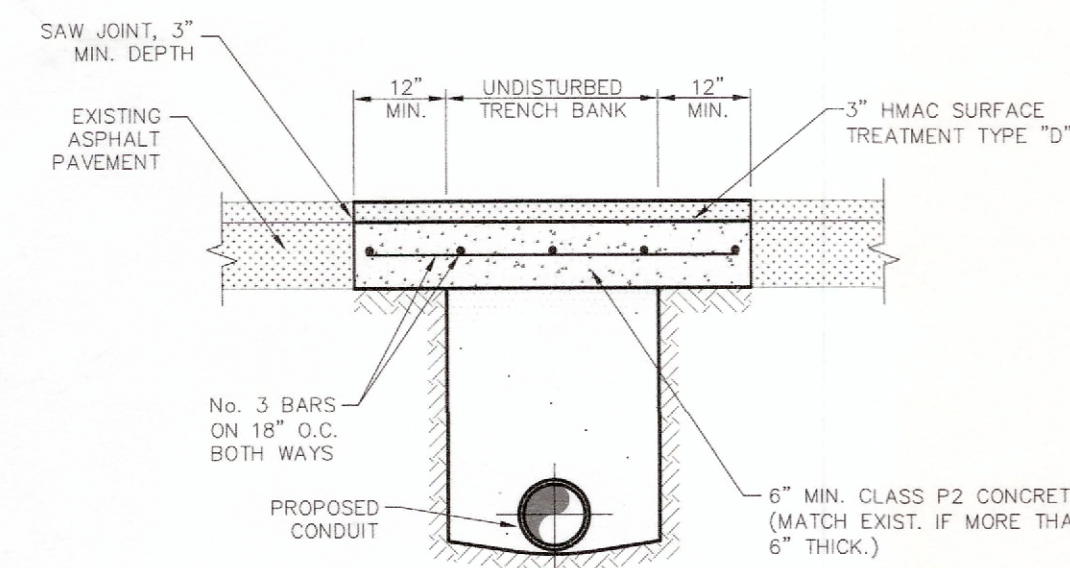
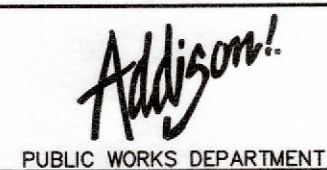


