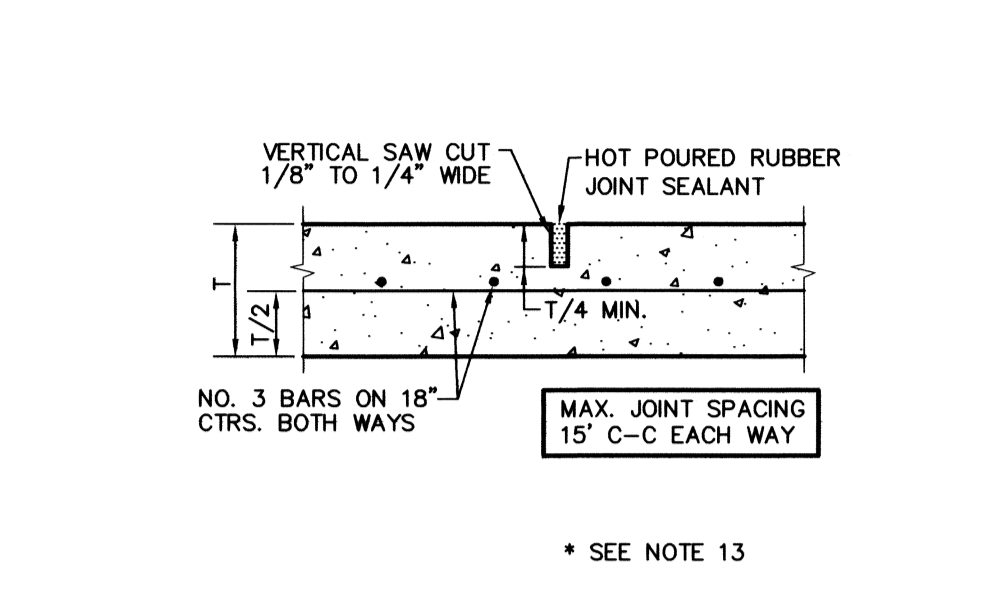
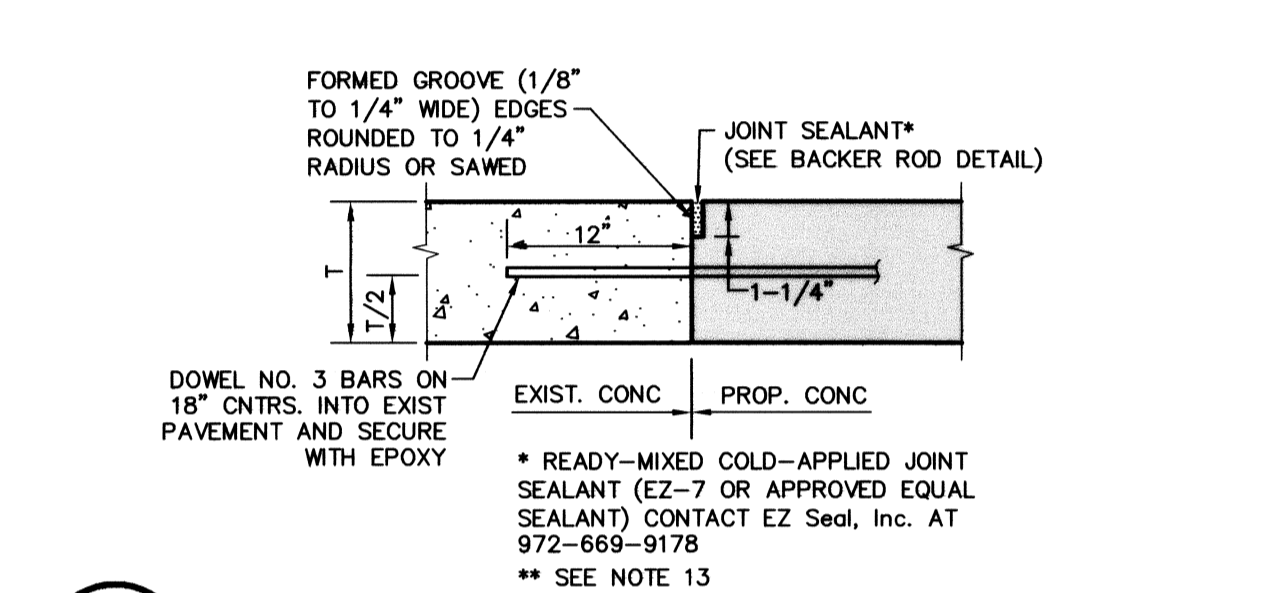


