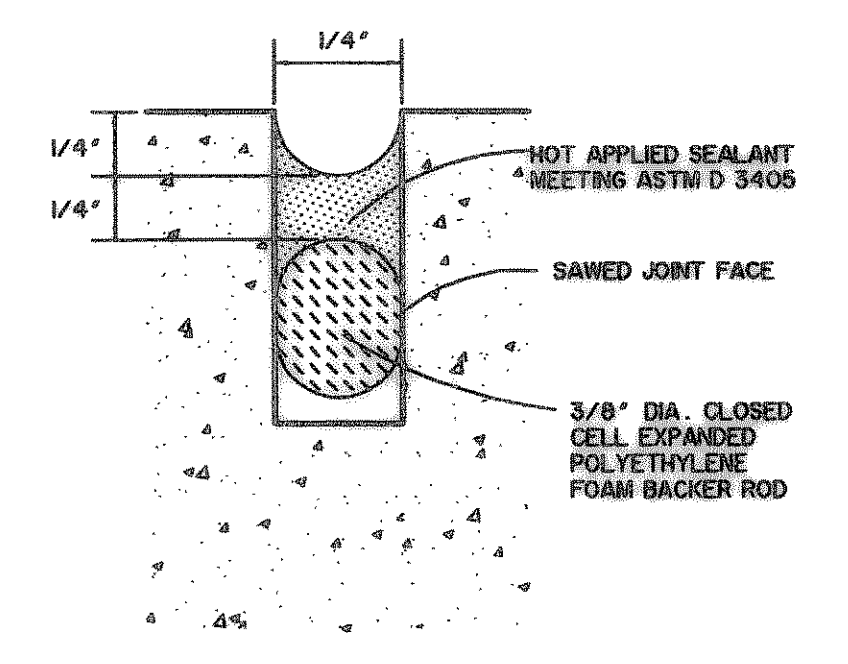
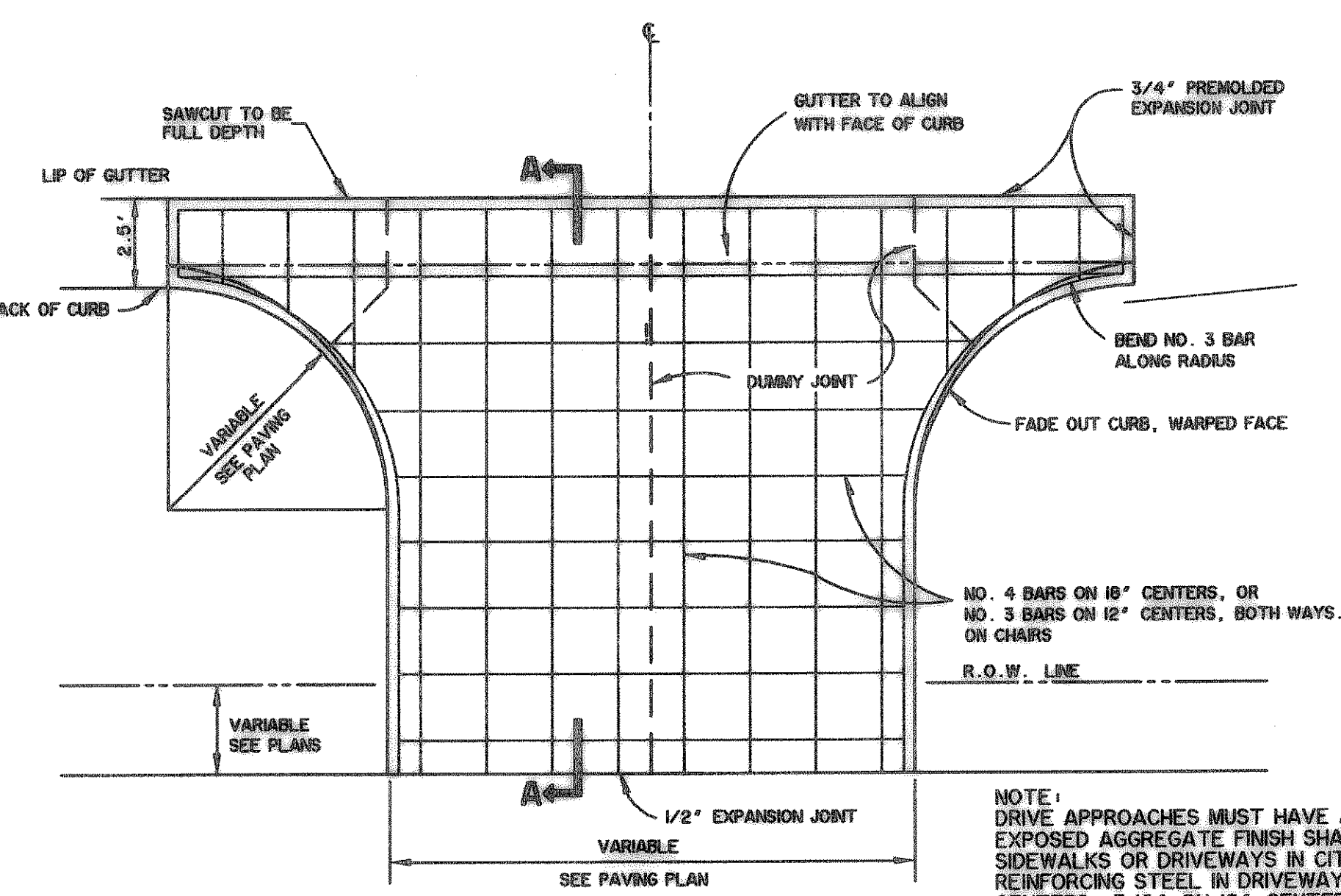


