

GENERAL NOTES

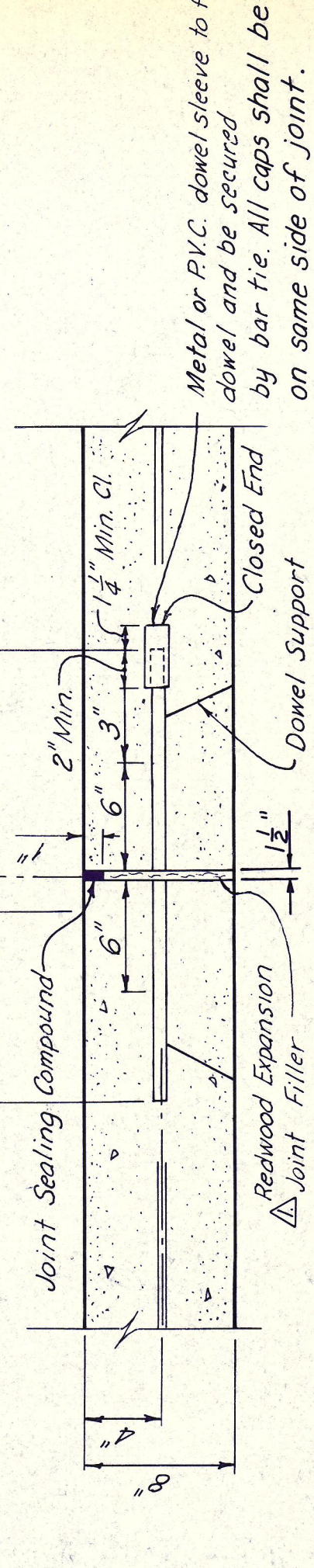
1. Joint groove and seal details shall be as shown elsewhere in the plans.
2. Construction joints may be formed by the use of metal or wood forms equal in depth to the nominal depth of the pavement, or by other means which have been approved by the Engineer prior to their use.
3. Treatment of pavement ends of structures or at fixed objects will be shown elsewhere in the plans.
4. For further information regarding the placement of concrete and reinforcement refer to the governing specifications for "Concrete Pavement".
5. Details as to pavement width, pavement thickness, and the crown cross-slope shall be as shown elsewhere in the plans.
6. Longitudinal bars and transverse bars shall be intermediate grade, hard grade, or high yield steel in accordance with the size and spacing shown, except that only intermediate grade steel shall be used where bars are to be bent.
7. It is the intent of this design that the longitudinal steel be at the center of the slab. It shall be the responsibility of the Contractor to take all necessary precautions to insure that the final position of the steel is within 1/4 inch of the slab center.
8. Concrete shall not be discharged from the mixer directly on top of or on the sides of the joint assembly.
9. Any approved chair type or design which will satisfy the requirements noted hereon will be permitted. Chair spacings shall not be greater than 48" longitudinal and 30" transverse. Chairs measured parallel to the pavement center line. Additional chairs shall be used if necessary to meet the steel placement requirements. Galvanizing of steel chairs will not be required.
10. The Contractor shall hold and save the T.T.A., its officers, its agents, and its employees harmless to liability of any nature or kind, including cost and expenses for or on account of any patent or unpatented invention, article or appliance manufactured or used in accordance with the details of these plans.
11. Longitudinal and transverse steel spacing shall not vary more than 1/12 of the spacing shown hereon.
12. 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 weakened plane joint unless otherwise directed by the Engineer.
13. Joints in monolithic curbs shall coincide with the sowed transverse contraction joints in the pavement and shall be sowed at the same time as the pavement joints. Where concrete curb is placed after sowing of transverse pavement joints, joints in the curb shall be formed by the use of a 1/4 inch template placed full depth of the curb and into the joint seal space. The template shall be loosened as soon as the concrete will retain its shape and the edges shall be edged with an approved edging tool.
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. Dowels shall be uniformly coated with a thin coat of oil asphalt. Dowel baskets shall be nailed to the subgrade to prevent displacement during paving operations. Dowels shall be secured parallel to the pavement surface and perpendicular to the joint with the aid of approved welded wire basket support systems. Welded wire basket arrangements shall not cross expansion joints.

