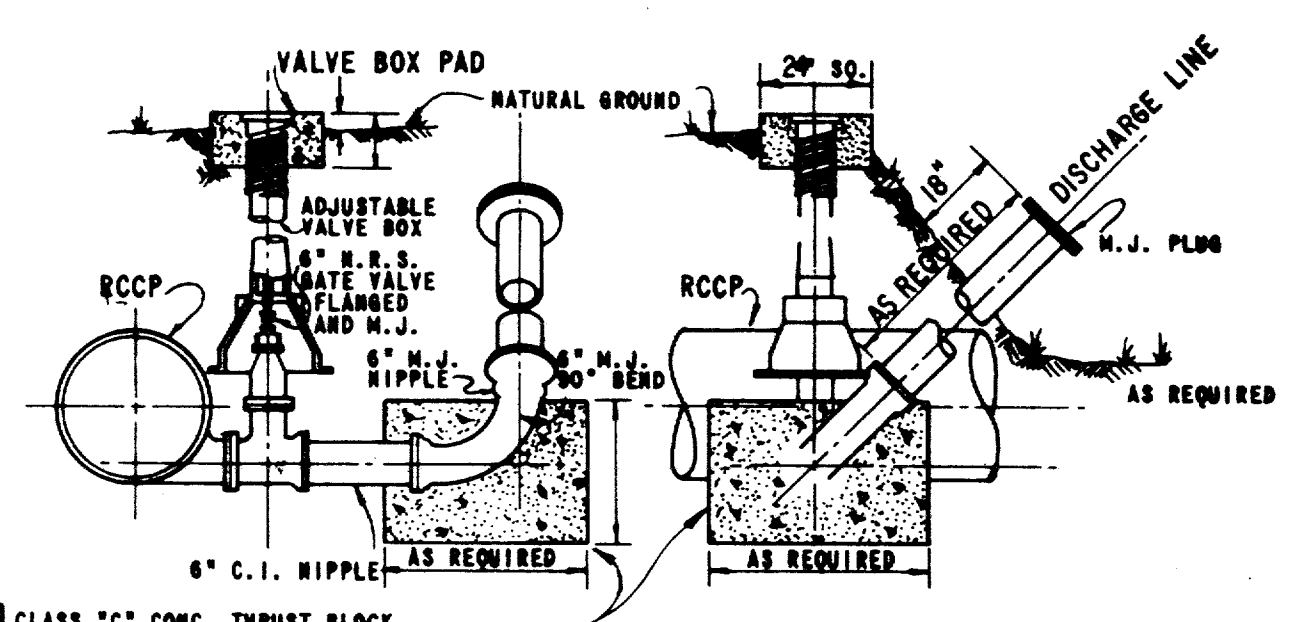
SECTION B-B

VERTICAL VALVE INSTALLATION



- NOTE:
- 6"-12" R.S. 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

LENGTH FOR	16" VALVE	18" VALVE	20" VALVE	24" VALVE	30" VALVE	36" VALVE	42" VALVE	48" VALVE	54" VALVE	60" VALVE
	10'-0"	10'-6"	11'-0"	13'-0"	14'-0"	15'-4"	16'-6"	17'-8"	19'-0"	19'-6"

NO. 5 @ 6" C.C.  
NO. 4 @ 12" C.C.

NOTE: REINFORCING STEEL MAY BE OMITTED FOR VALVES 24" & UNDER.

VALVE SHALL BE MUELLER A-2480-29-07 FOR REINF. CONC. CYLINDER PIPE AND A-2480-20-07 FOR DUCTILE IRON PIPE OR APPROVED EQUAL.

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	

