℄ Belt Line Road S.89°37'17" E.

Begin This Project Sta. 0+80.50

℄ Sta. 1+01.19 I.P. Set 100' Lt.

℄ Sta. 1+01.19 I.P. Set 50' Lt.

P.C. Sta. 1+01.19

STA. 2+00 Begin Paving This Project

Match Exist. Conc. Approach

Exist. Conc. Parking

25'

10' R

℄ Sta. 2+96.84 I.P. Set 100' Lt.

P.T. Sta. 2+96.84

℄ Sta. 2+96.84 I.P. Set 50' Lt.

1-10' Recessed Inlet Sta. 3+47.54 T.C. = 620.10

618.46 617.96

C.R. 3+63.04

30' R

Pull box

Existing 12"

℄ Centurion Way Sta. 4+28.20 (41' Concrete Pvmt.)

617.79 617.29

B.M. #2

Bldg.

Saw & Remove Conc. 81.65' Lt. ℄ Pay Item 104.1810423

Existing Parking Area

40' R

C.R. 4+74.17

STA. 5+00

Sta. 52+44.36 Belt Line Rd. = Sta. 0+00 Midway Road

N 0°16'13" E

90° 06' 30"

Median curbs constructed this project

P.I. 1+99.36

2+00

1+00

Conc. Cap

MIDWAY ROAD

3+00

4+00

Varies

Section

3+46

619.79 619.29

1-3" P.V.C.

3+86

Pull box 3+70

619.06 618.56

15" R.C.P.

618.23 617.73

617.52 617.02

Remove

101° 00' 30"

N 12° 00' 33" E

Pull box 5+00

2-3" P.V.C.

2-2" P.V.C. (By others)

Concrete pavement by others

1-10' Recessed Inlet Sta. 2+25.70 T.C. = 624.11

2+46.5

X-Section Begin Typical

44' b-b

1-3" P.V.C.

1/4" /Ft.

34' b-b

16"

W.V.

10' R

2-12" R.C.P.

Existing Conc. Drive

Saw & Remove Conc. 57' Rt. ℄

Saw & Remove Conc. 61' Rt. ℄

Pull box

Existing 16"

2-18" R.C.P.

19.91'

Exist. 8" Asphalt Dr.

Temporary Access

4+84

MATCH LINE

CR 4+27.5

4+55 ℄ Driveway

C.R. 4+82.50

Water Vault

1-10' Recessed Inlet Sta. 4+12.00 T.C. = 619.97

℄ Sta. 1+01.19 I.P. Set 50' Rt.

Telephone Comp. Vault

Traffic Signal Contrl. Box

Existing 6"

18" R.C.P.

℄ Sta. 2+96.84 I.P. Set 50' Rt.

℄ Sta. 1+01.19 Conc. Nail Set 100' Rt.

℄ Sta. 2+96.84 I.P. Set 100' Rt.

Extend Driveway Approach With 5" Typ. D Asphalt 10'x45'

℄ CURVE DATA

Δ= 11° 44' 20"
R= 954.93'
T= 98.17'
L= 195.65'

B.M. #1 ■ On N.W. Corner Parking To Gulf Gas Station at S.W. Corner Inter. Belt Line & Midway Rd. Elev. 624.32

B.M. #2 ■ On S.E. Corner Of Conc. Walk To Bldg. At 15101 Midway Rd. Elev. 614.84

BY OTHERS | THIS PROJECT

0+80.5 — P.V.I. 1+50 — 2+00 — P.V.I. 3+00 — 4+00 — 5+00

Prop. West T.C. -0.95%

-2.63%

Existing Elev. West R.O.W.

-2.00%

Typ. Section See Detail Sh. 12

P.V.I. 3+00 NO V.C.

Proposed West Median T.C. -0.91%

2.20%

-2.00%

Proposed East Median T.C. -0.86%

-2.2%

-2.00%

Proposed East T.C. -1.77%

-2.56%

Existing Elev. East R.O.W.

-2.00%

Typ. Section

100' V.C. m = -0.21

100' V.C. m = -0.16

100' V.C. m = -0.17

150' V.C.

150' V.C.

150' V.C.

P.V.I. 1+50 - NO V.C.

P.V.I. 3+00 - NO V.C.

P.V.C. 1+00

P.V.C. 2+00

P.V.C. 4+75

625 | 620 | 615 | 610

CITY OF ADDISON

PAVING

Paving Sta. 0+00 to Sta. 5+00

MIDWAY ROAD IMPROVEMENTS

GINN, INC., Consulting Engineers

DESIGNED- H.B.J | DRAWN- SM-G.F | DATE- March, 1981 | FILE

APPROVED- HWG | CHECKED- H.B.J. | SCALE- 1"= 20'H, 1"= 5' V | SHEET 4 OF