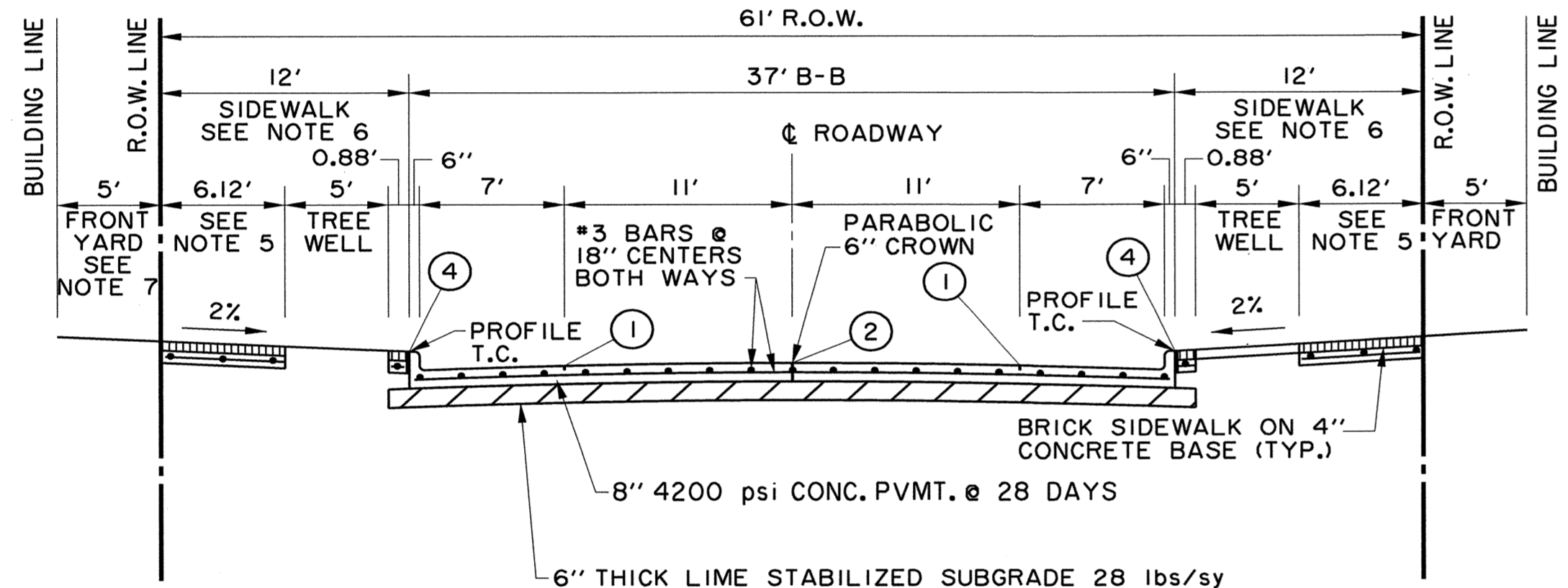
