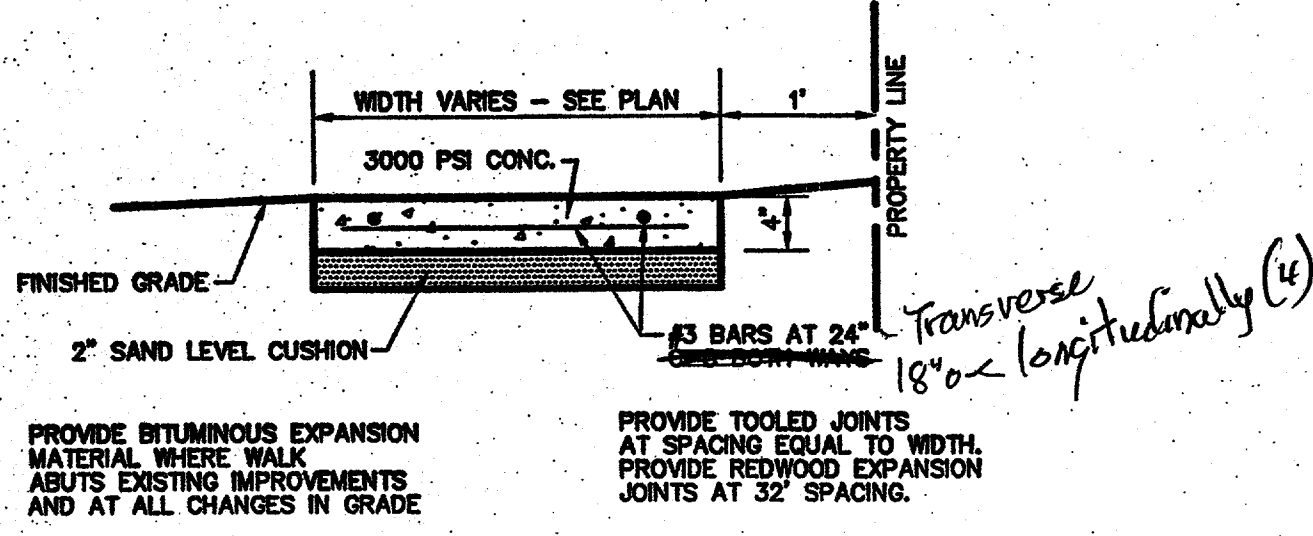
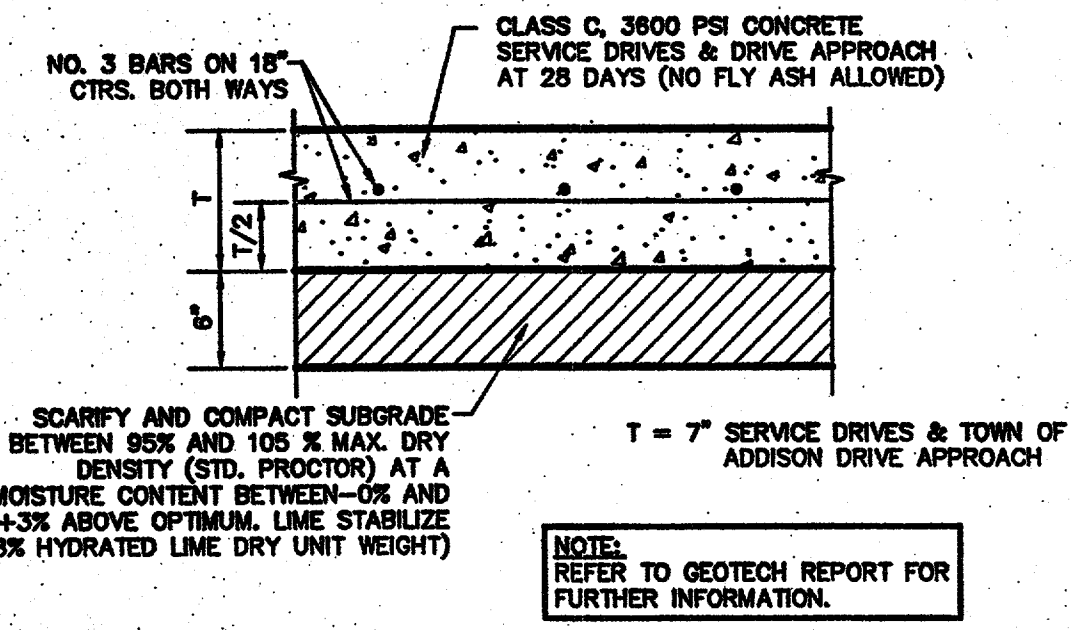