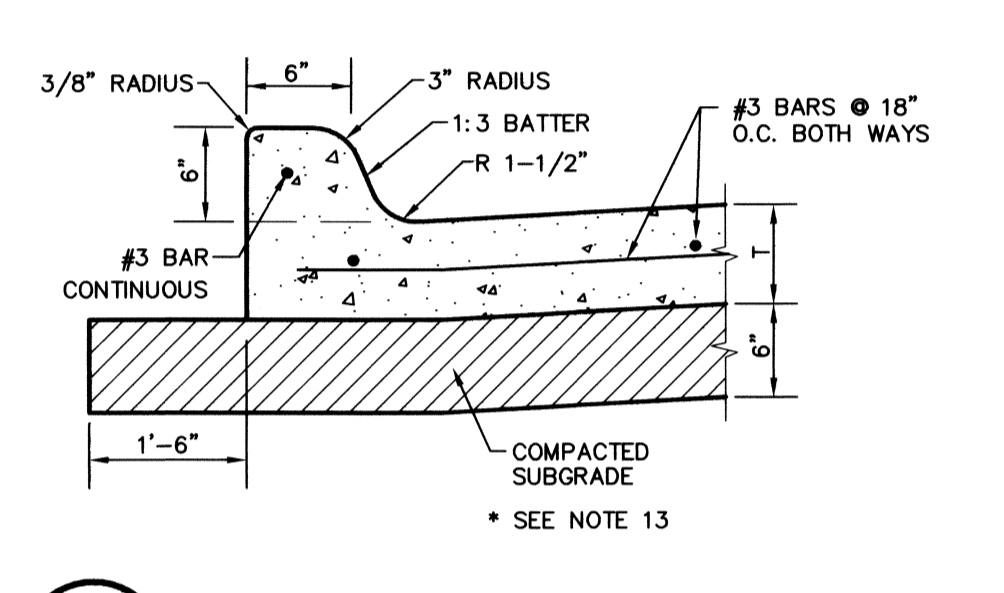
1 CONCRETE WALK - PRIVATE
NOT TO SCALE



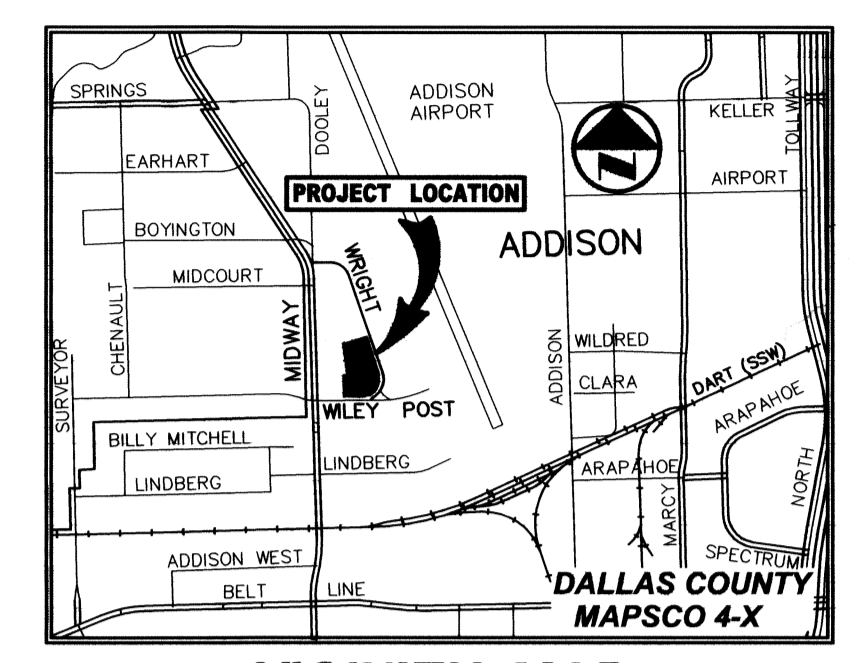
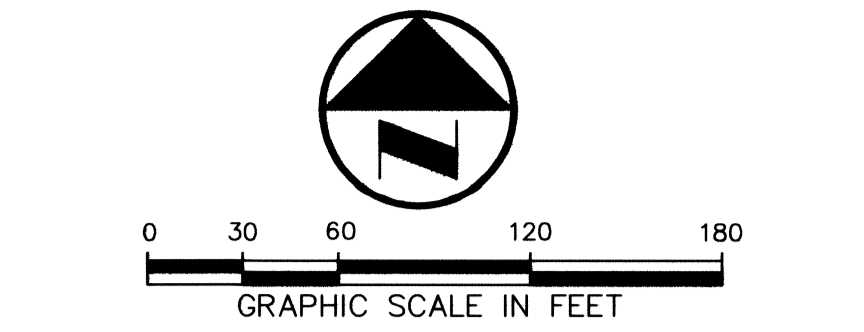
2 SAWED DUMMY JOINT*
NOT TO SCALE



