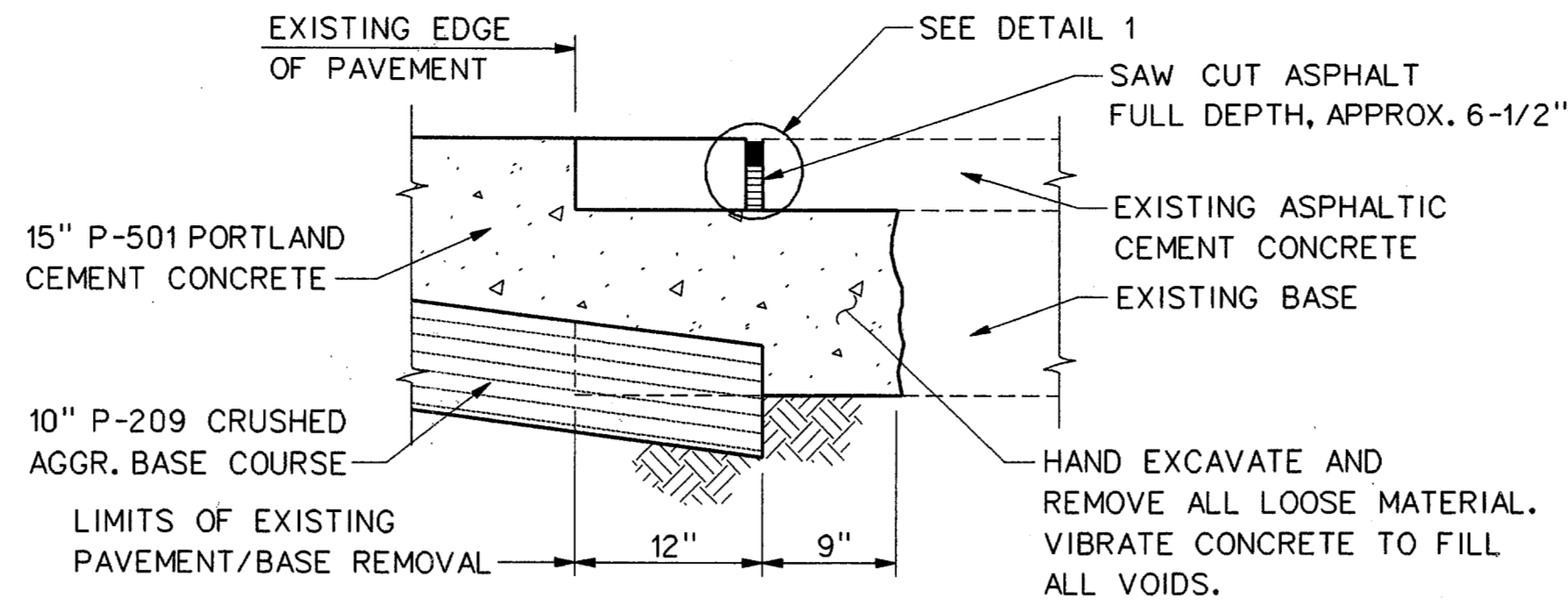
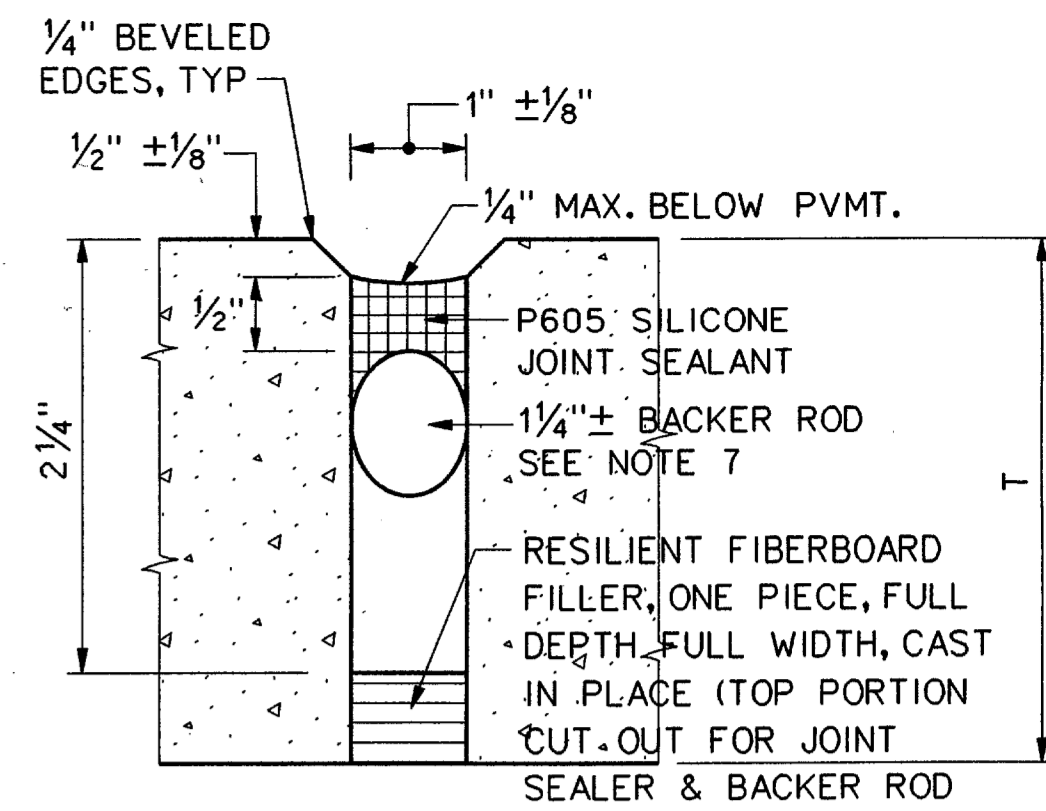


