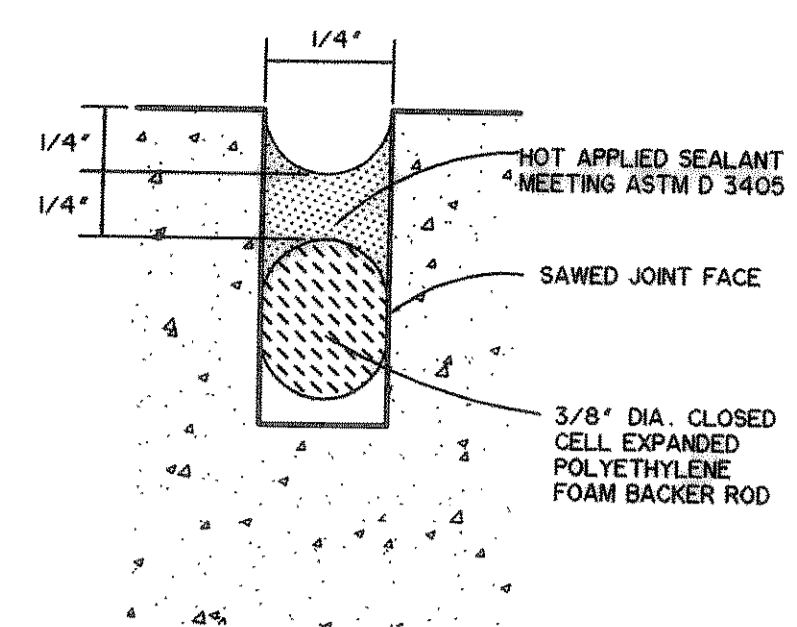


**JOINT SEALANT DETAIL No. 1
SEAL FOR EXPANSION JOINT**

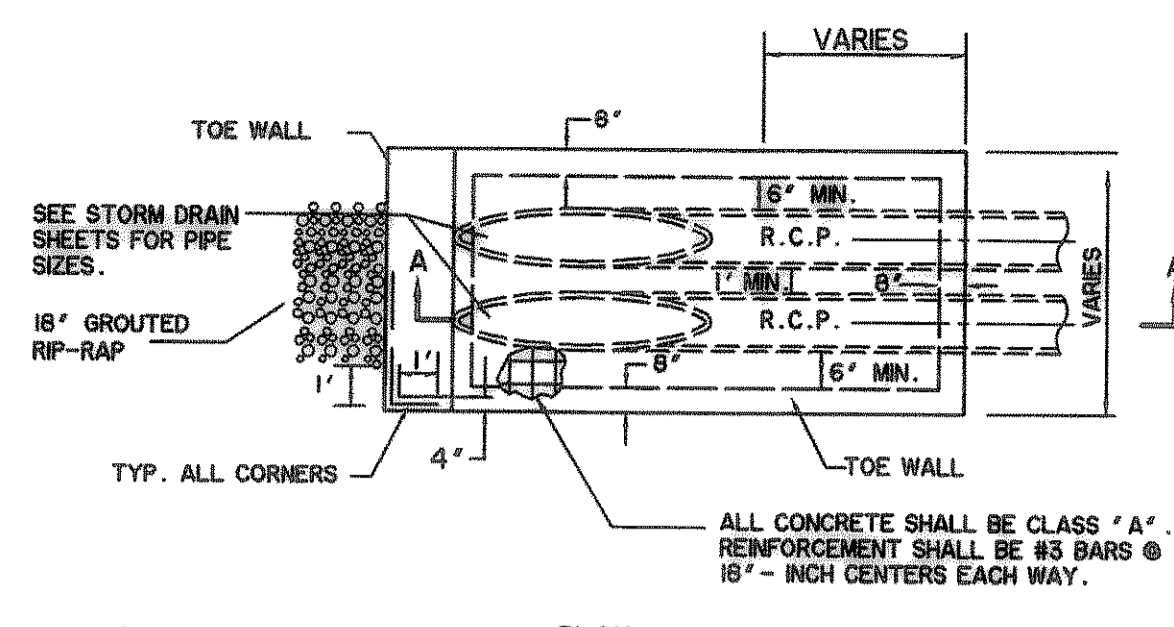
N.T.S.



