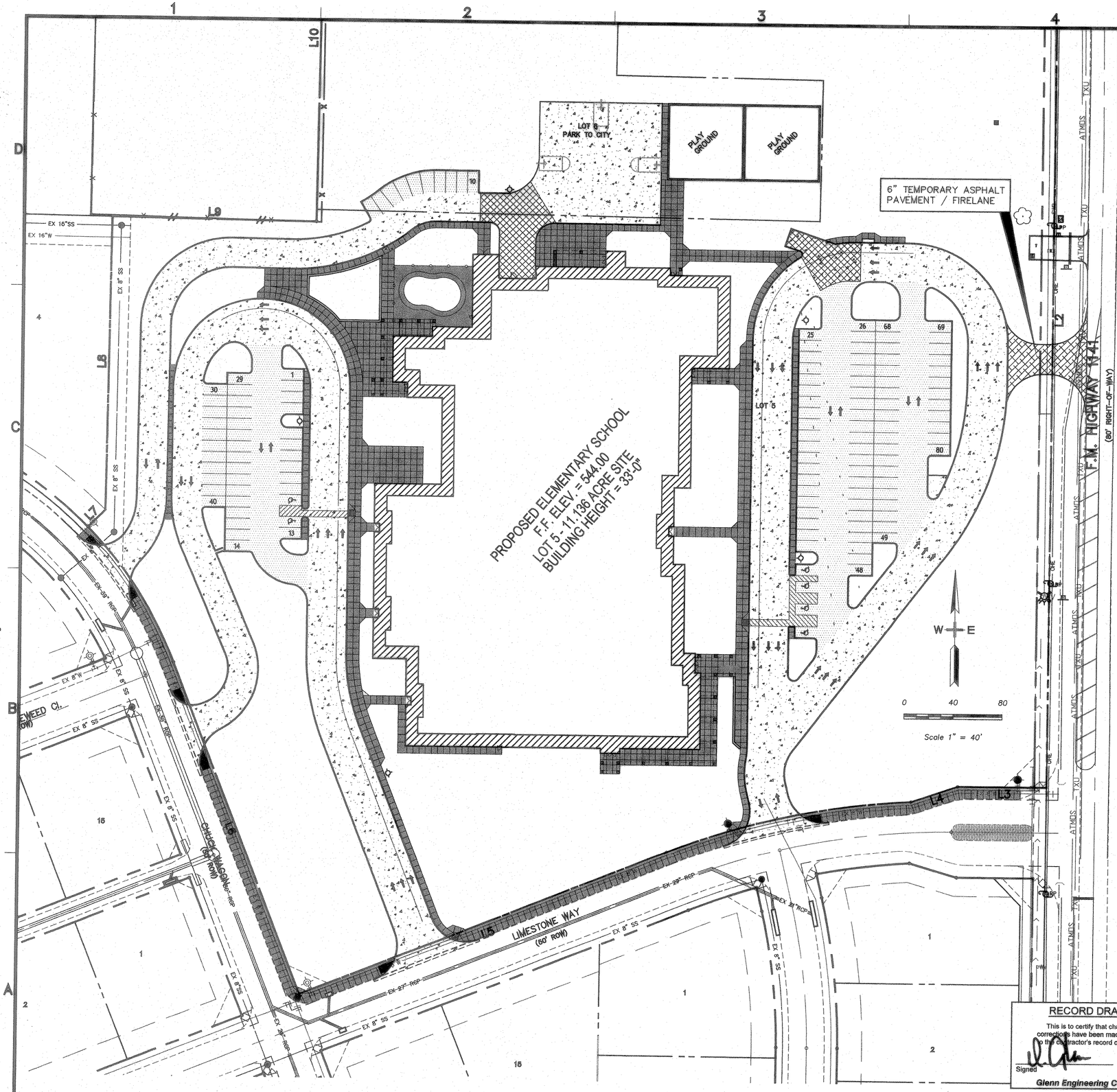

PAVING PLAN
SCALE: 1" = 40'

NOTE: NO SAND WILL BE PERMITTED UNDER PAVEMENT.