16. Dowels for transverse contraction or expansion joints may be sheared or sowed.
17. Dowel basket assemblies shall be Dayton - Superior Type U or approved equal.
18. The Texas Turnpike Authority will furnish the contractor at no charge, 17,000 plastic dowel caps to be used in the joint assemblies for this contract.

19. Maximum spacing of expansion joints shall be 300'. Expansion joints shall also be placed at ramp noses, structure ends and any other fixed objects as shown on the plans.

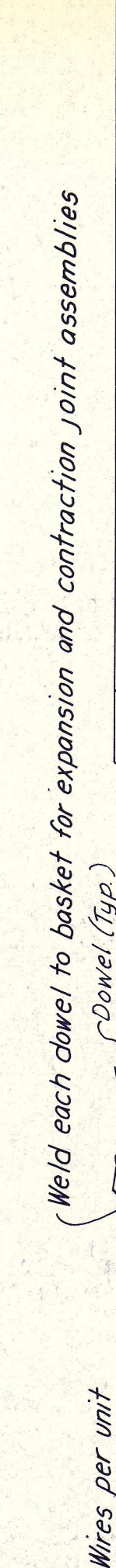
20. Weld each dowel to basket for expansion and contraction joint assemblies.

21. See General Notes No. 10 & No. 11.
22. Contractor shall submit fabrication drawings for the Engineers' approval.



TRANSVERSE EXPANSION JOINT (E)

**** Note:**
Maximum spacing of expansion joints shall be 300'. Expansion joints shall also be placed at ramp noses, structure ends and any other fixed objects as shown on the plans.



SUGGESTED METHOD FOR DOWEL SUPPORT

Notes:
1. See General Notes No. 10 & No. 11.
2. Contractor shall submit fabrication drawings for the Engineers' approval.

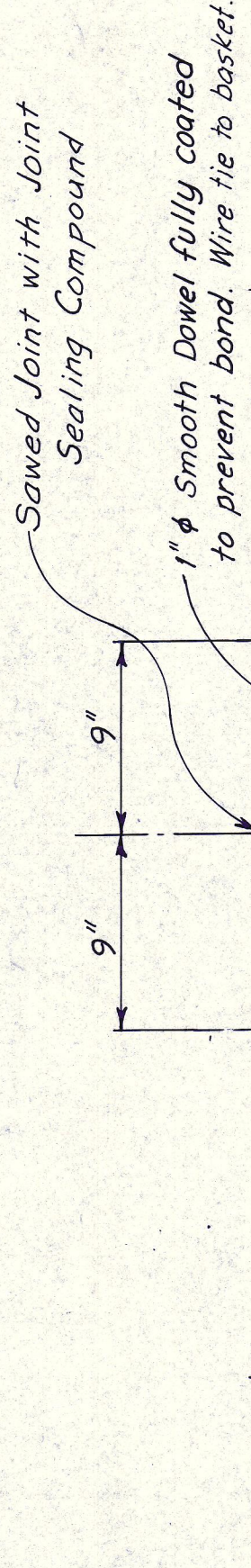
| General Revisions | | T.D. | 9-19-84 |
|-------------------|----------|------|----------|
| NO. | REVISION | BY | DATE |
| 1 | General | GBB | 12-30-83 |

