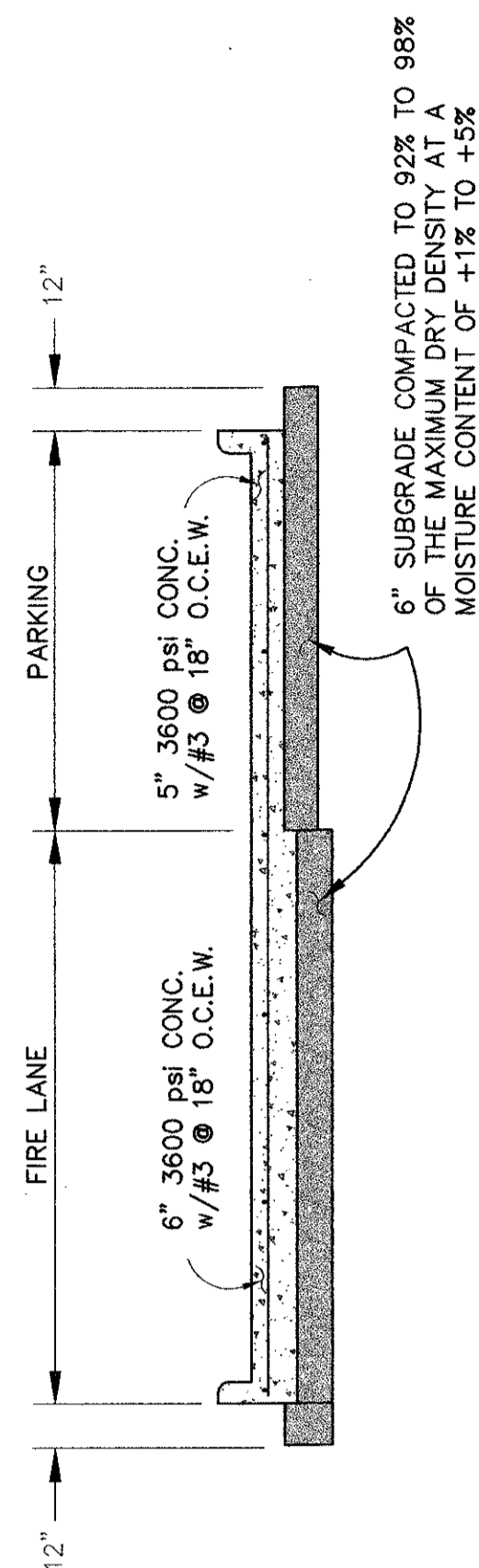
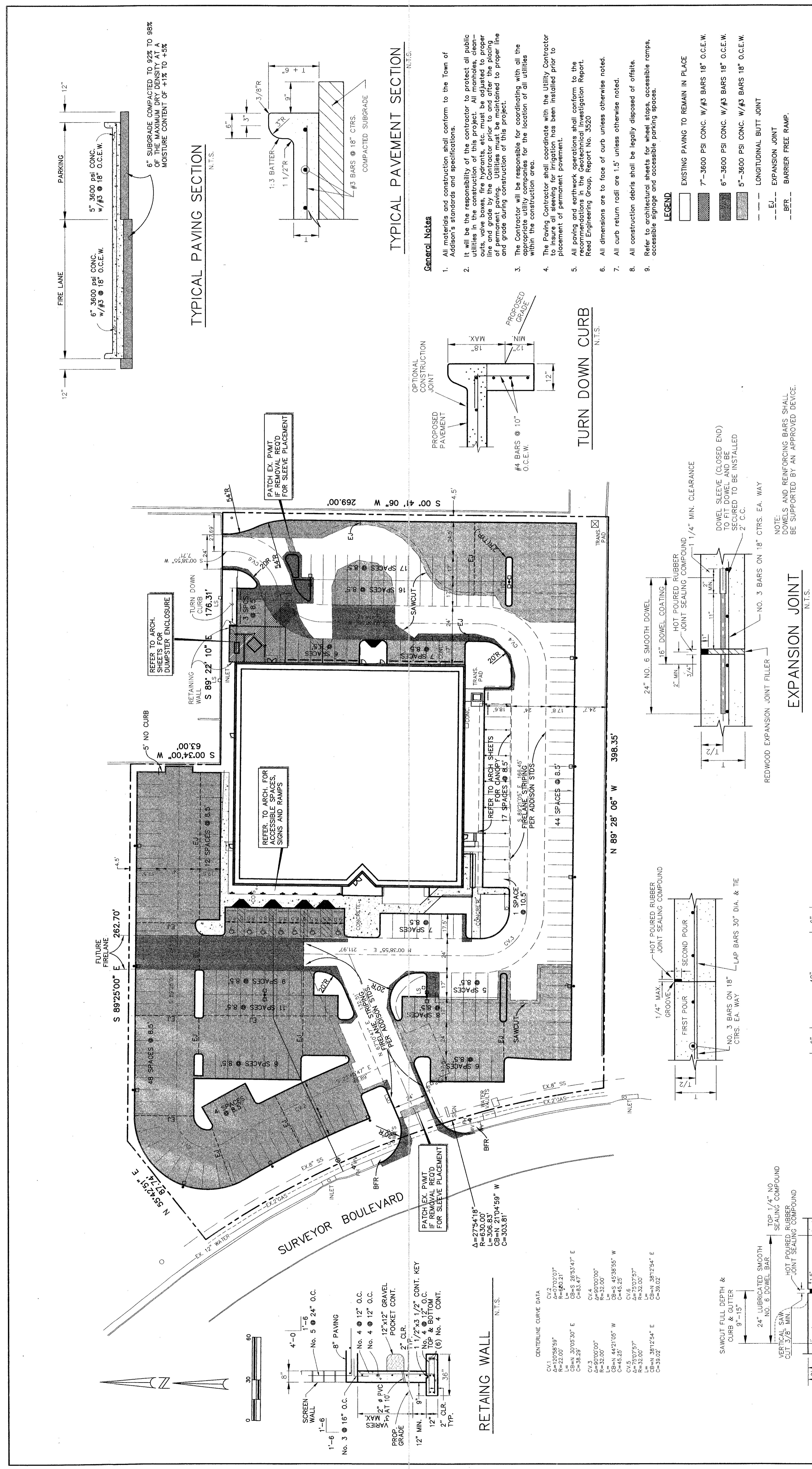
