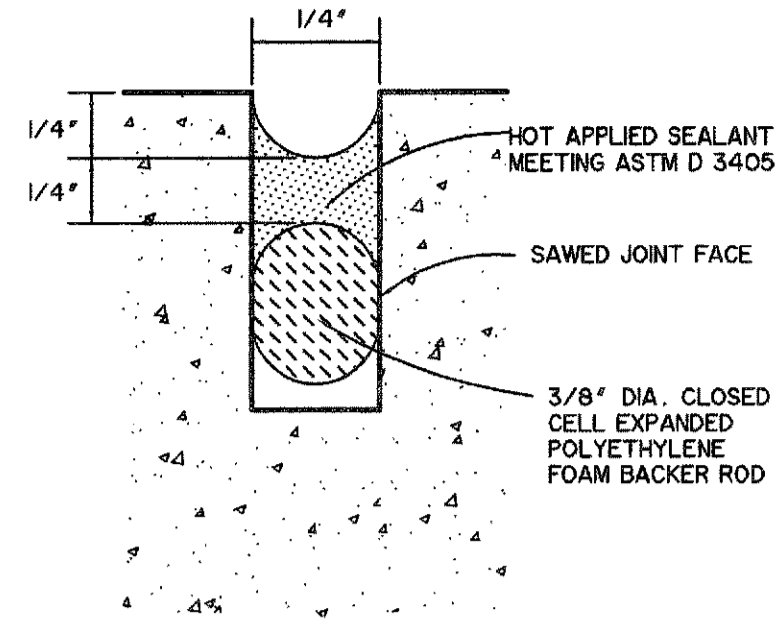


**JOINT SEALANT DETAIL No. 1
SEAL FOR EXPANSION JOINT**

N.T.S.



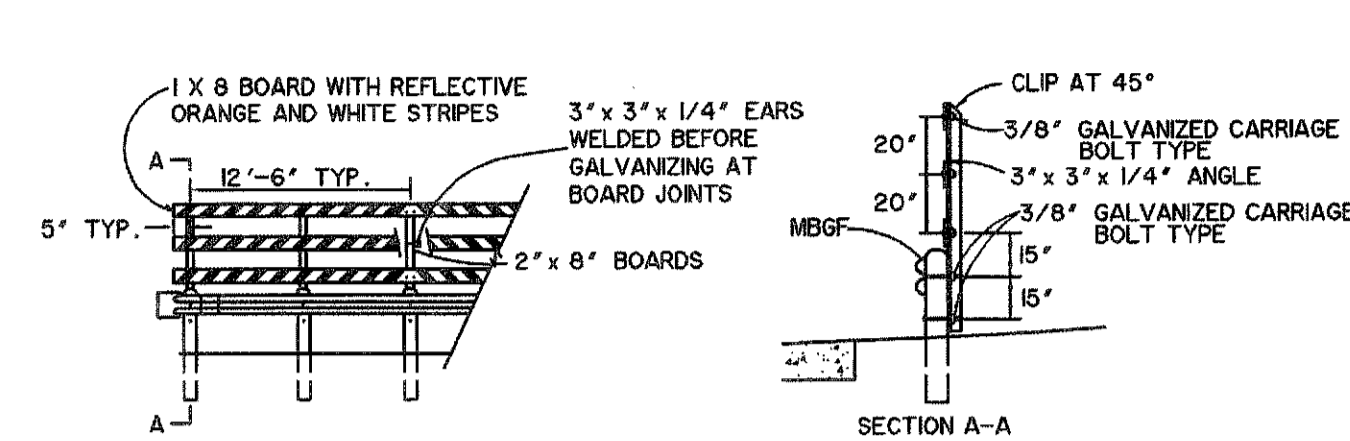
**JOINT SEALANT DETAIL No. 2
SEAL FOR SAWED,
CONSTRUCTION & BUTT JOINT**

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.



