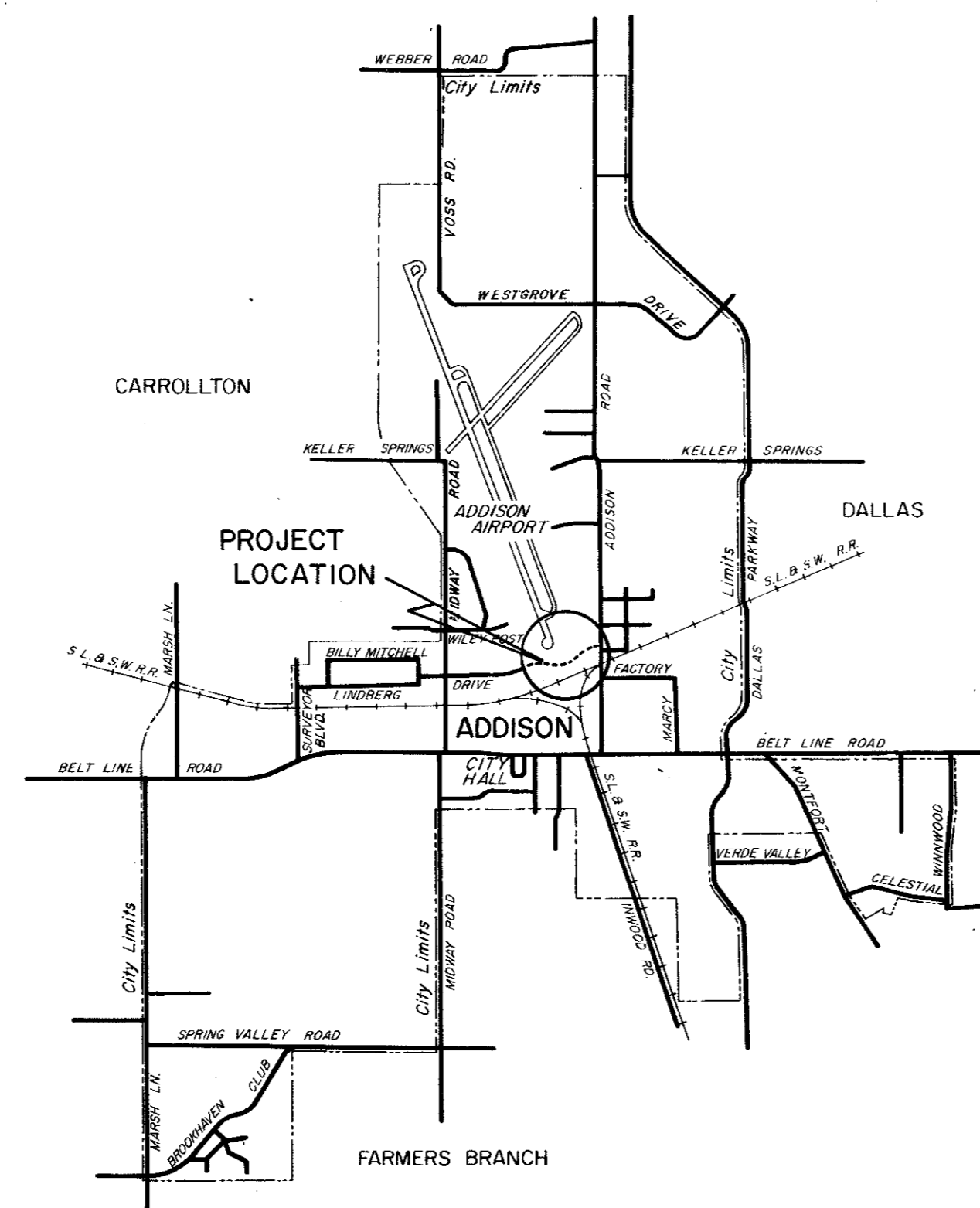


# CITY OF ADDISON DALLAS COUNTY, TEXAS

## CONSTRUCTION PLANS FOR:


### LINDBERG ROAD EXTENSION

FROM ADDISON RD. TO 1,635 FEET WEST  
PROJECT LENGTH 1,635 FEET ±



**JERRY J. REDDING - MAYOR**  
**COUNCILMEN:**

JOHN B. ALLEN  
RICHARD RÖDER  
WILLIAM F. SELLMAYER  
JACK DINGLER  
TERRY ROBERTS  
C.J. WEBSTER - CITY ADMINISTRATOR  
DON PREECE - DIRECTOR OF PUBLIC WORKS

**GINN**  **INC.**  
CONSULTING ENGINEERS  
DALLAS, TEXAS

Record Drawing 4/9/85

CITY OF ADDISON

APPROVED BY:  MAYOR

DATE: November 3, 1980

TRACT "D"  
FIELD NOTES

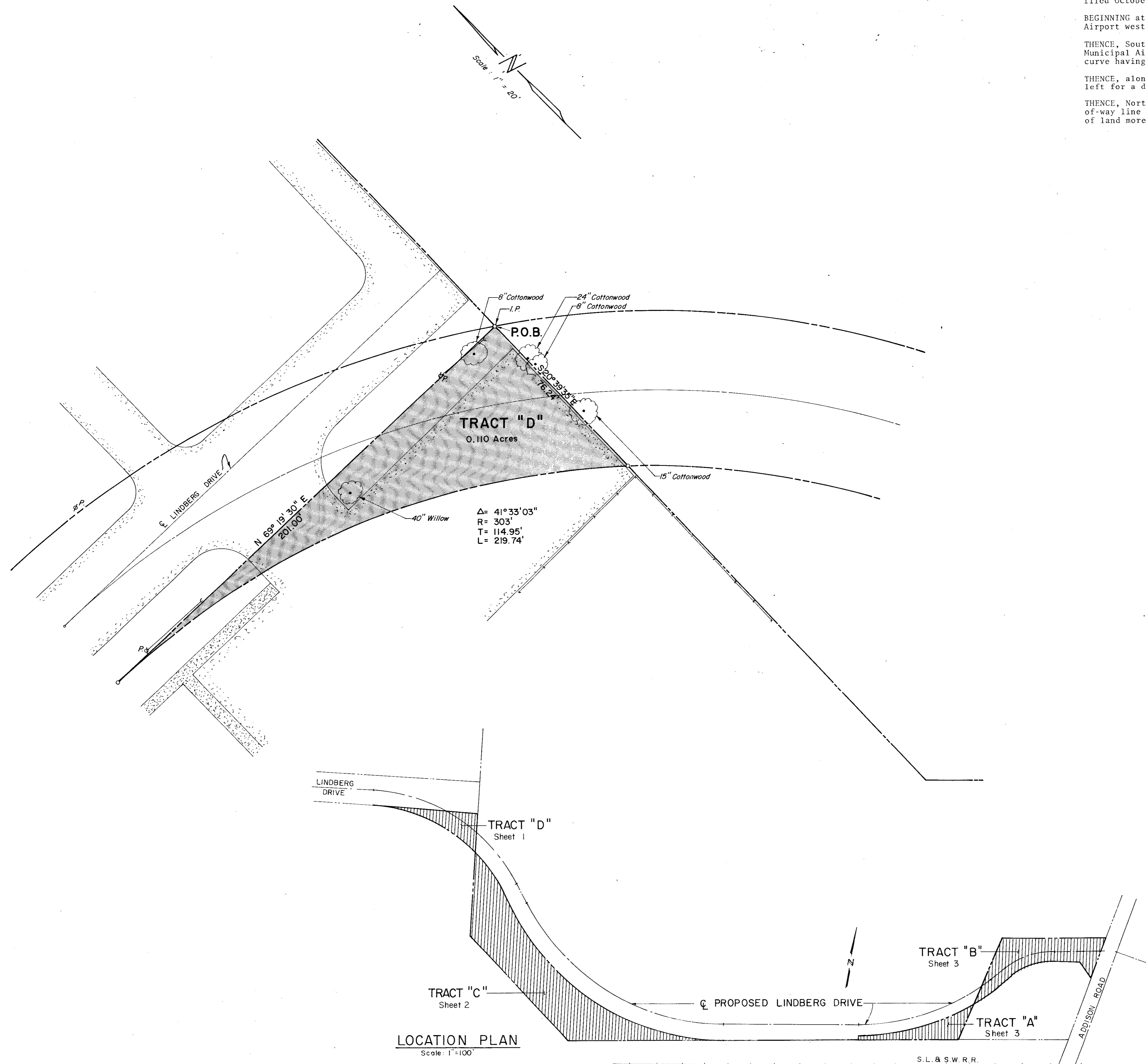
Being a tract or parcel of land in the Edward Cook Survey, Abstract No. 326, CITY OF ADDISON, DALLAS COUNTY, TEXAS, and being part of a 3.644 acres, further described as Lots 5 and 6 of Block D of Addison Airport Industrial District, filed October 29, 1962, Volume 50-207.

BEGINNING at an iron pin, said pin being the point of intersect of Addison Airport west property line and the south right-of-way line of Lindberg Drive;

THENCE, South 20°39'35" East for a distance of 76.24 feet along the Addison Municipal Airport west property line to a point where it intersects with a curve having a radius of 303 feet and a central angle of 41°33'03";

THENCE, along the arc of said curve in a westerly direction curving to the left for a distance of 219.74 feet;

THENCE, North 69°10'30" East for a distance of 201 feet along the south right-of-way line of Lindberg Drive to the POINT OF BEGINNING, containing 0.110 acres of land more or less. (4,792 square feet)



LOCATION PLAN  
Scale: 1"=100'

Record Drawing 4/9/85

<b>CITY OF ADDISON LINDBERG DRIVE</b>			
DALLAS COUNTY,		TEXAS	
<b>PROPOSED RIGHT-OF-WAY</b>			
GINN, INC., CONSULTING ENGINEERS			
DESIGNED - HBJ	DRAWN - DTS	DATE - AUG. 1980	FILE
APPROVED -	CHECKED -	SCALE - 1" = 20'	SHEET 1 OF 3

TRACT "C-1"  
FIELD NOTES

BEING a tract of land out of the Edward Cook Survey, Abstract No. 326, the William Lomax Survey, Abstract No. 792, the George Syms Survey, Abstract No. 1344, the William Rowe Survey, Abstract No. 1257, and being more fully described as follows:

BEGINNING at an iron pin, said iron pin being the southeasterly corner of Addison Municipal Airport property and lying in the north right-of-way line of the St. Louis and Southwestern Railroad;

THENCE, South 66° 09' 40" West, for a distance of 458.21 feet along the right-of-way of said St. Louis and Southwestern Railroad to a point;

THENCE, continue South 66° 09' 40" West, for a distance of 303.73 feet along right-of-way of said St. Louis and Southwestern Railroad to a point for a corner;

THENCE, North 67° 15' 00" West, for a distance of 202.80 feet to a point; said point being the Point of Beginning of Tract "C-1";

THENCE, continue North 67° 15' 00" West, for a distance of 71.0 feet to a point for a corner;

THENCE, North 20° 43' 00" West, for a distance of 166.29 feet to a point in a curve to the right whose central angle is 18° 26' 57" and whose radius is 303 feet;

THENCE, along the arc of said curve to the right for a distance of 97.56 feet to the point of tangent;

THENCE, South 50° 34' 24" East, for a distance of 40.18 feet to a point of curvature;

THENCE, along the arc of a curve to the left having a radius of 455 feet, and central angle of 6° 33' 07", for a distance of 52.00 feet to a point;

THENCE, South 22° 45' 00" West, a distance of 84.51 feet to the POINT OF BEGINNING, containing 0.295 acres of land more or less. (12,861.17 s.f.)

