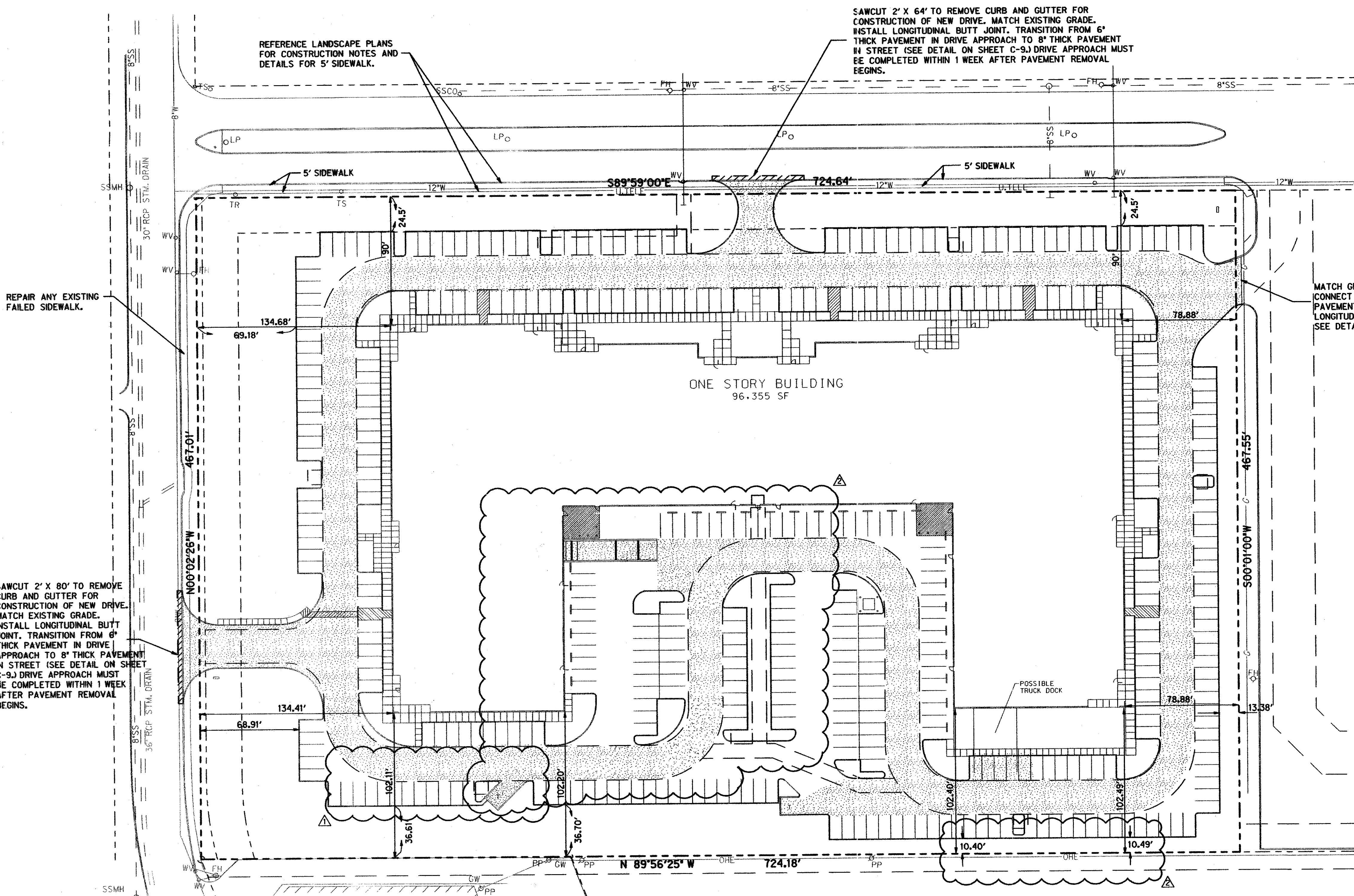


- PAVING NOTES**
- Existing utilities shown are taken from available records provided by the Utility Owner and field locations of surface appurtenances. Locations shown are generally schematic in nature and may not accurately reflect the size and location of each particular utility. Some utility lines may not be shown. Contractor shall assume responsibility for actual field location and protection of existing facilities whether shown or not. Contractor shall also assume responsibility for repairs to existing facilities, whether shown or not, damaged by contractor's activities. Differences in horizontal or vertical location of existing utilities shall not be a basis for additional expense.
 - Pavement removal and repair shall conform to Town of Addison standards. All sawcuts shall be full depth cuts. Contractor shall make efforts to protect concrete and/or asphalt edges. Any large spalled or broken edges shall be removed by sawcutting pavement prior to replacement.
 - Contractor shall maintain positive drainage at all times during construction. Ponding of water in streets, drives, truck courts, trenches, etc. will not be allowed.
 - Inlets, pipes and other drainage appurtenance construction and installation shall conform to Town of Addison Standards.
 - Contractor shall locate and adjust existing utility manhole lids, cleanouts, water valves and other surface appurtenances as required for new construction. Contractor shall coordinate utility adjustments with appropriate utility agencies.
 - Contractor shall be responsible for adjusting all underground and surface utility appurtenances as required for new construction. Contractor shall also provide all fees for permits, connections, inspections, etc.
 - Contractor's work shall include pavement removal and disposal required for new work, drive, curb, gutter. Contractor shall be responsible for all coordination, inspection and testing required by the Owner or the Town of Addison.
 - For pavement thickness use minimum 6" thick 4000 p.s.i. reinforced concrete pavement with #3 bars @ 18" on center for all fire lanes and truck areas, and a minimum 5" thick 4000 psi reinforced concrete pavement with #3 bars at 18" on center for all light traffic areas.
 - Concrete paving joints shall be constructed as recommended in the geotechnical report noted below. Expansion joints shall be placed at changes in direction of paving and at driveways. Expansion joints shall be spaced every 240'. Seal all joints as shown on the drawings. (See sheet C-9 for details)
