

PAVING NOTES
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I. PAVEMENT SUBGRADE FOR A, B, & C BELOW
 THE CLAY SOILS ENCOUNTERED NEAR THE EXISTING GROUND SURFACE WILL PROBABLY CONSTITUTE THE SUBGRADE FOR MOST OF THE PARKING AND DRIVE AREAS. THEREFORE, IT IS RECOMMENDED THAT THESE SOILS BE IMPROVED PRIOR TO CONSTRUCTION OF THE PAVEMENTS.

IT IS RECOMMENDED THAT THE EXISTING CLAY SOILS IN DRIVE AND PARKING AREAS BE EXCAVATED TO ACHIEVE FINAL SUBGRADE ELEVATION. THE EXPOSED SURFACE OF THE CLAYS SHOULD BE SCARIFIED TO A DEPTH OF AT LEAST 8 INCHES AND MIXED WITH AN ESTIMATED 7 PERCENT OF HYDRATED LIME (BY DRY UNIT WEIGHT) IN CONFORMANCE WITH TEXAS HIGHWAY DEPARTMENT ITEM 260. ASSUMING AN IN-PLACE UNIT WEIGHT OF 100 PCF FOR THE PAVEMENT SUBGRADE SOILS, THIS PERCENTAGE OF LIME EQUATES TO ABOUT 32 LBS OF LIME PER SQ. YARD OF SUBGRADE TREATED. THE ACTUAL AMOUNT OF LIME REQUIRED SHOULD BE DETERMINED BY ADDITIONAL LABORATORY TESTS. IT IS RECOMMENDED THAT THE LIME STABILIZATION PROCEDURES EXTEND AT LEAST 1 FT. BEYOND THE EDGE OF THE PAVEMENT TO MINIMIZE THE EFFECTS OF SEASONAL SHRINKING UPON THE EXTREME EDGES OF PAVEMENT. THE SOIL-LIME MIXTURE SHOULD THEN BE COMPACTED TO AT LEAST 95 PERCENT OF STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D 698) AT OR SLIGHTLY ABOVE THE OPTIMUM MOISTURE CONTENT. IN ALL AREAS WHERE HYDRATED LIME IS USED TO STABILIZE THE SUBGRADE SOILS, ROUTINE ATTERBERG-LIMIT TESTS SHOULD BE PERFORMED TO ASSURE THAT THE RESULTING PLASTICITY INDEX OF THE SOIL-LIME MIXTURE IS AT OR BELOW 15.

THE CLIENT SHOULD BE AWARE THAT MECHANICAL LIME STABILIZATION OF THE PAVEMENT SUBGRADE 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
 SUBGRADE SHALL BE AS INDICATED IN SECTION I.
 CONCRETE DRIVEWAY APPROACHES SHALL BE A MINIMUM OF 6 INCHES THICK. CONCRETE DRIVEWAY APPROACHES SHALL HAVE A RISE OF NOT LESS THAN 6 INCHES NOR MORE THAN 9 INCHES FROM THE FLOW LINE OF THE CUTTER TO A POINT 10 FEET BEHIND THE FACE OF THE CUTTER. CONCRETE FOR DRIVEWAYS SHALL BE A MINIMUM OF 3,000 PSI IN 28 DAYS CONCRETE. THE DRIVEWAY, INCLUDING THE 4 FOOT OUTSIDE OF THE OUTER EDGE OF THE DRIVEWAY, SHALL BE COMPACTED TO 95% STANDARD PROCTOR DENSITY, AND AS INDICATED IN "PAVEMENT SUBGRADE NOTES". ALL DRIVEWAYS SHALL HAVE A BEDDING OF 2 INCHES COMPACTED. DRIVEWAYS SHALL HAVE 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 PREMOULDED 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 SUBGRADE, SAND CUSHION AND REINFORCEMENT PLACEMENT HAS BEEN INSPECTED AND APPROVED BY THE CITY OR STATE (WHICHEVER IS APPLICABLE).

B. PARKING LOTS
 PARKING LOT SUBGRADE SHALL BE AS INDICATED IN SECTION I.

PAVING SHALL BE 5" REINFORCED CONC. IN LIGHT TRAFFIC AREAS AND 6" REINFORCED CONC. IN FIRELANES, 3,000 PSI IN 28 DAYS CONCRETE. REINFORCED WITH #3 BARS AT 18" O.C.W. SUPPORTED WITH PROPER SUPPORT CHAIRS. BEDDING SHALL BE MINIMUM 2" COMPACTED, CLEAN, CUSHION SAND. EXPANSION JOINTS SHALL BE AT 48' MAXIMUM O.C. AND SAW-CUT CONTRACTION JOINTS AT MAXIMUM 12' O.C. ALL JOINTS TO BE CLEANED AND FILLED WITH HOT POURED RUBBER (GRAY).
 FINISHING SHALL BE AS INDICATED IN SECTION III.

C. ON-SITE SIDEWALKS

SIDEWALK SUBGRADE SHALL BE AS INDICATED IN SECTION I.
 CONCRETE SIDEWALKS SHALL BE A WIDTH AS DESIGNATED ON SHEET S.1A AND A MINIMUM OF 4 INCHES THICK, CONSTRUCTED OF 3,000 PSI, IN 28 DAYS CONCRETE AND REINFORCED WITH #3 BARS AT 18" O.C.W. TOOLED CONSTRUCTION JOINTS SHALL BE 5'-0" O.C. 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 PREMOULDED 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 CHECKER ENGINEER. WALKS SHALL HAVE TOOLED CURB EDGES.