DEAD END BARRICADE

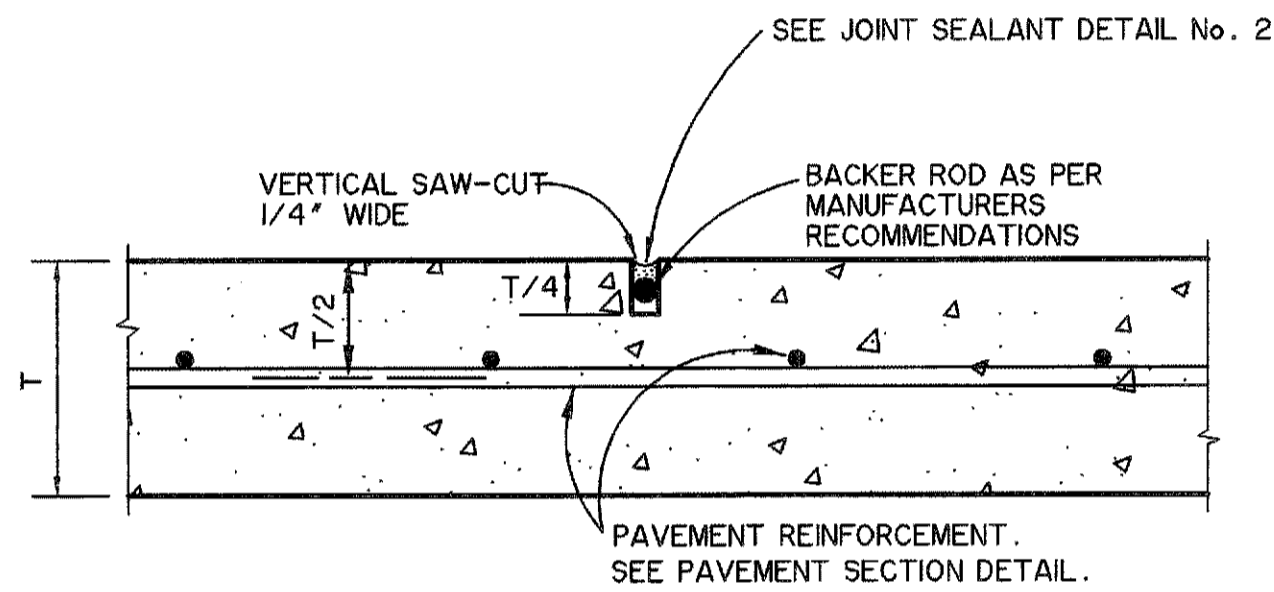
N.T.S.



TYPICAL DETAIL FOR BARRICADE RAIL

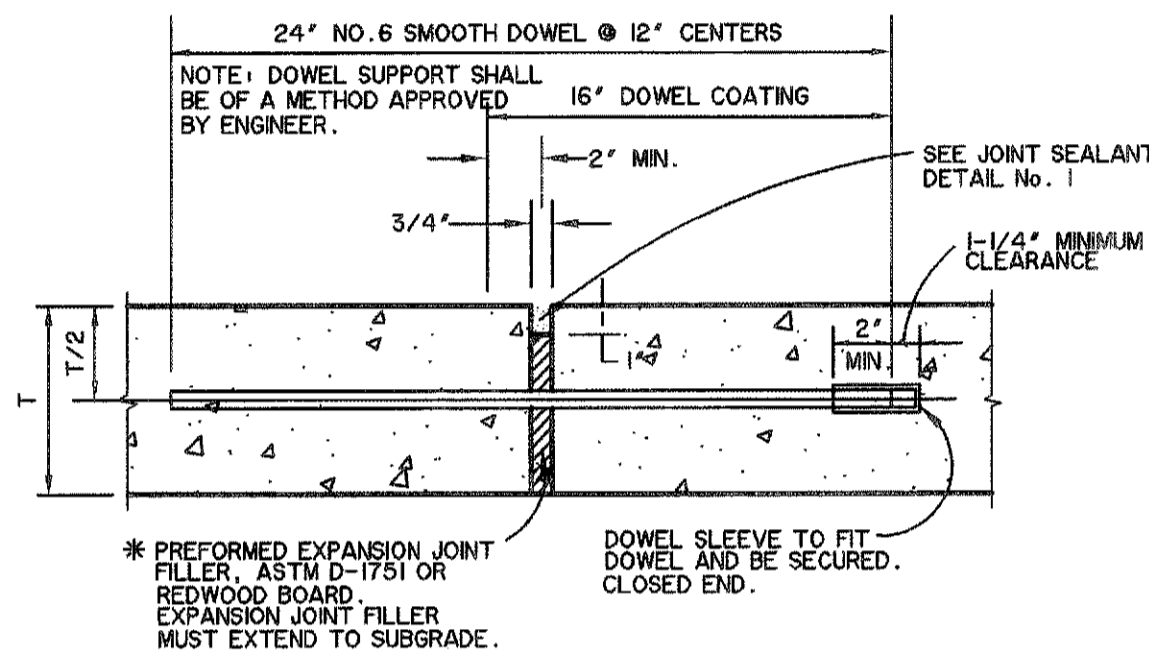
STRIPING BARRICADES SHOULD HAVE STRIPES SLOPE DOWNWARD IN THE DIRECTION TOWARD WHICH TRAFFIC MUST TURN IN DETOURING. WHEN BOTH RIGHT AND LEFT TURNS ARE PROVIDED FOR, OR THERE IS NO TURN PROVIDED FOR, THE CHEVRON STRIPING MAY SLOPE DOWNWARD IN BOTH DIRECTIONS FROM THE CENTER OF THE BARRICADE.