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

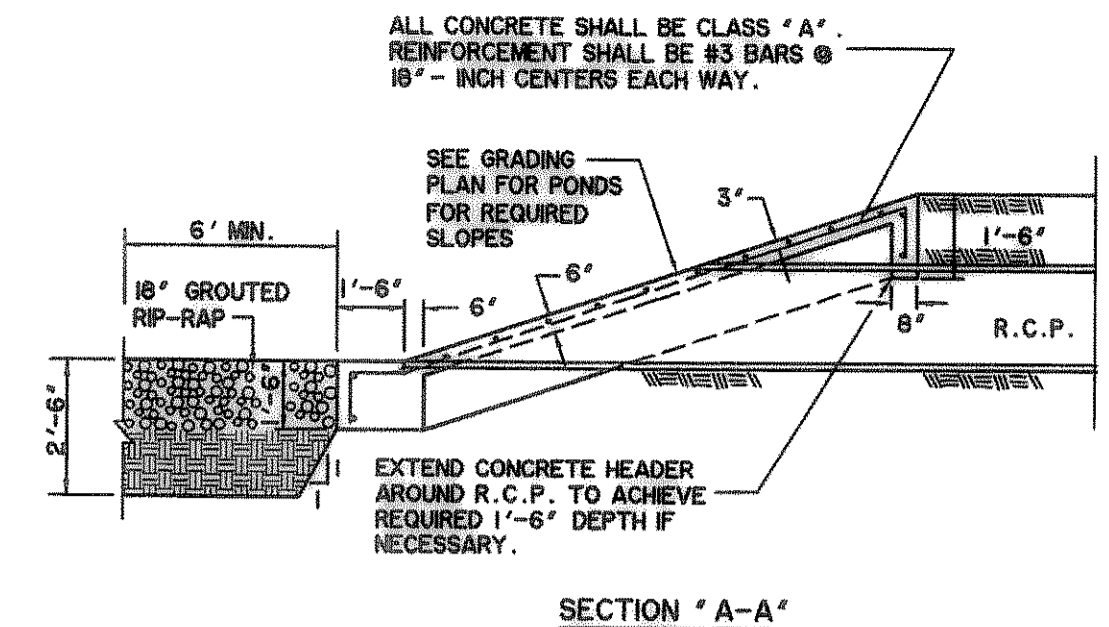
N.T.S.

- 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.

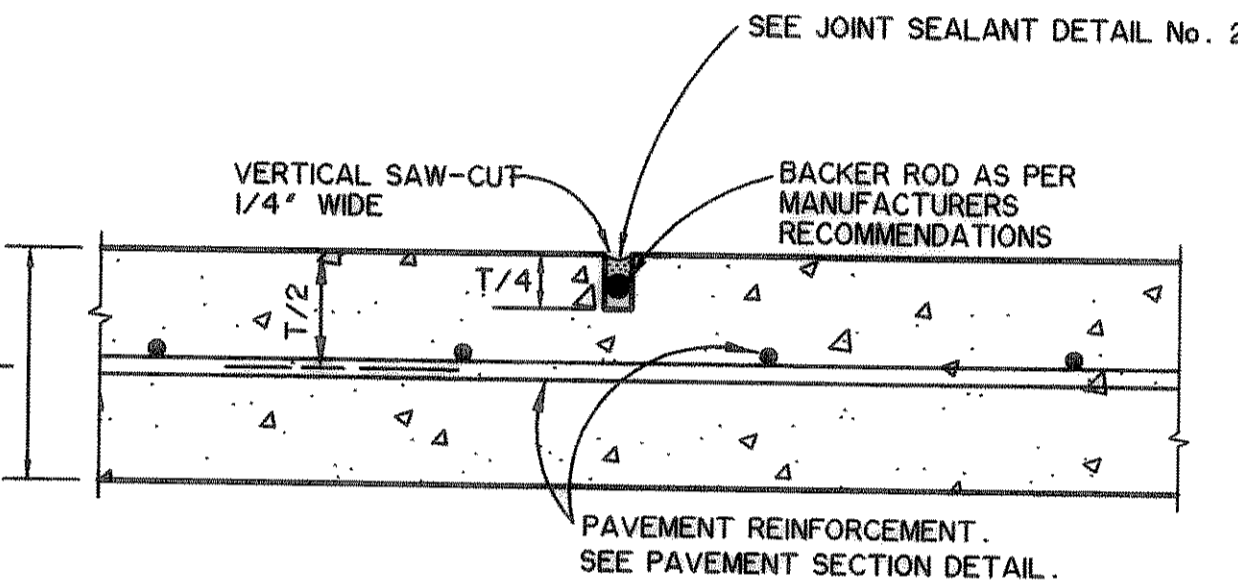


MODIFIED SLOPING HEADWALL *

N.T.S.

