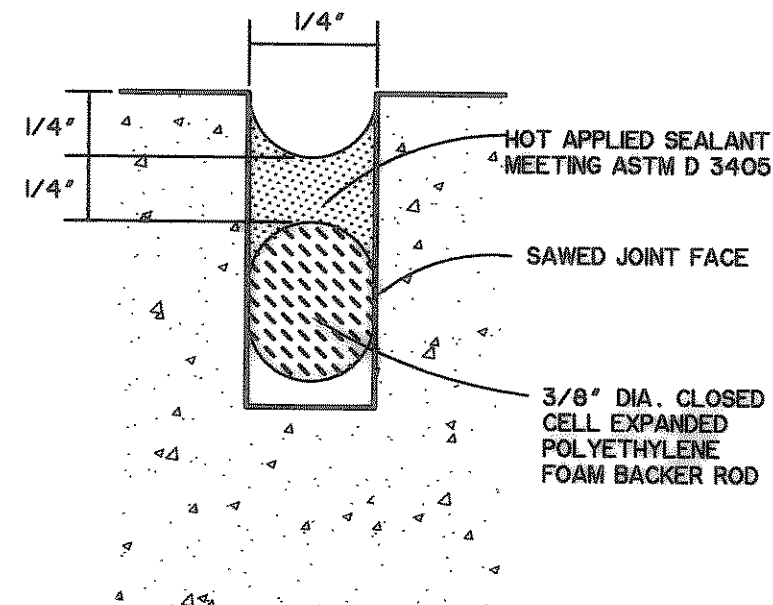


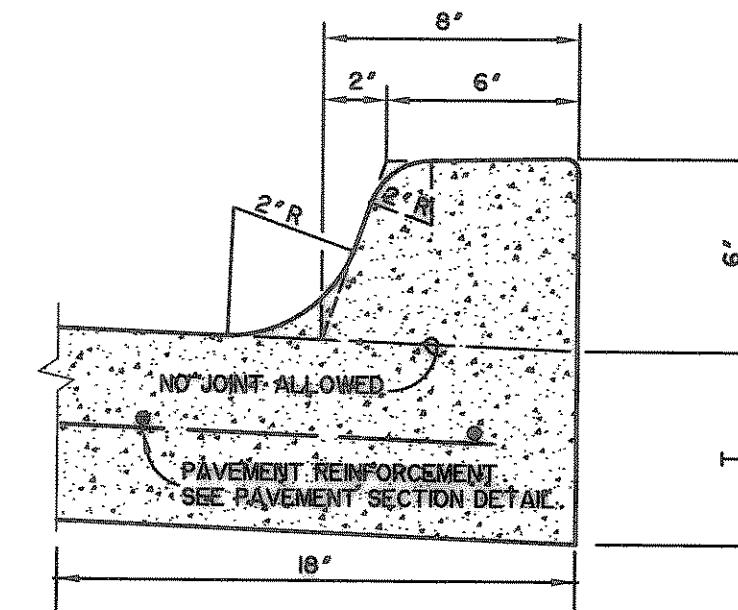
**JOINT SEALANT DETAIL No. 1  
SEAL FOR EXPANSION JOINT**

N.T.S.



**JOINT SEALANT DETAIL No. 2  
SEAL FOR SAWED,  
CONSTRUCTION & BUTT JOINT**

N.T.S.



