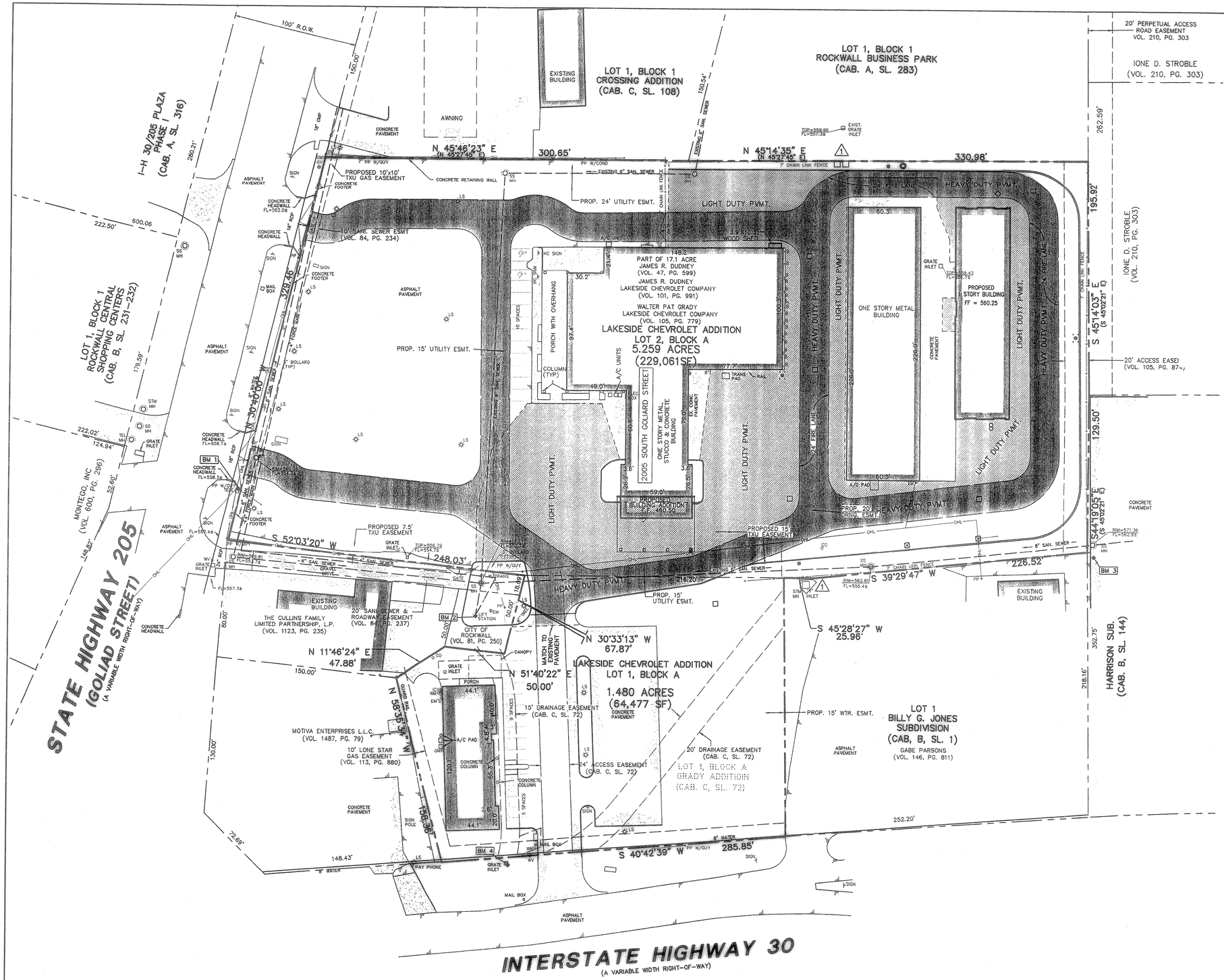

0 20 40 80 120
GRAPHIC SCALE IN FEET

5" CLASS A (3,000 PSI) (NO FLY ASH)
6" 3,600 PSI. 6.5 SACK MIX, NO FLY ASH.