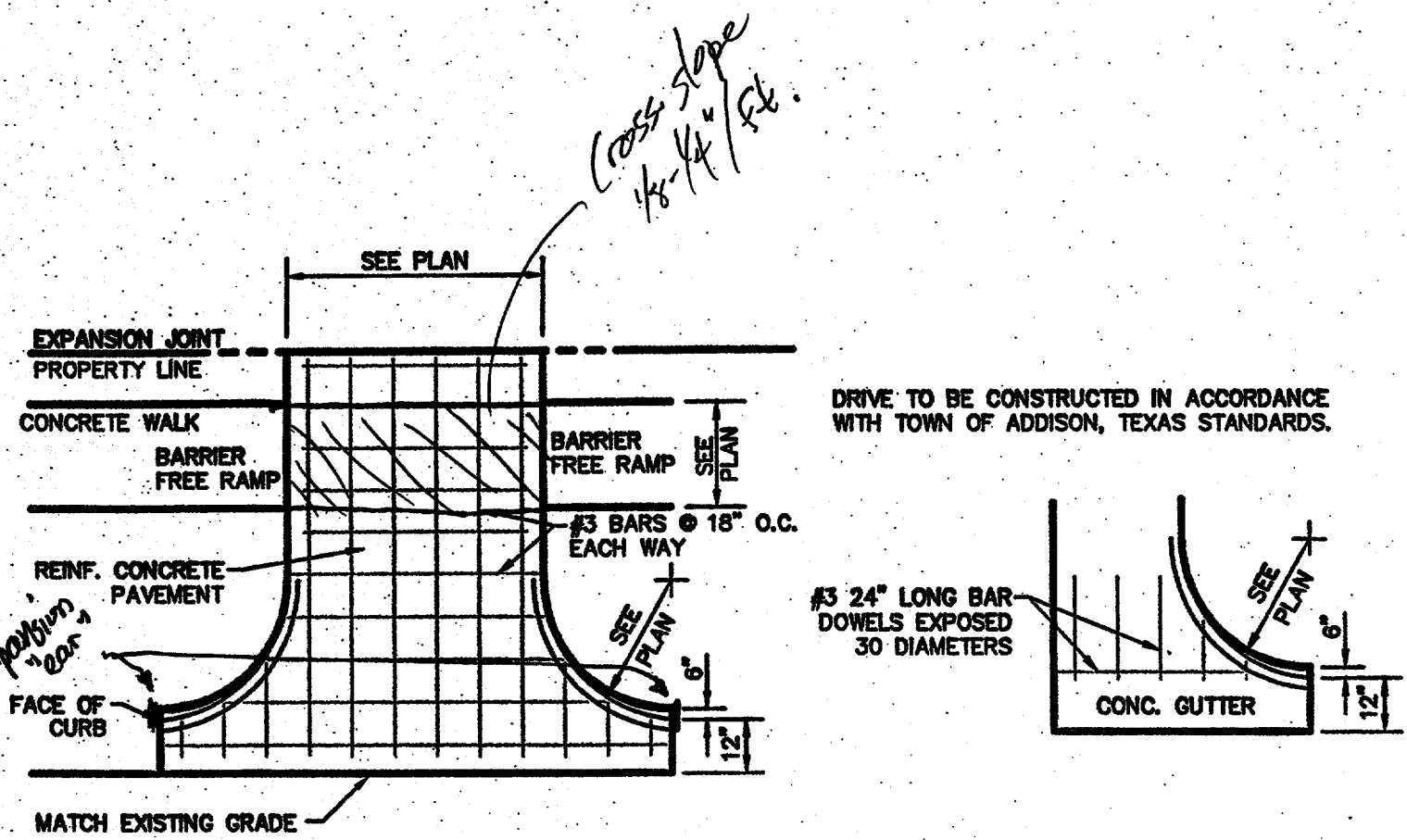
4 EMBEDMENT FOR WATER AND SANITARY SEWER PIPE
NOT TO SCALE



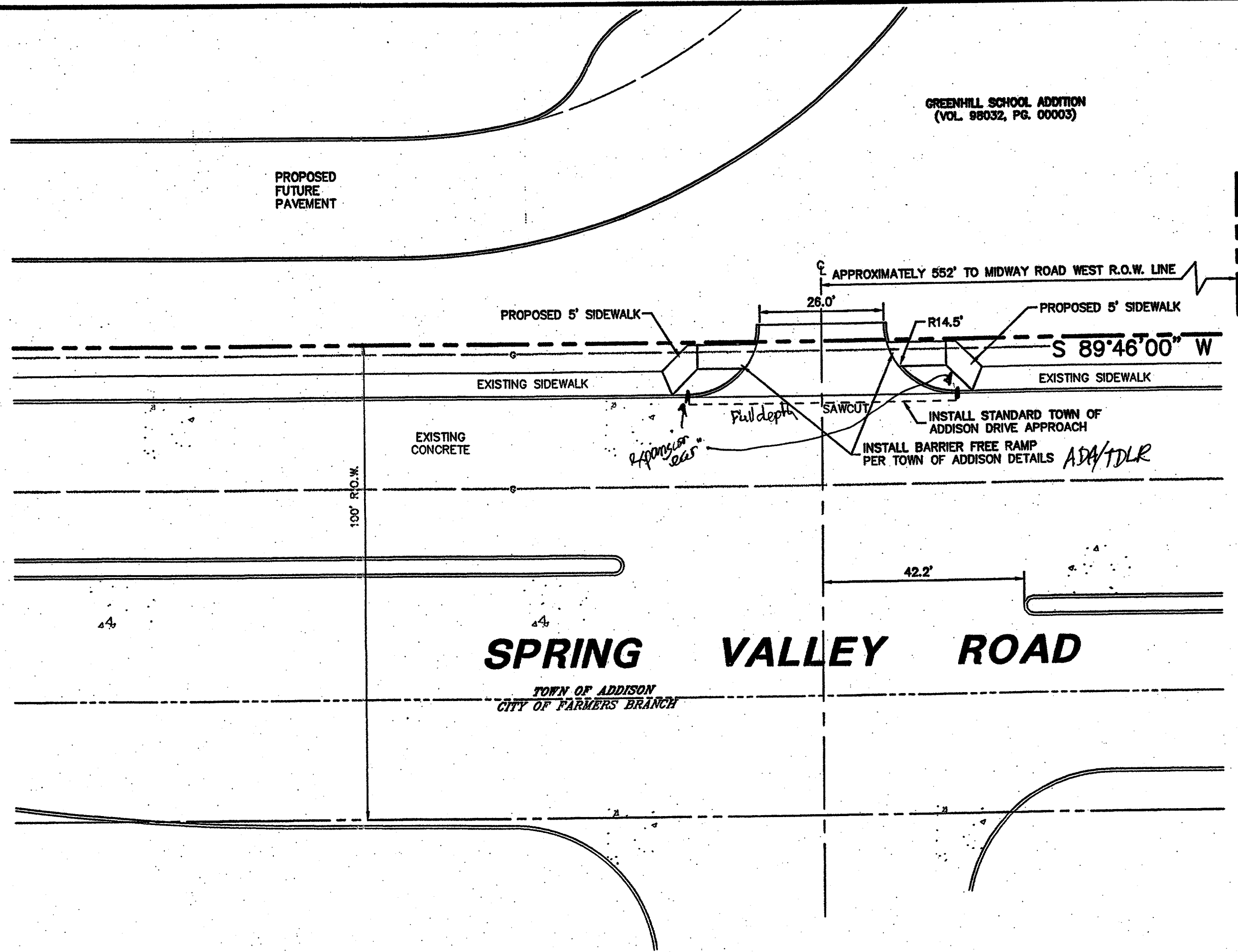
