INSTALL 26 L.F. STD. STREET BARRICADE

PAV. STA: 1+35.05
OFFSET: 51.88 L
C.L. 20' RECESSED INLET
T.C. 482.16
F.L. 477.66

1+10.50 BEGIN CONC. PAV

PCC 1+44.68
OFFSET: 47.00 L

PRC 2+05.96
OFFSET: 47.00 L

INSTALL TRAFFIC BUTTONS AT 8' C-C

PRC 2+52.79
OFFSET: 41.78 L

PCC 3+39.70
OFFSET: 32.00 L

INSTALL PAVESTONE IN ISLAND AT THE FOLLOWING LOCATIONS:
1. STA. 1+10.50 TO 2+55.34
2. 4+13.88 TO 4+74.11
3. 5+33.74 TO 5+93.51

INSTALL 603 S.Y. ASPHALT CONNECTION

0+00 QUAIL RUN = TXDOT. STA. 70+09.94

0+50.50 QUAIL RUN = 1+29.07 CULVERT

ST. HWY. 205

EXIST. 30" WATER LINE

1+03.30 FUTURE CR

PAV. STA: 1+26.85
C.L. 15' RECESSED INLET
T.C. 481.48
F.L. 476.98

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C1	850.00'	396.19'	201.76'	392.61'	N60°23'13" E	26°42'20"
C2	850.00'	631.29'	331.00'	616.68'	S68°18'38" W	42°33'11"
C3	250.00'	67.70'	34.06'	67.50'	N48°46'10" E	15°30'58"
C4	250.00'	37.00'	18.54'	36.97'	S45°15'06" W	08°28'50"
C5	250.00'	66.86'	33.63'	66.66'	N45°37'43" E	15°19'26"
C6	250.00'	44.77'	22.44'	44.71'	S43°05'49" W	10°15'37"
C7	803.00'	57.89'	28.96'	57.88'	N61°55'17" E	04°07'50"
C8	250.00'	44.74'	22.43'	44.68'	S64°58'58" W	10°15'11"
C9	250.00'	84.07'	42.44'	83.68'	N60°28'32" E	19°16'03"

PRC = 3+96.19

RP 4+71.11 OFFSET: 5.00 L

TC 499.36

TC 501.53

RP 5+36.74 OFFSET: 5.00 R

PRC 5+93.51 OFFSET: 2.00 R TC 503.25

PRC 6+30.41 OFFSET: 1.55 L TC 504.06

PCC 6+97.09 OFFSET: 8.00 L TC 505.74

QUAIL RUN ROAD

LANE ENDS MERGE RIGHT

8+50 BEGIN TRANSION TO 1/2"/FT SLOPE

7+50 BEGIN 1/2"/FT SLOPE

7+47.04 PC ASPH. TRANS.

7+95.42 CONST. STD. CONC. STREET HEADER BEGIN 333 S.Y. ASPHALT TRANSITION

INSTALL TRAFFIC BUTTONS AT 8'C-C

250'R

200'R

8+95.93 ADDITION LINE

10+50 MATCH LINE

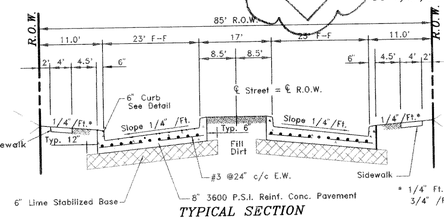
PAV. STA: 10+50
C.L. 10' RECESSED INLET
T.C. 504.25
F.L. 499.75