TRACT "C-2"  
FIELD NOTES

BEING a tract of land out of the Edward Cook Survey, Abstract No. 326, the William Lomax Survey, Abstract No. 792, the George Syms Survey, Abstract No. 1344, the William Rowe Survey, Abstract No. 1257, and being more fully described as follows:

BEGINNING at an iron pin, said iron pin being the southeasterly corner of Addison Municipal Airport property and lying in the north right-of-way line of the St. Louis and Southwestern Railroad;

THENCE, South 66° 09' 40" West, for a distance of 458.21 feet along the right-of-way of said St. Louis and Southwestern Railroad to a point; said point being the Point of Beginning of Tract C-2 as herein described;

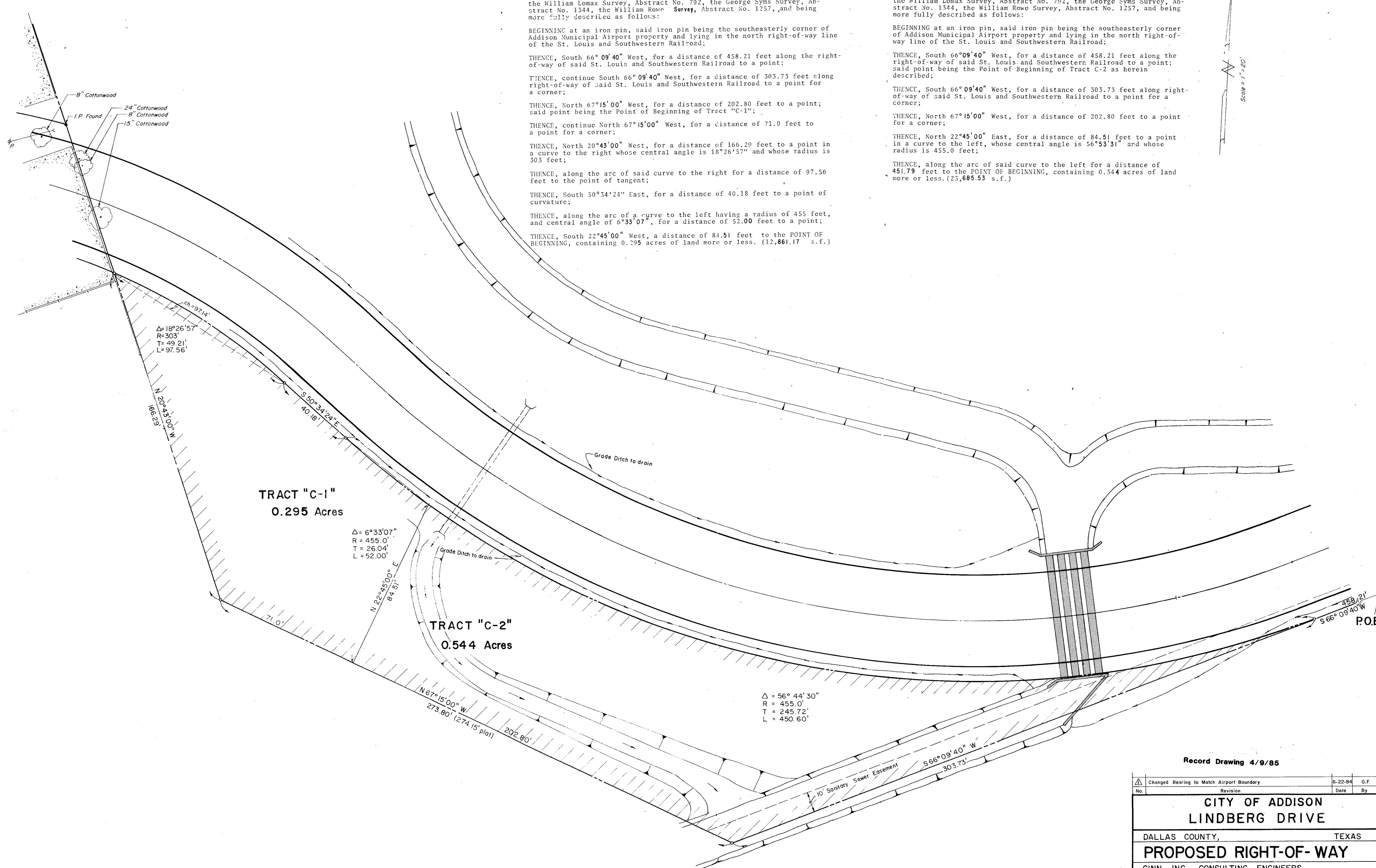
THENCE, South 66° 09' 40" West, for a distance of 303.73 feet along right-of-way of said St. Louis and Southwestern Railroad to a point for a corner;

THENCE, North 67° 15' 00" West, for a distance of 202.80 feet to a point for a corner;

THENCE, North 22° 45' 00" East, for a distance of 84.51 feet to a point in a curve to the left, whose central angle is 56° 44' 30" and whose radius is 455.0 feet;

THENCE, along the arc of said curve to the left for a distance of 451.79 feet to the POINT OF BEGINNING, containing 0.544 acres of land more or less. (23,685.53 s.f.)

Scale = 1" = 20'



TRACT "C-1"  
0.295 Acres

$\Delta = 6^{\circ}33'07''$   
 $R = 455.0'$   
 $T = 26.04'$   
 $L = 52.00'$

TRACT "C-2"  
0.544 Acres

$\Delta = 56^{\circ}44'30''$   
 $R = 455.0'$   
 $T = 245.72'$   
 $L = 450.60'$

Record Drawing 4/9/85

No.	Changed Bearing to Match Airport Boundary	6-22-84	G.F.
	Revision	Date	By
<b>CITY OF ADDISON LINDBERG DRIVE</b>			
DALLAS COUNTY, TEXAS			
<b>PROPOSED RIGHT-OF-WAY</b>			
GINN, INC., CONSULTING ENGINEERS			
DESIGNED-HBJ	DRAWN-SMM	DATE-AUG. 1980	FILE
APPROVED-HWG	CHECKED-DTS	SCALE- 1" = 20'	SHEET 2 OF 3

TRACT "A"  
FIELD NOTES

BEING a tract or parcel of land in the Edward Cook Survey, Abstract No. 326, CITY OF ADDISON, DALLAS COUNTY, TEXAS, and being part of a 0.917 acre tract of land conveyed by Joseph W. Gallop and wife to Leroy Gallop, Effie Gallop Sams and Ila Mae Gallop Vick, as recorded in Volume 79146, Page 2874 of the Deed Records of Dallas County, Texas, and being more particularly described as follows:

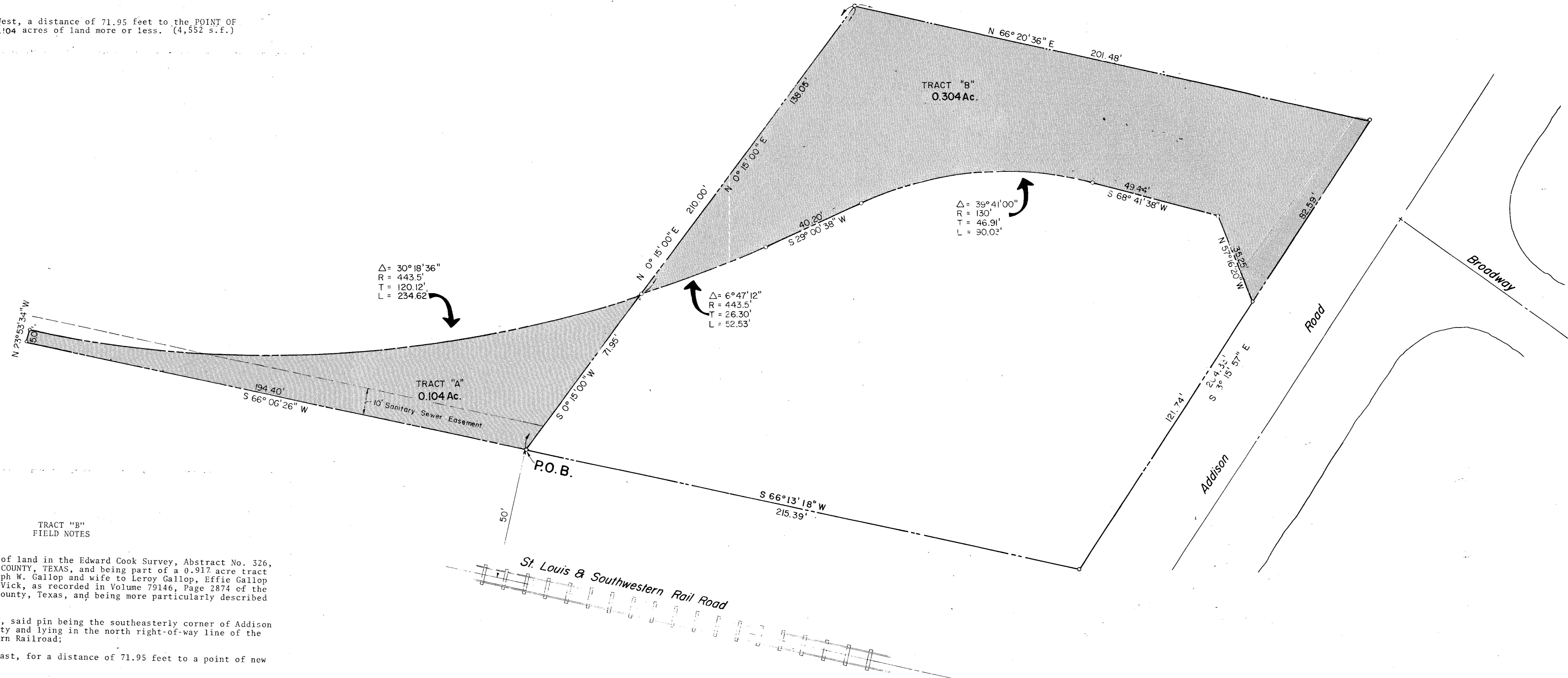
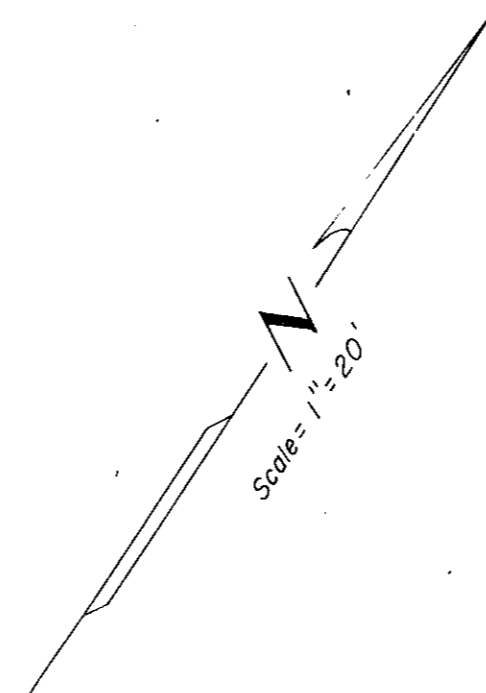
BEGINNING at an iron pin, said pin being the southeasterly corner of Addison Municipal Airport property and lying in the north right-of-way line of the St. Louis and Southwestern Railroad;

THENCE, South 66°06'26" West for a distance of 194.40 feet along the north right-of-way line of St. Louis and Southwestern Railroad to a point for a corner;

THENCE, North 23°53'34" West for a distance of 5.0 feet to a point in a northeasterly curve to the left whose radius is 443.5 feet and radius bearing is North 25°53'34" West and whose central angle is 30°18'36";

THENCE, along the arc of said curve to the left a distance of 234.62 feet to a point for a corner;

THENCE, South 0°15'00" West, a distance of 71.95 feet to the POINT OF BEGINNING, containing 0.104 acres of land more or less. (4,552 s.f.)



TRACT "B"  
FIELD NOTES

BEING a tract or parcel of land in the Edward Cook Survey, Abstract No. 326, CITY OF ADDISON, DALLAS COUNTY, TEXAS, and being part of a 0.917 acre tract of land conveyed by Joseph W. Gallop and wife to Leroy Gallop, Effie Gallop Sams and Ila Mae Gallop Vick, as recorded in Volume 79146, Page 2874 of the Deed Records of Dallas County, Texas, and being more particularly described as follows:

BEGINNING at an iron pin, said pin being the southeasterly corner of Addison Municipal Airport property and lying in the north right-of-way line of the St. Louis and Southwestern Railroad;

THENCE, North 0°15'00" East, for a distance of 71.95 feet to a point of new beginning;

THENCE, continue North 0°15'00" East, for a distance of 138.05 feet to a point for a corner;

THENCE, North 66°20'36" East, for a distance of 201.48 feet to a point for a corner within the west right-of-way line of Addison Road;

THENCE, South 3°15'57" East, for a distance of 82.59 feet along the west right-of-way line of Addison Road to a point for a corner;

THENCE, North 57°16'20" West for a distance of 35.25 feet;

THENCE, South 68°41'38" West, for a distance of 49.44 feet to a point of curvature;

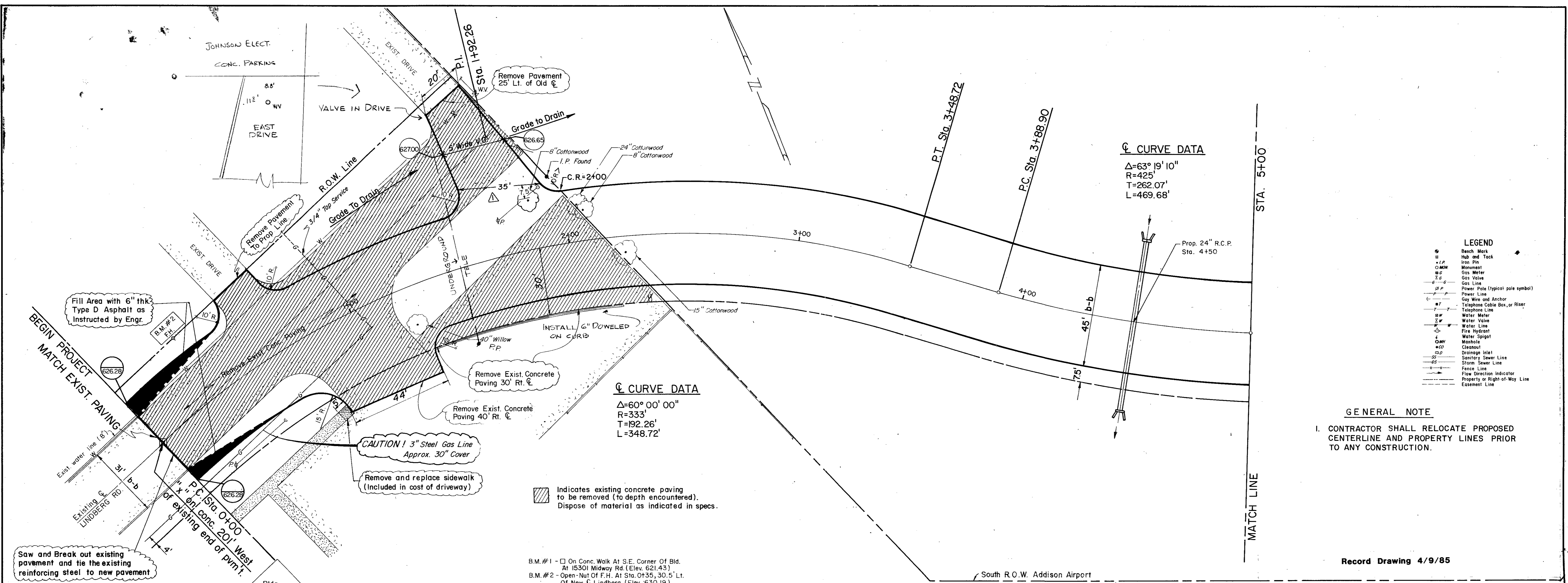
THENCE, along the arc of the said curve to the left having a radius of 130 feet, and central angle of 39°41'00" for a distance of 90.03 feet to the point of tangent;

THENCE, South 29°00'38" West, for a distance of 40.20 feet to a point of curvature for a curve to the right;

THENCE, along the arc of the said curve to the right having a radius of 443.5 feet, and central angle of 6°47'12" for a distance of 52.53 feet to the POINT OF BEGINNING, containing 0.304 acres of land more or less. (13,260 s.f.)