3 CONCRETE WALK
NOT TO SCALE



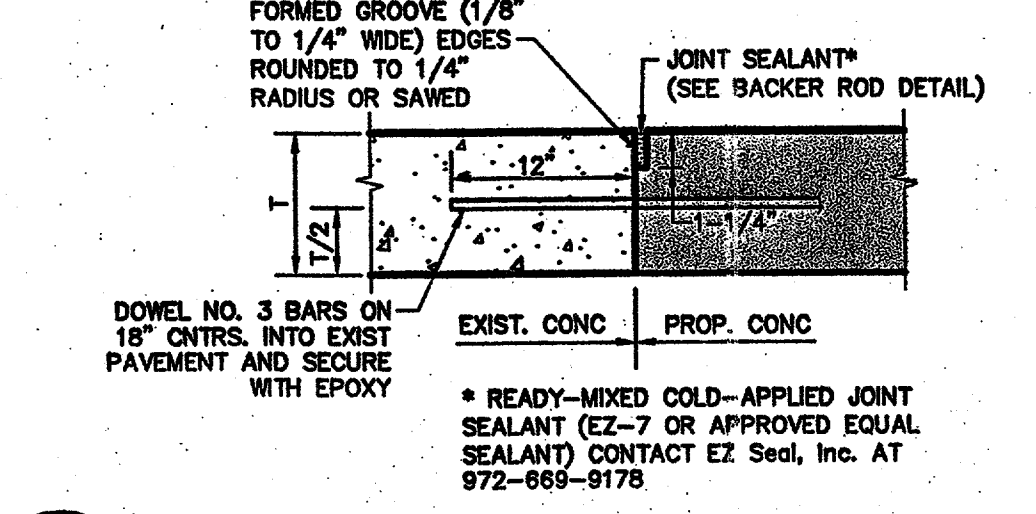
2 CONCRETE PAVEMENT SECTION
NOT TO SCALE