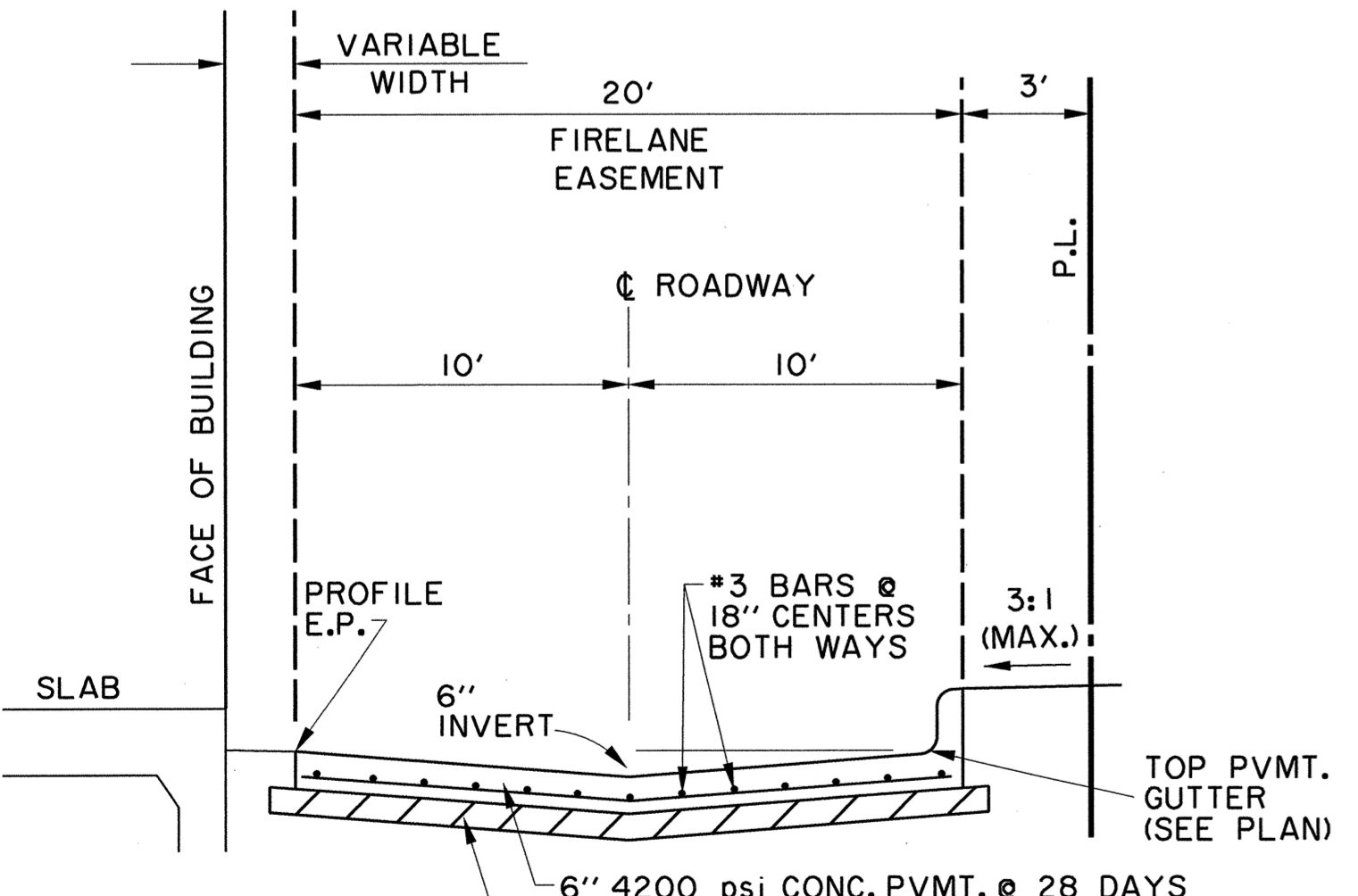