CONCRETE STREET OR DRIVE REPAIR
NTS



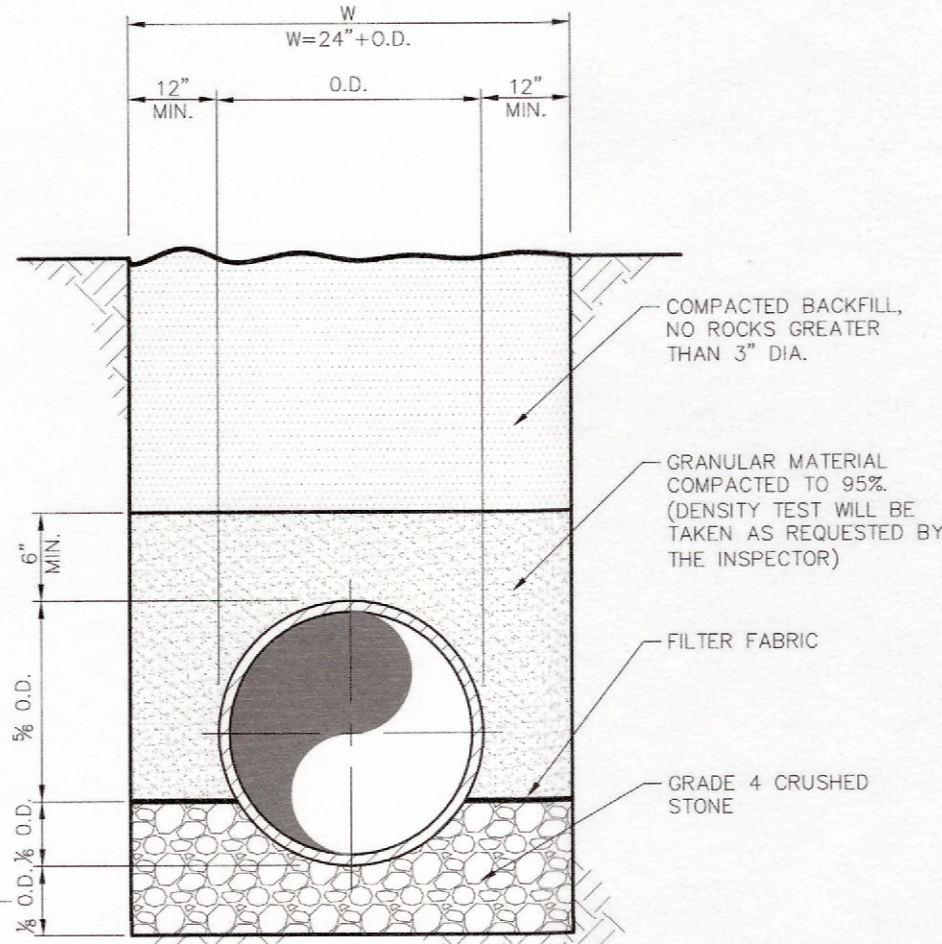
ASPHALT STREET OR DRIVE REPAIR
NTS

NOTES:
1. ALL JOINTS SHALL BE PARALLEL OR PERPENDICULAR TO THE DIRECTION OF TRAVEL.



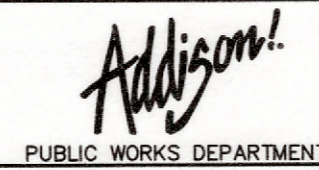
CONCRETE & ASPHALT STREET & DRIVE REPAIR

| STANDARD CONSTRUCTION DETAILS STORM DRAINAGE | | |
|--|------------|--------|
| DATE: | REV. DATE: | SHEET: |
| AUGUST, 2010 | - | SD-002 |



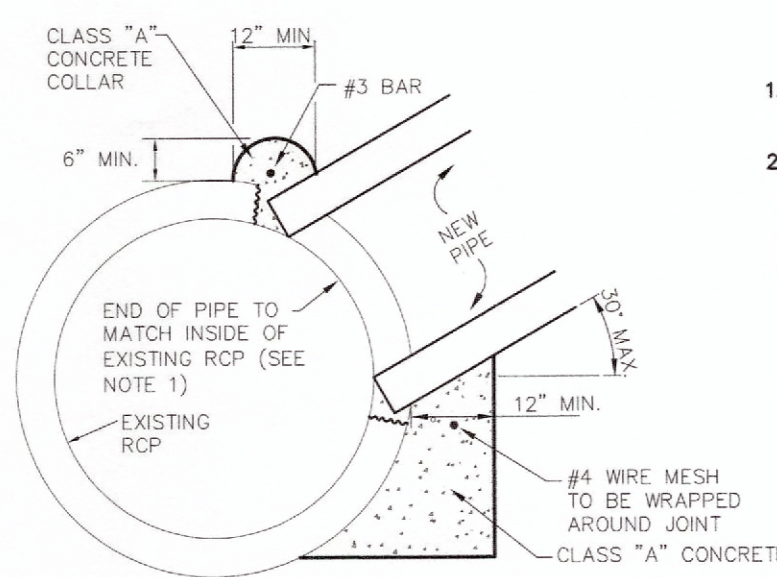
RCP STORM SEWER PIPE BEDDING
NTS

NOTE:
1. THE DEPTH OF TRENCH BELOW THE PROPOSED CONDUIT SHALL BE AS FOLLOWS:
- 3" MIN. FOR 27" PIPE & SMALLER.
- 4" MIN. FOR 30" TO 60" PIPE.
- 6" MIN. FOR 66" PIPE OR LARGER.



