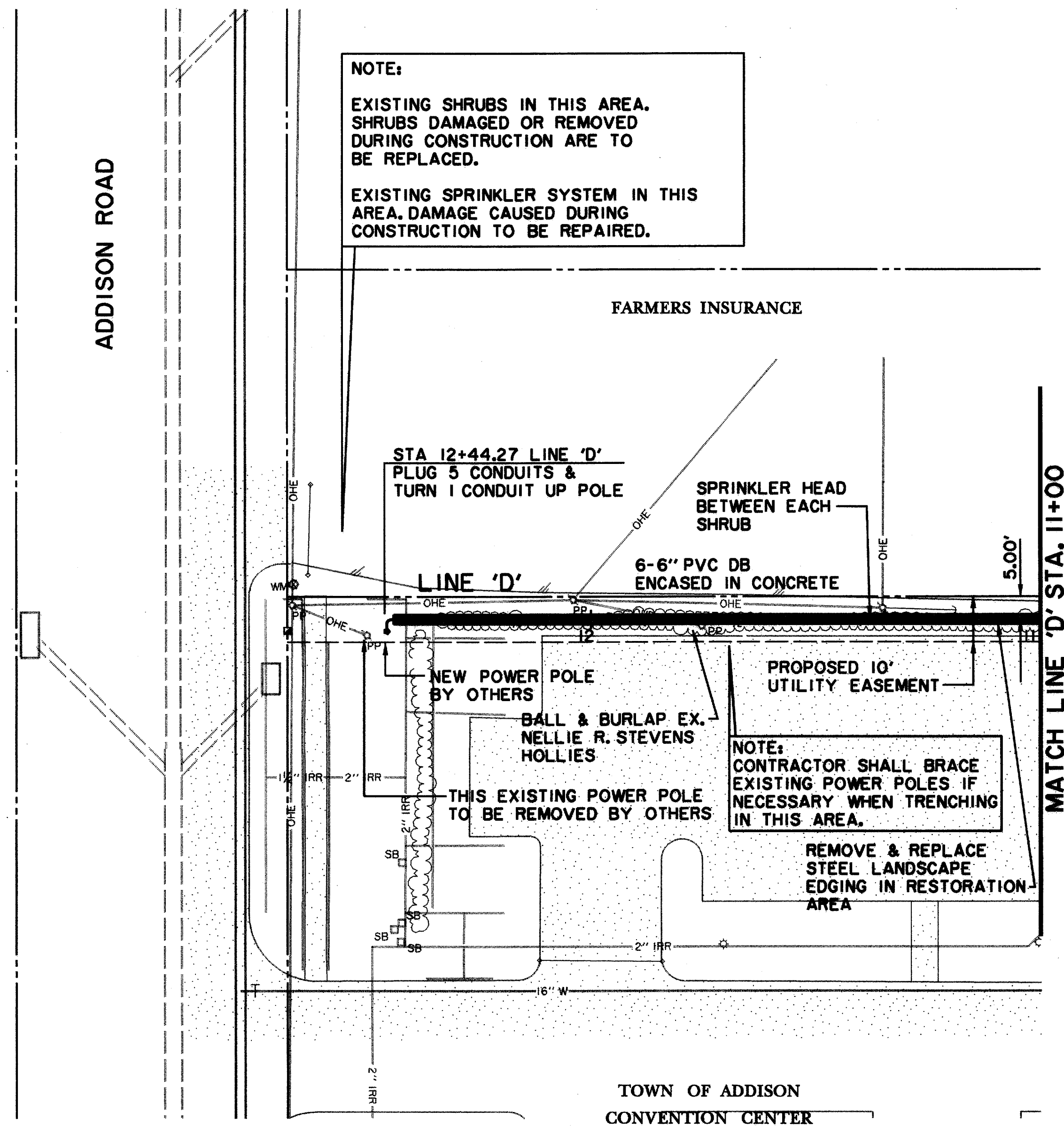


GENERAL NOTES:

1. CONDUIT TO BE 6" P.V.C., TYPE DB.
2. CONCRETE ENCASMENT: ALL CONCRETE TO HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI AT TWENTY-EIGHT DAYS.
3. CONDUIT RUN BETWEEN MANHOLES TO BE INSTALLED WITH A MINIMUM SLOPE OF 4" PER 100 FEET TO DRAIN THROUGHOUT ITS ENTIRE LENGTH INTO A MANHOLE OR MANHOLES.
4. INSTALL 6" PVC, TYPE DB CONDUIT BENDS AND ADAPTERS ON ANGLES GREATER THAN 15°.
5. SPACERS (CARLON #288RLN [BASE] AND 289RLN [INTERMEDIATE]) ARE REQUIRED. THEY SHALL BE SPACED AT 5' INTERVALS AND ARE TO BE TIED TOGETHER BY NON-METALLIC TIE-WRAPS. ALL SPACERS TO PROVIDE 3" VERTICAL AND HORIZONTAL SEPARATION BETWEEN CONDUITS.
6. WHEN COMPLETE, ALL CONDUIT WILL BE CHECKED BY PULLING A MANDREL/SWAB THROUGH ENTIRE LENGTH OF CONDUIT.
7. CONSTRUCTION PLANS SHOW APPROXIMATE RIM ELEVATION; HOWEVER, IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSTALL THE NECESSARY AMOUNT OF NECK TO BRING THE TOP OF THE COVER 2" ABOVE FINISHED GRADE OR FLUSH WITH STREET GRADE WHEN COVER IS IN STREET.
8. BACKFILL OPERATION SHALL BEGIN AFTER CONCRETE HAS HAD TIME TO CURE (CURING TIME IS AT THE DISCRETION OF TU'S INSPECTOR). BACKFILL SHALL HAVE NO ROCKS LARGER THAN 1" IN DIAMETER AND SHALL BE COMPACTED TO 95% STANDARD PROCTOR DENSITY BETWEEN 0% AND 3% OF OPTIMUM MOISTURE CONTENT.



RECORD DRAWING 5/1/98

ADDENDUM #2 1/22/96

LEGEND

ELECTRIC	OHE	48" RCP	MISC.
○	LIGHT POLE	EX. STORM SEWER	—
PP	POWER POLE	—	CHAIN LINK FENCE
←	GUY WIRE	—	WOOD FENCE
TELEPHONE	T	—	EXISTING ASPHALT
●	TELEPHONE MANHOLE	—	EXISTING DIRT OR GRAVEL
□	TELEPHONE PEDESTAL	—	EX. CONCRETE
TS	TELEPHONE SIGN	—	TREE/TREE LINE
GM	GAS METER	—	EXISTING CURB
GS	GAS SIGN	—	PROP. CURB
LAND USE	G	—	PROP. EDGE OF PAVEMENT NO CURB
RR	RAILROAD SIGN	—	EX. PROPERTY LINE
▽	SIGN	—	PROP. CENTERLINE
SURVEY		—	PROP. R.O.W.
I.R.	FOUND IRON ROD	—	PROP. INLET
■	TEMP BENCHMARK	T.P.	TOP OF PAVEMENT
WASTEWATER	WW	T.C.	TOP OF CURB
WW	WASTEWATER MANHOLE	C.R.	CURB RETURN
CO	CLEANOUT	EX. G	EXISTING GUTTER
WATER	W	●	BORING LOCATION
FH	FIRE HYDRANT	B-20	
WM	METER		
T	WATER VALVE		



BENCHMARKS:

BM#2
"I" CUT AT CENTER BACK OF CURB OF INLET, 200 FEET NORTH FROM THE CENTERLINE INTERSECTION OF ADDISON DRIVE, WEST SIDE OF QUORUM DRIVE. ELEV. 621.68

BM#3
"I" CUT AT CENTER BACK OF CURB OF INLET, 620 FEET NORTH FROM THE CENTERLINE INTERSECTION OF ADDISON DRIVE, WEST SIDE OF QUORUM DRIVE. ELEV. 624.50

ISSUED FOR CONSTRUCTION
MARCH 28, 1996

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY
KENNETH A. ROBERTS, P.E. 55446
ON MARCH 28, 1996.

ELECTRICAL DUCTBANK PLAN & PROFILE						
LINE 'D'						
ADDISON CIRCLE						
PHASE 1 PUBLIC INFRASTRUCTURE						
TOWN OF ADDISON, TEXAS						
Huitt-Zollars, Inc./Engineering/Architecture Dallas, Fort Worth, Houston, El Paso, Phoenix, Tustin, Ontario, San Clemente						
DESIGN	DRAWN	APPR.	SCALE	DATE	PROJECT NO.	NO.
HZI	HZI	KAR	H: 1"=20' V: 1"=6'	JAN. 96	1822-06	110 137