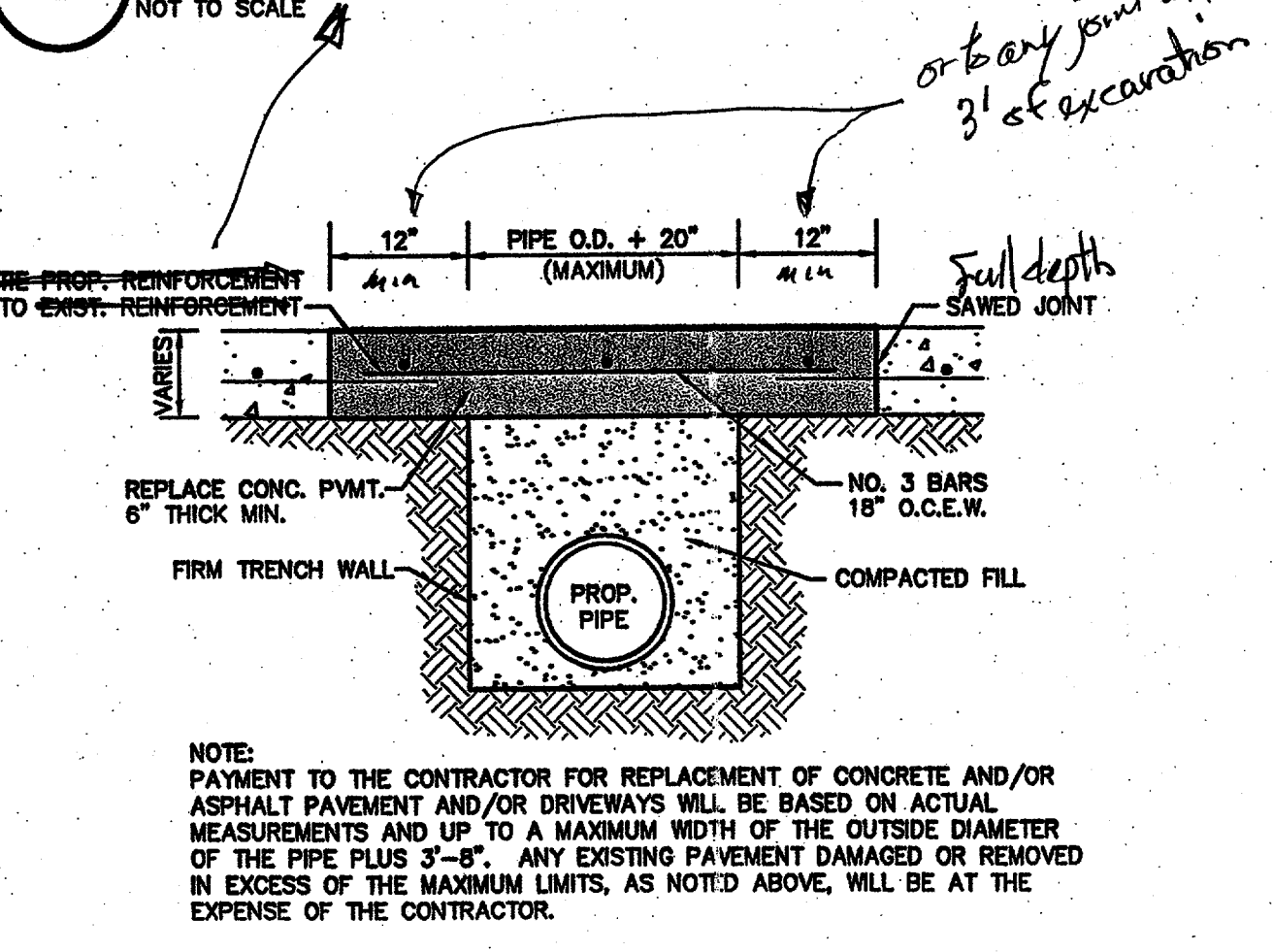
1 DRIVEWAY APPROACH
NOT TO SCALE



TEMPORARY DRIVE APPROACH PLAN
1"=20'



6 PAVEMENT CONNECTION