Record Drawing 4/9/85

<b>CITY OF ADDISON</b>			
<b>LINDBERG DRIVE</b>			
DALLAS COUNTY,		TEXAS	
<b>PROPOSED RIGHT-OF-WAY</b>			
GINN, INC., CONSULTING ENGINEERS			
DESIGNED-HBJ	DRAWN-SMM	DATE-AUG. 1980	FILE
APPROVED-	CHECKED-	SCALE- 1" = 20'	SHEET 3 OF 3



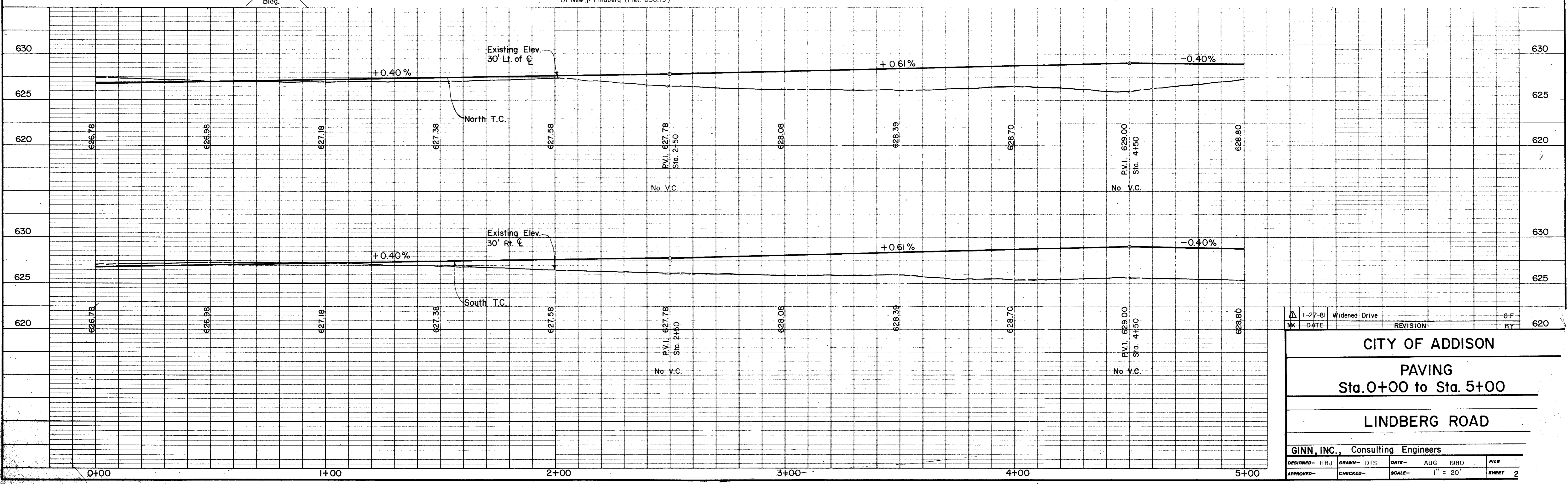
**☐ CURVE DATA**  
 $\Delta=63^{\circ}19'10''$   
 $R=425'$   
 $T=262.07'$   
 $L=469.68'$

**☐ CURVE DATA**  
 $\Delta=60^{\circ}00'00''$   
 $R=333'$   
 $T=192.26'$   
 $L=348.72'$

- LEGEND**
- ⊙ Bench Mark
  - ⊕ Hub and Tack
  - + I.P. Iron Pin
  - C.M.W. Monument
  - ⊕ Gas Meter
  - ⊕ Gas Valve
  - Gas Line
  - Power Pole (typical pole symbol)
  - Power Line
  - Clay Wire and Anchor
  - Telephone Cable Box, or Riser
  - Telephone Line
  - Water Meter
  - Water Valve
  - Water Line
  - Fire Hydrant
  - Water Spigot
  - Manhole
  - Cleanout
  - Drainage Inlet
  - Sanitary Sewer Line
  - Storm Sewer Line
  - Fence Line
  - Flow Direction Indicator
  - Property or Right-of-Way Line
  - Easement Line

**GENERAL NOTE**  
 I. CONTRACTOR SHALL RELOCATE PROPOSED CENTERLINE AND PROPERTY LINES PRIOR TO ANY CONSTRUCTION.

Record Drawing 4/9/85

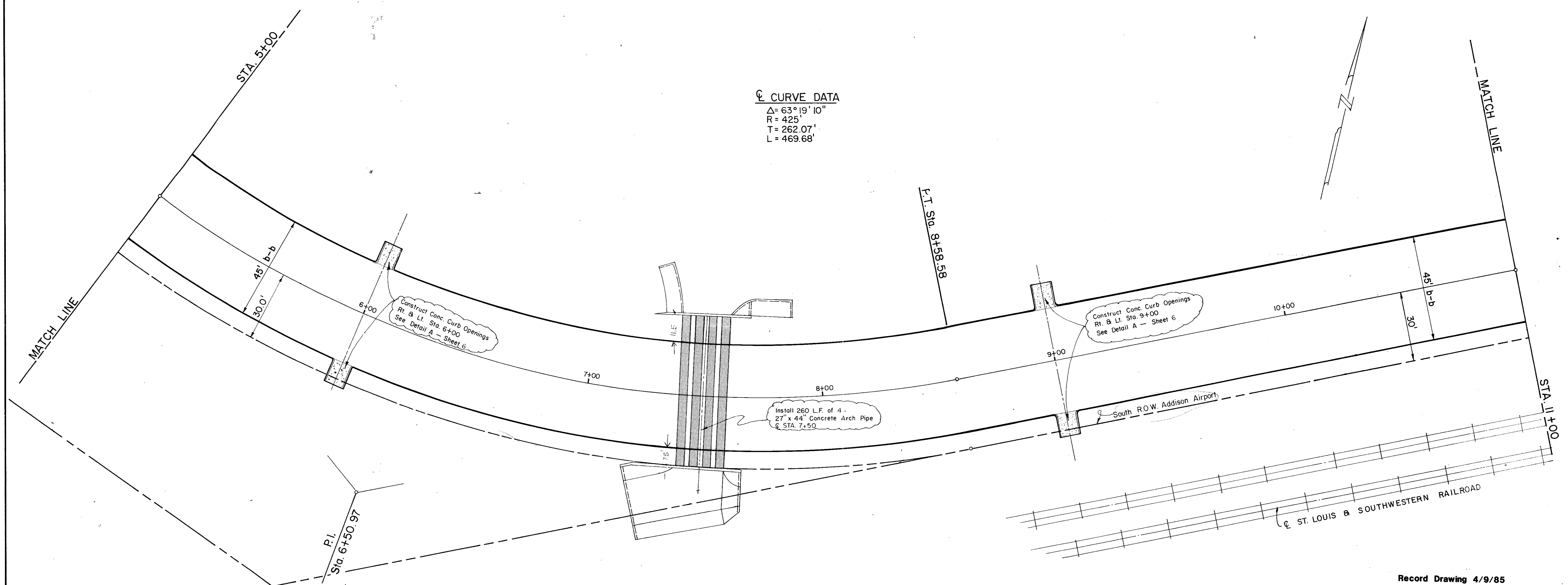


DESIGNED - HBJ	DRAWN - DTS	DATE - AUG 1980	FILE
APPROVED -	CHECKED -	SCALE - 1" = 20'	SHEET 2

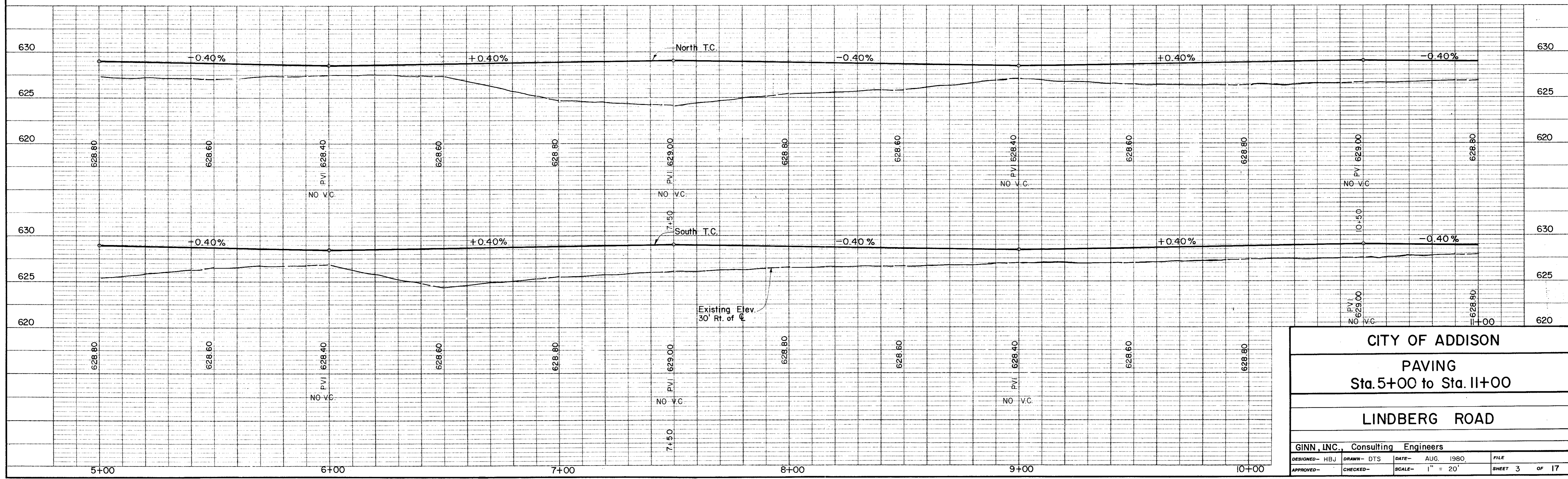
**CITY OF ADDISON**  
**PAVING**  
**Sta. 0+00 to Sta. 5+00**  
**LINDBERG ROAD**

**GINN, INC., Consulting Engineers**

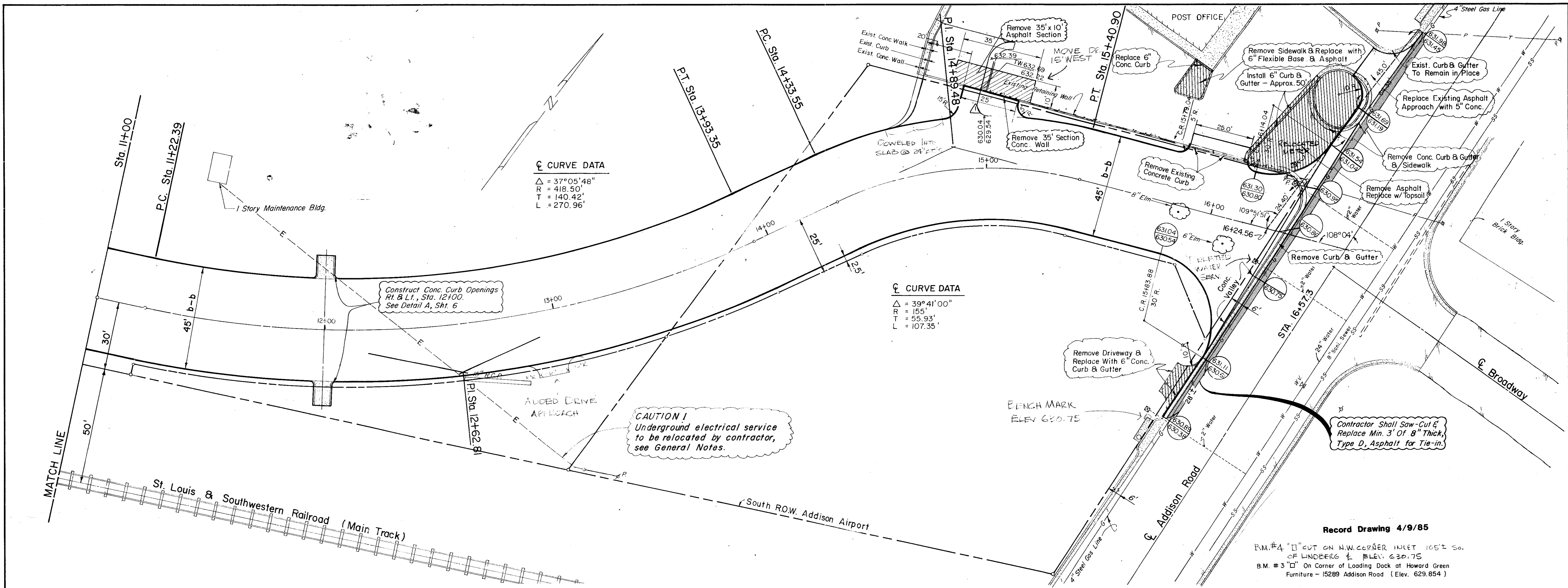
$\Delta = 63^\circ 19' 10''$   
 $R = 425'$   
 $T = 262.07'$   
 $L = 469.68'$



