

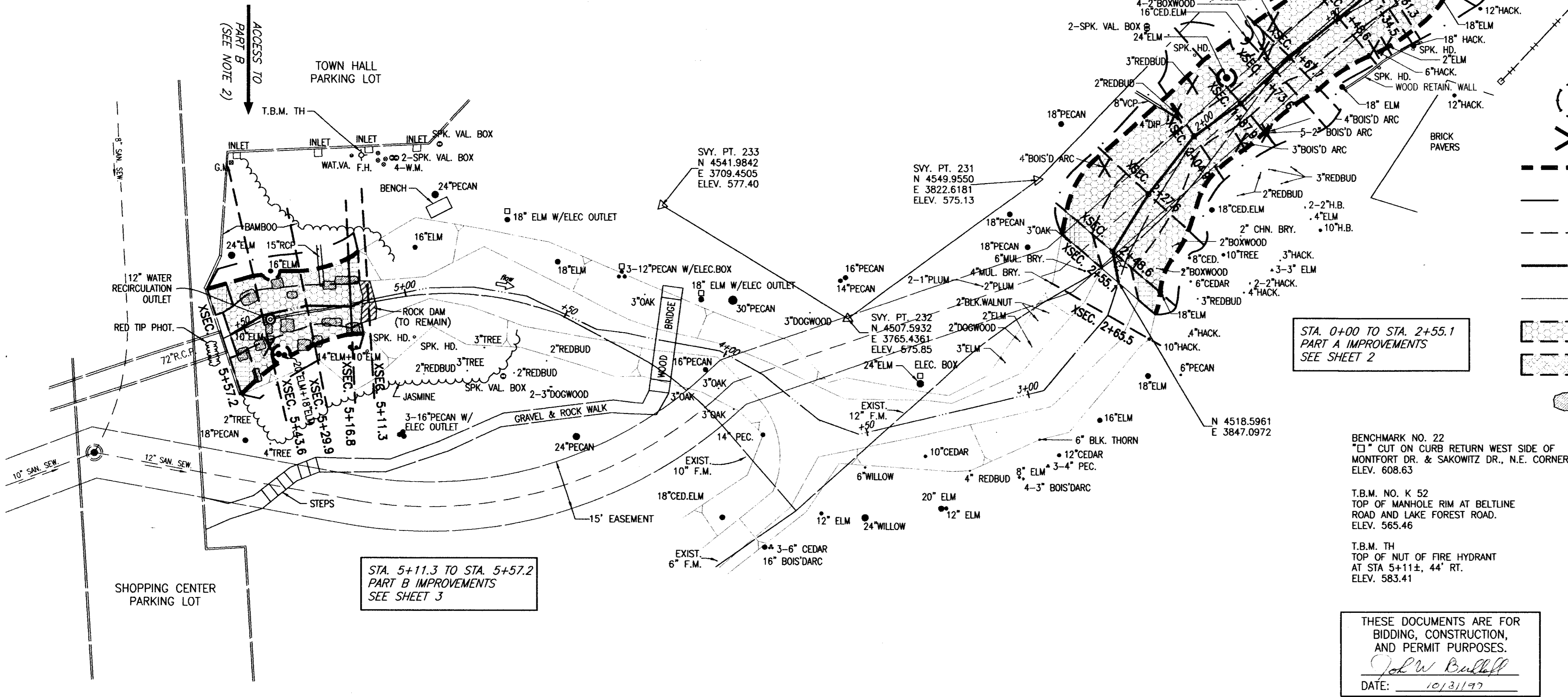