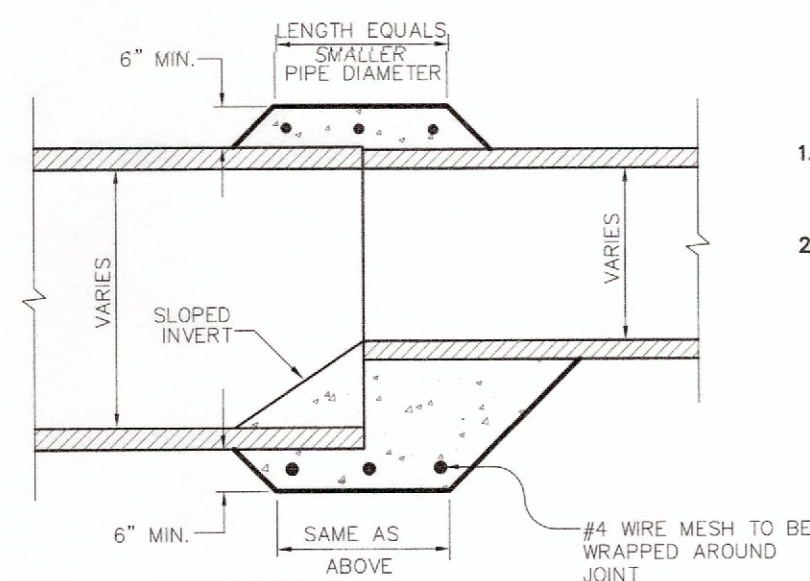
RCP STORM SEWER PIPE BEDDING

| STANDARD CONSTRUCTION DETAILS STORM DRAINAGE | | |
|--|------------|--------|
| DATE: | REV. DATE: | SHEET: |
| AUGUST, 2010 | - | SD-003 |



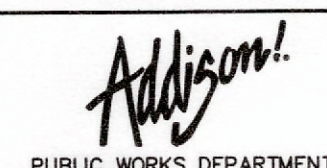
CONNECTION TO EXISTING RCP STORM DRAIN
NTS

NOTES:
1. MAXIMUM DIAMETER OF NEW PIPE EQUALS ONE HALF OF EXISTING PIPE'S DIAMETER.
2. REMOVAL OF PLUG FROM EXISTING RCP TO BE ACCOMPLISHED BY USING A MASONRY DRILL AT A SPACING EQUAL TO THE DRILL BIT DIAMETER IN A CIRCULAR PATTERN OR A MASONRY SAW IN AN OCTAGONAL PATTERN PER DETAIL.



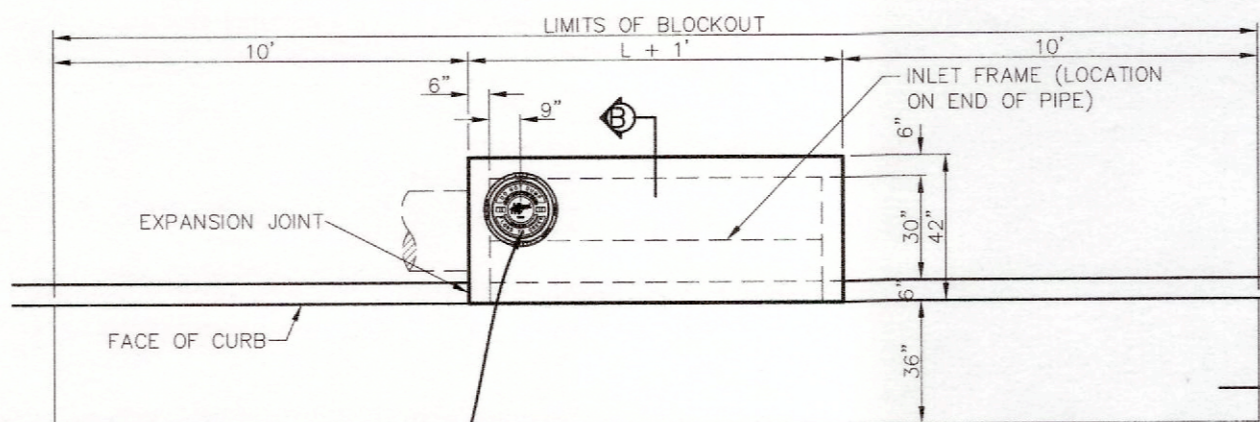
PIPE COLLAR
NTS

NOTES:
1. THIS PROCEDURE/DETAIL WILL ONLY BE USED WHEN A PREFAB REDUCTION IS NOT POSSIBLE.
2. CONCRETE SHALL BE CLASS A.



