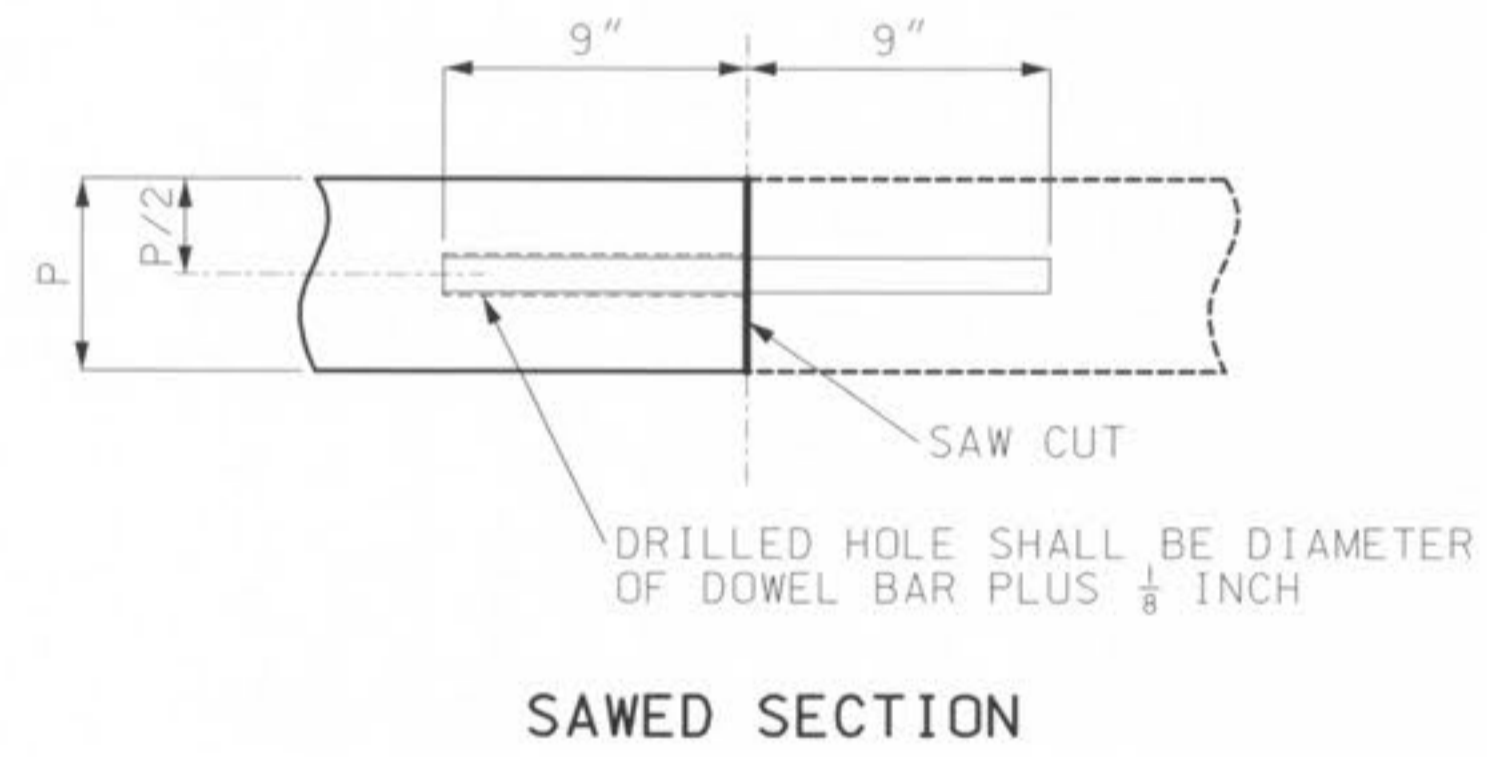
