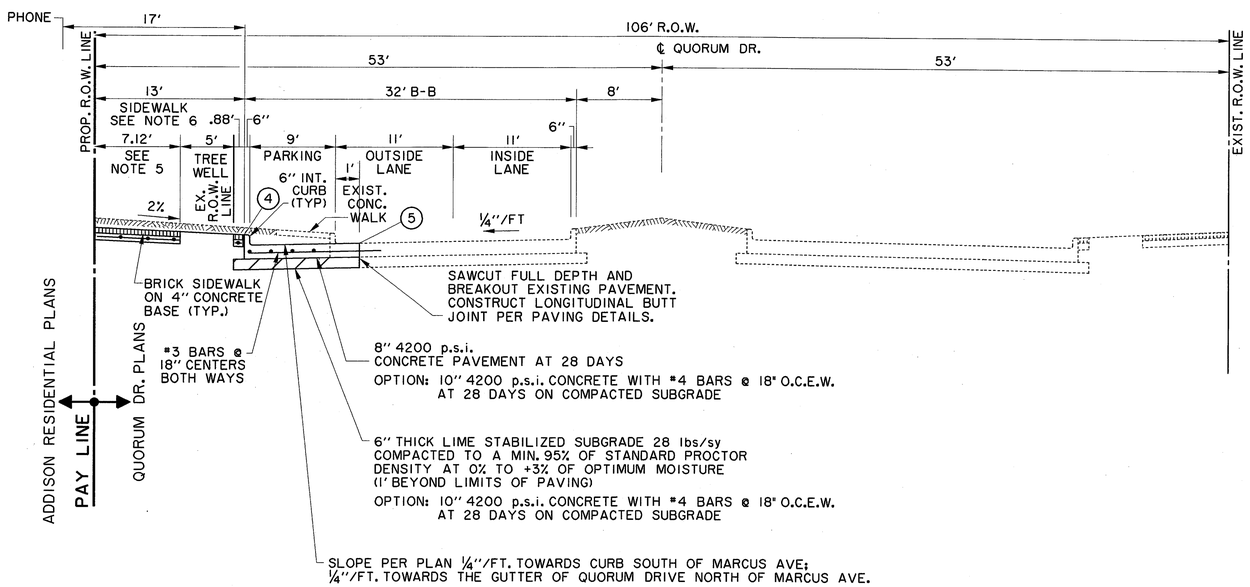


4 LANE DIVIDED
QUORUM DRIVE

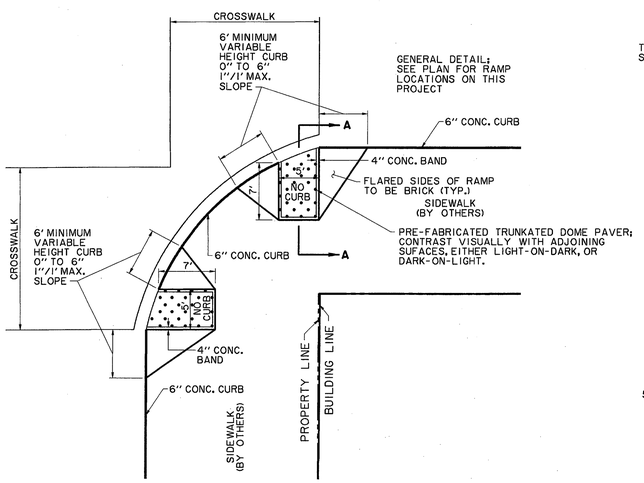
(LOOKING NORTH)
(SEE PLAN VIEW FOR NECK-DOWN AREAS)

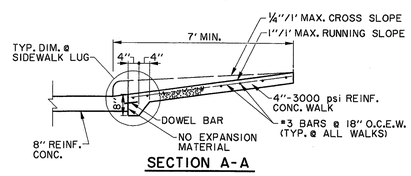
NOTES:

1. BACKFILL MATERIAL IS NOT A SEPARATE PAY ITEM. MATERIAL ACQUIRED FROM EXCAVATION MAY BE USED IF APPROVED BY ENGINEER.
2. 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 ACOUNTED FOR IN THE BUILDING EXCAVATION. PAY LINE FOR UNCLASSIFIED STREET EXCAVATION CAN BE BEYOND THE RIGHT-OF-WAY LINE WHEN ADJACENT TO UNDEVELOPED TRACTS.
3. SAWED DUMMY JOINTS SHALL MATCH EXISTING ON QUORUM DRIVE. SAWED JOINTS SHALL BE SPACED AT 12' INTERVALS ON PROPOSED RESIDENTIAL AND MEWS STREETS.
4. 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.".
5. 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.
6. SIDEWALKS MAY CONTINUE INTO FRONT YARD UNDER SEPARATE CONTRACT. SEE STREETSCAPE PLANS FOR PAY LIMITS.

JOINT LEGEND:

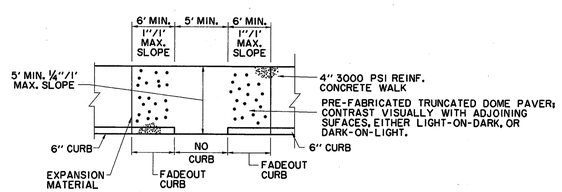
1 - SAWED LONGITUDINAL DUMMY JOINT
2 - CONSTRUCTION JOINT (FULL WIDTH PVM'T. IS ALLOWED WHERE APPROVED BY THE TOWN OF ADDISON). FULL WIDTH PAVEMENT REQUIRES A SAWED LONGITUDINAL JOINT AT THE CENTERLINE OF THE PAVEMENT.
3 - EXPANSION JOINT
4 - ISOLATION JOINT
5 - LONGITUDINAL BUTT JOINT





SECTION A-A

BARRIER FREE RAMP DETAIL AT INTERSECTING STREET



BARRIER FREE RAMP IN STRAIGHT CURB
SIDEWALK ADJACENT TO CURB

BARRIER FREE RAMP GENERAL NOTES

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

BENCHMARKS:

BM#5
"□" CUT ON 8' INLET ON NORTH CURB LINE OF GOODMAN AVE. ±75' EAST OF PASCHAL PLACE.
ELEV. 629.98

BM#6
"□" CUT AT ℄ OF 8' INLET AT THE SOUTHWEST CORNER OF MORRIS AVE. AND WITT PLACE.
ELEV. 627.29

BM#7
"□" CUT AT WEST CORNER OF ADDISON THEATRE CENTRE PARKING LOT, SECOND ENTRANCE NORTH OF ADDISON RD.
ELEV. 637.66

STATE OF TEXAS
DAVID E. MEYERS
81512
REGISTERED
PROFESSIONAL ENGINEER
1-12-07

DATE	DESCRIPTION	REF NO.

PAVING TYPICAL SECTIONS
QUORUM DRIVE

TOWN OF ADDISON, TEXAS

Huitt - Zollars, Inc.
3131 Mckinney Ave., Suite 600, Dallas, TX 75204
Phone (214) 871-3311/Fax (214) 871-0757

DESIGN	CHECKED	APPR.	SCALE	DATE	PROJECT NO.	NO.
HZI	HZI			01/12/07		C2

hi \proj\01340801\dgn\TYPSEC1-IQUORUM.DGN