Record Drawing 4/9/85



<b>CITY OF ADDISON</b>			
<b>PAVING</b>			
<b>Sta. 5+00 to Sta. 11+00</b>			
<b>LINDBERG ROAD</b>			
<b>GINN, INC., Consulting Engineers</b>			
DESIGNED - HBJ	DRAWN - DTS	DATE - AUG. 1980	FILE
APPROVED -	CHECKED -	SCALE - 1" = 20'	SHEET 3 OF 17

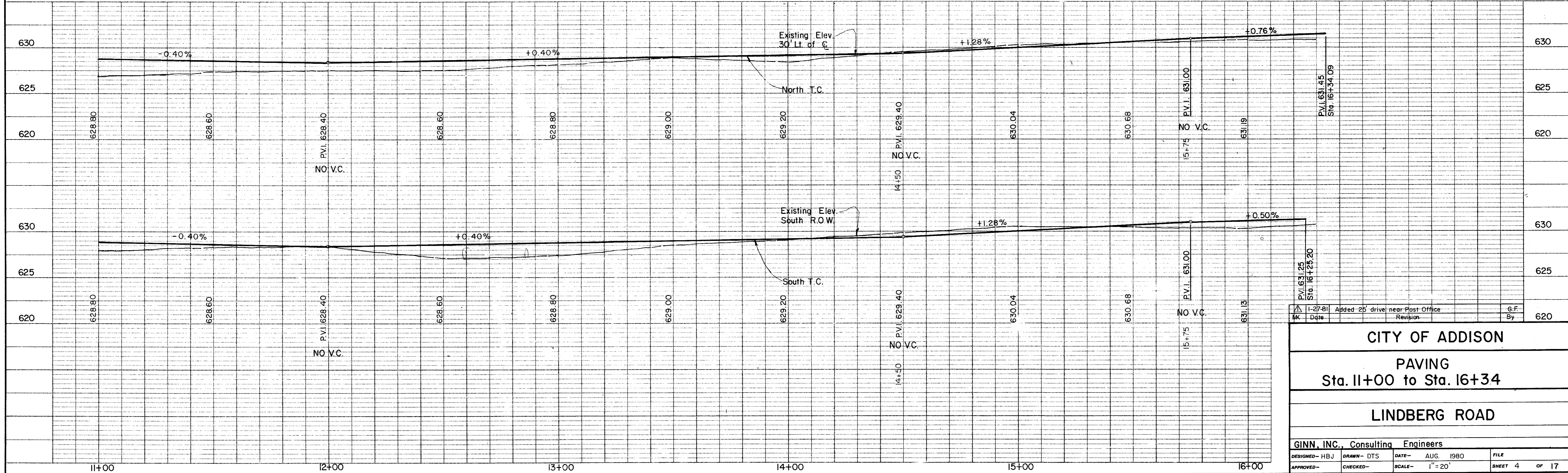


**Record Drawing 4/9/85**

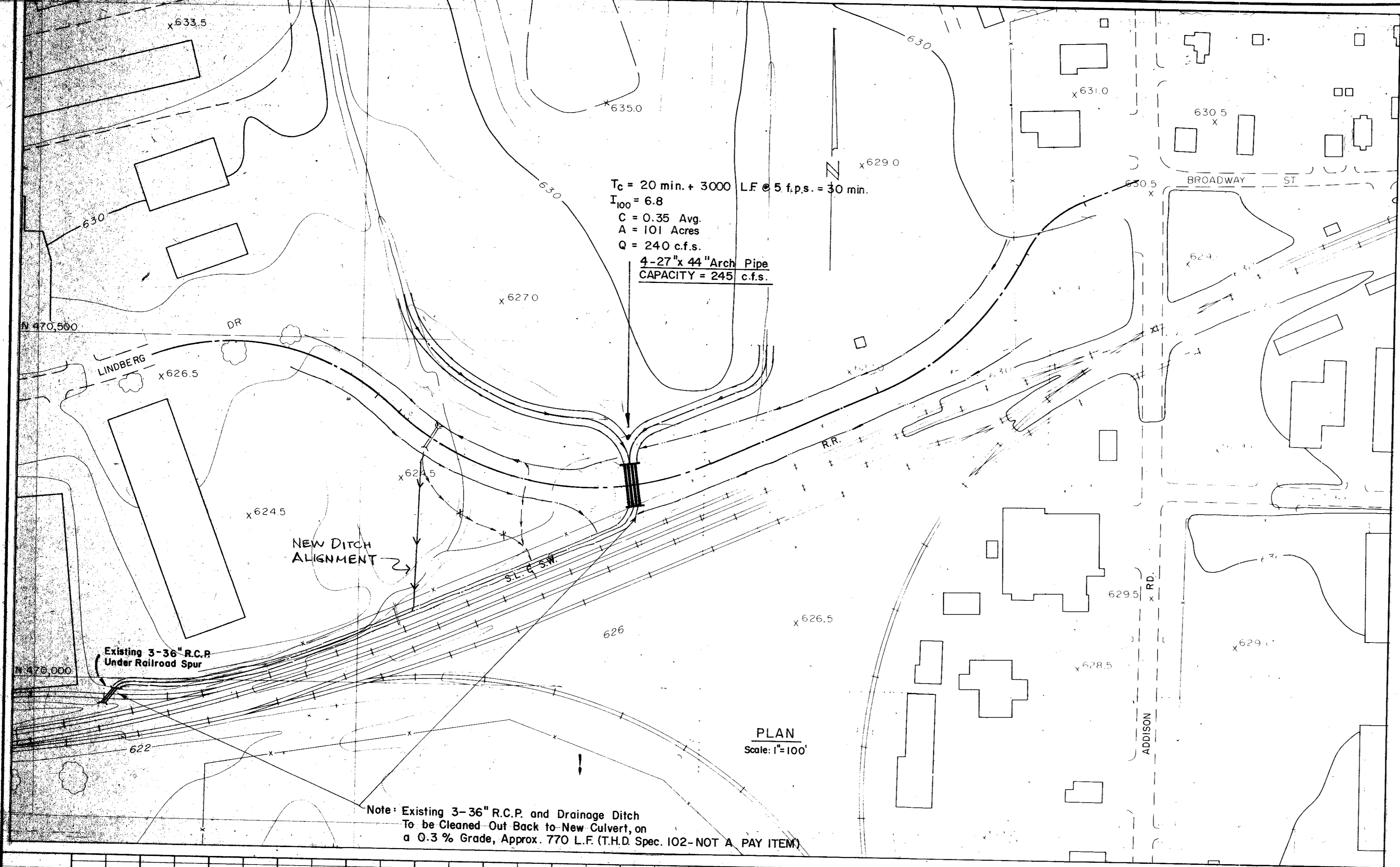
P.M. #4 "C" CUT ON N.W. CORNER INLET 105'± SO. OF LINDBERG & ELEV. 630.75

B.M. #3 "D" On Corner of Loading Dock at Howard Green

Furniture - 15289 Addison Road (Elev. 629.854)



<b>CITY OF ADDISON</b>			
<b>PAVING</b>			
<b>Sta. 11+00 to Sta. 16+34</b>			
<b>LINDBERG ROAD</b>			
<b>GINN, INC., Consulting Engineers</b>			
DESIGNED - HBJ	DRAWN - DTS	DATE - AUG. 1980	FILE
APPROVED -	CHECKED -	SCALE - 1" = 20'	SHEET 4 OF 17



Record Drawing 4/9/85

CITY OF ADDISON  
 DRAINAGE AREA MAP  
 LINDBERG ROAD

GINN, INC. Consulting Engineers

DESIGNED - HWG	DRAWN -	DATE -	FILE
APPROVED -	CHECKED -	SCALE -	SHEET 5 of 17





**CHANNEL CURVE DATA**

$\Delta = 37^\circ 52' 57''$   
 $R = 325'$   
 $T = 111.53'$   
 $L = 214.88'$

**CHANNEL CURVE DATA**

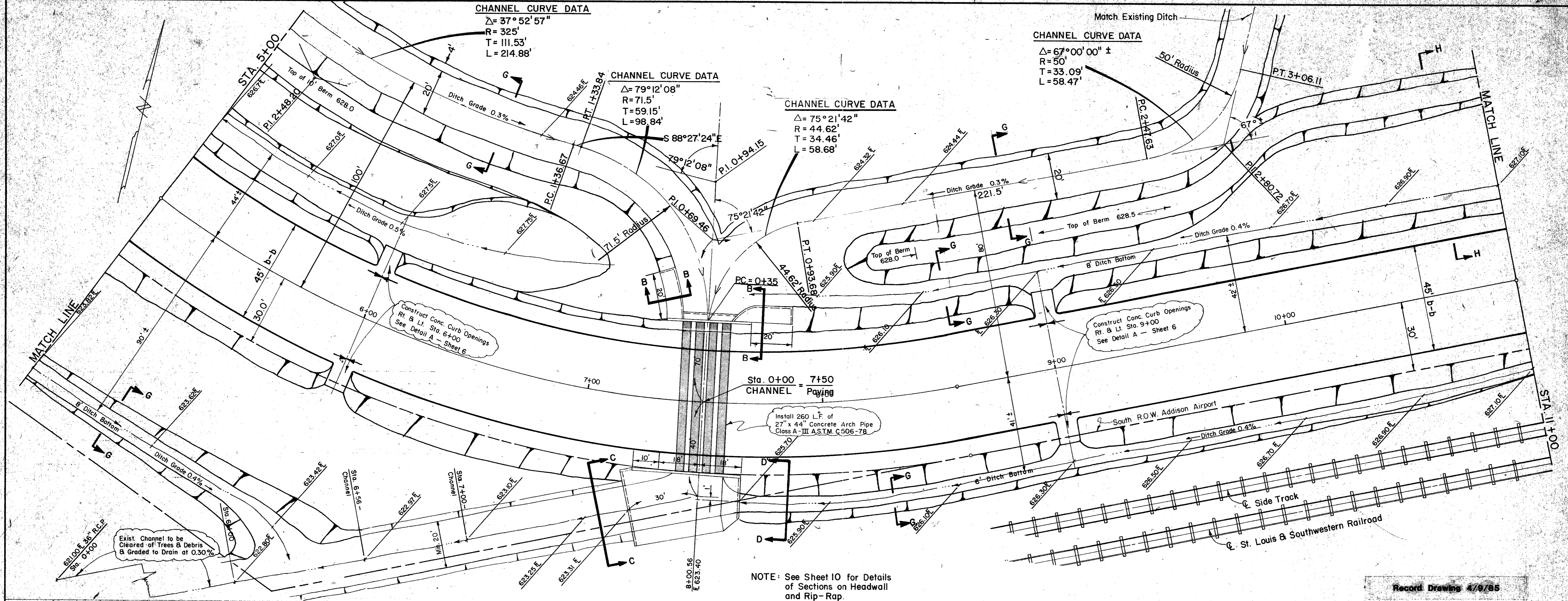
$\Delta = 79^\circ 12' 08''$   
 $R = 71.5'$   
 $T = 59.15'$   
 $L = 98.84'$

