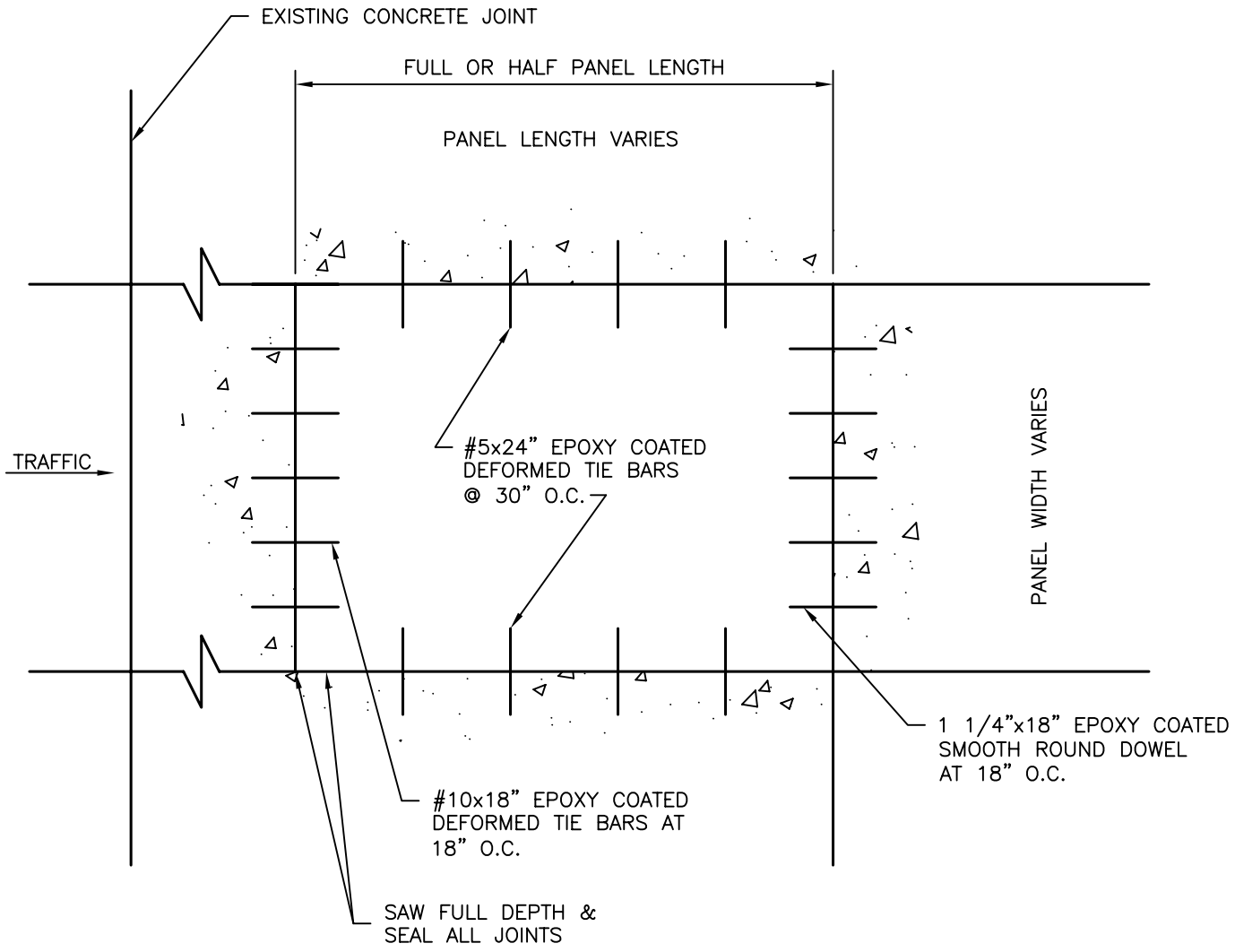
NOTE:
THE CONTRACTOR SHALL PROVIDE TRANSVERSE CONTRACTION JOINTS AND LONGITUDINAL JOINTS TO MATCH EXISTING JOINTS.

