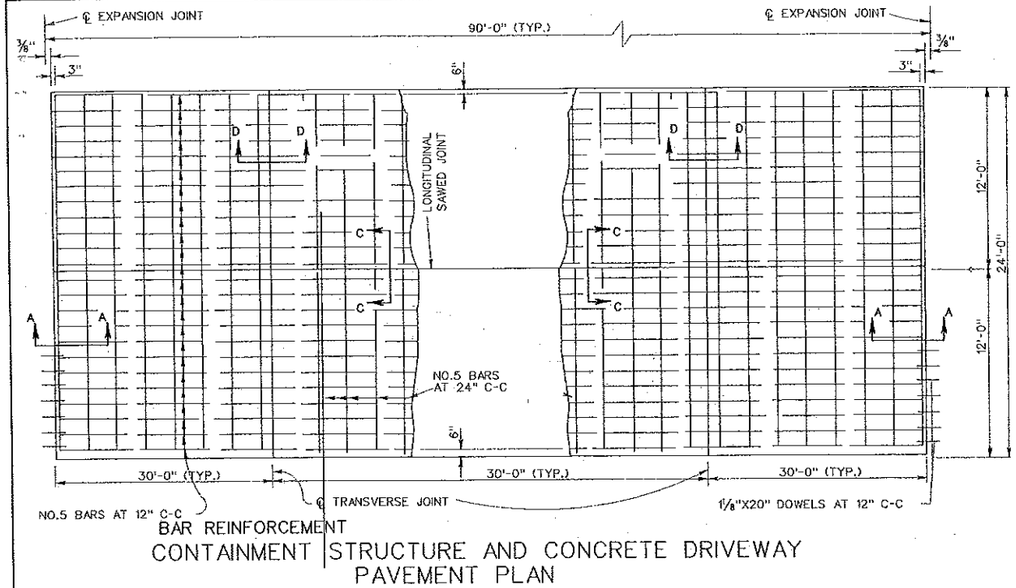
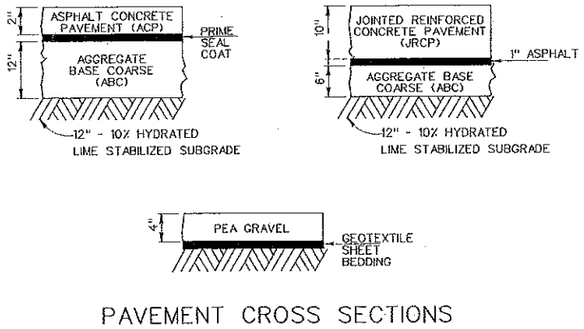
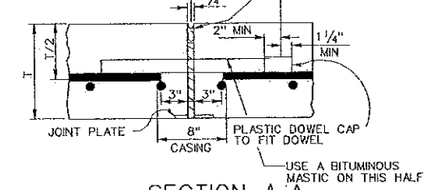



BAR REINFORCEMENT

## CONTAINMENT STRUCTURE AND CONCRETE DRIVEWAY PAVEMENT PLAN

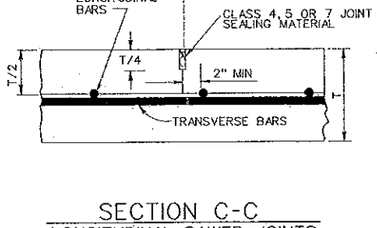



## PAVEMENT CROSS SECTIONS




## SECTION A-A
### TRANSVERSE EXPANSION JOINTS

NOTE: DOWEL BARS CONFORMING TO ASTM A615 OR A616 GRADE 60 WILL BE ACCEPTABLE




## SECTION C-C
### LONGITUDINAL SAWED JOINTS

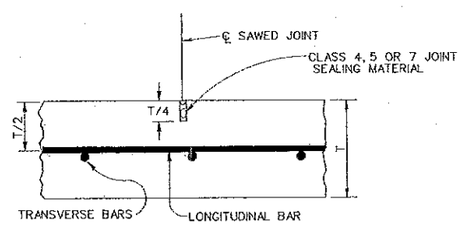



NOTE: ADDITIONAL CONCRETE FOR THICKENED EDGE SHALL BE CONSIDERED INCIDENTAL TO VARIOUS BID ITEMS, DISTURBED MATERIAL IN THE FLEXIBLE PAVEMENT WILL BE BACKFILLED WITH ACP. THIS ACP WILL BE CONSIDERED INCIDENTAL TO VARIOUS BID ITEMS.

