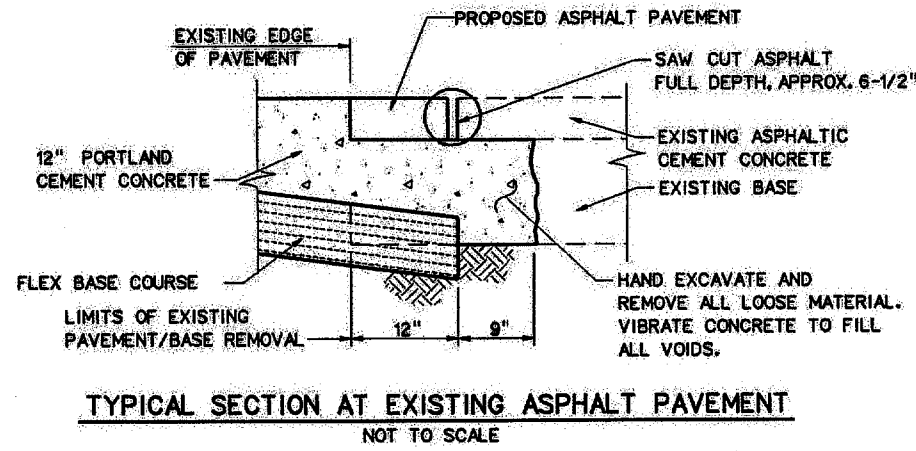
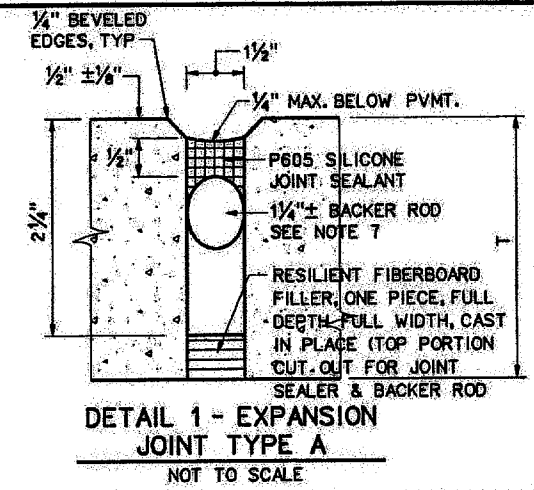