NOT TO SCALE



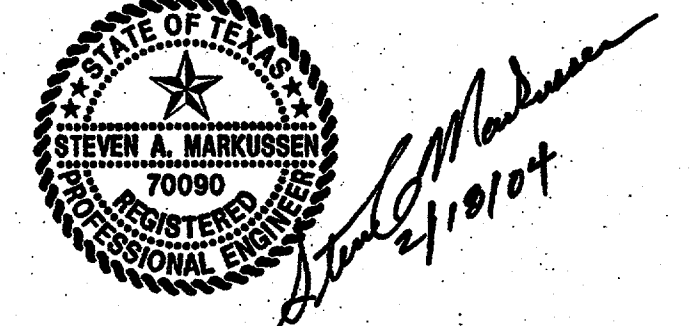
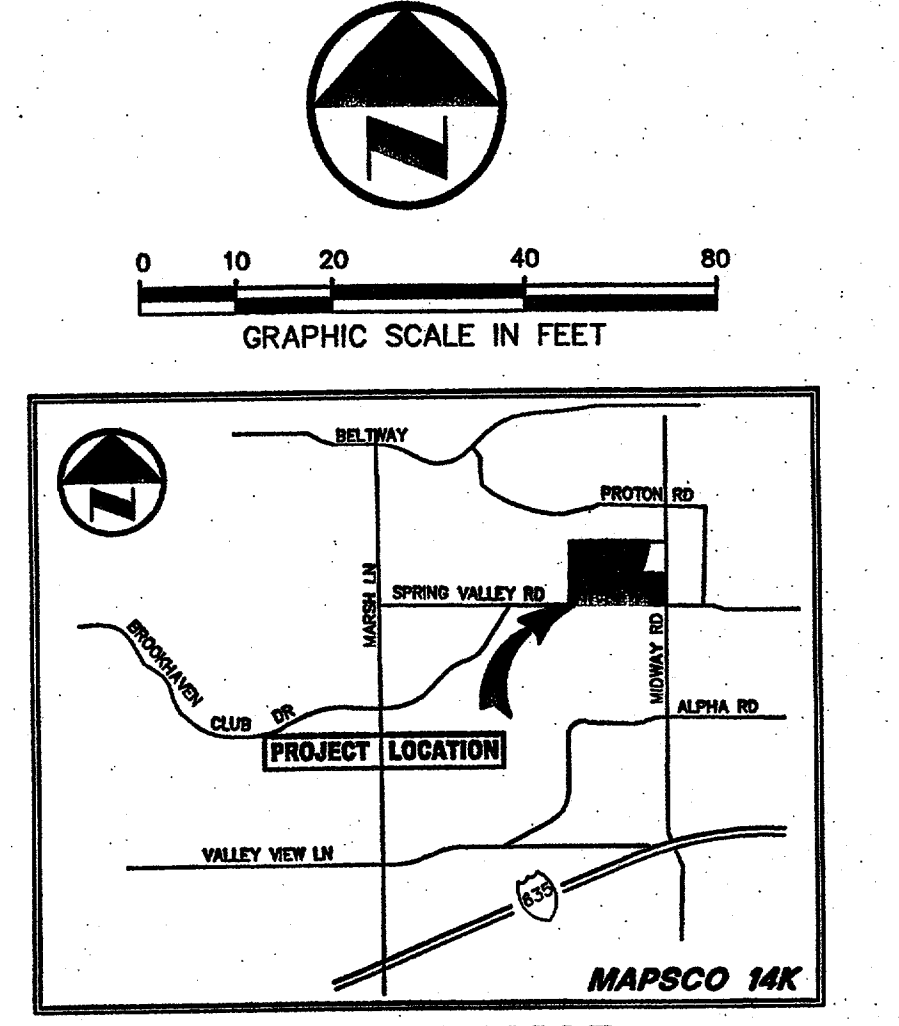
5 CONCRETE PAVEMENT REMOVAL & REPLACEMENT
NOT TO SCALE