**CHANNEL CURVE DATA**

$\Delta = 75^\circ 21' 42''$   
 $R = 44.62'$   
 $T = 34.46'$   
 $L = 58.68'$

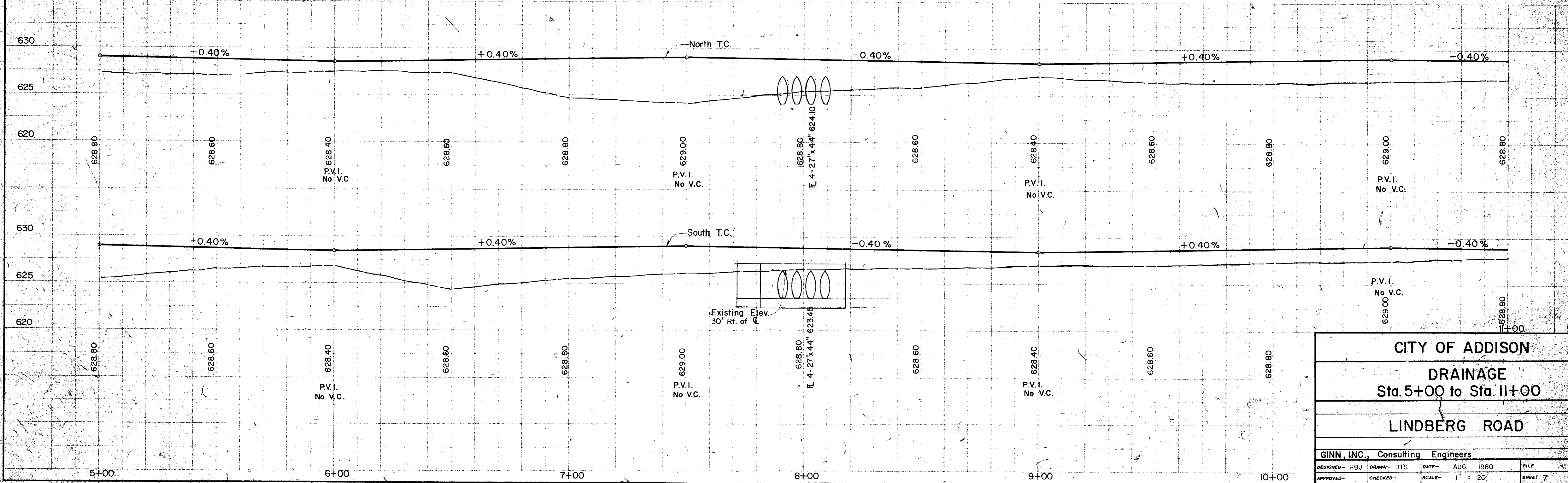
**CHANNEL CURVE DATA**

$\Delta = 67^\circ 00' 00'' \pm$   
 $R = 50'$   
 $T = 33.09'$   
 $L = 58.47'$



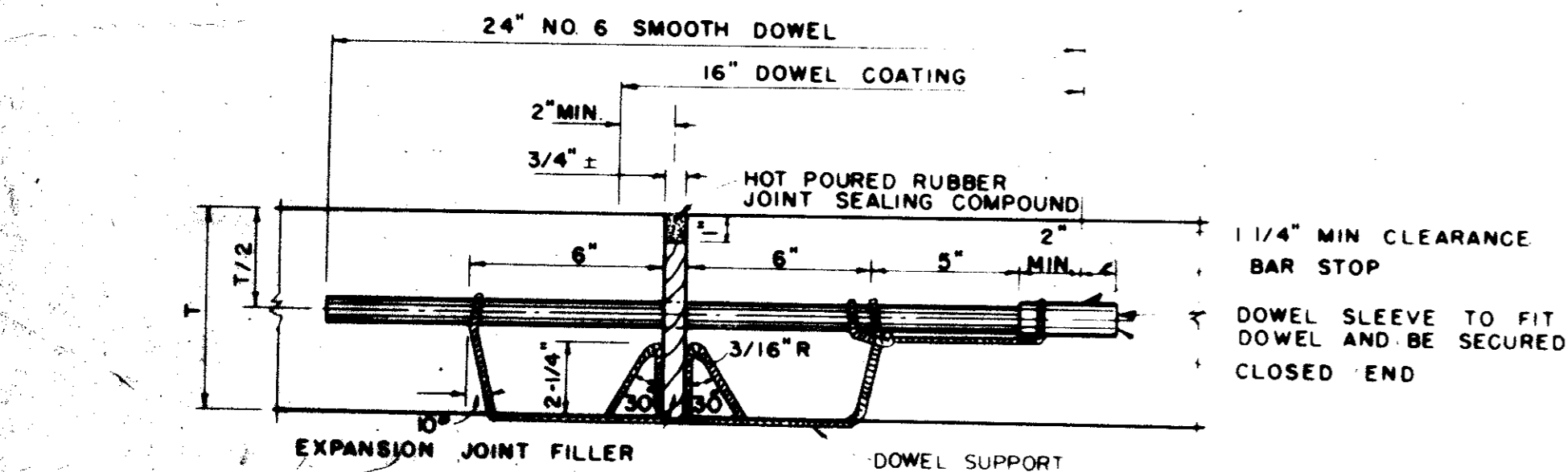
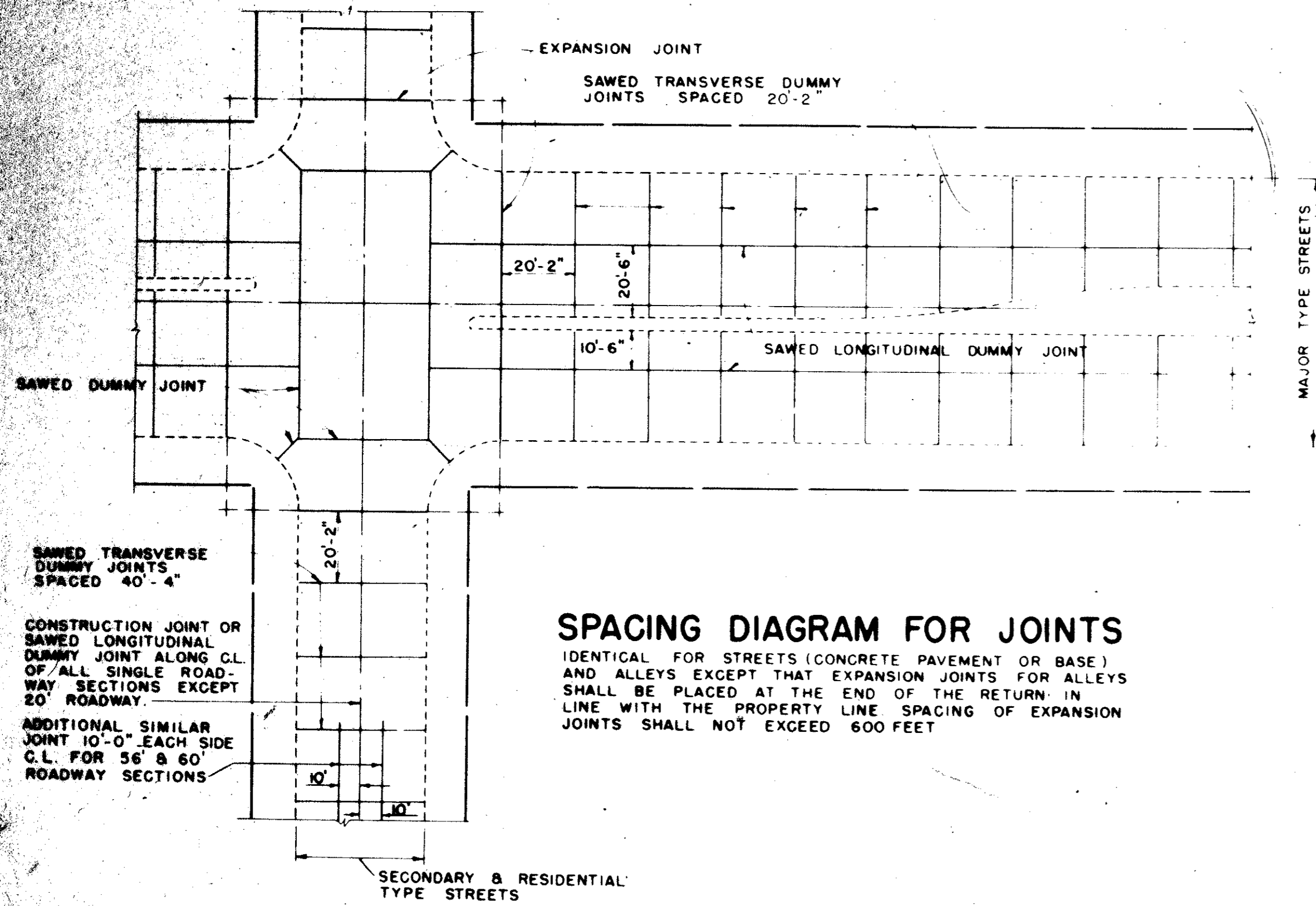
NOTE: See Sheet 10 for Details of Sections on Headwall and Rip-Rap.

Record Drawing 4/9/85

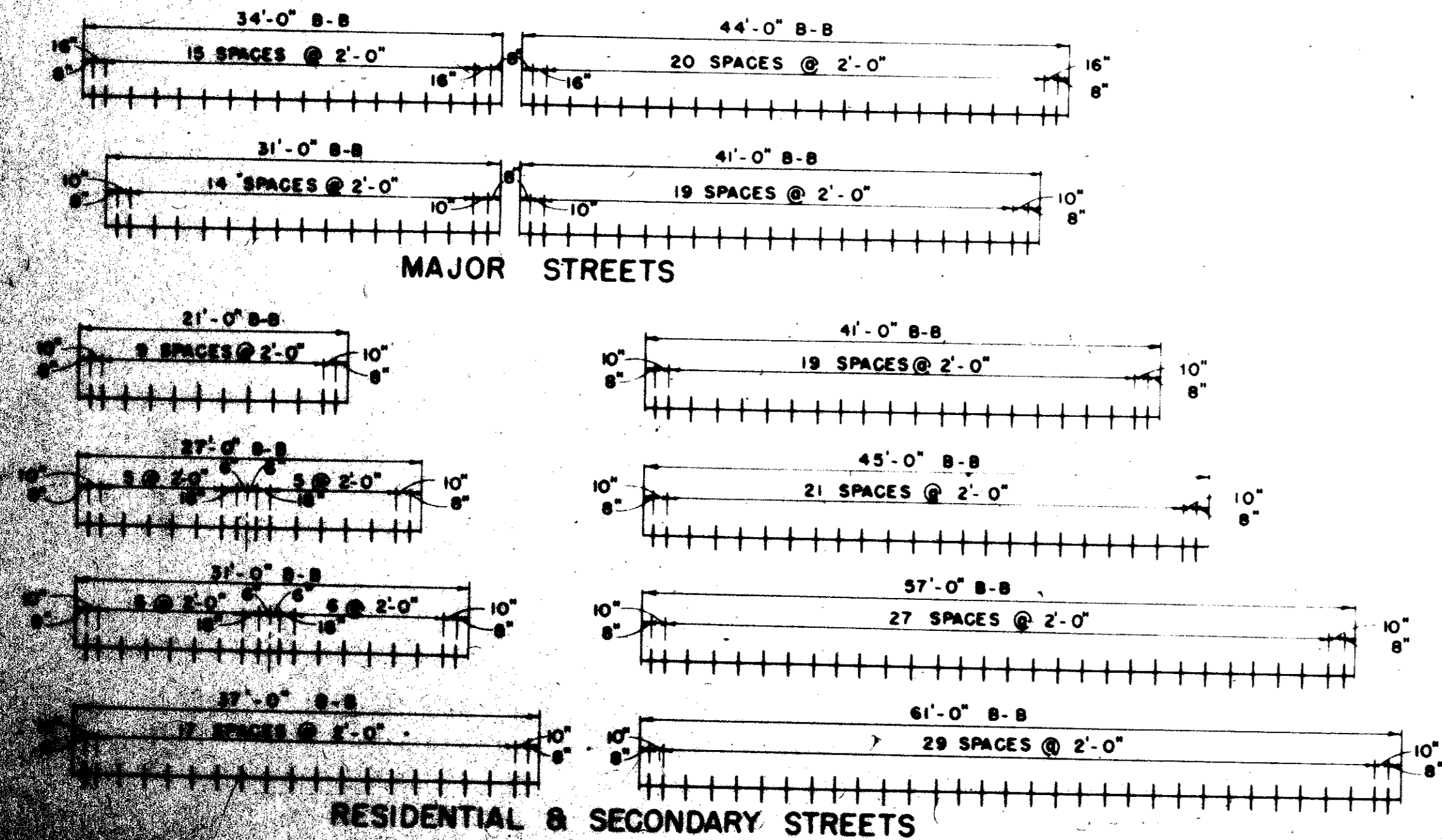


<b>CITY OF ADDISON</b>			
<b>DRAINAGE</b>			
Sta. 5+00 to Sta. 11+00			
<b>LINDBERG ROAD</b>			
GINN, INC., Consulting Engineers			
DESIGNED - HBJ	DRAWN - DTS	DATE - AUG. 1980	FILE
APPROVED -	CHECKED -	SCALE - 1" = 20'	SHEET 7 OF 17

