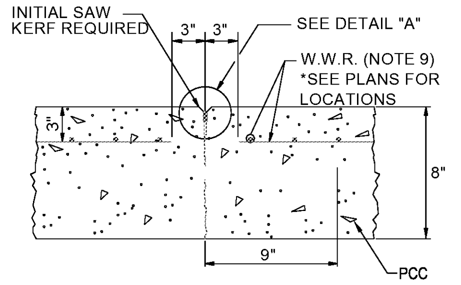
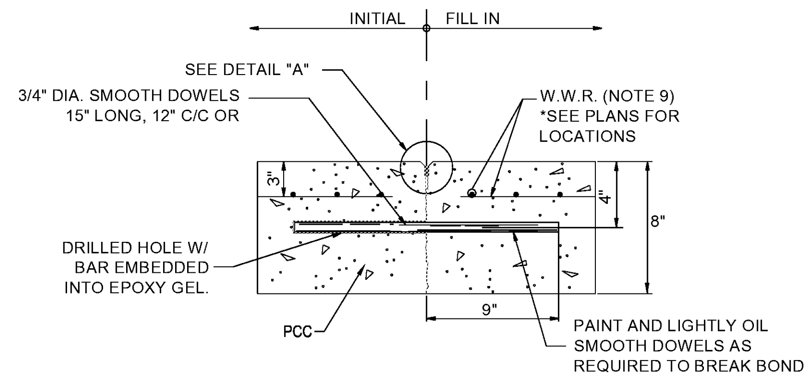
1 2 3 4 5



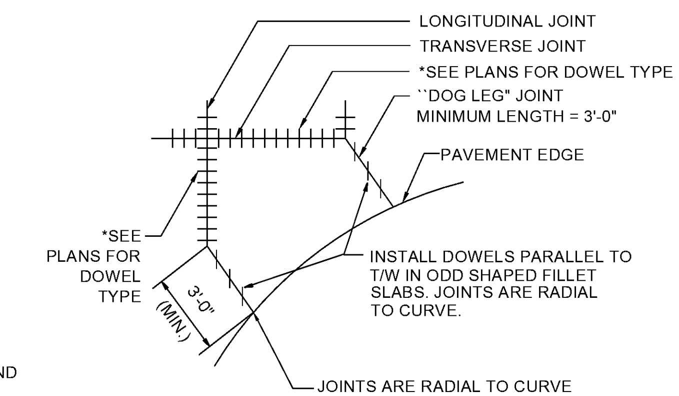
C CONTRACTION JOINT

N.T.S.



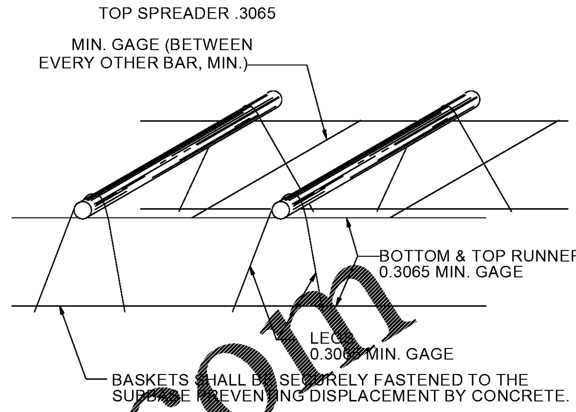
D CONSTRUCTION JOINT

N.T.S.



SKEWED DOWEL INSTALLATION

N.T.S.

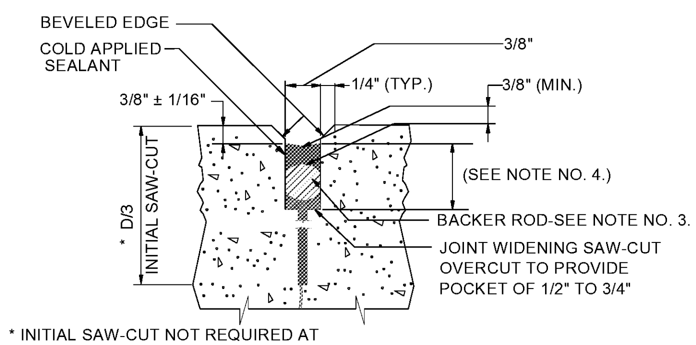


TYPICAL DOWEL BAR BASKET

N.T.S.

NOTES:

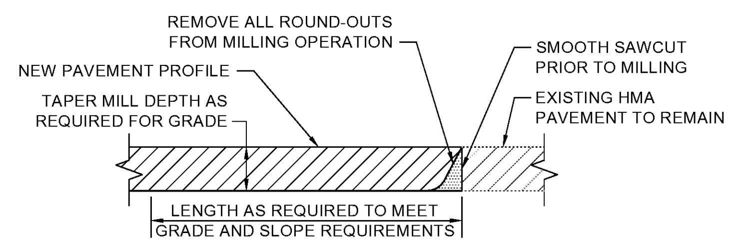
1. WIRE USED IN BASKETS SHALL CONFORM TO ASTM-A82 COLD DRAWN WIRE.
2. DOWEL BAR ATTACHMENT MAY BE FABRICATED BY ARC OR RESISTANCE TYPE WELDING.
3. WIRE FRAME MEMBERS SHALL BE RESISTANCE WELDED EXCEPT FOR SPREADER WIRES WHICH MAY BE ARC WELDED.
4. BASKET HEIGHTS WILL VARY AT THICKENED EDGE EXPANSION JOINT.