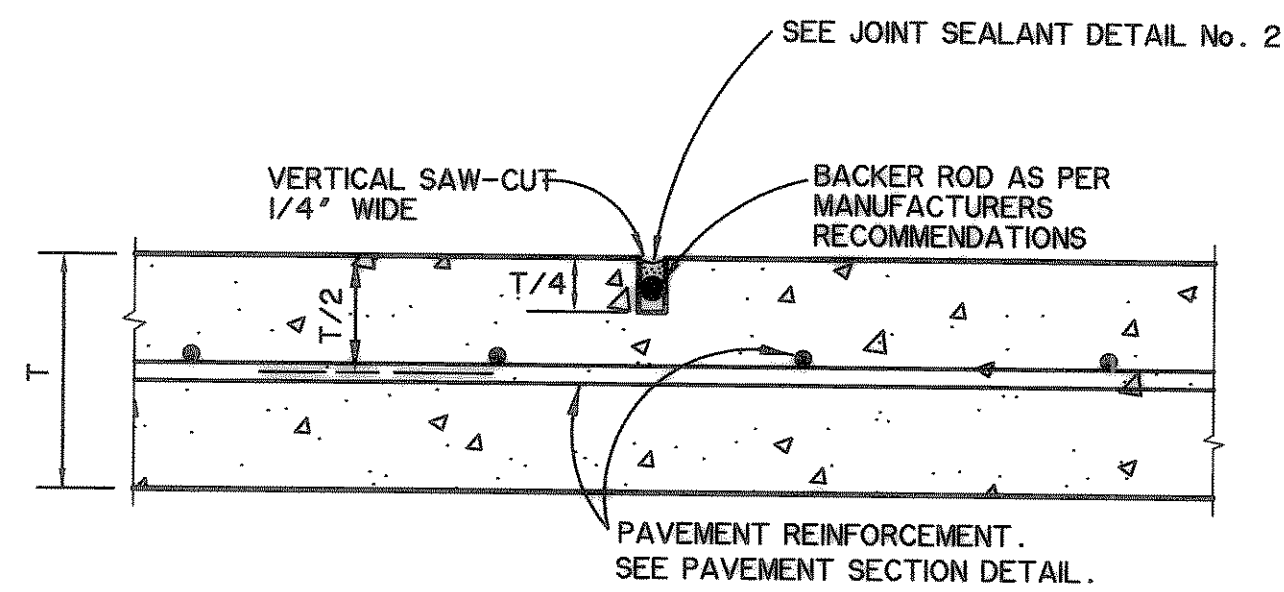
**STANDARD CURB**

N.T.S.

