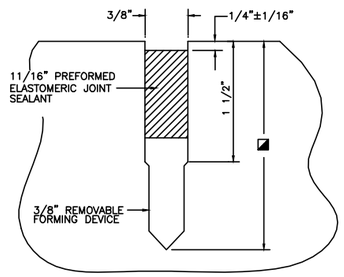
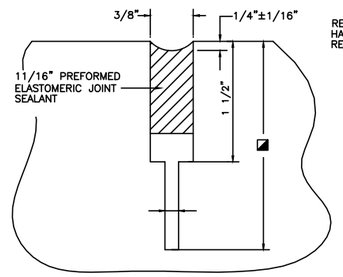
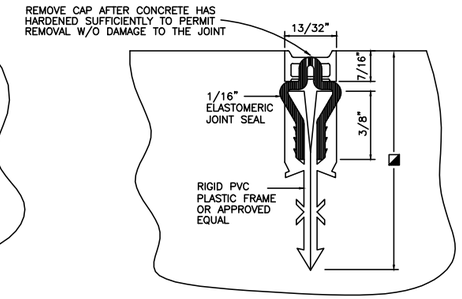


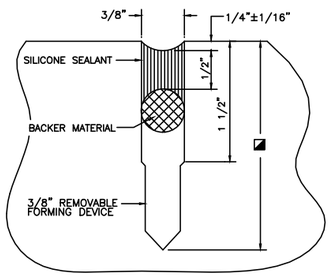
DETAIL "A"



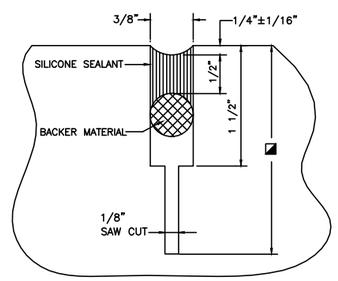
DETAIL "C"



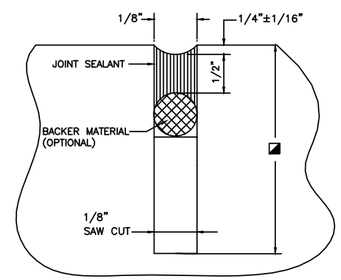
DETAIL "E"



DETAIL "B"



DETAIL "D"



DETAIL "F"

NOTES:

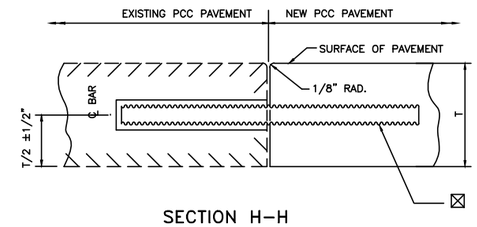
1. USE DETAILS "A" THRU "E" IN CONJUNCTION WITH TYPE TCJ AND CJ JOINTS (SECTION B-B); TYPE BJ JOINTS (SECTION J-J); AND NOTES (7) AND (8) ON DWG. RW2.
2. ◪ SEE TABLE I ON DWG. RW2

DETAILS "A" THRU "F"

N.T.S.

NOTES:

USE DETAIL "F" IN CONJUNCTION WITH TYPE LJ JOINT (SECTION D-D) AND NOTES (7) AND (8) ON DWG. RW2.



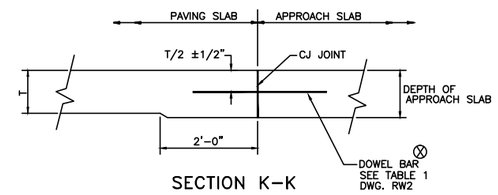
SECTION H-H
TYPE LBJ
(LONGITUDINAL BUTT JOINT)

(DWG. RW2)
N.T.S.

⊠ DEFORMED TIE BARS SHALL BE INSTALLED IN EXISTING PAVEMENT BY DRILLING HOLES 1/8" LARGER, IF EPOXY IS USED OR 1/2" LARGER IF GROUT USED, THAN THE DIAMETER OF THE TIE BAR TO A REQUIRED DEPTH OF 1/2 BAR LENGTH. THE HOLES SHALL BE FILLED WITH AN APPROVED ADHESIVE ANCHOR SYSTEM (QPL 52) OR TYPE I, GRADE C EPOXY RESIN BEFORE INSERTION OF THESE BARS. THE TIE BARS SIZE AND SPACING SHALL BE ONE OF THE FOLLOWING:

A. WHEN TIE BARS OF THE SIZE SHOWN IN TABLE 1, DRAWING RW2, ARE USED, THE BARS SHALL BE PLACED AT 1/2 SPACING.

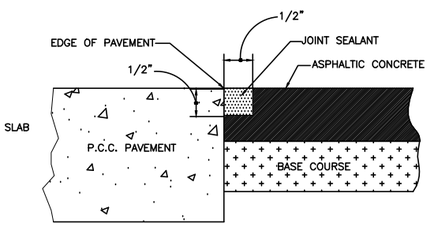
B. WHEN TIE BARS 1/4" LARGER THAN TIE BAR DIAMETER SHOWN IN TABLE 1, ARE USED) THE BARS SHALL BE PLACED AT THE SAME SPACING.



SECTION K-K

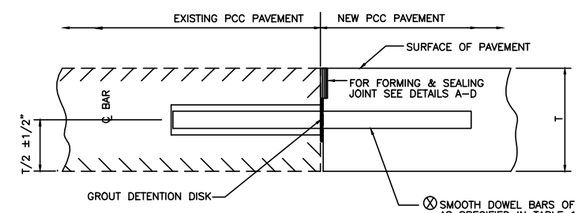
TYPE CJ AT
APPROACH SLAB
FOR DETAILS NOT SHOWN SEE TYPE CJ, DWG. RW4
(SECTION B-B AND RELATED DETAILS)

(DWG. RW2)
N.T.S.