TYPE B-THICKENED EDGE
NOT TO SCALE

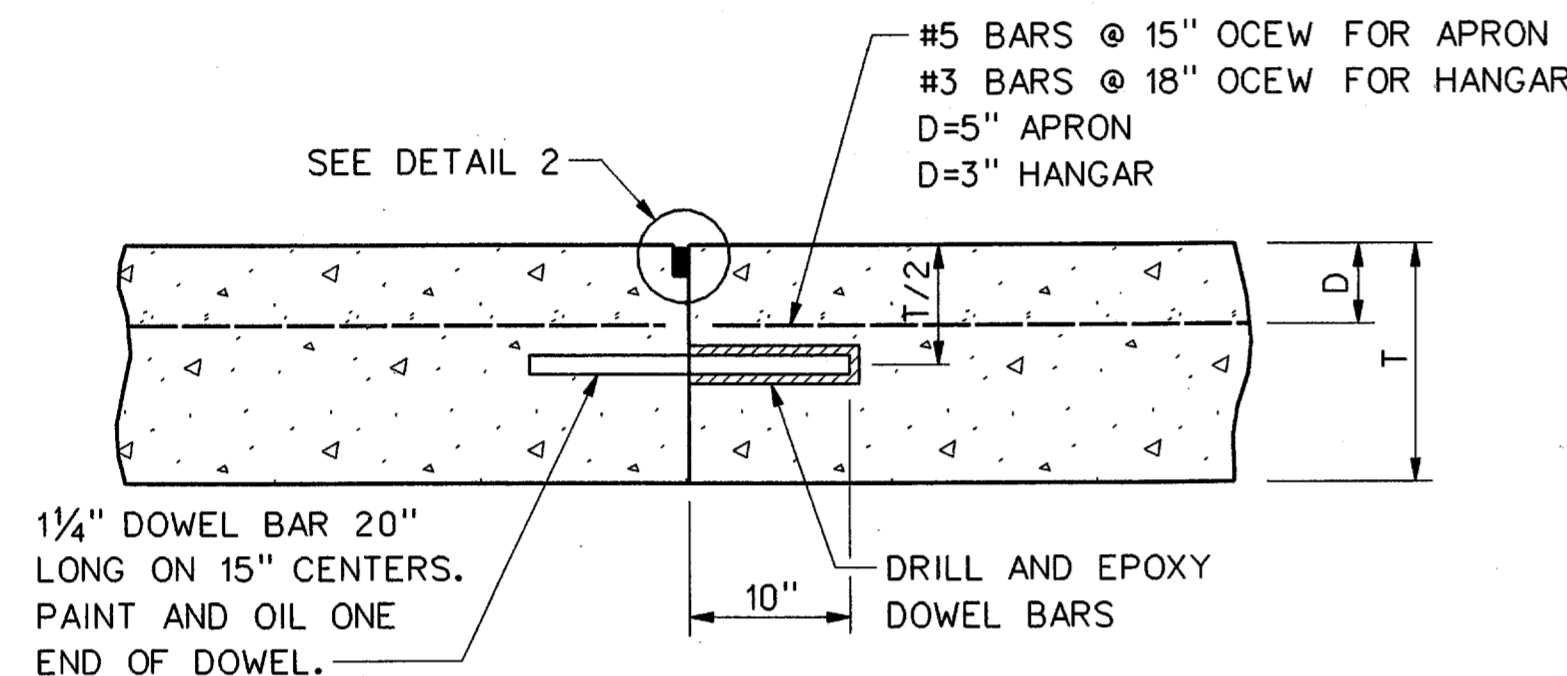


TYPICAL SECTION AT EXISTING ASPHALT PAVEMENT