**JOINT NOTES:**

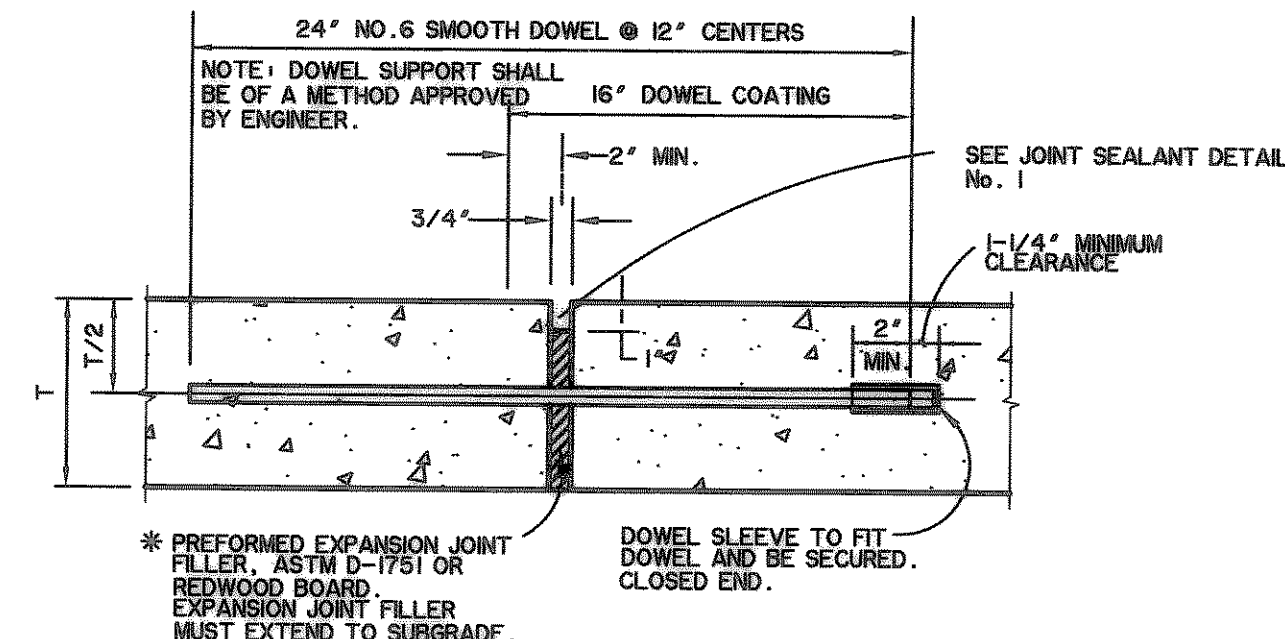
T = PAVEMENT THICKNESS

1. DOWEL BARS PLACED INTO EXISTING PAVEMENT SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG. 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 SAWED AND/OR COMPLETED. THE JOINTS SHALL BE SEALED BEFORE A RAIN EVENT OCCURS AFTER SAWING OR COMPLETING JOINT.



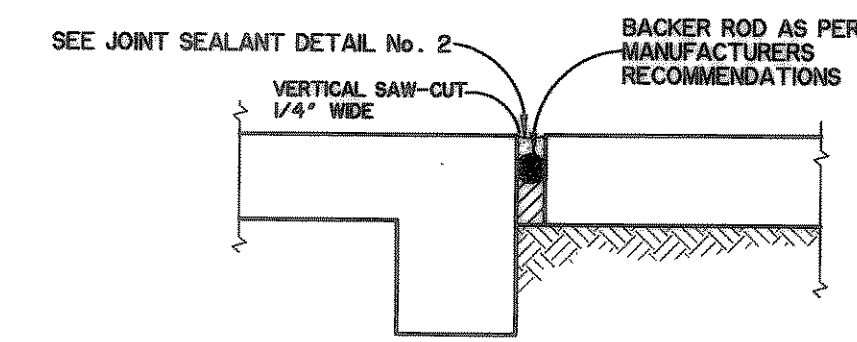
**SAWED CONTRACTION JOINT**

N.T.S.