STRIPING OF RAILS, PANELS AND GATES FOR THE RIGHT SIDE OF THE ROADWAY, IS SHOWN ABOVE. FOR THE LEFT SIDE OF THE ROADWAY STRIPING SHOULD SLOPE DOWNWARD TO THE RIGHT. THE REFLECTORIZED WHITE AND REFLECTORIZED ORANGE STRIPES SHALL BE CONSTRUCTED OF RETROREFLECTIVE SHEETING MEETING THE COLOR AND REFLECTIVITY REQUIREMENTS OF TEXAS DEPARTMENT OF TRANSPORTATION MATERIAL SPECIFICATION, D-9-8300, TYPE C.



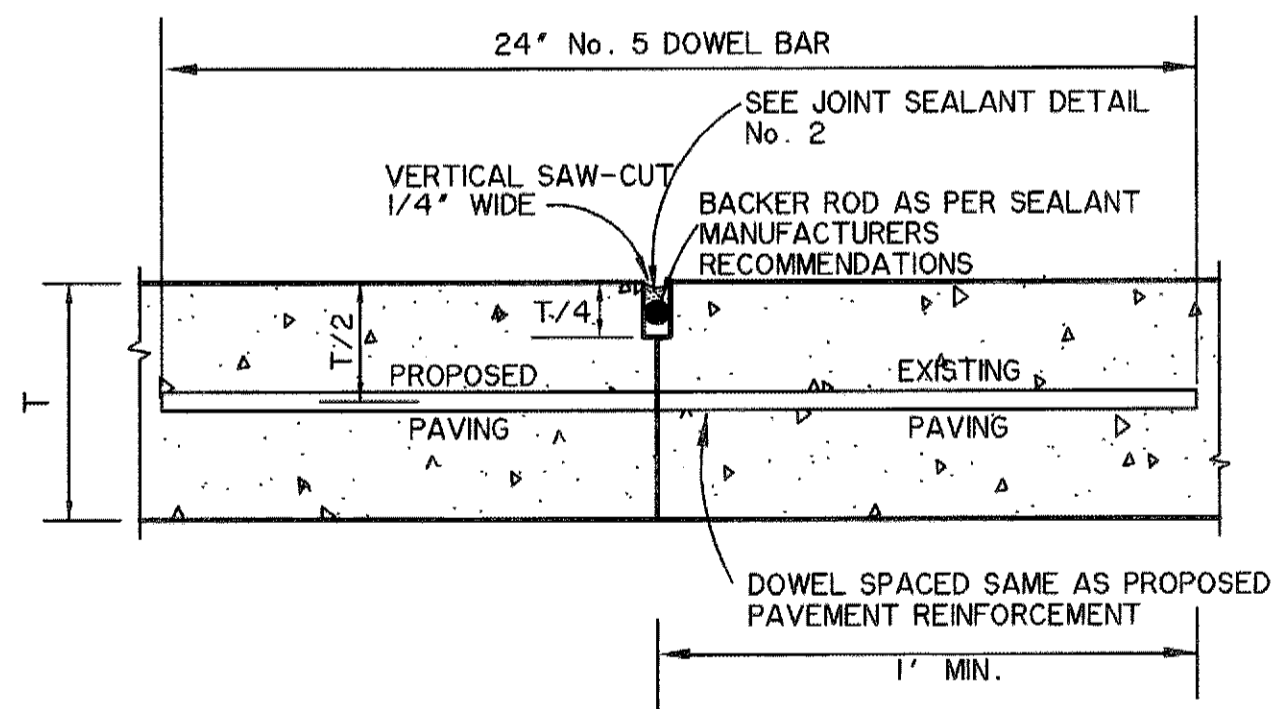
SAWED CONTRACTION JOINT

N.T.S.



