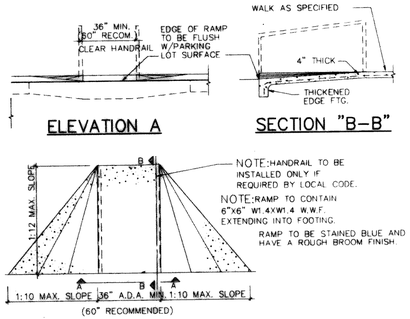
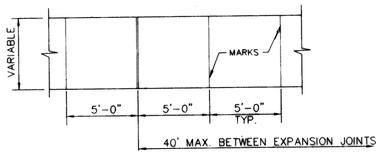


CONCRETE RAMP–INTERNAL

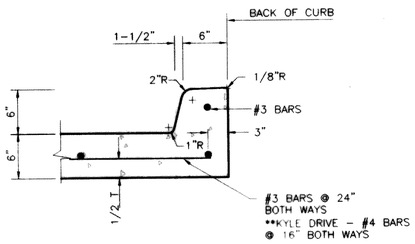
SCALE: 1/4"=1'-0"



NOTE.
AT MARKINGS THE CONCRETE SHALL BE CUT 1" DEEP, FOLLOWED BY GROOVING TOOL. STRENGTH SHALL BE 3000 p.s.i. WITH #3 BARS @ 24" O.C.
PER CITY DETAILS

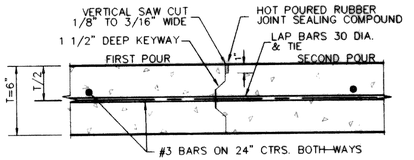
SIDEWALK PLAN

NTS



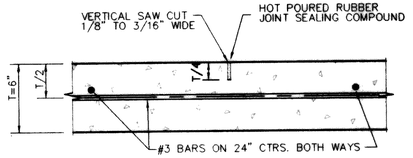
INTEGRAL CURB & GUTTER

NTS



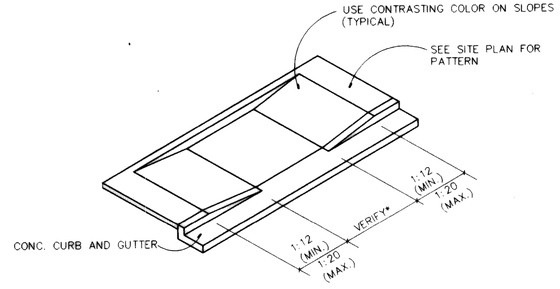
CONSTRUCTION JOINT DETAIL (L)

NTS



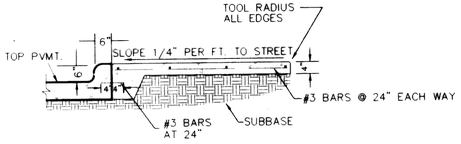
SAWED DUMMY JOINT DETAIL (T)

NTS



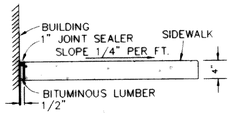
HANDICAP RAMP DETAIL

NTS



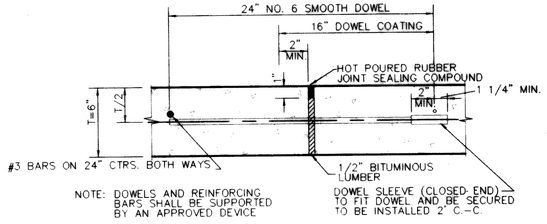
SIDEWALK TYPICAL SECTION

NTS



WALK/BUILDING/CURB INTERFACE

NTS



TRANSVERSE EXPANSION JOINT DETAIL (E)

NTS

GENERAL PAVING NOTES

1. ALL CONCRETE PAVEMENT SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3500 PSI, 6 SACK MIN. (6.5 SACK FOR HAND POUR) AT 28 DAYS WITH NO. 4 REINFORCING BARS SPACED AT 16 INCH O.C.E.W. MINIMUM.