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY
TOLLWAY PAVEMENT DETAILS
JOINTED REINFORCED

HNTB
HOWARD NEEDLES TAMMEN & BERENSON

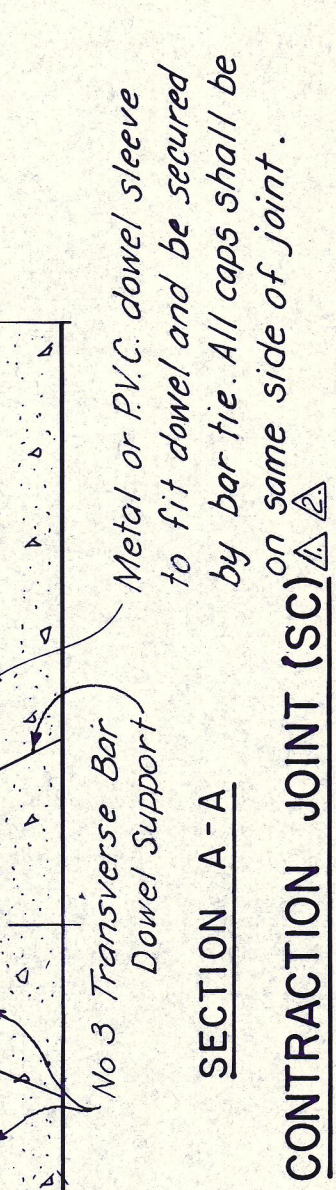
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| DESIGNED | DATE | 3-9-83 | SCALE | NONE |
| CHECKED | DATE | 3-10-83 | | |

SECTION VII
STANDARD DRAWING NO. 12
CONTRACT NO. DNT-115



SECTION A-A

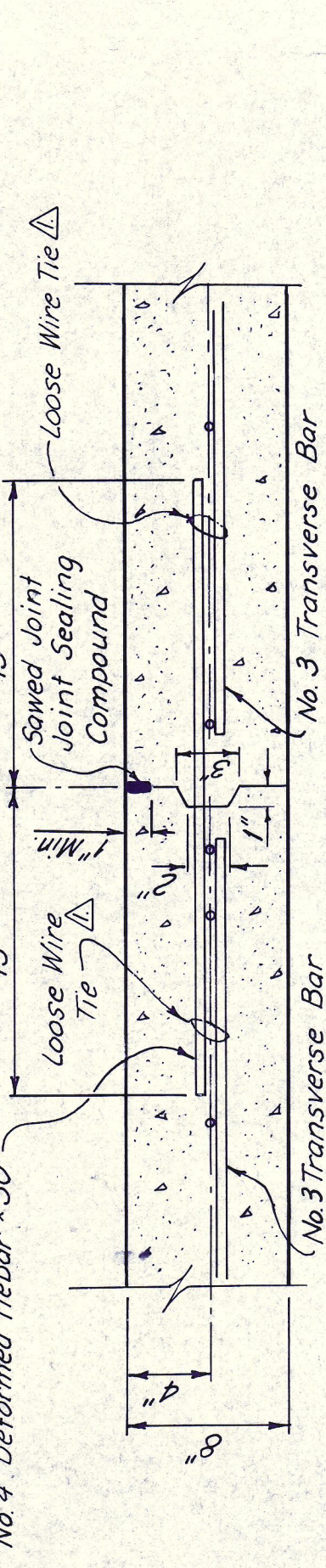
CONTRACTION JOINT (SC)