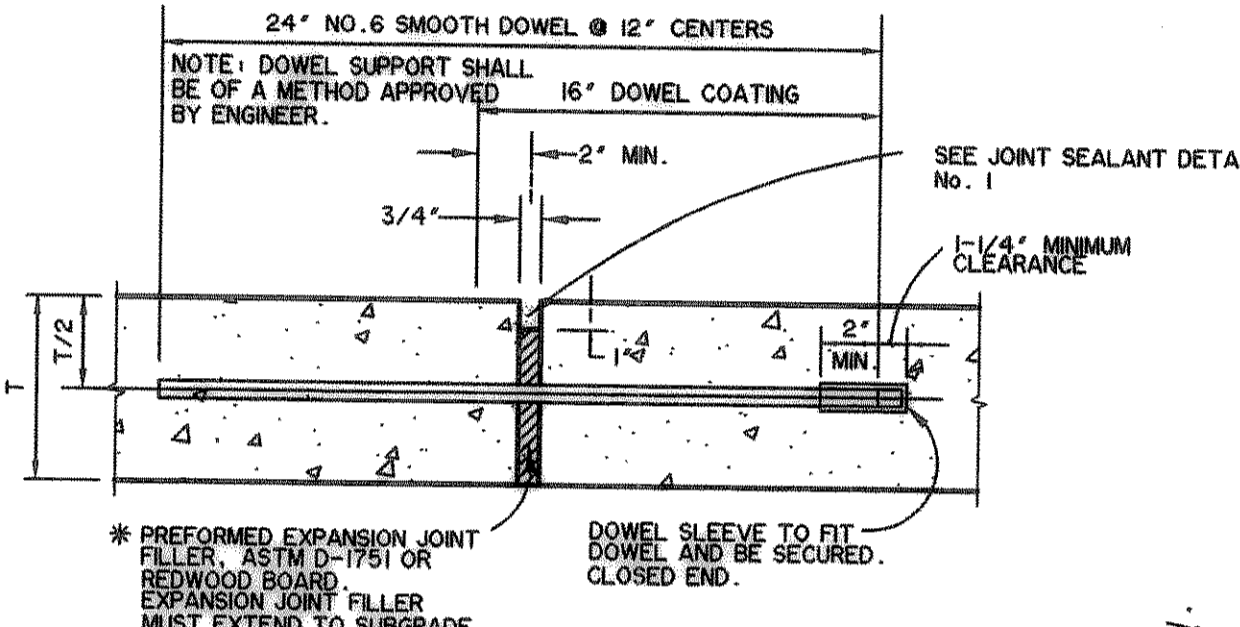


SECTION "A-A"



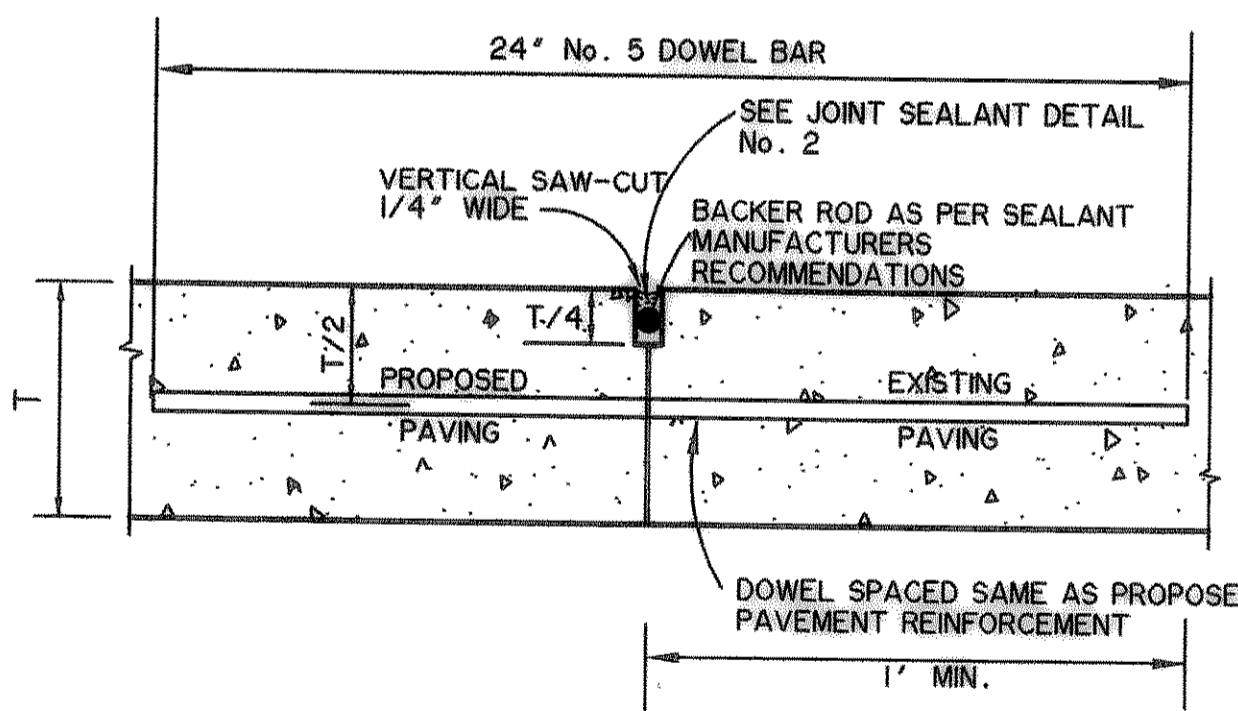
SAWED CONTRACTION JOINT

N.T.S.