PAVING NOTES:

THE INITIAL SOIL TEST AND REPORT BY FUGRO SOUTH, INC. PROJECT NO.0706-1014 AND ANY AND ALL SUBSEQUENT REPORTS PREPARED FOR THIS PROJECT BY FUGRO SOUTH OR BY OTHER FIRM, AGENCY OR ENTITY, EVEN THOUGH NO SPECIFIC REFERENCE TO ANY SUCH REPORTS ARE CONTAINED IN THE PLANS AND/OR SPECIFICATIONS FOR THIS PROJECT, ARE MADE A PART OF THIS PLAN. A COPY CAN BE OBTAINED THROUGH THE ARCHITECT OR ENGINEER.

I. PAVEMENT SUB GRADE FOR A & B, BELOW

THE SUBGRADE SOILS SHOULD BE STRIPPED OF VEGETATION PRIOR TO LIME STABILIZATION. ON-SITE SOILS CAN BE USED AS FILL TO RAISE SITE GRADE FOR THE PAVEMENT AREAS. THE FILL SHOULD BE PLACED IN 8-INCH LOOSE LIFTS AND COMPACTED BETWEEN 95 AND 100 PERCENT OF ITS MAXIMUM DRY DENSITY (STANDARD PROCTOR) AT A MOISTURE CONTENT BETWEEN OPTIMUM MOISTURE CONTENT AND FIVE PERCENTAGE POINTS ABOVE OPTIMUM.

THE SUBGRADE SOILS SHOULD BE LIME STABILIZED TO A DEPTH OF 6 INCHES AND COMPACTED TO A MINIMUM OF 95 PERCENT OF ITS MAXIMUM DRY DENSITY (STANDARD PROCTOR) AT A MOISTURE CONTENT WITHIN 3 PERCENTAGE POINTS OF OPTIMUM. 7 TO 8 PERCENT HYDRATED LIME BY DRY SOIL WEIGHT (32 TO 36 POUNDS PER SQUARE YARD FOR A 6-INCH THICK STABILIZED LAYER) IS ESTIMATED BASED ON OUR EXPERIENCE WITH SIMILAR SOILS AND THE LIME SERIES TEST RESULTS. THE ACTUAL PERCENTAGE OF LIME REQUIRED SHOULD BE VERIFIED BY LIME SERIES TESTS PERFORMED AT THE TIME OF GRADING OPERATIONS. LIME STABILIZATION SHOULD BE IN ACCORDANCE WITH ITEM 260 OF THE TXDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAYS, STREET AND BRIDGES (CURRENT ADDITION).

IF SHALE IS ENCOUNTERED IN PAVEMENT SUBGRADE AREAS, A MINIMUM OF 6 INCHES OF FLEXIBLE BASE (GRADE 1 OR 2) MATERIAL SHOULD BE PLACED AND COMPACTED PRIOR TO PLACING THE PAVEMENT. THE FLEXIBLE BASE SHOULD BE COMPACTED TO 100 PERCENT OF ITS MAXIMUM DRY DENSITY AS DETERMINED ACCORDING TO ASTM D 698 AT A WORKABLE MOISTURE CONTENT. THE FLEXIBLE BASE SHOULD BE PLACED AND COMPACTED IN ACCORDANCE WITH ITEM 247 OF THE TXDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAYS, STREETS AND BRIDGES (CURRENT EDITION). CONCRETE PAVEMENT SHOULD NOT BE POURED DIRECTLY ON EXPOSED SHALE.

THE CLIENT SHOULD BE AWARE THAT MECHANICAL LIME STABILIZATION OF THE PAVEMENT SUB GRADE SOILS WILL NOT PREVENT DEEP SEATED MOVEMENT OF THE UNDERLYING UNTREATED MATERIALS. FUTURE MAINTENANCE OF PAVEMENTS SHOULD BE EXPECTED OVER THE LIFE OF THE STRUCTURE.

II. PAVING

A. CONCRETE DRIVEWAYS

SUB GRADE SHALL BE AS INDICATED IN SECTION I.