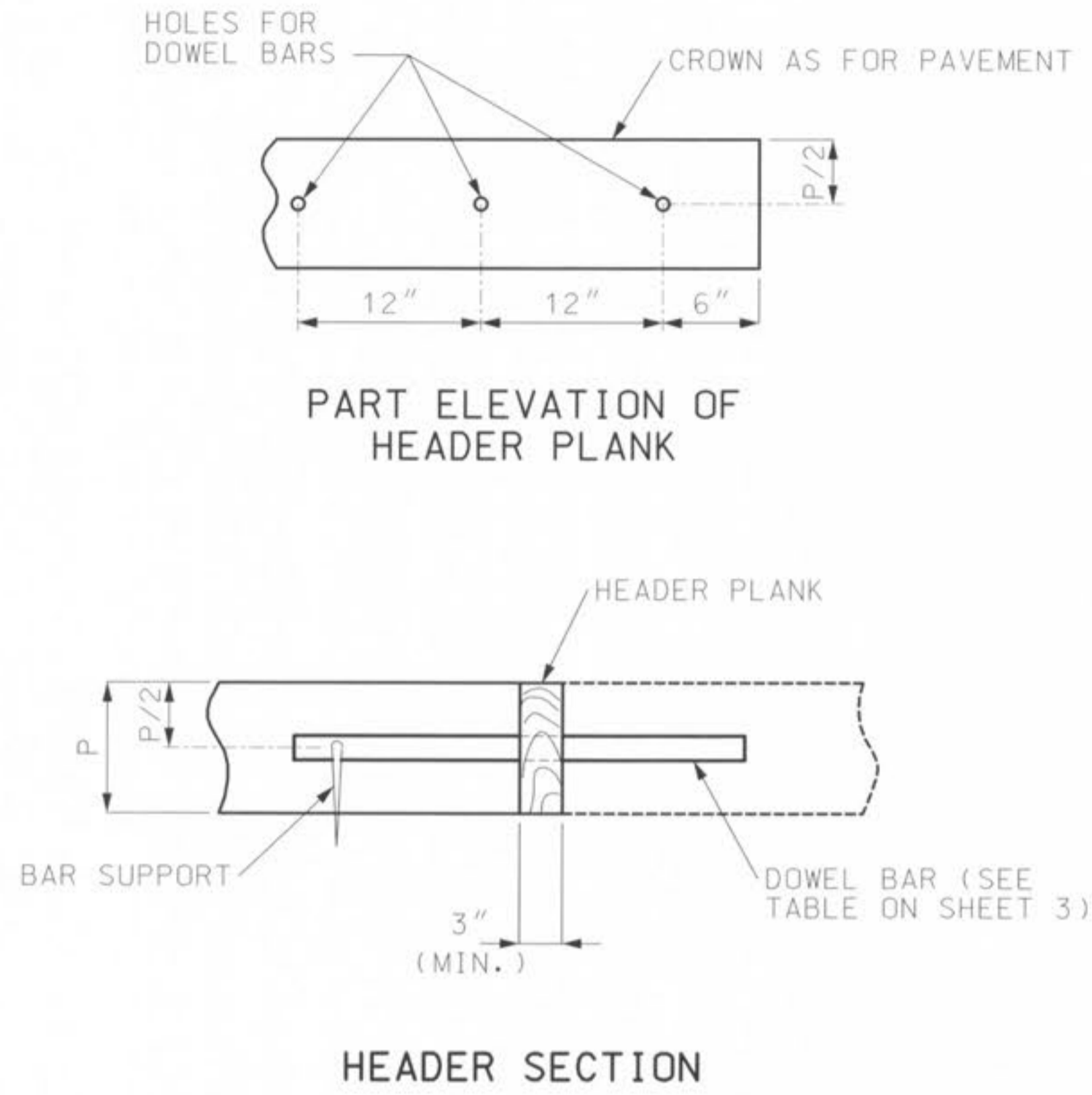