SECTION I-I
HOT POURED SEALANT

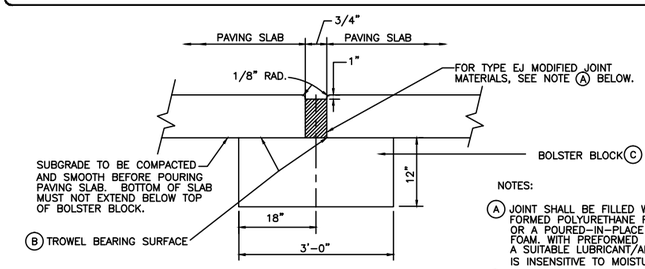
(DWG. RW2)
N.T.S.



SECTION J-J
TYPE BJ
(TRANSVERSE BUTT JOINT)

(DWG. RW2)
N.T.S.

⊗ SMOOTH DOWEL BARS OF THE SIZE & LENGTH AS SPECIFIED IN TABLE 1, DWG. RW2, SHALL BE USED. THE BARS SHALL BE PLACED IN THE EXISTING PAVEMENT BY DRILLING HOLES 1/8" LARGER THAN THE DIA. OF THE DOWEL BAR TO A DEPTH OF 1/2 THE BAR LENGTH AND FILLING THE HOLES WITH APPROVED TYPE I, GRADE C EPOXY RESIN BEFORE INSERTING THE DOWEL BARS. (SEE TABLE 1, DWG. RW2).



SECTION C-C
(DWG. RW2)
TYPE EJ MODIFIED

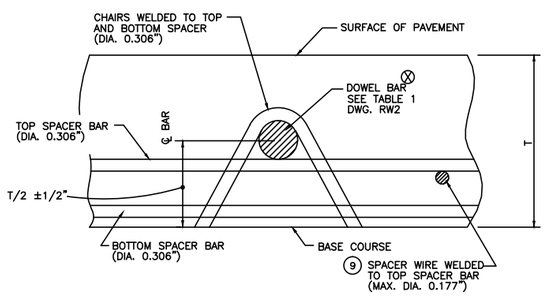
N.T.S.

NOTES:

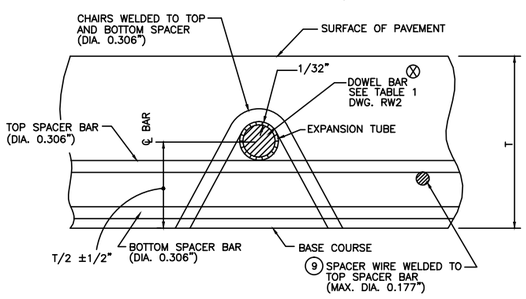
(A) JOINT SHALL BE FILLED WITH A PRE-FORMED POLYURETHANE FOAM TYPE FILLER OR A POURED-IN-PLACE POLYURETHANE FOAM. WITH PREFORMED FILLER, USE A SUITABLE LUBRICANT/ADHESIVE THAT IS INSENSITIVE TO MOISTURE.

(B) ONE LAYER OF 55-LB. TAR PAPER SHALL BE PLACED BETWEEN THE BOLSTER BLOCK AND THE PAVING SLABS.

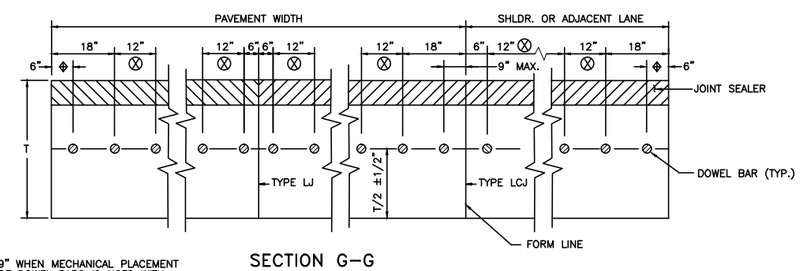
(C) BOLSTER BLOCK SHALL BE CONSTRUCTED OF CLASS "A" OR PAVEMENT TYPE CONCRETE AT NO DIRECT PAY.



SECTION F-F
(DWG. RW2)
N.T.S.



SECTION E-E
(DWG. RW2)
N.T.S.



⊕ 9" WHEN MECHANICAL PLACEMENT OF DOWEL BARS IS USED WITH FORM PAVING. ALSO SEE NOTE (14) DWG. RW2.

SECTION G-G
DOWEL BAR SPACING FOR TYPE TCJ, CJ, AND EJ JOINTS

(DWG. RW2)
N.T.S.

⊗ SEE TABLE 1 DWG. RW2

THE SELECTION AND USE OF THESE DETAILS, WHILE DESIGNED IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRINCIPLES AND PRACTICES, IS THE SOLE RESPONSIBILITY OF THE USER AND SHOULD NOT BE USED WITHOUT CONSULTING A LOUISIANA REGISTERED PROFESSIONAL ENGINEER.

CITY OF NEW ORLEANS
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TYPICAL ROADWAY SECTIONS
FOR
STREET CONSTRUCTION

DRAWN BY:	REVIEWED BY:	RECOMMENDED BY:
N. SCHNEIDER	M.T. B.V. R.S. B.J. A.Y.	NGUYEN D. PHAN, CHIEF ENGINEER
DATE: 8-22-2014	SCALE: AS NOTED	APPROVED: MARK D. JERNIGAN, DIRECTOR

DRAWING No.

RW3