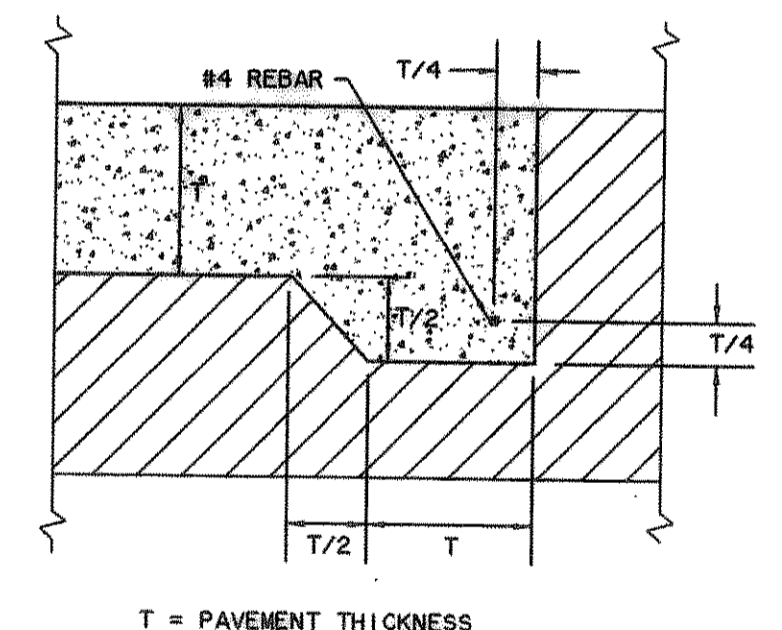
EXPANSION JOINT

N.T.S.



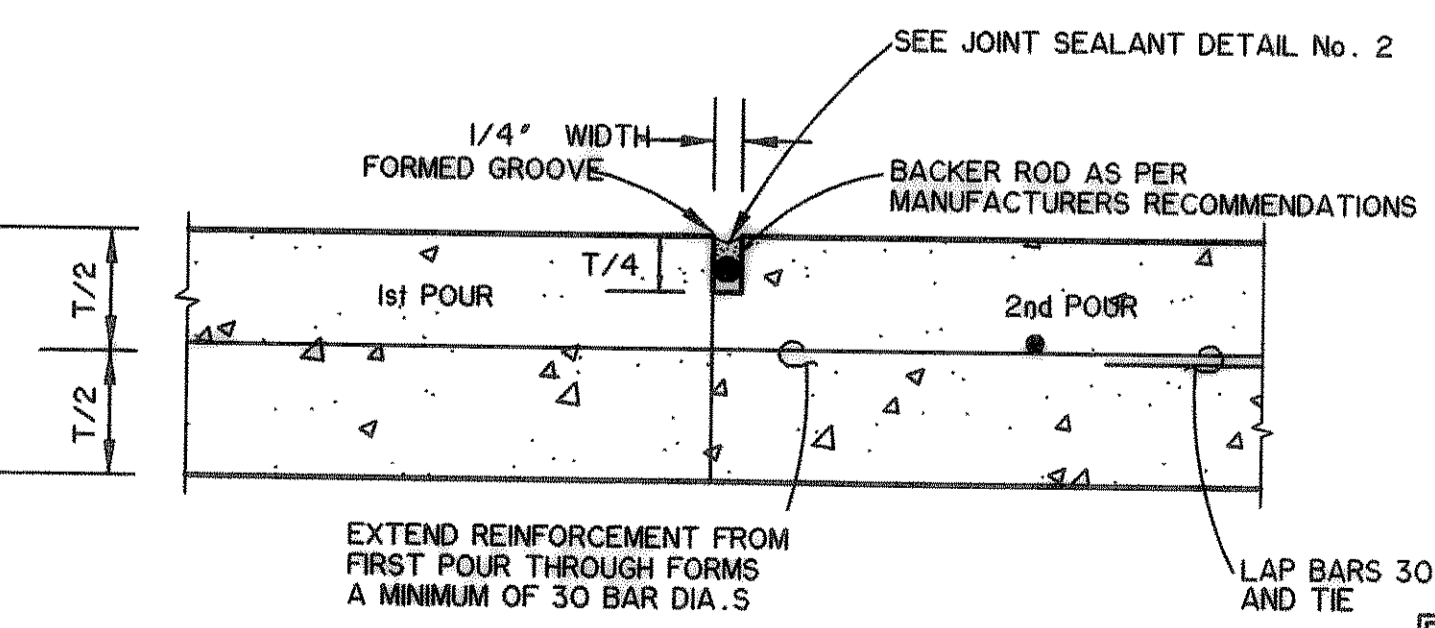
BUTT JOINT

N.T.S.