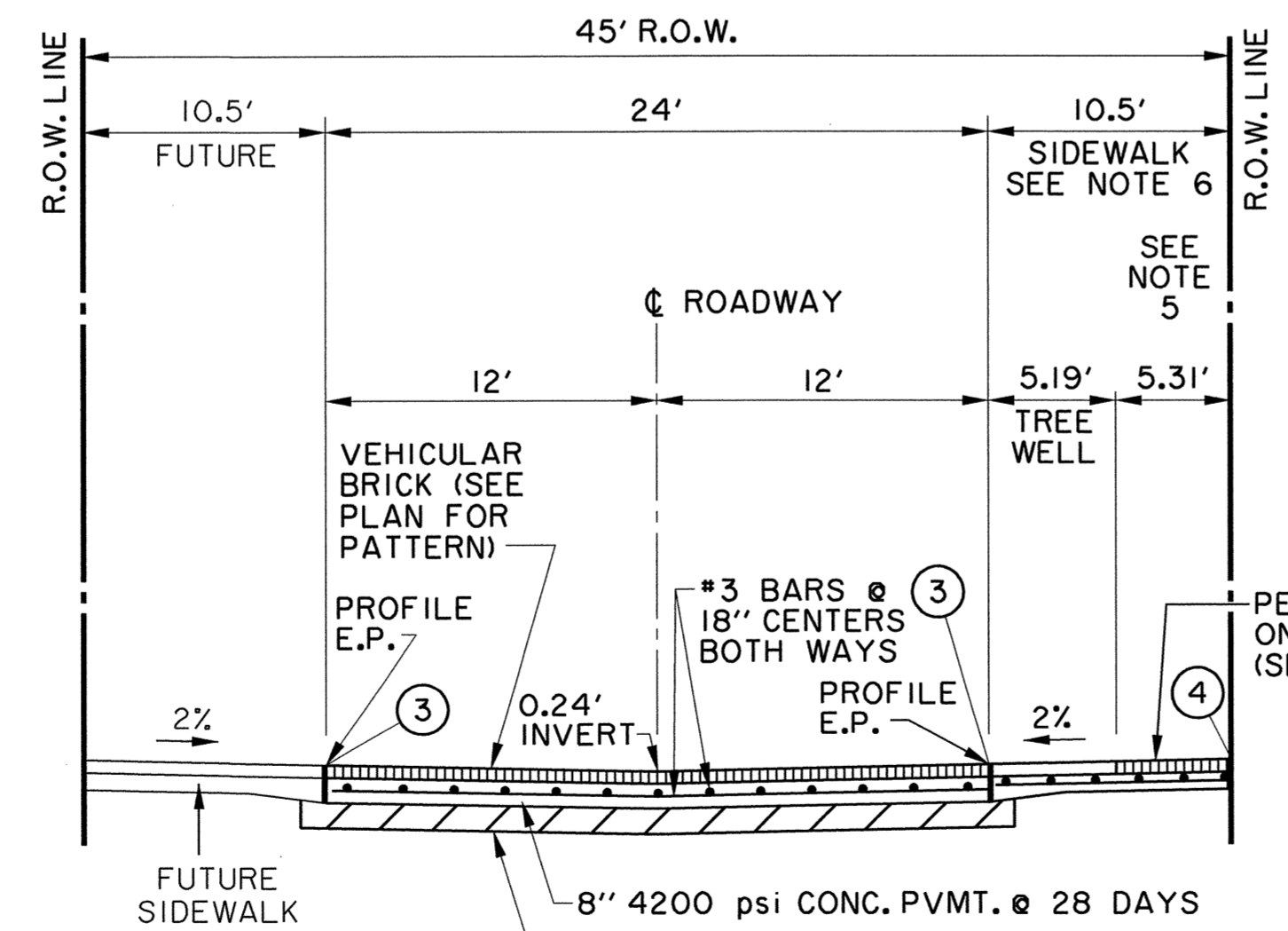
4 LANE DIVIDED QUORUM DRIVE
(LOOKING NORTH)
(SEE PLAN VIEW FOR NECK-DOWN AREAS)



