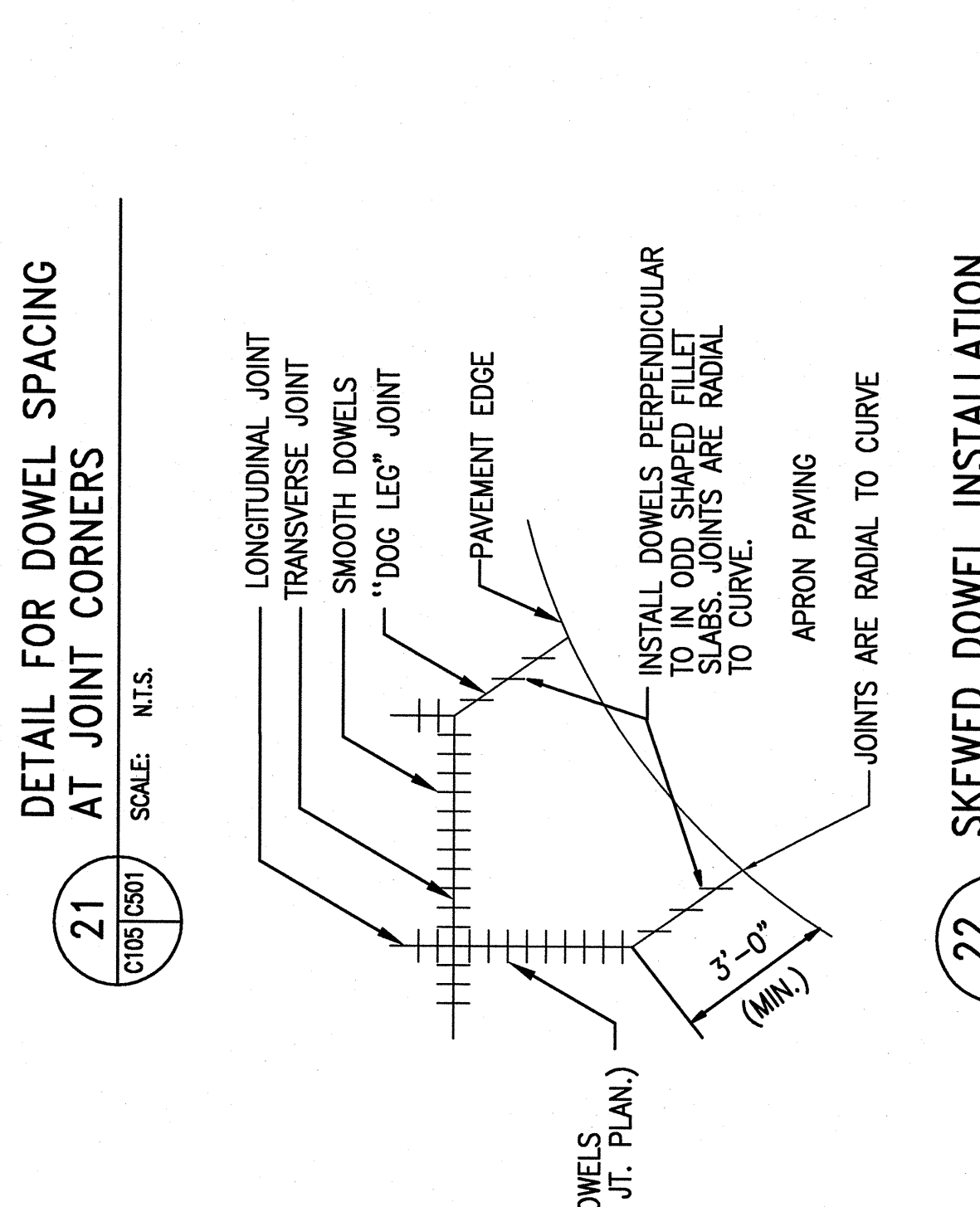
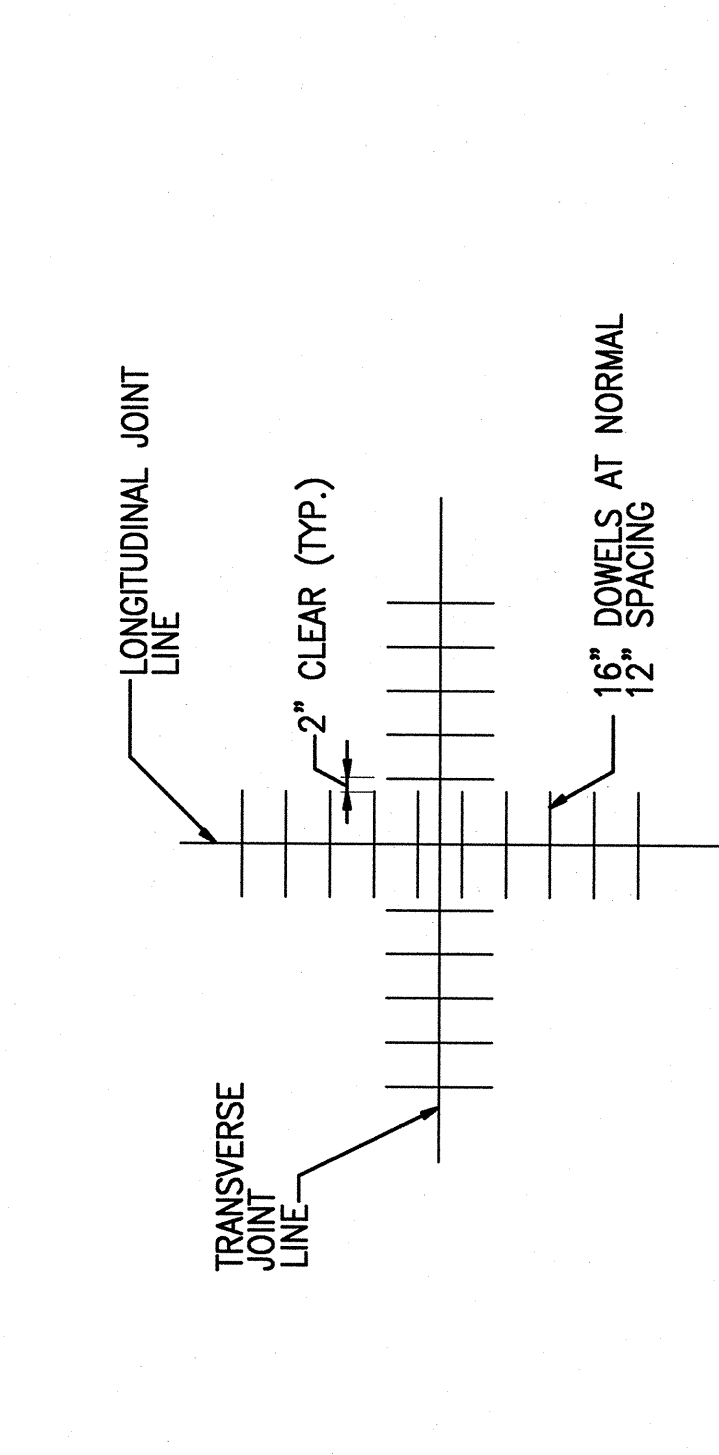