THICKENED EDGE DETAIL

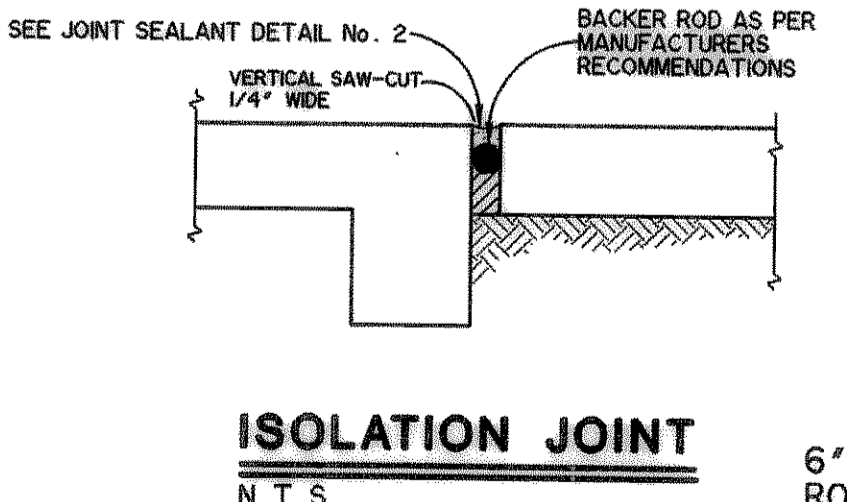
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CONSTRUCTION JOINT

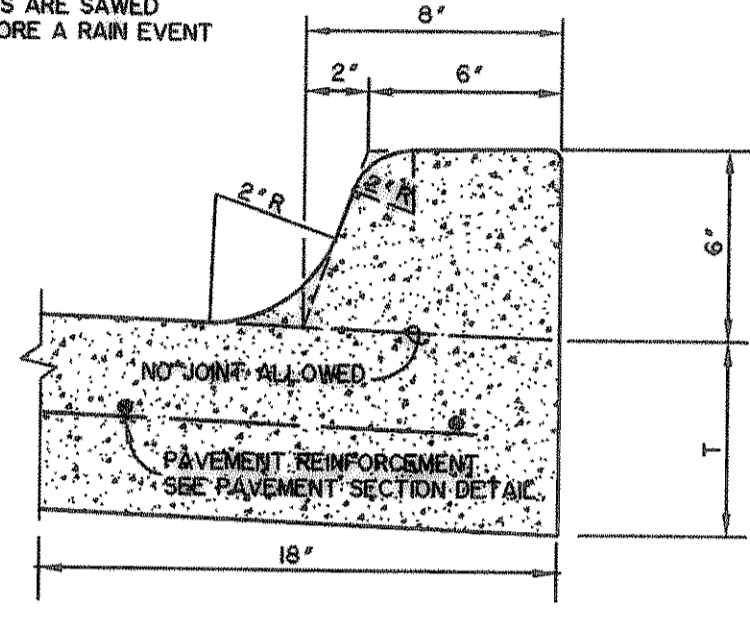
N.T.S.