NOT TO SCALE

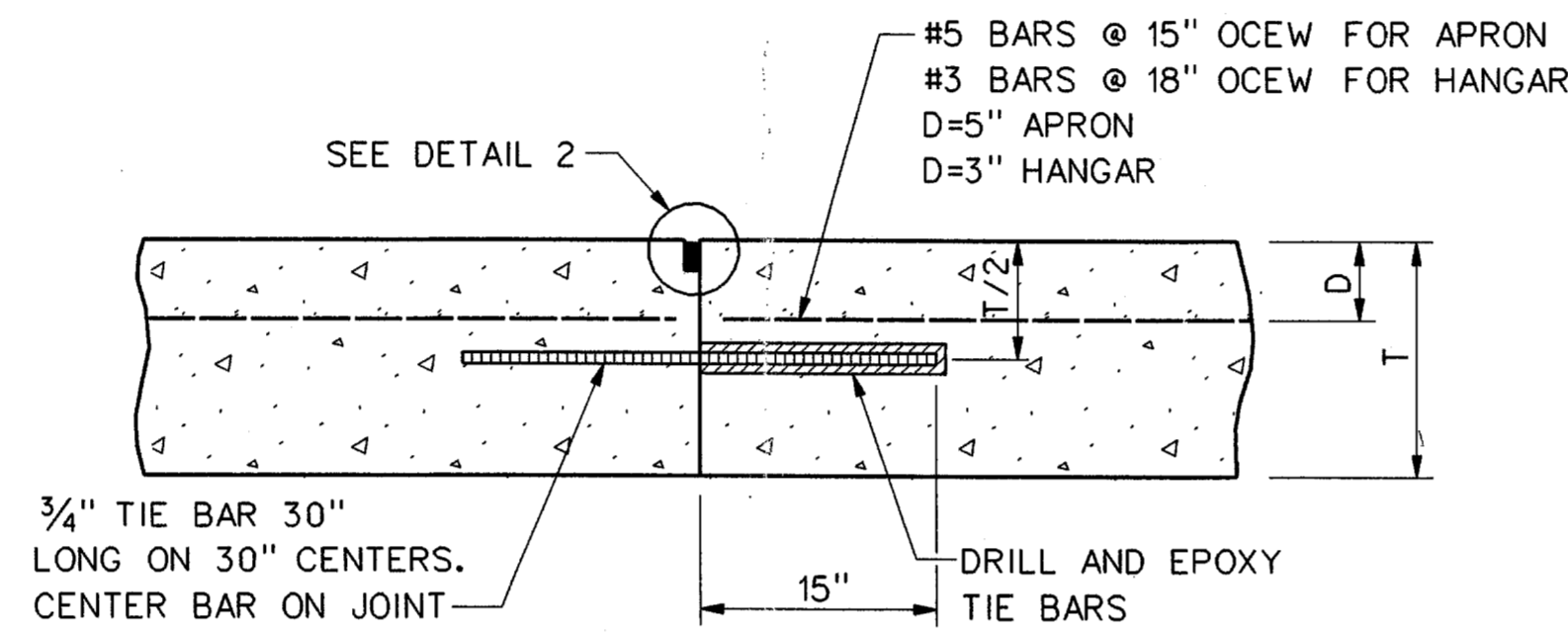


DETAIL 1 - EXPANSION JOINT TYPE A