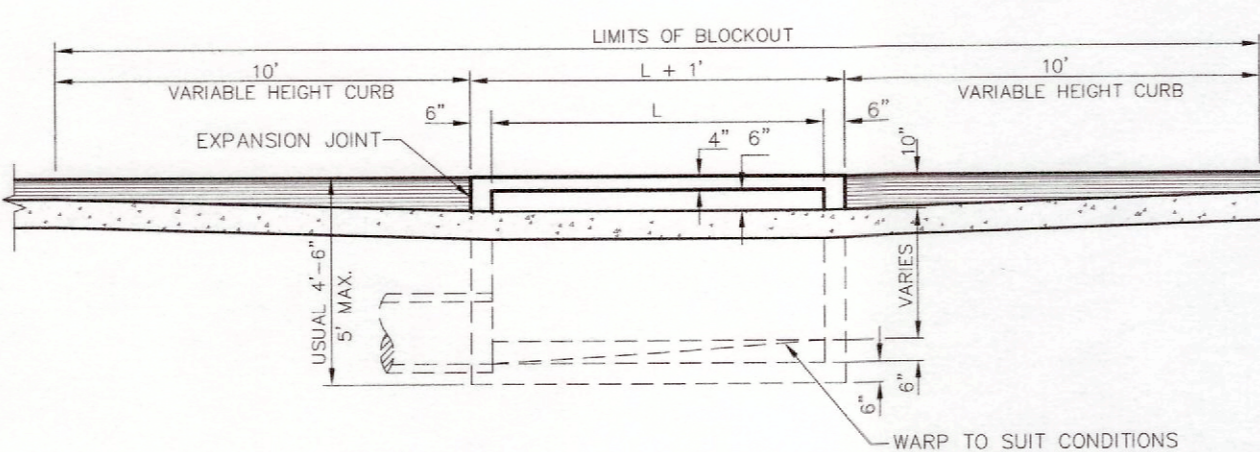
CONNECTION TO EXISTING RCP STORM DRAIN PIPE COLLAR

| STANDARD CONSTRUCTION DETAILS STORM DRAINAGE | | |
|--|------------|--------|
| DATE: | REV. DATE: | SHEET: |
| AUGUST, 2010 | - | SD-005 |



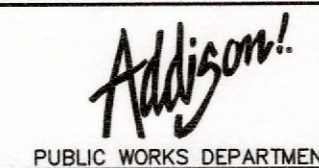
PLAN-STANDARD INLET
NTS

ADDISON LIDS NO LONGER AVAILABLE USE STANDARD "DRAINS TO CREEK" LABELS.



SECTION A
NTS

NOTE:
1. PIPE MAY BE PLACED IN ANY WALL, BUT SHALL NOT ENTER ANY CORNER OR BOTTOM.
2. #3 BAR 18" O.C.E.W. IN BLOCK OUT DRILLED INTO EXISTING CONCRETE.
3. BACKFILL AROUND INLET SHALL BE FLOWABLE BACKFILL PER NCTCOG 504.2.3.4



STANDARD CURB INLET

| STANDARD CONSTRUCTION DETAILS STORM DRAINAGE | | |
|--|------------|--------|
| DATE: | REV. DATE: | SHEET: |
| AUGUST, 2010 | - | SD-010 |

BENCHMARKS:

BM#1 BRASS DISC AT THE SOUTHWEST CORNER OF A 10' CURB INLET, ON THE WEST SIDE OF QUORUM DRIVE, 186 FEET ± SOUTH OF EDWIN LEWIS ROAD AS SHOWN. ELEVATION = 630.11

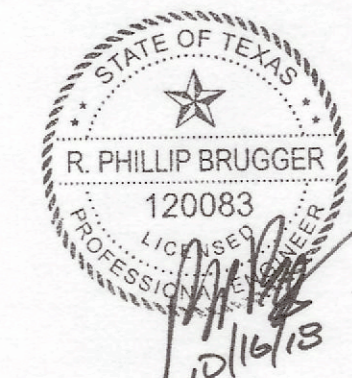
RAYMOND L. GOODSON JR., INC. CONSULTING ENGINEERS
12001 N. CENTRAL EXPRESSWAY, SUITE 300 DALLAS, TEXAS 75243 214/739-8100 E-MAIL: rlg@rlginc.com FIRM REG. F-493



APPROVED FOR CONSTRUCTION
INFRASTRUCTURE & DEVELOPMENT SERVICES

BY: [Signature] DATE: 10/16/18

IN APPROVING THESE PLANS, THE TOWN OF ADDISON ASSUMES NO RESPONSIBILITY FOR THEIR ADEQUACY, WHICH REMAINS WITH THE ENGINEER OF RECORD.
16801 WESTGROVE DRIVE, ADDISON, TX 75001 - (972) 450-2871



SHEET NO.

C5.02

| STORM SEWER DETAILS | | | | | | |
|---------------------------------------|---------------------|----------|-------|----------|------|-----|
| WESTERN INTERNATIONAL OFFICE BUILDING | | | | | | |
| WESTERN INTERNATIONAL | | | | | | |
| MAYSE & ASSOCIATES INC. | | | | | | |
| TOWN OF ADDISON, TEXAS | | | | | | |
| DESIGN | DRAWN | DATE | SCALE | XREF | FILE | NO. |
| RLG | RLG | 10/16/18 | N/A | 1813.013 | 1813 | 013 |
| JOB NO. | 1813.013 SUBMITTAL: | | | | | |