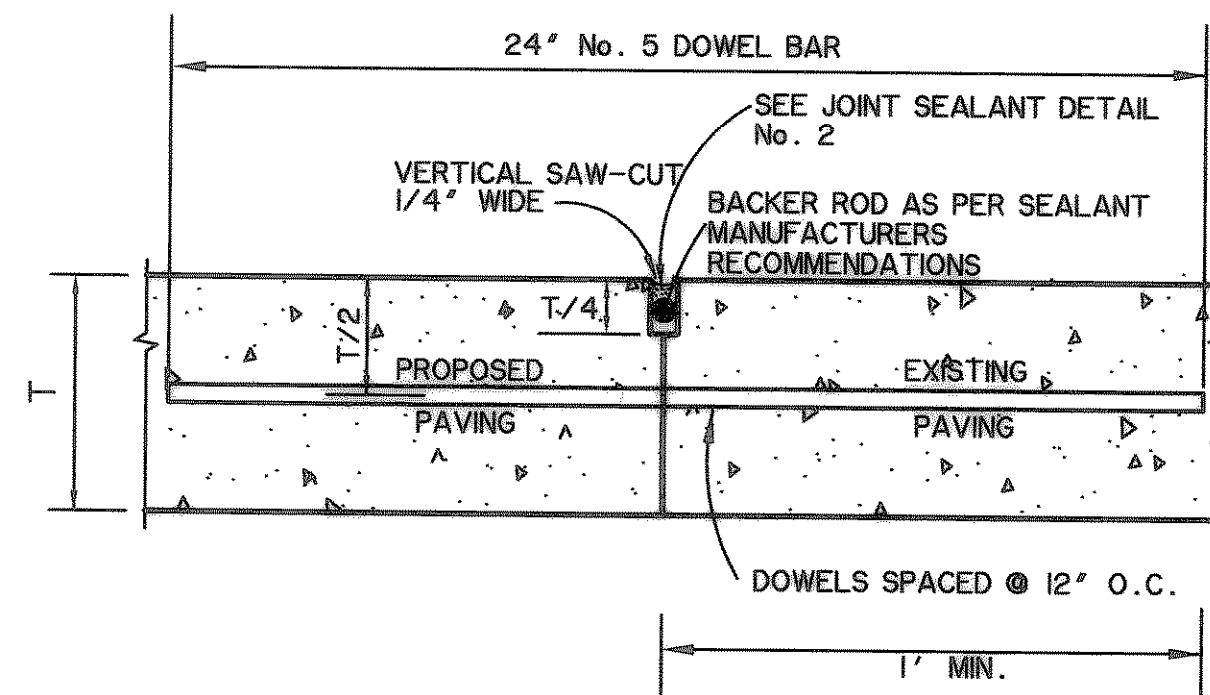
**EXPANSION JOINT**

N.T.S.



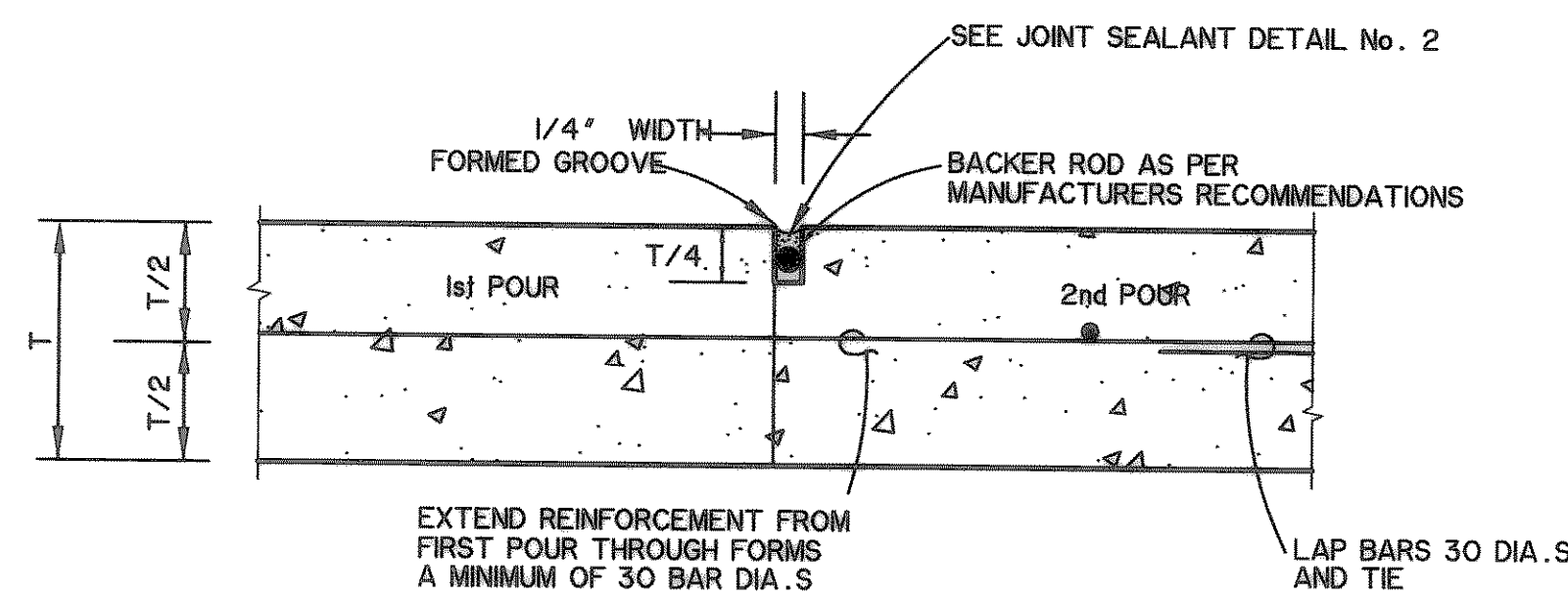
**ISOLATION JOINT**

N.T.S.