NOT TO SCALE

EXPANSION JOINTS

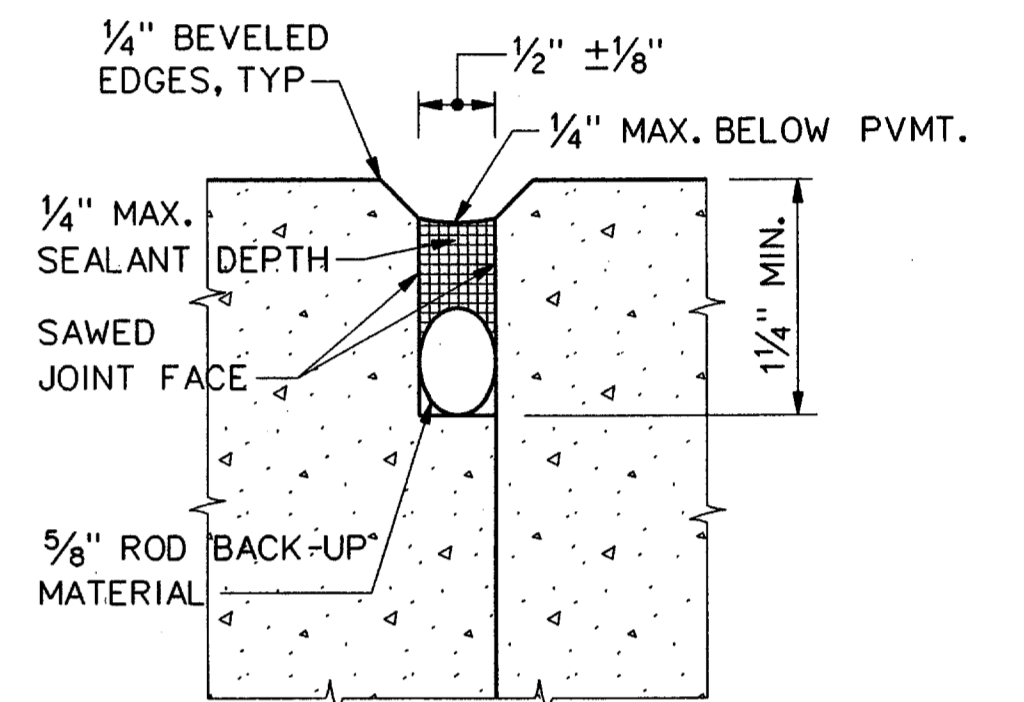


TYPE D-DOWELED
NOT TO SCALE