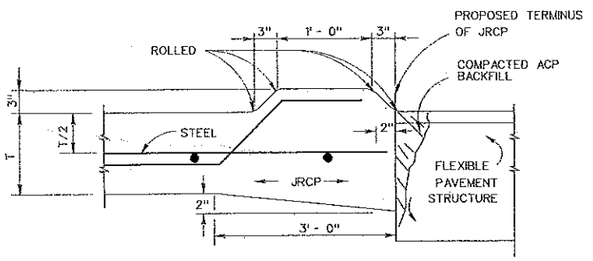
## JUNCTURE - JRCP WITH FLEXIBLE TYPE PAVEMENT STRUCTURE




## SECTION B-B
### LONGITUDINAL CONSTRUCTION JOINTS




## SECTION D-D
### TRANSVERSE SAWED JOINTS

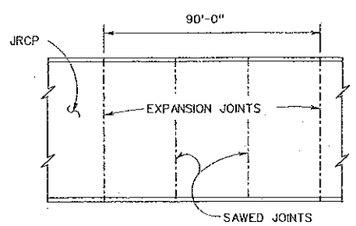



NOTE: ADDITIONAL CONCRETE FOR THICKENED EDGE SHALL BE CONSIDERED INCIDENTAL TO VARIOUS BID ITEMS, DISTURBED MATERIAL IN THE FLEXIBLE PAVEMENT WILL BE BACKFILLED WITH ACP. THIS ACP WILL BE CONSIDERED INCIDENTAL TO VARIOUS BID ITEMS.

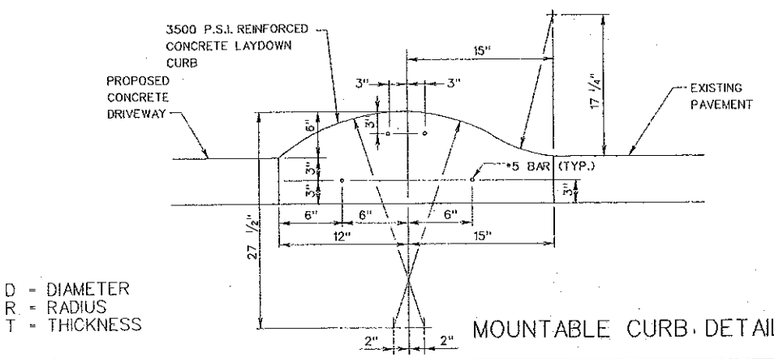
## JUNCTURE - JRCP WITH FLEXIBLE TYPE PAVEMENT STRUCTURE WITH MONOLITHIC SPEED BUMP

