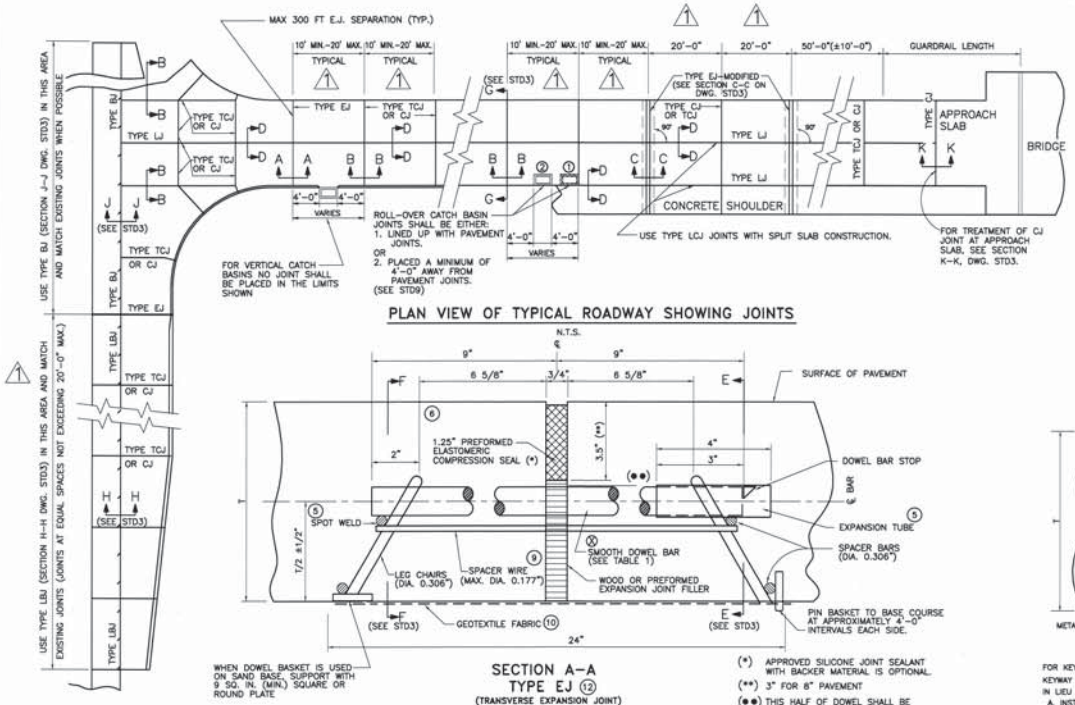


PLAN VIEW OF TYPICAL ROADWAY SHOWING JOINTS

N.T.S.

TABLE 1 (ALL DIMENSIONS IN INCHES)										
PAVEMENT THICKNESS	SMOOTH DOWEL BARS ⊗			DEF. TIE BARS ⊠			MINIMUM DEPTH OF JOINT ◪		KEYWAY ❀	
T ⊗	SIZE	LENGTH	SPACING	SIZE	LENGTH	SPACING	TCJ & CJ ±1/4"	LJ ±1/4"	A ±1/4"	B ±1/4"
7 OR LESS	1	18	12	1/2	24	24	2-1/2	2-1/2	ALLOW 7"	
8	1-1/4	18	12	1/2	24	24	3	3	2-1/2	1-1/4
9	1-1/4	18	12	1/2	24	24	3	3-1/2	2-1/2	1-1/4
10	1-1/2	18	12	1/2	24	24	3-1/2	4	2-1/2	1-1/4
11	1-1/2	18	12	5/8	30	24	3-1/2	4	2-1/2	1-1/4
12	1-1/2	18	12	5/8	30	24	4	4-1/2	3	1-1/2
13	1-1/2	18	12	5/8	30	24	4	4-1/2	3	1-1/2
14	1-1/2	18	12	5/8	30	24	4-1/2	5	3	1-1/2

⊗ FOR CONC. SHOULDERS, " T " IS THE THICKNESS AT PAVEMENT EDGE.

NOTES (STD2 & STD3):