DESIGN OF THE CONCRETE PAVEMENT SHOULD SPECIFY A MINIMUM 28 DAY CONCRETE COMPRESSIVE STRENGTH OF 3,600 PSI WITH 4 PERCENT TO 6 PERCENT ENTRAINED AIR. HAND PLACED CONCRETE SHOULD HAVE A MAXIMUM SLUMP OF 4 INCHES. A SAND LEVELING COURSE SHOULD NOT BE PERMITTED BENEATH PAVEMENTS. THE CONCRETE SHOULD BE PLACED WITHIN ONE AND ONE HALF HOURS OF BATCHING. DURING HOT WEATHER, THE CONCRETE PLACEMENT SHOULD FOLLOW ACI 305 HOT WEATHER CONCRETING GUIDELINES. IN NO CASE SHOULD CONCRETE TEMPERATURES EXCEED 95 F. CONSIDERATION SHOULD BE GIVEN TO LIMITING CONCRETE PLACEMENT TO THE TIME OF DAY WHICH WILL MINIMIZE LARGE DIFFERENCES IN THE AMBIENT AND CONCRETE TEMPERATURE. USE OF SUPERPLASTICIZER SHOULD BE CONSIDERED TO IMPROVE THE CONCRETE WORKIBILITY WITHOUT INCREASING WATER CEMENT RATIO.

CONTRACTION JOINTS NOT MORE THAN 15 FEET APART, BOTH TRANSVERSELY AND LONGITUDINALLY ONE-HALF INCH EXPANSION JOINT SHALL BE PLACED ON THE PROPERTY LINES BETWEEN THE APPROACH AND THE DRIVEWAY. THE JOINTS SHALL BE FILLED WITH PRE MOLDED GRAY BITUMINOUS EXPANSION JOINT FILLER AND SHALL EXTEND THE ENTIRE DEPTH AND LENGTH OF THE CONCRETE SECTIONS.

FINISHING SHALL BE AS INDICATED IN SECTION III.

NOTE: NO CONCRETE SHALL BE PLACED FOR DRIVEWAYS UNTIL THE SUB GRADE, REINFORCEMENT PLACEMENT HAS BEEN INSPECTED AND APPROVED BY THE CITY OR STATE (WHICHEVER IS APPLICABLE).

B. PARKING LOTS

PARKING LOT SUB GRADE SHALL BE AS INDICATED IN SECTION I.

PAVING SHALL BE 5" REINFORCED CONCRETE IN LIGHT TRAFFIC AREAS AND 6" REINFORCED CONCRETE IN HEAVY TRAFFIC AREAS 3,600 PSI IN 28 DAYS CONCRETE WITH 4-6 % ENTRAINED AIR REINFORCED WITH #3 BARS AT 24" O.C.E.W. SUPPORTED WITH PROPER SUPPORT CHAIRS. EXPANSION JOINTS SHALL BE AT 150' MAXIMUM O.C. AND SAW-CUT CONTRACTION JOINTS AT MAXIMUM 15' OC. ALL JOINTS TO BE CLEANED AND FILLED WITH HOT POURED RUBBER (GRAY).

FINISHING SHALL BE AS INDICATED IN SECTION III.

C. ON-SITE SIDEWALKS

CONCRETE SIDEWALKS SHALL BE A WIDTH AS DESIGNATED ON SITE PLAN AND A MINIMUM OF 4 INCHES THICK, CONSTRUCTED OF 3,600 PSI, IN 28 DAYS CONCRETE WITH 4-6% ENTRAINED AIR AND REINFORCED WITH #3 BARS AT 18" O.C.E.W. TOOLED CONSTRUCTION JOINTS SHALL BE 5'-0" OC.ONE-HALF INCH EXPANSION JOINT SHALL BE PLACED EVERY 40 FEET AND WHERE NEW WORK IS CONSTRUCTED ADJACENT TO OTHER CONCRETE WORK (WALLS, FOUNDATION, CURB, ETC.). THE JOINTS SHALL BE FILLED WITH 1/2-INCH PRE MOLDED GRAY BITUMINOUS EXPANSION JOINT FILLER AND SHALL EXTEND THE ENTIRE DEPTH AND WIDTH OF THE CONCRETE SECTION.