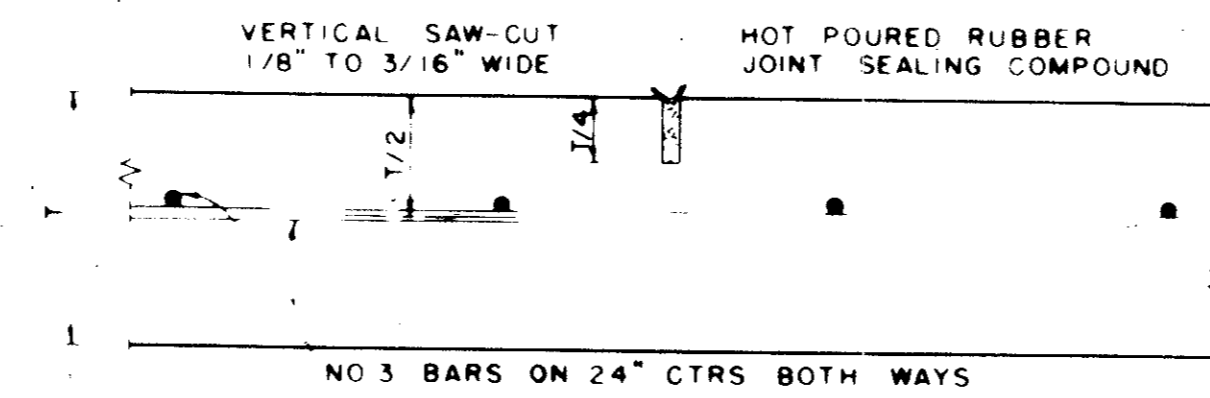




**TRANSVERSE EXPANSION JOINT**  
IDENTICAL FOR STREETS & ALLEYS

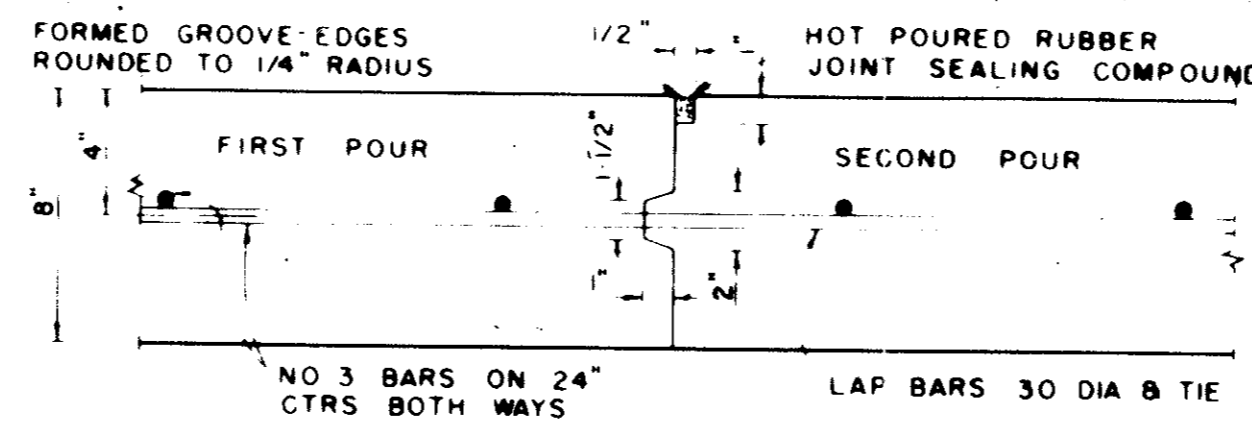


**SPACING DIAGRAM FOR DOWELS AT EXPANSION JOINTS**



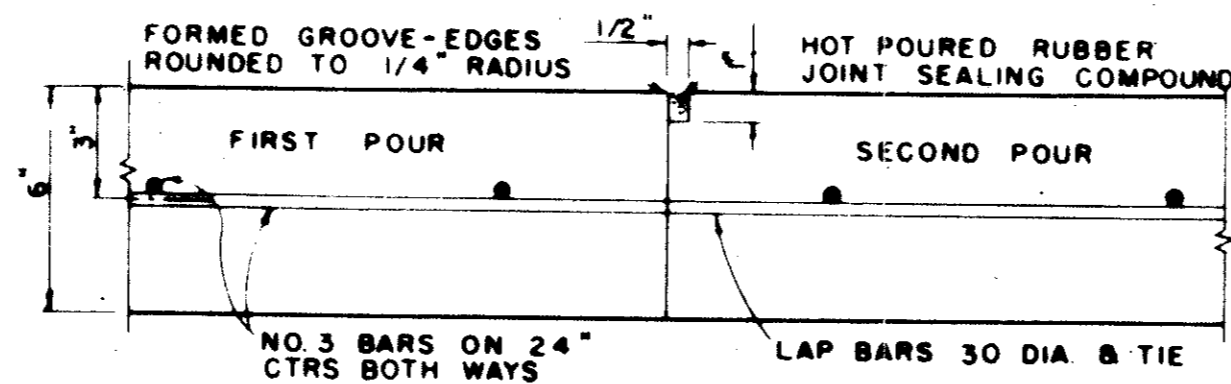
**SAWED DUMMY JOINT**

IDENTICAL FOR STREETS AND ALLEYS EXCEPT ALLEY LONGITUDINAL REINFORCEMENT BARS



**CONSTRUCTION JOINT**

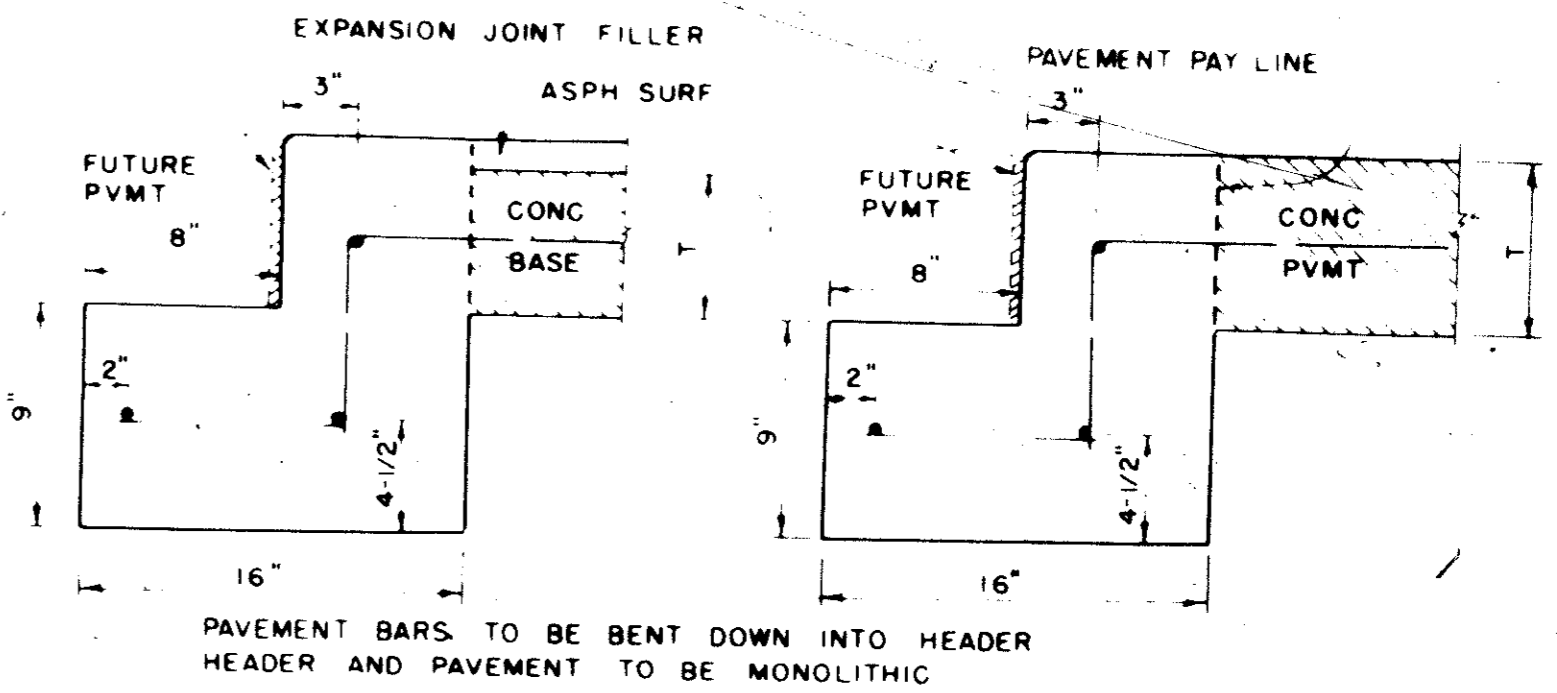
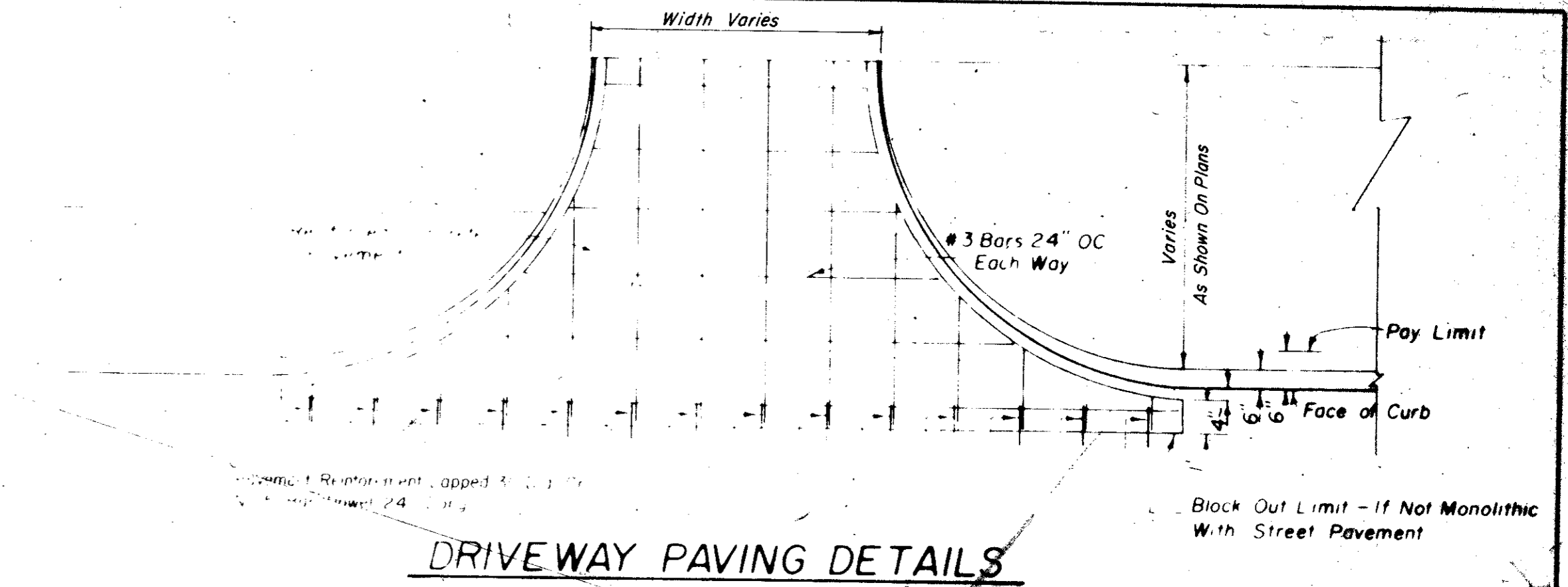
FOR 8" THICKNESS PAVEMENT OR BASE



