CURVE	DELTA	RADIUS	LENGTH
C1 (M)	8°06'35"	542.00'	76.72'
	CHORD BEARING		CHORD
	N 82°13'16" W		76.65'
CURVE	DELTA	RADIUS	LENGTH
C1 (R)	8°06'35"	542.00'	76.72'
	CHORD BEARING		CHORD
	N 81°51'17" W		76.65'
CURVE	DELTA	RADIUS	LENGTH
C2 (M)	8°06'35"	458.00'	64.83'
	CHORD BEARING		CHORD
	N 82°13'16" W		64.77'
CURVE	DELTA	RADIUS	LENGTH
C2 (R)	8°06'35"	458.00'	64.83'
	CHORD BEARING		CHORD
	N 81°51'17" W		64.77'

BOUNDARY CURVE TABLE

CURVE	DELTA	RADIUS	LENGTH
C3 (M)	31°27'27"	1323.24'	74.07'
	CHORD BEARING		CHORD
	N 29°06'06" E		74.06'
CURVE	DELTA	RADIUS	LENGTH
C3 (R) (TOTAL)	9°53'36"	1323.24'	228.48'
	CHORD BEARING		CHORD
	N 26°31'25" E		228.20'
CURVE	DELTA	RADIUS	LENGTH
C4 (M)	16°26'38"	50.00'	14.35'
	CHORD BEARING		CHORD
	N 35°43'06" E		14.30'
CURVE	DELTA	RADIUS	LENGTH
C4 (R)	16°26'45"	50.00'	14.35'
	CHORD BEARING		CHORD
	S 36°10'57" W		14.30'

CURVE	DELTA	RADIUS	LENGTH
C5 (M)	18°12'31"	50.00'	15.89'
	CHORD BEARING		CHORD
	N 34°50'09" E		15.82'
CURVE	DELTA	RADIUS	LENGTH
C5 (R)	18°12'43"	50.00'	15.89'
	CHORD BEARING		CHORD
	S 35°17'58" W		15.83'
CURVE	DELTA	RADIUS	LENGTH
C6 (M)	4°40'24"	1331.24'	108.58'
	CHORD BEARING		CHORD
	N 23°23'42" E		108.55'
CURVE	DELTA	RADIUS	LENGTH
C6 (R)	4°40'24"	1331.24'	108.58'
	CHORD BEARING		CHORD
	S 23°51'25" W		108.55'

ST. LOUIS & SOUTHW
(100' RIGHT

OHE — OHE — OHE — OHE — OHE

BOUNDARY LINE TABLE

LINE	BEARING	DISTANCE
L1	N 11°46'02" E	12.00'
L2 (M)	N 24°03'39" W	21.96'
L2 (R)	S 23°03'17" E	22.27'
L3 (M)	N 43°56'25" E	11.66'
L3 (R)	N 44°24'20" E	11.66'

MARSH LANE
(VARIABLE WIDTH RIGHT-OF-WAY)

DRIVEWAY EASEMENT VOLUME 94124, PAGE 946 D.R.D.C.T.

(R) S12°12'01"W-110.00' (VOL. 94176, PG. 1650)
(M) N11°56'01"E-110.23'
(R) N11°56'59"E-336.62'
(TOTAL CALL INST. NO. 20120035877)

PROP BFR

(M) S78°09'59"E-227.43'
(R) S77°47'59"E-226.66' (INST. NO. 200100100113)

EX JOINT

RACETRAC MARKET
PROPOSED
LOT 2R, BLOCK 1
3.133 ACRES
136,464 S.F.
FFE=585.78

SURVEYED 3.13
(136,464 SQ

L 20' WATER & SANITARY SEWER EASEMENT INST NO. 200100100113 O.P.R.D.C.T.

CONST. 242' L.F. LONGITUDINAL BUTT JOINT. DOWEL TO EXISTING CONCRETE PAVEMENT w/ #5 BARS @ 24" O.C.