3 PAVEMENT CONNECTION**
NOT TO SCALE

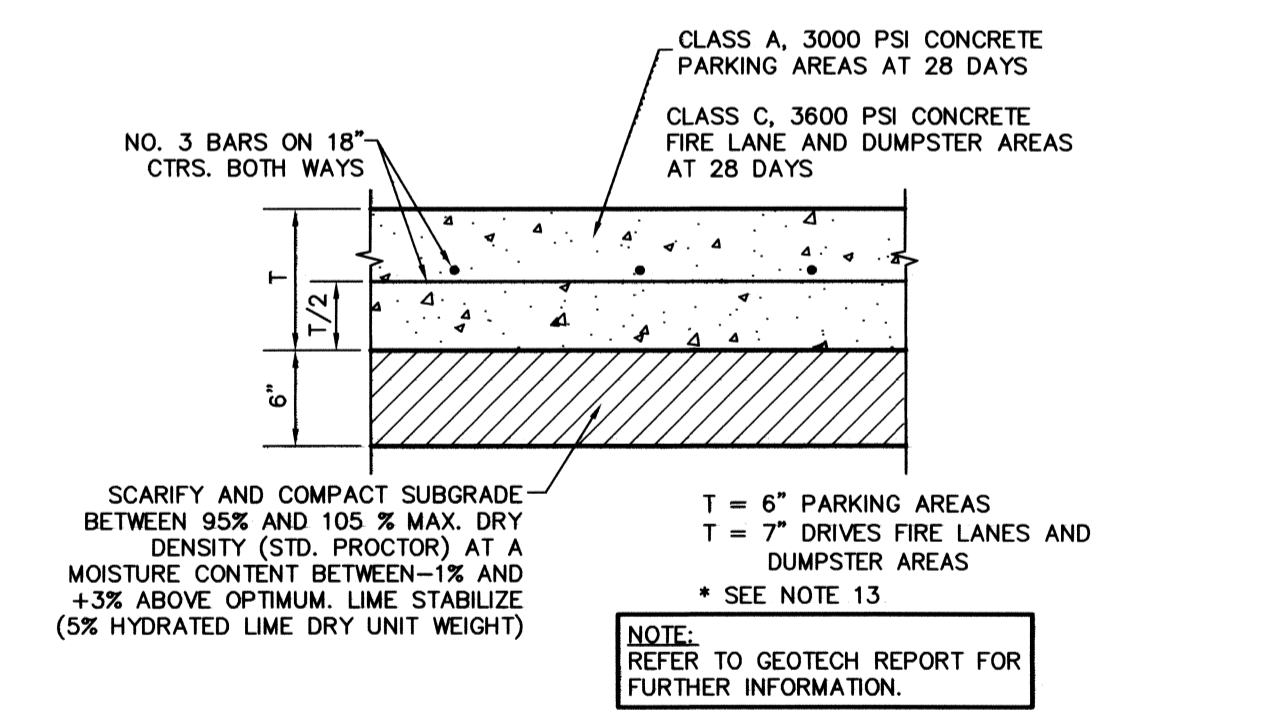


4 INTEGRAL CURB*
NOT TO SCALE

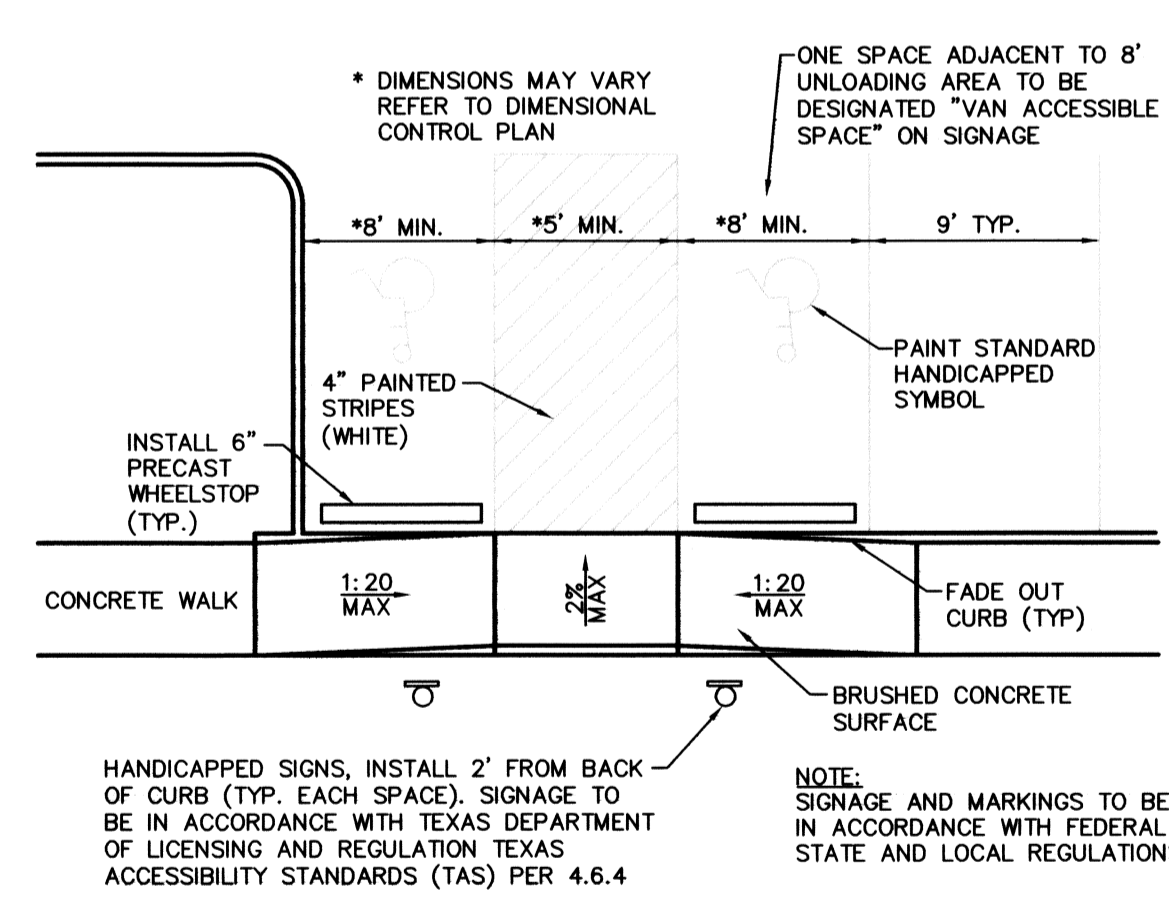


LEGEND

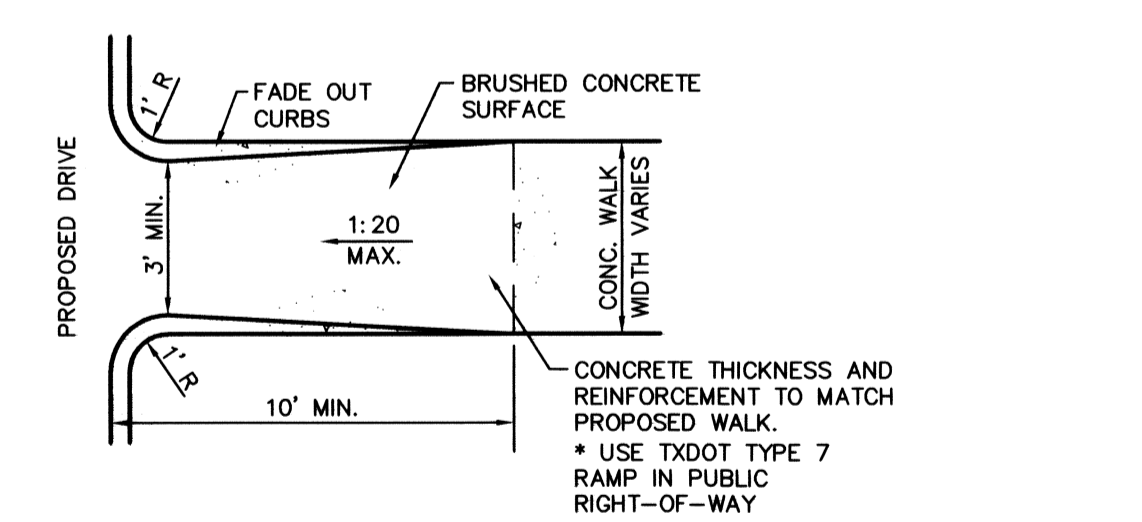
B	BOLLARD
EM	ELECTRIC METER
PP	POWER POLE
LS	LIGHT STANDARD
WM	WATER METER
WV	WATER VALVE
ICV	IRRIGATION CONTROL VALVE
FH	FIRE HYDRANT
CO	CLEANOUT
MH	MANHOLE
TSC	TRAFFIC SIGNAL CONTROL
TSP	TRAFFIC SIGNAL POLE
TELE	TELEPHONE BOX
FL	FLOOD LIGHT
FP	FLAG POLE
SIGN	TRAFFIC SIGN
IRS	1/2" IRON ROD W/ "PACHCO KOCH" CAP SET
(C.M.)	CONTROLLING MONUMENT
---	PROPERTY LINE
X	FENCE
OHL	OVERHEAD UTILITY LINE
E	UNDERGROUND ELECTRIC LINE
T	UNDERGROUND TELEPHONE LINE
C	UNDERGROUND CABLE LINE