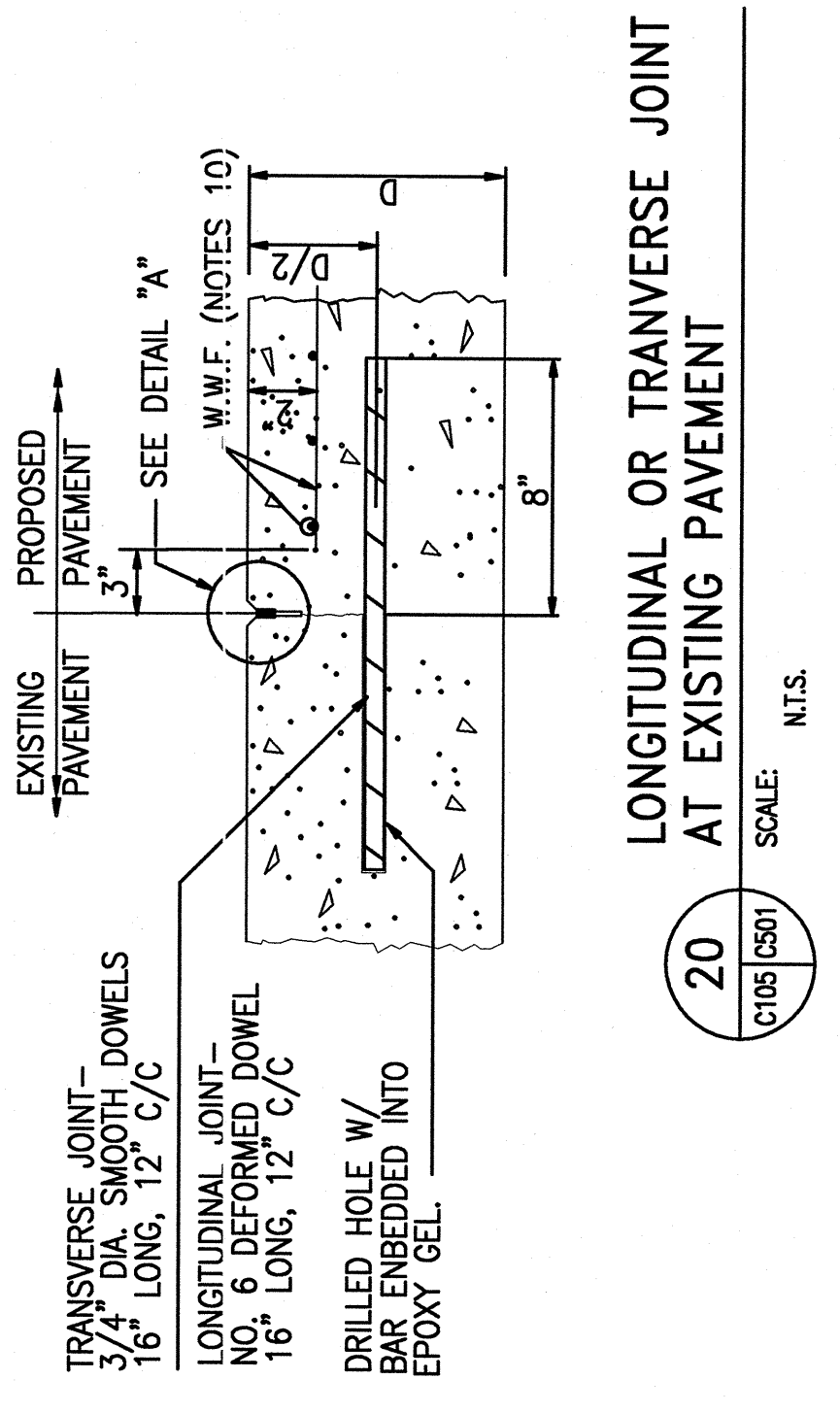