2. ALL CURBS SHALL BE INTEGRAL 6–INCH REINFORCED CONCRETE CURBS AS PER CITY OF ROCKWALL STANDARDS. ALL BAR LAPS SHALL BE THIRTY DIAMETERS MINIMUM. REF.: 8-9/2.5, TYP.

3. ALL SUBGRADE UNDER PAVEMENT SHALL BE 6–INCH THICK STABILIZED WITH HYDRATED LIME AND COMPACTED TO A DENSITY NOT LESS THAN 95 PERCENT OF STANDARD PROCTOR (ASTM D-698) AT A MOISTURE CONTENT NOT ABOVE OPTIMUM, NOR LESS THAN THREE PERCENT BELOW OPTIMUM. THE COMPACTED MATERIAL SHOULD THEN BE COVERED IMMEDIATELY WITH PAVING OR KEPT MOIST UNTIL THE PAVING IS PLACED. ALL STABILIZED SUBGRADE SHALL EXTEND TO THE BACK OF CURB, TYP.

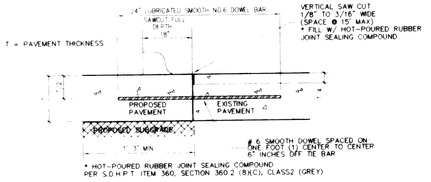
4. THE CONTRACTOR SHALL SUBMIT A JOINT DIAGRAM FOR REVIEW PRIOR TO CONSTRUCTION. ALL JOINTS SHALL ADHERE TO THE CITY OF ROCKWALL STANDARDS. BAR CHAIRS OR AN APPROVED DEVICE SHALL BE FURNISHED. PROVIDE SAWCUT JOINTS IN ALL CONCRETE PAVING, DRIVES, PARKING AREAS, FIRE LOOPS AND SERVICE AREAS AT 15–FEET 0–INCHES O.C. EACH WAY AND AT WALKS AT 5–FEET 0 INCHES O.C.E.W., U.O.N., TYP. DEPTH OF SAWCUT TO BE 1/4 THE THICKNESS OF THE PAVEMENT. ALL JOINTS MUST BE SAWCUT WITHIN 12 HOURS AFTER CONCRETE IS PLACED. SEALANT MUST BE INSTALLED WITHIN 24 HOURS AFTER SAWCUTTING.

5. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF ROCKWALL STANDARD DETAILS AND SPECIFICATIONS.

6. SEE PLAN AND PROFILE SHEET FOR DETAILED DIMENSIONS OF PROPOSED REINFORCED CONCRETE PAVEMENT.

7. CONTRACTOR TO VERIFY EXISTING PAVEMENT ELEVATIONS PRIOR TO CONSTRUCTION.

8. NEW PAVING INSTALLED SHALL "FLUSH-OUT" AT ANY JUNCTURE WITH EXISTING PAVING.



NOTES

TO BE USED WHERE PROPOSED CONCRETE PAVEMENT MEETS EXISTING CONCRETE PAVEMENT.

NOTES:
1. NO. 5 SMOOTH DOWEL BAR MAY BE USED IN 5', 6' AND 7' PAVEMENT THICKNESS.

2. LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTOR'S OPTION.

3. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG.

DRILLING BY HAND IS NOT APPLICABLE. PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.

LONGITUDINAL BUTT DETAIL

NTS

PAVING NOTES

THE INITIAL SOIL TEST AND REPORT PREPARED BY FUGRO – McCELLAND REPORT NO. 0771-1240 AND ANY AND ALL SUBSEQUENT REPORTS PREPARED FOR THIS PROJECT BY FUGRO – McCELLAND 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 SITE PLAN. A COPY CAN BE OBTAINED THROUGH THE ARCHITECT OR ENGINEER.

PAVING DETAILS

AS SHOWN

DATE 31 AUG 1999
DRAWN BY KKE
CHECKED RAH
COMM NO 0494453
REVISED 04 JAN 2000

ROCKWALL HIGH SCHOOL ADDITIONS
ROCKWALL INDEPENDENT SCHOOL DISTRICT
ROCKWALL, TEXAS

SHW Group Inc.
Architects + Engineers

SHEET NUMBER C-R 2.7
OF 13
SET NUMBER