LEGEND

- BOLLARD
- ELECTRIC METER
- POWER POLE
- LIGHT STANDARD
- WATER METER
- WATER VALVE
- IRRIGATION CONTROL VALVE
- FIRE HYDRANT
- CLEANOUT
- MANHOLE
- GAS METER
- TRAFFIC SIGNAL CONTROL
- TRAFFIC SIGNAL POLE
- TELEPHONE BOX
- TV BOX
- FLAG POLE
- TRAFFIC SIGN
- PROPERTY LINE
- FENCE

PAVING NOTES

1. ALL DIMENSIONS ARE FROM BACK OF CURB UNLESS OTHERWISE NOTED.
2. UNLESS OTHERWISE NOTED, ALL CONCRETE (EXCEPT FIRELANES) SHALL BE CLASS "A", (3000 PSI). FIRELANE PVMT. TO BE CLASS C OR S WITH MIN. 6.0 SACK MIX FOR MACHINE FINISH AND 6.5 SACK MIX FOR HAND FINISH. THERE SHALL BE NO SAND UNDER PVMT.
3. 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.
4. 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.
5. TRANSVERSE CONSTRUCTION JOINTS SHALL BE USED AT THE END OF EACH DAY'S PAVING AND WHERE INTERRUPTIONS SUSPEND OPERATIONS FOR 30 MINUTES OR MORE.
6. 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.
7. ALL CURB AND GUTTER SHALL BE INTEGRAL WITH THE PAVEMENT AND HAVE THE SAME COMPRESSIVE STRENGTH.
8. PAVEMENT REINFORCEMENT SHALL BE #3 BARS, SPACED AT 18" CENTER TO CENTER EACH WAY EXCEPT WHERE NOTED IN THE PLANS.
9. BAR LAPS SHALL BE 30 DIAMETERS IN LENGTH.
10. ALL STRIPES SHALL BE 4" WIDE, UNLESS OTHERWISE NOTED.
11. INSTALLATION AND PLACEMENT OF IRRIGATION SLEEVES AND UTILITY CONDUITS SHALL BE IN ACCORDANCE WITH LANDSCAPE ARCHITECTS AND MEP PLANS.
12. SIDEWALKS SHALL HAVE A SLOPE NO GREATER THAN 5% AND A CROSS FALL NO GREATER THAN 2% UNLESS NOTED OTHERWISE.

BENCHMARKS

BM 1	FOUND RAIL ROAD SPIKE IN POWER POLE @ SOUTHWEST ENTRANCE TO LAKESIDE CHEVROLET	ELEV=560.81
BM 2	TOP OF EXISTING WET WELL OF LIFT STATION ON NORTH SIDE OF GRADY ADDITION	ELEV=561.10
BM 3	SET "+" CUT ON CONCRETE OF MOTEL DRIVE @ SOUTHEAST CORNER OF LAKESIDE CHEVROLET PROPERTY	ELEV=571.35
BM 4	SET "□" CUT SOUTHEAST OF CONCRETE PAD OF GRATE INLET 200'± EAST OF NORTHEAST CORNER OF INTERSECTION SH 205 AND IH 30 AT NORTH SIDE OF IH 30	ELEV=558.43

11/9/01

STATE OF TEXAS
JAMES A. KOCH, JR.
62218
REGISTERED PROFESSIONAL ENGINEER

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1 REVISED 11/09/2001

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PAVING PLAN

LAKESIDE CHEVROLET
2005 SOUTH GOLIAD STREET
JOSEPH CADLE SURVEY, ABST NO.65
CITY OF ROCKWALL, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
CJE	RRL	AUG. 28 2001	1"=40'			C6.0

PK FILE: 2199-01.028

DWG FILE: 2199-01-028CV.DWG

LAKESIDE CHEVROLET

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