* INITIAL SAW-CUT NOT REQUIRED AT LONGITUDINAL CONSTRUCTION JOINT.

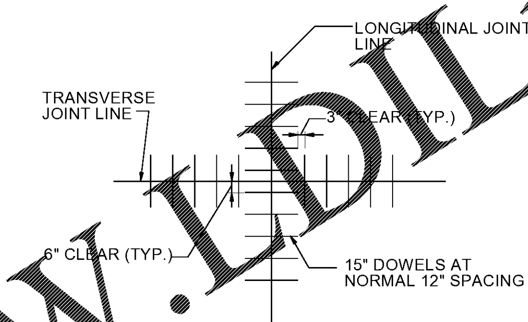
LONGITUDINAL AND TRANSVERSE JOINT SEAL DETAIL "A"

N.T.S.



B BITUMINOUS BUTT JOINT

N.T.S.

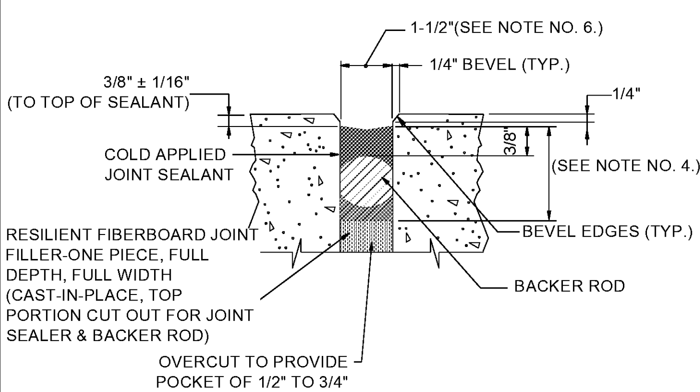


DETAIL FOR DOWEL SPACING AT JOINT CORNERS

N.T.S.

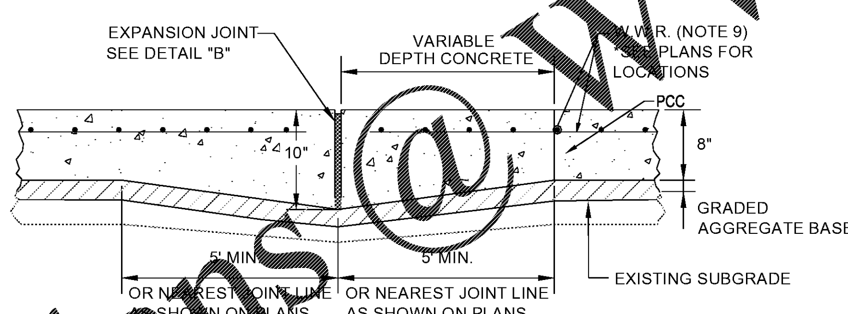
NOTES:

1. LONGITUDINAL AND TRANSVERSE JOINTS SHALL BE SAWED AS INDICATED.
2. TRANSVERSE CONSTRUCTION JOINTS SHALL BE USED ONLY WHEN APPROVED BY THE ENGINEER.
3. FOR ALL JOINTS THE BACKER ROD MATERIAL SHALL BE COMPATIBLE WITH THE COLD POURED SEALANT AND SLIGHTLY OVERSIZED TO PREVENT MOVEMENT DURING THE JOINT SEALANT OPERATION.
4. JOINT CONFIGURATION SHALL MEET JOINT SEAL MANUFACTURER'S SPECIFICATIONS. (EXCEPT AS NOTED ON PLANS AND IN SPECIFICATIONS.)
5. DOWELS AND TIE BARS FOR CONSTRUCTION JOINTS SHALL BE CAST IN PLACE.
6. THE WIDTH OF THE JOINTS SHALL BE CORRECTED FOR 68°F. NOMINAL WIDTH IS 1-1/2".
7. SEE TYPICAL SECTIONS FOR PAVEMENT THICKNESS.
8. SEE JOINT LAYOUT PLANS FOR LOCATIONS WHERE WELDED WIRE REINFORCEMENT IS REQUIRED.
9. WELDED WIRE REINFORCEMENT WILL BE DEFORMED WELDED WIRE CONFORMING TO THE FOLLOWING: 1. REINFORCED CONCRETE PAVEMENT SLABS SHALL BE REINFORCED WITH ASTM A497 WELDED WIRE REINFORCEMENT. 2. REINFORCEMENT SHALL BE 6"x12" D2.5 X D2.5. C TO C. E. W. 3. ALL STEEL TO BE DELIVERED IN FLAT SHEETS, NO ROLL STOCK WILL BE ACCEPTABLE. THE MINIMUM OVERLAP FOR SPLICING IS 16".