 - Site grading and pavement subgrade shall be prepared in accordance with the Geotechnical Exploration Report No. 1 for project #5817 by Reed Engineering Group, dated August 27, 1999.
 - Paving sections shall be sawcut in 12-foot squares.
 - All dimensions are to Back of curb, Face of building and are perpendicular to the property line. These dimensions are provided to tie the Architect's Site Plan to the property lines.
 - Barriering and traffic control during construction shall be the responsibility of the contractor and shall conform to the Texas Manual Uniform Traffic Control Devices, Part VII in particular. Traffic flow and access shall be maintained during all phases of the construction. The Contractor is responsible for providing traffic safety measures for work on project.



REFERENCE LANDSCAPE PLANS FOR CONSTRUCTION NOTES AND DETAILS FOR 5' SIDEWALK.

SAWCUT 2' X 64' TO REMOVE CURB AND GUTTER FOR CONSTRUCTION OF NEW DRIVE. MATCH EXISTING GRADE. INSTALL LONGITUDINAL BUTT JOINT. TRANSITION FROM 6" THICK PAVEMENT IN DRIVE APPROACH TO 8" THICK PAVEMENT IN STREET (SEE DETAIL ON SHEET C-9.) DRIVE APPROACH MUST BE COMPLETED WITHIN 1 WEEK AFTER PAVEMENT REMOVAL BEGINS.

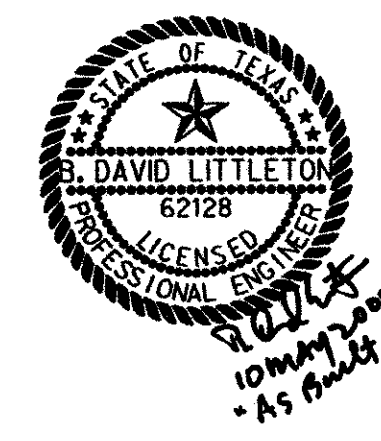
MATCH GRADES AND CONNECT TO EXISTING PAVEMENT. INSTALL LONGITUDINAL BUTT JOINT. SEE DETAIL ON SHEET C-9.

REPAIR ANY EXISTING FAILED SIDEWALK.

SAWCUT 2' X 80' TO REMOVE CURB AND GUTTER FOR CONSTRUCTION OF NEW DRIVE. MATCH EXISTING GRADE. INSTALL LONGITUDINAL BUTT JOINT. TRANSITION FROM 6" THICK PAVEMENT IN DRIVE APPROACH TO 8" THICK PAVEMENT IN STREET (SEE DETAIL ON SHEET C-9.) DRIVE APPROACH MUST BE COMPLETED WITHIN 1 WEEK AFTER PAVEMENT REMOVAL BEGINS.

- ▲ AS BUILT BASED ON FIELD OBSERVATIONS OF SURFACE FEATURES ON MAY 4, 2000 AND CONTRACTOR PROVIDED INFORMATION. ELEVATIONS NOT FIELD VERIFIED. PARKING STRIPING NOT COMPLETED IN FIELD.
- ▲ 02-08-00 MODIFIED LIMITS OF 6" THICK CONCRETE FOR TRUCK DOCK AND RELOCATED FIRE LANE. ADJUSTED INCORRECT DIMENSIONS.
- ▲ 11-16-99 CHANGE IN PAVEMENT THICKNESS DUE TO RELOCATION OF DUMPSTER. ADDITION OF TIE-DOWN DIMENSIONS.

BENCHMARK:
"X" CUT IN CONCRETE AS THE NORTHWEST CORNER OF THE SUBJECT TRACT.
ELEV = 645.20



LEGEND

	6" THICK, 4000 PSI REINFORCED CONCRETE
	5" THICK, 4000 PSI REINFORCED CONCRETE

PAVING PLAN	
ADDISON COM CENTER	
JACKSON - SHAW COMPANY	
TOWN OF ADDISON, TEXAS	
ENGINEERS . ARCHITECTS . SCIENTISTS . PLANNERS . SURVEYORS	
DESIGN	HALFF
DRAWN	CADD
DATE	SEPTEMBER 1999
SCALE	1" = 40'
NOTES	AVO 17986
FILE	986PVDM
NO.	C-8