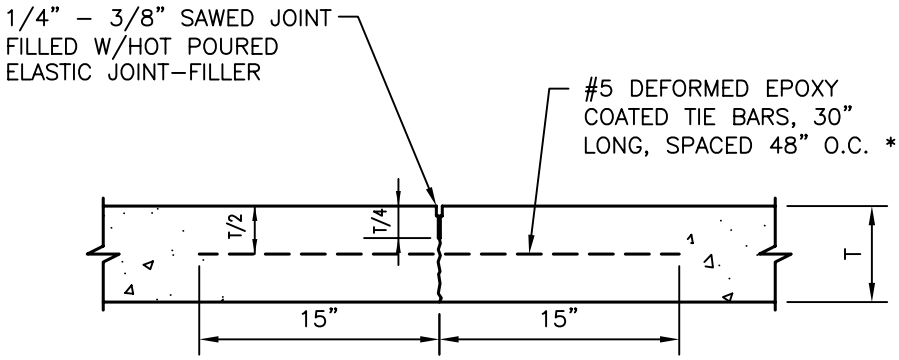


CITY OF RAPID CITY | PUBLIC WORKS DEPARTMENT

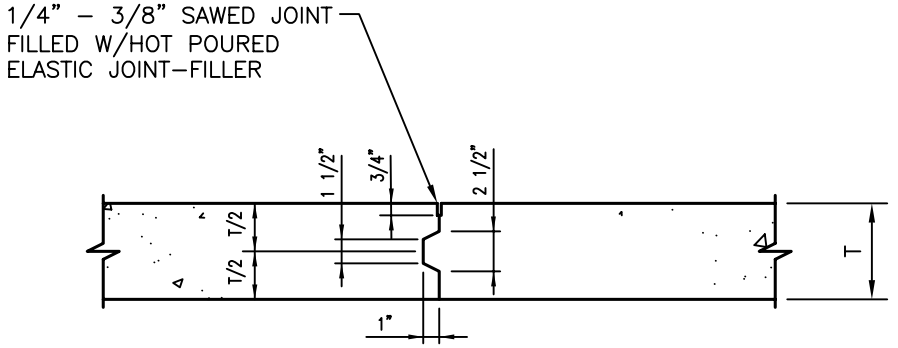
CONCRETE PANEL REPLACEMENT LAYOUT

DATE: 5-1-07

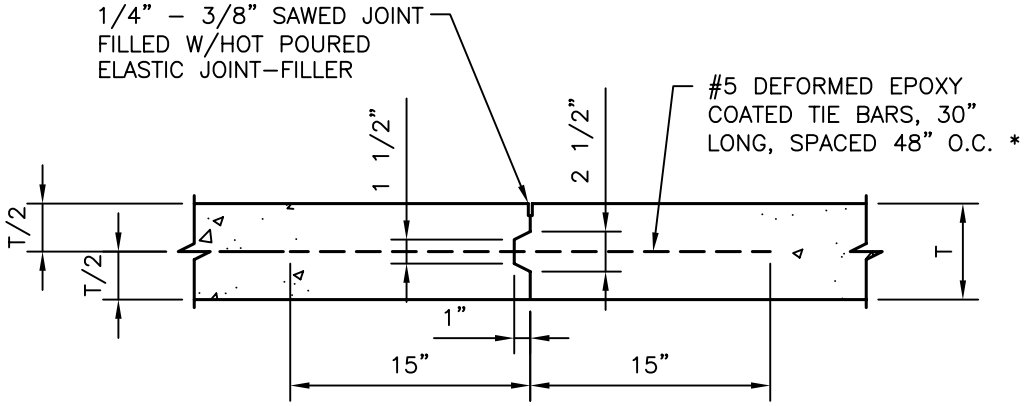
SEC. 40 SHT. 1



LONGITUDINAL SAWED JOINT
(NEW CONSTRUCTION)



LONGITUDINAL CONSTRUCTION JOINT W/O TIE BARS
(NEW CONSTRUCTION)