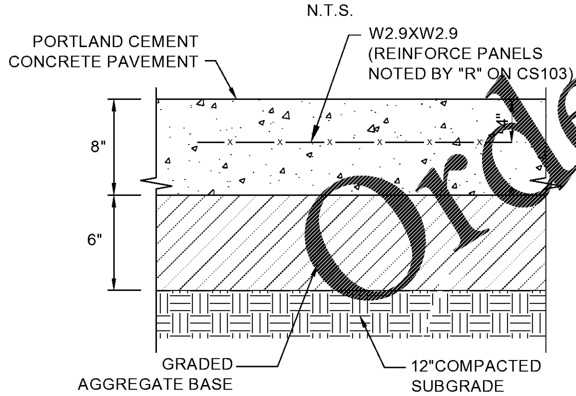
EXPANSION JOINT SEAL DETAIL DETAIL "B"

N.T.S.

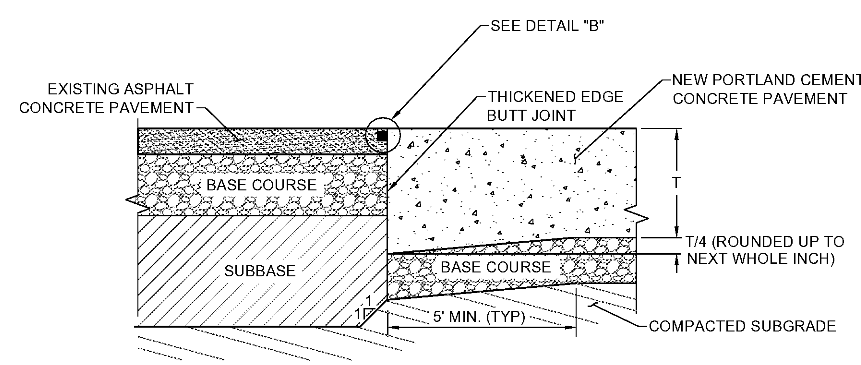


E THICKENED EDGE EXPANSION JOINT

N.T.S.



CONCRETE PAVEMENT SECTION



RF THICKENED EDGE EXPANSION JOINT AT FLEXIBLE PAVEMENT

N.T.S.

NOTES FOR DOWEL AND TIE BAR HOLE DRILLING AND INSTALLATION:

A. DRILLING AND INSTALLATION METHOD SHALL BE CAPABLE OF MAINTAINING DRILL HOLES AND EMBEDDED BARS: (A) PARALLEL TO THE CONCRETE 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 MAXIMUM DEVIATION DOES NOT EXCEED 1". DRILL HOLE DIAMETER TO BE APPROXIMATELY 1/8" CLEAR OF BAR ALL AROUND.

B. AFTER THE DRILLING IS COMPLETE AND PRIOR TO INSTALLATION OF THE DOWEL OR TIE BARS, THE HOLES SHALL BE THOROUGHLY CLEANED TO REMOVE DRILLING DUST, CONCRETE CHIPS, AND ANY MATERIAL DETRIMENTAL TO BONDING.

C. EPOXY GEL SHALL BE APPLIED TO THE DOWEL AND SUFFICIENT GEL INJECTED IN THE BACK OF THE TIE BAR HOLE BY A MECHANICAL MIXING/PUMP DEVICE SO THAT A SLIGHT AMOUNT OF GEL WILL BE FORCED OUT WHEN THE DOWEL OR THE 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.

D. EPOXY GEL SHALL MEET THE GEORGIA DEPT. OF TRANSPORTATION STANDARD SPECIFICATION, SECTION 886 FOR TYPE VIII EPOXY GEL.

E. THE CONTRACTOR MUST USE CAUTION DURING DRILLING AND/OR DOWEL INSTALLATION SO THAT THE LIGHT BASES AND CONDUIT ARE NOT DAMAGED.

A1 CONCRETE PAVEMENT DETAILS

NO SCALE

NORFOLK SOUTHERN

MARK	DESCRIPTION	DATE

DESIGNED BY: KS
DRAWN BY: KS
CHECKED BY: AS
SUBMITTED BY: EA
ISSUED FOR CONSTRUCTION DD-MMM-YYYY

NORFOLK SOUTHERN CORP. 1200 PEACHTREE STREET, NE ATLANTA, GEORGIA 30309

POND

CORPORATE AIRCRAFT HANGAR FOR NORFOLK SOUTHERN CORPORATION FULTON COUNTY AIRPORT - BROWN FIELD (FTY) 3952 AVIATION CIRCLE, SUITE 200 ATLANTA, GEORGIA 30336

CIVIL DETAILS

SHEET ID

C-502

CONSTRUCTION DOCUMENTS

7/13/2020 7:18:13 AM X:\FY19\1190557\04 CAD BIM\04.02 CAD\C-501