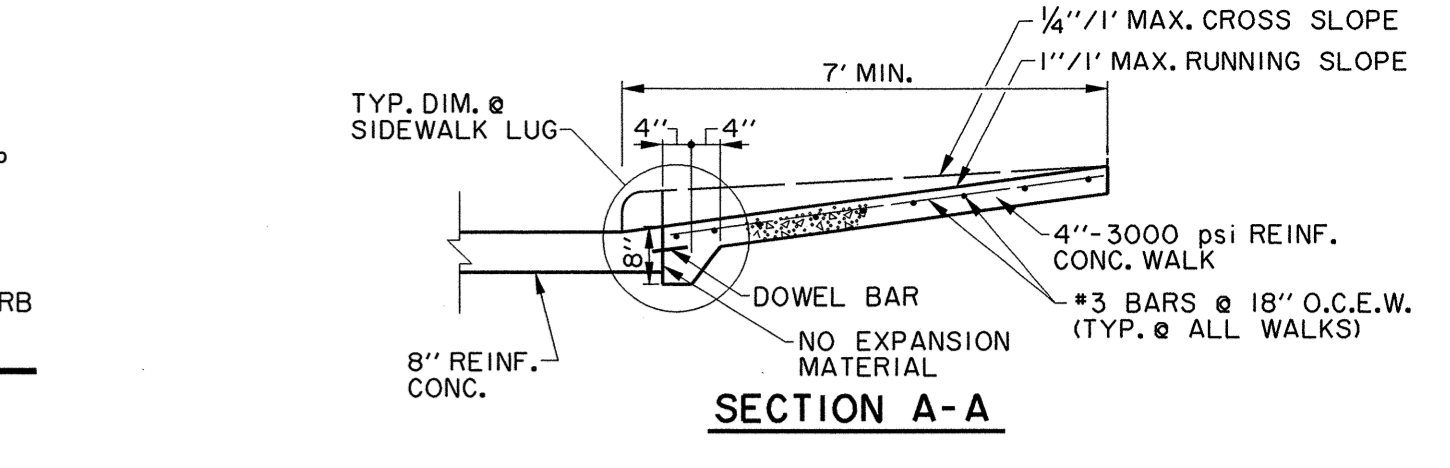
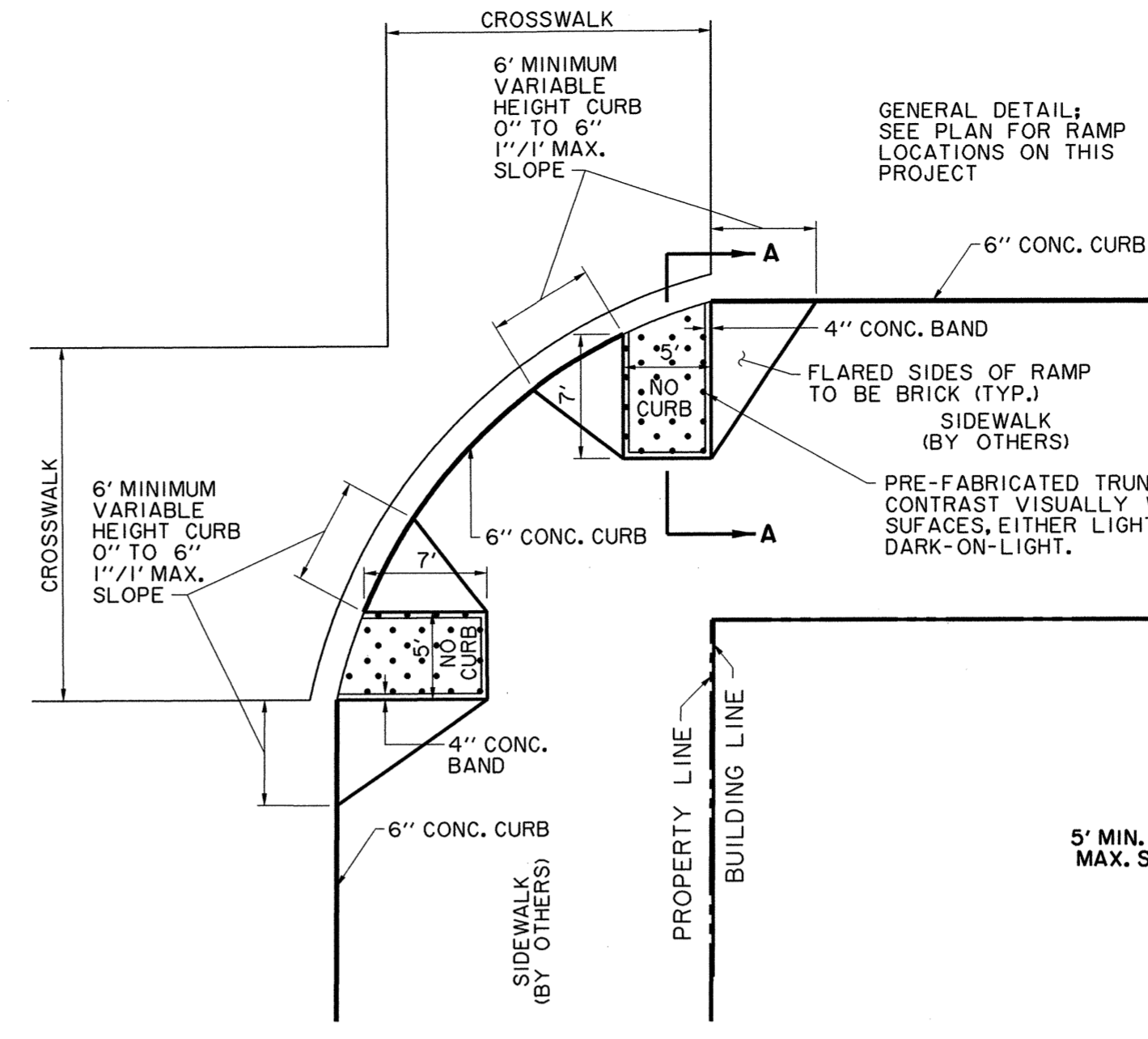
2 LANES UNDIVIDED MARCUS AVENUE & ARTIST WAY
(SEE PLAN VIEW FOR NECK-DOWN AREAS)