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



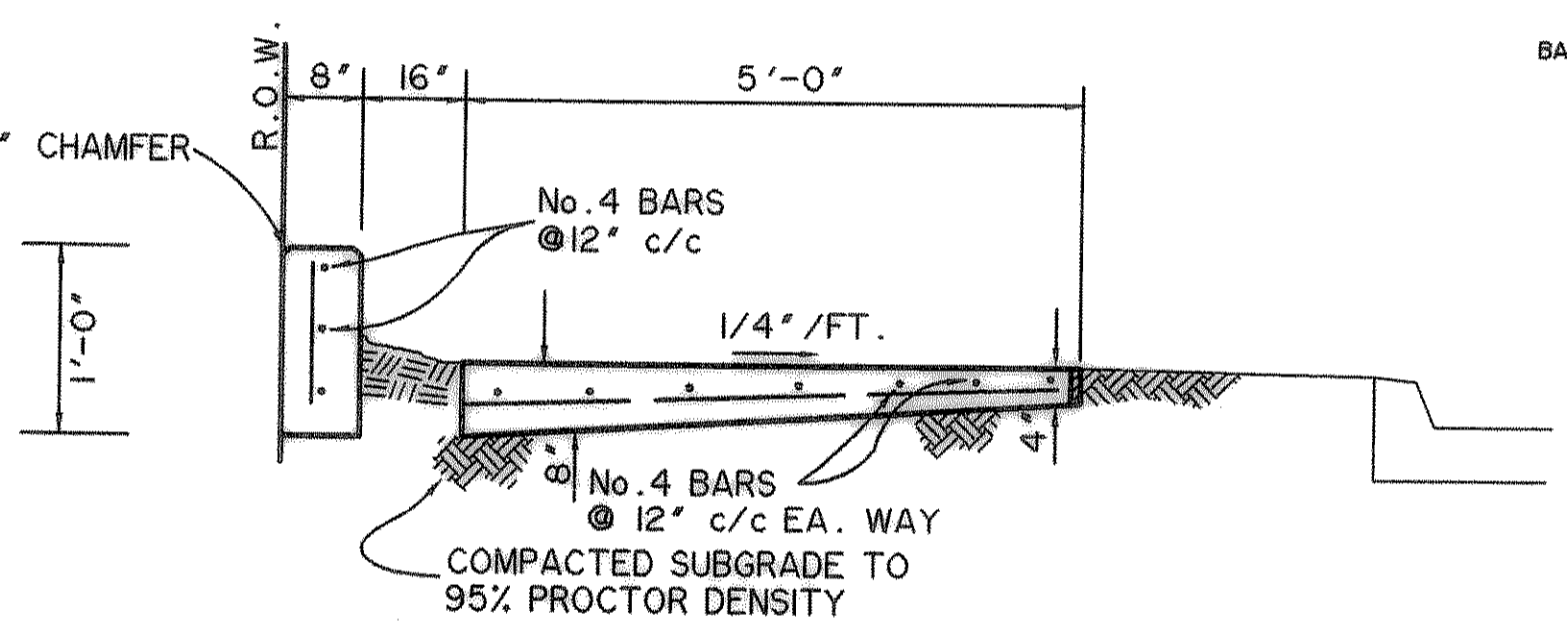
ISOLATION JOINT

N.T.S.



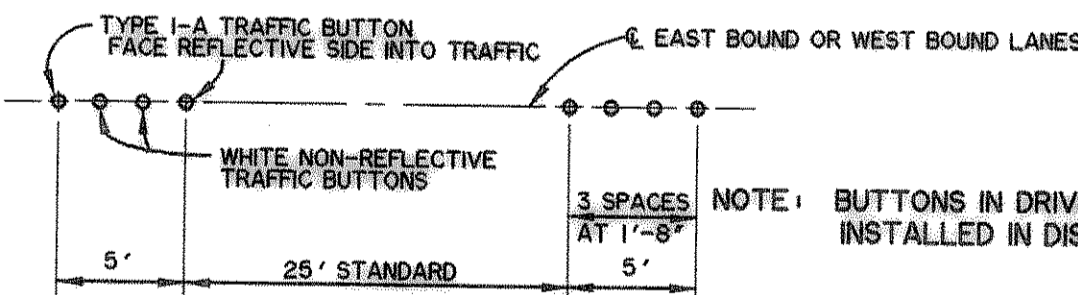
STANDARD CURB

N.T.S.



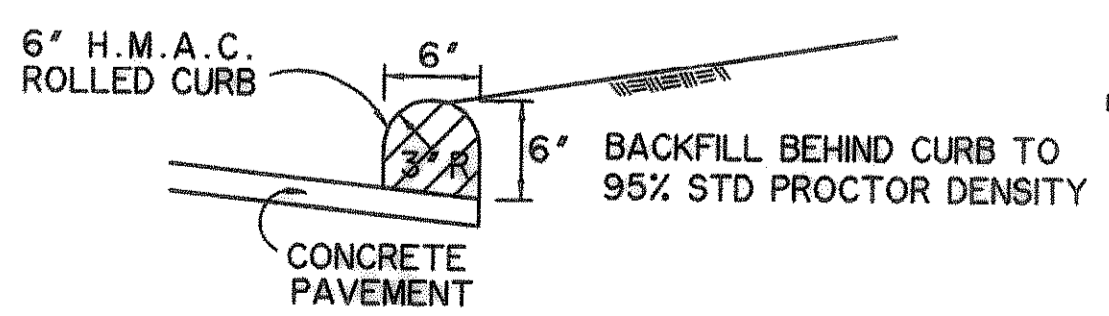
SIDEWALK WITH RETAINING WALL

SCALE: 1/2" = 1' - 0"