SECTION B-B

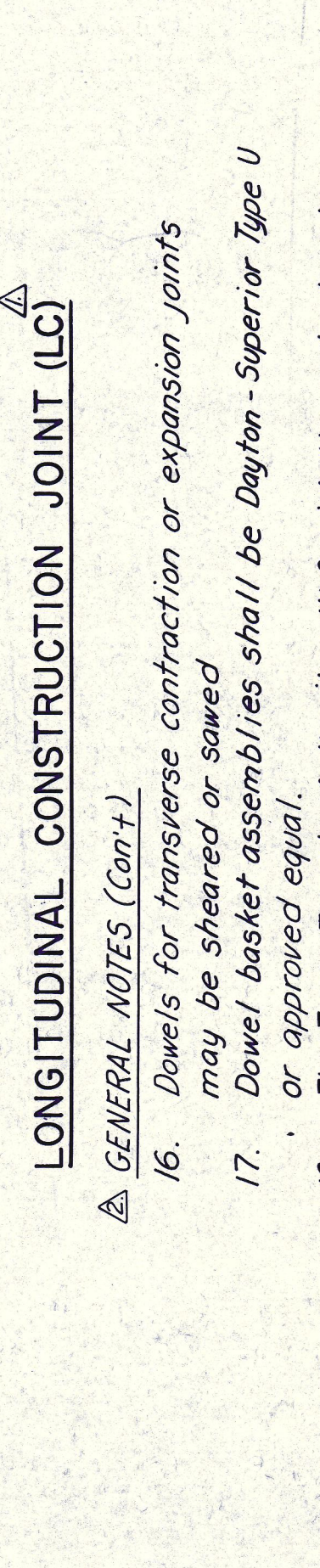
LONGITUDINAL CONSTRUCTION JOINT (LC)

GENERAL NOTES (Cont.)
16. Dowels for transverse contraction or expansion joints may be sheared or sowed.
17. Dowel basket assemblies shall be Dayton - Superior Type U or approved equal.
18. The Texas Turnpike Authority will furnish the contractor at no charge, 17,000 plastic dowel caps to be used in the joint assemblies for this contract.



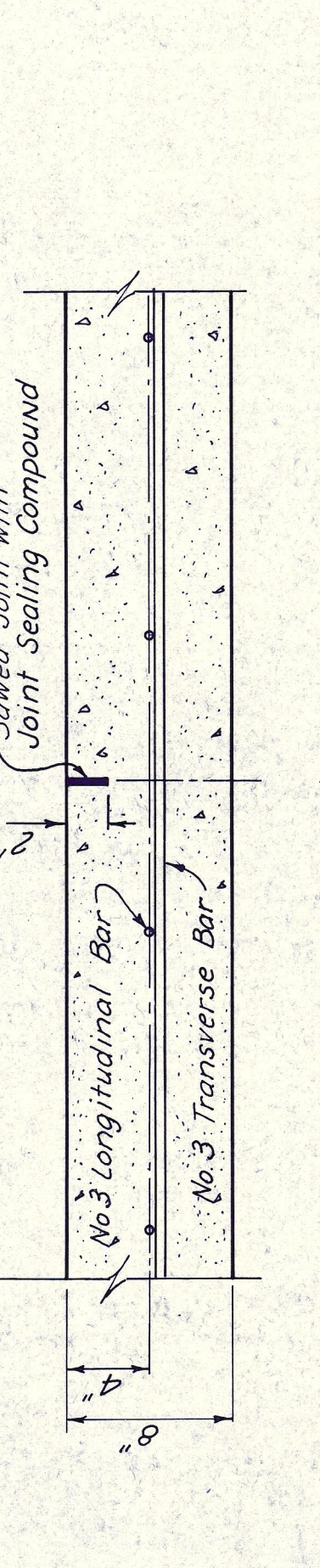
SECTION C-C

SAWED LONGITUDINAL JOINT (SL)