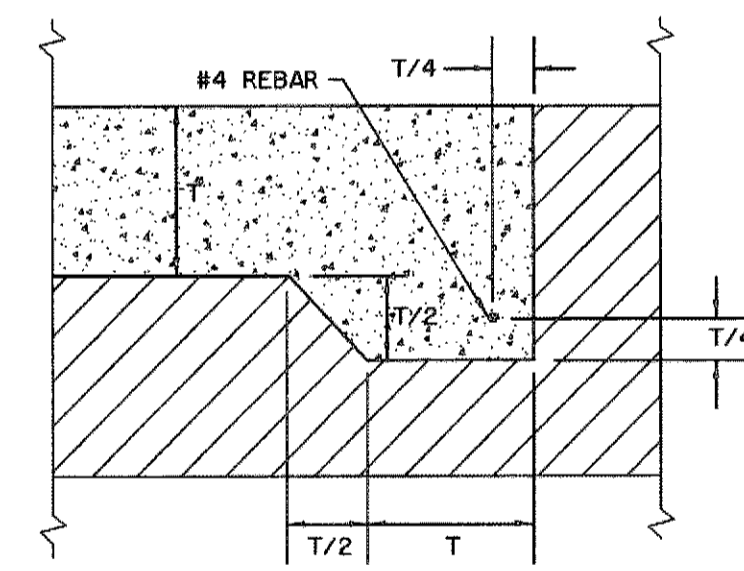
EXPANSION JOINT

N.T.S.



BUTT JOINT

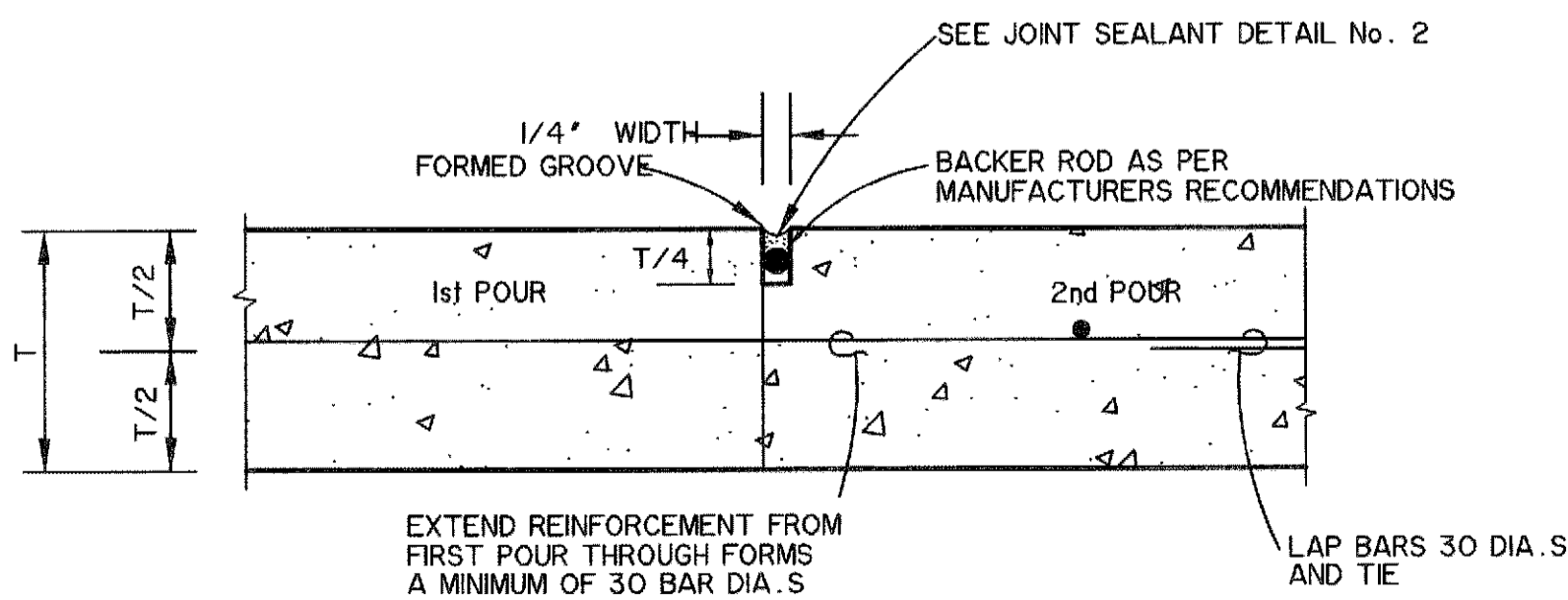
N.T.S.