JOINT SEALANT DETAIL No. 1
SEAL FOR EXPANSION JOINT
 N.T.S.



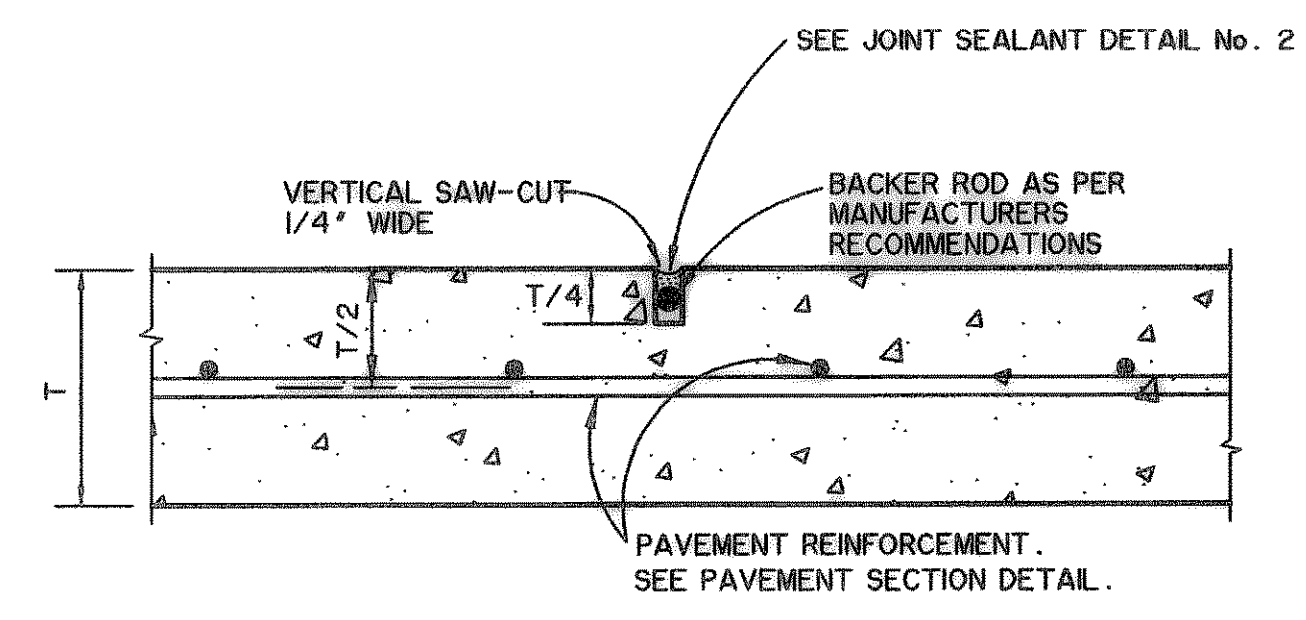
JOINT SEALANT DETAIL No. 2
SEAL FOR SAWS,
CONSTRUCTION & BUTT JOINT
 N.T.S.