**CONSTRUCTION JOINT**

FOR 6" THICKNESS PAVEMENT OR BASE

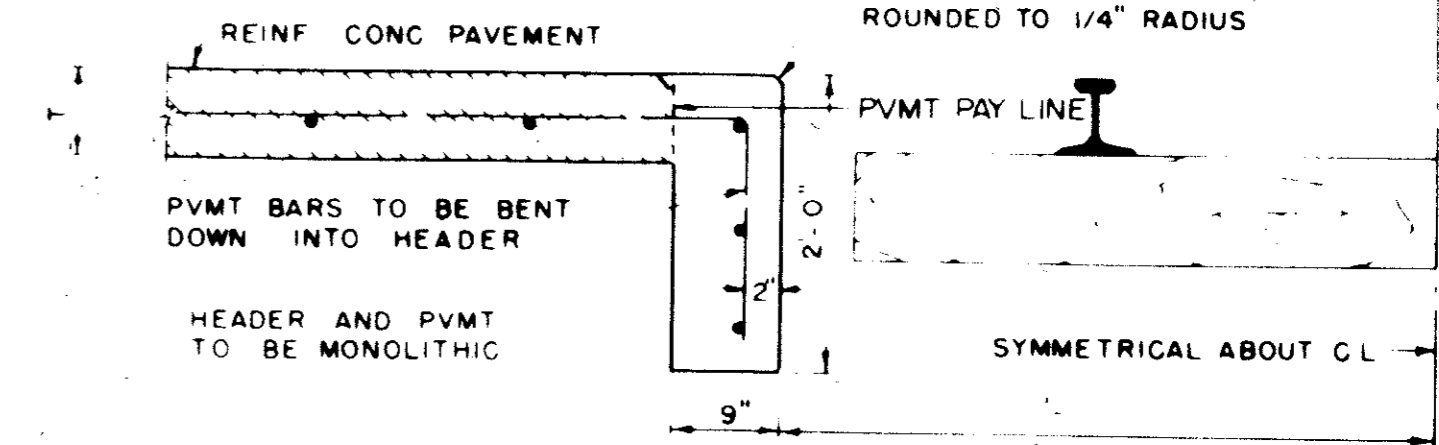
IDENTICAL FOR STREETS AND ALLEYS EXCEPT ALLEY LONGITUDINAL REINFORCEMENT BARS



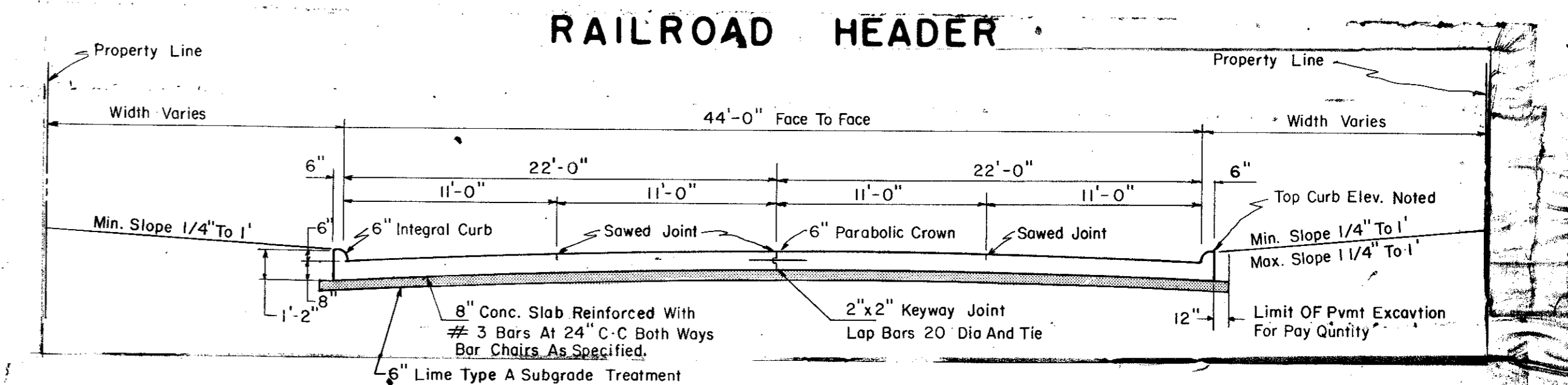
**STREET HEADER**

FOR ASPHALT PAVEMENT ON CONC BASE, TREAT THE SURFACE AS DETAILED BELOW FOR STREET HEADER

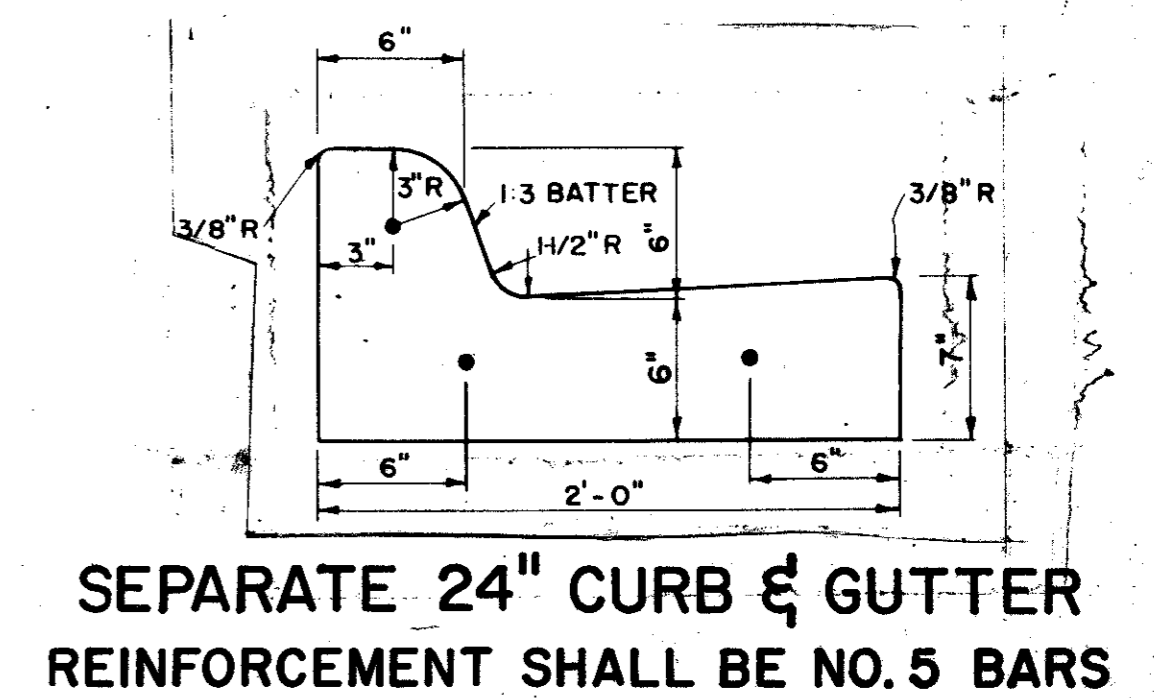
ALL WORK BETWEEN HEADERS TO BE DONE BY OTHERS UNLESS OTHERWISE SPECIFIED



**RAILROAD HEADER**



**TYPICAL 45' PAVING SECTION**



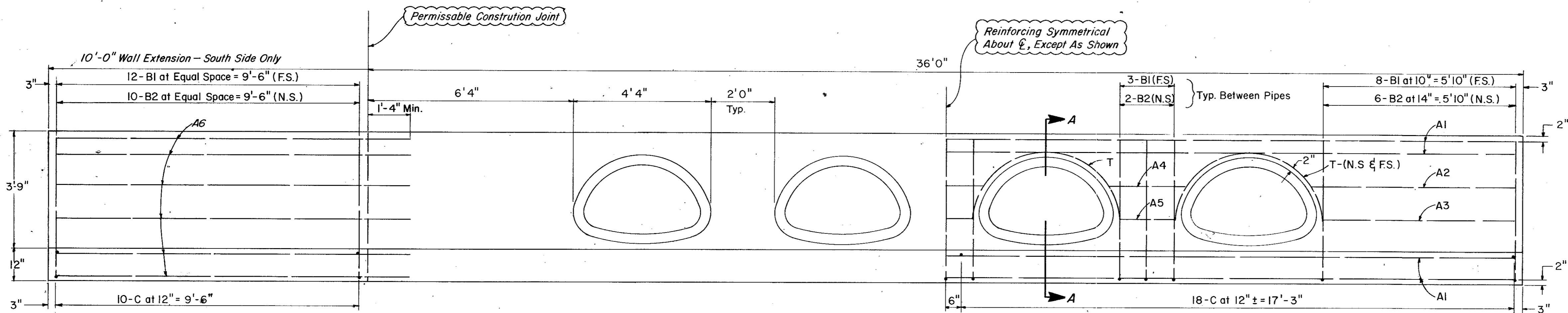
**CITY OF ADDISON**

**PAVING DETAILS**

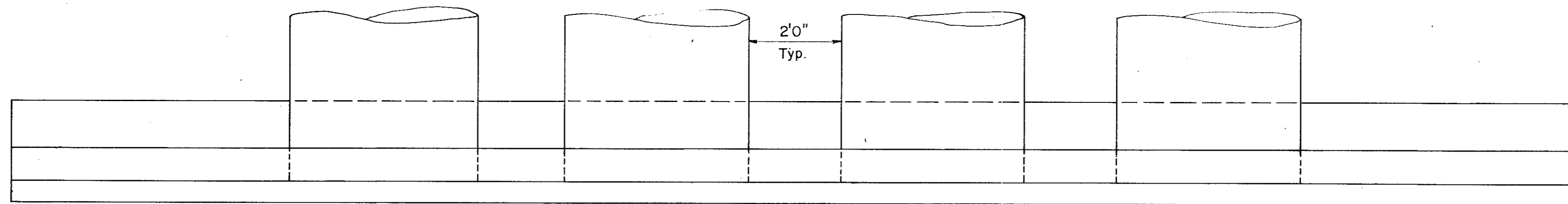
**LINDBERG ROAD**

**GINN, INC., CONSULTING ENGINEERS**  
DESIGNED: H.B.J. DRAWN: R.B. DATE: Oct. 1980  
APPROVED: HWG CHECKED: SCALE: NONE

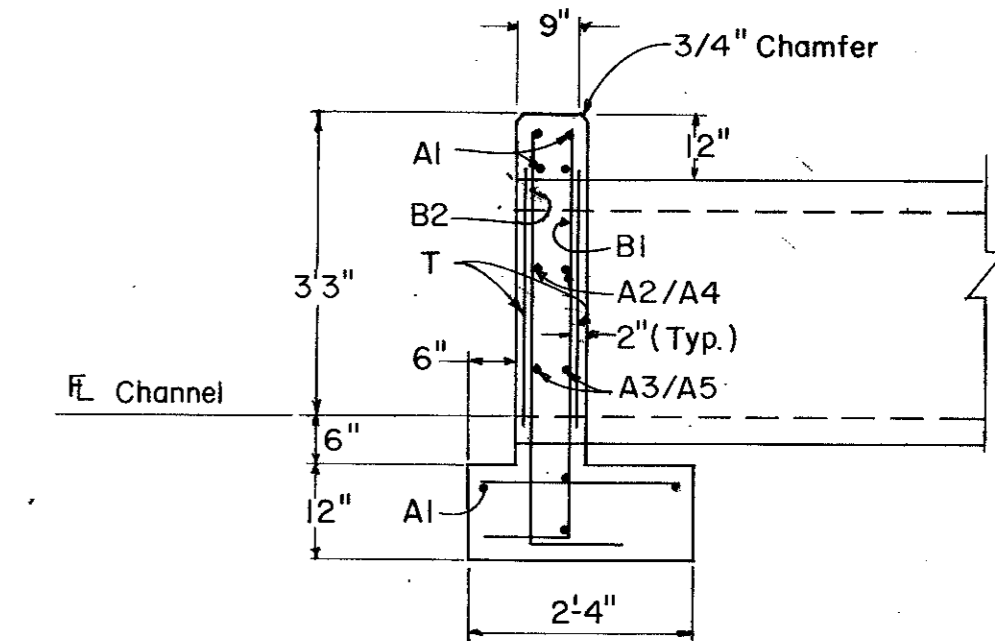
Record Drawing 4/9/85



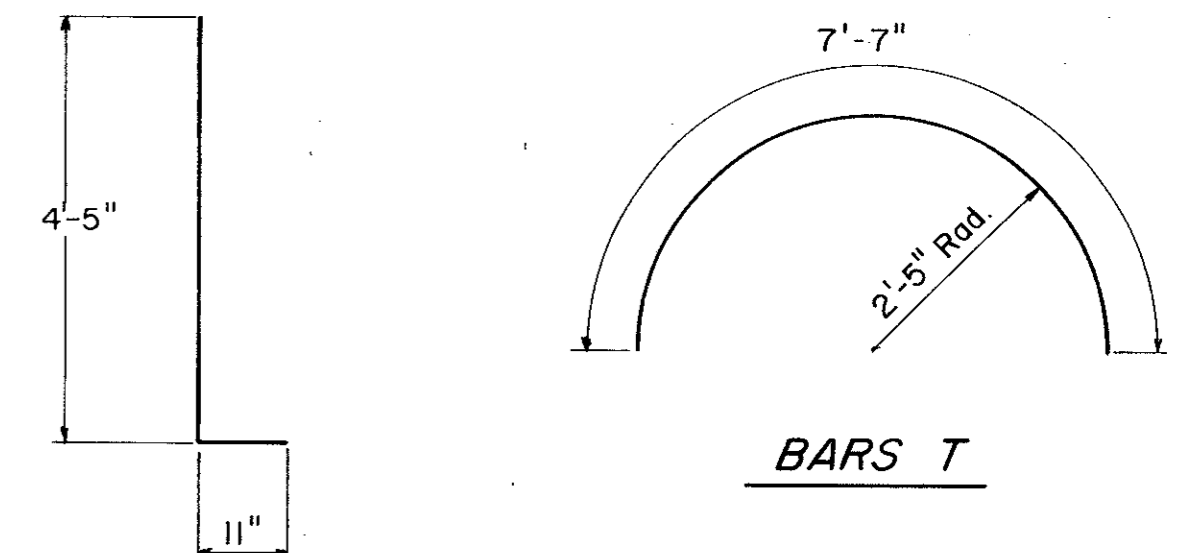
HEADWALL ELEVATION



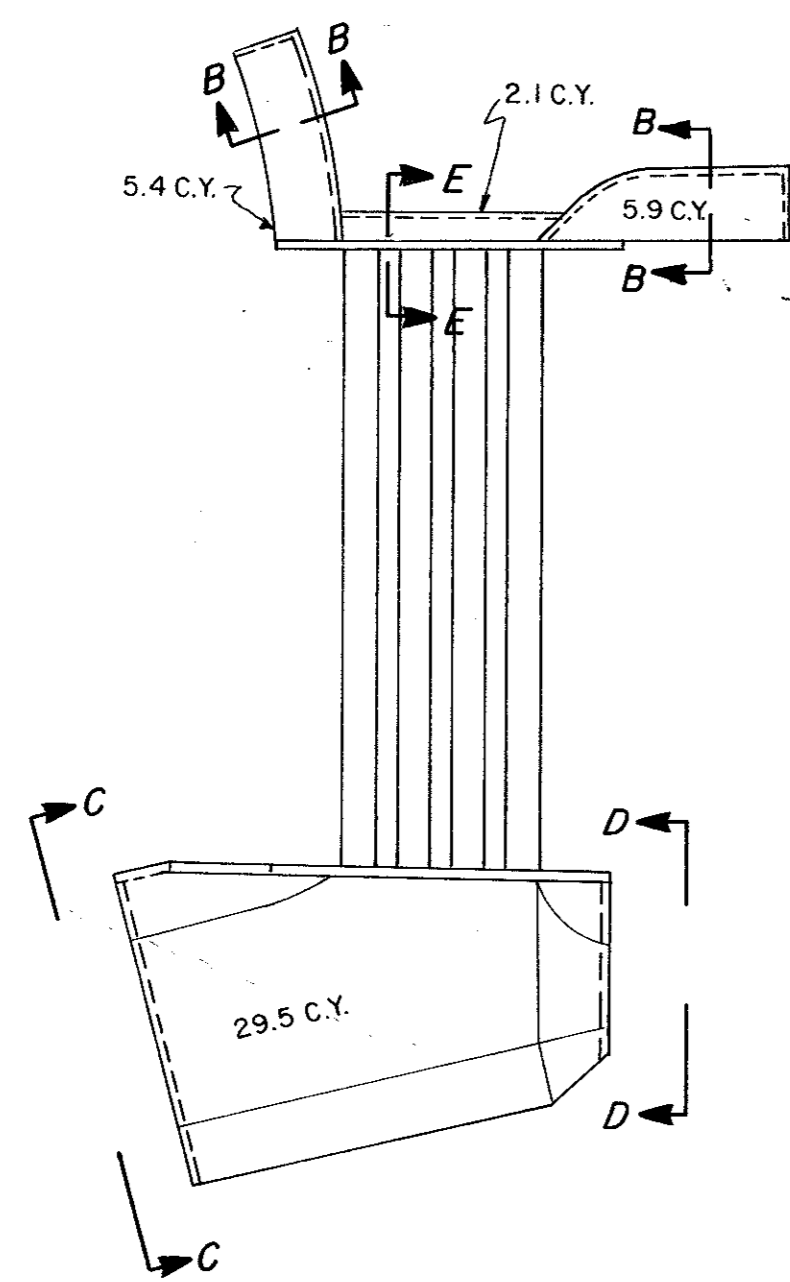
HEADWALL PLAN



SECTION A-A

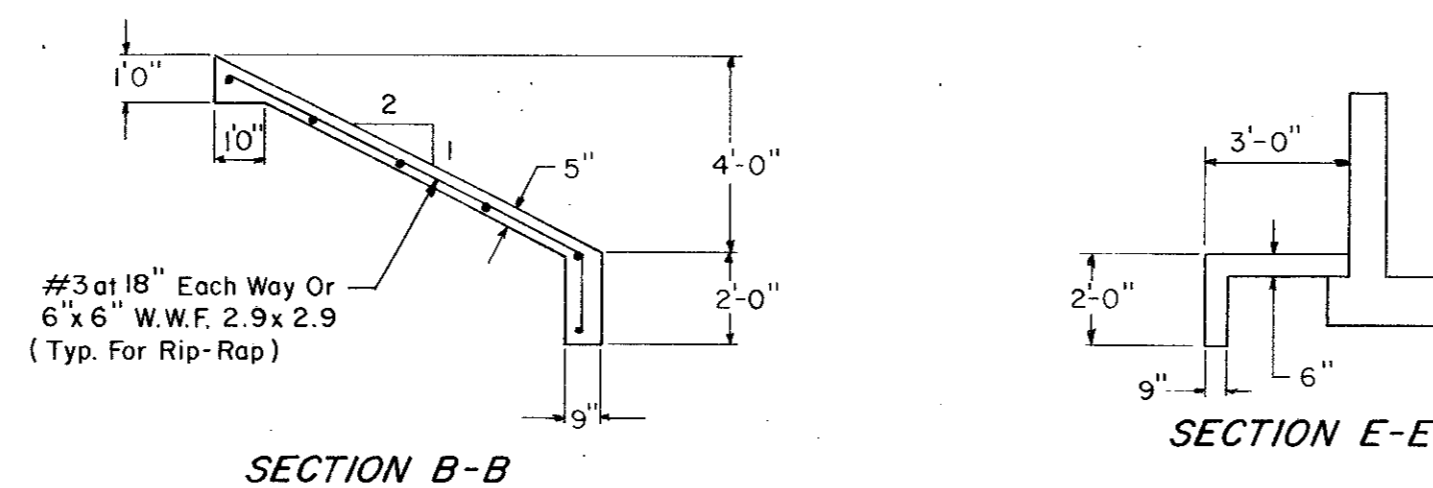


BARS BI & B2



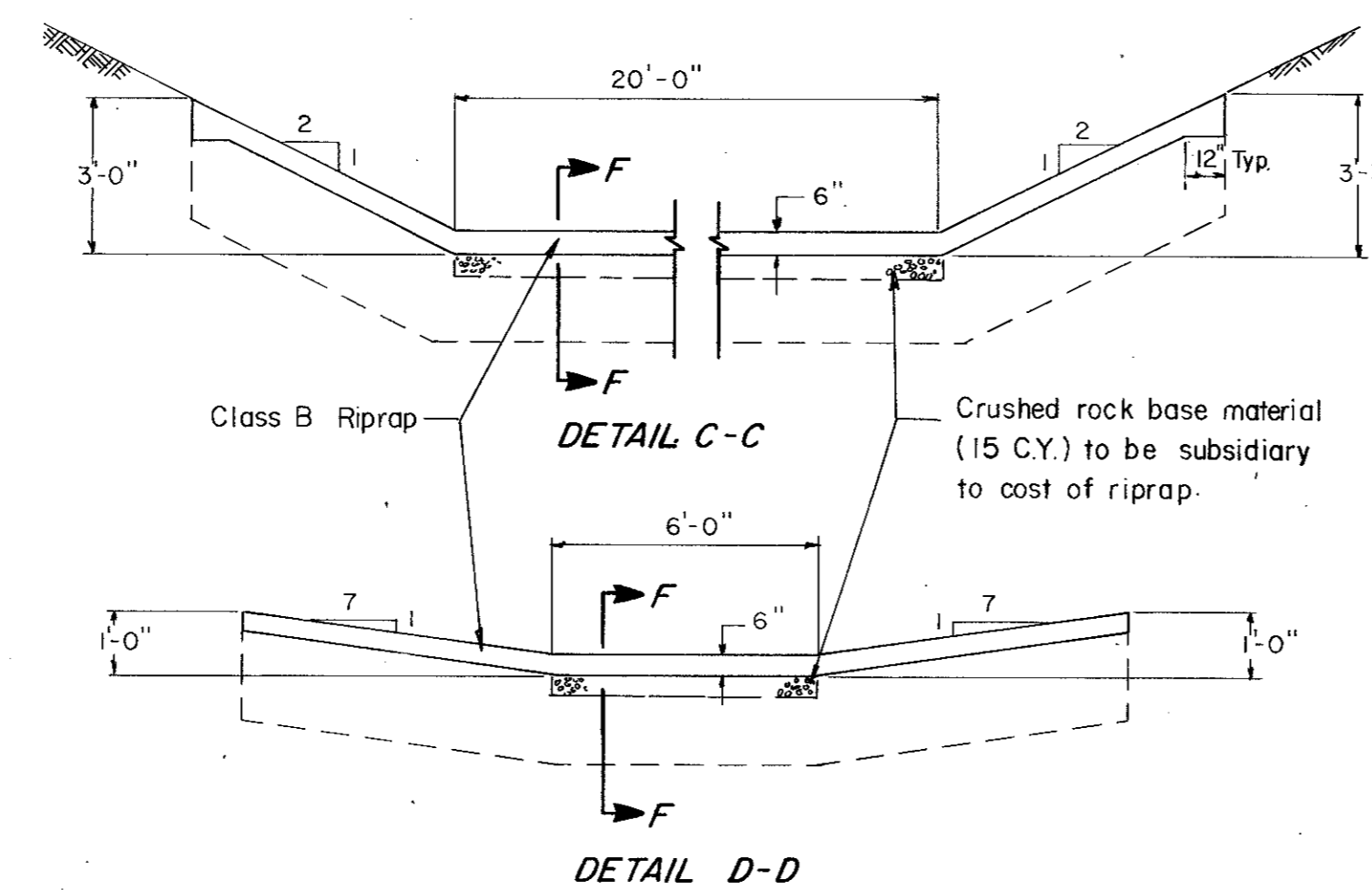
RIP-RAP DETAIL

Class B Rip-Rap 42.9 C.Y.  
\* Cost Of Reinforcing Steel To Be Included In Cost Of Rip-Rap.