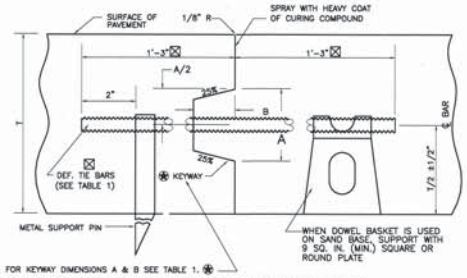
1. PAVEMENT EDGES SHALL BE SLIGHTLY ROUNDED TO APPROXIMATELY 1/4".
2. ASPHALTIC CONCRETE JOINING P.C.C.P. OR ASPHALTIC CONCRETE SHOULDER: THE ASPHALT JOINT SHALL BE SAW CUT AND CONSTRUCTED IN ACCORDANCE WITH SECTION I-I, DRAWING STD3.
3. FOR SECTIONS C-C, E-E, F-F, G-G, H-H, I-I, J-J, AND K-K SEE DRAWING STD3.
4. ALL JOINTS ARE TO BE USED WHERE SHOWN ON THIS SHEET OR AS SHOWN ELSEWHERE IN THE PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER.
5. ON TYPE EJ JOINTS, SPOT WELD ALTERNATE ENDS OF DOWEL BARS TO DOWEL BASKETS AND PLACE EXPANSION TUBES ON FREE ENDS OF DOWEL BARS, (SECTION A-A).
6. TYPE EJ JOINTS SHALL BE SEALED WITH PREFORMED ELASTOMERIC COMPRESSION JOINT SEALS CONFORMING TO SUBSECTION 1005.03 OF DOTD "LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES", LATEST EDITION. THE SEALS SHALL HAVE A NOMINAL WIDTH OF 1-1/4" BEFORE COMPRESSION. JOINTS SHALL BE CLEANED PRIOR TO SEALING.
7. FOR DESIGN SPEEDS OF 45 MPH OR GREATER:
   A. TYPE LJ JOINTS SHALL BE SAW CUT AND CONSTRUCTED AS IN DETAIL "F" DRAWING STD3. THE JOINT SHALL BE SAW CUT AND CLEANED PRIOR TO SEALING WITH A JOINT SEALANT CONFORMING TO SUBSECTION 1005.02(b) OR (c) OF THE AFOREMENTIONED DOTD SPECIFICATIONS.
   B. TYPE TCJ OR CJ SHALL BE SAW CUT AS SHOWN IN DETAIL "C" OR "D" DRAWING STD3 AND TO THE DEPTH SHOWN IN TABLE 1. THE JOINT SHALL BE SAND BLASTED AND CLEANED IMMEDIATELY PRIOR TO SEALING. THE INITIAL CUT SHALL BE MADE WITH 1/8" MINIMUM BLADE. THE SEALANT SHALL BE A PREFORMED ELASTOMERIC SEAL IN ACCORDANCE WITH SUBSECTION 1005.03 OR A SILICONE SEALANT IN ACCORDANCE WITH SUBSECTION 1005.02(c) OF THE AFOREMENTIONED DOTD SPECIFICATIONS.
8. FOR DESIGN SPEEDS OF LESS THAN 45 MPH:
   A. TYPE LJ JOINTS SHALL BE SAW CUT AS DESCRIBED IN 7(A).
   B. TYPE TCJ OR CJ SHALL BE CONSTRUCTED AS FOLLOWS:
      (1) CONSTRUCTED AS DESCRIBED IN 7(B).
      (2) WITH A REMOVABLE FORMING DEVICE AS SHOWN IN DETAILS "A" AND "B" DRAWING STD3. THE JOINT SHALL BE SAND BLASTED AND CLEANED IMMEDIATELY PRIOR TO SEALING AND MAY REQUIRE SAWING TO ACHIEVE PROPER RESERVOIR DIMENSIONS.
      (3) WITH A COMBINATION JOINT FORMER/SEALER AS SHOWN IN DETAIL "E" DRAWING STD3. THE SEALER SHALL CONFORM TO SUBSECTION 1005.04 AND BE INSTALLED IN ACCORDANCE WITH SUBSECTION 601.09(c)(3) OF THE AFOREMENTIONED DOTD SPECIFICATIONS AND NO ADDITIONAL SEALANT IS REQUIRED.

9. EXCEPT AS NOTED BELOW, DOWEL BARS & TIE BARS SHALL BE HELD IN PLACE BY SUPPORTS SIMILAR TO THE ONES SHOWN, OR APPROVED EQUALS. APPROVED MECHANICAL PLACEMENT OF DOWEL BARS AND TIE BARS WILL BE ALLOWED WITH ALL PAVING METHODS. WHEN DOWEL BAR BASKETS ARE USED, APPROXIMATELY THE CENTER 7" OF SPACER WIRES, THAT SPANS ACROSS THE JOINT, SHALL BE CLIPPED AND REMOVED AFTER STAKING BASKETS IN PLACE.
10. INSTALL GEOTEXTILE FABRIC UNDER ALL TCJ, CJ, AND EJ JOINTS WHEN CONCRETE PAVEMENT IS PLACED ON UNSTABILIZED OR UNTREATED BASE COURSES OR SUBBASES. WHEN DOWEL BARS ARE MECHANICALLY IM-PLANTED, THE GEOTEXTILE FABRIC SHALL BE ANCHORED TO THE BASE COURSE WITH PINS.
11. WHEN CONSTRUCTING CONCRETE CURB AND GUTTER ADJACENT TO NEW P.C.C. PAVEMENT, USE TYPE LCJ JOINT. WHEN ADJACENT TO EXISTING P.C.C. PAVEMENT, USE TYPE LBJ JOINT. THE FIRST LOAD TRANSFER DEVICE SHALL BE INSTALLED 18" FROM THE PAVEMENT EDGE.
12. TRANSVERSE EXPANSION JOINTS SHALL NOT BE USED FOR CONSTRUC-TION JOINTS.
13. CONCRETE SHOULDERS:
   A. CONSTRUCT TCJ JOINTS IN ACCORDANCE WITH SECTION B-B.
   B. CONSTRUCT LCJ JOINTS IN ACCORDANCE WITH TYPE LCJ DETAIL ON THIS SHEET AND LJ JOINTS IN ACCORDANCE WITH SECTION D-D.
   C. USE THE MAXIMUM SHOULDER THICKNESS WHEN DETERMINING DOWEL BAR AND TIE BAR SIZES IN TABLE 1.
   D. WHEN SKEWED JOINTS ARE USED ON MAINLINE PAVING THE SHOULDER TCJ JOINTS MAY BE SKEWED OR CONSTRUCTED AT 90°.
   E. SHOULDER JOINTS AND JOINT MATERIALS WILL MATCH THE MAINLINE.
   F. HEIGHT OF DOWEL BASKETS WILL BE BASED ON THE SHOULDER THICKNESS. ALSO VARYING HEIGHT DOWEL BASKETS WILL BE ALLOWED.
14. TIE BARS SHALL NOT BE PLACED WITHIN 18" OF CONTRACTION OR EXPANSION JOINTS.