- JOINT NOTES:**
 T = PAVEMENT THICKNESS
1. DOWEL BARS PLACED INTO EXISTING PAVEMENT SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL DRILL. DRILLING BY HAND IS NOT ACCEPTABLE. PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE. SECURE DOWEL BARS IN EXISTING PAVING WITH EPOXY GROUT.
 2. POLYETHYLENE FOAM BACKER ROD DOES NOT SIT ON BOTTOM OF SAW-CUT JOINT. PLACE AT DEPTH INDICATED IN DETAIL.
 3. IF SEALANT PROTRUDES ABOVE THE SURFACE OF THE PAVEMENT, IT MUST BE REMOVED AND REPLACED.
 4. SUBMIT MANUFACTURER'S LITERATURE FOR SEALANT, DOCUMENTING PRODUCT COMPLIES WITH ASTM SPECIFICATIONS AND PROVIDING MANUFACTURER'S RECOMMENDATIONS FOR APPLICATION. FOLLOW MANUFACTURER'S RECOMMENDATIONS ON USE OF THE PRODUCT.
 5. THE CONSTRUCTION JOINT IS TO BE USED BETWEEN SEPARATE POURS OF PROPOSED PAVEMENT. NOTE THAT IT REQUIRES THE REINFORCEMENT TO BE EXTENDED THROUGH THE FORM TO TIE TO THE NEXT POUR. THE BUTT JOINT IS TO BE USED BETWEEN EXISTING CONCRETE PAVEMENT (STREET OR DRIVEWAY) AND PROPOSED PAVEMENT, UNLESS AN EXPANSION JOINT IS CALLED FOR.
 6. JOINT SEALANTS SHALL BE INSTALLED SOON AFTER JOINTS ARE SAWS AND/OR COMPLETED. THE JOINTS SHALL BE SEALED BEFORE A RAIN EVENT OCCURS AFTER SAWING OR COMPLETING JOINT.