**BUTT JOINT**

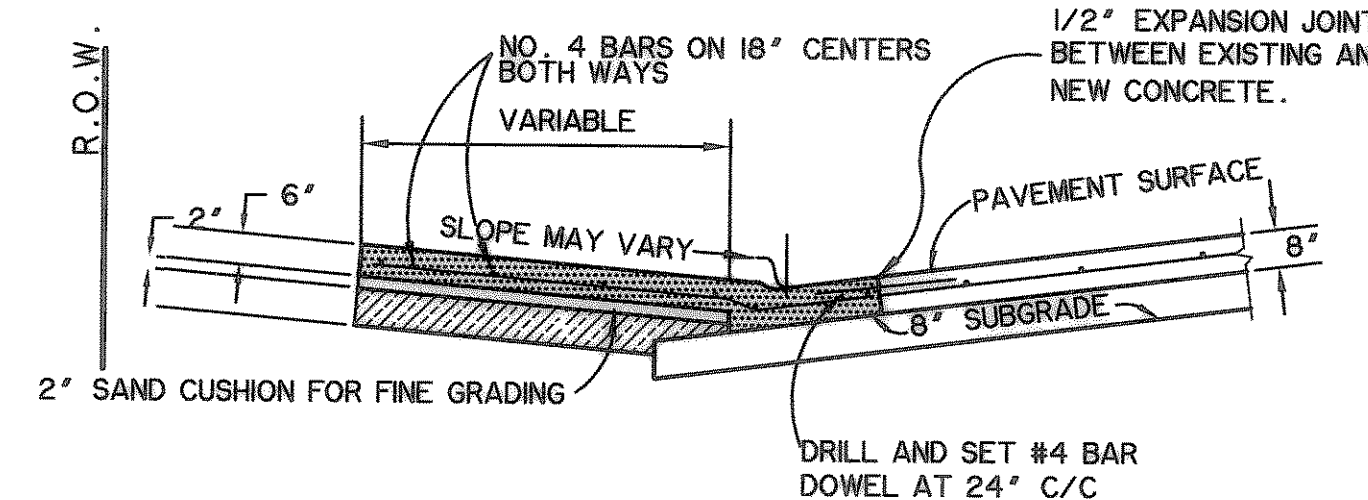
N.T.S.