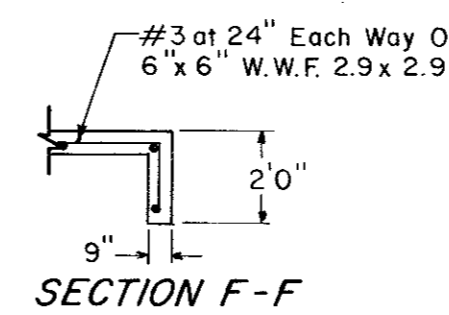
SECTION B-B

SECTION E-E

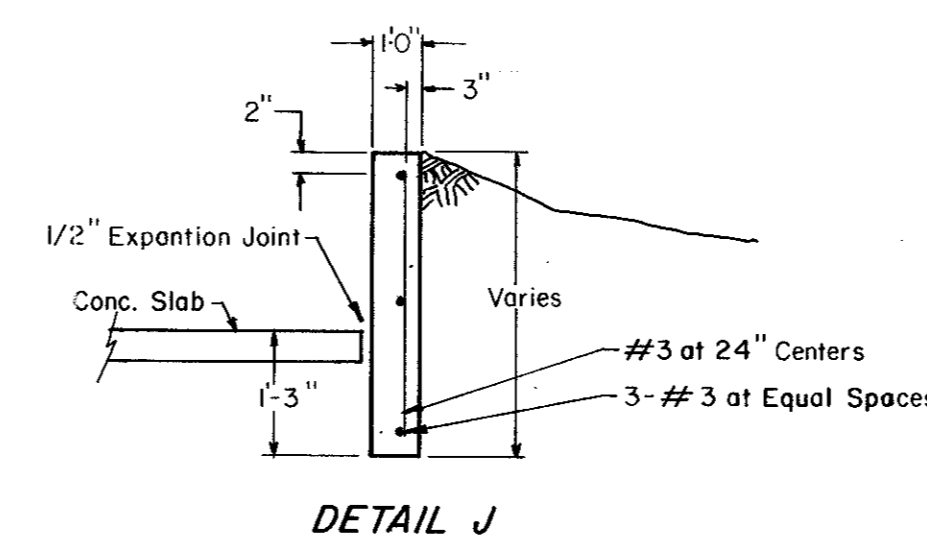


DETAIL C-C

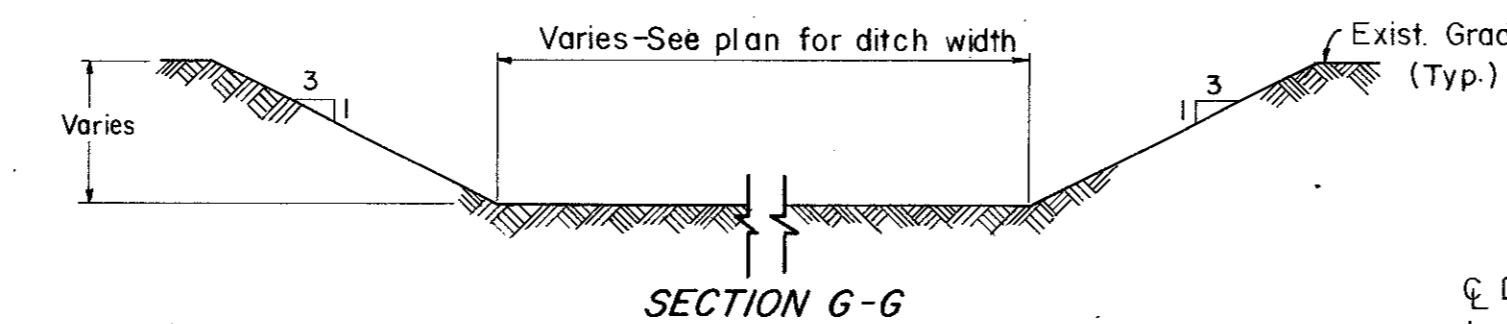
DETAIL D-D



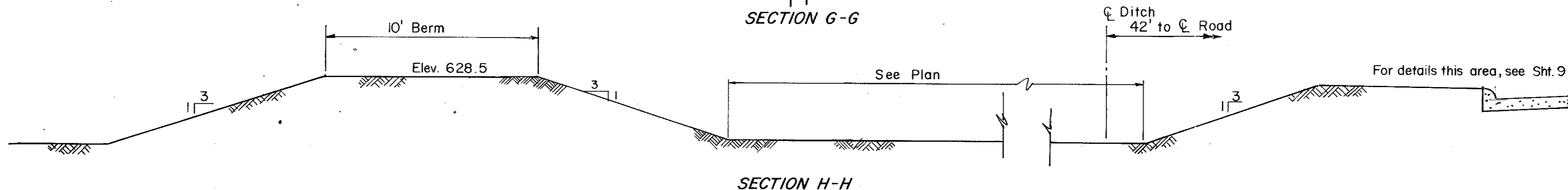
SECTION F-F



DETAIL J



SECTION G-G



SECTION H-H

HEADWALL BAR SCHEDULE					
Bar	Type	Size	No.	Length	Weight
A1	Str.	#4	16	35'8"	381
A2	do	#4	8	6'4"	34
A3	do	#4	8	6'1"	32
A4	do	#4	12	2'3"	18
A5	do	#4	12	1'10"	15
A6	do	#4	12	11'2"	90
B1	Bt	#5	62	5'4"	345
B2	do	#5	46	5'4"	256
C	Str.	#5	82	2'0"	171
T	Bt	#5	16	7'7"	127

ESTIMATED QUANTITIES

Class A Concrete (Hdwl.) 13.0 C.Y.  
Reinforcing Steel (Hdwl.) 1,469 LB.

General Notes:

Max. size coarse aggregate 1-1/2"  
All surfaces of headwalls exposed to view shall receive a surface finish as provided in the pertinent specifications.

Cost of excavation, Class B bedding, and backfilling for 24" RCP and arch pipe to be included in the cost of laying pipe.

Record Drawing 4/9/85

CITY OF ADDISON

DRAINAGE DETAILS

LINDBERG ROAD

GINN, INC., Consulting Engineers

DESIGNED - HBJ DRAWN - DTS DATE - AUG. 1980 FILE  
APPROVED - CHECKED - SCALE - NONE SHEET 10 A OF 17

LINDBERG RD. EXTENSION RECORD 4/9/85