LONGITUDINAL CONSTRUCTION JOINT W/ TIE BARS
(NEW CONSTRUCTION)

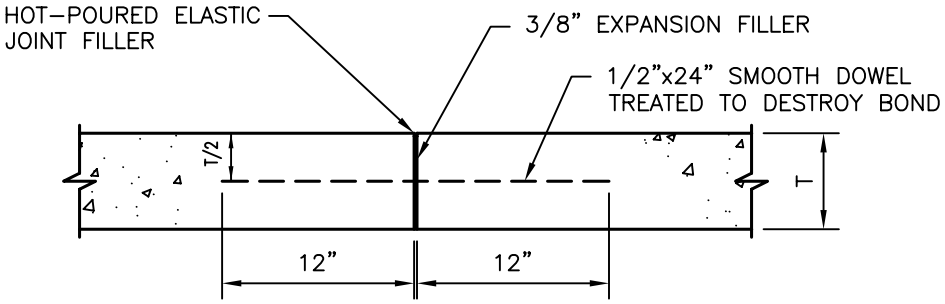
* #4 DEFORMED EPOXY COATED TIE BAR, 30" LONG, SPACED 36" O.C. IF BENT BARS ARE PROPOSED

CITY OF RAPID CITY | PUBLIC WORKS DEPARTMENT

LONGITUDINAL JOINT DETAILS

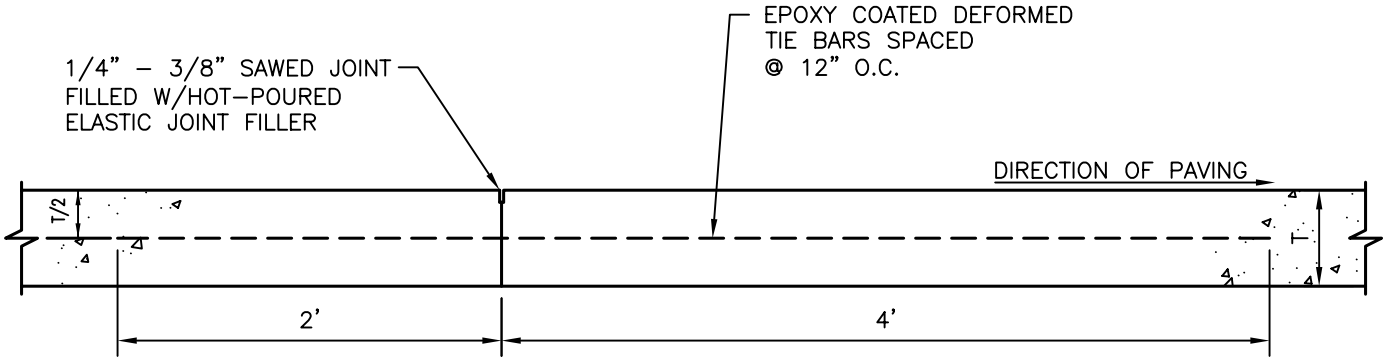
DATE: 5–1–07

SEC. 40–2 SHT.



TRANSVERSE EXPANSION JOINT

NEW CONSTRUCTION



TRANSVERSE CONSTRUCTION JOINT WITH TIE BARS

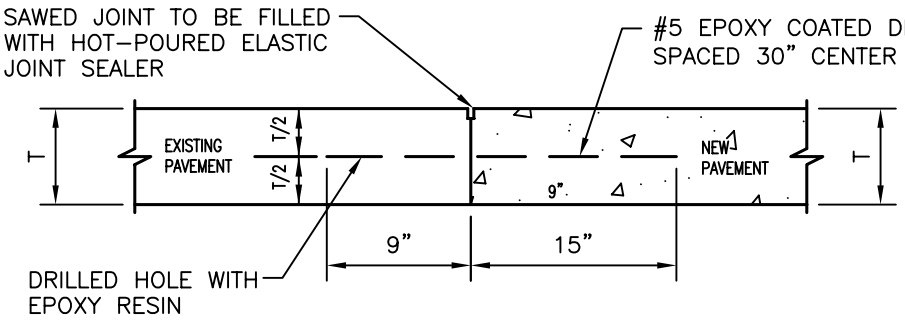
NEW CONSTRUCTION

NOTES:

FOR TRANSVERSE CONSTRUCTION JOINTS, THE #4 EPOXY COATED DEFORMED TIE BARS SHALL BE SPACED 12" CENTER TO CENTER AND APPROXIMATELY 6" FROM THE PAVEMENT EDGES. WHEN A TRANSVERSE CONSTRUCTION JOINT IS MADE, NO PAVING WILL BE DONE IN THIS AREA FOR 12 HOURS.

THE DISTANCE BETWEEN A TRANSVERSE CONSTRUCTION JOINT WITH TIE BARS AND AN ADJACENT TRANSVERSE CONTRACTION JOINT AT ROADWAY CENTERLINE SHALL BE 7 TO 8 FEET.

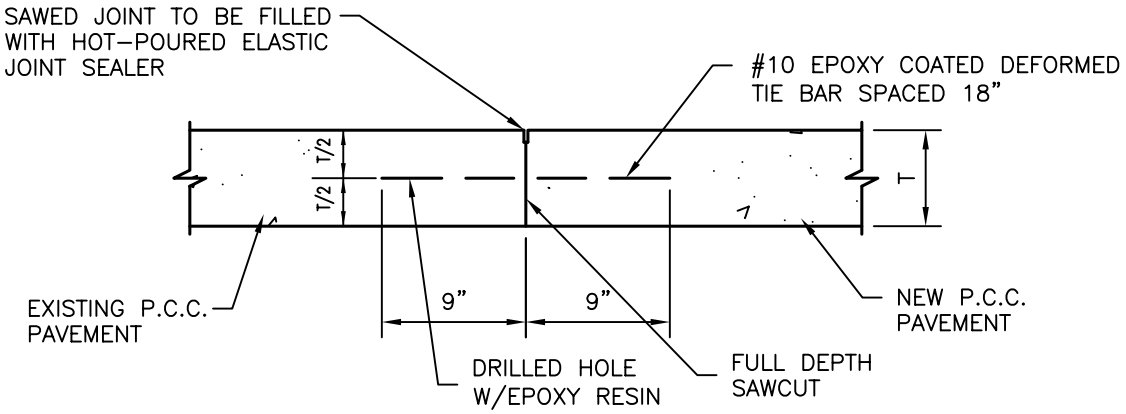
CITY OF RAPID CITY	PUBLIC WORKS DEPARTMENT
TRANSVERSE JOINT DETAILS	DATE: 5–1–07
	SEC. 40–3 SHT.



NOTE:
THE TIE BAR IS TO BE ANCHORED INTO THE EXISTING PAVEMENT WITH AN EPOXY RESIN ADHESIVE. TIE BARS SHALL BE PLACED A MINIMUM OF 15" FROM EXISTING TRANSVERSE CONTRACTION JOINTS.