REF. DETAIL 10A SD3 (TYP) SEE GC'S POURING PLAN FOR EXACT LOCATION

EXISTING SLOTTED DRAIN

SAWCUT AROUND AND PROTECT EXISTING SLOTTED DRAIN

37.7'

188.23'

THICKENED EDGE OF PAVEMENT SEE 1G ON SD5

TOWN OF ADDISON RIGHT-OF-WAY DEDICATION VOLUME 94138, PAGE 4334 - D.R.D.C.T.

PROP 6' SIDEWALK

EX 12" W

EX 27" RCP

TBM-1
"X" IN CONCRETE
ELEV.:582.69'

(M) N78°09'59"W-256.69'
(R) S77°47'59"E-255.67' (VOL. 94138, PG. 4334)

PROP BFR

REF. DETAIL 11 SD4 (TYP)

R.O.W. EXPANSION JOINT

EX 12" WATER

(R) S77°47'59"E-119.81' (VOL. 94138, PG. 4334)
(M) N78°09'59"W-112.61'

CONST. 92' L.F. LONGITUDINAL BUTT JOINT. DOWEL TO EXISTING CONCRETE PAVEMENT w/ #5 BARS @ 24" O.C.

TBM-2
"X" IN CONCRETE
ELEV.:583.61'

REF. DETAIL SHT SD-5 FOR PUBLIC DRIVE

CONST. 71' L.F. LONGITUDINAL BUTT JOINT. DOWEL TO EXISTING CONCRETE PAVEMENT w/ #5 BARS @ 24" O.C.

ARAPAHO ROAD (FORMERLY REALTY ROAD)
(VARIABLE WIDTH RIGHT-OF-WAY)

SITE NOTES AND DETAILS:

NOTE NUMBER		COORESPONDING DETAIL NUMBER (SEE DETAIL SHEETS)
1	NEW CONCRETE CATCH CURB	1/SD-1
2	NEW CONCRETE SHED CURB	2/SD-1
3	~~NEW CONCRETE CURB AT TANKS~~	N/A
5	CONCRETE SIDEWALK AT BUILDING	SEE ARCH PLANS
6	CONCRETE BACKING FOR CURB	4/SD-1
7	(PRIVATE) HEAVY DUTY CONCRETE PAVING SEE DETAIL "1-D" THIS SHEET	
8	(PUBLIC) 8" CLASS "P2" (NCTCOG) 4,500 psi PVMT [SD-POI #7] HEAVY DUTY CONCRETE PAVING SEE DETAIL SHEET SD-6	

N

0 15' 30' 60'

1"=30'

PAVING LEGEND :

- 6" REGULAR DUTY CONCRETE PAVING SEE DETAIL 1C THIS SHEET
- 8" HEAVY DUTY CONCRETE PAVING (PRIVATE) SEE DETAIL 1D THIS SHEET (PUBLIC) SEE SHT SD-6 DRIVEWAY DETAIL
- CONCRETE CURB BACKING
- 5" CONCRETE SIDEWALK (PUBLIC)
- 4" CONCRETE SIDEWALK (PRIVATE)
- CONTROL JOINT SEE GENERAL CONTRACTOR POURING PLAN FOR EXACT LOCATION
- EXPANSION JOINT - DETAIL 10/SD-1 SEE GENERAL CONTRACTOR POURING PLAN FOR EXACT LOCATION

PAVING PLAN NOTES:

STANDARD DUTY PAVEMENT AREAS SHALL BE PORTLAND CEMENT CONCRETE. DETAILS OF THE STANDARD DUTY CONCRETE PAVEMENT ARE PROVIDED ON DETAIL SHEETS.

NOTIFY OWNER 3 DAYS PRIOR TO POUR OF INITIAL SECTION OF DRIVEWAY PAVING. RACETRAC REPRESENTATIVE TO APPROVE INITIAL POUR.

TESTING OF MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE PAVING IMPROVEMENTS SHALL BE PERFORMED BY AN AGENCY, APPROVED BY THE OWNER, FOR TESTING MATERIALS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE, BY THE STANDARD TESTING PROCEDURES, THAT THE WORK CONSTRUCTED MEETS THE REQUIREMENTS OF THE PROJECT SPECIFICATIONS.

ALL SIGNS, PAVEMENT MARKINGS, AND OTHER TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" LATEST EDITION.

TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE STATE DOT STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES. CONTRACTOR SHALL REVIEW ALL TRAFFIC CONTROL DEVICES WITH DOT PRIOR TO INSTALLATION.

CONTRACTOR SHALL FURNISH AND INSTALL ALL PAVEMENT MARKINGS FOR PARKING STALLS, HANDICAPPED PARKING SYMBOLS, AND MISCELLANEOUS STRIPING WITHIN PARKING LOT AND AROUND BUILDING.

SEE IRRIGATION PLAN AND MEP PLANS PRIOR TO PAVING FOR LOCATION OF PROPOSED SLEEVING AND CONDUITS. EXTRA CONDUIT SHALL BE PLACED UNDER DRIVEWAYS FOR FUTURE USE.

ALL HANDICAP RAMPING, STRIPING, AND PAVEMENT MARKINGS SHALL CONFORM TO THE AMERICANS WITH DISABILITIES ACT OF 1990.

CONTRACTOR SHALL INSTALL CONSTRUCTION/EXPANSION JOINTS AT THE END OF A DAYS POUR AT ALL RADIUS POINTS, OR MAXIMUM 30' O.C. SPACING. CONTROL JOINTS SHALL BE PLACED AT MAXIMUM 15' IN BOTH DIRECTIONS.

CONTRACTOR TO SUBMIT A JOINTING PLAN TO THE CONSTRUCTION MANAGER PRIOR TO THE BEGINNING OF ANY PAVING WORK.

PAVING CONTRACTOR TO COORDINATE WITH BUILDING CONTRACTOR ON THE CONSTRUCTION AND PAVING NEAR THE SCREENING WALLS AND THE DUMPSTER PADS.

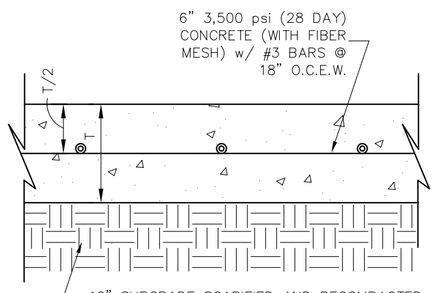
ALL DISCREPANCIES FOUND BY CONTRACTOR RELATED TO UNDERGROUND UTILITIES OR OTHER APPURTENANCES SHALL BE RESOLVED TO THE SATISFACTION OF OWNER AND ENGINEER PRIOR TO PLACEMENT OF ANY PAVING. CONTRACTOR TO ENSURE POSITIVE DRAINAGE FROM THE PROPOSED BUILDINGS AND NO PONDING IN SUBGRADE OF AREAS TO BE PAVED, AND NOTIFY OWNER AND ENGINEER IF ANY DISCREPANCIES ARE FOUND PRIOR TO INSTALLATION OF ANY PAVING.

EXISTING MANHOLE TOPS, VALVE BOXES, ETC. ARE TO BE ADJUSTED AS REQUIRED TO MATCH PROPOSED GRADES. IF NECESSARY, RE-ADJUSTMENTS SHALL BE PERFORMED UPON COMPLETION OF PAVING AND FINE GRADING TO ENSURE A SMOOTH TRANSITION.

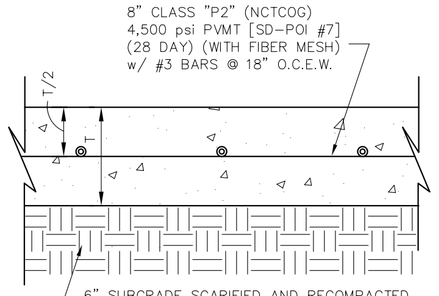
ALL JOINTS SHALL EXTEND THROUGH THE CURB.

COMPACTION SHALL BE DONE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT.

ALL PAVEMENT TO BE SLOPED FOR POSITIVE DRAINAGE.



1C REINFORCED REGULAR DUTY CONCRETE PAVING
N.T.S.



1D REINFORCED HEAVY DUTY CONCRETE PAVING
N.T.S.