FINISH OF SIDEWALKS SHALL BE WITH A BROOM FINISH PER ENGINEER. WALKS SHALL HAVE TOOLED CURB EDGES & TOOLED JOINTS.

III. FINISHING FOR CONCRETE DRIVEWAY, PARKING LOT AND STREET CURBS

THE EXPOSED SURFACES OF DRIVEWAYS AND PARKING LOT SHALL HAVE A MONOLITHIC FINISH BY FLOATING WITH A WOODEN FLAT UNTIL A SLIGHT EXCESS OF SAND APPEARS ON THE SURFACES. IN NO CASE SHALL THE SURFACE BE LEFT SLICK OR WITH A GLOSSY FINISH. EXPOSED SURFACES OF SIDEWALKS SHALL HAVE A MONOLITHIC FINISH BY TRAWLING WITH A STEEL TROWEL AND BRUSHED LIGHTLY WITH AN APPROVED BROOM. THE EDGE OF ALL CONCRETE SHALL BE NEATLY ROUNDED TO THE REQUIRED RADII WITH AN EDGING TOOL.

THE EXPOSED SURFACE OF CURBS AND CURBS WITH GUTTER SHALL BE SHAPED WITH A "MULE" AND BRUSHED WITH A WET BRUSH AT RIGHT ANGLE TO THE LINE OF THE CURB TO PRODUCE A UNIFORM TEXTURED SURFACE. THE EDGES SHALL BE NEATLY ROUNDED OFF TO THE REQUIRED RADII. USE OF GROUT OVER A ROUGH FINISHED TEXTURE WILL NOT BE ALLOWED.

PAVING LEGEND

- PROPOSED 6" REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6 1/2 SACK HAND FINISH 6 SACK MACHINE FINISH (FIRE LANE) WITH #3 REBARS ON 24" CENTERS EACH WAY.
- PROPOSED 5" REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6 1/2 SACK HAND FINISH 6 SACK MACHINE FINISH (PARKING) WITH #3 REBARS ON 24" CENTERS EACH WAY.
- PROPOSED 7" REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6 1/2 SACK HAND FINISH 6 SACK MACHINE FINISH (DUMPSTER) WITH #3 REBARS ON 24" CENTERS EACH WAY.
- PROPOSED 4" REINFORCED CONCRETE SIDEWALK WITH #3 REBARS ON 24" CENTERS EACH WAY

RECORD DRAWING
This is to certify that changes and corrections have been made to conform to the contractor's record of this project.
Signed 8.7.07 Date
Glenn Engineering Corporation

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FOOD SERVICE:
H. G. RICE Inc.

LANDSCAPING:
GRUBBS RAMSEY

FINAL PLANS FOR BIDDING AND CONSTRUCTING

STATE OF TEXAS
MIKE GLENN
35059
REGISTERED PROFESSIONAL ENGINEER
8.7.07

Rockwall Independent School District

ROCKWALL ELEMENTARY SCHOOL #11
RISD, TEXAS

Project Number:	1441.05.021
Drawing Date:	3/09/2006
Drawn:	R.HOWMAN
Checked:	RAH
Scale:	AS SHOWN

ACAD File: BUSIEK-ENG-SITE2_CITYREV3.dwg

Revisions:
1 07/20/2006 CITY COMMENTS
2 08/15/2006 CITY COMMENTS
3 10/17/2006 REVISED BOX ELEVATIONS
4 10/23/2006 WATER REVISIONS

Sheet Title:
PAVING PLAN

CP 1.01

Aug 07, 2007 - 3:33pm User: Rick
\\Roberthp\C-DRIVE\ROCKISD\DALTON RANCH BUSIEK ELEM\FINAL SET\BUSIEK-ENG-SITE2_CITYREV3.dwg