PAVING NOTES

- ALL DIMENSIONS ARE FROM BACK OF CURB UNLESS OTHERWISE NOTED.
- UNLESS OTHERWISE NOTED, ALL CONCRETE SHALL BE CLASS "A", (3000 PSI).
- UNLESS NOTED, ALL FILL PLACED UNDER PAVING SHALL BE COMPACTED TO 95% STANDARD PROCTOR DENSITY IN 6 INCH LIFTS. REFER TO STRUCTURAL SPECIFICATION FOR FILL PLACED BENEATH BUILDING AREAS. ALL OTHER FILL AREAS TO BE COMPACTED TO 90% STANDARD PROCTOR.
- THE CONTRACTOR SHALL SUBMIT A JOINT SPACING PLAN TO THE ENGINEER FOR APPROVAL. UNLESS NOTED, EXPANSION JOINT SPACING SHALL BE 90' MAXIMUM EACH WAY WITH NO KEYWAYS AND SAWED DUMMY JOINTS SHALL BE 15' EACH WAY.
- TRANSVERSE CONSTRUCTION JOINTS SHALL BE USED AT THE END OF EACH DAY'S PAVING AND WHERE INTERRUPTIONS SUSPEND OPERATIONS FOR 30 MINUTES OR MORE.
- ALL PAVEMENTS TO BE REMOVED SHALL BE SAWCUT TO A NEAT LINE. *Full depth* PAVEMENT REMOVED IN SUCH A MANNER AS TO PRESERVE THE EXISTING TRANSVERSE REINFORCING STEEL TO THE MAXIMUM EXTENT POSSIBLE.
- ALL CURB AND GUTTER SHALL BE INTEGRAL WITH THE PAVEMENT AND HAVE THE SAME COMPRESSIVE STRENGTH.
- PAVEMENT REINFORCEMENT SHALL BE #3 BARS, SPACED AT 18" CENTER TO CENTER EACH WAY EXCEPT WHERE NOTED IN THE PLANS.
- BAR LAPS SHALL BE 30 DIAMETERS IN LENGTH.
- ALL STRIPES SHALL BE 4" WIDE, UNLESS OTHERWISE NOTED.
- INSTALLATION AND PLACEMENT OF IRRIGATION SLEEVES AND UTILITY CONDUITS SHALL BE IN ACCORDANCE WITH LANDSCAPE ARCHITECTS AND MEP PLANS.
- SIDEWALKS AND ACCESSIBLE ROUTES SHALL HAVE A SLOPE NO GREATER THAN 5% AND A CROSS FALL NO GREATER THAN 2% UNLESS NOTED OTHERWISE.

BENCH MARKS

BM #3:	Cut "+" in walk on outside of curved drive near southeast corner of lower school.	Elev. 588.08
BM #4:	"+" cut - west end conc. headwall, north side Spring Valley, at southeast corner campus.	Elev. 578.47
BM #5:	"+" cut in walk at southeast corner intersection of drive along south side of preschool building and north-south drive into site from Spring Valley.	Elev. 585.20
BM #8:	"+" cut at NEC of electric MH on north side cafeteria, south side of drive along north side of campus.	Elev. 602.80
BM #10:	"+" cut on conc. step near northwest corner of upper school.	Elev. 598.85
BM #11:	"+" cut on conc. step on walk exiting west side of library.	Elev. 596.44
BM #12:	"+" cut at intersection of walk along west side of lower school and walk along south side Lower school.	Elev. 587.78



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY STEVEN A. MARKUSSEN, P.E. 70090 ON 02/18/2004. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.

NO.	DATE	REVISION

Pacheco Koch Consulting Engineers
8350 N CENTRAL EXPWY SUITE 1000 DALLAS, TEXAS 75206 972.235.3031

TEMPORARY DRIVE APPROACH
GREENHILL SCHOOL
GREENHILL SCHOOL ADDITION
THOMAS L. CHENOWETH SURVEY, ABSTRACT NO. 273
TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
BJM	DRI	FEB. 2004	1"=20'			C0.2