PT = 10+27.47 END ASPH. TRANSITION

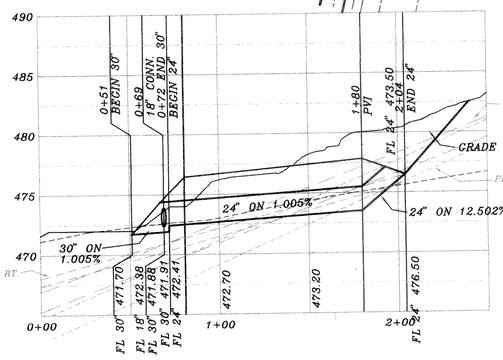
BLOCK B

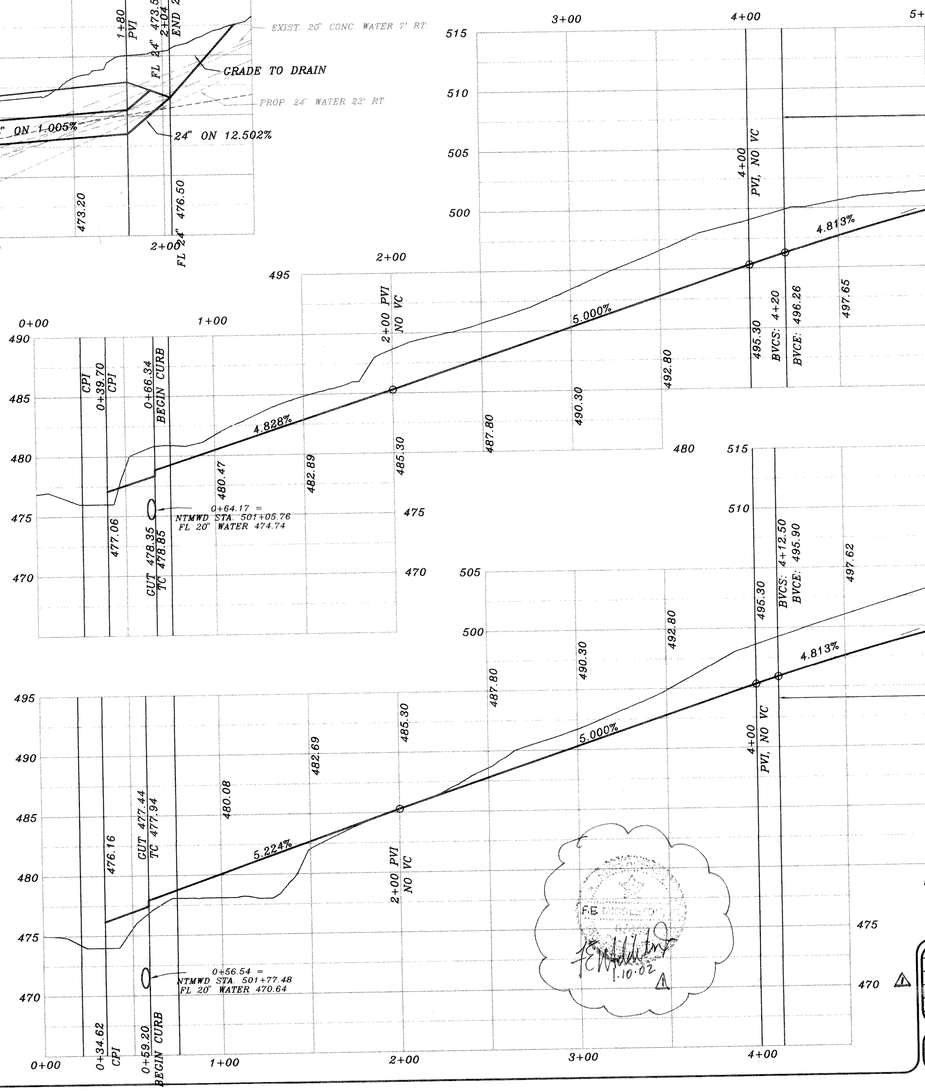
2061 36" PECAN 648.01

2" thick Type "D" asphaltic concrete pavement
4" thick Type "A" asphaltic concrete pavement
6" Lime stabilized sub grade compacted to 95% density at optimum moisture content.
4" Crown
24'
TEMP. ASPHALT CONNECTION DETAIL



TYPICAL SECTION





BENCH MARK
SQUARE CUT IN CONCRETE AT BASE OF CONCRETE WALL AT S.W. CORNER OF SOUTH APPROACH TO BRIDGE OVER SQUABBLE CREEK ON HWY. 205
ELEV.: 472.41

BENCH MARK
60D NAIL IN 36" PECAN TREE (TREE NO. 2302)
PAV. STA. 8+30, 71' RT., MEMORIAL DRIVE
ELEV.: 466.79

BENCH MARK
60D NAIL IN 34" PECAN TREE (TREE NO. 2314)
PAV. STA. 1+83, 138' RT., AUDOBON LANE
ELEV.: 480.88

BENCH MARK
60D NAIL IN 18" PECAN TREE (TREE NO. 2114)
PAV. STA. 10+97 63.5' RT., AUDOBON LANE
ELEV.: 501.54

INSTALL SIGNAGE & TRAFFIC BUTTONS	10/02
REV. PER 2nd CITY REVIEW	5/7/01
REV. PER CITY REVIEW	2/24/01

REVISION DESCRIPTION

0020PV10

DATE	SCALE	DESIGN	DRAWN
11/6/00	1" = 40' 1" = 6'	H.L.E.	

HAROLD L. EVANS
CONSULTING ENGINEER
P.O. BOX 28355
2331 GUS THOMASSON ROAD, SUITE 102
DALLAS, TEXAS 75228, (214) 328-8133

STATE OF TEXAS
HAROLD L. EVANS
23155
REGISTERED PROFESSIONAL ENGINEER

WATER MAIN CONTRACT NO. _____ DATE 4-10-02

PROPOSED PAVING
QUAIL RUN ROAD
QUAIL RUN VALLEY
CITY OF ROCKWALL

SHEET NO. 9 / 21

JOB NO. 0020