SECTION A-A
TYPE EJ (12)
(TRANSVERSE EXPANSION JOINT)

N.T.S.

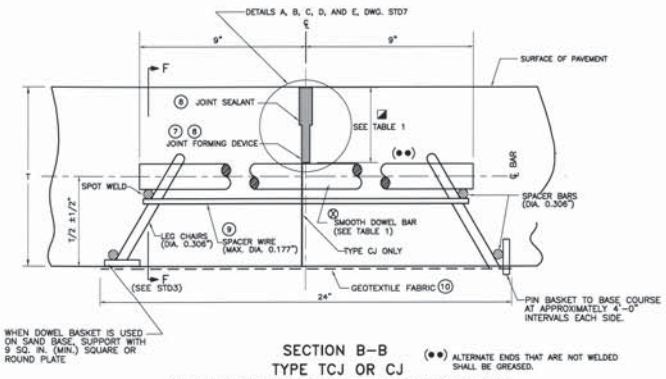
(*) APPROVED SILICONE JOINT SEALANT WITH BACKER MATERIAL IS OPTIONAL.
(**) 3" FOR 8" PAVEMENT
(●●) THIS HALF OF DOWEL SHALL BE GREASED.



KEYWAY UTILIZATION SHALL NOT BE ALLOWED FOR PAVEMENT THICKNESS LESS THAN 8".
IN LIEU OF THE KEYWAY, ONE OF THE FOLLOWING OPTIONS WILL BE ALLOWED (FOR ALL CASES):
A. INSTALL TIE BARS OF THE SIZE SHOWN IN TABLE 1 AT 1/2 OF THE SPACING.
B. INSTALL TIE BARS HAVING DIAMETERS 1/4" LARGER THAN THE DIAMETERS SHOWN IN TABLE 1, AT THE SAME SPACING).

TYPE LCJ
(LONGITUDINAL CONSTRUCTION JOINT)

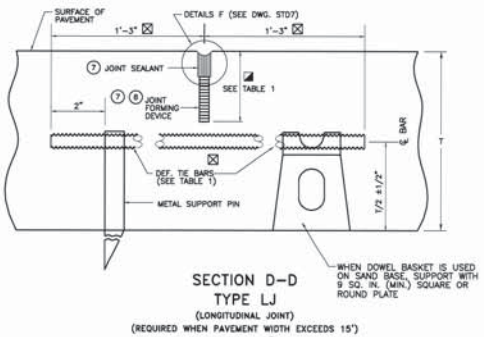
N.T.S.



SECTION B-B
TYPE TCJ OR CJ
(TRANSVERSE CONTRACTION JOINT OR TRANSVERSE CONSTRUCTION JOINT)

N.T.S.

(●●) ALTERNATE ENDS THAT ARE NOT WELDED SHALL BE GREASED.



SECTION D-D
TYPE LJ
(LONGITUDINAL JOINT)
(REQUIRED WHEN PAVEMENT WIDTH EXCEEDS 15')
(SEE NOTE (7))

N.T.S.

REVISION	DATE	DESCRIPTION
1	08-03-2010	REVISED MAXIMUM JOINT SPACING FROM 15' TO 20' SEE PLAN

CITY OF NEW ORLEANS
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

MISCELLANEOUS DETAILS FOR STREET CONSTRUCTION

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.

DRAWN BY: R. FERGUSON
REVIEWED BY: M.T. B.V. R.S. R.H. A.Y.
RECOMMENDED: 8/10/10
DATE: 12-16-2009
SCALE: AS NOTED
APPROVED: DIRECTOR

DRAWING No.
STD2