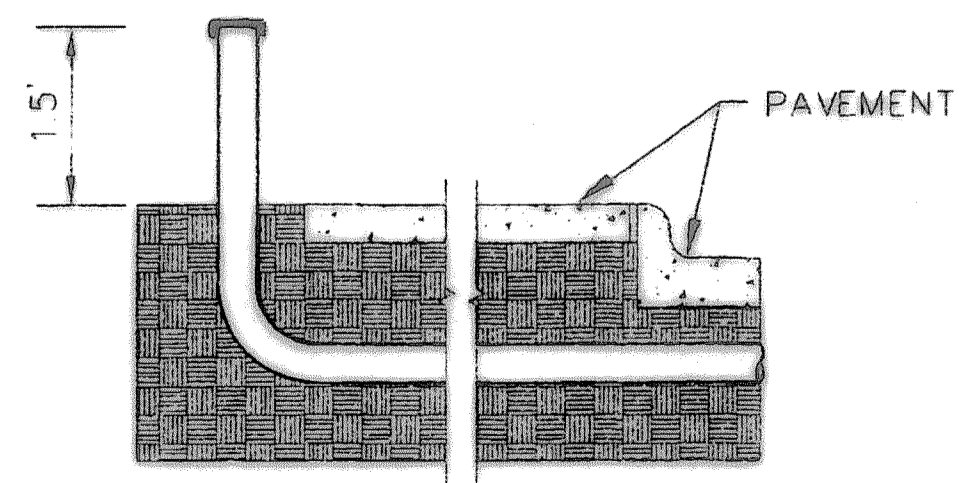
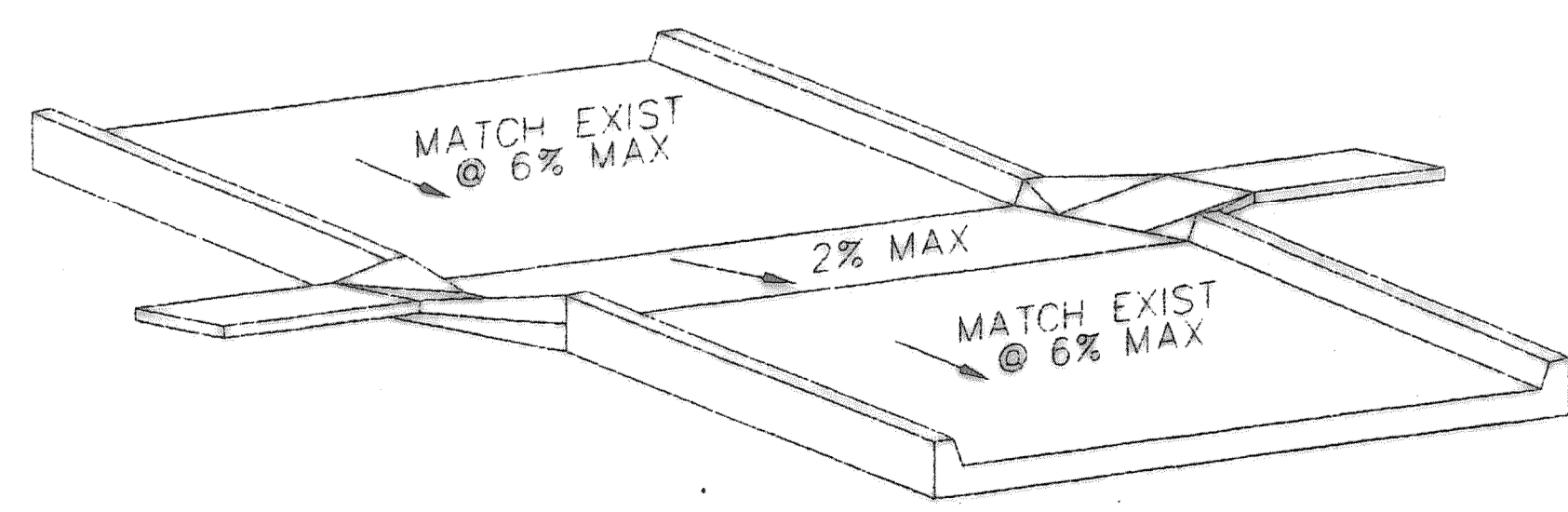
III. FINISHING FOR CONCRETE DRIVEWAY, PARKING LOT AND STREET CURBS

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 SLACK OR FINISH. EXPOSED SURFACES OF SIDEWALKS SHALL HAVE A MONOLITHIC FINISH BY TROWELING WITH A STEEL TROWEL AND BRUSHED LIGHTLY WITH AN APPROVED BROOM. THE EDGE OF ALL CONCRETE SHALL BE NEATLY ROUNDED TO THE REQUIRED RADIUS WITH AN EDGING TOOL.

THE EXPOSED SURFACE OF CURBS AND CURBS WITH GUTTER SHALL BE SHAPED WITH A "MULE" AND BRUSHED WITH A NET 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 RADIUS. USE OF GROUT OVER A ROUGH FINISHED TEXTURE WILL NOT BE ALLOWED.

LEGEND

- EXISTING ASPHALT PAVEMENT
- PROPOSED 6" CONCRETE PAVEMENT
- PROPOSED CONDUIT - CONSISTING OF 2-4" PVC SLEEVES PER LOCATION. SEE SLEEVE TERMINATION DETAIL.



SLEEVE TERMINATION DETAIL
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PAVING PLAN
 SCALE: 1"=50'

GLENN ENGINEERING
 PHONE 782-710-8151 FAX 782-710-4229
 100 DECKER COURT - SUITE 200 IRVING, TEXAS 75039

ROCKWALL HIGH SCHOOL ADDITIONS
ROCKWALL INDEPENDENT SCHOOL DISTRICT
ROCKWALL, TEXAS

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 DRAWN BY JTW
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SHW Group Inc.
 Architects + Engineers

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