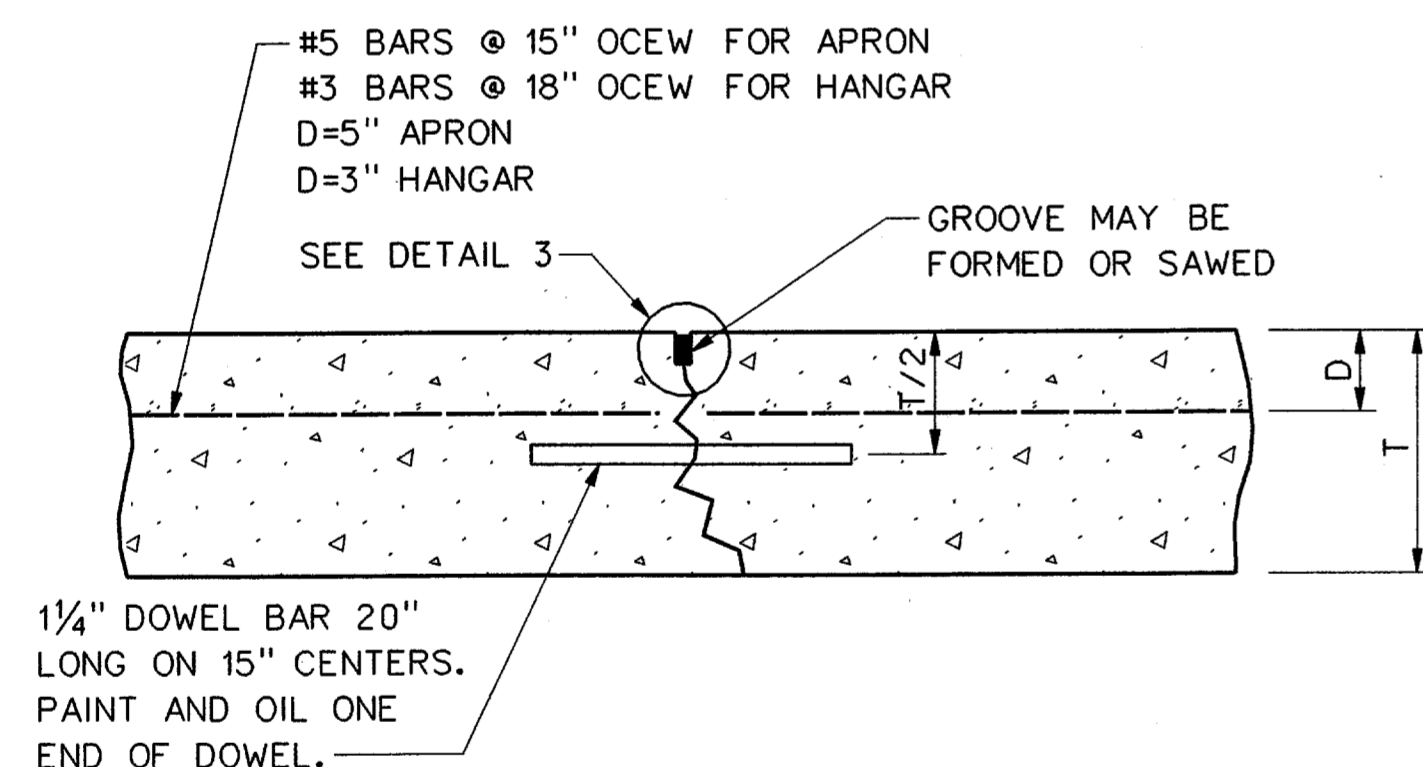


TYPE E-HINGED
NOT TO SCALE

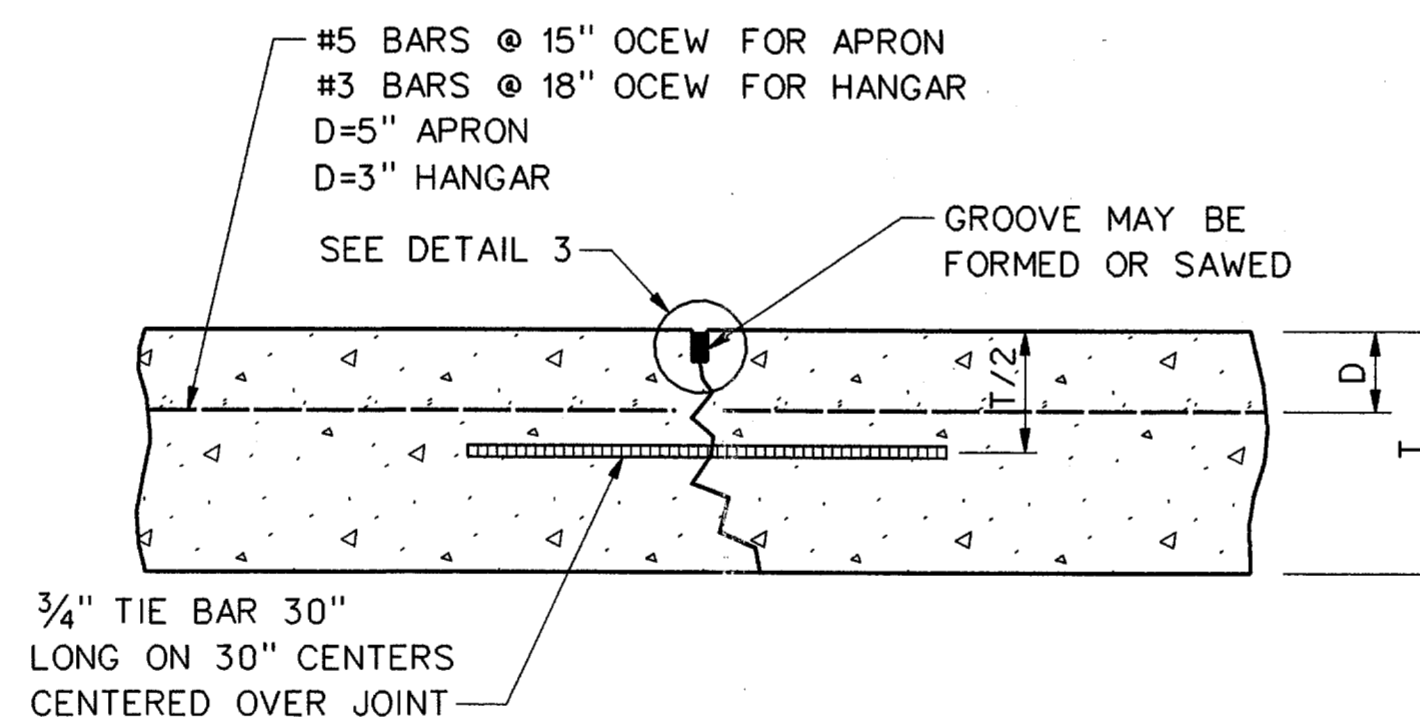
CONSTRUCTION JOINTS