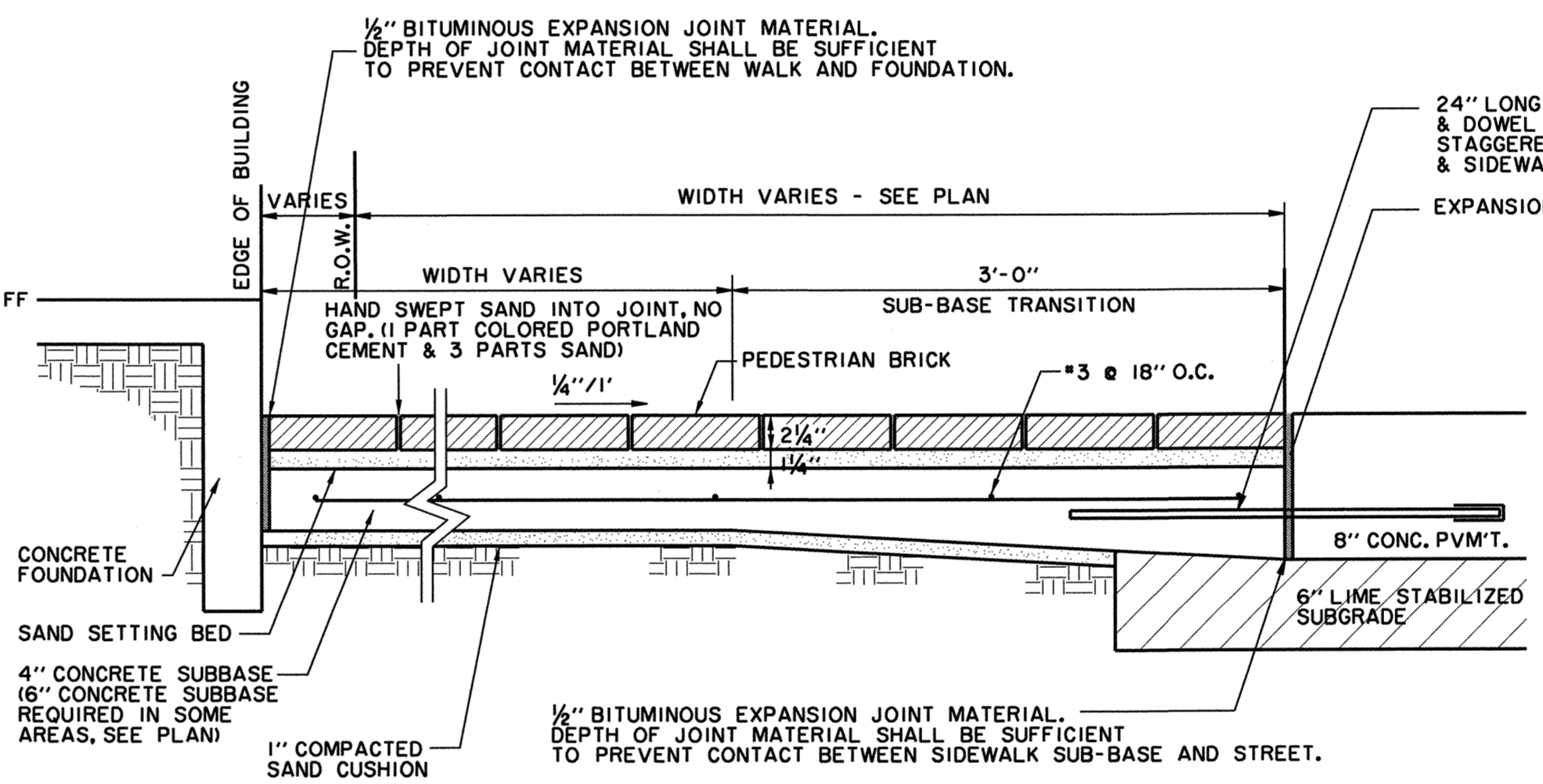
ALLEY BEHIND BUILDINGS 2-4
LOOKING WEST



2 LANES UNDIVIDED RINGO PLACE
LOOKING NORTH



BARRIER FREE RAMP IN STRAIGHT CURB
SIDEWALK ADJACENT TO CURB



BRICK SIDEWALK IN PEDESTRIAN AREA EAST SIDE OF RINGO PLACE
N.T.S.

- NOTES:**
- BACKFILL MATERIAL IS NOT A SEPARATE PAY ITEM. MATERIAL ACQUIRED FROM EXCAVATION MAY BE USED IF APPROVED BY ENGINEER.
 - PAY LINE FOR UNCLASSIFIED STREET EXCAVATION IS THE RIGHT-OF-WAY LINE WHEN A BUILDING IS BEING CONSTRUCTED ADJACENT TO THE RIGHT-OF-WAY. EXCAVATION BEYOND THE RIGHT-OF-WAY LINE IS ACCOUNTED FOR IN THE BUILDING EXCAVATION. PAY LINE FOR UNCLASSIFIED STREET EXCAVATION CAN BE BEYOND THE RIGHT-OF-WAY LINE WHEN ADJACENT TO UNDEVELOPED TRACTS.
 - SAWED DUMMY JOINTS SHALL MATCH EXISTING ON QUORUM DRIVE. SAWED JOINTS SHALL BE SPACED AT 12' INTERVALS ON PROPOSED RESIDENTIAL AND MEWS STREETS.