T = PAVEMENT THICKNESS

THICKENED EDGE DETAIL

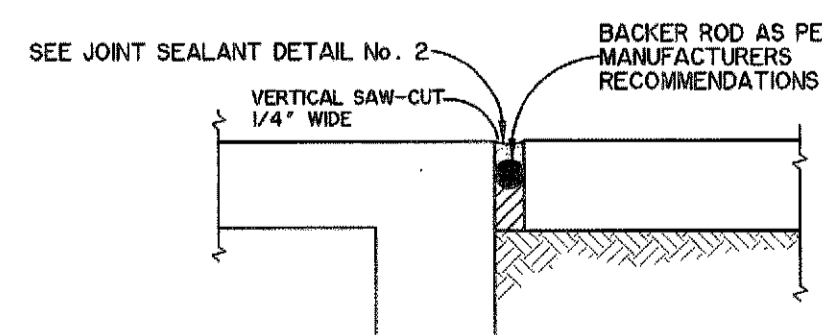
N.T.S.



CONSTRUCTION JOINT

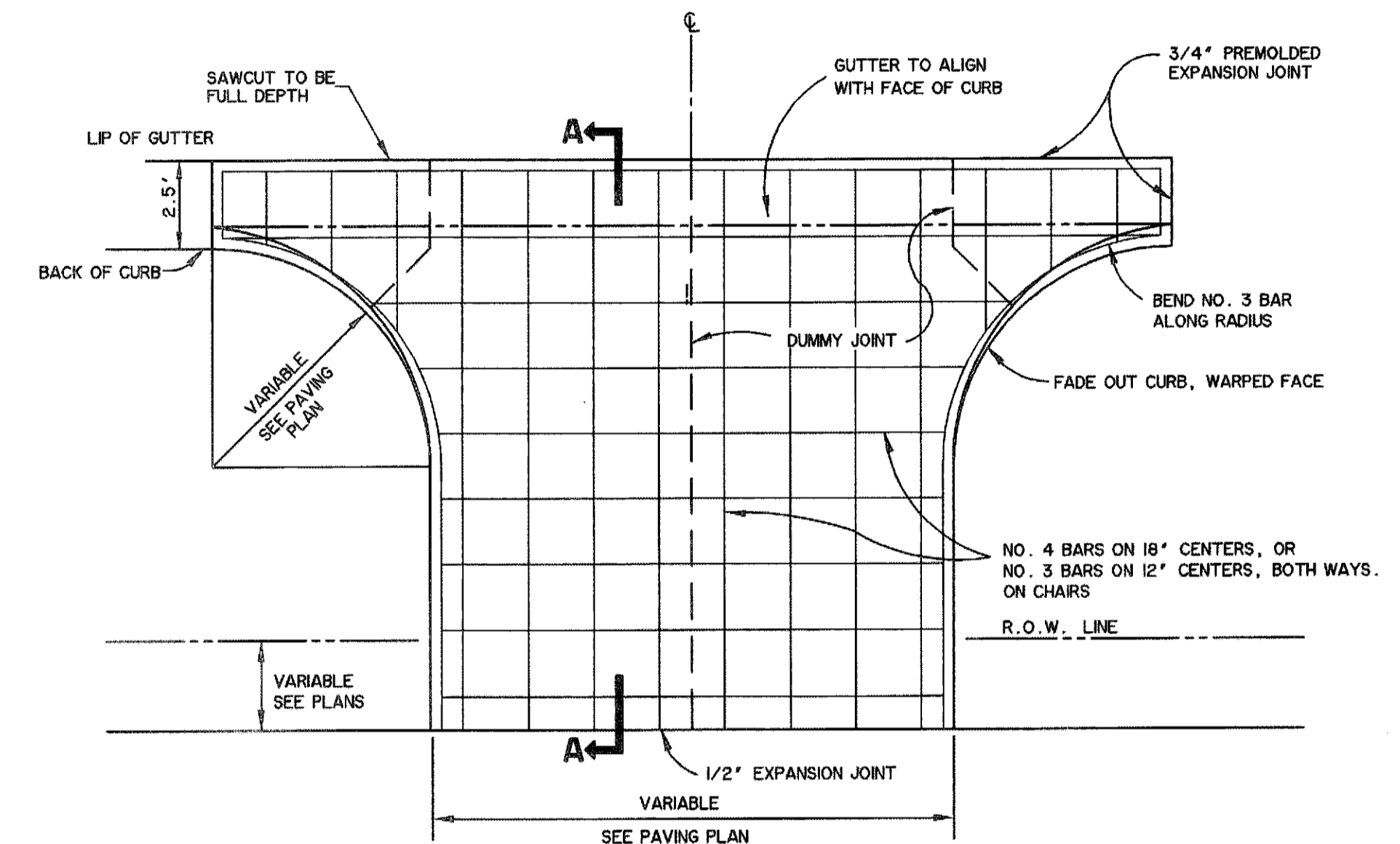
N.T.S.