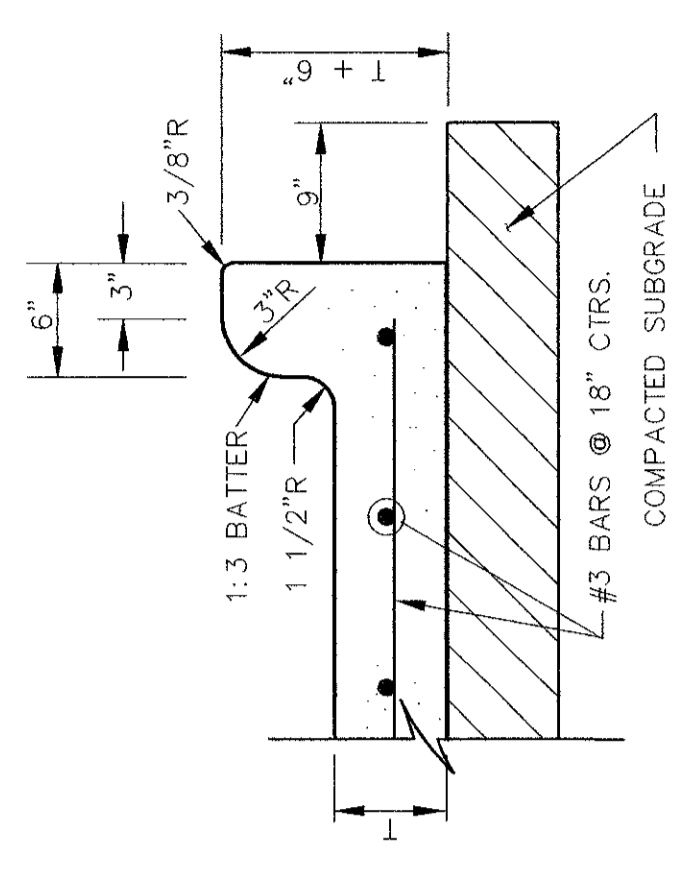