 - PROFILE GRADES SHOWN ON THE PAVING PLAN AND PROFILE SHEETS ARE TOP OF CURB AT BACK OF CURB FOR A NORMAL ROADWAY CROSS-SECTION AS INDICATED ON THE TYPICAL SECTIONS BY 'PROFILE T.C.'. PROFILE GRADES ON THE MEWS ARE EDGE OF PAVEMENT 12' LEFT AND RIGHT OF CENTERLINE AS INDICATED ON THE TYPICAL SECTION AS 'PROFILE E.P.'.
 - THE 2% MAXIMUM CROSS-SLOPE IN SIDEWALKS IS REQUIRED IN ALL AREAS PER T.A.S. REQUIREMENTS. CONFIRMATION OF ADA/TAS COMPLIANCE IS REQUIRED FOR ENTIRE PROJECT, OBTAINED FROM T.D.L.R. BY CONTRACTOR PRIOR TO ACCEPTANCE OF PROJECT.
 - SIDEWALK TYPICAL SECTIONS VARY ALONG EACH STREET AND FROM STREET TO STREET. THERE ARE SOME ENHANCED SIDEWALK SECTIONS AT TRASH LOCATIONS. SEE PAVING AND SURFACE PATTERNING PLANS FOR LOCATIONS AND DETAILS.
 - SIDEWALKS MAY CONTINUE INTO FRONT YARD UNDER SEPARATE CONTRACT. SEE STREETSCAPE PLANS FOR PAY LIMITS.