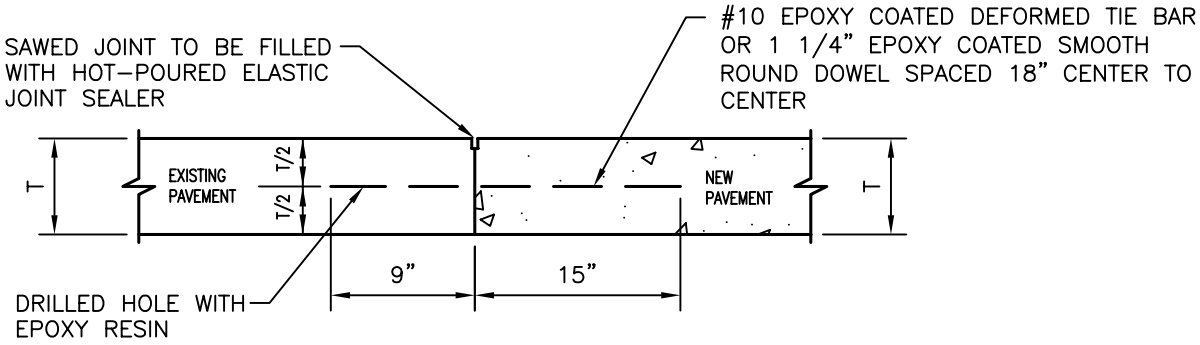
LONGITUDINAL SAWED JOINT

T = EXISTING AND NEW PAVEMENT THICKNESS



TRANSVERSE/LONGITUDINAL CONSTRUCTION JOINT W/ TIE BARS

(EXISTING P.C.C. PAVEMENT)

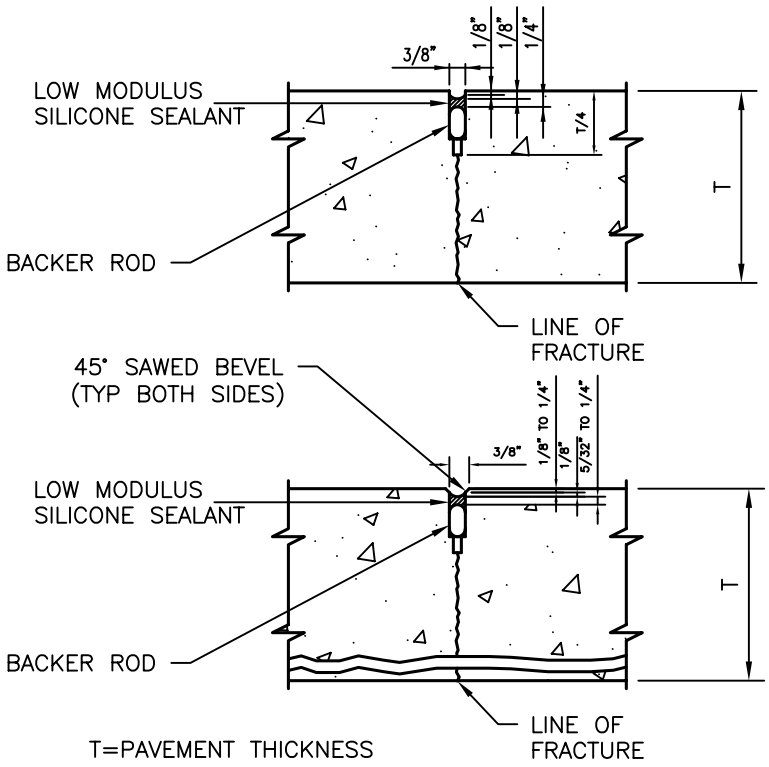


NOTE:
THE #10 EPOXY COATED DEFORMED TIE BAR IS TO BE ANCHORED INTO THE EXISTING PAVEMENT WITH AN EPOXY RESIN ADHESIVE. TIE BARS SHALL BE PLACED A MINIMUM OF 9" FROM EXISTING LONGITUDINAL JOINTS.