**CONSTRUCTION JOINT**

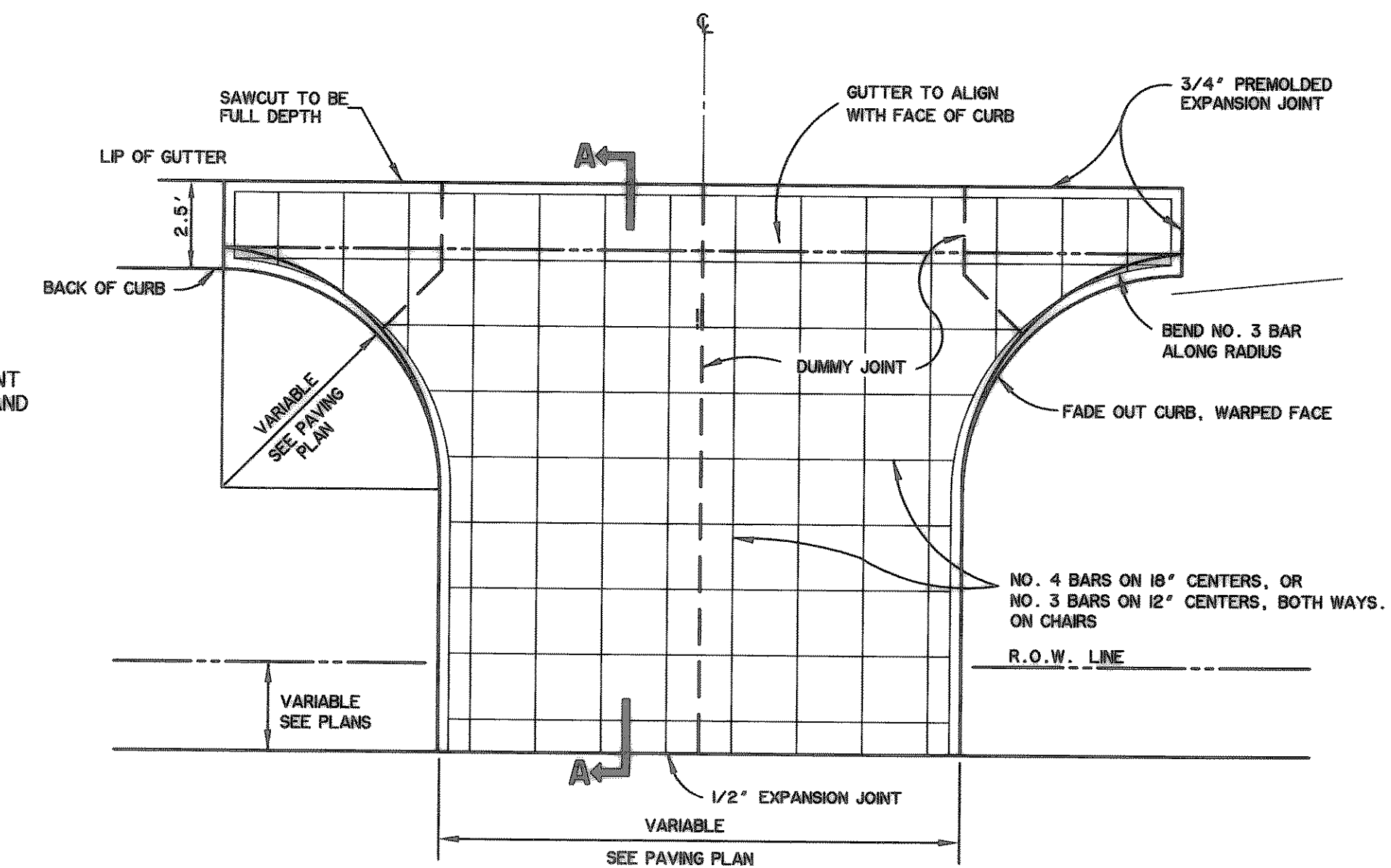
N.T.S.

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



**DRIVE APPROACH DETAILS**

N.T.S.



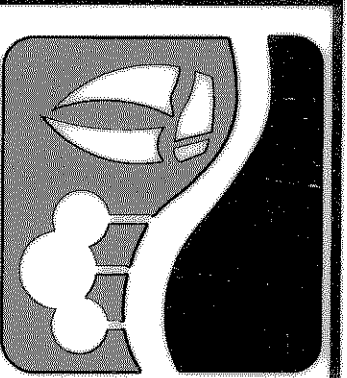
**TYPICAL DRIVE APPROACH**

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.

**RECORD  
DRAWING  
02/06/07**

PREPARED BY:  
**WIER & ASSOCIATES, INC.**  
ENGINEERS SURVEYORS LAND PLANNERS  
4300 BELTWAY PLACE SUITE 130 ARLINGTON, TEXAS 76018 METRO (817)467-7700  
1380 U.S. HIGHWAY 287 N. SUITE 101 WAXSHIELD, TEXAS 78683 METRO (817)477-9700  
6849 ELM STREET FRISSO, TEXAS 75034 METRO (214)387-8000  
www.wierassociates.com



**CITY OF ROCKWALL  
TOWNSEND BLVD  
(I.H. 30 TO JUSTIN)  
& YELLOW JACKET LN  
(S.B. 205 TO TOWNSEND)**

**PAVING DETAILS**

STATE OF TEXAS  
SEAL  
RONALD RAMIREZ  
61821  
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PROFESSIONAL ENGINEER  
Ronald Ramirez  
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