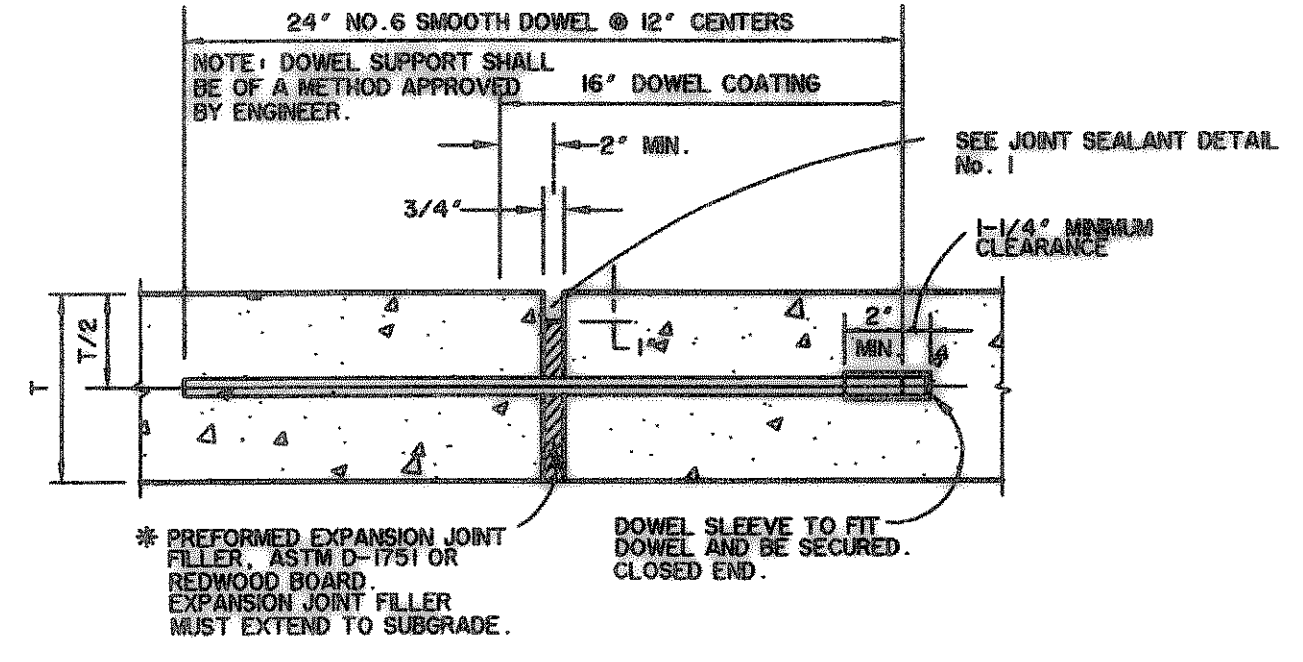


TYPICAL DRIVE APPROACH
 N. T. S.

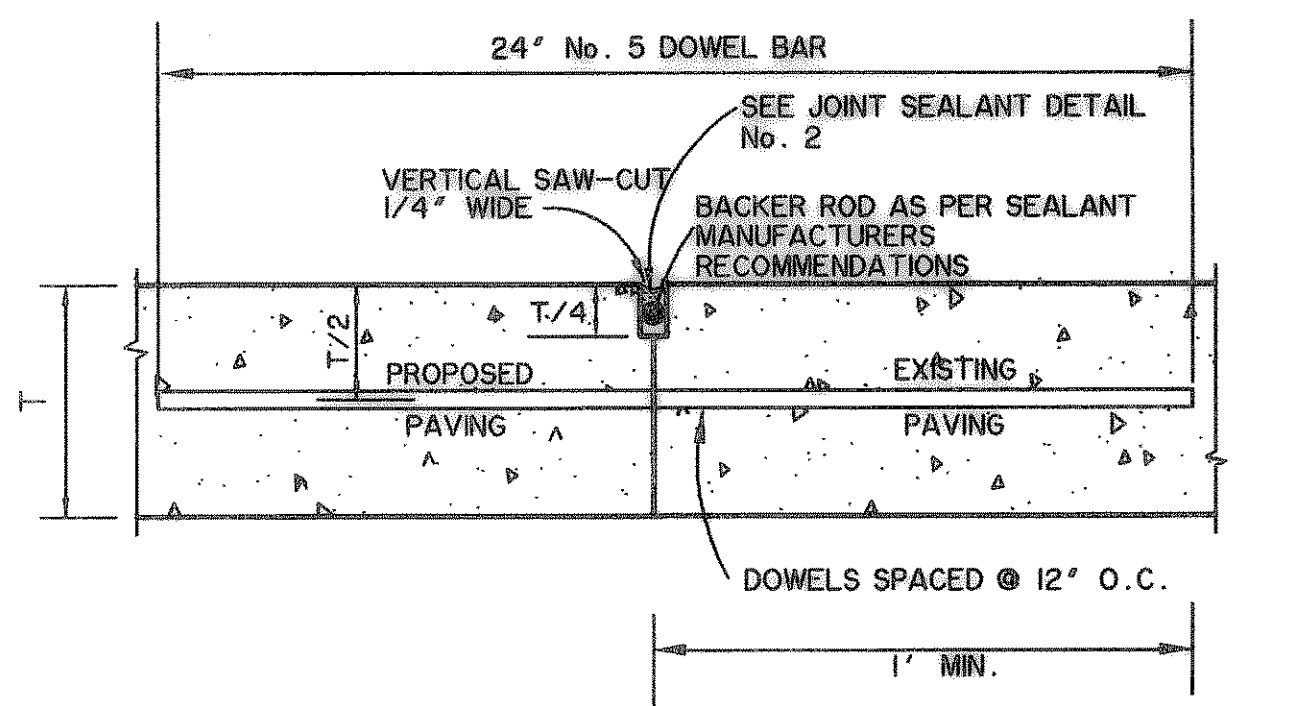
NOTE: DRIVE APPROACHES MUST HAVE A MINIMUM 6" SLAB. NO EXPOSED AGGREGATE FINISH SHALL BE PERMITTED ON SIDEWALKS OR DRIVEWAYS IN CITY RIGHT-OF-WAY. MINIMUM REINFORCING STEEL IN DRIVEWAYS SHALL BE 1/2" ON 18" CENTERS, 3/8" ON 12" CENTERS. THE DRIVEWAY SHALL ALSO CONFORM TO ALL OTHER DESIGN STANDARDS AS SET FORTH IN THE CITY OF ROCKWALL STANDARD CONSTRUCTION DETAILS.