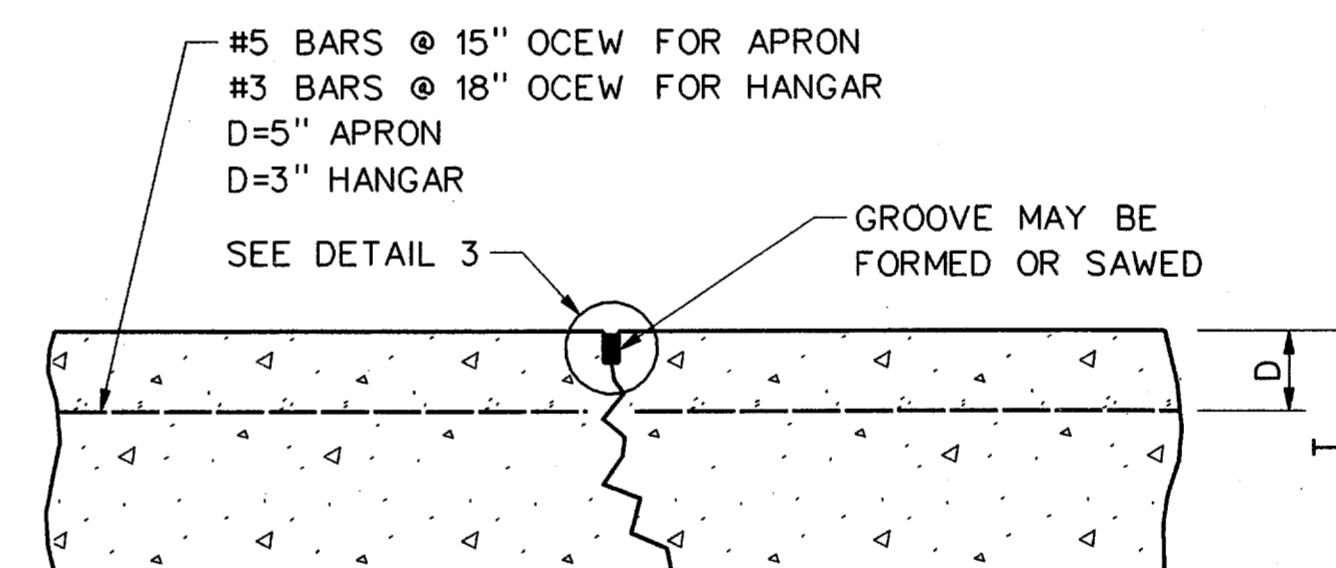
DETAIL 2 - CONSTRUCTION JOINTS TYPE D AND E
NOT TO SCALE