## GENERAL NOTES

1. MULTIPLE PIECE TIE BARS SHALL BE REQUIRED AT THE LONGITUDINAL CONSTRUCTION JOINTS. THE MULTIPLE PIECE TIE BAR ASSEMBLIES SHALL HAVE STOP TYPE COUPLINGS AND SHALL HAVE THREADS ON THE BARS. THE MULTIPLE PIECE TIE BAR ASSEMBLIES SHALL DEVELOP A MINIMUM ULTIMATE TENSILE STRENGTH EQUAL TO 1-1/4 TIMES THE YIELD STRENGTH OF THE TRANSVERSE BARS BEING JOINED. TIE BARS SHALL BE DEFORMED REINFORCING BARS. TIE BAR ASSEMBLIES MADE FROM STEELS OTHER THAN ASTM GRADE 60 AND WITH DEFORMATIONS OTHER THAN ASTM STANDARD. MAY BE USED PROVIDED IT CAN BE PROVEN TO THE SATISFACTION OF THE ENGINEER THAT THEY ARE IN EVERY RESPECT THE EQUAL OF THE ASSEMBLIES SPECIFIED. LABORATORY TESTING OF THE PROPOSED ASSEMBLIES, AT THE CONTRACTOR'S EXPENSE, MAY BE REQUIRED.
2. CONSTRUCTION JOINTS MAY BE FORMED WITH METAL OR WOOD FORMS EQUAL IN DEPTH TO THE NOMINAL DEPTH OF THE PAVEMENT OR BY OTHER MEANS WHICH HAVE BEEN APPROVED BY THE ENGINEER PRIOR TO THEIR USE.
3. LONGITUDINAL AND TRANSVERSE JOINTS SHALL BE SAWED AS SOON AS SAWING CAN BE ACCOMPLISHED WITHOUT DAMAGE TO THE PAVEMENT AND BEFORE 24 HOURS AFTER THE CONCRETE HAS BEEN PLACED. PREFORMED JOINT WITH ASPHALT STRIP IS NOT ACCEPTABLE.
4. ONE OF THE LONGITUDINAL JOINTS OF PAVEMENT SLABS WIDER THAN TWO LANES MAY BE A CONSTRUCTION JOINT. PAVEMENT SLABS WIDER THAN 15 FEET SHALL HAVE A LONGITUDINAL SAWED JOINT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
5. THE JOINT SEAL SPACE AT TRANSVERSE EXPANSION JOINTS SHALL BE FORMED BY A STRAIGHT FORM PLACED BEHIND THE LONGITUDINAL FLOAT. THE FORM SHALL BE LOOSENED AS SOON AS THE CONCRETE WILL RETAIN ITS SHAPE AND THE EDGES SHALL BE EDGED WITH AN APPROVED EDGING TOOL. LONGITUDINAL CONSTRUCTION JOINTS SHALL HAVE BOTH EDGES TOOLED TO A 1/8" RADIUS AT THE PAVEMENT SURFACE.
6. CONCRETE SHALL NOT BE DISCHARGED FROM THE MIXER DIRECTLY ON TOP OF OR ON THE SIDES OF THE EXPANSION JOINT ASSEMBLIES.
7. DOWEL BARS MAY BE COATED WITH MONEL METAL OR IN ACCORDANCE WITH TXDOT ITEM "REINFORCING STEEL" SECTION ON EPOXY COATING WITH A WELDED DOWEL ASSEMBLY SUPPORT, AS APPROVED BY THE ENGINEER. THE CASING SHALL CONFORM TO THE REQUIREMENTS OF ONE OF THE GRADES OF ASTM A167-70 OR A76-71 AND SHALL BE NOT LESS THAN 0.010 INCH THICK. THE CASING SHALL BE AT LEAST 8 INCHES LONG AND SHALL COVER THE MIDDLE 8 INCHES OF THE DOWEL.
8. DOWELS SHALL BE SECURED PARALLEL TO THE PAVEMENT SURFACE AND PERPENDICULAR TO THE JOINT WITH THE AID OF APPROVED WELDED WIRE BASKET ARRANGEMENTS. WELDED WIRE BASKET ARRANGEMENTS SHALL NOT CROSS THE EXPANSION JOINT. DOWELS SHALL BE UNIFORMLY COATED WITH A BITUMINOUS MASTIC ON THE END WITH THE DOWEL CAP.
9. TIE BARS AND DOWEL BARS SHALL NOT BE BENT.
10. PAVEMENT EDGES SHALL BE EDGED TO A RADIUS OF 1/4 INCH WITH AN APPROVED EDGING TOOL.
11. DETAILS AS TO PAVEMENT WIDTH, PAVEMENT THICKNESS, AND CROWN-SLOPE SHALL BE AS SHOWN ELSEWHERE ON PLANS.
12. THE CONTRACTOR SHALL USE BAR REINFORCEMENT. THE LONGITUDINAL STEEL SHALL BE LOCATED AT THE CENTER OF THE SLAB. IT SHALL BE THE RESPONSABILITY OF THE CONTRACTOR TO TAKE ALL NECESSARY PRECAUTIONS TO INSURE THAT THE FINAL POSITION OF THE STEEL IS WITHIN 1/2 INCH OF THE SLAB CENTER. LONGITUDINAL AND AND TRANSVERSE STEEL SPACING SHALL NOT VARY MORE THAN ONE TWELFTH OF THE SPACING SHOWN HEREON.
13. LONGITUDINAL STEEL MAY BE SPLICED WITH 33 TIMES BAR DIAMETER LAPS.
14. FOR LANE WIDTHS NOT SHOWN HEREON OR FOR VARIABLE PANEL LENGTHS AND WIDTHS, REINFORCING STEEL AND DOWEL SPACING SHALL BE AS DIRECTED BY THE ENGINEER.
15. BAR MAT CHAIRS SHALL BE AS APPROVED BY THE ENGINEER. CHAIR SPACING SHALL NOT EXCEED 30" C-C (TRANSVERSE) AND 48" C-C (LONGITUDINAL). GALVANIZING OF CHAIRS WILL NOT BE REQUIRED.
16. BOARDS FOR EXPANSION JOINT FILLER SHALL BE OBTAINED FROM REDWOOD TIMBER.
17. WITHIN FIVE (5) MINUTES OF SAWING, THE RESULTING SLURRY SHALL BE COMPLETELY REMOVED FROM THE JOINT BY FLUSHING WITH WATER. THE JOINT SHALL THEN BE ALLOWED TO DRY FOR A MINIMUM OF 48 HOURS BEFORE SANDBLASTING THE JOINT.
18. SHEAR CUTTING OF DOWEL BARS IS PROHIBITED.
19. ALL CONCRETE PAVEMENT MIXES PLACED FROM APRIL 1 TO OCTOBER 31 SHALL CONTAIN A MINIMUM OF 15 PERCENT BY WEIGHT OF CLASS "F" FLY ASH.