8 CONCRETE PAVEMENT SECTION*
NOT TO SCALE



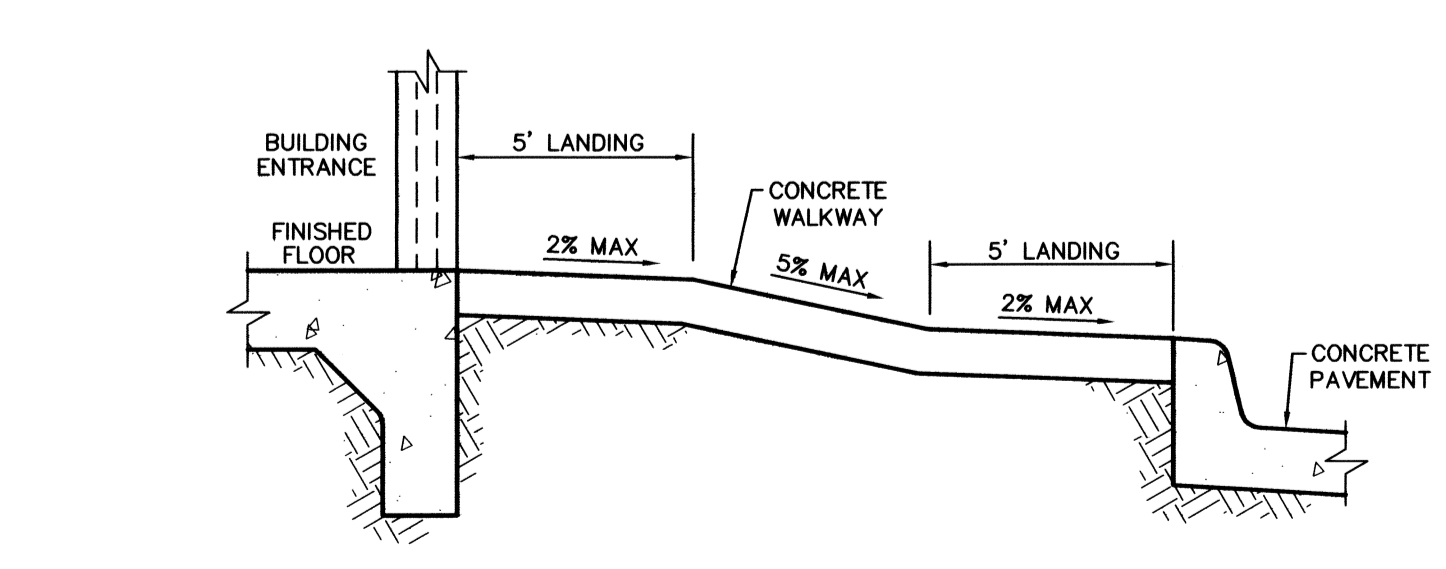
5 HANDICAP PARKING
NOT TO SCALE



6 ACCESS RAMP*
NOT TO SCALE

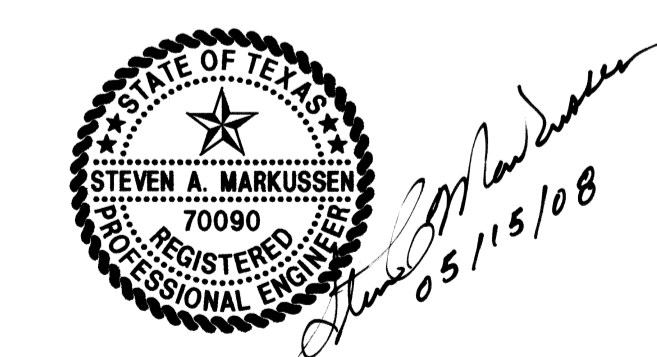
PAVING NOTES

- 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, MINIMUM 1-1/2" DEEP, AND THE 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.
- TOWN OF ADDISON STANDARD DETAIL TO BE USED WITHIN THE PUBLIC RIGHT-OF-WAY.



9 BUILDING ENTRANCE GRADING
NOT TO SCALE

RECORD DRAWING
THIS DRAWING HAS BEEN REVISED TO REFLECT CONSTRUCTION RECORDS MAINTAINED AND PROVIDED BY THE CONTRACTOR FOR THIS PROJECT.
CONTRACTOR: PINION CONSTRUCTION
DATE REVISED: 08/24/2010



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY STEVEN A. MARKUSSEN, P.E. 70090 ON 05/15/2008. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.

PW# 2007-002

NO.	DATE	REVISION
1	08/21/2008	REVISED SITE PLAN AND ADDED STORM LINES
2	06/11/2008	REVISED BUILDING FOOTPRINT

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

PAVING PLAN & DETAILS
JW OPERATING - PHASE 1
ADDISON AIRPORT INDUSTRIAL DISTRICT
LOT 7A, BLOCK B
TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
CPM	CPM	FEB 2008	1"=60'			C5.1

C:\CCLUSKEY\06/24/2010 - 10:13AM M: DWG-27_2792-07.089\DWG\2792-07.089CV-PHASE 1.DWG

JW OPERATING - PHASE 1