TYPE F-DOWELED
NOT TO SCALE

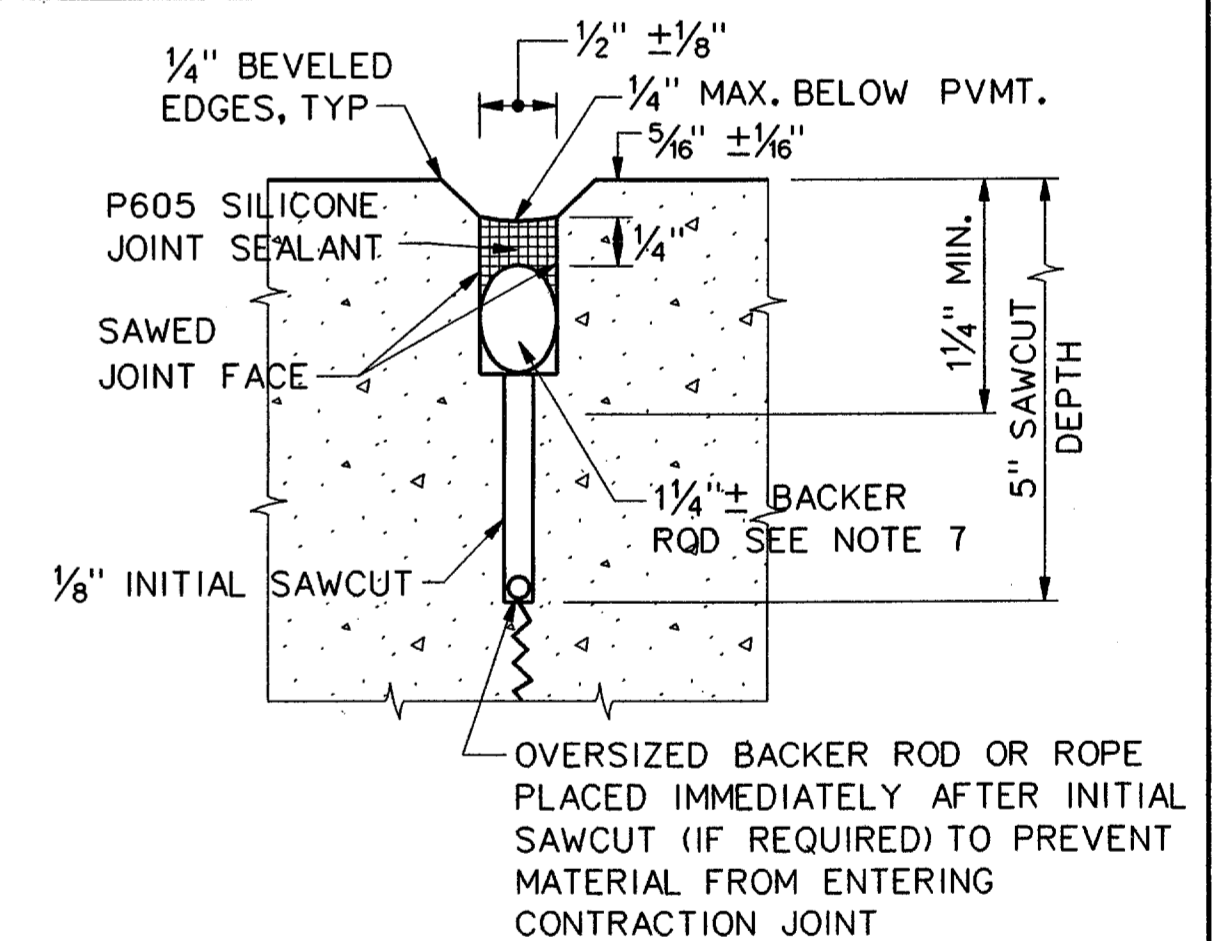


TYPE G-HINGED
NOT TO SCALE



TYPE H-DUMMY
NOT TO SCALE

CONTRACTION JOINTS



DETAIL 3 - CONTRACTION JOINTS TYPE F, G AND H
NOT TO SCALE

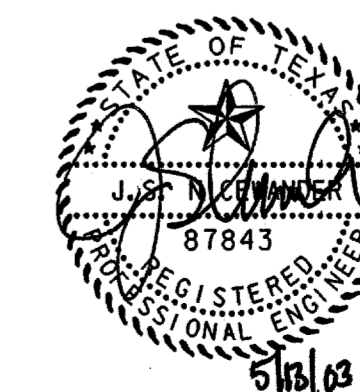
NOTES:

- LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINTS SHALL NOT REQUIRE INITIAL SAW CUT.
- TRANSVERSE CONSTRUCTION JOINTS SHALL BE USED ONLY AS APPROVED BY THE ENGINEER.
- DOWELS AND TIE BARS FOR CONSTRUCTION JOINTS AT EXISTING PAVEMENT EDGE SHALL BE DRILLED AND BONDED IN PLACE BY APPROVED CONSTRUCTION METHODS.
- DRILLING METHOD SHALL BE CAPABLE OF MAINTAINING DRILL HOLES (A) PARALLEL TO THE CONCRETE SURFACE AND (B) NORMAL TO THE JOINT LINE WITHIN 1/4" (±) AT THE END OF THE DOWEL OR TIE BAR EXCEPT WHERE SPECIFIED OTHERWISE. DRILL HOLES SHALL BE ACCURATELY LAID OUT SO THAT THE MAX. DEVIATION DOES NOT EXCEED 1". DRILL HOLE DIAMETER TO BE APPROXIMATELY 1-3/4" FOR 1-3/8" DOWELS AND TIE BARS.

- AFTER THE DRILLING IS COMPLETE AND PRIOR TO THE INSTALLATION OF THE DOWELS OR TIE BARS, THE HOLES SHALL BE THOROUGHLY CLEANED TO REMOVE DRILLING DUST, CONCRETE CHIPS AND ANY MATERIAL DETRIMENTAL TO DEVELOPING BOND.