TRANSVERSE EXPANSION JOINT

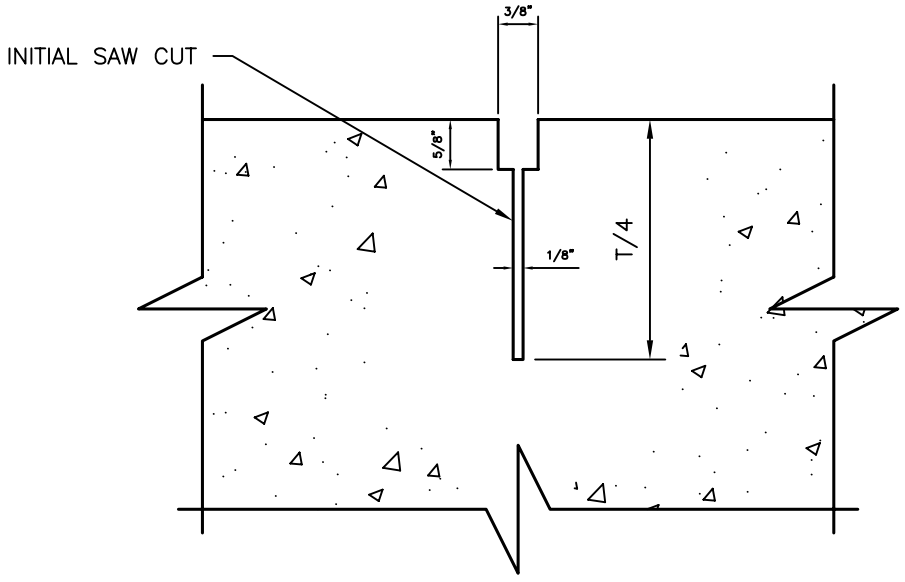
T = EXISTING AND NEW PAVEMENT THICKNESS

CITY OF RAPID CITY	PUBLIC WORKS DEPARTMENT
LONGITUDINAL & TRANSVERSE JOINTS CONNECTING NEW PAVEMENT OT EXISTING	DATE: 5–1–07
	SEC. 40 SHT. 4



NOTE:
THE FIRST SAW CUT TO CONTROL CRACKING SHALL BE A MINIMUM OF 1/4 THE DEPTH OF THE PAVEMENT. ADDITIONAL SAWING FOR WIDENING THE SAW CUT TO PROVIDE THE WIDTH FOR THE INSTALLATION OF THE LOW MODULUS SILICONE JOINT SEALANT WILL BE NECESSARY. BACKER ROD SHALL BE NON-MOISTURE ABSORBING RESILIENT MATERIAL APPROXIMATELY 25% LARGER IN DIAMETER THAN THE WIDTH OF THE JOINT TO BE SEALED.

TRANSVERSE CONTRACTION JOINT
W/ BACKER ROD & SILICONE SEAL
NEW CONSTRUCTION



DETAIL A

CITY OF RAPID CITY | PUBLIC WORKS DEPARTMENT

JOINT DETAILS

DATE: 5-1-07

SEC. 40-5 SHT.