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



ISOLATION JOINT

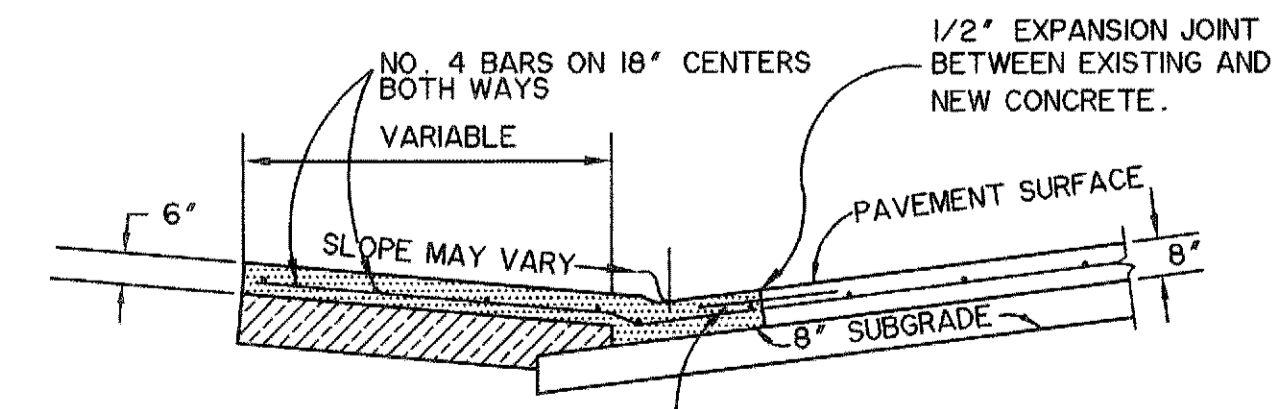
N.T.S.



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

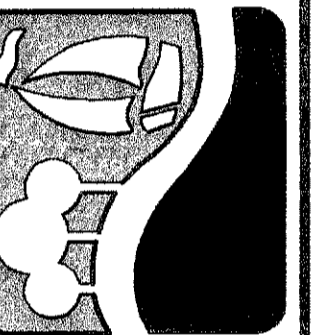
DRIVE APPROACH DETAILS

N.T.S.

**RECORD
DRAWING
4/07/2009**

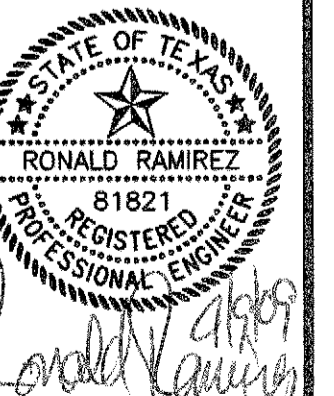
TO THE BEST OF OUR KNOWLEDGE WIER & ASSOCIATES, INC., HERBY STATES THAT THIS PLAN IS AS-BUILT. THIS INFORMATION PROVIDED IS BASED ON SURVEYING AT THE SITE AND INFORMATION PROVIDED BY THE CONTRACTOR.

PREPARED BY:
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Texas State Registration No. 2776



**ROCKWALL
TECHNOLOGY
PARK
PHASE III**

**PAVING DETAILS
AND
CURB DETAILS**



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**SHEET NO.
P002**