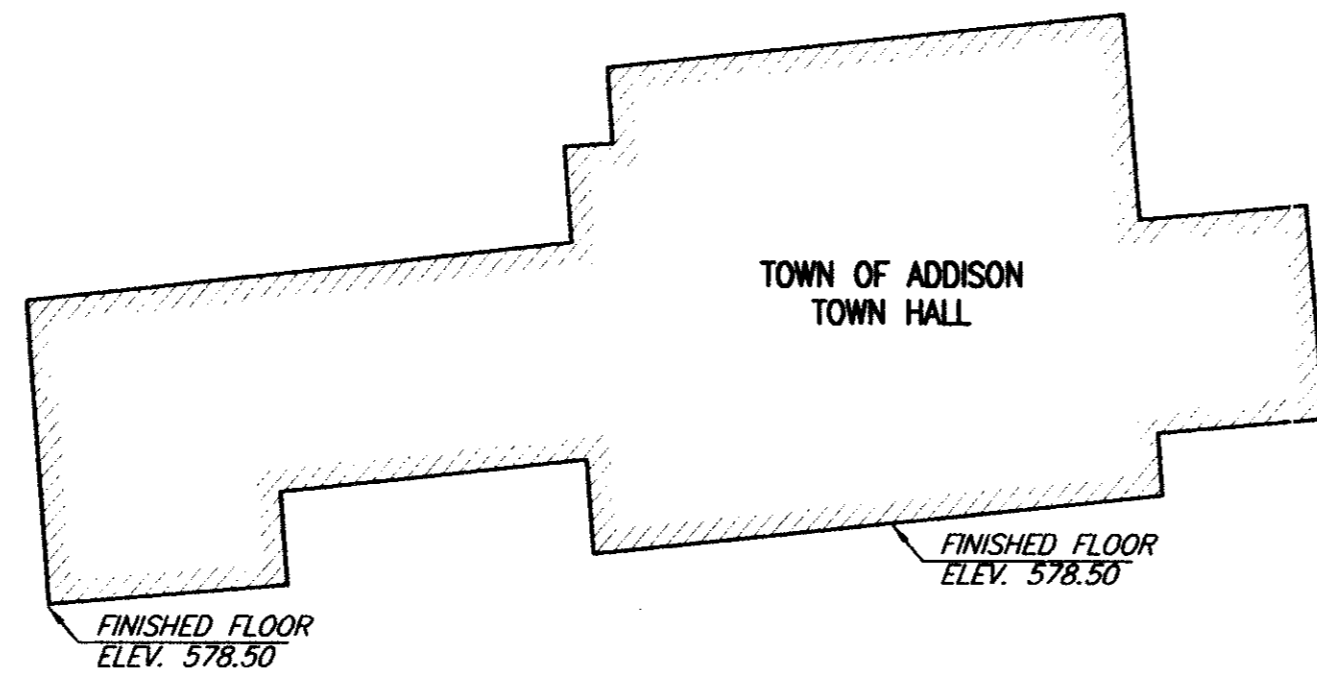
CENTER LINE OF PROP. BOTTOM CURVE DATA