- JOINT LEGEND:**
- SAWED LONGITUDINAL DUMMY JOINT
 - CONSTRUCTION JOINT (FULL WIDTH PVMT. IS ALLOWED WHERE APPROVED BY THE TOWN OF ADDISON). FULL WIDTH PAVEMENT REQUIRES A SAWED LONGITUDINAL JOINT AT THE CENTERLINE OF THE PAVEMENT.
 - EXPANSION JOINT
 - ISOLATION JOINT
 - LONGITUDINAL BUTT JOINT

- BENCHMARKS:**
- BM#5
"I" CUT ON 8" INLET ON NORTH CURB LINE OF GOODMAN AVE. ±75' EAST OF PASCHAL PLACE. ELEV. 629.98
 - BM#6
"I" CUT AT @ OF 8" INLET AT THE SOUTHWEST CORNER OF MORRIS AVE. AND WITT PLACE. ELEV. 627.29
 - BM#7
"I" CUT AT WEST CORNER OF ADDISON THEATRE CENTRE PARKING LOT, SECOND ENTRANCE NORTH OF ADDISON RD. ELEV. 637.66

- BARRIER FREE RAMP GENERAL NOTES**
- ALL ADA FACILITIES MUST PASS INDEPENDENT INSPECTION. LETTER OF COMPLIANCE ACCEPTANCE IS REQUIRED PRIOR TO FINAL ACCEPTANCE BY THE TOWN OF ADDISON.
 - MAXIMUM RUNNING SLOPE ON BARRIER FREE RAMPS MUST NOT EXCEED 1" PER FOOT @ ANY LOCATION.
 - DESIGNS SHOWN ARE FOR 6" CURBS. FOR CURBS WITH HEIGHT GREATER THAN 6" DIMENSIONS MUST BE INCREASED PROPORTIONATELY.
 - STREETS ON STEEP GRADE WILL REQUIRE LONGER TRANSITION ON UPGRADE SIDE.
 - LOCATION OF BARRIER FREE RAMP MAY BE SHIFTED TO CLEAR OBSTRUCTIONS.
 - CONC. TO HAVE MINIMUM 3000 PSI COMPRESSIVE STRENGTH @ 28 DAYS.
 - REINFORCEMENT TO BE #3 DEFORMED BARS @ 18" O.C.E.W. & SUPPORTED BY APPROVED BAR CHAIRS ON 3'-0" CENTERS.

RECORD DRAWING

THIS DRAWING HAS BEEN MODIFIED FROM THE ORIGINAL TO SHOW ONLY THE FIELD CHANGES AND ADJUSTMENTS MADE DURING CONSTRUCTION BY THE CONTRACTOR WHICH WERE DOCUMENTED AND FURNISHED TO THE ENGINEER FOR THE PURPOSE OF PREPARING THESE RECORD DRAWINGS. FIELD INSPECTION OF CONSTRUCTION WAS PERFORMED BY OTHERS. TO THE BEST OF OUR KNOWLEDGE AND UNDERSTANDING THESE RECORD DRAWINGS REPRESENT THE "AS-BUILT" CONDITIONS.



PAVING TYPICAL SECTIONS							
ADDISON RESIDENTIAL							
TOWN OF ADDISON, TEXAS							
DESIGN	CHECKED	APPR.	SCALE	DATE	PROJECT NO.	NO.	
HZI	HZI		N.T.S.	11/20/08		C5	

REF: IN VARIOUS COUNTRIES, THE TERM "ADDISON" IS USED TO DESCRIBE A TYPE OF PAVING. THIS DRAWING IS NOT INTENDED TO BE USED IN ANY OTHER COUNTRY WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE ENGINEER. THE ENGINEER ASSUMES NO LIABILITY FOR SUCH USE.