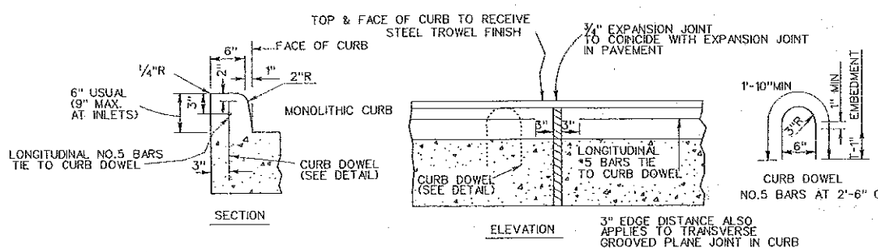



## JOINT LAYOUT

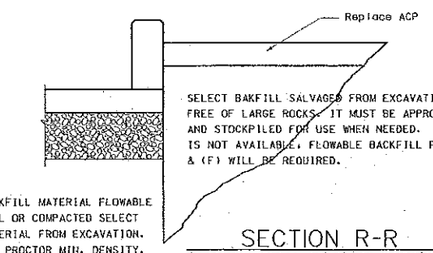



D = DIAMETER
R = RADIUS
T = THICKNESS

## MOUNTABLE CURB DETAIL




## TYPICAL 6" CURB DETAIL @ SIDEWALK




## SECTION R-R
### EXCAVATION BACKFILL DETAIL

ADD - FUEL
27514-092-090220
DGN FILE NO. | CADD FILE NO.

| DATE | DESCRIPTION | APP |
|---|---|---|
| | ISSUED FOR BID STAGE OF PLANS | |

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BULK FUEL STORAGE AND DISPENSING SYSTEM
SECTION VIEW AND CONCRETE DETAILS

DESIGNER M.O.J. | PROJ. LEAD S.G.L. | APPROVED B.D.N.
CADD TECH. F.J.S. | CHECKERS S.G.L. / T.P.N.

DATE: OCTOBER 25, 200
SHEET 12 OF 33