CURVE NO.	Δ	R	T	L	RADIUS POINT	CURVE BEGINNING	CURVE ENDING
CURVE NO.1	48°59'14"	24.28'	11.06'	20.76'	N 4700.4272, E 3976.7123	N 4722.2532, E 3966.0827	N 4706.7293, E 3953.2677
CURVE NO.2	40°19'52"	23.75'	8.72'	16.71'	N 4712.8934, E 3930.3367	N 4706.7293, E 3953.2677	N 4693.3534, E 3943.8280
CURVE NO.3	63°23'14"	17.93'	11.07'	19.84'	N 4678.5991, E 3954.0149	N 4693.3534, E 3943.8280	N 4676.1007, E 3936.2604
CURVE NO.4	12°01'54"	115.27'	12.15'	24.21'	N 4692.1627, E 4050.4044	N 4676.1007, E 3936.2604	N 4652.6599, E 3942.1161
CURVE NO.5	49°49'58"	45.19'	20.99'	39.31'	N 4644.0937, E 3897.7407	N 4652.6599, E 3942.1161	N 4615.7090, E 3932.9097

SCALE: 1"=20'

NOTES:

- ACCESS TO PART A IMPROVEMENTS SHALL BE THROUGH EXISTING CONCRETE RIP-RAP LINED CHANNEL LOCATED TO THE EAST OF THE PROJECT. ACCESS TO THE EXISTING CONCRETE RIP-RAP CHANNEL SHALL BE THROUGH THE BACKSIDE OF THE TOWN HALL SQUARE SHOPPING CENTER PARKING LOT.
- ACCESS TO PART B IMPROVEMENTS SHALL BE THROUGH THE TOWN HALL PARKING LOT LOCATED WEST OF TOWN HALL. STAGING AREA SHALL BE LIMITED TO 3 PARKING SPACES AT THE DIRECTION OF THE OWNER.
- THE CONTRACTOR SHALL INSTALL AND MAINTAIN A TEMPORARY CONSTRUCTION FENCE ALONG ALL ACCESS ROUTES. ALL WORK SHALL BE PERFORMED WITHIN THE CHANNEL AND BETWEEN THE TEMPORARY CONSTRUCTION FENCES.



CENTER LINE OF PROP. BOTTOM CHANNEL

CROSS SECT. STA.	COORDINATES	
STA. 0+00	N 4722.2532	E 3966.0827
STA. 0+20.0	N 4706.7293	E 3953.2677
STA. 0+36.4	N 4693.3534	E 3943.8280
STA. 0+53.8	N 4676.1007	E 3936.2604
STA. 0+73.8	N 4657.4255	E 3940.4946
STA. 0+80.0	N 4652.6599	E 3942.1161
STA. 0+98.0	N 4637.0975	E 3942.3905
STA. 1+21.9	N 4615.7090	E 3932.9097
STA. 1+31.3	N 4609.7377	E 3927.1278
STA. 1+34.5	N 4608.1181	E 3924.2821
STA. 1+48.6	N 4598.9293	E 3913.4848
STA. 1+67.7	N 4586.9340	E 3898.7168
STA. 1+73.6	N 4582.8861	E 3894.3958
STA. 1+87.9	N 4573.0470	E 3883.9256
STA. 2+04.9	N 4563.4112	E 3869.8554
STA. 2+27.6	N 4545.7452	E 3856.1089
STA. 2+48.6	N 4528.0607	E 3845.3352
STA. 2+55.1	N 4518.5961	E 3847.0972
STA. 5+11.3	N 4512.6370	E 3619.0519
STA. 5+16.8	N 4510.9632	E 3615.5212
STA. 5+29.9	N 4511.2435	E 3602.2544
STA. 5+43.6	N 4508.2316	E 3588.8449

LEGEND

- TREE WELL
- TREE REMOVAL & DISPOSAL
- TOP GABION (INSIDE FACE)
- CONSTRUCTION LIMITS
- BOTTOM OF GABIONS
- PROPOSED C OF CHANNEL
- EXISTING C OF CHANNEL
- PROPOSED GABIONS
- PROPOSED GABION TOE WALL TRANSITION
- REMOVE & RELOCATE BOULDER

STA. 0+00 TO STA. 2+55.1
PART A IMPROVEMENTS
SEE SHEET 2

BENCHMARK NO. 22
"I" CUT ON CURB RETURN WEST SIDE OF
MONTFORT DR. & SAKOWITZ DR., N.E. CORNER.
ELEV. 608.63

T.B.M. NO. K 52
TOP OF MANHOLE RIM AT BELTLINE
ROAD AND LAKE FOREST ROAD.
ELEV. 565.46

T.B.M. TH
TOP OF NUT OF FIRE HYDRANT
AT STA 5+11±, 44' RT.
ELEV. 583.41

THESE DOCUMENTS ARE FOR
BIDDING, CONSTRUCTION,
AND PERMIT PURPOSES.
John W. Bullard
DATE: 10/31/97



TOWN OF ADDISON, TEXAS
TOWNHALL STREAM BANK EROSION PROTECTION
PLAN, COORDINATES & CONTROLS

SHIMEK, JACOBS & FINKLEA, L.L.P.
CONSULTING ENGINEERS
Dallas, Texas

DESIGNED BY: M.H.	PROJECT: 97151	SHEET NO. 1
DRAWN BY: R.J.L.	DATE: OCTOBER, 1997	OF 9 SHEETS