1. REFER TO GEO-TECHNICAL REPORT #03421480 BY PSI ENGINEERING DATED 02/12/2018 FOR ADDITIONAL RECOMMENDATIONS AND REQUIREMENTS. IF ANY CONFLICTS WITH THIS REPORT AND THESE DETAILS, THE MORE STRINGENT SPECIFICATION SHALL APPLY.
2. CONCRETE TO HAVE 2% TO 4% (+/- 1%) AIR ENTRAINMENT
3. NO SAND WILL BE ALLOWED UNDER CONCRETE
4. AREAS OF CONCRETE IN THE FIRE LANE SHALL MEET OR EXCEED THE MINIMUM REQUIREMENTS OF THE TOWN OF ADDISON.

Lime Treated Soils:
The lime treated soils are soils that are treated with 6 to 8% of lime expressed as percent of the dry weight of the soil to be treated. In order to determine the percentage of lime addition, lime series testing should be performed in accordance with ASTM D6276 or TxDOT test method TEX-112-E (pH-Series). In addition, the soils should be checked for sulfates (TEX-145-E) prior to the use of lime. Lime treatment should be performed in accordance with the applicable provisions of Item 260 of the TxDOT Specification. Lime Treated soils can be used as Select Fill materials. Lime treated soil should be placed and compacted to the specifications as shown in Table 3.1.

Subgrade Soil Preparation
Based on subsurface soil information, PSI recommends that at least the upper 8 inches of these clays be lime stabilized. Lime treatment should extend at least one foot outside the perimeter of the pavement. Lime treatment of subgrade soils is described in Section 3.3 Earthwork and Fill Materials In Geo-Tech report. In lieu of 8 inches of lime stabilization, 12 inches of select fill can be provided below the pavement materials. Lime stabilized subgrade should be compacted as provided in Section 3.3 Earthwork and Fill Materials of this report.

BENCH MARK

BENCHMARK NO. 1 - "X" CUT IN CONCRETE STORM INLET ON NORTH SIDE OF ARAPAHO ROAD APPROXIMATELY 575' EAST OF THE CENTERLINE INTERSECTION OF ARAPAHO ROAD AND MARSH LANE.
ELEV.: 582.69'

BENCHMARK NO. 2 - "X" CUT IN CONCRETE GRATE INLET APPROXIMATELY 360' EAST OF THE CENTERLINE INTERSECTION OF ARAPAHO ROAD AND MARSH LANE.
ELEV.: 583.61'

ELEVATIONS ARE NAVD88 BASED ON GPS OBSERVATIONS.

CALL BEFORE YOU DIG 1-800-245-4545 TEXAS ONE CALL SYSTEM

TEXAS EXCAVATION SAFETY SERVICES 1-800-344-8377

AS-BUILTS

Travis J. Bousquet, PE — May 22, '20 Date

NO.	DATE
8	05/22/20
7	04/16/20
6	11/07/19
5	08/23/2019
4	04/05/2019
3	08/30/2018
2	08/28/2018
1	02/12/2018

8 As-Builts to City
7 Modification to sidewalk along Arapaho
6 Additional Spot elevations to GC
5 REVISED PLANS TO TOWN
4 TOWN SUBMITTAL
3 TOWN SUBMITTAL
2 TOWN SUBMITTAL
1 TOWN SUBMITTAL

JONES|CARTER
Texas Board of Professional Engineers Registration No. F-439
4030 Westside Road Drive, Suite 210 • Plano, TX 75024 • 469.248.2500

TRAVIS J. BOUSQUET 95034 LICENSED PROFESSIONAL ENGINEER 05/22/20

RaceTrac

RACETRAC PETROLEUM, INC.
3225 CUMBERLAND BOULEVARD
SUITE 100 ATLANTA, GA 30339
(770) 431-7600

PAVING PLAN

RACETRAC

Beltline/Marsh Business Park
Lot 2, Block 1
3.133 Ac. - Zoned: Light Retail
Addison, Texas

DATE	May 22, '20
SCALE	1"=30'
DRAWN-BY	TJB
DRAWING NAME:	

C-1.4 | - (SHEET NO. | VERSION)