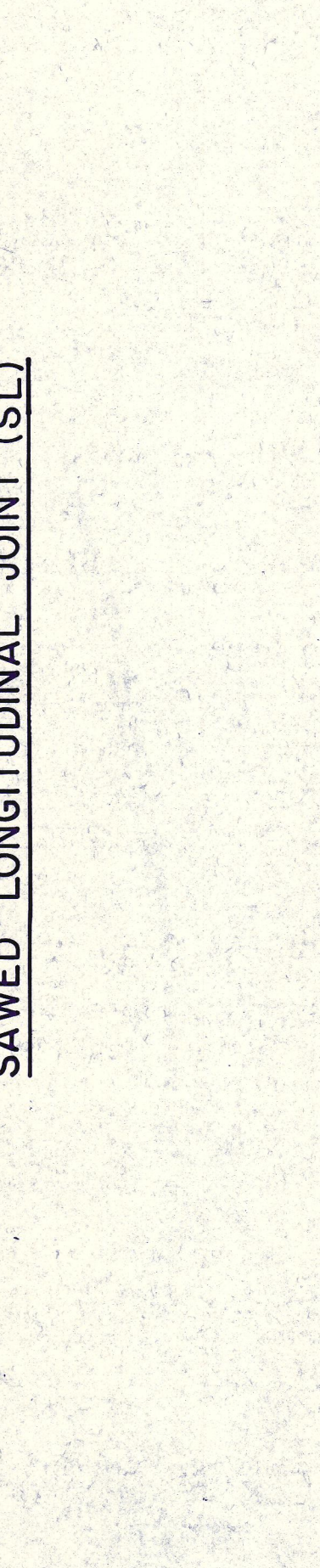
SECTION D-D

LONGITUDINAL CONSTRUCTION JOINT (L)



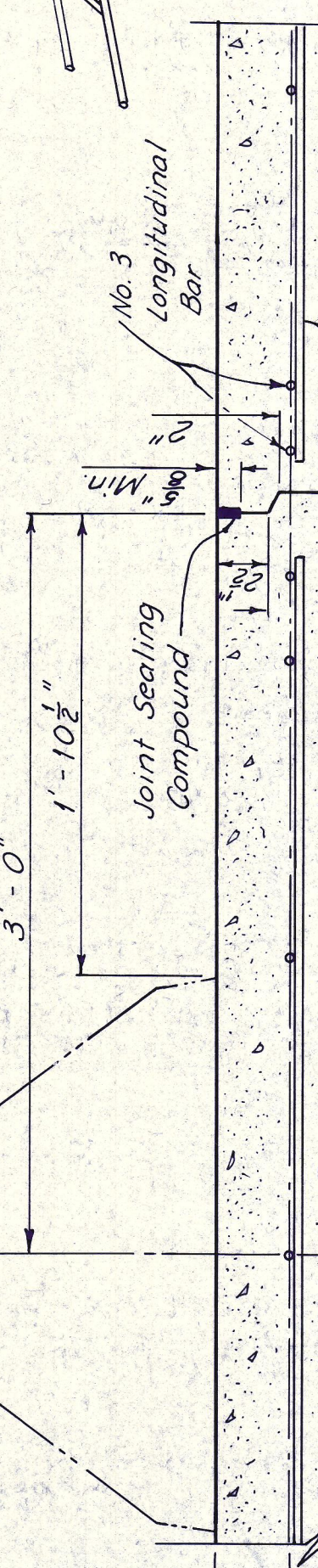
SECTION D-D

LONGITUDINAL CONSTRUCTION JOINT (L)



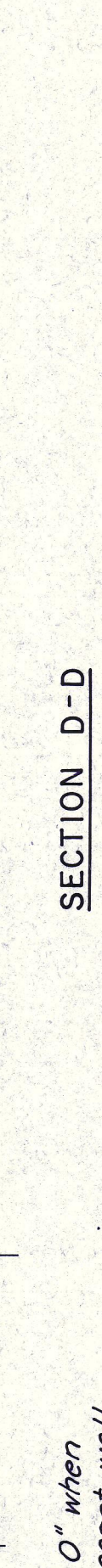
SECTION D-D

LONGITUDINAL CONSTRUCTION JOINT (L)



