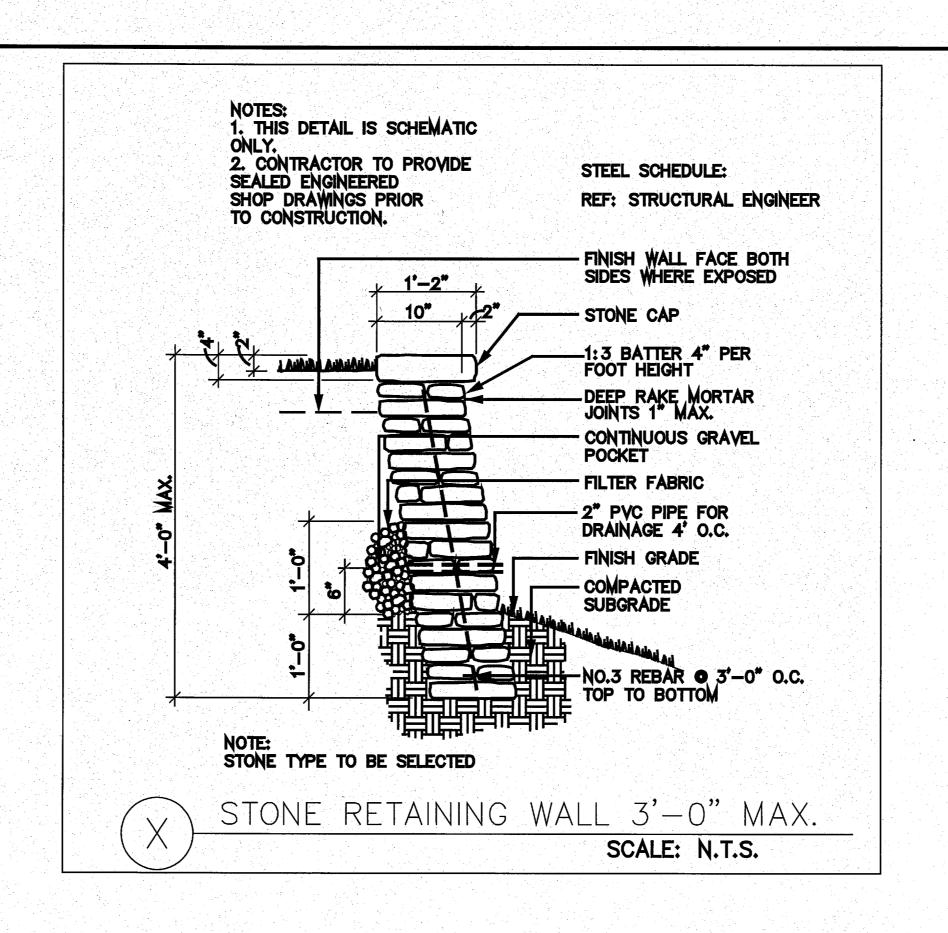
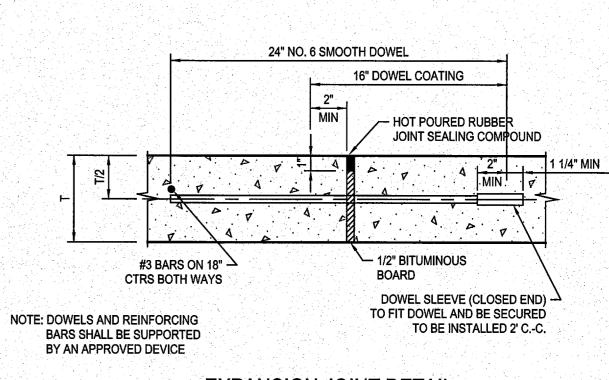


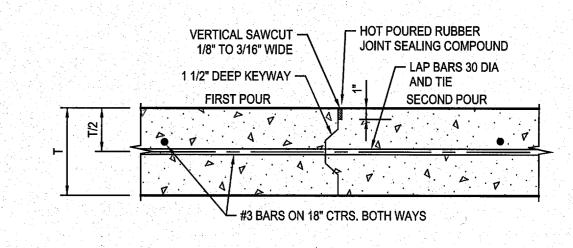
DIRECTLY EAST OF THE LOWER SCHOOL PLAYGROUNDS.

ELEV.= 639.88'

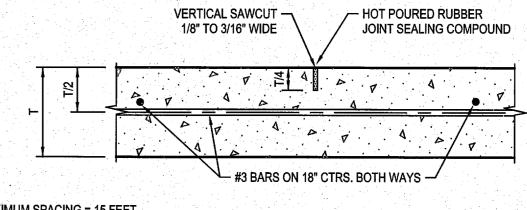




EXPANSION JOINT DETAIL NTS MAXIMUM SPACING = 150 FEET

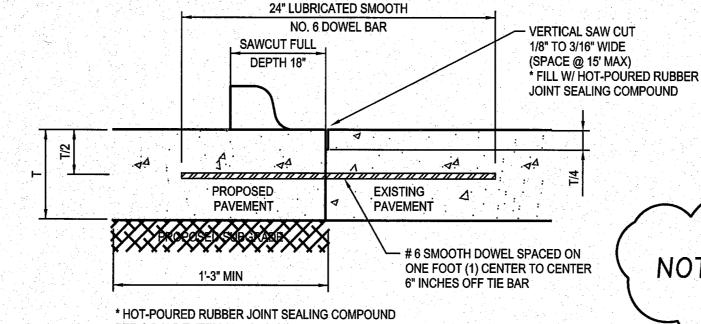


CONSTRUCTION JOINT DETAIL (L



NTS MAXIMUM SPACING = 15 FEET

SAWED DUMMY JOINT DETAIL (T)



PER S.D.H.P.T. ITEM 360, SECTION 360.2 (8)(C), CLASS2 (GREY)

TO BE USED WHERE PROPOSED CONCRETE PAVEMENT MEETS EXISTING CONCRETE PAVEMENT

NOTE: REFERENCE ATTACHED TX-DOT RAMP DETAILS FOR

1. NO. 5 SMOOTH DOWEL BAR MAY BE USED IN 5", 6" AND 7," PAVEMENT THICKNESS.

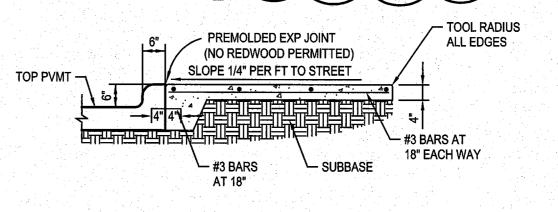
2. LONGITUDINAL BUTT CONSTRUCTION MAY BE

UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTOR'S OPTION. 3. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT

HORIZONTALLY BY USE OF A MECHANICAL RIG. DRILLING BY HAND IS NOT APPLICABLE, PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE,

LONGITUDINAL BUTT DETAIL

NOTE: NO SAND WILL BE PERMITTED UNDER PAVEMENT.



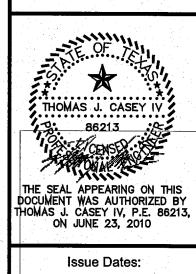
INTERIOR SIDEWALK TYPICAL SECTION

PAVING & RETAINING WALL DETAILS

SCALE: AS SHOWN

GLENN ENGINEERING

PAVING & RETAINING WALL



Review: June 23, 2010

Construction: AS NOTED TJC Drawn By: CMA Checked By: Project No.: 10 - 599.150

Sheet