TYPE B-THICKENED EDGE
NOT TO SCALE

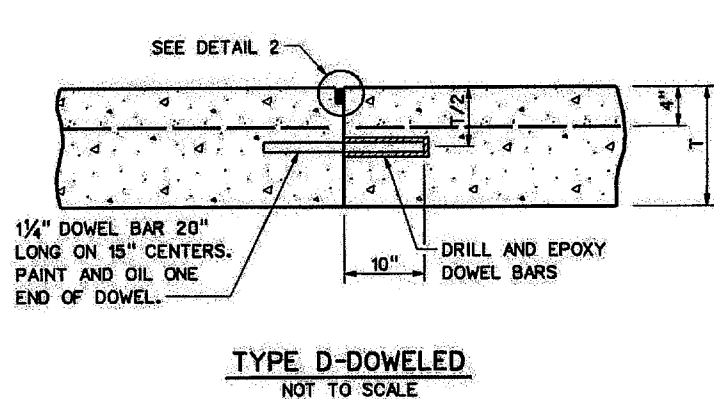


TYPICAL SECTION AT EXISTING ASPHALT PAVEMENT
NOT TO SCALE

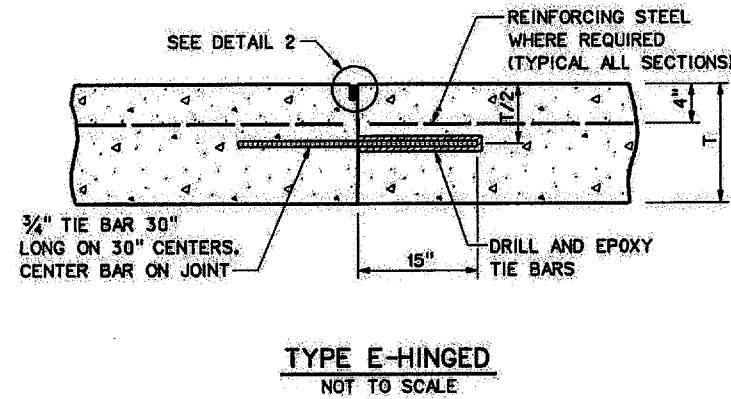
EXPANSION JOINTS



DETAIL 1 - EXPANSION JOINT TYPE A
NOT TO SCALE



TYPE D-DOWELED
NOT TO SCALE

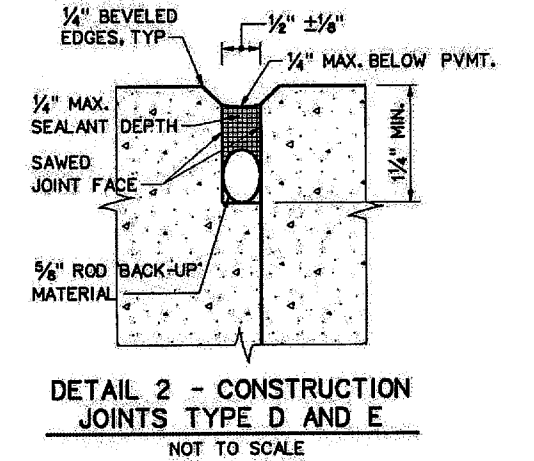


TYPE E-HINGED
NOT TO SCALE

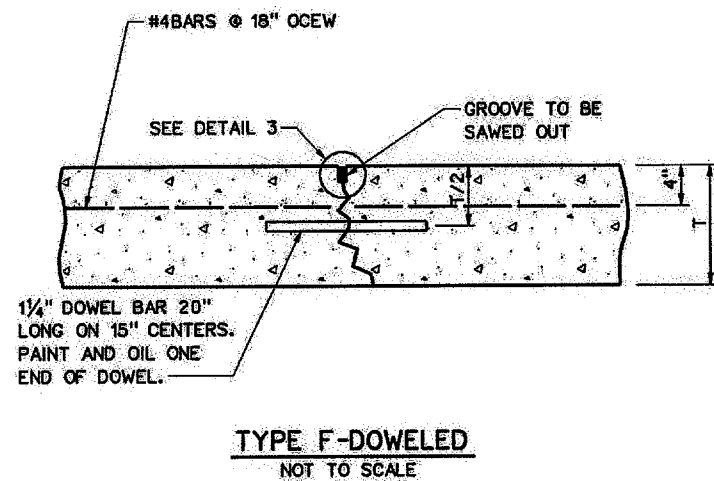
▲

REINFORCEMENT STEEL SHALL BE AT A MINIMUM, #3 BARS ON 12-INCH CENTERS FOR LONGITUDINAL STEEL MEMBERS AND 18-INCH SPACING FOR TRAVERSE STEEL MEMBERS. CONCRETE SHOULD INCLUDE AIR ENTRAINMENT WHICH SHALL VARY FROM 4 - 6 PERCENT.