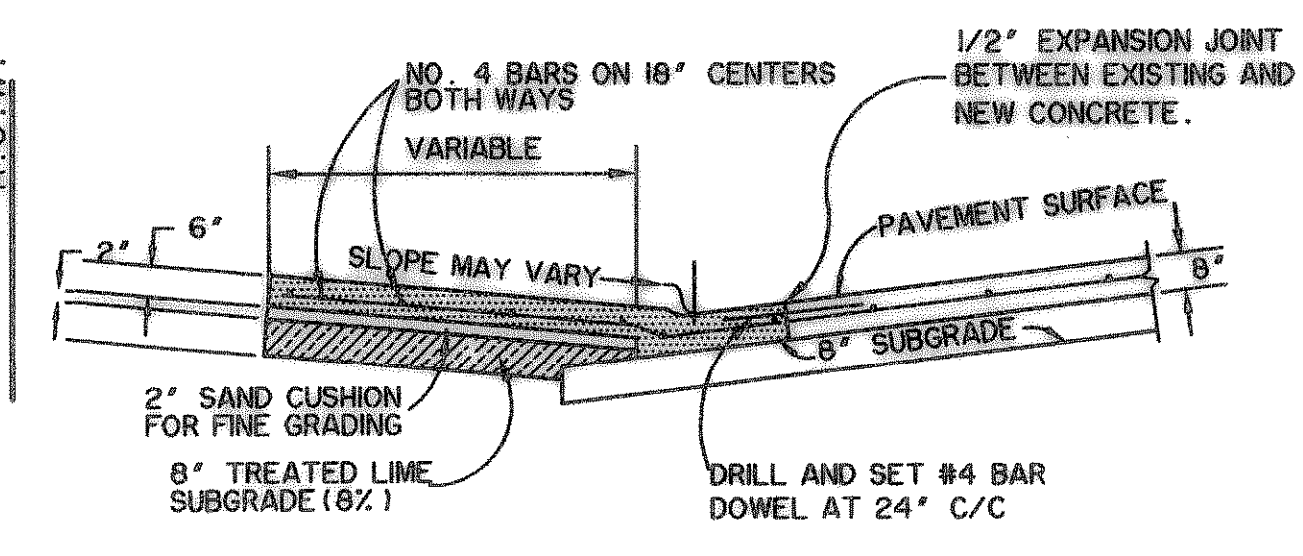
SAWED CONTRACTION JOINT
 N.T.S.