- EPOXY GEL SHALL BE APPLIED TO THE DOWEL AND SUFFICIENT GEL PLACED IN THE BACK OF THE HOLE WITH A MECHANICAL MIXER/PUMP DEVICE SO THAT A SLIGHT AMOUNT OF GEL WILL BE FORCED OUT WHEN THE DOWEL OR TIE BAR IS INSERTED AND TAPPED TO THE CORRECT POSITION. IT WILL BE NECESSARY TO TWIST THE BAR BACK AND FORTH SEVERAL TIMES TO ELIMINATE THE AIR ENTRAPPED IN THE HOLE. SMALL WEDGES MAY BE USED TO SUPPORT THE DOWEL OR TIE BAR IN CORRECT ALIGNMENT UNTIL THE GEL HARDENS.
- THE BACKER ROD MATERIAL SHALL BE INSTALLED WITH THE SEALANT AND SLIGHTLY OVERSIZED TO PREVENT MOVEMENT DURING THE JOINT SEALING OPERATION.

- THE WIDTH OF ALL JOINTS SHALL BE CORRECTED FOR 68°F.
- T=12" FOR APRON 'A'
T=8" FOR HANGARS

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NO.	DATE	REVISION	APPROV.
HNTB ARCHITECTS ENGINEERS PLANNERS The HNTB Companies			
TOWN OF ADDISON			
ADDISON AIRPORT PAVEMENT RECONSTRUCTION OF APRON 'A' AND HANGARS 'A', 'B' AND 'C'			
PAVING JOINT DETAILS			
TOWN OF ADDISON, TEXAS			
Design JSN	Drawn GFS	DATE	PROJECT NO.
Check JDH	Check JSN	MAY 2003	37365
SHEET			26