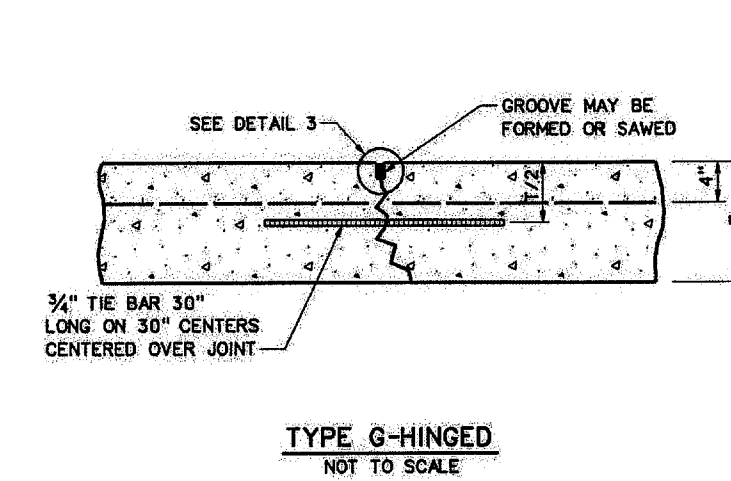
CONSTRUCTION JOINTS



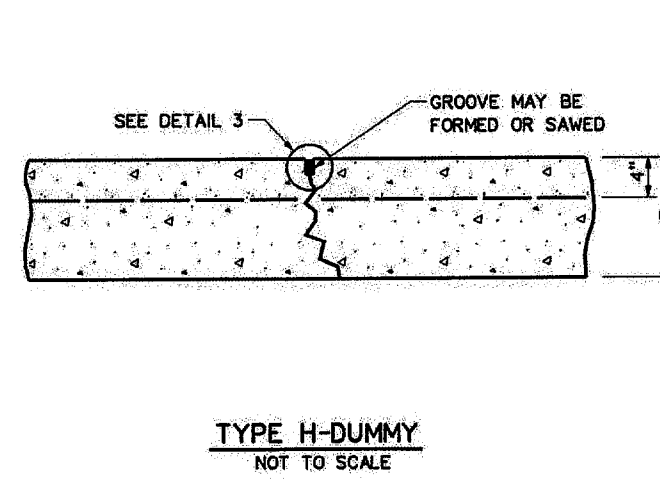
DETAIL 2 - CONSTRUCTION JOINTS TYPE D AND E
NOT TO SCALE



TYPE F-DOWELED
NOT TO SCALE

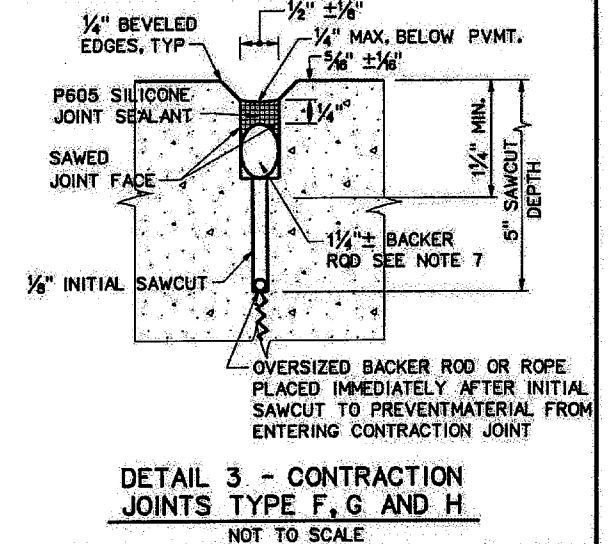


TYPE G-HINGED
NOT TO SCALE



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 SAWS 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 1/4" FOR 1 1/4" 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.

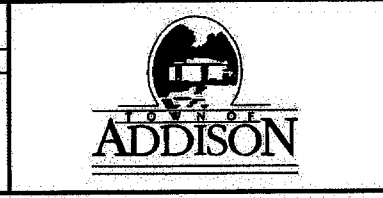
AS BUILT PLANS

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NO.	DATE	REVISION	APPROV.	NO.	DATE	REVISION	APPROV.
1	1/9/07	REINFORCEMENT STEEL CLARIFICATION	JSN				

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY J.S. NICEWANDER, P.E. 67843 ON NOVEMBER 9, 2007.

HNTB		HNTB Corporation The Hill Companies Engineers Architects Planners	
DESIGN CHECK	JSN MAH	PROJECT NO.	45601
DRAWN CHECK	CGH MAH		
DATE	SEPTEMBER 2007		
SCALE			



TOWN OF ADDISON		SHEET 24 OF 28
TAXIWAY SIERRA		
PAVING JOINT DETAILS		24
TOWN OF ADDISON, TEXAS		DT-3