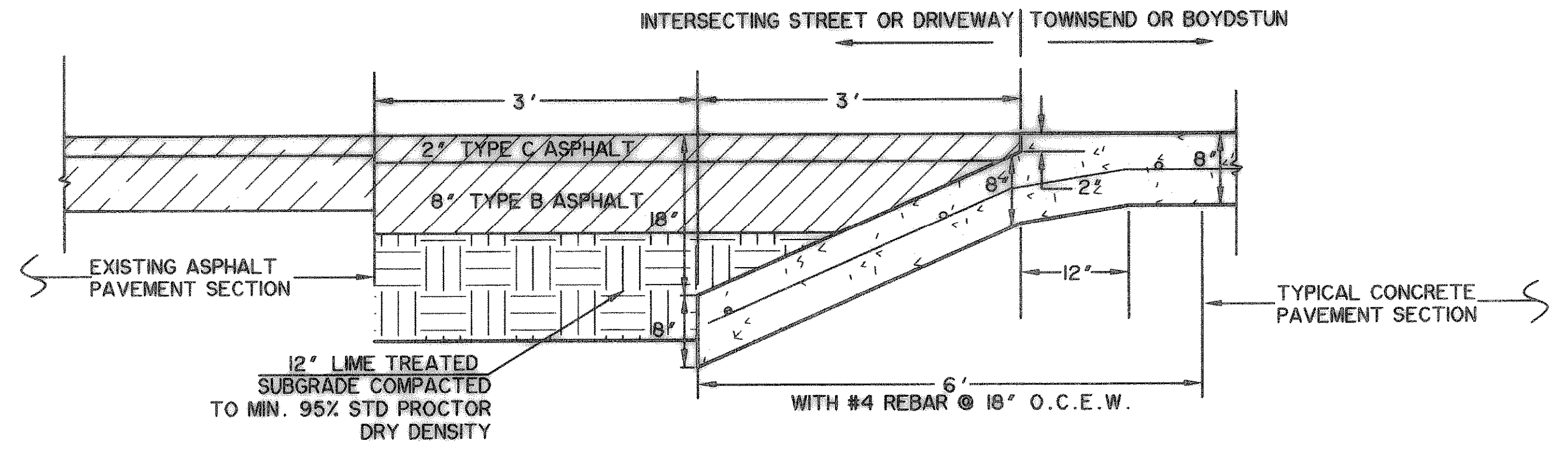
EXPANSION JOINT
 N.T.S.



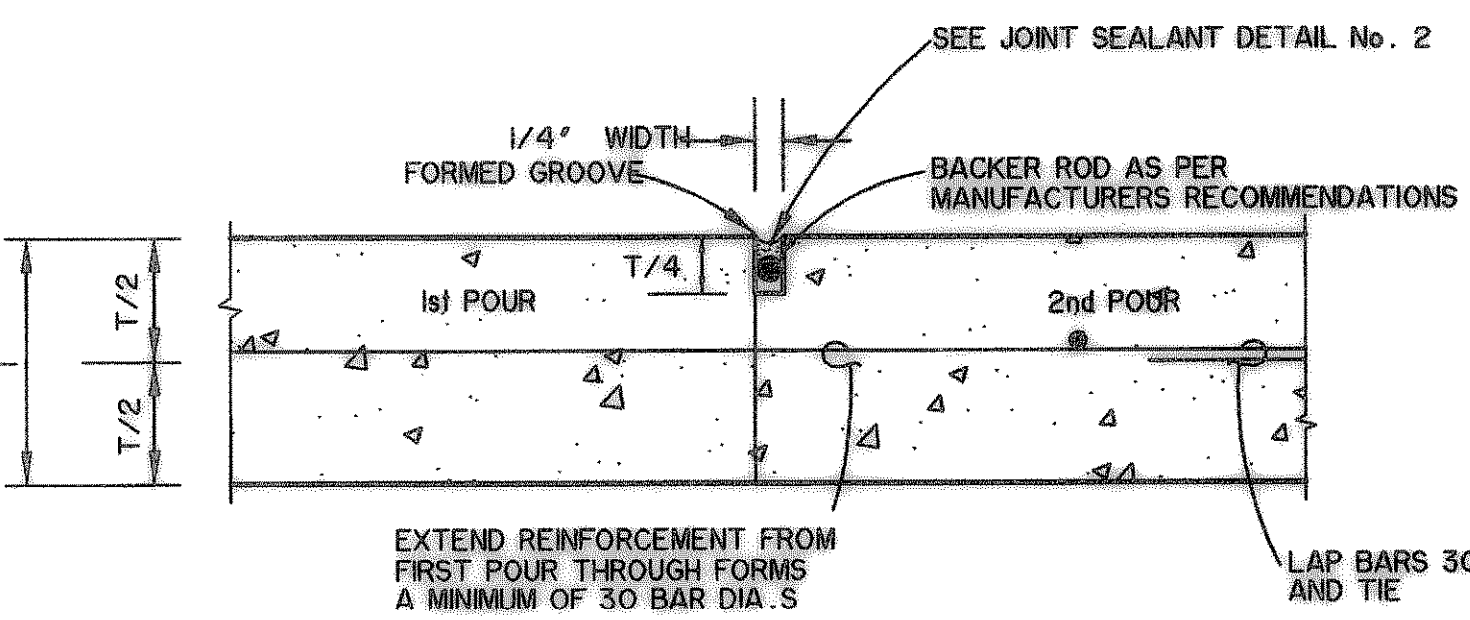
BUTT JOINT
 N.T.S.