Date:	1/12/98
Revisions:	2/16/98
	3/24/98
	4/1/98
	2/16/98
	3/23/98

AS-BUILT



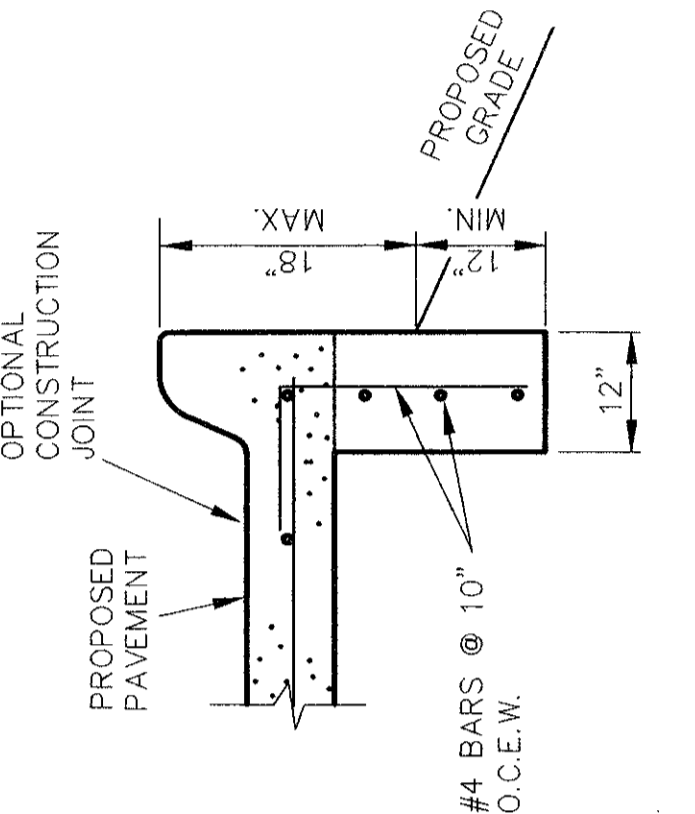
TYPICAL PAVING SECTION
 N.T.S.



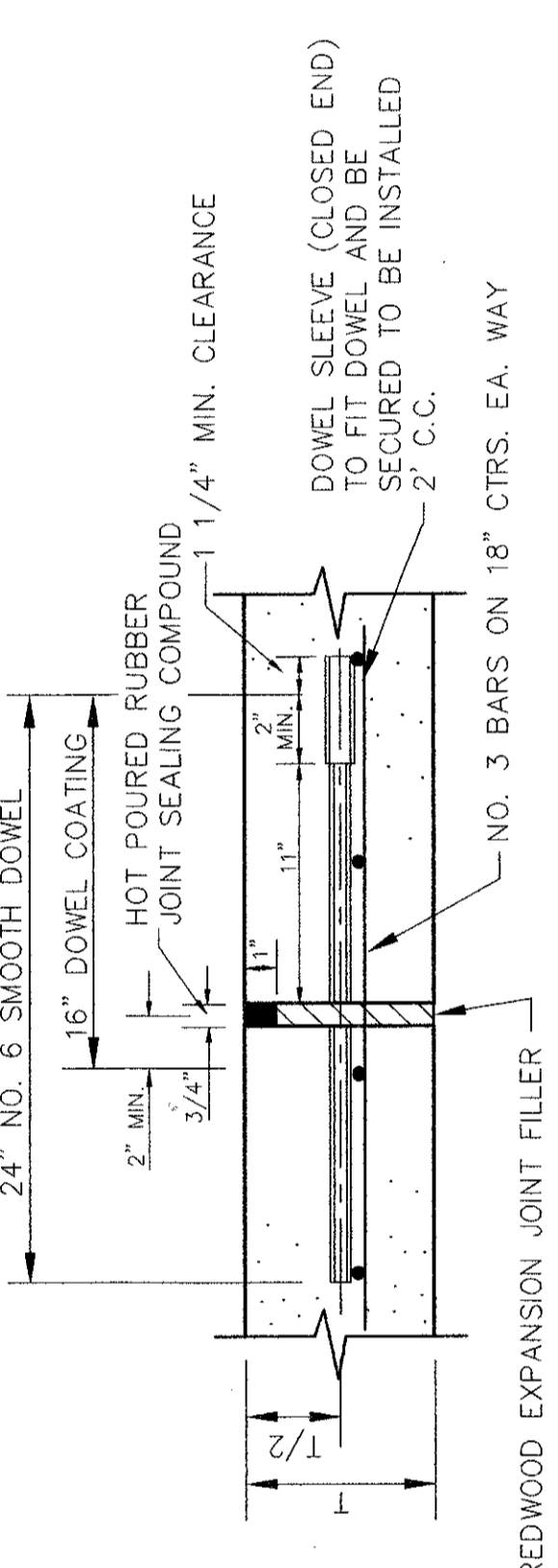
TYPICAL PAVEMENT SECTION
 N.T.S.