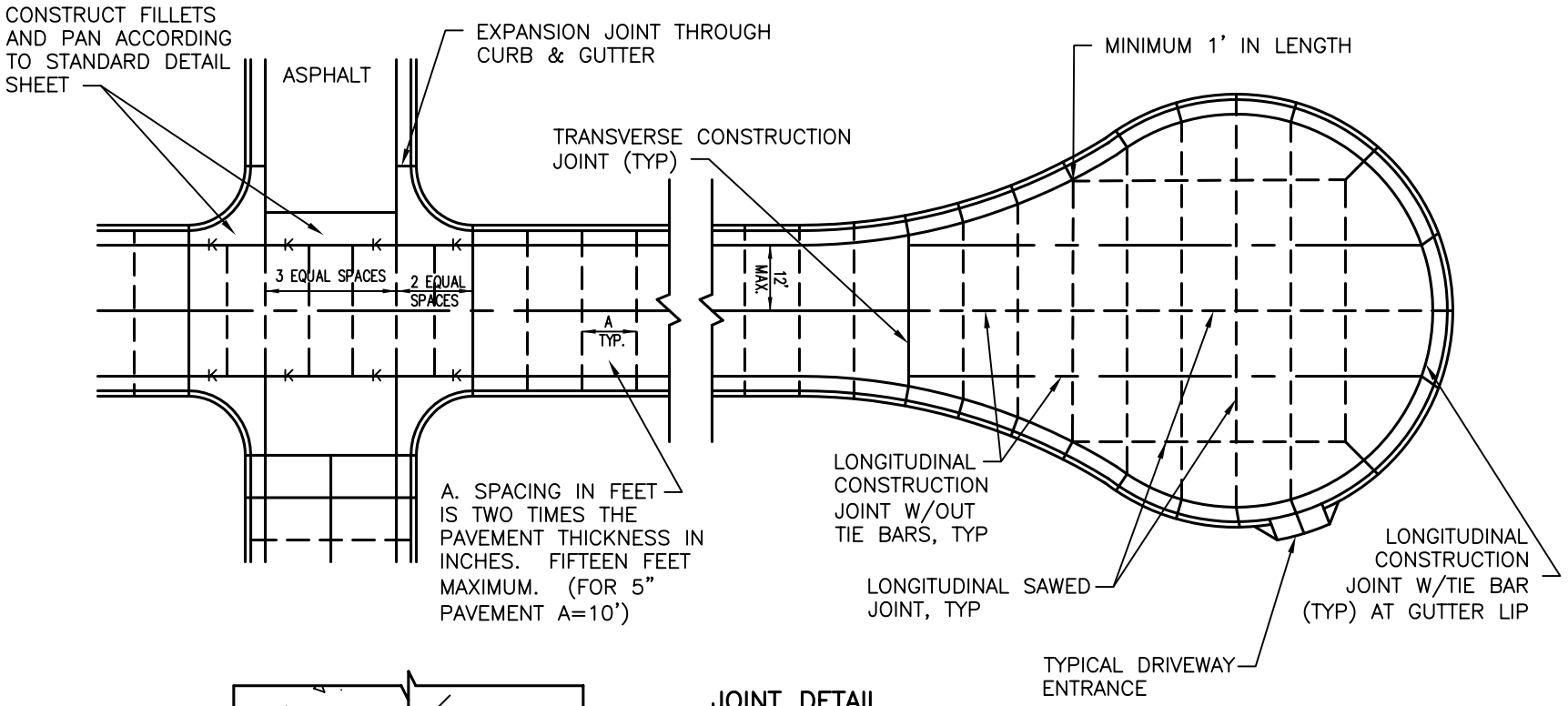
CONCRETE PAVEMENT

CITY OF RAPID CITY

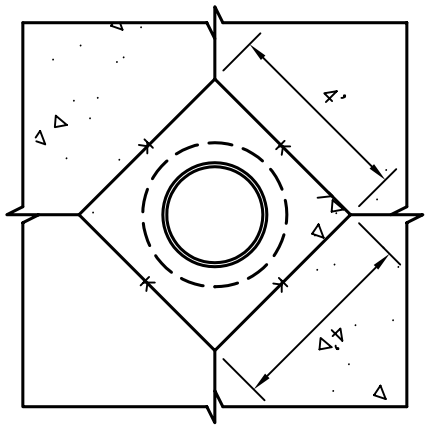
PUBLIC WORKS DEPARTMENT

SEC. 40-6 SHT.

DATE: 5-1-07



JOINT DETAIL



MANHOLE BLOCKOUT DETAIL

NOTE:
THE CONTRACTOR MAY POUR THE MAINLINE CURB AND GUTTER MONOLITHICALLY WITH THE P.C.C. PAVEMENT. IF THIS METHOD OF CONSTRUCTION IS USED, THE CURB & GUTTER VERTICAL THICKNESS SHALL MATCH PAVEMENT BUT BE NO LESS THAN 6 INCHES, AND THE METAL RECESS STRIP MAY BE ELIMINATED. IN ADDITION, THE CURB & GUTTER MUST BE SAWED AND SEALED LONGITUDINALLY AND TRANSVERSELY AT EACH MAINLINE TRANSVERSE CONTRACTION JOINT THE SAME AS FOR TRANSVERSE CONTRACTION JOINTS IN THE P.C.C. PAVEMENT. THE CROSS-SECTIONAL SLOPE OF THE GUTTER SHALL REMAIN AT 3/4" PER FOOT. TIE BARS SHALL BE USED. CONTRACTOR SHALL PREPARE A CONCRETE JOINT LAYOUT PRIOR TO PLACING CONCRETE.

NOTE:
ALL MANHOLE CASTINGS LOCATED WITHIN THE PAVEMENT LIMITS SHALL BE SEPARATED FROM THE PAVEMENT BY BOXING THEM OUT AS SHOWN IN THE DETAIL. MATCH PAVEMENT JOINTS TO MANHOLE BLOCKOUT CORNERS AS DIRECTED BY THE ENGINEER.