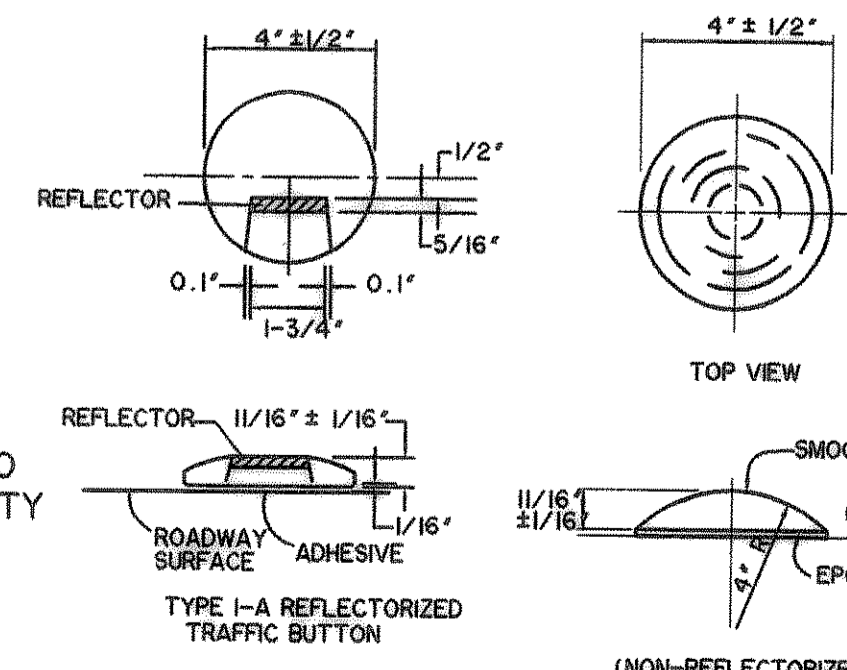
TRAFFIC BUTTON DETAIL

N.T.S.



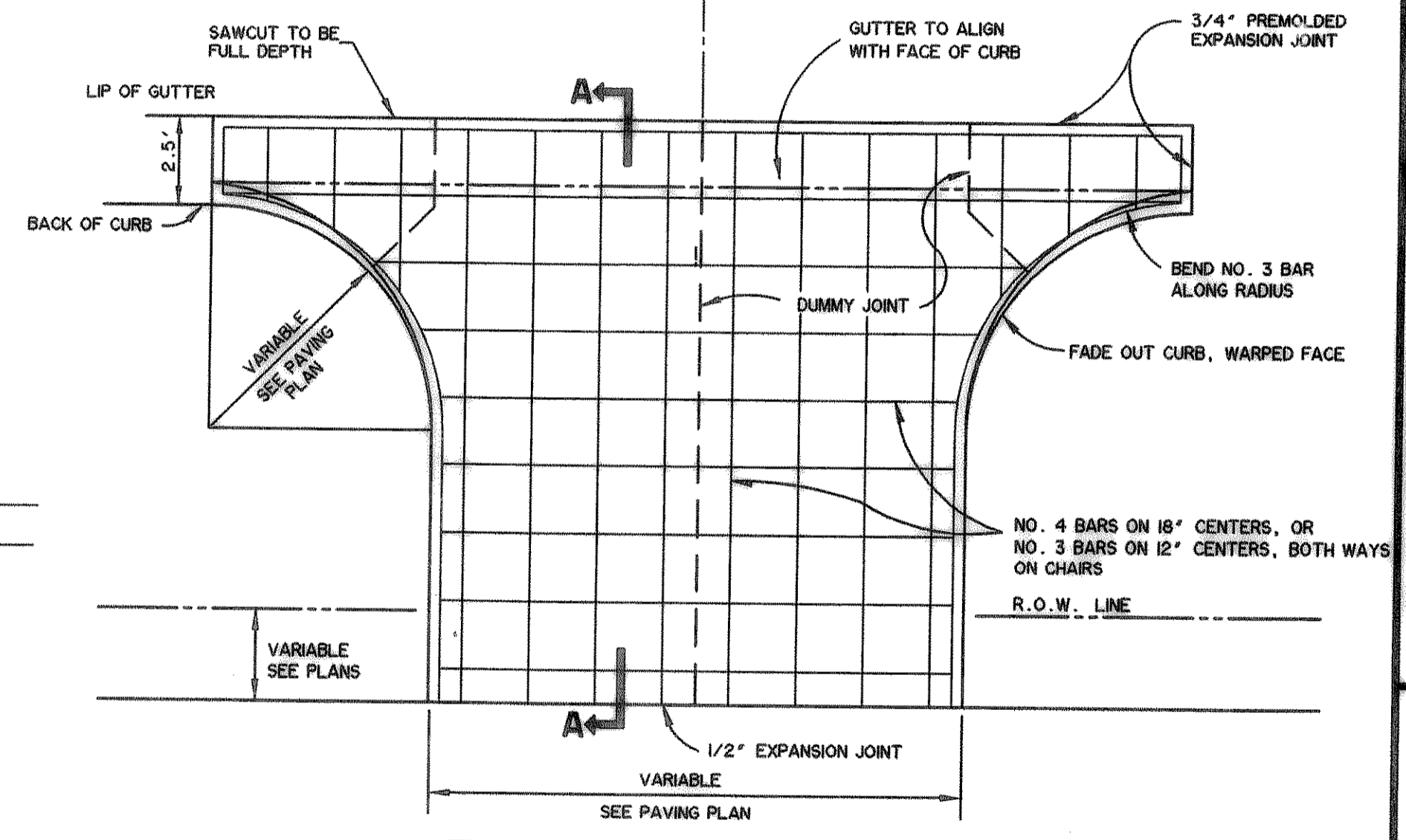
ROLLED ASPHALT CURB

N.T.S.