- General Notes**
- All materials and construction shall conform to the Town of Addison's standards and specifications.
 - It will be the responsibility of the contractor to protect all public utilities, existing and proposed, from damage during construction. All utility lines, valves, boxes, fire hydrants, etc., must be adjusted to proper line and grade by the contractor prior to and after the placing of permanent paving. Utilities must be maintained to proper line and grade during construction of this project.
 - The Contractor will be responsible for coordinating with all the appropriate utility companies for the location of all utilities within the construction area.
 - The Paving Contractor shall coordinate with the Utility Contractor before placing any paving. All paving shall be installed prior to placement of permanent pavement.
 - All paving and earthwork operations shall conform to the standards of the Texas Department of Transportation, Texas Department of Transportation Engineering Group, Report No. 3520.
 - All dimensions are to face of curb unless otherwise noted.
 - All curb return radii are 15' unless otherwise noted.
 - All construction debris shall be legally disposed of offsite.
 - Refer to architectural sheets for wheel stops, accessible ramps, accessible signage and accessible parking spaces.

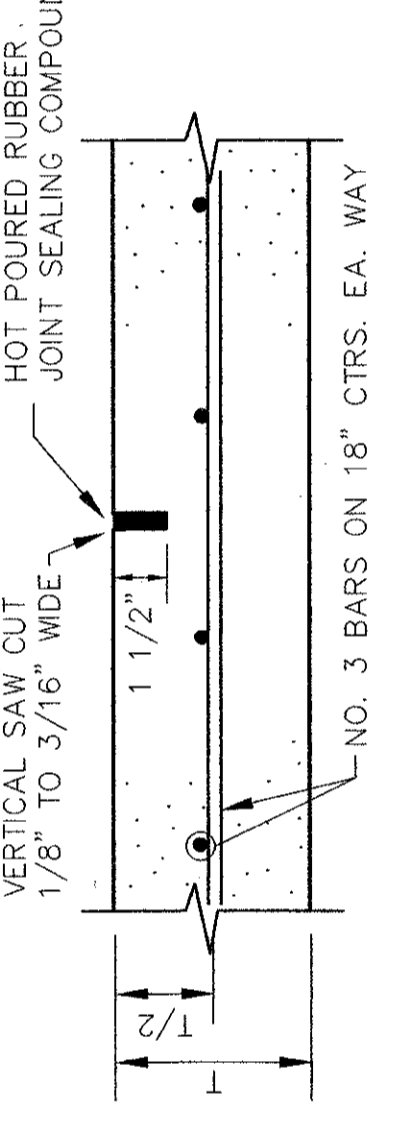
- LEGEND**
- EXISTING PAVING TO REMAIN IN PLACE
 - 7" - 3600 PSI CONC. W/ #3 BARS 18" O.C.E.W.
 - 6" - 3600 PSI CONC. W/ #3 BARS 18" O.C.E.W.
 - 5" - 3600 PSI CONC. W/ #3 BARS 18" O.C.E.W.
 - LONGITUDINAL BUTT JOINT
 - EXPANSION JOINT
 - BARRIER FREE RAMP



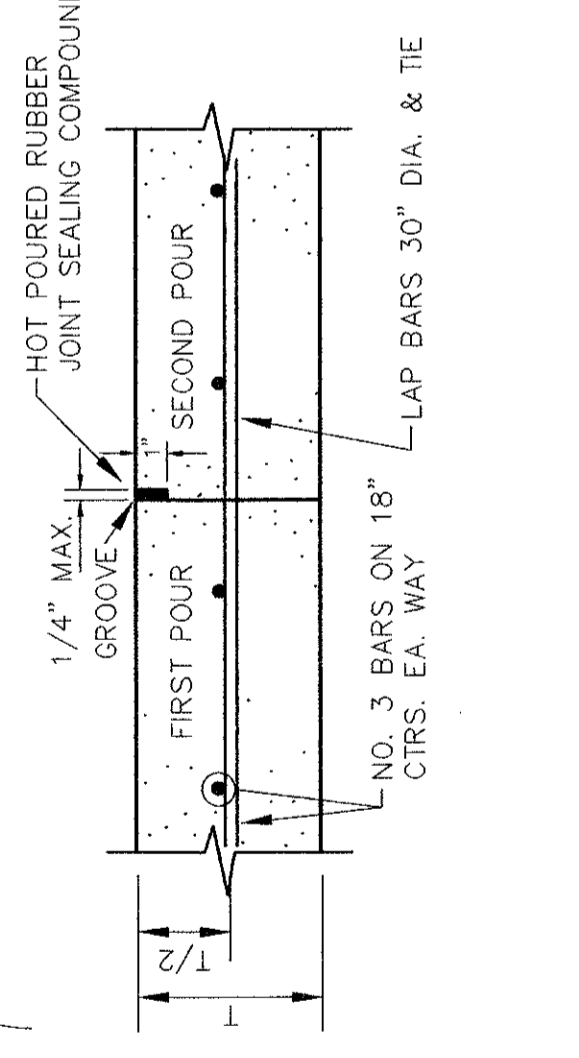
TURN DOWN CURB
 N.T.S.