SECTION A-A
DRIVE APPROACH DETAILS
 N. T. S.

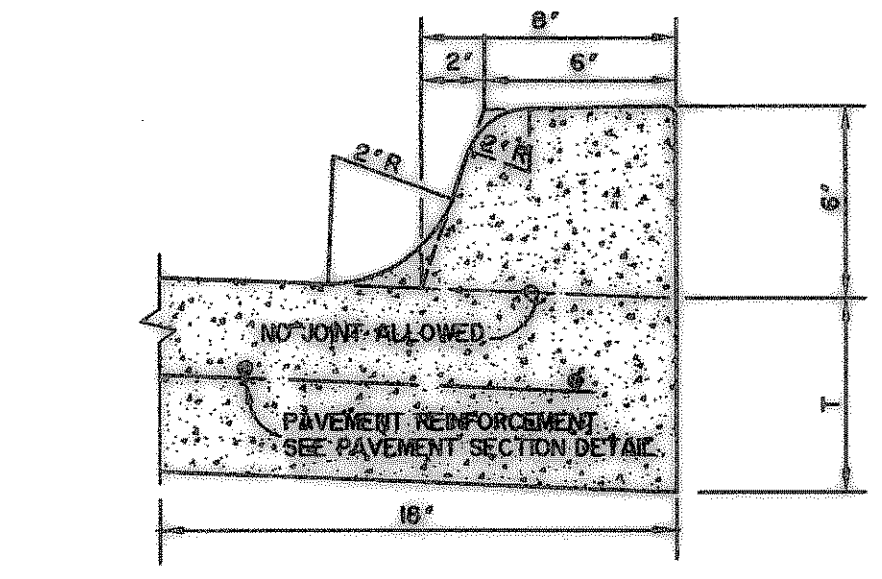


CONCRETE/ASPHALT TRANSITION
BUTT JOINT WITHIN CITY R.O.W.
 N. T. S.

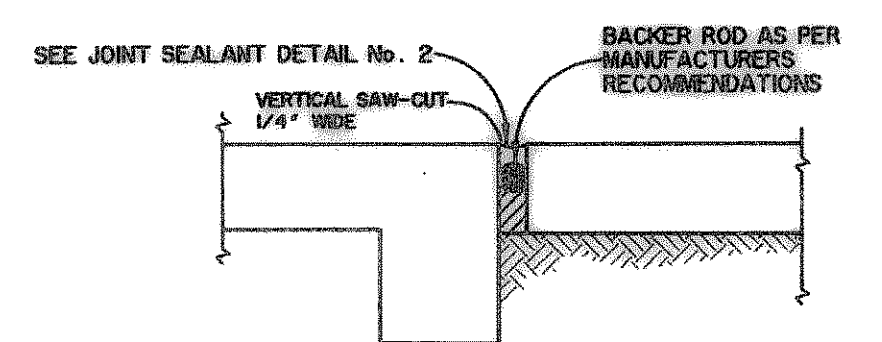


CONSTRUCTION JOINT
 N. T. S.

USE CONSTRUCTION JOINT BETWEEN PAVEMENT POURS IF CONCRETE PLACEMENT IS INTERRUPTED OR STOPPED FOR MORE THAN 30 MINUTES.



STANDARD CURB
 N. T. S.



ISOLATION JOINT
 N. T. S.

TIME (15:55 FILE: PAVE-Details-Phil-04124.dwg

RECORD DRAWING
 01/16/09