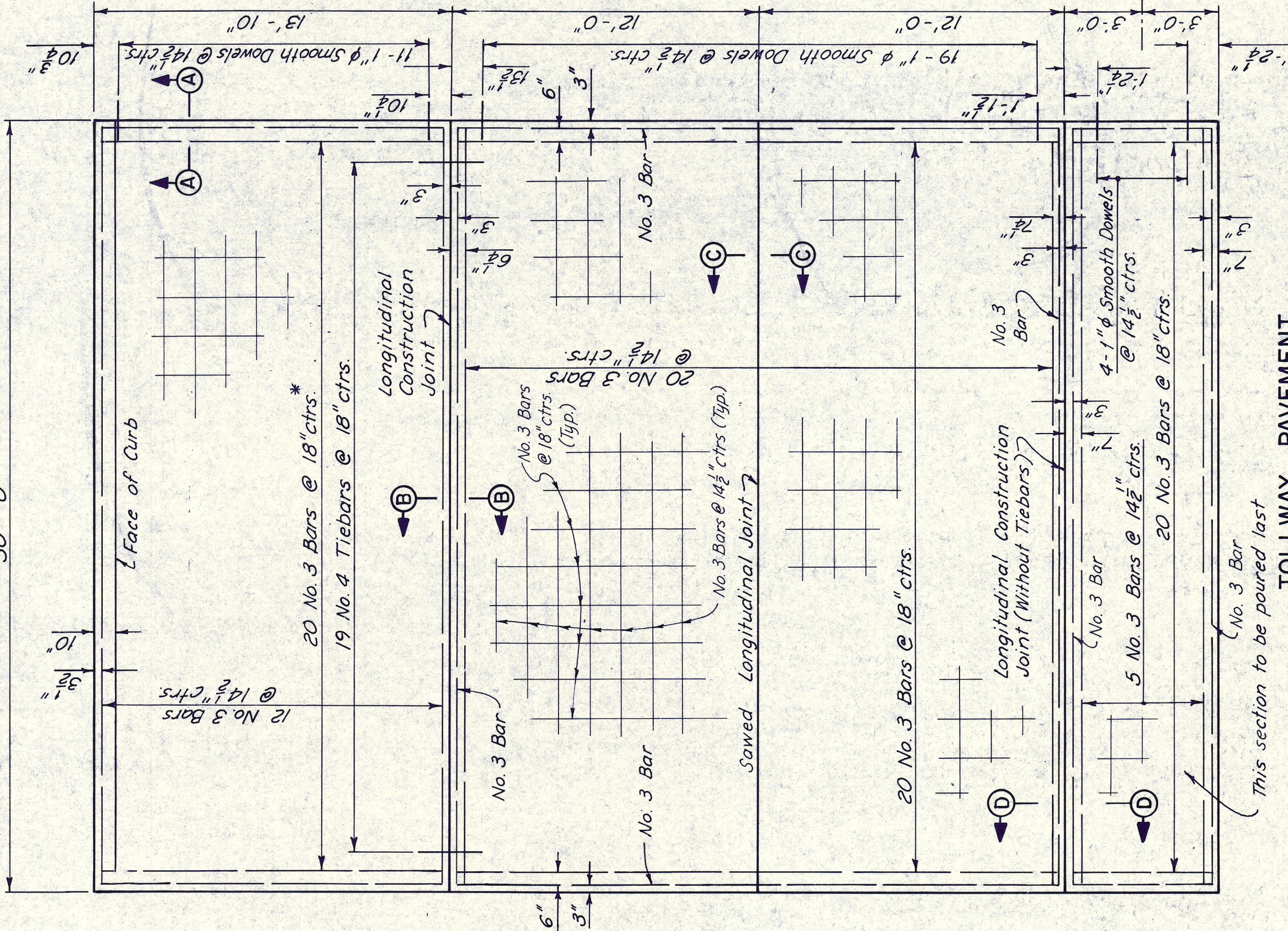
SECTION D-D

LONGITUDINAL CONSTRUCTION JOINT (L)