DATE:	JULY 2007
DESIGN BY:	DTS
DRAWN BY:	CDP
PROJECT NO.:	10716
SHEET NO.	TOTAL SHEETS
58	86



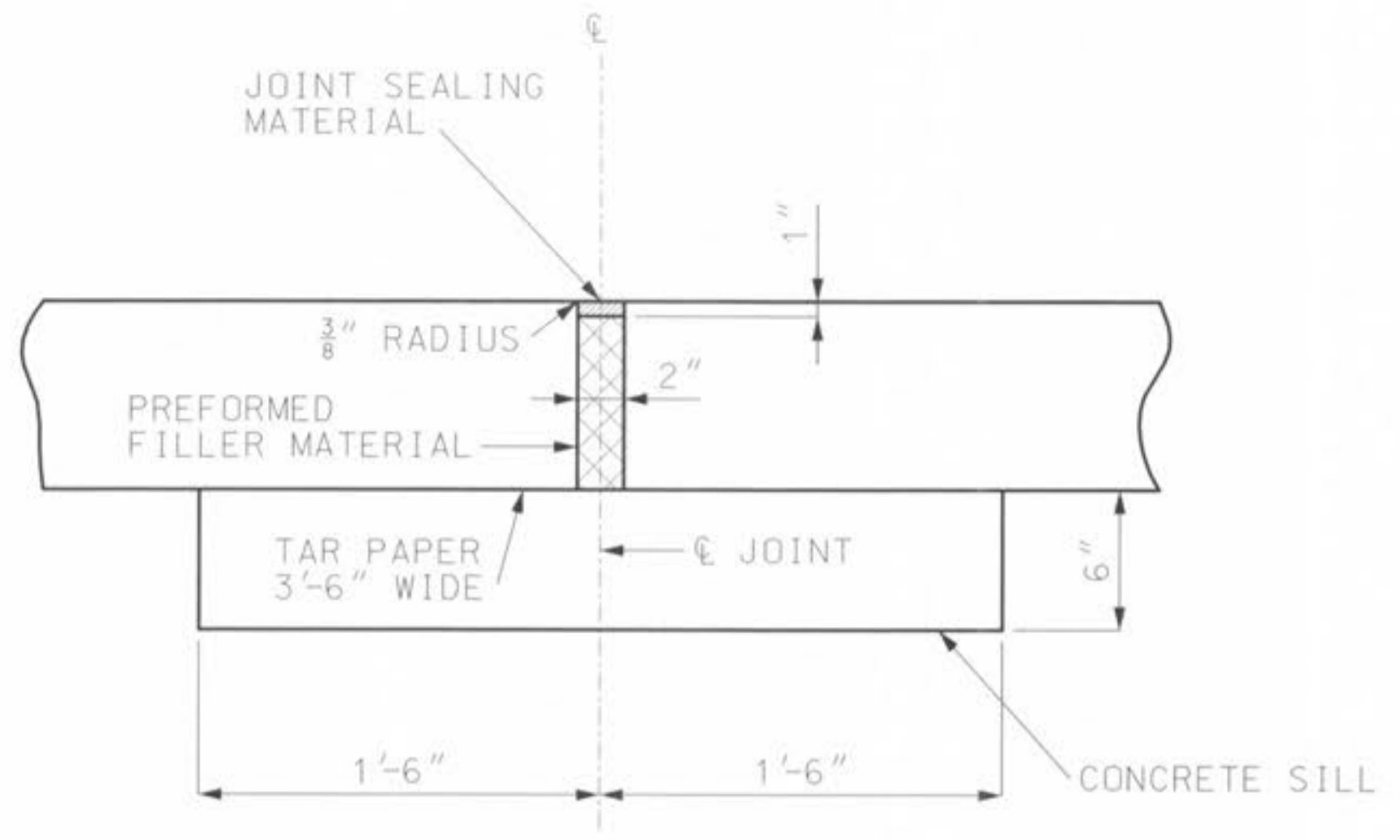
THE HEADER BOARD SHALL BE SUFFICIENTLY RIGID TO PREVENT DISTORTION FROM THE TYPICAL SECTION AND MAINTAIN A STRAIGHT LINE FROM PAVEMENT EDGE TO PAVEMENT EDGE.

THE CONSTRUCTION JOINT MAY BE SAWED FULL DEPTH. HOLES FOR DOWEL BARS SHALL BE DRILLED AFTER THE CONCRETE HAS SUFFICIENT SET TO PREVENT DAMAGE. DOWEL BARS SHALL BE BONDED INTO THE HOLES.

BONDING FOR DOWEL BARS SHALL BE EPOXY OR POLYESTER BONDING AGENTS AS SPECIFIED IN SECTION 1039.