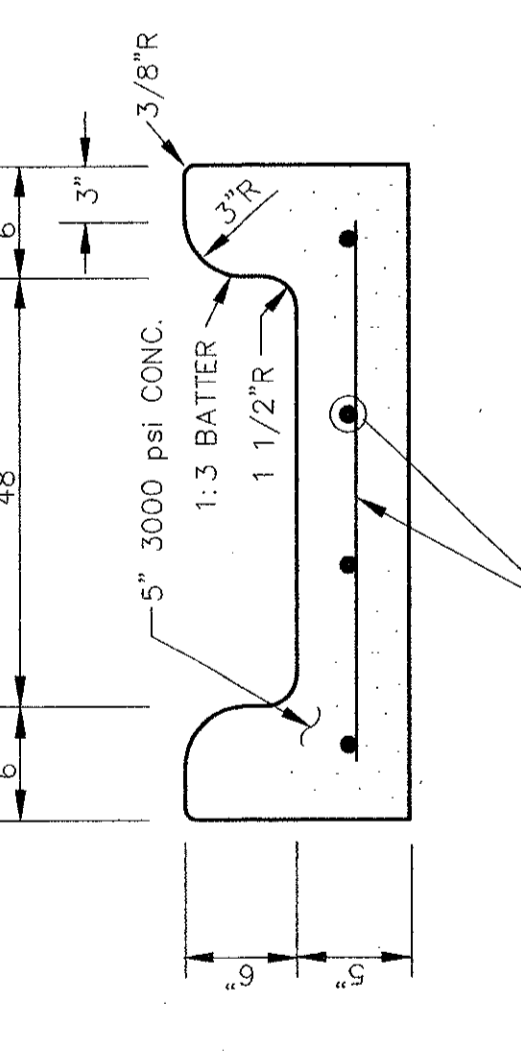
EXPANSION JOINT
 N.T.S.



SAWED DUMMY (CONTROL) JOINT
 N.T.S.



CURB OPENING/FLUME
 N.T.S.



LONGITUDINAL BUTT JOINT
 N.T.S.

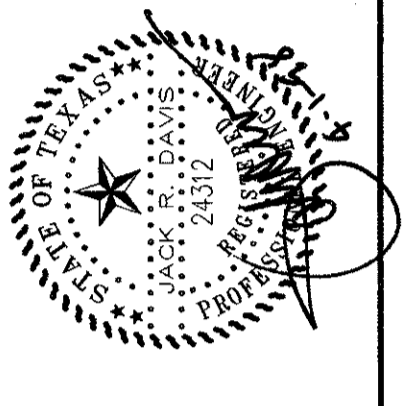
- NOTES:**
- 5 SMOOTH DOWEL BAR MAY BE USED IN 5 INCH AND 6 INCH PAVEMENT THICKNESS. CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL BUTT JOINT AT CONTRACTOR'S OPTION.
 - DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY HAND IS NOT ACCEPTABLE. PUSHING DOWEL BARS INTO GREEN CONCRETE NOT ACCEPTABLE.

RETAINING WALL
 N.T.S.

CENTERLINE CURVE DATA

CV1	A=12008.59'	Δ=69°02'07"	L=100.00'	CB-N 2104°58' E
CV2	A=12008.59'	Δ=69°02'07"	L=100.00'	CB-N 2104°58' E
CV3	A=8000.00'	Δ=90°00'00"	L=80.00'	CB-N 2104°58' E
CV4	A=8000.00'	Δ=90°00'00"	L=80.00'	CB-N 2104°58' E
CV5	A=2007.97'	Δ=75°07'57"	L=20.00'	CB-N 2104°58' E
CV6	A=2007.97'	Δ=75°07'57"	L=20.00'	CB-N 2104°58' E
CV7	A=2007.97'	Δ=75°07'57"	L=20.00'	CB-N 2104°58' E
CV8	A=2007.97'	Δ=75°07'57"	L=20.00'	CB-N 2104°58' E

PAVING AND HORIZONTAL CONTROL
 SURVEYOR OFFICE BUILDING
 TOWN OF ADDISON
 DALLAS COUNTY, TEXAS
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 Consulting engineers
 Civil & Structural Engineering Surveying
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Revised Legend 2/16/98
 Revised Paving and Dumpster Area 3/23/98