Mark	Date	Description
0	02/25/08	ISSUED FOR CONSTRUCTION
1	03/13/08	EDITED CONCRETE PAVEMENT DETAIL WITH PLACED EXTERNS

Designed by:	
Checked by:	
Reviewed by:	
Date:	

COMPOSITE A-10 AIRCRAFT MAINTENANCE FACILITY  
 ARKANSAS AIR NATIONAL GUARD  
 FT. SMITH, ARKANSAS  
 95% SUBMITTAL

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- NOTES:**
- LONGITUDINAL AND TRANSVERSE JOINTS SHALL BE SAWS AS INDICATED.
  - TRANSVERSE CONSTRUCTION JOINTS SHALL BE USED ONLY WHEN APPROVED BY THE ENGINEER.
  - 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.
  - THE WIDTH OF THE JOINTS SHALL BE CORRECTED FOR 88°F.
  - JOINT CONFIGURATION SHALL MEET JOINT SEAL MANUFACTURER'S SPECIFICATIONS. (EXCEPT AS NOTED ON PLANS AND IN SPECIFICATIONS.)
  - DOWELS AND TIE BARS FOR CONSTRUCTION JOINTS SHALL BE CAST IN PLACE.
  - THE WIDTH OF THE JOINTS SHALL BE CORRECTED FOR 88°F. NOMINAL WIDTH IS 1".
  - SEE TYPICAL SECTIONS FOR PAVEMENT THICKNESSES.
  - SEE JOINT LAYOUT PLANS FOR LOCATIONS WHERE WELDED WIRE FABRIC IS REQUIRED.
  - REINFORCING WELDED WIRE FABRIC WILL BE DEFORMED WELDED WIRE FABRIC CONFORMING TO THE FOLLOWING 6 X 6 - W2.0 X W2.0. ALL STEEL TO BE DELIVERED IN FLAT SHEETS, NO ROLL STOCK WILL BE ACCEPTABLE.

- NOTES FOR DOWEL AND TIE BAR HOLE DRILLING AND INSTALLATION:**
- 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.
  - 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.
  - EPOXY GEL SHALL BE APPLIED TO THE DOWEL AND SUFFICIENT GEL INJECTED IN THE BACK OF THE TIE BAR HOLE BY A MECHANICAL METHOD. THE GEL SHALL BE APPLIED TO THE JOINT LINE AND FORCED 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.
  - EPOXY GEL SHALL MEET THE SECTION 886 FOR TYPE VII EPOXY GEL.
  - THE CONTRACTOR MUST USE CAUTION DURING DRILLING AND/OR DOWEL INSTALLATION SO THAT THE LIGHT BASES AND CONDUIT ARE NOT DAMAGED.