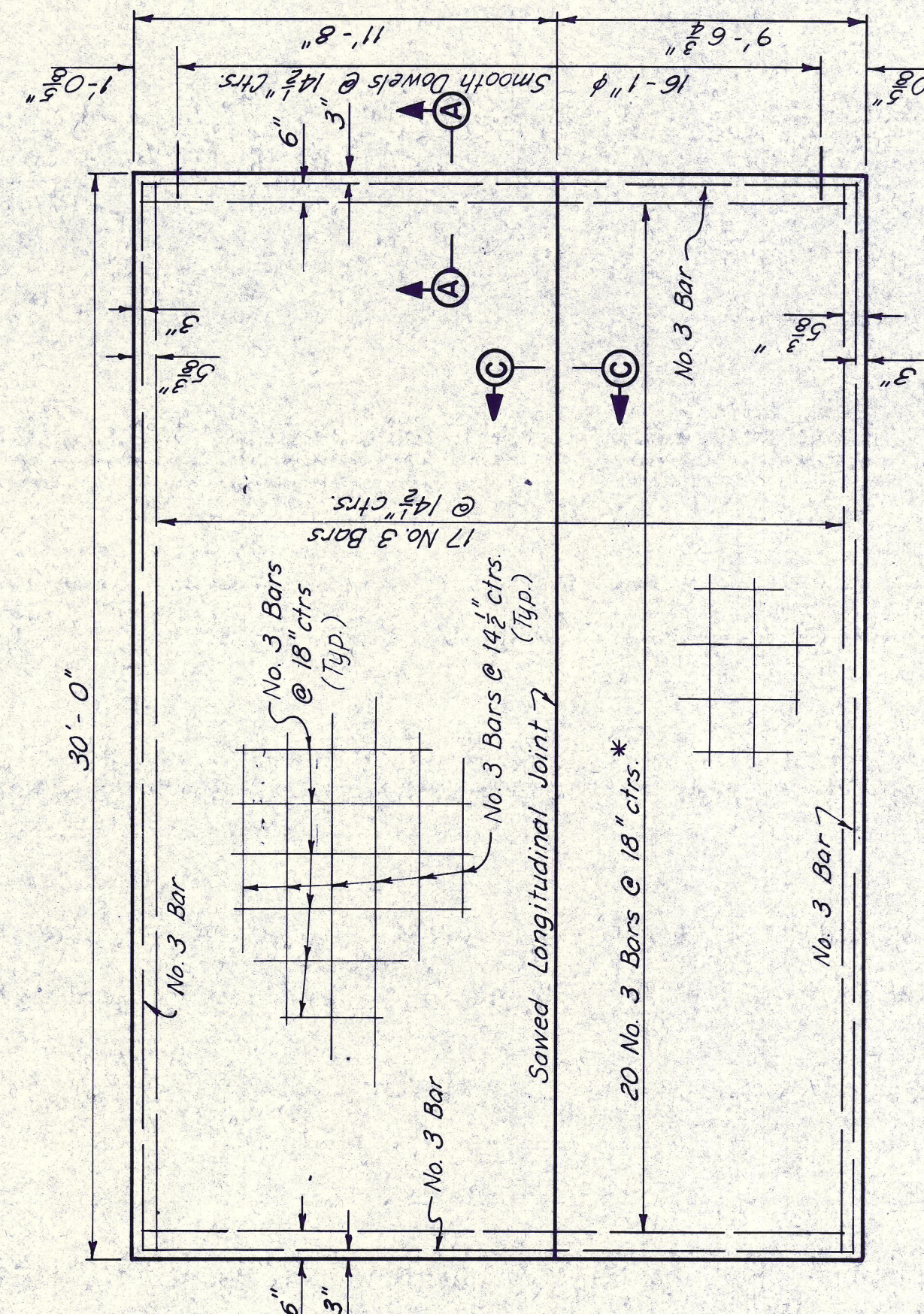


SECTION D-D

LONGITUDINAL CONSTRUCTION JOINT (L)



TOLLWAY PAVEMENT



RAMP PAVEMENT

* Extend Bars 2'-0" when adjacent to precast wall.