TRAFFIC BUTTONS

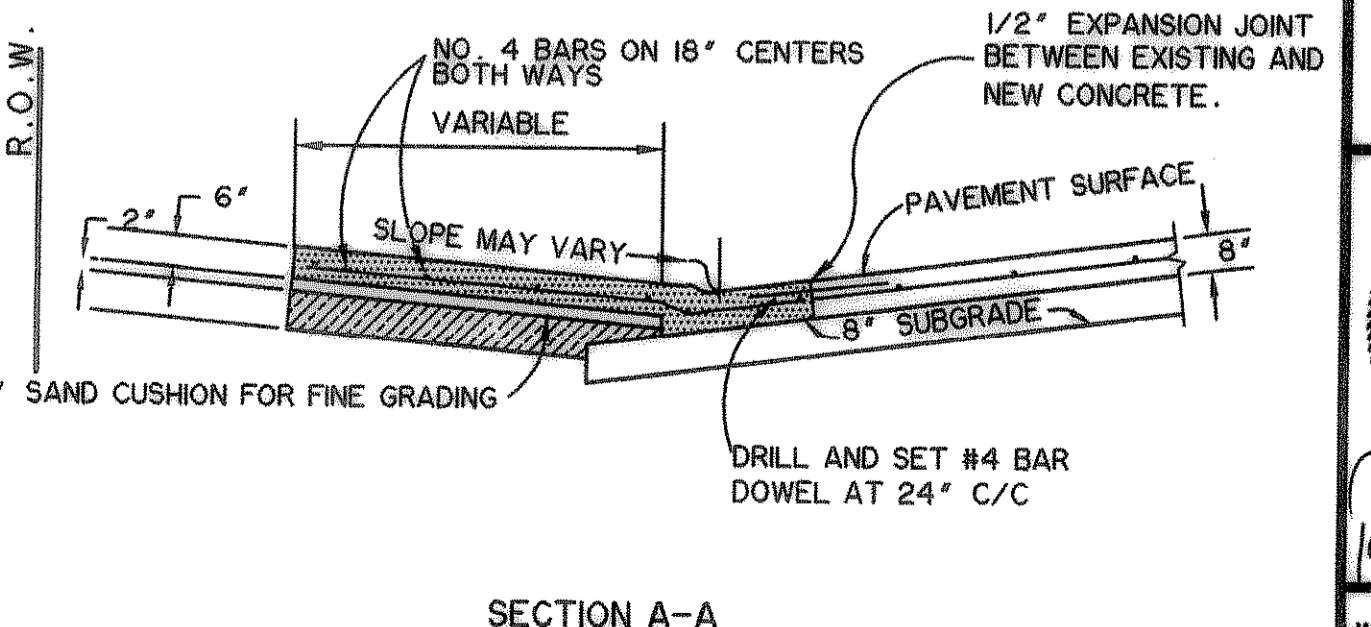
N.T.S.



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.



SECTION A-A

DRIVE APPROACH DETAILS

N.T.S.

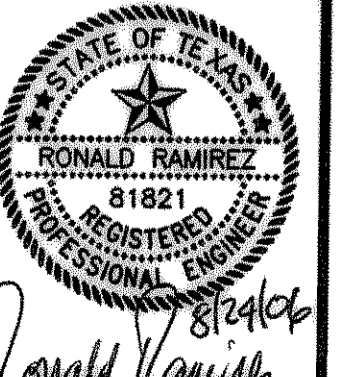
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DRAWING
08/04/06**

PREPARED BY:
WIER & ASSOCIATES, INC.
ENGINEERS SURVEYORS LAND PLANNERS
4300 BELWAY PLACE, SUITE 130 ARLINGTON, TEXAS 76018 METRO (817) 467-7700
1380 U.S. HIGHWAY 287 N. SUITE 101 WAXFORD, TEXAS 76083 METRO (817) 477-0700
6848 ELM STREET FRISCO, TEXAS 75004 METRO (214) 987-8600
www.wierassociates.com



**ROCKWALL
TECHNOLOGY
PARK
PHASE II**

**PAVING DETAILS
AND
CURB DETAILS**



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