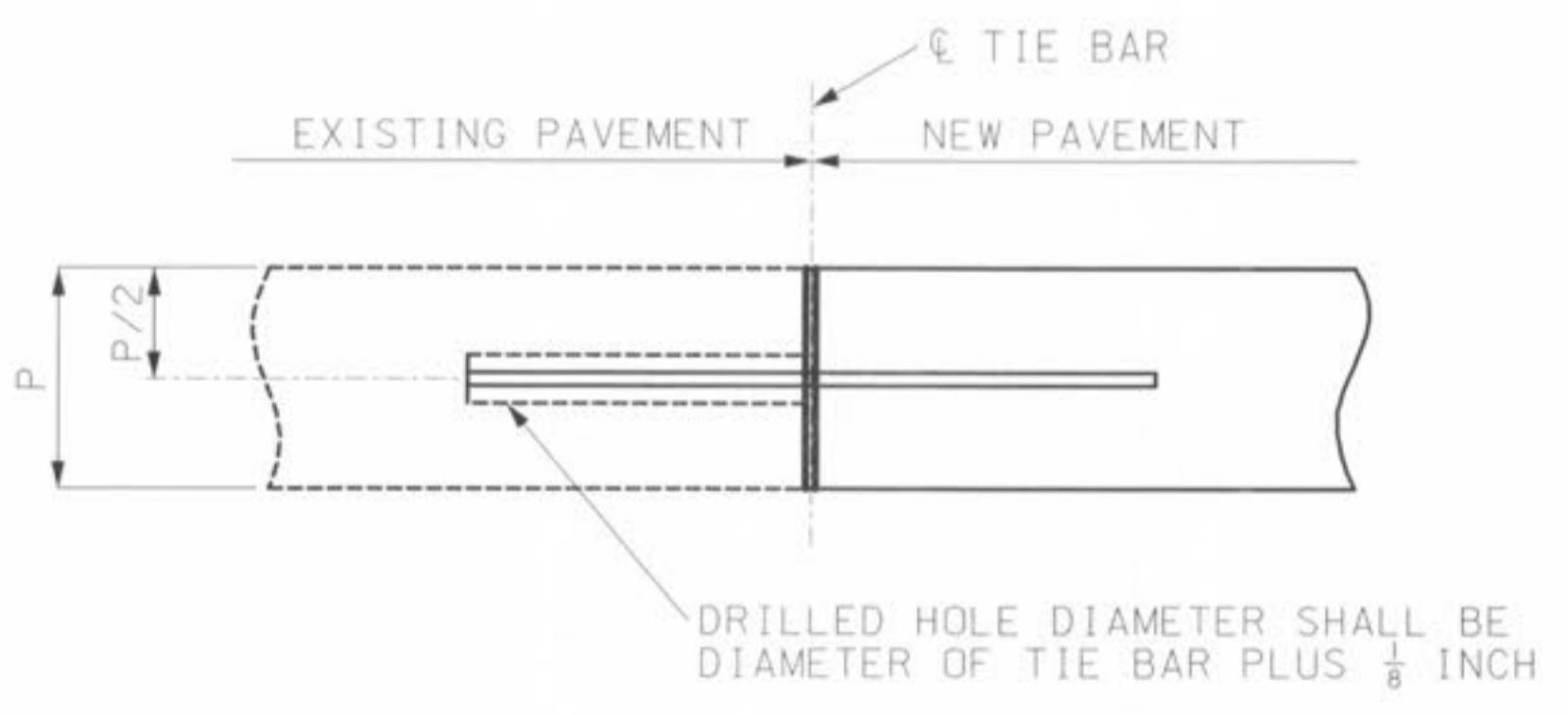
THE PORTION OF THE DOWEL OUTSIDE THE HOLE SHALL BE COATED WITH AN APPROVED LUBRICANT.

**CONSTRUCTION JOINT (C)**



SILL SHALL EXTEND 18" BEYOND EACH EDGE OF THE PAVEMENT AND SHALL BE CONSTRUCTED OF CONCRETE REGARDLESS OF ADJACENT BASE MATERIAL.

**EXPANSION JOINTS (E)**



TIE BARS SHALL BE EPOXY COATED, DEFORMED REINFORCING BARS MEETING THE REQUIREMENTS OF SECTIONS 710 AND 1057.

BONDING FOR TIE BARS SHALL BE EPOXY OR POLYESTER BONDING AGENTS AS SPECIFIED IN SECTION 1039.

TIE BAR SIZE AND LENGTH SHALL BE BASED ON THE THICKNESS OF THE THINNER PAVEMENT OR SHOULDER TO BE TIED TOGETHER.

**LONGITUDINAL CONSTRUCTION JOINT (EXISTING PAVEMENT)**

